



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

**APPLICATION OVERVIEW – DRAFT JUNE 8 2022**

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

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

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

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

**Call Opens:** May 2, 2022

**Call Closes:** June 24, 2022, 3 pm

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

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

**Other Notable items:**

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

# APPLICATION FORMAT

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

## Project Information

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

## Evaluation Questions

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

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

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

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

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

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

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

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

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

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

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

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

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

## Project Information

1. Project Title		CO 119 Corridor Branding and Wayfinding	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Boulder End point: Longmont OR Geographic Area: CO 119 corridor	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Commuting Solutions	
4. Project Contact Person:			
Name	Audrey DeBarros	Title	Executive Director
Phone	303.604.4383	Email	audrey@commutingsolutions.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?			X <input type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
<input type="checkbox"/> <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> Provide MVRTP staging period, if applicable capital project:			
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>	X <input type="checkbox"/> Local/Regional plan:	Planning Document Title: CO 119 First and Final Mile Study Adopting agency (local agency Council, CDOT, RTD, etc.): CDOT Provide date of adoption by council/board/commission, if applicable:	
	Please describe public review/engagement to date:	The CO 119 First and Final Mile Study completed July 2021 provided a public comment period for the draft study. The public was able to review a hard copy version at the Longmont and Boulder public libraries. In addition, an email was sent to the Commuting Solutions email distribution list to announce the public comment period. Lastly, social media posts were distributed and the drat study was posted to the Commuting Solutions website for review and input.	
	Other pertinent details:		
7. Identify the project's <b>key phases and the anticipated schedule of phase milestones.</b> (phases and dates should correspond with the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:		Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)		█
<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 type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
X <input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	12/2022
<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?

Serving residents, employees and visitors from all across the North Front Range and the Denver metro area, CO 119 between Longmont and Boulder is the second most travelled corridor in Boulder County, but travelers in both vehicles and on buses face highly unreliable travel times, a high crash corridor that produces more severe crashes per mile than any other in unincorporated Boulder County, and a significant deterrent to increased active transportation use.

RTD, CDOT, City of Boulder, Boulder County and the City of Longmont are partners who are shaping the future of this important corridor identified in the Northwest Area Mobility Study (NAMS) to be re-constructed into a multimodal corridor with Bus Rapid Transit service, a corridor bikeway, bus queue jumps and safety improvements.

As part of the future CO 119 corridor between Boulder and Longmont, a first and final mile study was implemented to define recommendations to improve safety, accessibility for all travelers of this multimodal corridor. Branded wayfinding is one of the corridor recommendations to provide the visual “intersection” and multimodal integration for the CO 119 Bikeway, CO119 Bus Rapid Transit (BRT) service and station area design, park and rides, and connectivity for people to travel to/from adjacent land uses and activity centers.

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

**Roadway**

Operational Improvements

**Grade Separation**

- Roadway
- Railway
- Bicycle
- Pedestrian

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

**Active Transportation Improvements**

- Bicycle Facility
- Pedestrian Facility

**Air Quality Improvements**

**Improvements Impacting Freight**

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

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

**Safety Improvements**

Complete Streets Improvements

**Study**

**Other**, briefly describe:

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

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

The project will include project management and administration, conducting an RFP process to retain a consultant, creating a brand identity for the CO 119 wayfinding signage and developing a wayfinding signage plan for each jurisdiction, RTD and CDOT to implement along the CO119 corridor including as part of the commuter bikeway, transit stations, park & rides, and connections to/from adjacent land uses. The branding and wayfinding recommendations will also be integrated into the architecture and site planning for BRT stations and park and rides. The project will also include convening of corridor stakeholders and obtaining input from the general public.

**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.***

Commuting Solutions will lead the project, and corridor stakeholders are defined. The CO 119 first and final mile study provided wayfinding and brand recommendations which will serve as a starting point for the consultant and stakeholder process.

**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:

Outline the differences between the scope outlined above and the reduced scope:

**Project Financial Information and Funding Request**

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

<b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> <i>(No less than \$100,000 and not to exceed 90% of the total project cost)</i>		<b>\$250,000</b>	<b>28.6%</b> of total project cost
<input type="checkbox"/> Check box if requesting <b>only state MMOF funds</b> (requires minimum 50% local funds) <sup>1</sup>			
<b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.		<b>Contribution Amount</b>	<b>% Contribution to Overall Project Total</b>
CDOT		\$25,000	7%
Boulder County		\$50,000	14%
City of Boulder		\$25,000	7%
		\$	
		\$	
		\$	
<b>Total Match</b> <i>(private, local, state, another subregion, or federal)</i>		<b>\$100,000</b>	<b>28.6%</b>
<b>Project Total</b>		<b>\$350,000</b>	
<b>Notes:</b>	1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.		

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

	FY 2023	FY 2024	FY 2025	Total
<b>DRCOG Requested Funds</b>	\$250,000	\$	\$	\$250,000
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$25,000	\$	\$	\$25,000
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$75,000	\$	\$	\$75,000
<b>Total Funding</b>	\$350,000	\$0	\$0	\$350,000
<b>Phase to be Initiated</b>	Choose an item	Choose an item	Choose an item	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>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.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. X <input 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 and inter-regional transportation corridor serving the economic health of both Boulder County and the greater North Front Range. 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 45,000 daily vehicles and 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 (reference map in supplemental PDF). The RTD BOLT route which connects Boulder and Longmont is one of the busiest bus routes in Boulder County. Additionally, this section of CO 119 has the highest number of serious injury and fatal traffic crashes of any corridor in unincorporated Boulder County.

Addressing the travel time delay on this corridor is critical to supporting the economic health of Boulder County and the North Front Range, and addressing safety is critical to achieving CDOT, DRCOG and Boulder County's vision zero goals. Currently, the corridor is also a significant barrier to the growth of active transportation modes; Boulder and Longmont are only 9 miles apart, but to many prospective bicycle commuters appears as daunting as 999 miles due to the adjacent vehicle traffic traveling at 65+ miles per hour. The municipalities of the Northwest metro area, Boulder County, CDOT, and RTD have long recognized the need for change on this corridor and have made a vision for Bus Rapid Transit and associated operational and safety improvements 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, and 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 is a critical component to improve safety and accessibility for bicyclists and pedestrians as our transportation partners proceed to identify funding to reconstruct the corridor to include BRT service and the CO 119 Bikeway. It is critical for the CO119 branding and wayfinding to be an integral element of the overall construction process for the corridor.

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.

As CDOT, RTD and local jurisdictions are defining funding to reconstruct CO 119 between Boulder and Longmont into a multimodal corridor, first and final mile recommendations and implementation is a critical parallel process in order to improve safety and accessibility to/from the existing and future CO119 transit service and corridor bikeway. Creating a branded wayfinding plan is one of the first strategies in the corridor-wide CO 119 first and final study recommendations to address the existing lack of unified branding and clear wayfinding in the corridor and ultimately, to increase accessibility and use of the CO119 commuter bikeway and BRT service.

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

The proposed project benefits CDOT, RTD, City of Boulder, Boulder County and the City of Longmont. CO 119 is a high priority for the northwest metro region as identified in the NAMS. The local jurisdictions are partnering with the RTD and the CDOT to identify funding to reconstruct the corridor. The proposed project aligns with these corridor community goals to improve safety and access.

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

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

	DI and EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data  (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	7493	100	-
	b. Total households	3307	100	-
	c. Individuals of color	835	11%	33%
	d. Low-Income households	172	5%	9%
	e. Individuals with limited English proficiency	40	1%	3%
	f. Adults age 65 and over	1188	16%	13%
	g. Children age 5-17	1029	14%	16%
	h. Individuals with a disability	296	4%	9%
	i. Households without a motor vehicle	72	2%	5%
	j. Households that are housing cost-burdened	887	7%	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*: After housing, transportation often accounts for the second largest share of household spending, and travelling via private vehicle is an expensive way to travel. 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 implementing a study to create a branded wayfinding system for the bikeway and future BRT service and stations, The bikeway 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. Constructing transit queue bypass lanes, BRT platforms, and a park-n-ride facility will make riding transit a safe and reliable travel option. By greatly improving the viability of much cheaper modes of travel, this project will support low income households, the 27% of households within the project buffer 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 and transit viable options.

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% 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 project will expand access to a broader range of household incomes.
- Contain urban development in locations designated for urban growth and services. The project will improve connectivity between the two largest communities in Boulder County, Boulder and Longmont.
- Increase housing and employment in urban centers. The project will improve the livability of the project area through first and final mile connectivity improvements to residential and employment/commercial areas.
- Improve and expand the region's multimodal transportation system, services, and connections. First and final mile strategies are critical for extending the reach of transit and cycling into the community.
- Operate, manage, and maintain a safe and reliable transportation system. The project will improve safety in the corridor by clearing distinguishing the recommended routing for cyclists and transit riders.
- Improve air quality and reduce greenhouse gas emissions. The project will support increased ridership among cyclists and transit passengers.
- Connect people to natural resource and recreational areas. The project will improve connectivity locally and regionally.
- Reduce the risk of hazards and their impact. The projects will providing recommended routing for transit passengers and cyclists.
- Increase access to amenities that support healthy, active choices. The project will increase access to the CO 119 Bikeway and BRT service in the CO 119 corridor.
- Improve transportation connections to health care facilities and service providers. The project will improve access to the corridor and to local facilities and service providers by extending the reach of transit and cycling into the community.
- Diversify the region's housing stock.
- Improve access to opportunity. The project will improve the ability for people to safety travel by bike or transit to jobs, daily living activities, etc.
- Improve the region's competitive position. The project will improve the livability of the corridor area and support improved connectivity between communities.

\*\*\*Due to technical issues, Question #6 is at the end of the application.\*\*\*

**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 (the northbound BOLT is 7 minutes slower in peak periods than off peak), 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 by reducing travel times for both transit riders and motorists, improving travel time reliability and improving safety for all modes.

The CO 119 corridor, and the transit service that utilizes it, provides direct access to the four highest density employment and housing locations in Boulder County: downtown Boulder (2.5M SF of retail and office space with 10,000 employees), downtown Longmont, Boulder Junction, and the University of Colorado-Boulder, the latter of which is also the largest university in the state with 35,000 students. The corridor also provides access to the Longmont campus of Front Range Community College, which is a 7 minute walk from the nearest existing BOLT bus stop and future BRT stop. CO 119 transit service also provides connections to Boulder High School, Longmont High School, and Silver Creek High School (Longmont), and will help transport high school students to and from class.

Boulder is a major hub for medical services in Boulder County and the Northwest Metro Area, and the future CO 119 BRT service that will utilize this project's components will provide a direct connection to Longmont United Hospital.

Transit service that provides access to two of Boulder County's largest shopping districts- 29th Street Mall in Boulder and Village at the Peaks in Longmont, will benefit from this project.

The bicycle and pedestrian underpasses included in this project that will be incorporated in the CO 119 Bikeway provide access to City of Boulder and Boulder County Open Space properties and trails including the Cottonwood Trail, which is located less than 1,000 ft east of CO 119 and connected to it by buffered bike lanes on Jay Rd. The Jay Rd underpass connection will also provide access via Jay Rd and N 51st St to the Boulder Reservoir, a regional recreation destination with swimming, boating, multi-use trails and other activities. The N 63rd St underpass 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. The recreational cycling that this project and other bike facilities in Boulder County support is critical to sustaining the many markets, grocery stores, coffee shops, restaurants, and breweries in Boulder County's smaller communities, including Niwot, Hygiene and Lyons.

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?  
X Walking X Bicycling X 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.): [Branding and wayfinding signage design](#).
- 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.  
X Yes  No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?  
 Yes X No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  
X Yes  No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  
 Yes X No

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

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 increase mobility choices for people, goods and services by improving access, connections, and reliability for all modes by constructing many of the complete street strategies identified for regional connector streets.

To improve connectivity for pedestrians and bicyclists, the project will construct two new bicycle and pedestrian underpasses under Jay Rd and N 63rd St that will be incorporated into the planned CO 119 Commuter Bikeway, and in the case of N 63rd St, provide access to the BRT platforms and transit stops which will be used by existing transit service (BOLT, FLEX) and the future CO 119 BRT service. 63rd St will also feature a new sidewalk connecting to the BRT platforms at street-level. Transit passengers accessing transit via private vehicle will benefit from the project's 151 space park-n-ride at 63rd Street; currently, Gunbarrel residents who cannot access the BOLT via foot or bike have to backtrack 2.5 miles in the wrong direction to CO 119 & Niwot Rd to find the nearest park-n-ride to them. The BRT platforms will better protect waiting passengers from high-speed vehicle traffic on the highway and will improve the flow of transit vehicles in the station areas. Once onboard, transit passengers will see improved travel time reliability

and decreased travel times (down to an average of 26 seconds at CO 119 & Jay Rd in peak periods compared to 65 seconds if left unaddressed) from the queue bypass lanes at Jay Rd, which will allow transit vehicles to bypass general purpose traffic congestion at Jay Rd. The transit queue bypass lanes will also reduce travel times for general purpose traffic including freight, decreasing peak period average queue lengths by 60%.

This project will help address natural and human-made hazards in two ways. First, human-caused climate change is increasing the severity of natural disasters including fires and floods. By shifting travel from SOVs to walking, biking, and transit, this project will contribute to our reduction in GHG emissions and will lessen our collective impact on large natural disasters. Secondly, 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.

## Air Quality

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

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

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

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

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10
	1.52	.08	.05	.02

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:*

This project improves air quality by converting single occupant vehicle trips into transit, bicycling and walking trips, and by improving the flow of general purpose traffic. The project will reduce congestion, reduce vehicle miles travelled (VMT), and will reduce single occupant vehicle (SOV) travel.

The following methodology was used for the transit FHWA CMAQ calculator: the RTD PEL determined that BRT on CO 119 would result in 423,000 additional annual boardings. The existing bus stop at CO 119 & 63rd accounts for about 2% of overall BOLT ridership, and the Jay Rd queue bypass lanes will account for about 4% of the overall travel time savings for BRT compared to existing BOLT service. Averaging these two percentages, we estimated that the proposed project will account for 3% of the anticipated increase in annual transit boardings, or 12,690. Due to the regional nature of the service, average transit trip distance was estimated to be 16 miles. 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 transit, bicycling, and walking, the proposed project will reduce VMT and SOV travel.

The proposed project will also reduce general purpose traffic congestion by reducing peak period peak direction general purpose traffic queue lengths on CO 119 at Jay Rd by about 60%, from 306 to 118 ft in the southbound direction during the AM peak, and from 789 to 324 ft in the northbound direction in the PM peak. Maximum queue lengths for general purpose traffic at this intersection will also be reduced by 24% in the AM peak for southbound traffic, and 12% in the PM peak for northbound traffic.

**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](#)?\*  
X  Yes  No If yes, which specific corridor will this project focus on? [CO 119](#)
- Does this project involve a [regional transit planning corridor](#)?\*  
X  Yes  No If yes, which specific corridor will this project focus on? [CO 119](#)
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?  
X  Yes  No
- Does this project improve connections between transit and other modes?  
X  Yes  No If yes, please describe in your response.
- Is this project adding new or expanded transit service? Yes,  
 Yes X  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?\*  
X  Yes  No If yes, provide the name of the urban center: City of Longmont and City of Boulder

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:*

[Branded wayfinding](#) is a critical first and final mile strategy to improve safety and overall connectivity between modes of transportation. The [CO 119 corridor re-construction](#) project will include the addition of the [CO 119 Bikeway](#), [Bus Rapid Transit service](#), [BRT stations](#), etc. [Wayfinding](#) will assist the public to easily navigate between modes of transportation and to know where the recommended, safe routes are to travel around the adjacent BRT station areas.

**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?\*
- X  Yes  No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
 X  Yes  No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	6	
Other Injury crashes	92	
Property Damage Only crashes	177	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	We used a 15% reduction for overall crashes, described more fully below.
Serious Injury crashes reduced	1.00	
Other Injury crashes reduced	14.00	
Property Damage Only crashes reduced	27.00	

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

Improving safety on the CO 119 corridor is critical to achieving Boulder County’s, DRCOG’s and CDOT’s safety and vision zero goals. Boulder County’s Traffic Crash Analysis identified the CO 119 corridor as being a high crash corridor through multiple analyses: the highest number of serious injury and fatal crashes in unincorporated Boulder County, the second highest number of bicycle and pedestrian injury and fatal crashes in unincorporated Boulder County, and the intersections at Jay Rd and 63rd St appearing high on our list of high crash intersections (charts available in the supplemental pdf).

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 the 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](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 SH 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 safety countermeasures including the provision of separated facilities for walking and biking. The safety countermeasures that are part of this project include: co-locate bus stops and pedestrian crossings, countdown pedestrian signal heads, far side bus stops, lighting, pavement markings, protected turn phase, protected/ separated bikeway, and sidewalks. These safety countermeasures and other project elements are designed to mitigate the following crash types: crashes involving bicyclists or pedestrians, rear end crashes, and broadside crashes.

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, two of which are included in the project scope.

The intersection safety improvements including improved upgraded traffic signal poles, signing, striping, lighting are estimated to reduce rear end and broadside crashes by 10%.

Overall, the safety improvements included in the project scope are estimated to result in a 15% reduction in total crashes within the project scope.

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).

Finally, riding on a bus is safer than any other mode of travel (Journal of Public Transportation, 2014). On a per passenger mile travel basis, drivers and passengers of cars have a fatality risk 67 times greater than passengers in a bus. High quality transit service also provides people with travel options to prevent distracted, tired, and impaired driving.

**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. This Plan also identified the intersection of CO 119 & N 63rd as a Recurring Truck Safety Hotspot. The proposed project will address truck and freight safety at the CO 119 & N 63rd St, and CO 119 & Jay Rd intersections through the inclusion of signalization, striping, and marking improvements, which will reduce the incidence of both broadside and rear end collisions. The proposed project will address non-motorized traveler safety through the inclusion of separated bicycle and pedestrian underpasses, which will serve as the foundation for the CO 119 Commuter Bikeway. The Commuter Bikeway will relocate 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.

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

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) or locally-defined priority corridor?\*  
X  Yes  No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?\*  
X  Yes  No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?\*  
X  Yes  No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?  
X  Yes  No If yes, please describe in your response. The project includes wayfinding signage and branding for the CO 119 Bikeway.

**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	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	250	400
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: {#2 X 50%} or other percent, if justified on line 10 below)	125	200
4. = Initial number of new bicycle trips from project (#2 – #3)	125	200
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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	25	40
5. = Number of SOV trips reduced per day (#4 - #5)	100	160
6. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	200	320
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	190	304

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 #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.

**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):		20
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	20	50
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: {#2 X 50%} or other percent, if justified on line 10 below)	0	0
5. = Number of new trips from project (#2 – #3)	20	50

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)	0.00	0.00
7. = Number of SOV trips reduced per day (#4 - #5)	6.00	15.00
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)	5.60	14.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	5.32	13.30
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: We used 0% for #5 since there aren't other walking routes to bus stops on CO 119.		

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>).

Branded wayfinding is a corridor-wide recommendation included in the CO 119 First and Final Mile Study as an early action item to coincide with the implementation of Bus Rapid Transit and CO 119 Bikeway.

The proposed project would expand the active transportation network by creating a unique and visible brand identity for the corridor wayfinding and BRT service. Wayfinding will make it easier for the public to identify the safe and recommended ways to access the bikeway and the future BRT stations.

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 the US 36 Bikeway (where CDOT does have bicycle counters) and Strava data. We are estimating that the construction of the new bicycle underpasses in this project, which will be incorporated into the Commuter Bikeway, 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.

<b>C. Project Leveraging</b>	<b>WEIGHT</b>	<b>5%</b>
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<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>	<b>28.6%</b>	<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													

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

**Section 1. Avoiding Pitfalls and Roadblocks**

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

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

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

- Utilities:
- Railroad:
- Right-of-Way:
- Environmental/Historic:
- Other:

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: [Choose an item](#)

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? [CDOT](#), [RTD](#), [City of Boulder](#), [Boulder County](#) and [City of Longmont](#).

Please provide any additional details on any of the items in Section 1, if applicable.

## 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?

X  Yes  No

Please describe:

CDOT, Boulder County and the City of Boulder are providing local match to the project and we do have commitment letters.

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

X  Yes  No

Please describe:

The project is included in the CO 119 First and Final Mile Study which Commuting Solutions created in 2021 in partnership with local agencies, RTD and the CDOT. We are prepared to implement the project in 2023, should funding be awarded.

## Section 3. Public Support

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

X  Yes  No

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

X  Yes  No

Please describe:

Commuting Solutions had the CO 119 First and Final Mile Study on our website for public review. During the study process, we help public meetings, shared the draft study on our website, social media, and hard copy distribution at the Boulder and Longmont museums.

- 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.

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



## Community Planning & Permitting

Transportation Planning Division • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303.441.3930  
Website: [www.bouldercounty.org/transportation/multimodal](http://www.bouldercounty.org/transportation/multimodal)

June 17, 2022

Audrey DeBarros  
Executive Director  
Commuting Solutions  
287 Century Circle, Suite 103  
Louisville, CO 80027

RE: DRCOG TIP APPLICATION FOR CO119 WAYFINDING & BRANDING STUDY

Dear Executive Director DeBarros,

On behalf of Boulder County, please accept this letter of support for Commuting Solutions' Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) sub-regional grant application for the CO119 corridor Wayfinding & Branding Study.

This study is an integral element necessary to complete the overall CO119 multimodal corridor vision plan as well as a critical recommendation from the CO119 First and Final Mile Study.

In addition to this letter of support, the Boulder County Board of County Commissioners has approved \$50,000 in funding to assist Commuting Solutions with your local matching funds pending the successful approval of the TIP sub-regional grant application.

We appreciate this opportunity to support Commuting Solutions' DRCOG TIP sub-regional grant application and look forward to continuing our work together to advance the CO119 corridor vision in alignment with the county's Transportation Master Plan as well as the region's Northwest Area Mobility Study (NAMS).

Best wishes to you and your team at Commuting Solutions, hoping for a successful outcome with your grant application. Please let us know if you need any additional information.

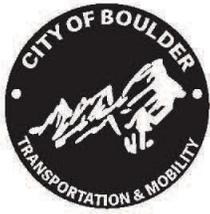
Sincerely,

*L. Kathleen Bracke*

Kathleen Bracke  
Deputy Director, Community Planning & Permitting – Transportation Planning  
Email: [kbracke@bouldercounty.org](mailto:kbracke@bouldercounty.org)  
Phone: 970.219.6765

Cc: Alex Hyde-Wright, Principal Transportation Planner, Boulder County  
Todd Cottrell, Project and Program Delivery Manager, DRCOG

**Matt Jones** County Commissioner    **Claire Levy** County Commissioner    **Marta Loachamin** County Commissioner



# City of Boulder Transportation & Mobility

June 21, 2022

Audrey DeBarros  
Executive Director  
Commuting Solutions  
287 Century Circle, Suite 103  
Louisville, CO 80027

**RE: DRCOG TIP APPLICATION FOR CO119 WAYFINDING & BRANDING STUDY**

Dear Executive Director DeBarros,

The City of Boulder is pleased to provide this letter of support for Commuting Solutions' Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) sub-regional grant application for the CO119 corridor Wayfinding & Branding Study.

This study is an integral element necessary to complete the overall CO119 multimodal corridor vision plan as well as a critical recommendation from the CO119 First and Final Mile Study.

In addition to this letter of support, the City of Boulder will provide \$25,000 in funding to assist Commuting Solutions with local matching funds pending the successful approval of the TIP sub-regional grant application.

We appreciate this opportunity to support Commuting Solutions' DRCOG TIP sub-regional grant application and look forward to continuing our work together to advance the CO119 corridor vision in alignment with the county's Transportation Master Plan as well as the region's Northwest Area Mobility Study (NAMS).

Sincerely,

A handwritten signature in black ink, appearing to read "N. Stiffler".

Natalie Stiffler  
Interim Director of Transportation and Mobility

cc: Valerie Watson, Transportation Planning Manager



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

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

May 20, 2022

Audrey DeBarros  
Commuting Solutions  
287 Century Circle, Suite 103  
Louisville, CO 80027

Dear Ms. DeBarros,

This letter is to inform you that the Colorado Department of Transportation (CDOT) concurs with Commuting Solution's DRCOG FY22-25 Subregional Call application for the **CO 119 Branding and Wayfinding Project**. Additionally, CDOT Region 4 supports your funding request of \$25,000 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, Commuting Solutions 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, Commuting Solutions 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



# FW: RTD Concurrence CO 119 Branding & Wayfinding

Audrey DeBarros <audrey@commutingsolutions.org>

Thu 6/23/2022 7:53 PM

To: Josh Schwenk <jschwenk@drcog.org>

Here is the RTD concurrence email for our application. Thanks!

Please let me know if you need anything else.

Audrey DeBarros | Executive Director  
Commuting Solutions  
287 Century Circle, Suite 103  
Louisville, CO 80027  
P: 303-604-4383



Setting the pace for the northwest metro region.

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**From:** Christopher Quinn <Chris.Quinn@RTD-Denver.com>  
**Sent:** Tuesday, May 31, 2022 2:36 PM  
**To:** Audrey DeBarros <audrey@commutingsolutions.org>  
**Cc:** kbracke@bouldercounty.org; Todd Cottrell <Tcottrell@drcog.org>  
**Subject:** RTD Concurrence CO 119 Branding & Wayfinding

Hi Audrey,

This email is to provide RTD's concurrence with Commuting Solution's DRCOG TIP application for CO 119 Branding and Wayfinding.

Unfortunately, we would not be able to provide a contribution to the local match at this time.

We do ask that, if awarded funding, you continue to coordinate with RTD on any concepts that would be integrated into RTD facilities.

Thanks  
Chris

**Chris Quinn**  
Project Manager  
Planning  
he | him | his  
o. 303.299.2439  
[chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)  
[rtd-denver.com](http://rtd-denver.com)



Regional Transportation District  
1660 Blake Street, BLK-21  
Denver, CO 80202

***We make lives better through connections.***

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: [Gunbarrel Activity Center](#)
- Does the project connect two or more urban centers?\*  
 Yes  No If yes, please provide the names: [City of Boulder and City of Longmont](#)
- Is there a transit stop or station within ½ mile of the project limits?\*  
 Bus stop:  Yes  No If yes, how many? 6  
 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	3,307	5,146
Jobs within ½ mile	20,118	27,683
Household density (per acre) within ½ mile	0.97	1.86
Job density (per acre) within ½ mile	7.62	10.32

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 corridor connects 9 of Boulder County’s 11 DRCOG urban centers and will be served by the future BRT stations and corridor bikeway located in the corridor. The planned CO 119 BRT service and the CO 119 corridor bikeway, will use and benefit from all of the components of this project.

A focal point of the branded wayfinding grant application is the Gunbarrel Activity Center, 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 offices uses” and promoting “more pedestrian-scale architecture and outdoor spaces”, which are reflected in the significant growth of both households (55%) and jobs (37%) 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.

The existing and future transit services on the CO 119 corridor that will use the project components directly connect to the following urban centers in Longmont: Twin Peaks Activity Center, Ken Pratt Extension, CBD of Longmont, North Main Street AC, and SH66 Mixed Use Corridor and the following urban centers in Boulder: 28th/30th Streets BVRC, Downtown Boulder, and University Hill. Within these urban centers, Longmont has completed a Main Street Corridor Plan which “creates opportunities for mixed use projects” and is punctuated by the 1st & Main Station, Longmont’s rapidly developing new multimodal hub and the location of the planned

commuter rail station, and Longmont's Coffman Street Busway Project. Within Boulder, multimodal corridor plans have been completed for 28th St, 30th St, Arapahoe Ave, Canyon Blvd- all of which are served by current and future CO 119 transit service, and are anchored by Boulder Junction, a 160-acre redevelopment area that is being transformed into a mixed-use, transit-oriented community anchored by RTD's Boulder Junction at Depot Square Station and home to the future B-Line commuter rail station. Within Boulder Junction, there are more than 24 employers with over 3,600 employees, 1.8 million square feet of commercial uses, and over 1,300 existing and proposed housing units. At full buildout, between 2,800 and 5,000 new residents will live within convenient walking distance of the transit center. Due to a special Boulder Junction taxing district, everyone who lives and works in the Boulder Junction TOD district receives an annual RTD EcoPass, car-share and bikeshare memberships to incentivize the use of local and regional transit and mobility options.