

Sponsor Agency	Project Title	DRCOG Requested Funds	Total Project Budget	What questions do you have about the proposed project?	What are its strengths as an application? What could be added or modified to make it stronger?	What are its weaknesses as an application?	Do you think this project would score well and be competitive for funding in Call 2, or should the applicant consider pursuing a different funding source?	Other notes about this project
City of Boulder	W Colorado Multimodal Improvements	\$ 2,400,000	\$ 3,000,000	a little challenging to determine what is exactly in this project since most of description addresses what is happening at 28th, 30th, which are outside the project limits. Wasn't Colo/Regent just rebuilt? Unclear what additional scope this project includes at this intersection.	multimodal benefit: transit improvements, PBLs, better ped environment, slower vehicle speeds will be safer	Acquisition of ROW adds uncertainty (especially given deadline of Call 5 dollars); Cost: Project is 1.45 miles long. At \$3M total cost that is ~\$21M/mile for this corridor, which is very expensive.	Would score well, but encourage COB to think about how to reduce costs, especially given how much more of this corridor there is to go	separate out ROW, re-submit when that is resolved?
City of Boulder	30th St Preliminary Design	\$ 800,000	\$ 1,000,000	is a road diet on the table? What other cross sections will be evaluated? How will an option be chosen? Is the example cross section the one that will be moving forward?	bike safety- bikes are relocated to PBL. Cycling appears to be the mode that will benefit the most. Peds will have shorter crossing distances	how much benefit will there be to transit? Sample cross section still shows 2 GP lanes in each direction.	Yes, but doesn't appear to benefit transit directly as much as some of the other COB abstracts (does provide access to regional transit). Core benefit is to bike/ped trips on 30th	
City of Boulder	Baseline Multimodal Improvements	\$ 3,200,000	\$ 4,000,000	is there a concept design for the entire corridor (only 35th is shown in abstract)	Big improvement to bike safety, improved bus operations/reduced bus-bike conflicts, shorter ped crossing distances. Baseline connects Boulder to Lafayette (and Louisville); Cost/ mile is much lower than W Colorado, for example. Doesn't appear to need ROW	Is concept design already complete? What are the unknowns that still need to be resolved in this project?	Yes, would score very well- benefits to many modes. In the top 3 strongest abstracts from COB	this is \$3.8M/mile, much cheaper than W Colo.
City of Boulder	Broadway & Table Mesa. Regent Transit Priority Intersections	\$ 2,640,000	\$ 4,800,000		one of the most needed transit improvements in all of Boulder County. Possible to add Table Mesa garage exit (left turn) to this scope?	A little vague on what exactly will be built. Doesn't commit to lane repurposing on Broadway from Regent to Table Mesa- what criteria will be used to make this decision?	Yes, huge benefit to transit riders in Boulder County, large impact on increasing transit ridership/ decreasing VMT. For benefit to whole subregion, this is COB's strongest abstract.	Any way to reduce costs? What exactly is this project building at Regent, Table Mesa?
City of Boulder	CO 7 (Arapahoe) & 30th St Intersection	\$ 4,200,000	\$ 5,000,000	Does the project include the conversion of GP lanes to bus lanes at this intersection? Scope says no, but drawing shows them. Does COB already have all needed ROW? Does this project include purchase of ROW?	Big improvement to bike/ped safety, crossings. To improve benefit, include the transit lane conversions.	Cost. Does this project by itself provide any benefit to transit?	Yes, CO 7 is a NAMS corridor and key intercity connector in Boulder County, but concern about cost of this intersection	thought CDOT had \$ to pay for this intersection... aren't we collectively freeing up around \$5M from 95th to use elsewhere on CO 7?
City of Boulder	CO 7 Bridge Replacement @ Boulder Creek	\$ 5,600,000	\$ 7,000,000			Don't think most of this cost is eligible: "Notable project types that are not allowable include roadway capital projects, roadway reconstruction projects, and bridge replacement/rehabilitation projects."	Don't think this is eligible in Call 2- would recommend resubmitting in Call 4.	
City of Boulder	US 36 West Side Multi-Use Path: Fourmile Canyon Crk to Violet	\$ 6,800,000	\$ 8,500,000		adds high comfort bike/ped facility to a corridor with very high stress shoulders/ bike lanes	Cost. This is ~43% of our subregional allocation. Benefit to subregion as a whole? Any reimagining of high speed right turn slip lanes on the corridor?	would score okay, but is high cost for project with somewhat limited subregional benefit.	possible to break this project into smaller pieces?
Commuting Solutions	CO 119 Branding & Wayfinding Signage	\$ 315,000	\$ 350,000	Is this project focusing on just CO 119 or all of the NAMS corridors in Boulder County? Hard to tell from the description. Includes signage on CO 119 corridor, or off it, or both?	Branding for 119, other NAMS corridors is essential to making them true BRT	unclear scope, project limits	Possibly, if scope is clarified	if project is going to result in construction-ready signage, phases should be study & design
Longmont	County Line Rd Shoulders: 17th Ave to CO 66	\$ 2,720,000	\$ 3,400,000		closes what will be a gap in bike facilities on ECLR. Benefits multiple municipalities and counties. Possible to do buffered shoulders to increase separation from traffic?	does not create a high comfort/ low stress facility for bikes	Project has a lot of regional/subregional benefit to multiple jurisdictions, but the construction of what will be a moderate stress facility will limit score a bit	
Longmont	US 287 (Main St) & 21st Ave Underpass	\$ 800,000	\$ 1,000,000	Main St Corridor Plan identified other improvements for Main St... does this design include any other components? How will transition from green street to MUP work? Usually this works very well for 1 direction, and less so for the other direction	addresses transportation barrier for disadvantaged populations, high crash location. Would be nice to see conceptual designs/ plans or at least zoomed in map showing greenway to east, green street to west, and how this underpass would tie everything together	Currently this is not planned to be a 119 BRT station. For this level of future investment at this intersection, this should be a BRT station	yes, but would be much more competitive if coupled with BRT station. Even without, given that this provides crucial link in Longmont's AT plans, will score well. This is stronger of the two COB abstracts.	
Louisville	Via Appia Complete Street Improvements	\$ 2,560,000	\$ 3,200,000	For TIP application, would like to see exactly what elements are included where. Does this project definitely do a 4 to 2 conversion? A little hard to tell from the "woulds" in the description	great "road diet" 4 to 2 lane conversion + buffered bike lanes will make this very comfortable street for cycling, and much better ped crossings. Possible to include floating bus stop islands in scope to minimize bus/bike conflicts? Benefit to superior in it provides access to rec center	how does this corridor benefit the subregion as a whole?	Yes. Benefits to many modes. This is Louisville's strongest abstract for Call 2. Limiting factor to score will be benefit to subregion overall.	think about how this project could be phased if can't fulfill the full funding request
Louisville	CO 42 Multi-Modal Improvements	\$ 4,000,000	\$ 8,000,000	when will alternative for this section of CO 42 be selected?	addresses multiple modes on a NAMS corridor: transit, walking, biking	since the preliminary design/ alternatives analysis is still in progress, a little difficult to tell what exactly this project would be building. For \$4M request, would like increased certainty of what would actually be built.	will a prelim design be done in time for call 4? If so, would recommend bringing this forward in call 4 when there is more certainty about what will be built. A little bit of a blank check right now.	
Louisville	South Boulder Rd/ Main St Underpass	\$ 5,000,000	\$ 20,000,000	While this project is only seeking subregional funds for 25% of the cost, hard to overlook the total cost of this project. Are there other, more cost effective options to improve bike/ped access to/from downtown Louisville, and LMS? On other routes?	improves bike/ped access to downtown Louisville	\$20M is a very high price tag for people to cross the street. What is the opportunity cost of what this funding could do to improve other routes to/from downtown Louisville and Louisville Middle School? How does this project provide benefit beyond just Louisville?	Given the cost and potentially somewhat limited benefit to subregion overall, might not be a top contender.	might be the most expensive bike/ped underpass Boulder County's history.