



# Community Planning & Permitting

Courthouse Annex • 2045 13th Street • Boulder, Colorado 80302  
Mailing Address: P.O. Box 471 • Boulder, Colorado 80306  
303-441-3930 • [www.BoulderCounty.gov](http://www.BoulderCounty.gov)

DATE: April 22, 2025

TO: Boulder County Board of County Commissioners

FROM: Stacey Proctor, CP&P – Transportation Planning Division

CC: Dale Case, Director, Community Planning & Permitting Department  
Kelly Leadbetter, CP&P – Transportation Planning Division

RE: **Local Match and Submission Approval for a Community Clean Transportation Assistance Program Grant Application**

## Action Requested

Staff from the Community Planning & Permitting Department – Transportation Planning Division have been coordinating with stakeholders including The City of Boulder, The City of Longmont, Commuting Solutions, and CDOT to prepare a consolidated application for the [Community Clean Transportation Assistance Program \(CCTAP\)](#) through the [Nonattainment Area Air Pollution Mitigation Enterprise \(NAAPME\)](#).

**Staff is seeking approval from the Board of County Commissioners to submit an application with the county as the lead applicant. Staff is also seeking approval for the commitment of \$242,667 of Transportation Sales Tax Funds to be committed as local match.**

## Background

On November 4, 2024, the NAAPME opened the funding opportunity for the CCTAP. NAAPME is one of the enterprises created by Senate Bill (SB) 21-260. The enterprise was created within the Colorado Department of Transportation (CDOT) to support mitigation of the environmental and health impacts of increased air pollution, specifically from motor vehicle emissions in nonattainment areas that results from the rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides provided by transportation network companies.

The CCTAP is a grant program to fund projects that would support the mitigation of the environmental and health impacts of increased air pollution in the Denver and North Front Range Ozone Nonattainment Area. Approximately \$17 million is available in FY25.

County transportation planning staff, in partnership with The City of Boulder, The City of Longmont, Commuting Solutions, and CDOT, would like to submit a consolidated application entitled, "Last Mile to the Finish Line". The project includes three multimodal improvement projects and one program necessary to support the [CO 119 Safety, Mobility, and Bikeway Project \(SMBP\)](#), which is currently under construction.

This "Last Mile to the Finish Line" Project grant request includes the following projects and program (in order of priority):

1. Hover Corridor Pedestrian Improvements – pedestrian improvements to the Hover Corridor around CO 119 and Hover Street in Longmont
2. Transportation Demand Management (TDM) Program – corridor-wide TDM program to incentivize people to travel by walking, bicycling, transit, or carpooling
3. First & Final Mile Connections – first and final mile bikeway/transit connections at CO 119 and CO 52/Mineral Road as well as CO 119 and Ogallala Road in unincorporated Boulder County
4. Transit Priority Intersection Improvements – intersection improvements at 28th Street and Canyon Boulevard and 28th Street and Iris Avenue in Boulder

**Attachment 1** shows the locations of these projects.

While the overall "spine" of the CO 119 SMBP is funded, this request is for critical BRT elements, bike and pedestrian improvements, and a TDM program that are not yet funded. Without funding for these secondary but necessary supporting elements, the full potential of the multimodal transformation of this regionally significant corridor will not be achieved. The secondary elements focus on BRT efficiencies and the "first and final mile" barrier connections to the main travel (transit or bikeway) portion of a multimodal trip.

The total cost is \$3,946,800. A 20% minimum local match is required, or \$789,360, as shown in Table 1.

**Table 1. Project Costs and Local Match Contributions**

Element	Total Cost	Local Match (20%)	Local Match Source
Hover Corridor Pedestrian Improvements	\$900,000	\$180,000	City of Longmont
TDM Program	\$340,000	\$68,000	Split equally (\$22,667) between City of Boulder, City of Longmont, and Boulder County
First & Final Mile Connections	\$1,100,000	\$220,000	Boulder County
Transit Priority Intersection Improvements	\$1,606,800	\$321,360	City of Boulder
	<b>\$3,946,800</b>	<b>\$789,360</b>	

The county's \$242,667 local match commitment represents 20% of the first and final mile connections project as well as 1/3 of the TDM Program. The remaining \$546,693 of the local match will be contributed by the City of Boulder and the City of Longmont.

Applications are due no later than 5 P.M. on Wednesday, April 30, 2025.

The draft application is attached (Attachment 2). Also attached is a draft letter of support for signature (Attachment 3).

### Action

Two actions:

1. Approval for Boulder County to apply as the lead applicant to the Community Clean Transportation Assistance Program (CCTAP) grant program.
2. Approval to commit \$244,000 of Transportation Sales Tax Funds as local match for the application.

Board of County Commissioners' signature if approved:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Attachments:

1. Project location map
2. Draft CCTAP application form
3. Draft Board of County Commissioners letter of support

# CO 119 Diagonal Highway Regional Outlook



Project elements are preliminary  
and subject to change

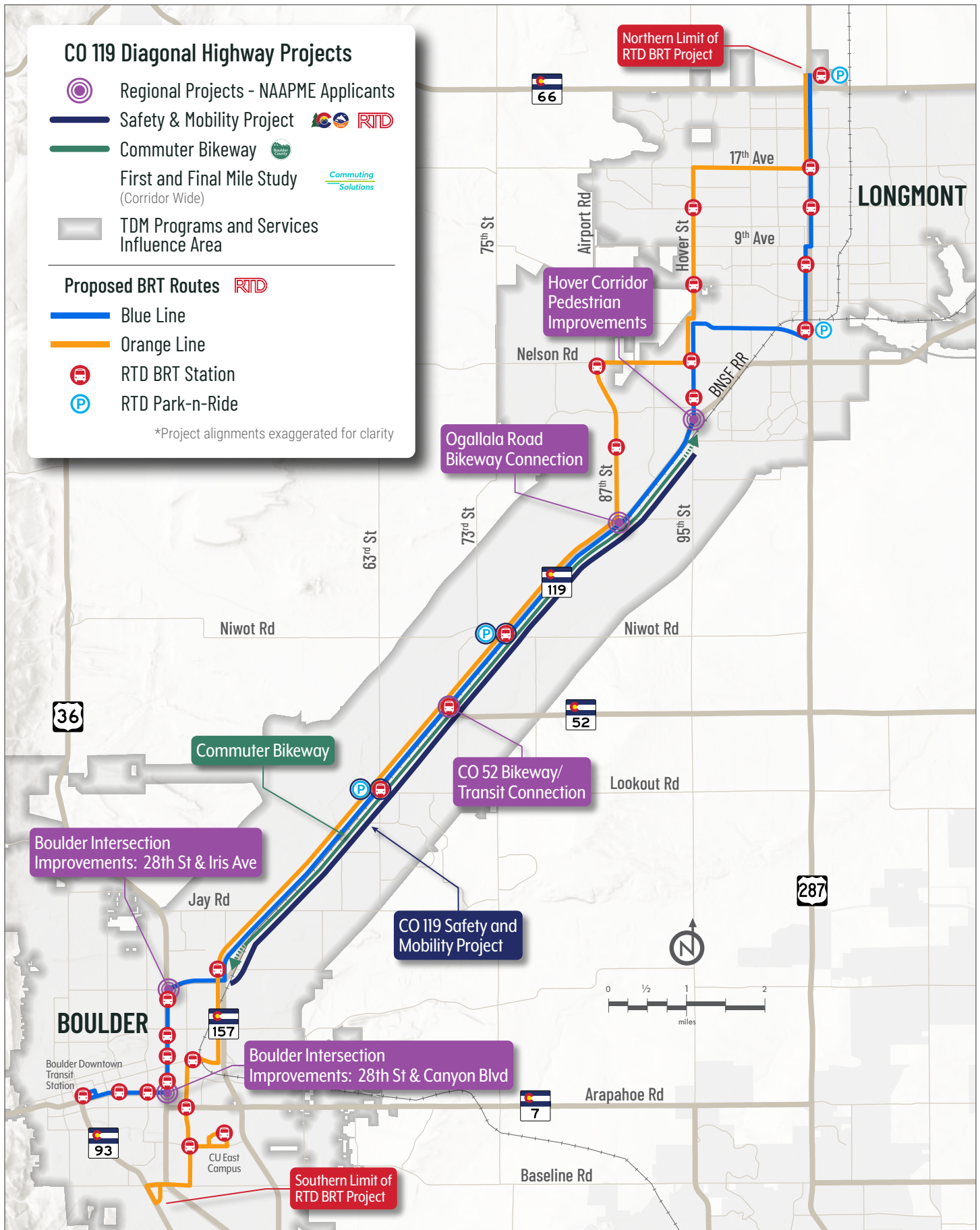
## CO 119 Diagonal Highway Projects

- Regional Projects - NAAPME Applicants
- Safety & Mobility Project
- Commuter Bikeway
- First and Final Mile Study (Corridor Wide)
- TDM Programs and Services Influence Area

### Proposed BRT Routes

- Blue Line
- Orange Line
- RTD BRT Station
- RTD Park-n-Ride

\*Project alignments exaggerated for clarity





**COLORADO**  
**Department of Transportation**  
Nonattainment Area Air Pollution  
Mitigation Enterprise

## **NAAPME**

### **"Community Clean Transportation Assistance"**

### **Grant Funding Program**

#### **Background**

The Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) is seeking applications for its first Notice of Funding Opportunity (NOFO) that will support the mitigation of the environmental and health impacts of increased air pollution from motor vehicle emissions in the Denver and North Front Range Ozone Nonattainment Area. This funding opportunity will look to support communities and other governmental entities in the nonattainment area with eligible projects that will provide demonstrated improvements to air quality in the nonattainment area.

Projects funded through this program should aim to meet the business purpose of NAAPME and look to address at least one of the funding focus areas identified in [the NAAPME 10-Year Plan](#). Additional consideration will be given to projects that support disproportionately impacted communities, as defined in Colorado Revised Statutes.

#### **Program Goals**

- Support projects in the nonattainment area, either entirely or partially, that will provide demonstrable reduction in air pollution and encourage alternatives to single-occupancy motor vehicle travel.
- Fund projects that support disproportionately impacted communities and that support the business purpose of the enterprise.
- Support projects that can help achieve neighborhood connectivity and provide transportation choice.

## Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

NAAPME's business purpose is to mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas. Notable factors in this increased air pollution include rapid and continuing growth in both retail deliveries made by motor vehicles and prearranged rides provided by transportation network companies.

Funding will go to eligible projects that help reduce motor vehicle traffic (including demand management projects that encourage alternatives to driving alone), or that directly reduce air pollution (such as retrofitting of construction equipment, construction of roadside vegetation barriers, and planting trees along medians). (C.R.S. 43-4-1303).

NAAPME has identified the following funding focus areas:

### **Sustainably Reduce Traffic Congestion**

Reducing traffic congestion is one of the key provisions within the enterprise's purpose. However, to fulfill the objectives of other funding focus areas, this must be done in a sustainable manner. Within this funding category, the enterprise will focus on projects that provide alternatives to single occupancy travel including transit services, active transportation alternatives, and carpool alternatives, as well as roadway operations improvements that sustainably reduce congestion, such as traffic incident management. Examples include:

- Expanding interregional transit services, like Bustang;
- Development and expansion of bus rapid transit services;
- Construction of Mobility Hubs, destinations for transit services that connect interregional and local services, including first-&-last miles services, electric vehicle charging, and bike parking;
- New and expanded sidewalks and bike paths; and
- New and expanded vanpool, carpool, and other services for commuter travel.

### **Reduce Environmental & Health Impacts of Transportation**

Transportation is a primary contributor to ozone pollution, and the largest contributor of GHG emissions in both Colorado and nationwide. This funding focus area is for reducing impacts from the construction and ongoing operation of transportation projects. Examples include:

- Measures that would reduce the impact of large highway construction projects;
- Retrofitting construction equipment for highway projects;
- Air quality monitoring for larger highway construction projects; and
- Roadside vegetation barriers.

### **Improve Neighborhood Connectivity of Communities Adjacent to Highways**

This focus area is for funding mitigation measures that help reconnect communities and provide multimodal options to move along and across large urban corridors. Examples include:

- More sidewalks and bike paths along major corridors and local roads;
- Safer bike and pedestrian connectivity along busy urban streets; and
- Projects that reduce traffic speeds along busy urban streets.



## Available Funding and Timeline

The NAAPME Board of Directors have allocated **\$17.3 million** in state fiscal year 2025 for projects that will support communities throughout Colorado's ozone nonattainment area, supporting the focus areas and business purpose of the enterprise.

**Minimum grant award per project: \$500,000.**

**Maximum grant award per project: the total amount available in each funding round.**

**Note: Match amount required is 20% of total project cost, but NAAPME may consider lower match amount percentages on a case-by-case basis.**

All applications must be able to provide no less than a twenty percent (20%) match to the award amount. An eligible applicant may, however, apply for a hardship reduction waiver of the total required match. Project Sponsor(s) must submit this waiver request to the NAAPME Board of Directors as early as possible in the application process for consideration and approval, and then also include it in the final application packet. Early notification of the need for this provision is essential, as applications for this waiver on the day of the final deadline or after awards have been finalized will not be accepted.

### Application Process Timeline

- **November 4, 2024:** Notice of Funding Opportunity Opens
- **November 2024 through February 2025:** Open period for questions, technical assistance, and identification of engineering review of proposed project. Responses to specific questions to clarify requirements will be posted on the final business day of the month throughout the open period, with final posting of responses to occur by 5:00 PM Friday, February 21, 2025.
- **5:00 p.m., February 25, 2025:** Deadline to Submit Draft Applications for Review
- **March through April 2025:** Technical review of applications and engineering review for infrastructure project feasibility.
- **5:00 p.m., April 30, 2025:** Deadline to Submit Final Applications with Engineering Review certification.
- **May 2025:** Applications evaluated by Enterprise staff
- **4:30 p.m., June 26, 2025:** Board of Directors review and award projects for the Fiscal Year 2025 notice of funding opportunity.
- **No Later than July 31, 2025:** Award Notices Sent to Applicable Parties

## Eligibility

Eligibility for all projects and programs funded by the Enterprise are governed by Colorado Revised Statutes [43-4-1301](#), [43-4-1302](#), and [43-4-1303](#). Entities are eligible to apply for funding for their project if they meet the following criteria:

- Projects must be located in or benefit the [Colorado ozone nonattainment area](#).
- Projects are eligible if activities in the submitted application meet the requirements for the funding program outlined by the Board of Directors and meet eligibility requirements set forth in 43-4-1302 C.R.S. and federal statute.

Eligible project types include the following:

- Diesel Engine Retrofits & Other Advanced Truck Technologies;
- Idle Reduction;
- Congestion Reduction & Traffic Flow Improvements;
- Freight/Intermodal;
- Transportation Control Measures (TCM);
- Transit Improvements;
- Bicycle/Pedestrian Facilities & Programs;
- Travel Demand Management;
- Public Education and Outreach Activities;
- Transportation Management Associations;
- Carpooling and Vanpooling;
- Carsharing;
- Extreme Low-Temperature Cold Start Programs;
- Training;
- Inspection/Maintenance (I&M) Program;
- Innovative Projects;
- Alternative Fuels and Vehicles; and/or
- Other (per NAAPME approval).

A full list of eligible activities is defined by the Federal Congestion Mitigation and Air Quality (CMAQ) Program. Please visit the Federal Highway Administration's [CMAQ Program Guidance Webpage](#) for more information.



- Eligible project sponsors meet criteria under 43-4-1302 C.R.S. to apply for funding or partner with an eligible entity and have the authority to enter into a contract with the State.

- [Eligible project sponsors are in good standing with the Colorado Secretary of State](#) and comply with all other pertinent state and local statutes.

**Note: The NAAPME Board removed the following from this item on February 27, 2025:**

", have no projects on the federal inactive list with the Colorado Department of Transportation or any local government within the nonattainment area, and have not had a non-compliance determination on a sub-allocated recipient audit/visit."

- Projects must demonstrate emissions reduction benefits in ozone precursors and report those benefits to the Enterprise, as a condition for approval.

Please see the technical appendix of the notice of funding opportunity for additional information regarding methodology, tools, and other assistance regarding this requirement.

- All applications for funding that propose to build transportation infrastructure (as defined by the Enterprise Board of Directors or State Statute) must complete a review of the project proposal for feasibility of their scope, to be included in their final application packet.

Please see the technical appendix of the notice of funding opportunity for additional information regarding this requirement. Any assessments must be completed by a licensed civil engineer with the State of Colorado, or employed by an entity identified by the Enterprise Board of Directors as being acceptable to conduct this analysis.

- A completed infrastructure project is open to the general public and meets the [accessibility standards of the Americans with Disabilities Act](#).
- A project must be in compliance with any other applicable local, state, or federal rules and regulations.

## Application Evaluation Criteria

Evaluation Criteria	Total Points
Demonstrates a total amount of emissions reduction benefits in ozone precursors from the project (as measured in kg/day).	25
Project is located within or supports a disproportionately impacted community as outlined in state statute, demonstrated outreach to engage with disproportionately impacted communities, and how the project would help address identified needs and/or issues. This should include an articulation to what degree the project would improve economic opportunities for individuals in disproportionately impacted communities.	25
Demonstrates how the project meets the business purpose of the enterprise and its <a href="#">three funding focus areas</a> and/or the objectives outlined with the specific enterprise funding program.	15
Project has been prioritized in an approved transportation improvement plan identified in state and or local statute, including the State 10-Year Plan or the Statewide Transportation Improvement Plan (STIP), Metropolitan Planning Organization's Regional Transportation Plan or Transportation Improvement Plan (TIP), City and/or County Local Transportation Plan, or other applicable mid-term to long-term transportation plans.	15
Demonstrates likelihood of successful project delivery, including, but not limited to, commitment for long-term maintenance of infrastructure projects.	5
Demonstrates that the project or elements of the project improves the safety of the traveling public, especially <a href="#">vulnerable road users</a> .	5
Demonstrates improvement in or expands transportation choice, or improves neighborhood connectivity in the sponsor's region/community.	5
Quality of the application, as defined in the evaluation criteria explanation section of the notice of funding opportunity.	5
<b>Total possible evaluation points</b>	<b>100</b>

## Criteria Explanation:

NAAPME will use the following criteria to evaluate these applications:

- **Project Sponsors provide reported amounts of emissions benefit reductions expected with completion of the proposed project, measured in kilograms per day (kg/day).**  
The primary business purpose of the Nonattainment Enterprise is to support mitigation of the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas.
- **If the project is located within or supports a transportation need within a disproportionately impacted community as outlined in state statute.**  
The NAAPME Board is particularly interested in having enterprise projects benefit disproportionately impacted communities in nonattainment areas, especially since these impacts usually include increased pollution exposure.
- **An articulation to what degree the project would improve economic opportunities for individuals in disproportionately impacted communities.**  
In addition to mitigating pollution in these communities, the NAAPME Board wants to ensure that these projects promote economic development in them.
- **Project Sponsors provide documented outreach to disproportionately impacted communities and how the project would help address identified needs and/or issues.** The NAAPME Board wants to make sure those living within a community are aware of, can contribute to, and can directly benefit from a project in that community.
- **How the project meets the business purpose of the enterprise and its three funding focus areas and/or the objectives outlined with the specific Enterprise funding program.**  
Projects should 1) sustainably reduce traffic congestion, 2) reduce the environmental and health impacts of transportation, 3) improve neighborhood connectivity for communities adjacent to highways, and/or meet other goals for that program.
- **Documented commitment for long-term maintenance of infrastructure projects.** Projects must not only be completed, but also maintained for long-term use.
- **If the project is a part of, or is a portion of a project that was prioritized in an MPO Regional Transportation Plan (in MPO areas) and/or the CDOT 10-Year Plan (rural areas) or local government strategic transportation plan.**  
Projects have more local/regional support when they already appear in these plans.

- **Demonstrated likelihood of successful project delivery, including completion of the engineering evaluation by a licensed engineer.**  
Projects must pass an engineering evaluation to ensure they have no fatal flaws.
- **Does the project improve the safety of the traveling public or has elements of safety improvement, especially for vulnerable road users?**  
Vulnerable road users (pedestrians, cyclists, wheelchairs, scooters, etc.) are much more likely to be injured or killed in traffic accidents, and any NAAPME project must ensure increased safety for them.
- **Demonstrates improvement in, or expands transportation choice in the region/community as opposed to increasing single occupancy vehicle motor travel in the community.**  
Walkability and connectivity to transit are key in expanding transportation choice.
- **Quality of the application, dependent on the specific program.**  
Applicant follows all directions and submits as complete an application as possible.
- **Evaluation Criteria may be added to specific funding programs, as approved by the Board of Directors.**  
New programs may have additional evaluation criteria.

## Responsibilities of Project Sponsors

### Quarterly Reporting

The Enterprise is required by state statute to provide a public accountability dashboard, reporting on the progress of funding and projects funded by the Enterprise. A requirement for receiving funds is for the project sponsor to provide reports to the Enterprise on a quarterly basis with the following information, at a minimum:

- Expenditures to Date on Project, especially for NAAPME funds, whenever possible.
- Submit invoices that comply with the State of Colorado fiscal rules and and other applicable regulations.
- Provide a narrative update on the progress of the project, which at a minimum should indicate which stage the project is currently working on, as defined by the Enterprise.

## Compliance with Provisions of the State's Local Agency Manual & Process

The primary aim of the CDOT Local Agency Manual is to aid Local Agency personnel. This includes public agencies, local public agencies, established public-owned organizations, or private interests that can legally partner with CDOT on a transportation project. These personnel are involved in the design, construction, and management of State and Federally funded projects. The Manual is also suggested for CDOT personnel overseeing Local Agency projects. Please refer to the [Local Agency Desk Reference web page](#) for more information.

## How to Apply

Responses must be submitted as specified in this announcement. Applications that fail to follow all of the requirements may not be considered.

## General Information

This Notice of Funding Opportunity (NOFO) is issued by the Colorado Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME, or the "Enterprise"). The NAAPME contact listed in these instructions is the only point of contact regarding this NOFO. Throughout the solicitation process, the Enterprise will communicate with applicants via phone, email, and notices on the NAAPME public website. Notices may include modifications to requirements or the announcement of the winning applicant(s). Applicants must monitor for such notices regularly and carefully.

- Applications must be received by the due date and time specified in the Schedule of Activities. Late applications may not be considered. Applicants are responsible for timely submission of their application.
- The Request for Application Cover Sheet & Signature Page must be physically or digitally signed by a person legally authorized to commit the applicant to the application. Failure to comply with this requirement may result in the application being deemed non-responsive.
- All submitted materials become the Enterprise's property and will not be returned unless the NOFO solicitation is canceled before the submission due date. In that case, applications will be permanently deleted from electronic records.

## Submission of Application

Applications can be submitted electronically through the Enterprise's email system no later than the due date and time indicated in the Schedule of Activities. While an email submission is preferred, physical applications can be submitted through mail to the address listed in the Program Contact Information section. Applicants will not be reimbursed for postage. Faxed applications will not be accepted.

Applicants may make inquiries via email or phone call to obtain clarification of requirements concerning this NOFO. No inquiries will be accepted after the date and time indicated in the Schedule of Activities. Send all inquiries, with the exception of assistance to emissions reduction benefit reporting, to the contacts listed below.

### Program Contact Information

Contact Name: Phil von Hake, NAAPME Grant Specialist  
Contact Email: [phil.vonhake@state.co.us](mailto:phil.vonhake@state.co.us)  
Contact Phone: 303-762-8547  
Physical Address: % Phil von Hake - Grant Specialist  
Nonattainment Area Air Pollution Mitigation Enterprise  
2829 W. Howard Place  
Denver, CO 80204

Clearly identify your inquiries with the specific part of the application and/or guidance the inquiry applies to. If your question relates to emission reduction forecasting, please contact the following:

### Emissions Reduction Benefit Assistance

Contact Name: David Messmer, CDOT Air Quality Specialist  
Contact Email: [david.messmer@state.co.us](mailto:david.messmer@state.co.us)  
Contact Phone: 303-757-9934

Responses to applicant inquiries will be published as outlined in the Schedule of Activities by close of business on the date indicated. Applicants are not to rely on any other statements that alter any specification or other term or condition of the NOFO.

## Appendix A: CMAQ Emissions Calculator Toolkit

The primary purpose of NAAPME-funded projects is to mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas. Verifiable emissions reductions are also the single most important evaluation criterion for these projects.

The U.S. Department of Transportation's Congestion Mitigation and Air Quality Improvement (CMAQ) program. [CMAQ provides an Emissions Calculator Toolkit](#) to assist DOTs, MPOs and project sponsors in the project justification process.

Tools are available to calculate emissions reductions for the following project types:

- Adaptive Traffic Control Systems (ATCS)
- Alternative Fuel Vehicles and Infrastructure
- Bicycle, Pedestrian, and Shared Micromobility
- Carpooling and Vanpooling
- Congestion Reduction and Traffic Flow Improvements
- Construction and Intermodal Equipment
- Diesel Idle Reduction Strategies
- Diesel Truck and Engine Retrofit & Replacement
- Dust Mitigation
- Electronic Open-Road Tolling (EORT)
- Electric Vehicles and Charging Infrastructure
- Freight Modal Shift
- Locomotive & Marine Engine Retrofit and Replacement Tool
- Managed Lanes
- Telework Tool
- Transit Bus Upgrades & System Improvements
- Transit Bus Service and Fleet Expansion
- Travel Advisories

[These tools and additional information are available on the CMAQ website.](#)



## Appendix B: Colorado EnviroScreen

The NAAPME Board has placed additional emphasis on funding projects that will mitigate transportation pollution in disproportionately impacted (DI) communities. There are different ways to determine these communities, but the currently-preferred method is [Colorado EnviroScreen](#).

Colorado EnviroScreen is an interactive environmental justice mapping tool and health screening tool for Colorado. It was developed for the Colorado Department of Public Health and Environment (CDPHE) by a team from Colorado State University (CSU).

### Colorado EnviroScreen includes the following capabilities:

- Identifies areas with current and past environmental inequities.
- Pinpoints areas where disproportionately impacted communities have a greater health burden and/or face more environmental risks.
- Identifies geographic areas that meet the definition of “disproportionately impacted communities” under Colorado law (introduced as [House Bill 23-1233](#), and enacted as [C.R.S. § 24-4-109\(2\)\(b\)\(II\)](#)).

### Colorado EnviroScreen is intended for the following uses:

- Help users advocate for funding, interventions, and policy changes to avoid, lessen, and mitigate environmental health risks.
- Advance a healthy and sustainable Colorado where everyone has the same degree of protection from environmental and health hazards.

Learn more about Colorado EnviroScreen on CDPHE’s Colorado EnviroScreen webpage:  
<https://cdphe.colorado.gov/enviroscreen>

Send feedback about Colorado EnviroScreen to CDPHE by emailing [cdphe\\_ej@state.co.us](mailto:cdphe_ej@state.co.us).

## Appendix C: Invoicing

### Subrecipient Request for Reimbursement Checklist

This checklist is to assist NAAPME grant subrecipients with the preparation of their reimbursement request documentation. NAAPME's goal is to reimburse subrecipients as quickly and accurately as possible, and a well-organized and complete billing packet is crucial to making this possible.

A NAAPME employee (project/program manager) knowledgeable about the work being invoiced must review and approve subrecipient requests for reimbursement in order for NAAPME to complete payments.

**Subrecipient's requests to NAAPME must include the following:**

- NAAPME General Billing Invoice.
- SAP WBS/Subaccount number (ex. xxxxx.xx.xx or xxxxx) or Grant number.
- Project Name.
- Purchase Order Number.
- Subrecipient's unique invoice number (must not exceed 15 characters).
- Invoice date (when submitted to NAAPME).
- Service Dates included in request.
- Previous total billed amount.
- Total amount billed to date.
- **Detailed summary of subrecipient's direct expenses (i.e., personnel, purchases, etc.) broken down line by line with itemized amounts and invoice numbers.**
- List of eligible consultant, subcontractor, sub-awardee payments.
- Indirect Expenses, including rate and amount.
- Amount requested for reimbursement, local match amount **and** percentage, and total grant amount billed.
- Signature of local entity representative. One wet signature or authenticated digital signature is required.

- Copies of invoices from subrecipient's contractors/consultants/sub-awardees:
  - The specific document the contractor used to invoice the subrecipient. The subrecipient is responsible for ensuring that this backup documentation matches amounts on the cover sheet/summary, identifies which portions are eligible for reimbursement, and includes any pertinent calculations or comments underlying the amount requested. Attach additional relevant documentation/communication to invoices as needed.
  - Contractor invoice must provide details of all billed costs, summarized, broken down by the individual tasks identified in the grant scope of work where applicable, including:
    - hours and rates of labor cost for consultants;
    - direct expenses, including travel-related costs, if applicable; and
    - detailed subcontractor/sub-awardee expenses and/or invoices.
  - Only expenses actually paid by the grantee are eligible for reimbursement.
  - Statements are not acceptable in lieu of a detailed contractor invoice.
  - Proof of payment.

**Proof of Subrecipient payments/expenditures (all of the following are acceptable):**

- Copies of canceled checks.
- Accounting system-generated check register.
- Accounting system-generated General Ledger (see below) showing check number or Electronic Funds Transfer (EFT) and date paid.
- Excel spreadsheets are not approved expenditure reports except as generated in a few accounting systems.
- General Ledger - General ledger report from the subrecipient's accounting system should be submitted displaying the accounting coding of all paid expenditures that are eligible for reimbursement. If all individual invoice(s) and payments (checks, EFTs, etc.) are submitted, a general ledger is not necessary.  
 ([2 CFR Part 200.302](#): The state's... financial management systems, including records documenting compliance with Federal statutes, regulations, and the terms and conditions of the Federal award, must be sufficient to permit the preparation of reports required by general and program-specific terms and conditions; and the tracing of funds to a level of expenditures adequate to establish that such funds have been used according to the Federal statutes, regulations, and the terms and conditions of the Federal award.)

**All expenditures must be paid by the subrecipient, including payments to contractors/subcontractors/sub-awardees, before they are submitted to NAAPME for reimbursement.**

## Time sheets

Employee compensation being submitted for reimbursement must include the following:

- Time sheets with a breakdown of hours worked by day, displaying all projects worked on during the day, week, month or period billed or other method of accounting for time that the employee spends on each job-related activity. The time sheet must also be approved by the employee either in ink or electronically.
- Pay stubs or general ledger reports with total amount paid to each staff person for the period(s) in question, to include fringe expenses.
- Please block/redact any personally identifiable information ([PII](#)) in any documentation, (e.g., social security numbers, addresses, etc.).
- Staff expenses from temporary staffing agencies are subject to the same backup requirements as regular staff expenses.
- If the subrecipient employs a quarterly or semester-based system of timekeeping, the subrecipient cannot bill monthly for payroll expenses (this is especially true for colleges and universities).

## Fringe Benefits

If fringe benefits are being requested on federally funded projects, please submit a Federal/CDOT approved fringe benefit approval letter.

## Period of Performance

- All expenses must be incurred within the contracted period of performance.
- Requests for reimbursement must be submitted within 60 days of the contract or funding end date unless contracts specify a shorter timeframe. Otherwise, a contract amendment or funding change is required prior to the contract expiration to extend any existing end dates.

## In-kind Match Expenditures

If a subrecipient wishes to use third-party, in-kind match expenditures, it must be pre-approved by NAAPME **prior to execution of the grant**. Match amounts and percentages must match that which is contracted for in the application and/or scope of work (SOW).

If in-kind match expenditures are submitted, please attach the following:

- A copy of the CDOT and (if applicable) Federal in-kind approval, showing the approved type and amount of in-kind;
- In-kind source and calculation documentation; and
- In-kind tracking: total approved in-kind budget and how much of the in-kind match has been used.

## Indirect costs (if applicable)

- If indirect costs are requested for reimbursement, please submit a CDOT approved indirect rate letter. The letter must also state what indirect costs are allowed and at what percentage. The indirect letter only needs to be submitted when approved and will be retained on file for future invoices.
- If indirect costs are requested for reimbursement, a copy of the general ledger showing all direct costs and backup documentation for those costs is required. Example - payroll charges and benefits - need a general ledger showing the payroll costs and benefit costs instead of just timesheets for the employees or a copy of the payroll journal.
- De minimis rate: As described in [23 U.S.C § 200.403](#), costs must be consistently charged as either indirect or direct costs, but may not be double charged or inconsistently charged as both. If chosen, this methodology once elected must be used consistently for all Federal awards until such time as a subrecipient chooses to negotiate for an individual rate, which a subrecipient may apply to do at any time.

# NAAPME "Community Clean Transportation Assistance" Grant Funding Program

[For best results, complete this document using the free Adobe Acrobat Reader app.](#)

## Application Part 1: Applicant Overview

1. Applicant Entity Legal Name and Address (Include city, state, zip)
  
2. Primary Project Manager (person responsible for managing the project)
  - a. Name and Role: Stacey Proctor, Project Manager
  - b. Email Address: sproctor@bouldercounty.org
  - c. Phone Number: 303-441-1107
  
3. Secondary Project Contact
  - a. Name and Role: Kelly Leadbetter, Grants Coordinator
  - b. Email Address: kleadbetter@bouldercounty.gov
  - c. Phone Number: 720-564-2690
  
4. **Procurement.** By completing and submitting this application, you acknowledge that if awarded, the use of grant awards will be in compliance with your entity's procurement standards that identify appropriate procedures to ensure projects are procured through an open, equitable and competitive process.  
**Please describe your procurement process:**  
 Boulder County, as the lead applicant, and the other partners included in this application, can procure projects in an open, equitable, and competitive process. All vendors and/or contractors can be procured in accordance with the county's Policy and Procedures Manual. The manual, specifically Section 9 Procurement, Purchasing, Grants, and Contracting (Attachment A ) guides all procurement processes and will be followed to ensure procurement process is open, equitable, and competitive. Multiple projects and agencies are included in this application, for more information on those additional procurement processes are also included in Attachment A.
  
5. Does this applicant meet eligibility criteria under [43-4-1302 C.R.S.](#) to apply for funding or partner with an eligible entity and have the authority to enter into a contract with the State of Colorado?      Yes      No
  
6. [Is this applicant in good standing with the Colorado Secretary of State](#) and in compliance with all other pertinent state and local statutes?      Yes      No

## Part 2: Project Overview

### 1. Project Title:

### 2. Project Category (choose at least one): \*

- |                                                                                   |                                                             |
|-----------------------------------------------------------------------------------|-------------------------------------------------------------|
| <input type="radio"/> Diesel Engine Retrofits & Other Advanced Truck Technologies | <input type="radio"/> Carpooling and Vanpooling             |
| <input type="radio"/> Idle Reduction                                              | <input type="radio"/> Carsharing                            |
| <input type="radio"/> Congestion Reduction & Traffic Flow Improvements            | <input type="radio"/> Extreme Low-Temp. Cold Start Programs |
| <input type="radio"/> Freight/Intermodal                                          | <input type="radio"/> Training                              |
| <input type="radio"/> Transportation Control Measures (TCM)                       | <input type="radio"/> Inspection/Maintenance (I&M) Program  |
| <input type="radio"/> Transit Improvements                                        | <input type="radio"/> Innovative Projects                   |
| <input type="radio"/> Bicycle/Pedestrian Facilities and Programs                  | <input type="radio"/> Alternative Fuels and Vehicles        |
| <input type="radio"/> Travel Demand Management                                    | <input type="radio"/> Other _____                           |
| <input type="radio"/> Public Education and Outreach Activities                    |                                                             |
| <input type="radio"/> Transportation Management Associations                      |                                                             |

\* Additional information on these categories is available through the [Congestion Mitigation and Air Quality Improvement \(CMAQ\) program](#).

### 3. Project Location (e.g., Address(es), Route with start & end points, etc.),

and verification that this project is within and/or serves Colorado's Ozone Nonattainment Area.

This "Last Mile to the Finish Line" Project grant request includes the following projects and program (in order of priority):

1. Hover Corridor Pedestrian Improvements - pedestrian improvements to the Hover Corridor around CO 119 and Hover Street in Longmont
2. Transportation Demand Management (TDM) Program - corridor-wide TDM program to incentivize people to travel by walking, bicycling, transit, or carpooling
3. First & Final Mile Connections - first and final mile bikeway/transit connections at two locations: CO 119 and CO 52/Mineral Road and CO 119 and Ogallala Road in unincorporated Boulder County
4. Transit Priority Intersection Improvements - intersection improvements at 28th Street and Canyon Boulevard and 28th Street and Iris Avenue in Boulder

All projects are located fully within and serve Colorado's Ozone Nonattainment Area. See Attachment C, which includes a .kmz file identifying the pedestrian improvements, bikeway/transit connections, and transit priority intersections.

### 4. Property Interest. Define ownership for the project improvement site, including easements.

1. Hover Corridor Pedestrian Improvements - CDOT and City of Longmont
2. TDM Program - N/A
3. First & Final Mile Connections - CDOT and Boulder County
4. Transit Priority Intersection Improvements - City of Boulder

### 5. Describe any review by the applicant or by other agencies (including CDOT) required as part of this project.

The CO 119 SMBP is a partnership project among CDOT, RTD, DRCOG, Boulder County, the City of Boulder, the City of Longmont, and Commuting Solutions to realize necessary safety and multimodal mobility improvements throughout the regional corridor. CO 119 SMBP followed FHWA's Project Division Interest (PoDI) process, Boulder County's 1041 process, and ongoing design reviews by project partners and local agencies. Refer to Attachment X for more information on the review process of the CO 119 SMBP. The City of Boulder will prepare the 28th Street and Canyon Boulevard and 28th Street and Iris Avenue BRT intersection improvements review plan documents consistent with the City's Transportation Master Plan and Vision Zero Action Plan. The City of Boulder will request CDOT's review of plan documents.





6. Does this project encroach on CDOT Right-of-Way or involve a CDOT roadway? Yes No  
If yes, have you submitted a Special Use Permit? Yes No N/A

\*CO 119 SMBP has CDOT oversight and involvement, and special use permit was secured. The City of Boulder intersections are within CDOT Right-of-Way and plans to have CDOT involvement throughout the project. The TDM project scope should not encroach on CDOT Right-of-Way or involve a CDOT roadway.

7. If this is an infrastructure project, will it be open to the general public and meet the  
[accessibility standards of the Americans with Disabilities Act](#)? Yes No N/A

8. **Project Summary.** Summarize the objective for your project (no more than two paragraphs).

9. Is this part of a larger project? Yes No  
If yes, specify the location and summarize the scope of the larger project.

## Part 3: Grant Funds Scope & Financials

### 1. NAAPME Grant Scope Deliverables

What items are included in the project you seek grant funds for? Include only elements that would be funded by NAAPME and the required 20% match; do not include elements funded by other sources. (for example: constructing new sidewalks; adding new pedestrian lighting; temporary traffic control, etc.)?

#	Individual Deliverable	Description
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		



2. **Costs.** Please provide the estimated or expected cost for items included in the scope you seek grant funds for. Include only elements to be funded by NAAPME and the required 20% match.

a. Your Labor & Owned Asset Costs: (for example: project manager; bulldozer)

#	Employee Classification Or Asset Item	Hourly Rate	Estimated Total Hours	Estimated Total Cost
1				
2				
3				
4				
5				

Total Labor & Owned Asset Costs:

b. Vendors, Subcontractors, Materials, Equipment, and Other Costs:  
(for example: construction company x; concrete; landscaping materials; bike rack)

#	Item Description	Vendor (if known)	Quantity	Total Cost
1				
2				
3				
4				
5				

Total Vendor/Subcontractor/Materials/Equipment/Other Costs:

Total Combined Amount (a + b):



3. **Budget.** Please provide the financial details in the scope you seek grant funds for.

**Funding Sources:**

Funding Source	Description	Amount
NAAPME Grant	<u>Amount requested by this application</u>	
Applicant Match	<u>20% match (or per Hardship Waiver)</u>	
Additional Funding Sources		
Additional Funding Sources		
Total Project Budget	NAAPME + Match + Additional Sources	

4. Do you have any CDOT granted federal funds contributing to the overall project that you are requesting NAAPME funds for?      Yes      No  
If yes, what is the CDOT grant funding program name?
5. **Readiness of Implementation:** What is the status of planning, design & engineering the project? When is the anticipated start and completion date for the scope elements that would be funded by NAAPME? Please include a broad project timeline.

## Part 4: Grant Funds Project Narrative

Provide qualitative and quantitative responses to the following questions.

1. **Emissions Reductions (25%):** How much would this project reduce ozone-precursor emissions (in kg/day)? Summarize and attach any models or estimates you may have.

### 2. Disproportionately Impacted (DI) Communities (25%)

- a. Is this project in or supports a DI Community (per state statute)?      Yes      No  
How to answer this question: Please find the project location on the [EnviroScreen map](#). Guidance regarding how to use the tool is here: [EnviroScreen User Guide](#). Please include a screenshot of the results from the [EnviroScreen Tool](#).
- b. Whether or not the project is in a DI Community, how will this project support and benefit disadvantaged populations? Include a description of the disadvantaged populations and why they are considered disadvantaged.

The CO 119 SMBP, including these "Last Mile to the Finish Line", benefits disproportionately impacted communities by enhancing transportation accessibility, affordability, and safety. These populations include low-income individuals, housing cost-burdened populations, people of color, and those living in mobile home communities. Many rely on public transit and/or non-motorized travel due to financial constraints and limited vehicle ownership. With numerous census block groups identified as low-income and/or housing cost-burdened, affordable and reliable transportation is essential for accessing employment, education, recreation, and social services. High housing costs in the City of Boulder, one of the regional hubs of employment, force many workers to commute longer distances, making improved transit and biking options critical.

This overall project directly addresses these challenges by implementing BRT, expanding bikeway connections, and upgrading pedestrian infrastructure, reducing commute times and transportation costs. The "Last Mile to the Finish Line" projects are key to creating safer, more efficient travel options, and to promoting economic mobility for the surrounding disproportionately impacted communities. Additionally, by reducing traffic congestion and emissions, the overall project will improve air quality, benefiting populations disproportionately affected by environmental and health disparities (Colorado's nonattainment area). Ultimately, the project fosters a more equitable transportation system, ensuring greater access to economic opportunities and an improved quality of life for all travelers along CO 119.

#### c. What outreach was done to engage this community?

The public and community has provided input for the overall regional corridor vision during both the planning and design phases. During the planning phase for CO 119 SMBP (2017-2019), public engagement included online surveys and in-person meetings (open house and public hearing formats). RTD also conducted an on-board (BOLT and J lines) survey of existing transit riders, online survey, community events, and several rider "pop up" events. During the design phase for CO 119 SMBP, public engagement included additional public meetings, an online survey, presentations to 11 advocacy organizations and businesses, communicating with a listserv with over 1,100 subscribers, a project website, and the creation of both a Community Advisory Committee and a Latinx Equity Advisory Committee for ongoing input.

#### d. To what degree would this project improve economic opportunities in this community?

CO 119, between the cities of Longmont and Boulder, is the second most traveled corridor in Boulder County (after US 36). This regionally significant corridor connects Boulder County's two largest municipalities, the cities of Boulder and Longmont, which together make up close to two-thirds of the total population of Boulder County. The CO 119 SMBP, including the unfunded "Last Mile to the Finish Line" projects, contribute to economic opportunities in the community by improving regional multimodal connectivity, reducing transportation costs, and supporting workforce mobility. By implementing BRT, upgrading intersections, and constructing a dedicated bikeway, the overall project will provide efficient, reliable, and affordable transportation options. This expanded mobility will enable workers, especially those from disproportionately impacted communities, to access a broader range of job opportunities in Boulder and Longmont. Additionally, businesses will benefit from improved employee access, reduced congestion, and enhanced freight movement along this critical corridor.

### 3. NAAPME Focus (15%)

Describe how this project meets the business purpose of the Nonattainment Enterprise and its [funding focus areas](#):

The CO 119 SMBP aligns with the business purpose of the NAAPME by reducing vehicle emissions and improving air quality in a region classified as a nonattainment area for ozone. The project's implementation of BRT, dedicated bikeways, multimodal infrastructure, combined with TDM programs, encourages a shift away from single-occupancy vehicle travel, decreasing congestion and associated greenhouse gas emissions. By providing opportunities for and promoting sustainable and efficient transportation options, the project directly supports the Enterprise's goal of mitigating air pollution in areas that fail to meet federal air quality standards.



#### 4. Project Integration (15%)

Has this project been prioritized in an approved transportation improvement plan identified in state and/or local statute, e.g.:

- the State of Colorado's 10-Year Vision Plan,
- the Statewide Transportation Improvement Plan (STIP),
- a Metropolitan Planning Organization Regional Transportation Plan (RTP),
- a Transportation Improvement Plan (TIP),
- a City and/or County Local Transportation Plan,
- or other applicable mid-term to long-term transportation plan(s)?

Yes. The CO 119 SMBP is a reflection and realization of recommendations from numerous previous plans and studies, including:

- 2014 Northwest Area Mobility Study (NAMS)
- 2019 CO 119 BRT Planning and Environmental Linkages (PEL) Study
- CO 119 Bus Rapid Transit (BRT) Project
- 2020 Boulder County Transportation Master Plan
- 2021 CO 119 First and Final Mile Study
- 2019 Southwest Longmont Traffic Operations Study
- 2019 City of Boulder Transportation Master Plan
- 2019 CO 119 Bicycle and Pedestrian Connectivity Study
- 2016 Envision Longmont
- 2024 Longmont Transportation Mobility Plan
- The State of Colorado's 10-Year Vision Plan
- The Statewide Transportation Improvement Plan (STIP)
- DRCOG Transportation Improvement Plan (TIP)

#### 5. Safety (5%)

Describe how this project would improve the safety of the traveling public, especially [vulnerable road users](#).

(See next page)

#### 6. Connectivity (5%)

Describe how this project would improve or expand transportation choice and/or improve neighborhood connectivity.

(See next page)

#### 7. Community Support: Are there community plans that played a role in the creation of the project? Please describe how the community has been engaged to inform the location, design, or goal of the project (i.e., surveys, past or current planning practices).

(See next page)

## **5. Safety (5%)**

***Describe how this project would improve the safety of the traveling public, especially vulnerable road users.***

CO 119 is a high crash corridor for vehicles, pedestrians, and cyclists. Between 2019 and 2023 there were 698 crashes; with 279 crashes resulted in 415 injuries and eight crashes resulted in 10 fatalities. There were 13 bicycle crashes and two pedestrian crashes during this timeframe resulting in 13 injured persons and two persons killed. The overall regional corridor has focused on reducing serious injuries and deaths in support of the safe systems approach outlined in the National Roadway Safety Strategy, as well as supported by CDOT's Whole System Whole Safety program and the Vision Zero safety goals for Boulder County and the cities of Boulder and Longmont. Intersection improvements, transit enhancements, and bikeway/transit/trail connections were analyzed across the corridor to address the safety concerns related to transit riders, bicyclists, and pedestrians. The three "Last Mile to the Finish Line" scope elements directly contribute to the overall safety benefits across the regional corridor.

The Hover Corridor Pedestrian Improvements are intended to help connect Longmont to the CO 119 commuter bikeway and regional trail network. Due to the excessive skew of the Hover/CO 119 intersection and the high volume of turning traffic, the intersection is confusing and difficult to safely navigate for all travelers. Pedestrian improvements include providing wayfinding signs, widening sidewalk, installing RRFB, and updating curb ramps at the Clover Basin Drive and Hover Street intersection. Wayfinding signs provide guidance to the safest route possible. The RRFB will encourage use of the existing underpass under CO 119 and will better alert drivers to crossing traffic. The RRFB crossing includes curb within the roadway that will serve as a traffic calming measure. Bringing the Clover Basin/Hover curb ramps to current ADA standards will improve the safety for users with disabilities by placing push buttons in more accessible locations and better direct users of the crossing direction.

The First & Final Mile Connection at CO 52/Mineral Road will provide a separate connection for pedestrians and bicyclists from CO 52, helping to improve safety between vehicles and pedestrian/bicyclist. The improvement will provide a safe connection for BRT services and adjacent neighborhoods and employment centers.

The First & Final Mile Connection at Ogallala Road will provide a formal crossing with the Burlington Northern Santa Fe Railway to the Longmont to Boulder Regional Trail. This improvement gives pedestrians and bicyclists a separate crossing from Ogallala Road, improving the safety hazard with both the railroad and vehicles.

The purpose of the TDM program is to help influence commuter behavior away from driving alone in a single occupancy vehicle to walking, rolling, bicycling, using transit (safest form of transportation), or carpooling. TDM messaging can help improve safety by helping to reduce congestion and vehicular conflicts.

The Transit Priority Intersection Improvements to BRT priority and queue jump lanes improvements (through the addition of BAT lanes and TSP operational enhancements) will reduce transit delay and minimize conflicts between transit and other modes.



## **Connectivity (5%)**

***Describe how this project would improve or expand transportation choice and/or improve neighborhood connectivity.***

The overall regional corridor connects two large communities, Boulder and Longmont, with transit riders, bicyclists, and pedestrians for work or recreation. The four "Last Mile to the Finish Line" scope elements of this application are critical components to complete the connections across the regional corridor.

The Hover Corridor Pedestrian Improvements and the First & Final Mile Connections are isolated projects that provide first and final mile connections between transit stops and final destinations. These projects provide connectivity to BRT and bikeway/trails. Studies have found that filling in first/final mile connection gaps between households and nearby transit stops, and workplaces and nearby transit stops can increase transit ridership by 3.5% (Lotus Engineering, 2019).

The Hover Corridor Pedestrian Improvements will help create a smoother, safer, and more expedient pedestrian and bicycle connection from Boulder to Longmont than the existing condition. Wayfinding signs will be added before the intersection to better guide pedestrians and bicycles through the Hover/CO 119 intersection using the safest route. Increasing the sidewalk width works in conjunction with the wayfinding, providing a physical cue for bikeway users to use the existing underpass. Curb ramp improvements at Clover Basin Drive and the RRFB installation better direct users to cross the intersection and street.

At CO 52, the only way to get from the bikeway/transit stop is to walk 0.5 miles along CO 52 with vehicles traveling 60 miles per hour. At Ogallala, the Longmont-to-Boulder (LoBo) Regional Trail connects to Creekside neighborhoods, but users trying to get to the bikeway/transit will have head-on conflicts with right-turning vehicles on Ogallala. The main purpose of the Corridor TDM is to help influence commuter behavior away from driving alone in a single occupancy vehicle to walking, rolling, bicycling, using transit, or carpooling. Strategies from TDM include incentives, messaging and surveys.

The Transit Priority Intersection Improvements benefit motorist and transit users by increasing the level of service along the corridor and reducing delay for all travelers by adding BRT priority and queue jump lanes.

## Community Support

***Are there community plans that played a role in the creation of the project? Please describe how the community has been engaged to inform the location, design, or goal of the project (i.e., surveys, past or current planning practices).***

The public and community has provided input for the overall regional corridor vision during both the planning and design phases. Community plans and studies used for the proposed projects and overall corridor include:

- 2014 Northwest Area Mobility Study (NAMS)
- 2019 CO 119 BRT Planning and Environmental Linkages (PEL) Study
- CO 119 Bus Rapid Transit (BRT) Project
- 2020 Boulder County Transportation Master Plan
- 2021 CO 119 First and Final Mile Study
- 2019 Southwest Longmont Traffic Operations Study
- 2019 City of Boulder Transportation Master Plan

The 2021 CO 119 First and Final Mile Study engaged the public through focus groups, walking audits, virtual town halls, an interactive webmap, and an online survey. Public involvement led to the CO 119 First and Final Mile Study's final recommendations, such as the CO 52/CO 119 Station and Hover Street/CO 119 Station.

The 2019 Southwest Longmont Traffic Operations Study was conducted to address future demands on Longmont's multimodal transportation system. One of Longmont's major intersections is Hover Street and CO 119. An in-person, public open house offered attendees information on the project background, existing conditions of bicycle and pedestrian facilities, improvements most needed, and the evaluation criteria used in alternatives analysis.

During the planning phase for CO 119 SMBP (2017-2019), public engagement included online surveys and in-person meetings (open house and public hearing formats). RTD also conducted an on-board (BOLT and J lines) survey of existing transit riders, online survey, community events, and several rider "pop up" events. During the design phase for CO 119 SMBP, public engagement included additional public meetings, an online survey, presentations to 11 advocacy organizations and businesses, communicating with a listserv with over 1,100 subscribers, a project website, and the creation of both a Community Advisory Committee and a Latinx Equity Advisory Committee for ongoing input.

## Part 5: Verification, Attachments & Submission

### Scope of Work & Financials Verification

If an award is approved, this document represents the scope of the work and costs for the project. By signing this, the applicant has reviewed the application to ensure it represents the necessary project elements required for execution. Scope of work change requests may be submitted once the project has begun, only if unexpected changes occur after the project has commenced. Note: scope of work changes may or may not be approved once submitted to CDOT, so plan accordingly.

Required Attachments. This checklist consists of the required attachments to be submitted:

Relevant map for the project site. Highlight the portion of the project that is requesting grant funds to implement.

Project concept design, if completed.

Current state clear photographs of the project site.

Emissions Reductions estimates (e.g., from CMAQ, MOVES, etc.).

If a project has no documented connection to a master or community plan, letters of support or public involvement documentation may also be used to show community support.

Screenshot of the results from the [EnviroScreen Tool](#) (per [EnviroScreen Tool Directions](#)).

Applicable Laws. By completing and submitting this application, you acknowledge the grantee's President, Chief Elected Official (Mayor or County Commission Chair) or City/County Manager or equivalent, has certified they support this grant request to be submitted for funding and will follow all State fiscal policies, and state and federal regulations (including the Americans with Disability Act) for your entire project, if awarded.

Digital Signature (or Sign and Date):

### Submission

Rename this file to include your Applicant and Project Name (e.g., "NAAPME CCTAP - Town of Colorado - Clean Transportation.pdf").

Completed & signed applications with required attachments must be emailed to be considered for review by this round's deadline date:

[cdot\\_nonattainmententerprise@state.co.us](mailto:cdot_nonattainmententerprise@state.co.us)

Additional information: [naapme.codot.gov](http://naapme.codot.gov)



## Board of County Commissioners

April 22, 2025

Nonattainment Area Air Pollution Mitigation Enterprise  
Colorado Department of Transportation  
2829 W. Howard Place  
Denver, Colorado 80249  
[cdot\\_nonattainmententerprise@state.co.us](mailto:cdot_nonattainmententerprise@state.co.us)

**RE: CO 119 Mobility – Last Mile to the Finish Line Grant Application for the Community Clean Transportation Assistance Program (CCTAP)**

To the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) Board of Directors and Program Staff,

On behalf of Boulder County, I am writing to express our strong support for the “CO 119 Mobility – Last Mile to the Finish Line” application. Boulder County is applying as the lead applicant on behalf of a group of stakeholders including the City of Boulder, the City of Longmont, Commuting Solutions, and CDOT.

The infrastructure projects and TDM program strongly align with the purpose and funding focus areas of the NAAPME, particularly in its efforts to reduce air pollution caused by motor vehicle emissions and improve transportation alternatives in the state’s ozone nonattainment areas. These infrastructure projects and TDM program will reduce demand for single occupancy vehicles, enhancing access, safety, and mobility of the CO 119 corridor and improve air quality in our region.

Boulder County’s priority is to fund projects and programs that positive contribute to social determinants of health, including the built environment. We believe these projects and TDM program will not only reduce adverse environmental and health impacts from motor vehicle emissions but also improve the quality of life for travelers and provide economic and mobility benefits, especially for the disproportionately impacted populations in our communities.

We are committed to continuing to work together to deliver all components of the project and to engage the community throughout its development and implementation.

The total cost of the infrastructure projects and TDM program is \$3.95 million. We are committed to realizing these projects and financially committed to a local match not to exceed \$243,000.

**Commissioner Claire Levy • Commissioner Marta Loachamin • Commissioner Ashley Stolzmann**

Boulder County Courthouse • 1325 Pearl Street • Boulder, Colorado 80302

Mailing Address: P.O. Box 471 • Boulder, CO 80306 • [www.BoulderCounty.gov](http://www.BoulderCounty.gov)

[Commissioners@bouldercounty.gov](mailto:Commissioners@bouldercounty.gov) • Telephone: 303.441.3500 • Fax: 303.441.4525

NAAPME CCTAP funding will accelerate the multimodal transformation of the CO 119 corridor and improve regional air quality. We support this application and request NAAPME to prioritize funding for this worthy application!

Sincerely,

Marta Loachamin, Chair  
Boulder County Board of Commissioners