2020–2023 Transportation Improvement Program (TIP)
Boulder County Subregional Share Project Application Form

APPLICATION OVERVIEW

The **Subregional Share Call for Projects** will **open on January 2, 2019**, with applications **due no later than 3 p.m. on February 27, 2018** to your subregional forum.

- To be eligible to submit, at least one person from your agency must have attended one of the mandatory TIP training workshops (held August 8 and August 16) or a supplemental training held on September 14.
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than January 7, with CDOT/RTD providing a response no later than February 8. The form can be found here.
- Any applications submitted by regional or similar agencies (TMA's), or municipalities crossing multiple subregions, must be submitted through the subregional forum based on where the majority of the project is located.
- Data to help the sponsor fill out the application, *especially Part 3*, can be found here.
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to tcottrell@drcog.org no later than February 6, 2019.
- The application must be affirmed by either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP*****,** which can be found online here.

APPLICATION FORM OUTLINE

The 2020-2023 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review each forum's submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant's responses in Part 2**.**

Scoring Methodology: Each section will be scored using a scale of *High-Medium-Low,* relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

Section A. Subregional Significance of Proposed Projects 40%

High	The project will significantly address a clearly demonstrated major subregional problem and benefit people and businesses from multiple subregions.
Medium	The project will either moderately address a major problem or significantly address a moderate-level subregional problem.
Low	The project will address a minor subregional problem.

Section B. Metro Vision TIP Focus Areas 30%

High	The project will **significantly improve** the safety and/or security, **significantly increase** the reliability of the transportation network, and benefit a **large number and variety** of users (including vulnerable populations*).
Medium	The project will **moderately improve** the safety and/or security**, moderately increase** the reliability of the transportation network, and benefit a **moderate number and variety** of users (including vulnerable populations*).
Low	The project will **minimally improve** the safety and/or security, **minimally increase** the reliability of the transportation network, and benefit a **limited number and variety** of users (including vulnerable populations*).

**Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives 20%

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region's residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

High	The project will **significantly** address Metro Vision transportation-related objectives and is determined to be in the **top third** of applications based on the magnitude of benefits.
Medium	The project will **moderately** address Metro Vision transportation-related objectives and is determined to be in the **middle third** of applications based on the magnitude of benefits.
Low	The project will **slightly or not at all** address Metro Vision transportation-related objectives and is determined to be in the **bottom third** of applications based on the magnitude of benefits.

Section D. Leveraging of non-Subregional Share funds ("overmatch") **..... 10%**

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

% of Outside Funding (non-Subregional Share)	**High**	60% and above
	Medium	30-59%
	Low	29% and below

Part 3 | Project Data – Calculations and Estimates

Based on the applicant's project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant's qualitative narrative.

Part 1 Base Information

1. Project Title	**State Highway 66 Improvements – Hover Street to Main Street**
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Start: State Highway 66/Hover Street End: State Highway 66/Main Street **LOCATION MAP:** **State Highway 66 Improvements - Hover to US 287** 
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	City of Longmont
4. Project Contact Person, Title, Phone Number, and Email	Phil Greenwald Transportation Planning Manager (303) 651-8335 phil.greenwald@longmontcolorado.gov
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	☒ Yes ☐ No *If yes, provide applicable concurrence documentation with submittal*

6. What planning document(s) identifies this project?	☒ DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)	
	☒ Local plan:	Envision Longmont (Pgs. 124, 128, 132, 140, 144) https://envisionlongmont.com/sites/envisionlongmont.com/files/document/pdf/EnvisionLongmont_Adopted062816_FINAL_w_appendices.pdf 2019-2023 Longmont Capital Improvement Program (P. 164) https://www.longmontcolorado.gov/home/showdocument?id=24664
	☒ Other(s):	CDOT SH 66 PEL https://www.codot.gov/library/studies/co-66-pel Boulder County Transportation Master Plan (P. 15) https://assets.bouldercounty.org/wp-content/uploads/2017/03/transportation-master-plan.pdf Boulder County Countywide Transportation Sales Tax, Project #39 https://assets.bouldercounty.org/wp-content/uploads/2017/05/transportation-sales-tax-project-phasing-plan.pdf
	Provide link to document/s and referenced page number if possible, or provide documentation with submittal	

7. Identify the project's **key elements**.

- ☐ Rapid Transit Capacity (2040 FCRTP)
- ☐ Transit Other:
- ☒ Bicycle Facility
- ☒ Pedestrian Facility
- ☒ Safety Improvements
- ☒ Roadway Capacity or Managed Lanes (2040 FCRTP)
- ☒ Roadway Operational

Grade Separation

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

- ☐ Roadway Pavement Reconstruction/Rehab
- ☐ Bridge Replace/Reconstruct/Rehab
- ☐ Study
- ☒ Design
- ☐ Transportation Technology Components
- ☐ Other:

8. **Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?

The SH 66 Improvements project would support DRCOG's Metro Vision goals by providing a regional transportation system that is well-connected and serves all modes of travel. Users of this corridor would also benefit from a safer and more reliable transportation system. This project would reduce congestion, improve operations and enhance roadway safety for this regional corridor.

Background: State Highway 66 (SH 66) provides a regional connection between I-25, the City of Longmont, and the Town of Lyons. The SH 66 corridor is used by multiple modes of transportation including: vehicles, transit, bicycles and pedestrians (although sidewalk connectivity is fragmented). This highway also serves tourist traffic to Estes Park/Rocky Mountain National Park (via SH 66 & US 36). Due to congestion and projected traffic growth, better multimodal options and capacity improvements are needed to improve the safety for all modes on this busy highway.

The segment of SH 66 between US 287 (Main Street) and Hover Street carries nearly 25,000 vehicles per day (Source: CDOT OTIS Station ID: 102873) and is projected to increase to 40,000 vpd in 2035 (Source: 2014 Longmont Roadway Plan). A significant percentage of the traffic on SH 66 consists of commuters who live north of Longmont and work in Boulder. Streetlight Data depicts a commuter travel pattern of motorists traveling south on US 287, then west along SH 66 and then south on Hover Street to SH 119.

In addition to the needed capacity, safety improvements are also warranted along this busy section of highway. Between January 1, 2011 and December 31, 2015, there were 221 total crashes along SH 66, US 287 to Hover (Source: CDOT SH 66 PEL). Of the total crashes, 74 were classified as injury and 1 was a fatality. High speeds coupled with traffic congestion creates dangerous conditions, as noted by the high number and severity of accidents.

SH 66 is also a popular route for recreational cyclists; however, the shoulder widths vary and are less than 5' at certain intersections. This creates an uncomfortable and unsafe condition, which deters more cyclists from using this road.

9. Define the **scope** and **specific elements** of the project.

This subregional application includes the design of needed improvements along this major regional corridor to accommodate future growth, multimodal transportation and transit. Anticipated improvements include reconstruction and widening of SH 66 to include two travel lanes in each direction, on-street bike lanes/wide shoulders or separated bikeway (per the PEL recommendations), detached sidewalk, left turn lanes and

acceleration/deceleration lanes at appropriate locations. Boulder County also identified this project in their Countywide Transportation Sales Tax list of projects.

Multimodal improvements associated with this project would include wide shoulders (10') or separated bikeway (as recommended in CDOT's PEL) and detached sidewalk (8' wide) along the south side of SH 66. The additional roadway capacity would also provide travel time savings and improve travel time reliability, making this corridor attractive for regional transit routes (e.g. FLEX).

The scope of work (design) would include preliminary and final design services, including the preparation of construction plans, identification of any required ROW acquisition(s) and development of a detailed estimate of probable construction costs.

10. What is the status of the proposed project?

Improvements for SH 66 between US 287 and Hover Street is supported by CDOT, Boulder County and Longmont. This project could start as soon as funding becomes available.

11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?	☐ Yes ☒ No

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.

While a lower amount cannot be accepted, there is flexibility on the fiscal year of funding.

A. Project Financial Information and Funding Request

1. Total Project Cost		**$650,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$450,000**	**69.2%** of total project cost
3. Outside Funding Partners ***(other than DRCOG Subregional Share funds)*** List each funding partner and contribution amount.	**$$ Contribution Amount**	**% of Contribution to Overall Total Project Cost**
City of Longmont	$100,000	15.4%
CDOT	$100,000	15.4%
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$200,000**	

Funding Breakdown (year by year)*					**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 an inflation factor of 3% per year from 2019.*
	FY 2020	**FY 2021**	**FY 2022**	**FY 2023**	**Total**
Federal Funds	$450,000	$0	$0	$0	**$450,000**
State Funds	$ 100,000	$0	$0	$0	**$100,000**
Local Funds	$100,000	$0	$0	$0	**$100,000**
Total Funding	$650,000	$0	$0	$0	**$650,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Design				

5. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded. ☒

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

*Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.*

1. Why is this project important to your subregion?

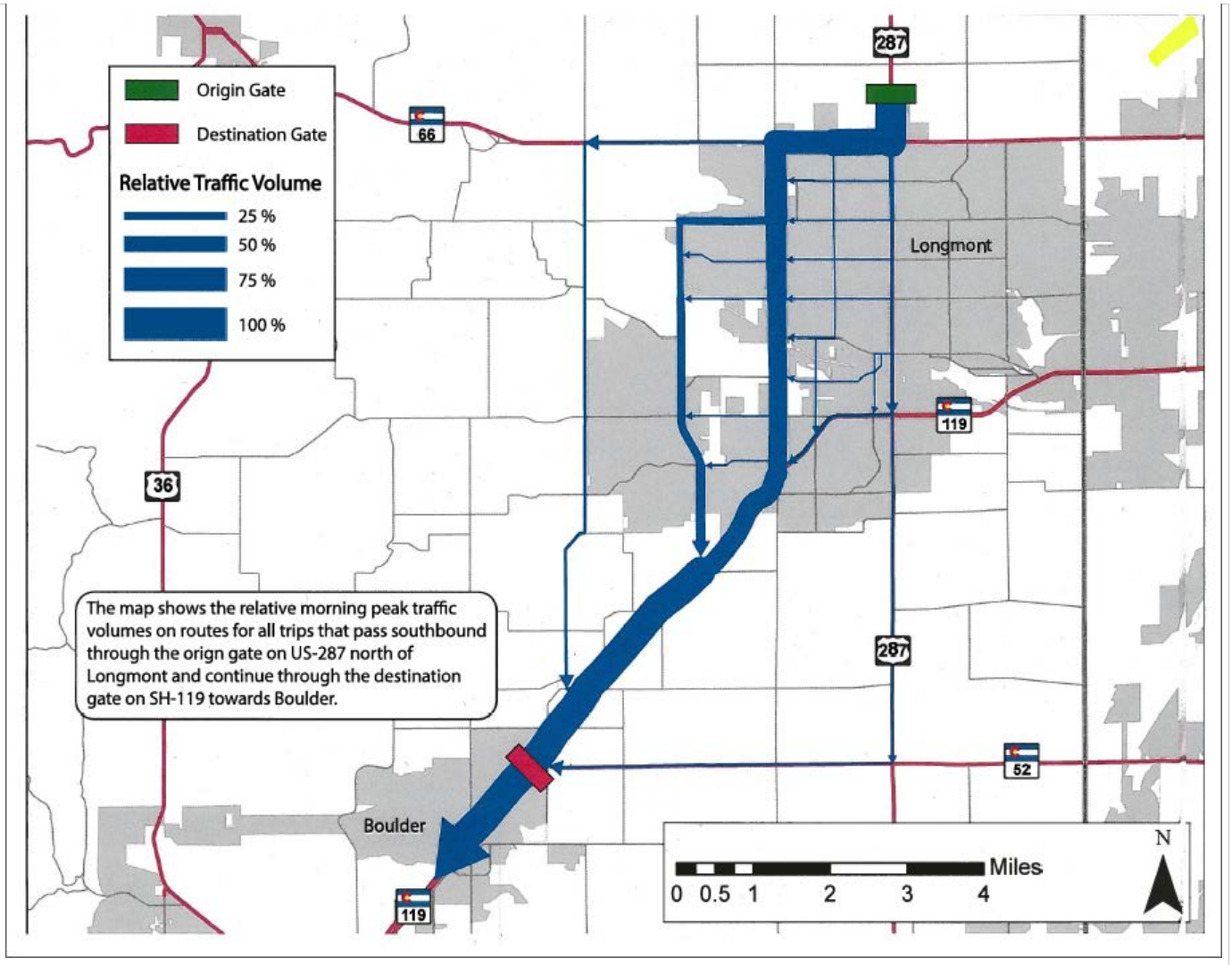
As previously indicated in the Problem Statement, SH 66 is a major a transportation corridor for the subgregion, as it serves both subregional and regional trips.

Development up and down the Front Range and within the subregion and has resulted in more vehicular traffic and congestion along the SH 66 corridor, resulting in unsafe conditions and a significant number of severe accidents. Between January 1, 2011 and December 31, 2015, there were 221 total crashes along SH 66, US 287 to Hover (Source: CDOT SH 66 PEL). Of the total crashes, 74 were classified as injury and 1 was a fatality.

This project would provide better multimodal options and support DRCOG's Metro Vision goal of providing a regional transportation system that is well-connected and serves all modes of travel. In addition, this project would provide the needed safety improvements for this busy highway.

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?

This project crosses the City of Longmont, Boulder County and CDOT jurisdictions. Functionally, the improvements to this corridor will benefit many other jurisdictions and tens of thousands of people across the north Front Range, not just in Boulder County or Longmont residents. Below is Streetlight Data (cellular phone data to better understand which routes people use) which depicts a typical commuter travel pattern (AM peak hour) from North Longmont to Boulder.



3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?

The project will greatly benefit the North Front Range Metropolitan Planning Area by providing a safer and more reliable transportation system for citizens who regularly commute between the DRCOG and NFRMPO boundaries.

The FLEX route – operated by City of Fort Collins – connects Fort Collins (and Colorado State University) to Boulder (and University of Colorado). This inter-regional route could utilize the SH 66 corridor in lieu of the more congested US287 route. With the proposed improvements to SH 66, commuters would experience travel time savings and a more travel time reliability, due to the additional capacity.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** *(as submitted in Part 1, #8)*?

This project would add needed capacity and safety improvements necessary to keep up with the increased traffic growth on this segment of SH 66. The congestion and poor travel time reliability would be mitigated with the addition of through lanes, auxiliary lanes and access control (as recommended in the PEL).

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

The completed project will lead to direct safety improvements in the corridor and all the associated benefits of reduced crashes. This includes reduction in personal property loss and reduction in injury and fatalities which has a direct connection to the economy.

Equally importantly, the project will improve travel time for all users of this corridor. The design will identify specific location(s) and extent of the needed capital improvements. This project would also support future mixed-use development along the north side of SH 66 and set the footprint for the highway improvements. Moving people between communities and economic centers without undue congestion is the backbone of a healthy economy.

And to be clear, the $450,000 in requested federal funds is to complete the final design of the needed improvements along SH 66. The completed design will not make direct improvements; however, it is the next step towards identifying right-of-way needs and estimating the probable construction costs so construction funding can be secured. Without the design, there will be no progress on improvements to this corridor.

6. How will connectivity to different travel modes be improved by the proposed project?

This is a multimodal project with the intent of improving all modes of travel.

Currently, there are no pedestrian facilities along this corridor that connect adjacent residential and commercial areas. The addition of an 8' wide multi-use concrete path along the south side of SH 66 would connect the residential areas to the south of SH 66 to adjacent churches and commercial shopping areas. It would also provide an alternative for bicyclists who don't have the skill level (e.g. children) or desire to ride on SH 66.

SH 66 is a popular route for recreational cyclists heading to Lyons. The project would include wide shoulders (10') or separated bikeway (depending on the recommendations in the SH 66 PEL). The current shoulder width varies and in some areas is less than 5'. Given the high volumes and speed of traffic on SH 66, this presents a safety concern and likely discourages more cyclists from using this section of SH 66.

The wide shoulders and multi-use path would provide first/last mile connection to regional transit routes (FLEX, SH 119 BRT) and local transit route connections at the proposed SH 66/US 287 Park-n-Ride.

7. Describe funding and/or project partnerships *(other subregions, regional agencies, municipalities, private, etc.)* established in association with this project.

In addition to Longmont's local match ($100,000) to this project, CDOT has also committed to providing financial support ($100,000) for the design.

Boulder County, while not providing any direct funding to the design, is also a partner for this project. Boulder County has identified partial construction funding for the SH 66 Improvements. This project is included as one of the projects in the Countywide Transportation Sales Tax: List of Projects (Project #39).

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

*Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).*

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).**

This project will contribute to the economic resiliency of the Longmont area by removing barriers and increasing transportation alternatives for all community members, including the most vulnerable populations (e.g. older adults, low-income families and people with disabilities). This project provides connections to local and regional transit service. Vulnerable populations are more likely to depend on transit due to the high cost of owning and

operating a personal vehicle as well as medical conditions, which could prevent them from driving. This project will support older adults and people with disabilities to live independently.

2. Describe how the project will **increase reliability of existing multimodal transportation network.**

This project will design the capital and operational improvements needed to support transit along the SH 66 corridor, with the goal of decreasing transit travel time and increase system reliability. The project improvements also support the City's Guiding Principle #2 of providing a complete, balanced and connected transportation system that provides pedestrian and bicycle connection in areas where enhanced transit service exists or is planned. These improvements will provide the needed first and last mile connections to local and regional transit.

3. Describe how the project will **improve transportation safety and security.**

Improving transportation safety is a key component of this project. First off, this segment of roadway would be characterized to determine the expected frequency and severity of crashes as compared to other similar facilities. The design will also include review of the crashes along this corridor and analysis/recommendations included in the SH 66 PEL. The analysis will summarize where, when and how the crashes are occurring to determine if a particular type of accident is over represented. The design will then evaluate and include the appropriate safety counter measures.

C. Consistency & Contributions to Transportation-focused Metro Vision Objectives

WEIGHT **20%**

*Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.*

MV objective 2	**Contain urban development in locations designated for urban growth and services**.

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

The SH 66 corridor has the potential for significant mixed-use development in the near future. Investment in this project will increase developer confidence that SH 66 is a priority corridor for local and state government entities. It will also establish the highway footprint and provide known signalized and unsignalized access points along the corridor.

MV objective 3	**Increase housing and employment in urban centers**.

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

This project will include pedestrian improvements that provide connectivity to area churches, shopping centers and other key commercial destinations.

MV objective 4	**Improve or expand the region's multimodal transportation system, services, and connections**.

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

This project increases mobility choices for pedestrians and bicyclists. It would also provide decreased transit travel times and increased transit travel time reliability; thereby making this corridor more attractive for regional transit services (e.g. FLEX service between Boulder and Fort Collins).

MV objective 6a	**Improve air quality and reduce greenhouse gas emissions**.

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

The improvements associated with this project provides mobility alternatives (that currently do not exist) than driving a private vehicle. Providing increased opportunity for people to use alternative modes of transportation will lead to a reduction in vehicle miles traveled and the greenhouse gas emissions associated with them.

MV objective 7b	**Connect people to natural resource or recreational areas**.

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

This project will increase regional mobility which ultimately provides better access to the extensive open space areas along the SH 66 corridor. Additionally, the corridor provides connections from urban centers in Longmont to recreational opportunities, specifically identified training rides and trails west and north of Longmont. There is also an indirect benefit to provide connections to planned connections to Lyons and the public lands to the west.

MV objective 10	**Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

This project provides new pedestrian and enhanced bicycle facilities that support healthy and active lifestyle activities. In addition, this project would include first/last mile connections for transit users who choose to walk/bike to access the transit service. Research has shown that transit commuters are more likely than car commuters to achieve minimum daily personal activity thresholds.

(Sources: Transit and Health: Mode of Transport, Employer Sponsored Public Transit Pass Programs, and Physical Activity, Journal of Public Health Policy 2009; Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations, American Journal of Preventative Medicine, 2005; Evaluating Public Transportation Health Benefits, Victoria Transportation Policy Institute, 2012)

MV objective 13	**Improve access to opportunity**.

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Transportation is an essential service that connects people to all other aspects of their life (e.g. education, emplyoment, healthcare, human services, etc.). This project supports a reliable transportation system that also

provides transportation alternatives for all community members, including the most vulnerable populations (e.g. older adults, low-income families and people with disabilities).

MV objective 14	**Improve the region's competitive position**.

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

This project includes improvements that support a reliable transportation system that efficiently moves goods and people. Free-flowing traffic increases regional productivity, which also increases tax revenues for local governments.

D. Project Leveraging

WEIGHT 10%

9.	What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	30.8%	60%+ outside funding sources .....High 30-59% .....Medium 29% and below .....Low

Part 3 Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1.	Current ridership weekday boardings	0
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	**0**
2040	0	0	**0**

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. *(Using 50% growth above year of opening for 2040 value, unless justified)* *Provide supporting documentation as part of application submittal*	0	0
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. (Example: **{#3 X 25%}** *or other percent, if justified)*	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) (Example: **{#3 X 25%}** *or other percent, if justified)*	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	**0**	**0**
7. Enter the value of **{#6 x 9 miles}**. (= **the VMT reduced per day**) *(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)*	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	**0**	**0**
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1.	Current weekday bicyclists	10
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	19,020	3,339	**22,359**
2040	24,335	11,501	**35,836**

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	100	200
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: **{#3 X 50%}** *or other percent, if justified)*	50	100
5. = Initial number of new bicycle trips from project (#3 – #4)	50	100
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *(or other percent, if justified)*	15	**30**
7. = Number of SOV trips reduced per day (#5 - #6)	35	70
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	70	140
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	66	133
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:		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	19,020	3,339	**22,359**
2040	24,335	11,501	**35,836**

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	100	200
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: **{#3 X 50%}** *or other percent, if justified)*	50	100
5. = Number of new trips from project (#3 – #4)	50	100
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *or other percent, if justified)*	15	30
7. = Number of SOV trips reduced per day (#5 - #6)	35	70

12. Enter the value of **{#7 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor)*	14	28
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	13	26
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	**1.** Persons over age 65	2,074
	2. Minority persons	7,117
	3. Low-Income households	950
	4. Linguistically-challenged persons	790
	5. Individuals with disabilities	2,010
	6. Households without a motor vehicle	441
	7. Children ages 6-17	3,421
	8. Health service facilities served by project	9

E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	20,000
2. 2040 ADT estimate	35,000
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of **{#3 - #4} =** Reduced VHD	0
6. Enter value of **{#5 X 1.4}** = **Reduced person hours of delay** *(Value higher than 1.4 due to high transit ridership must be justified by sponsor)*	0
7. **After project peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). *If applicable, denote unique travel time reduction for certain types of vehicles*	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	

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

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **5-year** period of data)*		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	3	
Other Injury crashes	23	
Property Damage Only crashes	59	
2. Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.
Applicants will rate as: Excellent, Good, Fair, or Poor

Roadway Pavement

1. Current roadway pavement condition	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT
2. Describe current condition issues and how the project will address them.

3. Other functional obsolescence issues to be addressed by project	
4. Average Daily User Volume over bridge	0

I. Other Beneficial Variables *(identified and calculated by the sponsor)*

1.	
2.	
3.	

J. Disbenefits or Negative Impacts *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*	☒ Yes ☐ No
Increase will be marginal due to other operational factors on either side of this project and the unknown aspects of the final project.	
2. Negative impact on vulnerable populations None.	
3. Other:	

COLORADO
Department of Transportation
Region 4

Regional Director's Office
10601 W. 10th Street
Greeley, CO 80634-9000

February 7, 2019

Micah Zogorski
City of Longmont
385 Kimbark Street
Longmont, CO 80501

SH 66 Improvements - US 287 to Hover Road Design

Dear Mr. Zogorski,

RE: CDOT Region 4 Support Request for DRCOG TIP Sub-Regional Call FY20-FY23

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 4 staff concurs with the following City of Longmont application for the DRCOG Sub-Regional FY20-23 TIP Call. This applies only to the SH 66 Improvements - US 287 to Hover Road Design project, in the event it is selected by DRCOG as a sub-regional project around Summer 2019. If this project is awarded DRCOG funds later, the Local Agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

Based on CDOT's existing priorities and limited funds, CDOT Region 4 is able to provide $100,000 as requested, in the event this project is selected by DRCOG. This determination applies to the FY20-23 TIP Regional Call. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

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

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

Should you have any questions regarding this concurrence, or if your agency would like to schedule time to meet with a member of the CDOT Specialty Unit, please contact Karen Schneiders at (970) 350-2172.

Sincerely,

Johnny Olson, P.E.
Region 4 Transportation Director

JWO:KAS:mbc
cc: Todd Cottrell, DRCOG
Long Nguyen
Katrina Kloberdanz
Kateyn Triggs
Karen Schneiders

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Jared S. Polis, CO Governor | Shoshana M. Lew, CDOT Executive Director