



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

APPLICATION OVERVIEW

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

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

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

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

Call Opens: May 2, 2022

Call Closes: June 24, 2022, 3 pm

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

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

Other Notable items:

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

APPLICATION FORMAT

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

Project Information

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

Evaluation Questions

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

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

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

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

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

Section B. Metro Vision Regional Transportation Plan Priorities60%

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

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

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

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

Section D. Project Readiness 10%

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

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

Project Information

1. Project Title		Main Street Bike/Ped Safety Improvements @ 21st Ave Study & Design	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point:	
		End point:	
		OR Geographic Area:	The intersection and 1/4 mile area around Main St/21st Ave
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Longmont	
4. Project Contact Person:			
Name	Phil Greenwald	Title	Transportation Planning Manager
Phone	303-651-8335	Email	phil.greenwald@longmontcolorado.gov
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	<input type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)		
	Provide MVRTP staging period, if applicable capital project:		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Envision Longmont Multimodal Transportation Improvement Plan Adopting agency (local agency Council, CDOT, RTD, etc.): City of Longmont Provide date of adoption by council/board/commission, if applicable: June 2016	
	Please describe public review/engagement to date:	Please see page 14 of: www.longmontcolorado.gov/home/showpublisheddocument/15143/636083330142370000	
Other pertinent details:			
7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)	
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)		
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	01/2025	
	Design scoping meeting held with CDOT (if no consultant):		
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		
	Environmental scoping meeting held with CDOT (if no consultant):		

<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire:	
<input type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
<input checked="" type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	01/2024
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

Allowing active modes to safely cross a major 5-lane State Highway, connecting an existing Greenway and a planned Complete Street (with buffered bicycle lanes) with a developing Bus Rapid Transit corridor.

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

Roadway

Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

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

Safety Improvements

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

Complete Streets Improvements

Study

Other, briefly describe:

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

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

This project is intended to develop a conceptual design, with robust public partnerships, of the safest solution for connecting active modes to and through the intersection at US287/Main St and 21st Avenue in Longmont. Then moving the conceptual design through to a final design, ready for construction dollars in FY2027.

11. What is the current status of the proposed scope as defined in Question 10 above? Note that overall project readiness is addressed in more detail in Section D below.

Not started.

12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?

Yes No

If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.

Smaller DRCOG funding request:

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

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
Total amount of Subregional Share Funding Request (in \$1,000's) (No less than \$100,000 and not to exceed 90% of the total project cost) <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹	\$899	89.90% of total project cost	
Match Funds (in \$1,000's) List each funding source and contribution amount.	Contribution Amount	% Contribution to Overall Project Total	
City of Longmont	\$101	10%	
	\$	0%	
	\$	0%	
	\$	0%	
	\$	0%	
	\$	0%	
Total Match (private, local, state, another subregion, or federal)	\$101	10.10%	
Project Total	\$1,000		

Notes:

1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge.
The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward.
All sponsors will still be required to have 20% match on any added federal funds.

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

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$ <input type="text"/>	\$179	\$720	\$899
CDOT or RTD Supplied Funds²	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ <input type="text"/>	\$21	\$80	\$101
Total Funding	\$0	\$200	\$800	\$1,000
Phase to be Initiated	Choose an item	Study	Design	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT

25%

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

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

This project is important to the subregion by studying and designing critical safety improvements for various types of active mode connections, as well as a critical equity project for an area that has seen little improvement in active mode infrastructure in 20+ years. According to DRCOG data, surrounding area households are half as likely to have access to a motorized vehicle than the rest of the region. This study will find the best and safest solution to help drivers, bicyclists, pedestrians as well as those from the surrounding DI and EJ populations better navigate this atypical intersection.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

The project will develop a better design for this intersection to include the many active mode users already entering this area. The study and design efforts will specifically reach out to the areas DI and EJ population to make sure the ultimate design meets their needs as well as those of the other traveling public.

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

This project likely does not benefit municipalities or subregions beyond Longmont, except to those people traveling by motor vehicle or possibly bicycle, who live outside of Longmont. US287 is a regional arterial and provides access to many people outside of DRCOG, the subregion, and Longmont.

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

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

	DI and EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	17,891	-	-
	b. Total households	6,955	-	-
	c. Individuals of color	7,280	41%	33%
	d. Low-Income households	755	11%	9%
	e. Individuals with limited English proficiency	798	4%	3%
	f. Adults age 65 and over	2,922	16%	13%
	g. Children age 5-17	3,375	19%	16%
	h. Individuals with a disability	1,096	6%	9%
	i. Households without a motor vehicle	714	10%	5%
	j. Households that are housing cost-burdened	2,556	37%	32%

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

Describe how this project will improve access and mobility for each of the applicable groups, *including the required quantitative analysis*: This project is planning to provide safer access for all active mode users at this intersection. Based on the preferred concept design created from this project, the City will be able to develop a

realistic construction schedule for the connection of the many disconnected bicycle, pedestrian and transit facilities in this area. The new connection will provide access to the people living in this area that do not have access to a motorized vehicle (twice the regional average), and cost-burdened individuals (5% higher than the regional average), creating a more equitable and safe facility for this area.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?
- Improve the diversity and livability of communities. By providing a safer way to travel within the community using a variety of modes, a more diverse group of people will be able to continue to live in and invest in the communities using this facility.
 - Contain urban development in locations designated for urban growth and services. This project will help the City and the region focus growth along this critical transportation corridor, to be served by two BRT lines in the future.
 - Increase housing and employment in urban centers. The elements of this project will help build our existing urban centers in this area to handle the coming density and growth expected with increased transit facilities, new multifamily housing opportunities, and increased job creation.
 - Improve and expand the region's multimodal transportation system, services, and connections. This project is all about connectivity--between the active modes that are currently not well connected in this area, and the coming BRT systems (CO119 and US287), and existing transit (local and FLEX bus to Ft. Collins).
 - Operate, manage, and maintain a safe and reliable transportation system. The focus of this study and design is to create an easy to operate and maintain facility that is safe for all transportation users.
 - Improve air quality and reduce greenhouse gas emissions. By allowing more travel choices, this ultimate project will allow a less stressful crossing of this intersection by active modes, increasing their use.
 - Connect people to natural resource and recreational areas. This project will better connect people using the existing Greenway to the east, connecting to City parks and schools, with a planned Complete Street to the west, which also has connections to City parks and schools.
 - Reduce the risk of hazards and their impact. The study and design will have little impact on this category.
 - Increase access to amenities that support healthy, active choices. The study and design will lower the stress levels of, and increase the access to, active modes in Longmont
 - Improve transportation connections to health care facilities and service providers. This project has an urgent care facility directly adjacent to the intersection. Many DI and EJ community members rely on access to this facility, often without a motorized vehicle, for healthcare.
 - Diversify the region's housing stock. This project, while not having a direct impact to diversifying the region's housing stock, may allow people to eliminate the cost of owning a vehicle to afford to live closer to services in this area.
 - Improve access to opportunity. This project will help make it safer and easier to walk and ride a bicycle, which may allow people, especially those without access to a vehicle, better access to jobs and services.
 - Improve the region's competitive position. By providing better infrastructure in a area of need, this project will ultimately improve, at a micro-level, the competitive position of the region.

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

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name: [North Main Street AC and the SH66 Mixed Use Corridor](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? 25
- Rail station: Yes No If yes, how many?
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document:
<https://www.longmontcolorado.gov/home/showpublisheddocument/15150/63608336172060000>
- If yes, provide how the area is defined in the relevant planning document: [Both as a Major Transportation Corridor and an Area of Change.](#)
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No If yes, please provide the zoning district designation(s): [Mixed Use Corridor \(MUC\)](#)

Provide households and employment data*	2020	2050
Households within ½ mile	6,955	8,376
Jobs within ½ mile	5,433	7,184
Household density (per acre) within ½ mile	3.82	4.66
Job density (per acre) within ½ mile	4.24	5.92

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

Located proximate to two urban centers, as well as in the middle of a pedestrian focus area, and short-trip opportunity zone, this project lends itself very well to connecting the almost 7K households within 1/2 mile. This project also helps this area ready for the planned growth in multifamily, attainable/affordable housing. With housing comes jobs, and these employees will need safe, reliable access to this area as well. This design effort helps link all these goals with participation by nearby residents and business owners in the process for the best project design.

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

The planning and design for this project will take into account the adjacent urgent care facility to the project, as well as making key connections to planned BRT stations both north and south of this site. Local transit access will be key to the connections to the BRT network, so connections to the BRT stations and the local bus stops in the area will be a critical element of the study. Finally, there are existing active mode facilities, both east and west of US287 that provide good connections to nearby parks (e.g. Carr, Lanyon, and Rough & Ready Parks) as well as Northridge Elementary School to the west, and Alpine Elementary School to the east. Unfortunately, crossing US287 is currently very difficult and needs to be addressed through this study and design for safer overall operation at this intersection.

B. MVRTP Priorities

WEIGHT

60%

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

Multimodal Mobility

Provide improved travel options for all modes.

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

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

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

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.):
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
 Yes No

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

The study and design of this project will provide a much safer, desirable operation of the intersection at US287 and 21st Avenue. As mentioned earlier, the City has a number of active mode facilities that converge at this intersection, which then acts as a choke point. Increasing the reliability and safety at this location will help attract more active mode users to these existing facilities, leading to better use and a shift of mode choice to these active opportunities. Specific toolkit strategies include the possibility of barrier-separated bike and walkways, new styles (Dutch) of roundabouts, updated signal technology with bike-specific signals, and the possibility of a completely separated underpass for bike/peds. Additionally, this study will look at the best practices for transit through this intersection including the possible inclusion of Business Access/Transit (BAT) lanes with transit signal priority.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

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

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

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

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

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10
	3.67	0.24	0.23	0.03

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

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

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

By providing better access to active modes, the City believes we could see a 1% reduction in the use of SOV's in the opening year. Though conservative, and only a start to the larger reductions as planned household and job densities increase in this corridor, this reduction does yield some AQ benefits in terms of a reduction in almost 4 kg of CO/day and .24 and .23 of NOx and VOCs respectively.

**Regional
Transit**

Expand and improve the region’s transit network.

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

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

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

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

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on? [CO119 and US287 BRT](#)
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No If yes, provide the name of the urban center: [North Main Street AC and the SH66 Mixed Use Corridor](#)

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

This project is actually along two planned BRT corridors, though the RTP considers this corridor a Regional Transit Planning Corridor. The key is the First/Final Mile connections that this project will provide, namely by providing a much safer crossing of the 5-lane US287 facility at the location of 21st Avenue in Longmont. US287 is a major transit corridor for the City and the region, providing service to communities to the south (i.e. Erie, Lafayette, Louisville, Broomfield, and Denver) to the southwest along CO119 to Boulder, and to the north via the FLEX bus operated by TransFort with service to Berthoud, Loveland, and Fort Collins. There is also connectivity to urban centers, two of which are within 0.6-miles of the project location. Transit is critical for the area, as there are a large number, twice the regional average, of people who do not have access to a private vehicle and this area helps connect two urban centers in Longmont.

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

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

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

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	28	
Other Injury crashes	180	
Property Damage Only crashes	515	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

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

[The full extent of the crash reduction will be known once a design alternative has been selected through the proposed scope/process.](#)

Freight

Maintain efficient movement of goods within and beyond the region.

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

Examples of Project Elements: roadway operational improvements, etc.

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

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

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

[The proposed study and design will lead to safer operations at the intersection for all modes, including freight.](#)

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

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

Bicycle Use

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

1. Current Average Single Weekday Bicyclists:		100
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	200	400
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	20	40
4. = Initial number of new bicycle trips from project (#2 – #3)	180	360
1. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
5. = Number of SOV trips reduced per day (#4 - #5)	180.00	360.00
6. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	360.00	720.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	342.00	684.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
9. If different values other than the suggested are used, please explain here:		

Pedestrian Use

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

2. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		100
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	200	400
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
5. = Number of new trips from project (#2 – #3)	200	400
6. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
7. = Number of SOV trips reduced per day (#4 - #5)	200.00	400.00

8. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	80.00	160.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	76.00	152.00
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:		

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

The study and design of this project is centered and focused on closing existing gaps in the active transportation network, while also improving operations for all transportation modes using this intersection. Today, the intersection is very uncomfortable for many active mode users, by forcing pedestrians and bicycles to very small median islands and creating awkward angles of crossing the US287 corridor. For this reason, many people will give up on active modes, or attempt a perceived safer crossing at unregulated mid-block locations. This project will attempt to find better solutions for people using this intersection for all modes.

C. Project Leveraging	WEIGHT	5%
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<p>What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i></p>	10.10%	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px 5px;">60%+ outside funding sources</td><td style="text-align: right; padding: 2px 5px;">5 pts</td></tr> <tr><td style="padding: 2px 5px;">50-59.9%</td><td style="text-align: right; padding: 2px 5px;">4 pts</td></tr> <tr><td style="padding: 2px 5px;">40-49.9%</td><td style="text-align: right; padding: 2px 5px;">3 pts</td></tr> <tr><td style="padding: 2px 5px;">20-39.9%</td><td style="text-align: right; padding: 2px 5px;">2 pts</td></tr> <tr><td style="padding: 2px 5px;">10.1-19.9%</td><td style="text-align: right; padding: 2px 5px;">1 pt</td></tr> <tr><td style="padding: 2px 5px;">10%.....</td><td style="text-align: right; padding: 2px 5px;">0 pts</td></tr> </table>	60%+ outside funding sources	5 pts	50-59.9%	4 pts	40-49.9%	3 pts	20-39.9%	2 pts	10.1-19.9%	1 pt	10%.....	0 pts
60%+ outside funding sources	5 pts													
50-59.9%	4 pts													
40-49.9%	3 pts													
20-39.9%	2 pts													
10.1-19.9%	1 pt													
10%.....	0 pts													

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

Section 1. Avoiding Pitfalls and Roadblocks

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?
 Yes No N/A (for projects which do not require engineering services)
- If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: [Study to evaluate](#)
 - Railroad: [NA](#)
 - Right-of-Way: [Study to evaluate](#)
 - Environmental/Historic: [Study to evaluate](#)
 - Other:
- b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?
 Yes No
- If yes, are the other prerequisite phases complete? Yes No N/A
- If this project is for construction, please note the NEPA status: [Choose an item](#)
- c. Has all required ROW been identified? Yes No N/A
 Has all required ROW already been acquired and cleared by CDOT? Yes No N/A
- d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
 Yes No
- Does your agency have the appropriate staff available to work on this project? Yes No
- If yes, are they knowledgeable with the federal-aid process? Yes No
- e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A
- If yes, who are the stakeholders?

Please provide any additional details on any of the items in Section 1, if applicable.
The study will determine who the stakeholders are and how they should be included in this study/design effort.

Section 2. Local Match

- a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?
 Yes No

Please describe:

The City is prepared to pull budget dollars from the City's Transportation Fund for this effort.

- b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?
 Yes No

Please describe:

This project is not a capital project yet.

Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?
 Yes No
- b. Has the public had access to translated project materials in relevant languages for the local community?
 Yes No

Please describe:

Study to determine these processes.

- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?
 Yes No N/A

Please provide any additional details on the items in Section 3, if applicable.

Much of this effort is to be completed with the study.

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



COLORADO

Department of Transportation

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

May 20, 2022

Phil Greenwald
City of Longmont
350 Kimbark Street
Longmont, CO 80501

Dear Mr. Greenwald,

This letter is to inform you that the Colorado Department of Transportation (CDOT) concurs with the City of Longmont's DRCOG FY22-25 Subregional Call application for the **US 287/Main Street Bike/Ped Underpass at 21st Avenue Design Project**.

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

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

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

Sincerely,

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

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



Bicycle and Pedestrian Improvements

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

Navigator

[Bicycle and Pedestrian Improvements](#)

INPUT

(1) What is your project evaluation year?

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

Daily Passenger Vehicle Trips		
Before	After	Change
42000	41500	500

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

Trip Distance Source

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

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

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total	Units in kg/day unless otherwise noted
Carbon Monoxide (CO)	3.679	
Particulate Matter <2.5 μm (PM _{2.5})	0.011	
Particulate Matter <10 μm (PM ₁₀)	0.038	
Nitrogen Oxide (NOx)	0.246	
Volatile Organic Compounds (VOC)	0.236	
Carbon Dioxide Equivalent (CO _{2e})	324.779	
Total Energy Consumption (MMBTU/day)	4.215	