

**DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Subregional Share (Call #4) –
Boulder County Subregion
Air Quality/Multimodal (AQ/MM) Project Application
APPLICATION OVERVIEW**

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #4)

Funding Available: \$8,329,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.

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

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects (*Note: these types of projects are only allowed to be submitted with the STBG application*)

Call Dates: November 28, 2022 until January 27, 2023, 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 1) this application (**before saving to PDF, press Ctrl-A to select all, and F9 to update all formulas**), 2) one location map/graphic, 3) cost estimate (your own or the CDOT [cost estimate form](#)), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or [peer agency support](#). Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than December 30, 2022

Other Notable items:

- **Eligibility:** Projects must align with the eligibility guidelines in [Appendices B and C](#) of the TIP Policy. Proposed work on roadways must primarily be located on the [DRCOG Regional Roadway System](#) to be eligible for TIP funding (the DRCOG RRS can also be viewed within the [TIP Data Tool](#)). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application). Further details can be found in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **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 December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – [JoAnn Mattson](#), CDOT Region 4 – [Josie Thomas](#), RTD – [Chris Quinn](#)
- **If a submitted application in Calls #1-3 was not funded,** and you wish to resubmit the same application for this call, please [contact DRCOG](#). In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it, and datasets for download are available on the [TIP Data Hub](#). Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than December 30, 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
- **Evaluation Process:** DRCOG staff will review submittals for eligibility, develop scoring sheets, and post all applications (Jan. 30-Feb. 3, 2023). On Feb. 6, a public comment period will open until Feb. 24. Also at that time, details will be provided to each subregion to begin scoring, discussing, and recommending their projects back to DRCOG by March 15. Each forums' recommendation will then be forwarded to the DRCOG committee process for incorporation into a new 24-27 TIP anticipated to be adopted in August 2023
- 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 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 subregional problem and benefit people and businesses in multiple communities.
4	The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one community.
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 Priorities 60%

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

5	The project provides demonstrable 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	CO 66 Multiuse Path (Hover Street to Main Street/US 287)	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: CO 66 and Hover Street (west) End point: CO 66 and Main Street/US 287 (east) OR Geographic Area: Click or tap here to enter text.	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	City of 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>	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period: 2020-2029	
	Local/Regional/ Subregional plan:	Planning Document Title: 1. City of Longmont’s Envision Longmont Multimodal Transportation Implementation Plan (see page 26, Table 2. Bicycle System Improvements, first project listed; excerpt attached) Boulder County’s Countywide Proposed Transportation Sales Tax Projects 2034-2039 (map screenshot attached), Boulder County Transportation Master Plan (see page 15, document excerpt attached) CDOT’s SH 66 Planning and Environmental Linkages (PEL) (see pages 26-27, recommendations for Section 2: 87th Street to County Line Road; document excerpt attached) and CDOT’s 5-10 Year Plan (Project #2599; screenshot excerpt attached) Adopting agency (local agency Council, CDOT, RTD, etc.): City of Longmont City Council, Boulder County Commissioners, and CDOT Provide date of adoption by council/board/commission, if applicable: Varies (between 2016 and 2020)
	Please describe public review/engagement to date:	Public engagement processes, providing options for both in-person and virtual engagement, informed the development of Envision Longmont, Boulder County’s TMP, CDOT’s SH 66 PEL, and CDOT’s Statewide Transportation Plan and 5-10 Year Plan. Online websites were/are available for the public to review information and contact project representatives.
	Other pertinent details:	This project is identified as a high priority project in Longmont’s Multimodal Transportation Implementation Plan and identified as a near-term improvement in the SH 66 PEL
7. Identify the project’s key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the “Phase to be Initiated” in the Funding Breakdown table below)		

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
<input type="checkbox"/> Preconstruction (including studies) <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Both		
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	10/01/2024
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	Enter Date
	FOR (Final Office Review):	Enter Date
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	Enter Date
	Estimated number of parcels to acquire: Enter Number	
	ROW acquisition completed:	Enter Date
<input checked="" type="checkbox"/> Construction	Required clearances:	06/01/2025
	Project publicly advertised:	12/31/2025
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
<input type="checkbox"/> Bus Service	Service begins:	Enter Date
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

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

No multimodal active transportation facilities are provided along CO 66 between Hover Street and Main Street/US 287, creating an unsafe environment for all users. The current environment is hostile and inhospitable for those who choose/are forced to walk and bike adjacent to the highway. The lack of a dedicated facility forces those walking and biking to have to comeingle with vehicles, creating an unsafe environment for everyone. This project will construct a 10' detached multiuse path, providing a new, more comfortable connection for those walking, biking, and wheeling along CO 66.

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: Click or tap here to enter text.

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 will construct a 10’ wide detached multiuse path on the south side of CO 66 between Hover Street and Main Street/US 287, including multimodal crossing improvements at four intersections (Spencer Street, Francis Street, Gay Street, and Pratt Street).

This multimodal project will ideally be completed in conjunction with CDOT’s roadway widening for the same segment of CO 66; however, this specific element of the overall project could be advanced and constructed without any other improvements to the highway. **This AQ/MM funding will be used only to construct the 10’ wide detached multiuse path portion of the overall vision for improvements along CO 66.**

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.*

Planning is complete. Design (30%) is complete. Final design will take place before 2026. Construction has 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: Click or tap here to enter text.

Outline the differences between the scope outlined above and the reduced scope: Click or tap here to enter text.

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
<i>To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.</i>			
Total amount of Subregional Share Funding Request (in \$1,000's) (Not to exceed 90% of the total project cost) <input type="checkbox"/> Check box if requesting <u>only</u> state MMOF funds (requires minimum 50% local funds) ¹		\$2,240	80.00% 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		\$560	20.0%
Click or tap here to enter text.		\$Match Amount	0.0%
Click or tap here to enter text.		\$Match Amount	0.0%
Click or tap here to enter text.		\$Match Amount	0.0%
Click or tap here to enter text.		\$Match Amount	0.0%
Click or tap here to enter text.		\$Match Amount	0.0%
Total Match (private, local, state, regional, or federal)		\$ 560	20.0%
Project Total		\$2,800	
Notes:	1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. 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)

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds	\$Enter Amount	\$2,240	\$Enter Amount	\$2,240
CDOT or RTD Supplied Funds²	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$Enter Amount	\$560	\$Enter Amount	\$ 560
Total Funding	\$ 0	\$2,800	\$ 0	\$2,800
Phase to be Initiated	Choose an item.	Construction	Choose an item.	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). 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 minimum 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 subregional 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 because it will add a more comfortable, active transportation facility to a regionally significant corridor in DRCOG’s Regional Roadway System (RRS) where no facility exists.

A major transportation corridor for the subregion, CO 66 serves both subregional and regional trips. CO 66 provides a regional connection between I-25, the City of Longmont, and the Town of Lyons. Multiple modes of transportation use the CO 66 corridor, including vehicles, transit, trucks, bicycles, and pedestrians (although the sidewalk connectivity is fragmented). This highway also serves tourist traffic to Estes Park and Rocky Mountain National Park (via CO 66 and US 36). Due to congestion and projected traffic growth, dedicated multimodal facilities are needed to separate users from one another (i.e., vehicles and bicycles) to improve the safety for all users on this busy highway.

The segment of CO 66 between Hover Street and Main Street/US 287 carries approximately 25,000 vehicles per day (Source: CDOT OTIS, Station ID: 102873) and is projected to increase to nearly 38,000 vpd by 2050 (Source: DRCOG Model). Commuters who live in communities north of Longmont and work in Boulder represent a significant percentage of the traffic on CO 66. Streetlight Data depicts a strong commuter travel pattern of motorists traveling south on US 287 to west along CO 66 and then south on Hover Street to connect to CO 119.

In addition to regional connections, this segment of CO 66 provides local access to a DRCOG defined “neighborhood center” at CO 66 and Main Street/US 287, as well as to the future mobility hub in the northeast quadrant of CO 66 and Main Street/US 287. This transit transfer point provides a key connection between RTD services and Transfort services, linking the DRCOG and NFRMPO regions. The 10’ detached multiuse path will provide a more comfortable facility for users to safely and directly connect to this neighborhood center and mobility hub.

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.

This project will add a new, high-comfort multiuse path for those walking and biking in and through Longmont. This facility will separate transportation users to create a safer roadway environment.

This project will add approximately 1.5 miles of new multiuse path and improve multimodal crossings at four intersections. People are more likely to walk or bike if they feel comfortable and safe. This new facility will appeal to people from a wide range of ages and abilities to walk or bike to their destinations rather than driving. Specifically, there is a higher percentage of adults age 65 and over within 0.5 mile of the corridor compared to the regional percentage. This facility will give these more vulnerable users a more comfortable and inviting facility.

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

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.

Yes, this project will directly benefit the City of Longmont and Boulder County. The project will add a detached multiuse path to a key east-west corridor serving Longmont and greater Boulder County where no facility currently exists.

The project will also benefit regional travelers passing through Longmont. For example, a vehicle traveling between the Denver metro region and Estes Park will likely be routed through Longmont on CO 66. As the vehicle travels through Longmont, the driver will benefit from the separation of their vehicle from those walking or biking along the corridor. The project and the separation it brings for users of CO 66 will be important safety considerations for those traveling regionally among the Boulder County, Larimer County, and Southwest Weld County subregions. Similarly, regional travelers commuting between communities in northern Colorado and the City of Boulder, a known regional commute pattern, will benefit from a more reliable corridor. Separating out the various corridor users will reduce collisions and crashes, resulting in more reliable travel times.

The City of Longmont has historically partnered with Boulder County, CDOT, and other agencies to advance transportation improvements for the CO 66 corridor. The City plans to continue these partnerships to complete all improvements identified for the corridor, including this multiuse path. The City of Longmont is taking the lead in constructing this specific element (the 10' multiuse path) as a contribution to the regional improvements to the corridor and to mitigate the current inhospitable environment for those walking and biking adjacent to the highway. It is a priority to the City to remove this barrier in the near-term.

Given the regional importance of this east-west corridor, many regional agencies have identified this project in their future plans. The project is identified as a high priority project in Longmont's Multimodal Transportation Implementation Plan and as a near-term improvement in the SH 66 PEL.

4. Disproportionately Impacted and Environmental Justice Communities

This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	DI & 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	13,554	-	-
	b. Total households	5,522	-	-
	c. Individuals of color	3,932	29%	33%
	d. Low-income households	570	10%	9%
	e. Individuals with limited English proficiency	253	2%	3%
	f. Adults age 65 and over	2,087	15%	13%
	g. Children age 5-17	2,084	15%	16%
	h. Individuals with a disability	783	6%	9%
	i. Households without a motor vehicle	276	5%	5%
	j. Households that are housing cost-burdened	1,962	36%	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 disproportionately impacted and environmental justice population groups identified in the table above, *including the required quantitative analysis:*

Low-income households, adults age 65 and over, and households that are housing cost-burdened within a 0.5 mile of the corridor are all higher than the regional percentages. Owning a vehicle may be cost prohibitive to households with low incomes and households that are spending more than 30 percent on housing. This project provides a lower-cost transportation alternative to driving for those households, allowing people to more safely walk, bike, and/or access transit. Providing increased opportunity for people to use alternative modes of transportation benefits adults age 65 and over who may choose to not drive or who are unable to drive.

5. How will this project move the subregion toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#) in terms of...
- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
 - This project will improve the livability of the City of Longmont and the Boulder County subregion by making it easier to walk and bike. This new multimodal facility will connect residential neighborhoods where the percentage of households that are housing cost-burdened is higher than the regional percentage and an Urban Center (SH66 Mixed Use Corridor). The North Main Street AC Urban Center is also within 0.55 miles of the project. The north side of the CO 66 corridor also has the potential for significant mixed-use development in the near future. Investment in this project will increase developer confidence that CO 66 is a priority corridor for local, regional, and state government entities.
 - Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*
 - This project will improve bicycle and pedestrian accessibility by providing a multimodal facility where none currently exists. The project will also improve interconnections of the multimodal transportation system by improving access to the transit mobility hub in the northeast quadrant of CO 66 and Main Street /US 287. This mobility hub will offer transit access to local and regional RTD and Transfort services. This project will improve air quality by providing a way to complete trips by walking and biking instead of using a personal 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.
 - Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
 - This project will improve multimodal linkages to developed areas, specifically the SH66 Mixed Use Corridor, a key location for goods and services in the community. This project will provide new pedestrian and enhanced bicycle facilities that will support healthy and active lifestyle activities. In addition, this project will include first/last mile connections for transit users who choose to walk/bike to access 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).

6. 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: [SH66 Mixed Use Corridor](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [Click or tap here to enter text.](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many: [21](#)
- Rail station: Yes No If yes, how many: [Click or tap here to enter text.](#)
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No

If yes, provide a link to the relevant planning document:

<https://www.longmontcolorado.gov/home/showpublisheddocument/15150/636083361720600000>

If yes, provide how the area is defined in the relevant planning document: [Envision Longmont identifies the area immediately north of CO 66 \(between Hover Street and Main Street\) as the Terry Lake Mixed-Use Area \(see the future land use map on pages 98–99\). The intersection of CO 66 and Main Street \(US 287\) is classified as a Mixed-Use Corridor and a Regional Center.](#)

Provide households and employment data*	2020	2050
Households within ½ mile	5,522	8,082
Jobs within ½ mile	2,784	3,830
Household density (per acre) within ½ mile	2.64	3.45
Job density (per acre) within ½ mile	1.9	2.73

Describe how this project will improve transportation options in and between key geographic areas including DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas, *including the required quantitative analysis*:

Transportation is an essential service that connects people to all other aspects of their lives (education, employment, healthcare, human services, recreation, etc.). This project will add a multimodal linkage to developed areas, specifically the SH66 Mixed Use Corridor, a key location for goods and services in the community. This area, classified as a Mixed-Use Corridor and a Regional Center, is anticipated to grow with more mixed-use development and a mobility hub/TOD in the northeast quadrant. This project will provide new pedestrian and enhanced bicycle facilities to support healthy and active lifestyle activities. In addition, this project will include first/last mile connections for transit users who choose to walk/bike to access transit service.

7. Describe how this project will improve **access** and **connections** to key employment centers or subregional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

This project will improve access and connection because it will construct a multimodal facility where none currently exists. This facility will connect existing residential areas to a key subregional destination, specifically the SH66 Mixed Use Corridor, a key location for goods and services in the community. This area, classified as a Mixed-Use Corridor and a Regional Center, is anticipated to grow with more mixed-use development and a mobility hub/TOD in the northeast quadrant. In addition, this project would include first/last mile connections for transit users who choose to walk/bike to access transit service, connecting these users to the greater region.

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.

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other: [Click or tap here to enter text.](#)
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Multiuse/shared use path](#)
- 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 subregion mitigate natural and/or human-made hazards?
 Yes No

Question: Describe how this project will help increase mobility choices for people, goods, and/or services. Please include quantitative information, including any items referenced above, in your response. *Note that a majority of the proposed roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).*

CO 66 is identified as a Regional Connector Street (modal priority is high for pedestrians and those using assistive mobility devices and medium priority for bicyclists). This project will provide a facility for those high and medium priority users where none currently exists. Nearly 25,000 vehicles utilize this corridor a day and this new facility will give these 25,000+ people another mobility choice. This new facility will provide more mobility choices for people looking to safely walk and bike. This project will also separate out the local, shorter multimodal trips from the regional, longer-distance driving and transit trips, creating a safer corridor for all users.

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.

- 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	CO ₂ e
	1.497	0.067	0.051	0.023	179.043

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.

Question: Describe how this project helps reduce congestion and air pollutants, including but not limited to carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions. Please include quantitative information, including any items referenced above, in your response.

This project will reduce congestion and air pollutants by providing a way to complete trips by walking and biking instead of using a personal vehicle. Providing increased opportunity for people to use alternative modes of transportation will lead to a reduction in vehicle miles traveled, thereby reducing emissions. The project is anticipated to reduce carbon monoxide by approximately 1.5 kg/day. This assumes that daily passenger vehicle trips of 25,000 are reduced by 1 percent. A copy of the CMAQ Emission Calculator Toolkit is attached.

**Regional
Transit**

Expand and improve the subregion’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.

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 (as defined in the [2050 MVRTP](#))?*
 Yes No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?*
 Yes No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- 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: [Click or tap here to enter text.](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No

Question: Describe how this project improves connections to or expands the subregion’s transit system, as outlined in the [2050 MVRTP](#). Please include quantitative information, including any items referenced above, in your response.

Note that rapid transit improvements must be on the [Regional Rapid Transit System](#).

This project, while not on the Region’s Rapid Transit System, will provide a direct connection to the Region’s Rapid Transit system. The multiuse use path will tie into Main Street/US 287, a Transit Planning Corridor identified as a part of the Region’s Rapid Transit System. Connections can be made to 7 RTD Routes within 0.5 miles of the multiuse trail: 324, 326, 327, LD, LX, J, and BOLT. Regional BRT is also being considered for US 287. This multimodal facility and connection will allow users to complete their first and final mile to/from the US 287 Transit Planning Corridor by either walking or bicycling.

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.

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* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) NOTE: if constructing a new facility, report crashes along closest existing alternative route		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology).
Fatal crashes	1	
Serious Injury crashes	4	
Other Injury crashes	49	
Property Damage Only crashes	88	
Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	0	The CMF Clearinghouse outlines a CRF of 40.2% for the installation of sidewalks. This CRF would affect all
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

Question: Describe how this project will implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#). Please include quantitative information, including any items referenced above, in your response. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

The project is an identified safety countermeasure and will provide a facility for those who want or need to walk or bike to complete their trips using a detached, safer facility. Currently, users must comingle with vehicles, walk in the grassy berm, or find an out-of-direction alternative route. According to DRCOG’s TIP tool, this segment of CO 66 experienced 1 crash resulting in a fatality, 4 crashes resulting in serious injuries, 49 crashes resulting in other injuries, and 88 crashes resulting in property damage only.

In addition to DRCOG’s TIP Tool, the DiExSys database was referenced to understand the number of crashes involving pedestrians and/or bicyclists. According to the Detailed Summary of Crashes Report from CDOT’s DiExSys Vision Zero Suite, 3 crashes included bicyclists and one crash included a pedestrian. These crashes resulted in injury. The DiExSys Vision Zero Suite was referenced as it provides more details on the nature of the crashes involving bicyclists and pedestrians. Detailed summaries are attached.

The CMF Clearinghouse outlines a CRF of 40.2 percent for the installation of sidewalks. This CRF will affect all vehicle/pedestrian related crashes. Because there was only one pedestrian crash in this corridor, and the CRF is less than 50 percent, no crash reduction is expected with the installation of the multiuse trail.

Freight**Maintain efficient movement of goods within and beyond the subregion.**

(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.

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: [Click or tap here to enter text.](#)
- 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.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
 Yes No
- 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: [Click or tap here to enter text.](#)
- 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.

Question: Describe how this project will improve the efficient movement of goods. In your response, identify those improvements identified in the [Regional Multimodal Freight Plan](#), include quantitative information, and include any items referenced above. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

The project will indirectly support the efficient movement of goods within the Region. According to CDOT's AADT, approximately 750 trucks rely on this corridor every day. This is approximately 3 percent of the total traffic. Separating out the various corridor users will reduce collisions and crashes, resulting in more reliable travel times for all vehicles including freight vehicles.

Active Transportation	Expand and enhance active transportation travel options. (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.
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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?*
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?

Bicycle Use

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

1. Current Average Single Weekday Bicyclists:	25	
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.	150	300
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: {#2 X 50%} or other percent, if justified on line 10 below)	75	150
4. = Initial number of new bicycle trips from project (#2 – #3)	75	150
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	22.5	45
6. = Number of SOV trips reduced per day (#4 - #5)	52.50	105.00
7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	105	210
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	99.75	199.50
9. If values would be distinctly greater for weekends, describe the magnitude of difference: Recreational and professional cyclists often use CO 66 to access rural corridors like N 75th Street, N 87th Street, and N 95th Street to complete longer bicycle rides. A greater use may be seen on the weekends for this reason.		
10. If different values other than the suggested are used, please explain here: Click or tap here to enter text.		

Pedestrian Use

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	10	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	100	200
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: {#2 X 50%} or other percent, if justified on line 10 below)	50	100
4. = Number of new trips from project (#2 – #3)	50	100
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	15	30
6. = Number of SOV trips reduced per day (#4 - #5)	35.00	70.00

7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor on line 10 below)</i>	14	28
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	13.30	26.60
9. If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text.		
10. If different values other than the suggested are used, please explain here: Click or tap here to enter text.		

Question: Describe how this project helps expand the active transportation network, closes gaps, improves comfort, and/or improves connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#). Please include quantitative information, including any items referenced above, in your response.

This project will expand the region’s active transportation network by adding 1.5 miles of a 10’ wide high-comfort, detached multiuse path. This new facility will close a gap between existing residential neighborhoods, community destinations, and regional commercial destinations for goods and services. Since no facility currently exists, if users choose/must walk or bike along CO 66, they must do so unsafely and close to vehicles. It is estimated that 25 bicyclists use the vehicular travel lanes on CO 66 every day. Similarly, it is estimated that 10 people walk along this segment of the CO 66 highway every day. It is estimated that a dedicated facility will increase the number of bicyclists to 150 per day and another 100 pedestrians will utilize this facility. A dedicated facility will improve comfort by providing separation between users. This project will add/improve connections to important regional destinations (commercial areas for goods and services, a mobility hub) where none currently exist.

C. Project Leveraging		WEIGHT	5%
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. If this has not updated, select the box to the right and click F9)</i>		60%+ outside funding sources 5 pts	
	20.0%	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%
<i>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.</i>			
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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> 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: Click or tap here to enter text. Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date: <ul style="list-style-type: none"> • Utilities: Click or tap here to enter text. • Railroad: Click or tap here to enter text. • Right-of-Way: Click or tap here to enter text. • Environmental/Historic: Click or tap here to enter text. • Other: Click or tap here to enter text. 			
b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, are the other prerequisite phases complete? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A If this project is for construction, please note the NEPA status: Complete			
c. Has all required ROW been identified? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Has all required ROW already been acquired and cleared by CDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does your agency have the appropriate staff available to work on this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, are they knowledgeable with the federal-aid process? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A			

e. Have other stakeholders in your project been identified and involved in project development?

Yes No N/A

If yes, who are the stakeholders?

[Boulder County, CDOT](#)

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

[Click or tap here to enter text.](#)

Section 2. Local Match Availability

a. Is all the local match identified in your application currently available and not contingent on any additional decisions, and if a partnering agency is also committing match, do you have a commitment letter?

Yes No

Please describe:

[Yes, the 20% local match can be made available by the City of Longmont. This is not contingent upon any additional decisions and does not require a partnering agency.](#)

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

Yes No

Please describe:

[Yes. This project is currently identified in the City's 2023-2027 CIP:](#)

<https://www.longmontcolorado.gov/home/showpublisheddocument/35749>

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:

[Previous planning efforts have provided project materials in both English and Spanish for the local community to review. As the project advances, the City will continue to provide project materials in English and Spanish.](#)

c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

Yes No N/A

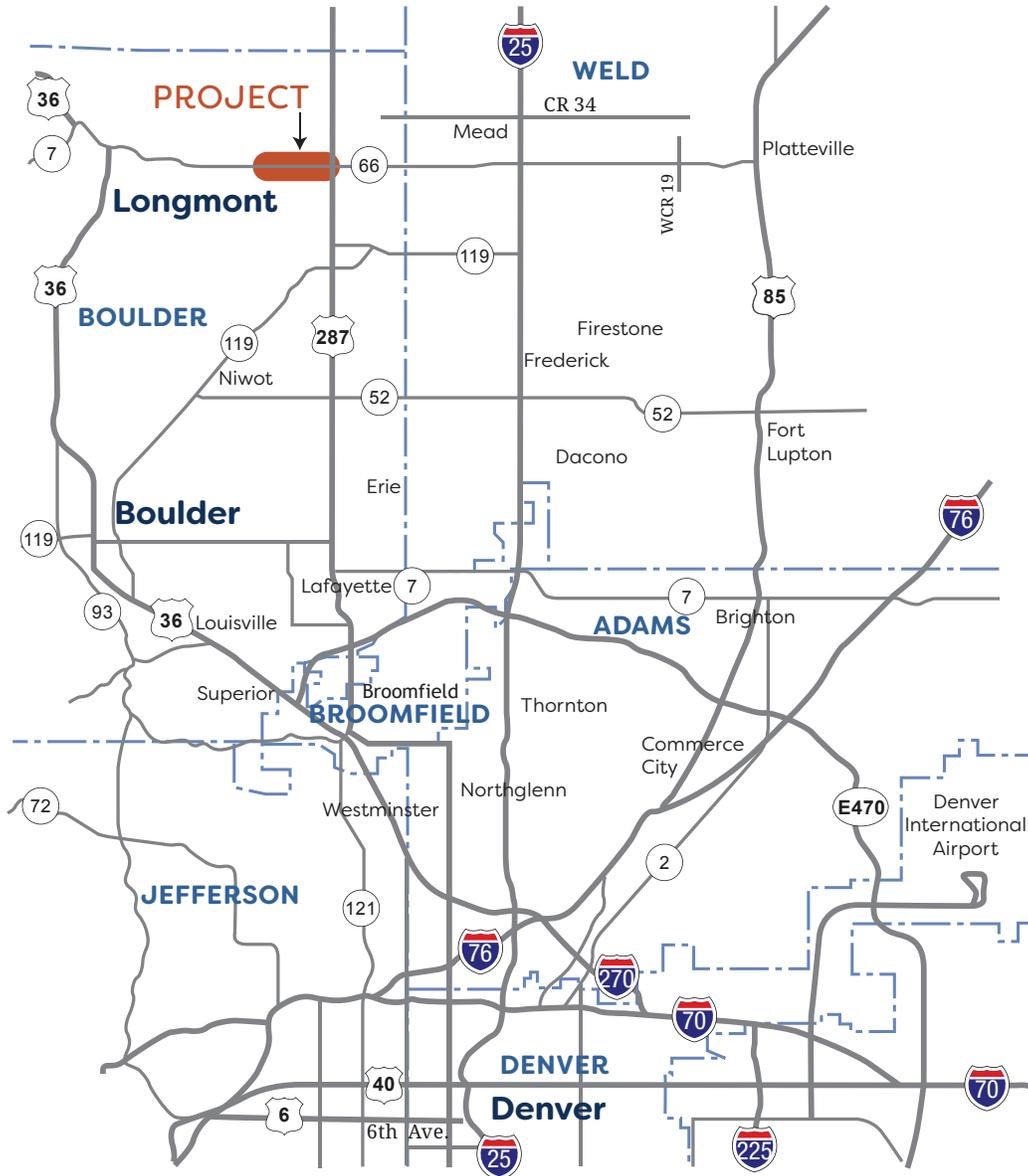
Please provide any additional details on the items in Section 3, if applicable.

[Click or tap here to enter text.](#)

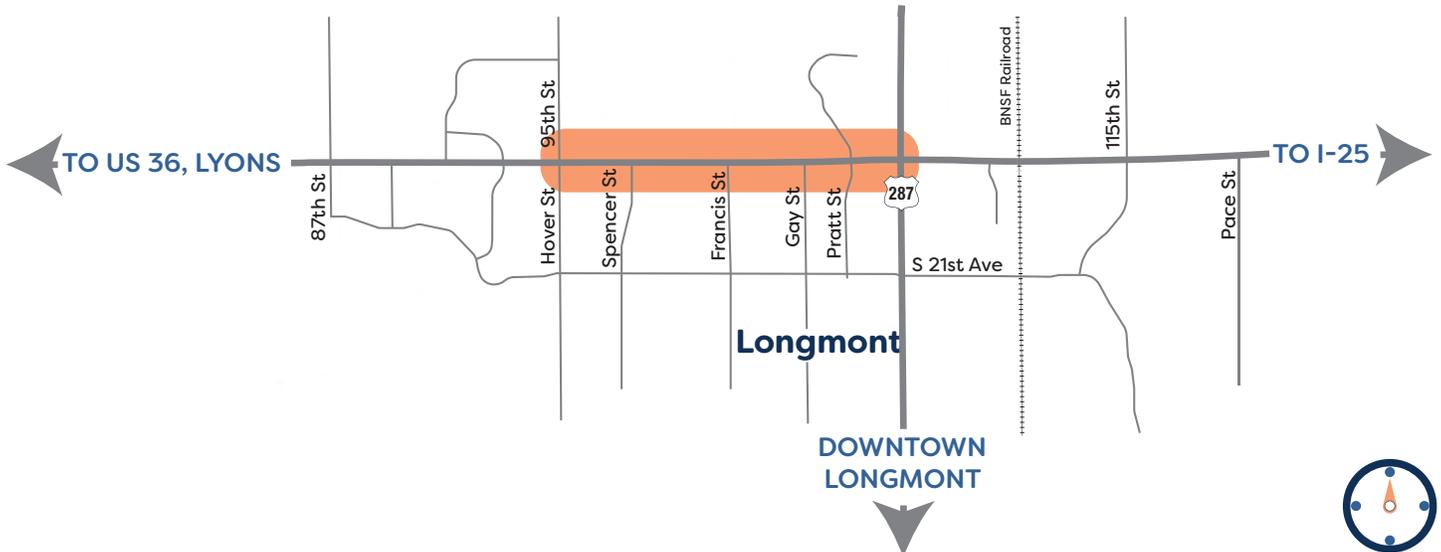
Submit completed applications through the [TIP Data Hub](#) no later than 3pm on January 27, 2023.

Prior to submitting, press Ctrl+A to select all, then press F9 to update all formulas. You can then print to PDF.

PROJECT LOCATION MAP



CO 66 Multimodal Facilities, Between Hover Street and Main Street (US 287)





SH 66 Improvements Hover St to US 287
Preliminary Construction Cost Estimate - Pedestrian and Bicycle Facilities

ITEM	UNIT	QTY	UNIT PRICE	COST - FL to FL	COMMENTS	Proportionate Cost of Bicycle Improvements 12.72% and full cost of sidewalk and curb ramp improvements	ENR April 2022 20-City Annual Average	ENR December 2022 20-City Annual Average	Updated costs based on ENR ratio
							12898.96	13175.00	
201-00000	Clearing and Grubbing	LS	1	\$25,000.00	\$25,000.00		\$3,180.66		\$3,248.73
202-00010	Removal of Tree	EACH	6	\$800.00	\$4,800.00		\$610.69		\$623.76
202-00019	Removal of Inlet	EACH	3	\$500.00	\$1,500.00		\$190.84		\$194.92
202-00035	Removal of Pipe	LF	991	\$40.00	\$39,640.00		\$5,043.26		\$5,151.18
202-00090	Removal of Delineator	EACH	81	\$50.00	\$4,050.00		\$515.27		\$526.29
202-00195	Removal of Median Cover	SY	35	\$50.00	\$1,750.00		\$222.65		\$227.41
202-00203	Removal of Curb and Gutter	LF	1,440	\$25.00	\$36,000.00		\$4,580.15		\$4,678.17
202-00210	Removal of Concrete Pavement	SY	37,308	\$25.00	\$932,700.00		\$118,664.12		\$121,203.56
202-00220	Removal of Asphalt Mat	SY	3,282	\$10.00	\$32,820.00	Driveways/Approaches	\$4,175.57		\$4,264.93
202-00250	Removal of Pavement Marking	SF	4517	\$2.00	\$9,034.00		\$1,149.36		\$1,173.96
202-00810	Removal of Ground Sign	EACH	39	\$100.00	\$3,900.00		\$496.18		\$506.80
202-01000	Removal of Fence	LF	1,143	\$5.00	\$5,715.00		\$727.10		\$742.66
203-00060	Embankment Material (Complete in Place)	CY	2,523	\$25.00	\$63,075.00		\$8,024.81		\$8,196.54
203-00068	Embankment Material (Complete in Place) (R30)	CY	17,900	\$30.00	\$537,000.00		\$68,320.61		\$69,782.68
203-01597	Potholing	HOUR	100	\$300.00	\$30,000.00		\$3,816.79		\$3,898.47
207-00205	Topsoil	CY	1,800	\$15.00	\$27,000.00	Based on 3" of topsoil cover	\$3,435.11		\$3,508.63
208-00046	Pre-fabricated Concrete Washout Structure	EACH	2	\$1,000.00	\$2,000.00		\$254.45		\$259.90
208-00070	Vehicle Tracking Pad	EACH	6	\$1,000.00	\$6,000.00		\$763.36		\$779.69
210-00010	Reset Mailbox Structure	EACH	3	\$450.00	\$1,350.00		\$171.76		\$175.43
210-00050	Reset Fire Hydrant	EACH	2	\$5,000.00	\$10,000.00		\$1,272.26		\$1,299.49
210-00750	Reset Light Standard	EACH	7	\$1,800.00	\$12,600.00		\$1,603.05		\$1,637.36
210-00827	Reset Pull Box	EACH	16	\$2,000.00	\$32,000.00		\$4,071.25		\$4,158.37
210-01011	Reset Gate	EACH	2	\$675.00	\$1,350.00		\$171.76		\$175.43
210-04010	Adjust Maintenance Hole	EACH	17	\$1,250.00	\$21,250.00		\$2,703.56		\$2,761.42
210-04050	Adjust Valve Box	EACH	28		\$0.00		\$0.00		\$0.00
212-00006	Seeding (Native)	ACRE	5	\$700.00	\$3,500.00	Based on area for topsoil	\$445.29		\$454.82
304-06007	Aggregate Base Course (Class 6)	CY	8,949	\$35.00	\$313,215.00		\$39,849.24		\$40,702.02
412-00190	Concrete Pavement (Patching)	SY	0	\$30.00	\$0.00		\$0.00		\$0.00
412-00800	Concrete Pavement (8 Inch)	SY	53,695	\$70.00	\$3,758,650.00		\$478,199.75		\$488,433.30
603-01185	18 Inch Reinforced Concrete Pipe (Complete In	LF	4,552	\$135.00	\$614,520.00		\$78,183.21		\$79,856.34
603-01245	24 Inch Reinforced Concrete Pipe (Complete In	LF	1,488	\$175.00	\$260,400.00		\$33,129.77		\$33,838.75
603-01365	36 Inch Reinforced Concrete Pipe (Complete In	LF	26	\$230.00	\$5,980.00		\$760.81		\$777.10
603-05018	18 Inch Reinforced Concrete End Section	EACH	32	\$2,000.00	\$64,000.00		\$8,142.49		\$8,316.74
603-05036	36 Inch Reinforced Concrete End Section	EACH	1	\$2,000.00	\$2,000.00		\$254.45		\$259.90
604-19105	Inlet Type R (L=5') (H=5')	EACH	49	\$1,000.00	\$49,000.00		\$6,234.10		\$6,367.51
604-19205	Inlet Type R (L=10') (H=5')	EACH	9	\$1,200.00	\$10,800.00		\$1,374.05		\$1,403.45
607-01000	Fence Barbed Wire with Metal Posts	LF	1,150	\$4.00	\$4,600.00		\$585.24		\$597.77
608-00096	Concrete Sidewalk (6 inch)	SY	8,025	\$65.00	\$500.00	Concrete Sidewalk 6 inch	\$521,625.00		\$532,787.87
608-00040	Concrete Curb Ramp	SY	482	\$450.00	\$216,900.00	concrete curb ramp	\$27,300.00		\$27,884.22
609-21010	Curb and Gutter Type 2 (Section I-B)	LF	15,195	\$25.00	\$379,875.00		\$48,330.15		\$49,364.43
609-21020	Curb and Gutter Type 2 (Section II-B)	LF	15,355	\$35.00	\$537,425.00		\$68,374.68		\$69,837.91
610-00026	Median Cover Material (6 Inch Patterned)	SF	16,707	\$15.00	\$250,605.00		\$31,883.59		\$32,565.90
614-00011	Sign Panel (Class 1)	SF	3,935	\$30.00	\$118,050.00		\$15,019.08		\$15,340.49
614-00214	Steel Sign Post (1.75x1.75 Inch Tubing)	LF	728	\$25.00	\$18,200.00		\$2,315.52		\$2,365.07
625-00000	Construction Surveying	LS	1	\$65,000.00	\$65,000.00		\$8,269.72		\$8,446.69
626-00000	Mobilization	LS	1	\$200,000.00	\$200,000.00		\$25,445.29		\$25,989.83
627-00008	Modified Epoxy Pavement Marking	GAL	200	\$100.00	\$20,000.00		\$2,544.53		\$2,598.98
627-00070	Preformed Thermoplastic Pavement Marking	SF	2750	\$30.00	\$82,500.00		\$10,496.18		\$10,720.80
700-70010	F/A Minor Contract Revisions	F/A	1	\$250,000.00	\$250,000.00		\$31,806.62		\$32,487.28
700-70310	F/A Fuel Cost Adjustment	F/A	1	\$20,000.00	\$20,000.00		\$2,544.53		\$2,598.98
700-70380	F/A On-The-Job Trainee	F/A	1	\$20,000.00	\$20,000.00		\$2,544.53		\$2,598.98
	Subtotal (Roadway):				\$8,888,854.00		\$1,679,822.46		\$1,715,770.95
	Major Items								
	Construction Traffic Control	LS	1	10.00%	\$888,885.40		\$167,982.25		\$171,577.09
	Drainage / Utilities	LS	1	15.00%	\$1,333,328.10		\$251,973.37		\$257,365.64
	Landscaping Irrigation	LS	1	6.00%	\$533,331.24		\$100,789.35		\$102,946.26
	Erosion Control	LS	1	3.00%	\$266,665.62		\$50,394.67		\$51,473.13
	Traffic Signal / Modifications	LS	1	6.00%	\$533,331.24		\$100,789.35		\$102,946.26
	Lighting & Electrical	LS	1	4.00%	\$355,554.16		\$67,192.90		\$68,630.84
	Permanent Signing & Striping	LS	1	2.00%	\$177,777.08		\$33,596.45		\$34,315.42
	Subtotal (Major Items):				\$4,088,872.84		\$772,718.33		\$789,254.64
	Subtotal Before Contingencies:				\$12,977,726.84		\$2,452,540.78		\$2,505,025.59
	Contingencies:			10.00%	\$1,377,864.63		\$245,254.08		\$250,502.56
	TOTAL COST OF CONSTRUCTION BID ITEMS				\$15,156,510.97		\$2,697,794.86		\$2,755,528.15

Total Estimated Construction Cost (rounded to next hundred thousand)

\$2,800,000.00



COLORADO
Department of Transportation

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

December 23, 2022

Phil Greenwald
Transportation Planning Manager
City of Longmont
385 Kimbark Street
Longmont, CO 80501

RE: CDOT Region 4 Concurrence Request for DRCOG TIP Subregional Call FY24-27

Dear Phil Greenwald:

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 4 concurs with the City of Longmont's application for the DRCOG Subregional FY24-27 TIP Call. This concurrence applies only to the CO 66 Hover Street to Main Street project, in the event this project is selected by DRCOG as a subregional project in this Call. If this subregional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

Projects impacting state highways should assume that CDOT will manage the project and the local agency is responsible for payment of CDOT's work including indirect charges. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

This concurrence is conditionally granted based on the scope 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 local agency 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 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: 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 CDOT specialty units, please contact Josie Thomas at (970) 888-4006.

Sincerely,

Heather Paddock
CDOT Region 4 Transportation Director

HP:dmm

cc: Keith Sheaffer, CDOT Region 4 Professional Engineer
Josie Thomas, CDOT Region 4 Planning & Local Agency Environmental Manager
James Eussen, CDOT Region 4 Planning & Environmental Manager
Deanna McIntosh, CDOT Region 4 Planner
Whitney Holcombe, CDOT Region 4 STIP and Project Creation Technician



REQUEST FOR CDOT / RTD SUPPORT OF DRCOG PROJECT

Select **one** of the following:

Non-MPO MMOF Call

FY22-25 TIP Regional Call

FY22-25 TIP Subregional Call

FY24-27 TIP Regional Call

FY24-27 TIP Subregional Call

Select the agency from which support is being requested. Complete a separate form for each.

Colorado Department of Transportation

Regional Transportation District

APPLICANT INFORMATION

1. SUBREGION / AGENCY REQUESTING SUPPORT:

Boulder County

2. SPONSOR AGENCY:

Longmont

3. SUPPORTING AGENCIES:

Boulder County

4. CONTACT PERSON

Phil Greenwald

TITLE:

Transportation Planning
Manager

EMAIL:

phil.greenwald@longmontcolorado.gov

5. AGENCY MAILING ADDRESS:

385 Kimbark St.

CITY:

Longmont

STATE:

CO

ZIP:

80501

PROJECT DESCRIPTION

6. PROJECT NAME:

CO 66

7. PROJECT LOCATION/ADDRESS:

North side of Longmont

8. PROJECT LIMITS: (mileposts, intersecting roads, rivers, etc...)

Hover St to Main St

9. COUNTY:

Boulder

10. MUNICIPALITY:

Longmont

11. PROJECT LENGTH:

1.5 miles

12. BRIEF DESCRIPTION OF PROJECT:

Construct the adjacent bicycle/pedestrian facilities from Hover St to Main St on CO 66. These improvements would be done in conjunction with CDOT's lane additions for the same stretch of roadway.

13. PRIOR WORK / PHASES COMPLETED IN THIS LOCATION:

In 2021 and 2022 the design work was completed for the entire project. The TIP application will include the elements of the project associated with active/alternative modes to motorized cars and trucks.

14. PRIORITY RANKING WITHIN SUBREGION:

CO 66 is a moderate priority of the subregion.

15. IS THIS PROJECT ON THE STATE HIGHWAY SYSTEM?

Yes

16. WILL THIS PROJECT IMPACT ADJACENT PROPERTIES, INCLUDING ROW OR EASEMENTS?

Yes, the additional lane plus the bike/ped work will require more ROW and possible easements.

17. WILL THIS PROJECT REQUIRE COORDINATION WITH ONE OR MORE RAILROADS?

No

SUPPORT REQUEST

18. TYPE OF SUPPORT REQUESTED

PLEASE NOTE: CDOT AND RTD HAVE VERY LIMITED FUNDS, AND MAY NOT BE ABLE TO PROVIDE MATCHING FUNDS TO A PROJECT. IF CDOT/RTD DETERMINES THAT IT WILL PROVIDE MATCH TO SUPPORT A PROJECT, THIS SUPPORT IS LIMITED TO THE PROJECT SELECTED WITHIN THIS SUBREGIONAL CALL FOR PROJECTS, BASED ON THE FUNDS AVAILABLE WHEN THE CALL IS OPENED. ANY SUBSEQUENT CALL FOR PROJECTS OR ADDITION OF FUNDS WILL REQUIRE A SEPARATE REQUEST FORM AND WILL BE EVALUATED INDEPENDENTLY OF THIS CALL FOR PROJECTS.

REQUESTING CDOT / RTD CONCURRENCE:

REQUESTING CDOT FUNDING CONTRIBUTION:

AMOUNT SPONSOR IS REQUESTING FROM CDOT FOR THIS PROJECT:

19. PROVIDE FINANCIAL PACKAGE FOR THIS PROJECT BY SOURCE, INCLUDING ANY FUNDS REQUESTED ABOVE:

We believe this project will cost \$2.8 million for bike/ped improvements only, with the city providing at least 20% matching dollars of \$560,000 to the project. The dollars would be requested for 2026-27.

20. IF THIS IS A BIKE / PEDISTRIAN CONNECTION OR A TRAIL PROJECT, HOW AND BY WHOM WILL ELEMENTS OF THIS PROJECT BE MAINTAINED?

Longmont plans to maintain these bicycle/pedestrian elements similar to the agreements we have with CDOT o

Send completed form to:

CDOT Region 1 - JoAnn Mattson at JoAnn.Mattson@state.co.us

CDOT Region 4 - Josie Hadley at Josie.Hadley@state.co.us

RTD - Chris Quinn at Chris.Quinn@rtd-denver.com

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
25000	24750	250

(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
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
<input type="text" value="2.0129"/>	20.65%	37.26%	20.43%	13.47%	8.19%	100.0%

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	1.497
Particulate Matter <2.5 μm (PM _{2.5})	0.005
Particulate Matter <10 μm (PM ₁₀)	0.023
Nitrogen Oxide (NO _x)	0.067
Volatile Organic Compounds (VOC)	0.051
Carbon Dioxide (CO ₂)	178.156
Carbon Dioxide Equivalent (CO ₂ e)	179.043
Total Energy Consumption (MMBTU/day)	2.407

*Units in kg/day unless otherwise noted

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Alex Hyde-Wright

Date: 1-24-23