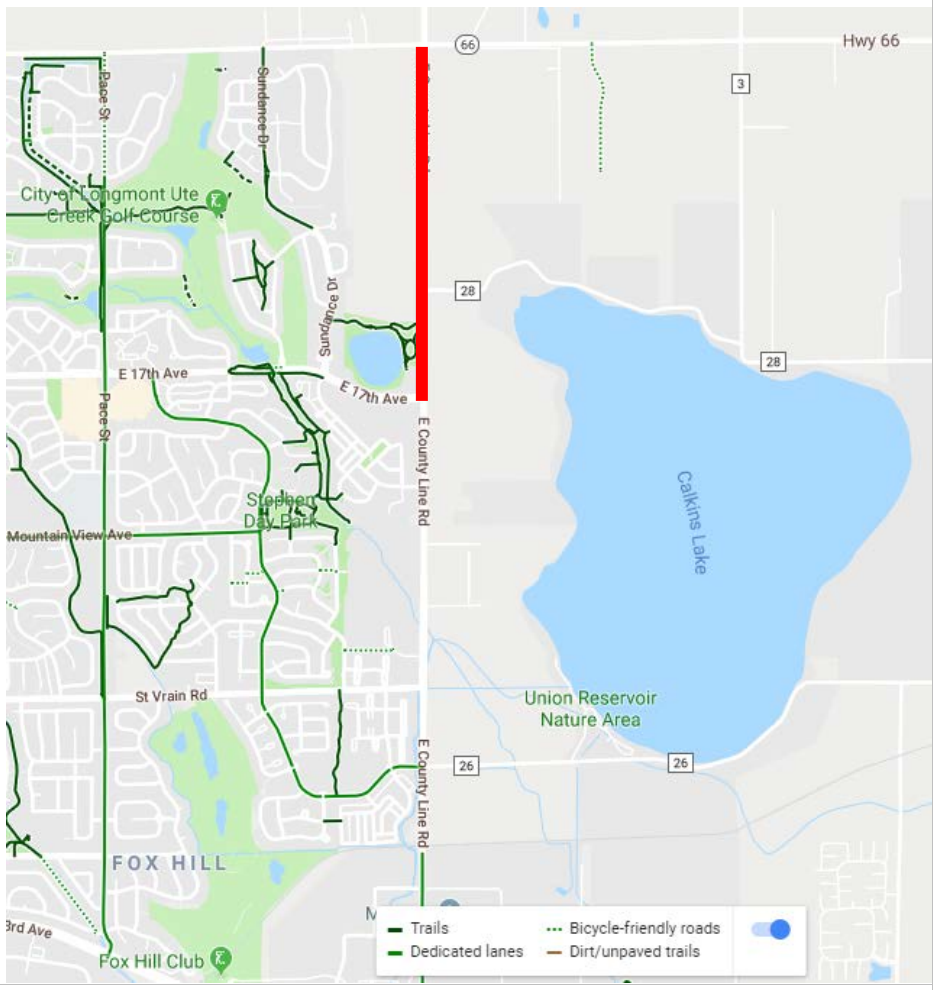
Part 1 Base Information

1. Project Title	**County Line Road Shoulder Improvements**
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Start: County Line Road/17th Avenue End: County Line Road/State Highway 66 
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	City of Longmont
4. Project Contact Person, Title, Phone Number, and Email	Phil Greenwald, Transportation Planning Manager, (303) 651-8335 phil.greenwald@longmontcolorado.gov
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	☐ Yes ☒ No *If yes, provide applicable concurrence documentation with submittal*
6. What planning document(s) identifies this project?	☐ DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)
☒ Local plan:	Envision Longmont (Pgs. 125, 141) https://envisionlongmont.com/sites/envisionlongmont.com/files/document/pdf/EnvisionLongmont_Adopted062816_FINAL_w_appendices.pdf

	☐ Other(s):	
	Provide link to document/s and referenced page number if possible, or provide documentation with submittal	

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

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

Grade Separation
- ☐ Roadway
- ☐ Railway
- ☐ Bicycle
- ☐ Pedestrian

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

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

This project would support DRCOG's Metro Vision goals by providing a regional transportation system that is well-connected and serves bicycling as an alternate mode of travel. Users of this corridor would also benefit from a safer transportation system.

Background: Bicycling as a mode of travel along County Line Road is underrepresented as compared to other similar roads in the County. This is primarily due to the lack of facilities and safety risks. The existing pavement width varies, and in many areas the travel lanes are only 11' wide with a 1' (or less) shoulder. This narrow width coupled with the increasingly higher speeds and volumes of vehicles and large trucks using County Line Road, make biking an unattractive option. Because of these reasons, multimodal improvements on County Line Road are needed so it can reach its potential as an important regional bicycle connection between the City of Longmont and the Town of Erie. This corridor also benefits Weld and Boulder County residents.

Since 2009, the City has been constructing phased improvements to County Line Road, starting south of SH 119 and working towards the north. In 2012, the City also led a joint project between CDOT, Boulder County and Weld County to construct intersection improvements at SH 66 and County Line Road. This project also added wide shoulders/on-street bike lanes through the intersection. The latest phase of construction improvements to County Line Road (scheduled to begin construction in 2019) will add wide shoulders and other improvements (sidewalk, drainage, etc.) to the section of County Line Road between 9th and 17th Avenues.

In addition to the City-led improvements to County Line Road, Boulder County has identified a project in the Countywide Sales Tax list of projects that will widen County Line Road between SH 119 and SH 52. It is the City's understanding that the County is also looking at completing a high-level, conceptual design for the section of County Line Road from 17th Avenue north to SH 66.

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

The County Line Road Shoulder Improvements project would design the remaining link of County Line Road shoulder improvements within Longmont's City limits and provide needed improvements for bicycle users. When coupled with the County's project, the County Line Road corridor will provide continuous on-street bicycle facilities

between Mead, Longmont and Erie, thereby providing a critical regional connection for recreational and commuter cyclists.

This is primarily a multimodal improvement project that would widen the shoulders along a one mile section of road that is too narrow for bikes to safely operate. This project would complete the design for the next phase of improvements along County Line Road between 17th Avenue and SH 66. Anticipated improvements include adding 5' shoulders to each side of the road.

This project would include final design services, including the preparation of construction plans & specifications, identification of any required ROW acquisition(s), utility relocations and development of a detailed estimate of probable construction costs. The refined cost estimate would assist the City in programming the remaining construction improvements into the City's Capital Improvement Program.

10. What is the status of the proposed project?

This project could begin as soon as funding becomes available.

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

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

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

A. Project Financial Information and Funding Request

1. Total Project Cost		**$450,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$225,000**	**50.0%** of total project cost
3. Outside Funding Partners ***(other than DRCOG Subregional Share funds)*** List each funding partner and contribution amount.	**$$ Contribution Amount**	**% of Contribution to Overall Total Project Cost**
City of Longmont	$225,000	50.0%
	$	
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$225,000**	

Funding Breakdown (year by year)*					**The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.*
	FY 2020	**FY 2021**	**FY 2022**	**FY 2023**	**Total**
Federal Funds	$0	$0	$0	$0	**$0**
State Funds (MMOF)	$ 0	$0	$0	$225,000	**$225,000**
Local Funds	$0	$0	$0	$225,000	**$225,000**
Total Funding	$0	$0	$0	$450,000	**$450,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*				**Design**	

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

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

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

1. Why is this project important to your subregion?

County Line Road or Weld County Road 1 is a major arterial roadway along the eastern limits of the Boulder County subregion. It extends from SH 7 (Erie) north to SH 56 (Berthoud). County Line Road serves as north/south alternative to US 287 and the busy I-25 corridor.

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

This project crosses the City of Longmont, Boulder County and Weld County. Functionally, the improvements to this regional corridor will benefit many other jurisdictions (e.g. Erie, Firestone, Mead, Berthoud etc.). In addition to the thousands of Longmont, Boulder County and Weld County residents, this project would also benefit North Front Range residents of the adjacent communities that commute along this corridor.

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

Being along the border between Boulder and Weld counties, this project would also benefit the SW Weld subregion.

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

This project would construct 6' wide shoulders along County Line Road; thereby providing a safer transportation system that promotes bicycling as an alternate mode of travel.

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

When constructed, the widened shoulders will provide safety benefits to the more than 7,000 vehicles per day (Source: 2014 Longmont Roadway Plan) that travel along this road. The associated safety benefits have the potential to reduce crashes, which in turn provides a reduction in personal property loss and injuries associated with the crashes. There would also be a reduction in lost productivity of commuters delayed by vehicle crashes.

Note: The $225,000 in requested state multimodal option funds is to complete the final design of the shoulder improvements along County Line Road. The completed design will not make direct improvements; however, it is the next step towards identifying right-of-way needs, utility relocations and probable construction costs so construction funding for the improvements can be budgeted.

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

This project will enhance bicycling along this regional corridor.

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

Although they are not providing direct funding to this project, Boulder County is planning to construct similar improvements (i.e. wide shoulders) to County Line Road, south of Longmont, which also supports bicycling along this road. When completed, the joint efforts by Longmont and Boulder County will provide a regional bicycle corridor between Mead, Longmont and Erie.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

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

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

The focus of this project is to construct wide shoulders (i.e. on-street bike lanes) to County Line Road. The proposed improvements will provide limited infrastructure/services to vulnerable populations.

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

This project includes the addition of on-street bike lanes and provides a dedicated area for commuter and recreational cyclists. Bicycling as a mode of transportation on the road is currently underrepresented as compared to other similar roads in the County. This is primarily due to the lack of shoulder width on the existing road.

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

The speed limit on County Line Road is 45mph. The existing pavement width varies, and in many areas the travel lanes are only 11' wide with a 1' (or less) shoulder. This narrow width coupled with the increasingly higher speeds and volumes of vehicles and large trucks using County Line Road, doesn't appeal to the majority of cyclists. The widened shoulders will provide a dedicated area for bicyclists to ride and reduces the potential for conflict between vehicles and bicycles.

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

WEIGHT **20%**

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

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

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

Describe, *including supporting quantitative analysis*

This project is not expected to have a significant impact on urban development.

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

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

Describe, *including supporting quantitative analysis*

This project supports an alternate mode of transportation between the Mead and Longmont communities.

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

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

Describe, *including supporting quantitative analysis*

This project supports bicycling as a mode of transportation within Longmont and the Boulder County subregion by improving bicycle facilities on County Line Road.

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

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

Describe, *including supporting quantitative analysis*

The improvements associated with this project provide additional mobility alternatives, other than driving a private vehicle. Providing increased opportunity for people to use alternative modes of transportation will lead to a reduction in vehicle miles traveled and the greenhouse gas emissions associated with them.

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

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

Describe, *including supporting quantitative analysis*

The City has numerous recreational and open space areas (e.g. Jim Hamm Nature Area, Union Reservoir, Spring Gulch #2 Greenway, Montgomery Farm Open Space, etc.) on the east side of Longmont that would be more accessible with wide shoulders/bicycle facilities on County Line Road.

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

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

Describe, *including supporting quantitative analysis*

This project provides new bicycle facilities in an area with few active mode options. A new facility supports healthy and active lifestyles and connections to the larger active mode network.

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

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

Describe, *including supporting quantitative analysis*

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

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

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

Describe, *including supporting quantitative analysis*

This project is not expected to have a significant impact on the subregion's economic health and vitality. The economy would see an initial boost to associated with construction of the improvements. Long-term, there would be benefit to retail bike shops, as better bicycle facilities leads to more bicyclists who then need to purchase equipment and services to support this activity.

D. Project Leveraging

WEIGHT 10%

9.	What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	50%	60%+ outside funding sources .....High 30-59% .....Medium 29% and below .....Low

Part 3 Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

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

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

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

B. Bicycle Use

1.	Current weekday bicyclists	10
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	5,134	480	**5,614**
2040	7,082	748	**7,830**

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	50	100
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: **{#3 X 50%}** *or other percent, if justified)*	25	50
5. = Initial number of new bicycle trips from project (#3 – #4)	25	50
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *(or other percent, if justified)*	8	**15**
7. = Number of SOV trips reduced per day (#5 - #6)	17	35
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	34	70
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	32	66
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

C. Pedestrian Use

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

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

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *or other percent, if justified)*	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0

12. Enter the value of **{#7 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor)*	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	**1.** Persons over age 65	654
	2. Minority persons	6,570
	3. Low-Income households	72
	4. Linguistically-challenged persons	59
	5. Individuals with disabilities	659
	6. Households without a motor vehicle	15
	7. Children ages 6-17	1,593
	8. Health service facilities served by project	9

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

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

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

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

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

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **5-year** period of data)*		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices *(e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
2. Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

G. Facility Condition

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

Roadway Pavement

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

Bicycle/Pedestrian/Other Facility

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

H. Bridge Improvements

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

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

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

1.	
2.	
3.	

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

1. Increase in VMT? *If yes, describe scale of expected increase*	☐ Yes ☒ No
2. Negative impact on vulnerable populations None.	
3. Other:	