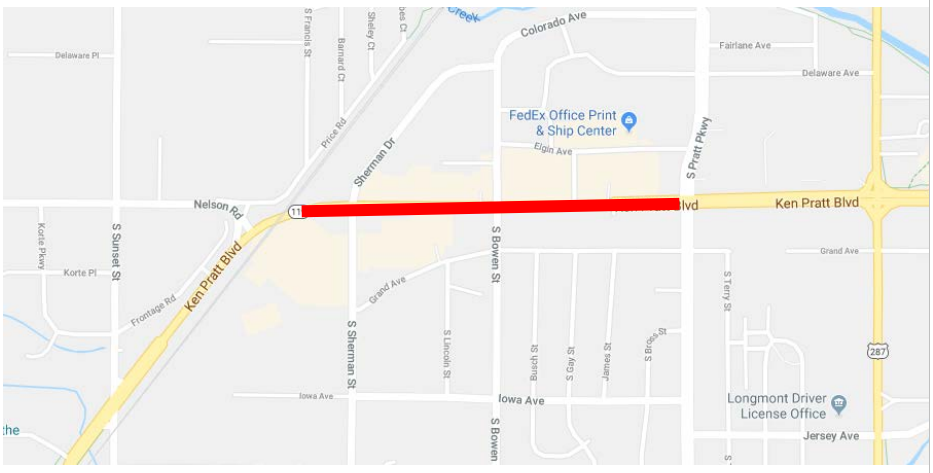
Part 1 Base Information

1. Project Title	**State Highway 119 Improvements – Nelson Road to S. Pratt Parkway**
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Start: SH 119/Nelson Road End: SH 119/S. Pratt Parkway 
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	City of Longmont
4. Project Contact Person, Title, Phone Number, and Email	Phil Greenwald, Transportation Planning Manager, (303) 651-8335 phil.greenwald@longmontcolorado.gov
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	☒ Yes ☐ No *If yes, provide applicable concurrence documentation with submittal*

6. What planning document(s) identifies this project?	☒ DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)	
	☒ Local plan:	Envision Longmont (Pgs. 124, 128, 132) https://envisionlongmont.com/sites/envisionlongmont.com/files/document/pdf/EnvisionLongmont_Adopted062816_FINAL_w_appendices.pdf 2019-2023 Longmont Capital Improvement Program (P. 155) https://www.longmontcolorado.gov/home/showdocument?id=24664
	☐ 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: Local
- ☒ 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 all modes of travel. Users of this corridor would also benefit from a safer and more reliable transportation system.

Background: State Highway 119 (SH 119), also known as Ken Pratt Boulevard, is a four-lane regional arterial that connects I-25/Firestone to Boulder. SH 119 is a vital artery for daily commutes through the City of Longmont (City) and the surrounding area. A large percentage of the traffic on SH 119 includes commuters who live east of Longmont and work in Boulder. Heavy traffic flows occur in the westbound direction during the morning peak hour and in the eastbound direction during the evening peak hour. Streetlight Data depicts a typical morning travel pattern that includes a significant amount of traffic originating east of Longmont and travelling along SH 119 to Boulder.

This segment of SH 119 carries nearly 37,000 vehicles per day (Source: Southwest Longmont Operations Study, June 2018) and is projected to increase to 45,000 vpd in 2040 (Source: Southwest Longmont Operations Study, June 2018). **This projected increase was calculated prior to the current preferred Bus Rapid Transit (BRT) scenario to include managed lanes on SH-119 between Longmont and Boulder.** Because of its significance to the regional transportation network, Ken Pratt Boulevard is experiencing congestion issues associated with growth in the City and surrounding areas (e.g. Weld County). This congestion will be increase well beyond the planned limits of the roadway with the attraction of the managed lanes on SH-119.

Longmont's annual review identified several high crash locations along this corridor. A large percentage of the crashes are rear-end accidents that are directly attributable to the congestion on SH 119.

The SH 119 corridor is used by multiple modes of transportation including: vehicles, transit, pedestrians and bicycles. The sidewalks along this stretch of SH 119 include a variety of widths (4' to 8'), with some being attached. The narrow, attached walks are not bike friendly and result in deterring this mode of travel.

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

This project will reduce congestion, improve operations and enhance roadway safety for this regional corridor. The subregional application includes the construction of needed improvements along this major regional corridor to accommodate future growth, multimodal transportation and transit. Proposed improvements include widening SH 119 from 4 lanes to 6 lanes, construct wider, detached sidewalks and landscaping buffers (where possible) between

the road and sidewalk. Concrete pavement rehabilitation of the existing roadway (i.e. panel replacement of cracked/damage panels) would be performed in conjunction with the pavement widening.

Multimodal improvements associated with this project would include upgrading the existing sidewalks to an 8' (min.) wide multi-use path along both sides of the road. The multi-use path would serve pedestrian, bicycle and other non-motorized users. This section of SH 119 is also along the existing BOLT route, so the additional roadway capacity would provide travel time savings and improve travel time reliability for local and regional bus service. This project will also include improvements to the existing at-grade railroad crossing so it will meet "quiet zone" requirements.

10. What is the status of the proposed project?

This project is currently in design and right-of-way acquisition is scheduled to begin in 2020. The City is funding 100% of the design and ROW with local dollars.

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.

A smaller amount of funding would not maintain the original intent of the project; however, there could be opportunity to scale back the limits of construction or phase the widening (e.g. Phase I – SH 119 Improvements (Eastbound), Phase II – SH 119 Improvements (Westbound)) to match available funding.

A. Project Financial Information and Funding Request

1. Total Project Cost		**$5,000,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$3,000,000**	**60.0%** **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	$2,000,000	40.0%
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$2,000,000**	

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	$3,000,000	$0	**$3,000,000**
State Funds	$0	$0	$0	$0	**$0**
Local Funds	$0	$0	$2,000,000	$0	**$2,000,000**
Total Funding	$0	$0	$5,000,000	$0	**$5,000,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*			CON		

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

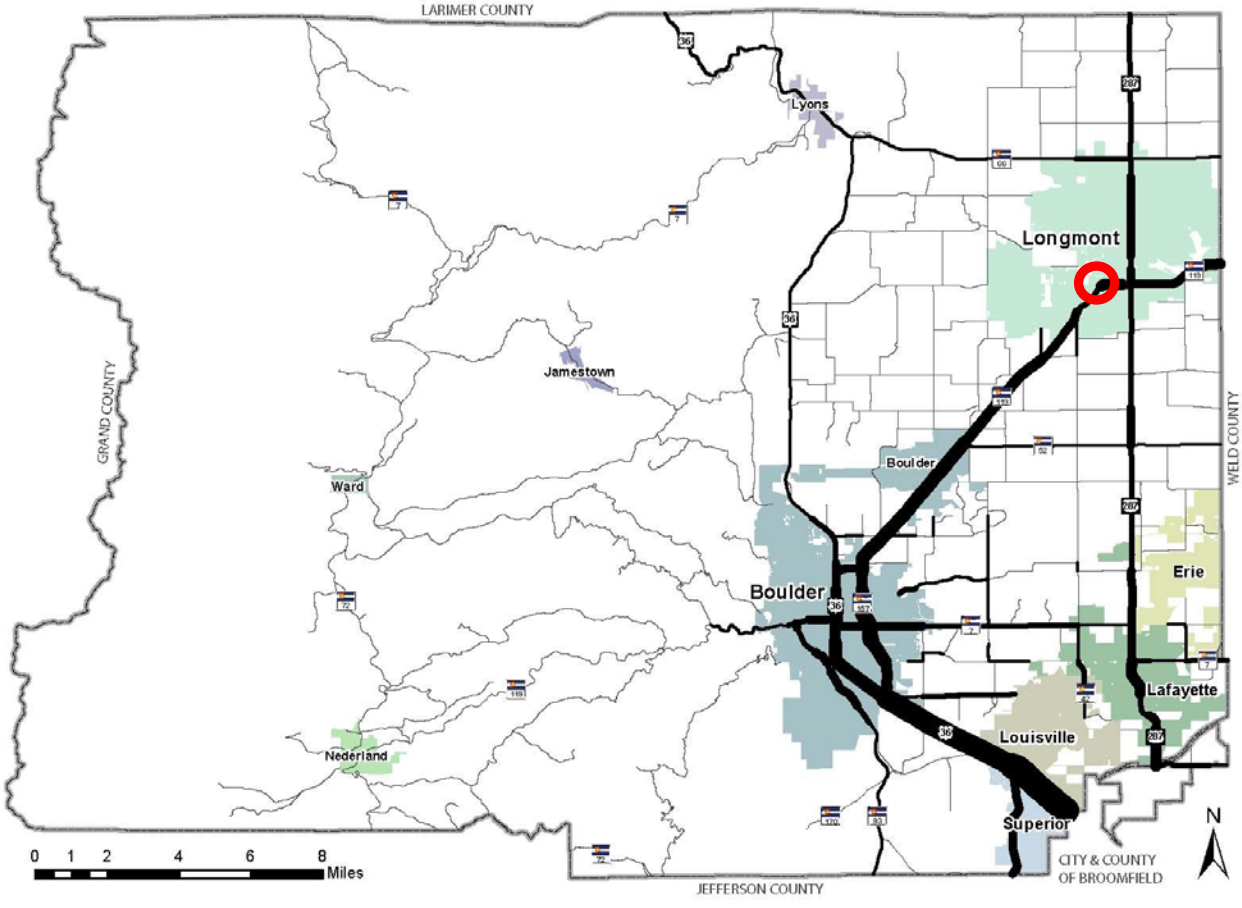
WEIGHT **40%**

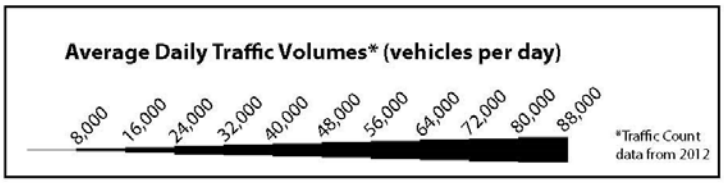
*Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.*

1. Why is this project important to your subregion?

State Highway 119 is a vital regional and inter-regional transportation corridor serving the economic health of both Boulder County and the surrounding metro areas and North Front Range. This corridor is the primary connection between Boulder County's two largest municipalities, Boulder and Longmont, which together make up about 2/3 of the total population of Boulder County. Daily travel volumes demonstrate the importance of the corridor: it has the second highest travel volumes in Boulder County, behind only US 36 connecting Boulder to Denver.

Average Daily Traffic Volumes in Boulder County





Travel demand is forecasted to rise approximately 15-20% by 2040 between Boulder and Longmont on the SH 119 corridor, which will result in increased delay and reduced travel time reliability, particularly during peak periods. The annual average daily traffic (AADT) on this segment of SH 119 currently sees 37,000 vehicles per day (Source: Southwest Longmont Operations Study, June 2018), and is expected to increase to 45,000 vehicles per day by 2040 (Source: Southwest Longmont Operations Study, June 2018). This forecasted number will likely be higher with recommendations in the RTD SH-119 BRT plan calling for managed lanes on SH-119 between Longmont and Boulder. Managed lanes will attract more people traveling in the corridor, using transit, HOV's and tolling. The concern is that making improvements further west in the corridor may create an even greater impact to traffic and congestion growth in this segment of the SH-119 system. The increased travel demand will contribute to congestion and delay for all persons when traveling between and within Boulder and Longmont including those whose trips start or end outside of Boulder County.

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

Geographically, this project is located entirely within the City of Longmont; however, it provides benefit to many other communities/jurisdications (e.g. Boulder, Boulder County, CDOT, Firestone, etc.)

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

This project is entirely within the Boulder County subregion. Functionally, it provides benefit to the many citizens of the SW Weld subgregion who use this corridor to commute to work in Boulder.

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

This project will add needed capacity and safety improvements necessary to keep up with the increased traffic growth on this segment of SH 119. The congestion and poor travel time reliability would be mitigated with intersection improvements and the addition of through lanes.

The construction of wider sidewalks will also improve bicycle and pedestrian access to this commercial district.

The above photo shows the existing sidewalk conditions along the north side of SH 119 between Bowen Street and Sherman Street. The narrow width does not accommodate two-way pedestrian and bicycle traffic. In addition, the sidewalk is adjacent to the “door zone” of the parked vehicles, making this an undesirable route for bicyclists.

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?

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

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

This is a multimodal project with the core intent of improving all travel modes. The improvements will be designed to complement each other and allow seamless connectivity between modes (e.g. transit, bike, pedestrians and private vehicles).

The wider sidewalks will provide better accessibility for the first/last mile connections to transit stops along SH 119.

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

The City requested CDOT participation ($2M) towards the construction of the proposed improvements. CDOT concurs with the project and the need for improvements to this corridor; however, they are unable to provide the requested funding due to existing priorities and limited funds.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

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

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

This project will contribute to the economic resiliency of the Longmont area by removing barriers and increasing transportation alternatives for all community members, including the most vulnerable populations (e.g. older adults, low-income families and people with disabilities). This project improves connections to local and regional transit service. Vulnerable populations are more likely to depend on transit due to the high cost of owning and operating a personal vehicle as well as medical conditions, which could prevent them from driving. This project will support older adults and people with disabilities to live independently.

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

This project will design the capital and operational improvements needed to support transportation along the SH 119 corridor, with the goal of decreasing transit travel time and increase system reliability. The proposed improvements also support the City's Guiding Principle #2 of providing a complete, balanced and connected transportation system that provides pedestrian and bicycle connection in areas where enhanced transit service exists or is planned. These improvements will improve the first and last mile connections to local and regional transit.

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

Some of the major objectives of this project include relieving traffic congestion and improving roadway safety. It is a common belief among many traffic safety professionals that accident frequency on arterial roadways increases with congestion (Source: State Highway Administration Research Report: The Relationship Between Congestion Levels and Accidents, University of Maryland, 2003). Congestion tends to cause accidents which in turn trigger heavier congestion, which leads to reduced level of service and huge delay related costs.

The additional through lanes on SH 119 will improve the level of service, reduce congestion and provide a more consistent and reliable travel time, especially during peak travel times.

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 includes improvements to a developed urban corridor. The proposed improvements further the City's commitment to building the necessary infrastructure to support major commerical areas.

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

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

This project will upgrade the sidewalks along this corridor to the City's standard for multi-use paths (8' detached sidewalk). The wider sidewalks will improve the Level of Traffic Stress for pedestrians and bicyclists, making this a more attractive route and mode of transportation to the adjacent businesses (e.g. coffee shops, restaurants, etc.)

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 will enhance the existing pedestrian facilities thereby providing mobility choices. Better access to transit stops provides local and regional transportation options.

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

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

The improvements associated with this project provides mobility alternatives 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.

Further, idling vehicles are a major contributor to air pollution. The additional travel lanes will improve the level of service and allow for better progression along this corridor and minimize delay at intersections; thereby reducing the emission of harmful pollutants.

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*

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 enhanced pedestrian and bicycle facilities that support healthy and active lifestyle activities. In addition, this project would include first/last mile connections for transit users who choose to walk or bike to access the transit service.

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

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

Describe, *including supporting quantitative analysis*

Transportation is an essential service that connects people to all other aspects of their life (e.g. education, emplyoment, healthcare, human services, etc.). This project supports a reliable transportation system that also provides transportation alternatives for all community members, including the most vulnerable populations (e.g. older adults, low-income families and people with disabilities).

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

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

Describe, *including supporting quantitative analysis*

SH 119 is a major transportation corridor that supports a major mixed-use/commercial center in central Longmont. This regional arterial provides vital access to jobs, retail, commercial and public services and a variety of housing options for those who live, work and visit the City of Longmont.

D. Project Leveraging

WEIGHT **10%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	40%	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	100
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	9,512	13,177	**22,689**
2040	14,334	16,283	**30,617**

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	100	300
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: **{#3 X 50%}** *or other percent, if justified)*	50	150
5. = Initial number of new bicycle trips from project (#3 – #4)	50	150
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *(or other percent, if justified)*	15	**45**
7. = Number of SOV trips reduced per day (#5 - #6)	35	105
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	70	210
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	66	199
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)	200
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	9,512	13,177	**22,689**
2040	14,334	16,283	**30,617**

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	50	100
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)*	25	50
5. = Number of new 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

12. Enter the value of **{#7 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor)*	7	14
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	6	13
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	1,179
	2. Minority persons	3,793
	3. Low-Income households	536
	4. Linguistically-challenged persons	434
	5. Individuals with disabilities	1,312
	6. Households without a motor vehicle	206
	7. Children ages 6-17	1,890
	8. Health service facilities served by project	25

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	37,000
2. 2040 ADT estimate	45,000
3. Current weekday vehicle hours of delay (VHD) (before project)	0

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

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

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **5-year** period of data)*		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices *(e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	0	
Serious Injury crashes	5	
Other Injury crashes	31	
Property Damage Only crashes	62	
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	1	
Other Injury crashes reduced	2	
Property Damage Only crashes reduced	4	

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	Fair

2. Describe current pavement issues and how the project will address them.

The existing concrete pavement on SH 119 was originally constructed in the mid 1980's. Several of the existing concrete panels are damaged and showing signs of distress. In addition, to the concrete pavement widening, isolated concrete panel replacement would occur to extend the remaining service life of the roadway.

3. Average Daily User Volume	0

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Fair

5. Describe current condition issues and how the project will address them.

There is a variety of conditions ranging from Fair to Poor (see photo).

6. Average Daily User Volume	300

H. Bridge Improvements

1. Current bridge structural condition from CDOT

N/A

2. Describe current condition issues and how the project will address them. N/A	
3. Other functional obsolescence issues to be addressed by project N/A	
4. Average Daily User Volume over bridge	N/A

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
VMT will likely increase with the managed lanes being planned west of the City, so the citywide VMT will likely increase by 2-5% with the new roadway.	
2. Negative impact on vulnerable populations None.	
3. Other:	