

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, May 23, 2016

1:30 p.m.

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. Call to Order
2. Public Comment
3. April 25, 2016 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Discussion on amendments to the 2016-2021 Transportation Improvement Program (TIP).
(Attachment B) Todd Cottrell
5. Discussion on amendments to the FY 2016-2017 Unified Planning Work Program (UPWP).
(Attachment C) Mark Northrop
6. Discussion on HOV/Toll/Managed Lanes project information requirements for the Regional Transportation Plan.
(Attachment D) Jacob Riger

INFORMATIONAL ITEMS

7. Briefing on the CDOT Statewide Rural Regional Bus Network Plan
(Attachment E) Matthew Helfant
Michael Timlin, CDOT Division of Transit and Rail

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
 - Sign up for [Bike to Work Day](#) – June 22
9. Next Meeting – June 27, 2016
10. Adjournment

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6744.



ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, April 25, 2016

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeanne Shreve	Adams County
Kimberly Dall	Adams County-City of Brighton
Bryan Weimer (Alternate)	Arapahoe County
Dave Chambers	Arapahoe County-City of Aurora
Bill Poole (Alternate)	Aviation
George Gerstle	Boulder County
Debra Baskett	Broomfield, City and County
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, DTD
Ryan Billings (Alternate)	Denver, City and County
Douglas Rex	Denver Regional Council of Governments
Tom Reiff (Alternate)	Douglas County-Town of Castle Rock
John Cotten	Douglas County-City of Lone Tree
Rick Pilgrim	Environmental
Greg Fischer	Freight
Bob Manwaring (Chair)	Jefferson County-City of Arvada
Steve Durian	Jefferson County
Lenna Kottke	Non-RTD Transit
Kate Cooke (Alternate)	Regional Air Quality Council
Aylene McCallum	TDM/Nonmotor

OTHERS PRESENT:

Kent Moorman (Alternate)	Adams County-City of Thornton
Mac Callison (Alternate)	Arapahoe County-City of Aurora
Phil Greenwald (Alternate)	Boulder County-City of Longmont
Flo Raitano (Alternate)	Denver Regional Council of Governments
Mike Salisbury (Alternate)	Environmental
Ted Heyd (Alternate)	TDM/Nonmotor
Aaron Bustow (Ex Officio Alternate)	FHWA

Public: Ron Papsdorf, CDOT; Jay Hendrickson, Danny Herrmann, CDOT Region 1, Karen Schneiders, CDOT Reg. 4; Chris Primus, HDR; Kip Cheroutes

DRCOG staff: Steve Cook, Todd Cottrell, Jacob Riger, Mark Northrop, Matthew Helfant, Will Soper, Dan Jerrett, Brad Calvert

Call to Order

Chair Bob Manwaring called the meeting to order at 1:32 p.m.

Doug Rex noted, as of April 18, the DRCOG travel modeling team transitioned from the Regional Planning & Operations (RPO) division to the Transportation Planning & Operations (TPO) division. With this transition, Steve Cook becomes manager of both the travel modeling team and the Traffic Operations section of the TPO division. Jacob Riger will now attend TAC meetings as the MPO planning coordinator of TPO's *Long Range Transportation Planning* section.

Public Comments

There were no public comments.

Summary of March 28, 2016 Meeting

The meeting summary was accepted, with a request by Rick Pilgrim to note Debra Baskett had asked if there should be an HOV policy with system consistency.

ACTION ITEM

Discussion on policies and information requirements related to HOV/Toll/Managed Lanes.

Jacob Riger continued the discussion (from January and March) on how to address HOV/toll/managed lanes in the transportation planning process.

Mr. Riger noted CDOT's HOV policy has a base assumption of free HOV3+ (as of January 1, 2017) but allows exceptions if any of three conditions are met. Two options for how DRCOG might reflect CDOT's policy were presented:

- Incorporate CDOT's HOV policy only for CDOT/HPTE projects with a tolling component.
- Incorporate CDOT's HOV policy for both CDOT/HPTE and private toll company projects with a tolling component.

Several members commented the Board should play a more proactive, rather than reactive, leadership role in establishing HOV policy. They felt a more dynamic policymaking process is needed—have CDOT and DRCOG (providing the regional perspective) guide the policymaking, not just the Legislature.

After discussion, Chair Manwaring summarized there was support for incorporating CDOT's HOV policy language for both CDOT/HPTE and private toll company projects. Jacob Riger suggested continuing the discussion for another meeting to allow for more conversation with CDOT, as issues were discussed that need better definition from CDOT's policy; such as financial feasibility, performance metrics, and transit service.

INFORMATIONAL ITEM

Briefing on Colorado Aerotropolis Visioning Study.

Rick Pilgrim, HDR Engineering, presented a summary of the [Colorado Aerotropolis Visioning Study](#). The FHWA-funded CDOT study was conducted to show the potential for development of the Denver International Airport (DIA) area. He noted DIA has been open 20 years, and stakeholders and voters recently came to agreement on a framework for surrounding economic development.

The visioning study objectives were to learn about aerotropolises, collaborate to create a vision, identify commonalities and gaps in local plans, quantify a conceptual potential in economic growth, explore governance options for a regional entity, and develop a recommended framework for next steps. The study concentrated on the area to the west and south of DIA. The results of the study have been presented to the primary jurisdictions: Adams County, Aurora, Brighton, Commerce City, Denver, and DIA.

Mike Salisbury noted the area is within greenfield development and asked how sustainable growth would be addressed. George Gerstle had questions concerning energy conservation, incorporating first/last mile connections, and whether this is expected to generate more tax revenue than cost to build. Ted Heyd commented on including planning for circulator bus service.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

Jacob Riger noted the public comment period for the DRCOG Federal Transportation Planning Certification Review has been extended until May 13, 2016. Comments can be made to Aaron Bustow, FHWA at aaron.bustow@dot.gov or Kristin Kenyon, FTA, at kristin.kenyon@dot.gov.

The meeting was adjourned at 2:42 p.m. The next meeting is scheduled for May 23, 2016.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner
303 480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 23, 2016	Action	4

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), taking place on an as-needed basis. Typically, these amendments involve adding new projects or adjusting existing projects and do not impact funding for other projects in the TIP.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the Board-adopted [TIP Amendment Policy](#).

ACTION BY OTHERS

N/A

SUMMARY

The proposed amendments are organized into two separate sets of amendments.

1. DRCOG "Second Commitment in Principle" to FasTracks Amendments

In July 2008, the DRCOG Board approved a "second commitment in principle" (SCIP) to FasTracks corridors in which specific dollar amounts were identified for eleven corridors (see Attachment 1). TIP funding was made available from FY2012 through FY2019.

To date, seven of the eleven corridors have programmed their full SCIP funding by reaching a corridor consensus on projects and submitting requests to DRCOG to program the funds. Of the remaining four corridors, three corridors have yet to request any allocation, while the Northwest Corridor received a partial SCIP distribution in 2012.

In early May 2016, the Northwest Corridor partners submitted a request for another partial distribution (\$5.058 million) of its remaining \$6.803 million SCIP funding to go to four new projects (Attachment 2) as part of the TIP policy amendments. (Note: Per the adopting resolution, "...*jointly-endorsed consensus requests may be submitted to DRCOG at any time and the Board of Directors, through the MPO process, will act on them as Policy Amendments to the then-adopted Transportation Improvement Program at its next scheduled opportunity.*").

The projects described below and in Attachment 3 are proposed to be amended into the 2016-2021 TIP. Highlighted items in the attachment depict proposed changes. These projects are in conformance with the State Implementation Plan for Air Quality and are described as follows:

- **2012-010: DRCOG Second Commitment to FasTracks Pool**
Funds will be removed from the pool to reflect the Northwest Corridor Partners' partial drawdown of their allocated funds. Fund fiscal years will be changed to reflect actual year of expenditure.

- **New Project: City of Boulder Quiet Zones**
 - The project will construct quiet zones along the BNSF corridor in the City of Boulder using funds from TIPID 2012-010 DRCOG Second Commitment to FasTracks Pool as agreed upon by the Northwest Corridor Partners.

- **New Project: Boulder County Quiet Zones**
 - The project will construct quiet zones along the BNSF corridor in Boulder County using funds from TIPID 2012-010 DRCOG Second Commitment to FasTracks Pool as agreed upon by the Northwest Corridor Partners.

- **New Project: Longmont Rail Road Bridge Replacement**
 - The project will replace a deficient BNSF bridge that is part of the FasTracks system within the City of Longmont using funds from TIPID 2012-010 DRCOG Second Commitment to FasTracks Pool as agreed upon by the Northwest Corridor Partners.

- **New Project: Louisville-Lafayette Quiet Zones**
 - The project will construct quiet zones along the BNSF corridor in the Cities of Louisville and Lafayette using funds from TIPID 2012-010 DRCOG Second Commitment to FasTracks Pool as agreed upon by the Northwest Corridor Partners.

2. CDOT Region 4 Amendments

CDOT currently operates its budget, including the Statewide Transportation Improvement Program (STIP), with a cash management method. The cash management method programs funding based on year of expenditure, versus the TIP which depicts funding in the year it is programmed.

CDOT's budget method change is recent and created some confusion when CDOT transferred some Region 4 pool projects from the 2012-2017 TIP to the new 2016-2021 TIP. The result was a duplication of projects in the 2016-2021 TIP pools and the Rollover List. The Rollover List depicts TIP projects previously shown in the TIP that are still open to funding charges.

The amendments listed below clarify this situation by removing the duplicated projects from the pools. It assures pool project funding listed in the TIP is based on the year it was programmed, not on year of expenditure. Since the pool projects being removed were originally programmed in FY2015 or earlier, they already reside in their respective pool in the 2012-2017 TIP.

Finally, the TIP project Rollover List was updated to include full descriptions of included projects.

The projects described below and in Attachment 3 are proposed to be amended into the 2016-2021 TIP. Highlighted items in the attachment depict proposed changes. These projects also are in conformance with the State Implementation Plan for Air Quality.

- **2007-095: Region 4 Surface Treatment Pool**
Update Previous Funding column and remove four projects from pool. Removed pool projects will be individually depicted in the Rollover List and do not need to be duplicated in the current TIP.

- **2008-106: Region 4 FASTER Transit Pool**
Remove all projects from pool. Pool projects will be individually depicted in the Rollover List and do not need to be duplicated in the current TIP.

- **2012-109: Region 4 RAMP Project Pool**
Remove all projects from pool. Pool projects will be individually depicted in the Rollover List and do not need to be duplicated in the current TIP.

- **Project Rollover List**
Revised Rollover List to include full project descriptions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the attached amendments to the *2016-2021 Transportation Improvement Program (TIP)*.

ATTACHMENTS

1. DRCOG Board Resolution (July 2008): Second Commitment in Principle
2. Northwest Corridor Partners' Packet
3. Proposed TIP Amendments

Link: [Rollover List \(May 2016\)](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at (303) 480-6737 or tcottrell@drcog.org.

ATTACHMENT 1

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 20, 2008

A RESOLUTION APPROVING ADDITIONAL COMMITMENT IN PRINCIPLE OF
TRANSPORTATION IMPROVEMENT PROGRAM FUNDING TO FASTTRACKS
CORRIDORS

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the Denver region is carried out by the Denver Regional Council of Governments (DRCOG) through a cooperative agreement with the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT); and

WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the RTD before any action relating to construction may take place, and;

WHEREAS, the RTD submitted the FasTracks Plan to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan, as well as the system as a whole, including the financing plan, in resolution number 18, 2004, pursuant to section 32-9-107.7 CRS; and

WHEREAS, the financing plan included \$60 million of potential federal funding made available to DRCOG for allocation to FasTracks, and, while resolution number 18, 2004 did not specifically program such funding to FasTracks, the resolution has been considered to establish a commitment in principle to this level of funding; and

WHEREAS, the Board of Directors, on March 19, 2008, adopted the 2008-2013 Transportation Improvement Program in resolution number 5, 2008 that programmed \$28 million of this \$60 million commitment in principle to FasTracks from fiscal year 2008 through fiscal year 2011, and

WHEREAS, the Board of Directors approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which included the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan; and

WHEREAS, the RTD described progress thus far on the FasTracks Plan and proposed certain changes in the document *RTD Annual Report to DRCOG on FasTracks* (December 2007, with Addenda and Errata dated May 1, 2008), which it submitted to DRCOG for review; and

ATTACHMENT 1

A RESOLUTION APPROVING ADDITIONAL COMMITMENT IN PRINCIPLE OF
TRANSPORTATION IMPROVEMENT PROGRAM FUNDING TO FASTRACKS
CORRIDORS

Resolution No. 20, 2008

Page 2

WHEREAS, the 2007 Annual Report was used as a means to convey a request for additional funding support by DRCOG to a project in the FasTracks Plan; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors approve additional funding support in principle as described herein.

NOW, THEREFORE, BE IT RESOLVED that, the Board of Directors of the Denver Regional Council of Governments hereby approves an additional \$60 million of potential federal funding available to DRCOG for allocation to be directed to FasTracks corridors.

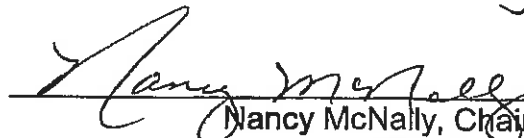
BE IT FURTHER RESOLVED that, DRCOG would endeavor to fulfill this additional commitment in principle over the eight-year period fiscal year 2012 to fiscal year 2019, with RTD up fronting the funding using advance construction processes for subsequent federal reimbursement, with not more than \$8 million per year of the initial commitment in principle plus additional commitment in principle coming from federal Congestion Mitigation/Air Quality funds.

BE IT FURTHER RESOLVED that, the funds are to be allocated to the corridors of the FasTracks Plan in the amount shown in the attached table.

BE IT FURTHER RESOLVED that, funding requests pursuant to this allocation must be submitted jointly by RTD, all local governments through which the corridor runs, and CDOT if the corridor uses CDOT right-of-way, reflecting a corridor consensus; must be eligible for federal funding; and must not exceed the corridor amount allocated.

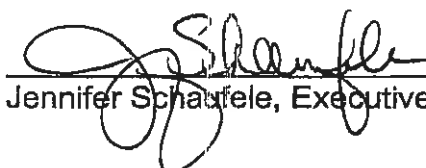
BE IT FURTHER RESOLVED that, jointly-endorsed consensus requests may be submitted to DRCOG at any time and the Board of Directors through the MPO process will act on them as Policy Amendments to the then-adopted Transportation Improvement Program at its next scheduled opportunity.

RESOLVED, PASSED AND ADOPTED this 16th day of July, 2008 at Denver, Colorado.



Nancy McNally, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:



Jennifer Schauffele, Executive Director

ATTACHMENT 1

Corridor Allocation

Corridor	Corridor Name	Capital Cost - RTD 2007 Financial Plan Table 2		Allocation to Each Corridor in Proportion to Corridor Capital Cost—\$60 million
		\$ (million)	% capital cost	\$ (million)
1	36 BRT Phase 1 + 2	\$235.6	4.6	\$2.755
2	Northwest Rail	\$684.4	13.3	\$8.003
3	North Metro	\$637.2	12.4	\$7.451
4	East	\$1,141.6	22.2	\$13.350
5	I-225	\$620.0	12.1	\$7.250
6	Southeast Extension	\$164.9	3.2	\$1.928
7	Southwest Extension	\$178.6	3.5	\$2.089
8	West	\$634.7	12.4	\$7.422
9	Gold Line	\$552.5	10.8	\$6.461
10	Central Corridor Extension	\$65.9	1.3	\$0.771
11	Denver Union Station	\$215.4	4.2	\$2.519
	Total	\$5,130.8	100.0	\$60.000

12	Maintenance Facilities + Corridor Upgrades + Other	\$952.2
		\$6,083.0

"Corridor" 12 not considered in allocation.

ATTACHMENT 2

May 3, 2016

Board of Directors
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203-5606

Dear Board Members:

The Northwest Corridor Partners are pleased to inform you that we have reached consensus on the use of the \$5.058 of the remaining \$6.803 million in Transportation Improvement Program (TIP) funding allocated to FasTracks and the Northwest Rail project per Denver Regional Council of Governments Resolution Number 20, of 2008. The Northwest Corridor Partners consist of Adams County, Boulder County, Jefferson County, the City and County of Broomfield, the City and County of Denver, the City of Arvada, the City of Boulder, the City of Lafayette, the City of Longmont, the City of Louisville, the Town of Superior, the City of Westminster, the Colorado Department of Transportation, and the Regional Transportation District

The Northwest Corridor Partners have agreed to utilize these dollars to construct the supplemental safety measures necessary to implement quiet zones, and other improvements that are consistent with final implementation of Northwest Rail. The allocation among communities is an equitable allocation based on the average of number of quiet zones per community.

Boulder	\$1,055,951
Boulder County	\$1,389,410
Lafayette	\$611,340
Longmont	\$1,055,951
Louisville	<u>\$944,799</u>
	\$5,057,539

The communities identified above may seek the programming of funds/timing based on their individual needs. Additionally, communities may work together to combine allocations to best address noise impacts and funding requirements.

The cities of Boulder, Lafayette, Longmont, Louisville and Boulder County will be pursuing funding in years 2017, 2018 and 2019. Those amounts equal the following and are described with more detail on the attached project descriptions for each individual project:


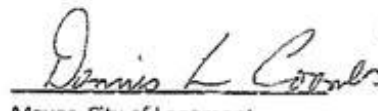

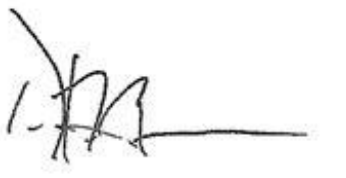
ATTACHMENT 2

2017 Funds:	\$890,000
2018 Funds:	\$3,111,539
<u>2019 Funds:</u>	<u>\$1,056,000</u>
Total Funds Requested 2017-2019	\$5,057,539

The remaining balance of \$1,745,461 (rounded) to be identified by Adams County, Broomfield and Westminster will be allocated by the Northwest Corridor Partners in the future through a similar letter.

Thank you for your consideration of this request and for your support of this FasTracks project.

Sincerely,


Steve O'Donizio, Chair
Adams County Commissioner
Suzanne Jones,
Mayor, City of Boulder
Eric Jones
Boulder County Commissioner
Randall C. Johnson
Mayor, City and County of Broomfield
Mayor, City of Lafayette
Dennis L. Corral
Mayor, City of Longmont
Robert P. March
Mayor, City of Louisville
Mayor, City of Westminster
CDOT Region 1 Director
X
Johnny Olson, P.E.
CDOT Region 4 Director
RTD General Manager and CEO

ATTACHMENT 2

Project Scope: Quiet Zone Implementation, City of Boulder (map attached)

The project implements railroad crossing Quiet Zone improvements along the Burlington Northern Santa Fe (BNSF) railroad corridor to address train horn noise impacting the Boulder community. There are a total of nine crossings, five within the City of Boulder and four adjacent to the city (see attached map). For the crossings adjacent to the city limits, it is anticipated that these Quiet Zones would be implemented in partnership with Boulder County. Work includes updating the city's Quiet Zone plan as needed to reflect any changes in federal Quiet Zone requirements and cost estimates since 2014, public outreach, design, field diagnostic review, Federal Railroad Administration (FRA) and Colorado Public Utilities Commission (PUC) application and approval processes, as well as construction of the necessary improvements to achieve quiet zone status for selected crossings. The crossings will be evaluated and prioritized based on feasibility, estimated benefit, and cost. Selected crossings will be implemented within the identified budget and a phasing plan developed for any remaining crossings.

Affected Area: Residents, employers/employees, and visitors within the City of Boulder as well as unincorporated Boulder County.

Establishment of quiet zones along this stretch may include the following improvements, as needed:

- Raised medians / Channelization devices
- Flashing lights
- Constant Warning Time (CWT) Circuitry and bungalow
- Gates with 4-Quad gate system
- MUTCD compliant warning signs
- Median flashers
- Detached sidewalk
- Railroad crossing surface replacement
- Wayside horns
- Other Supplemental Safety Measures (SSMs) and Alternative Safety Measures (ASMs) as approved by the FRA Quiet Zone regulations.

Candidate Quiet Zones:

1. 63rd Street crossing, north of Arapahoe (SH7)*
2. 55th Street crossing, north of Arapahoe (SH7)*
3. Pearl Parkway crossing*
4. Valmont Road crossing*
5. 47th Street crossing, east of Foothills Parkway (SH*)
6. Independence Road, east of Diagonal Highway (SH119)**
7. Jay Road crossing, east of Diagonal Highway (SH119)**
8. 55th Street crossing, south of Diagonal Highway (SH119)**
9. 63rd Street crossing, south of Diagonal Highway (SH119)*/** (joint city/county roadway jurisdiction)

“*” denotes City of Boulder roadway

“**” denotes Boulder County roadway

ATTACHMENT 2

Schedule:

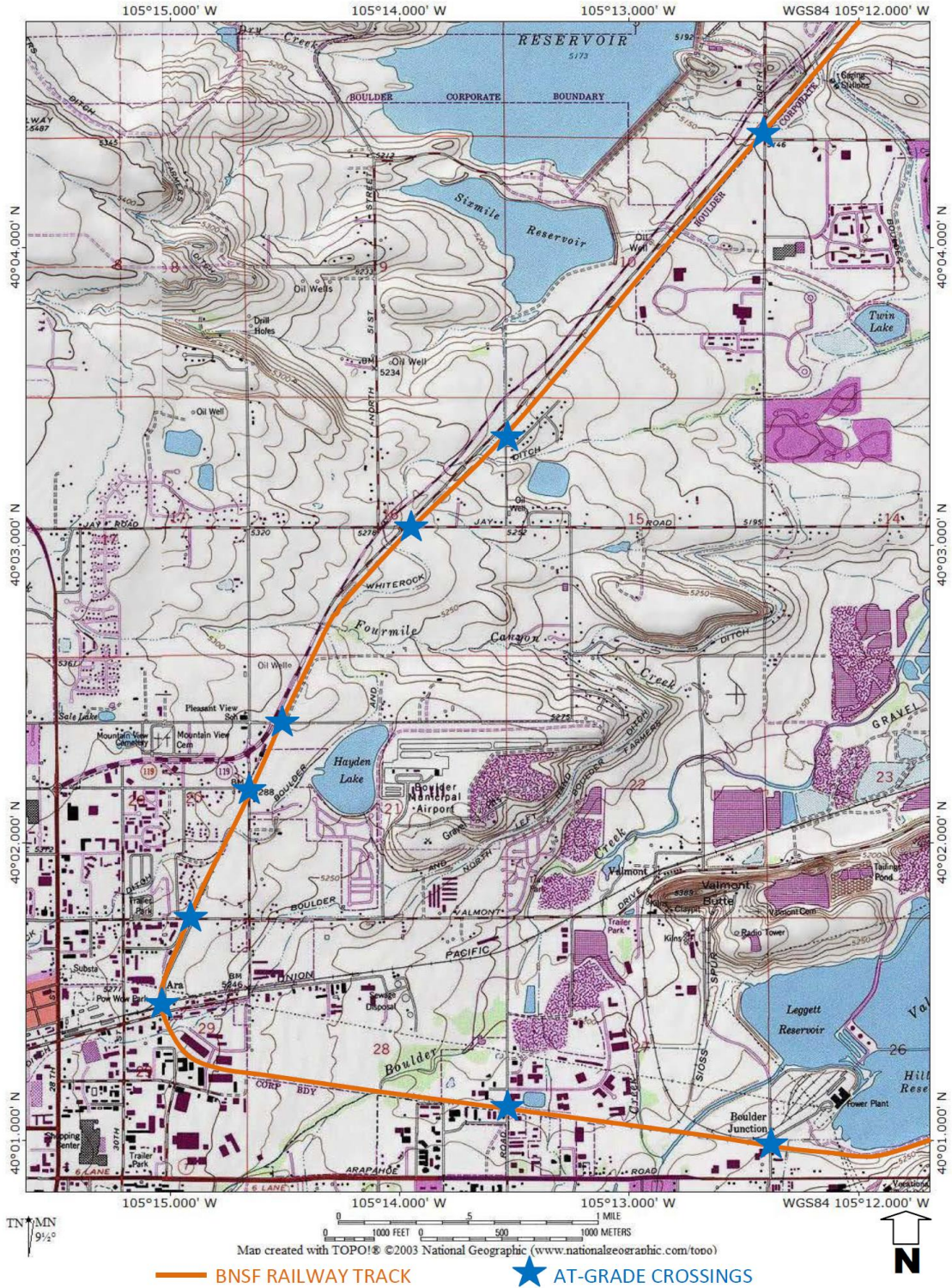
- **2017 (Begins Oct 1, 2016):** Planning, prioritization/selection of crossings, final design, quiet zone applications submitted to FRA/PUC/BNSF
- **2018 (Begins Oct 1, 2017):** Construction of quiet zone crossing improvements (Timing contingent on BNSF/PUC/FRA review, anticipate construction advertised by October 2018, completion by end of 2019)

Funding Request

	FY 2017	FY 2018	TOTAL
FED	\$528,000	\$528,000	\$1,056,000 (80%)
STATE			
LOCAL	\$132,000	\$132,000	\$264,000 (20%)
TOTAL	\$660,000	\$660,000	\$1,320,000 (100%)

ATTACHMENT 2

City of Boulder: Railroad Quiet Zone Locations



ATTACHMENT 2

Project Scope: Quiet Zone Implementation, Unincorporated Boulder County (map attached)

The project implements Quiet Zone improvements identified in the RTD NW Rail EIS on crossings adjacent to SH119 along the BNSF line in unincorporated Boulder County between the city of Boulder and Longmont (see attached map). Boulder County intends to conduct a study using County funds in advance of completing a contract with CDOT for project design and construction. The study will prioritize the projects, identify necessary improvements, develop costs estimates, and conduct field diagnostic reviews. Using RTD FasTracks Quiet Zone funding Boulder County will conduct design and construction. This includes design, PUC approval, construction of quiet zone improvements on selected crossings, as well as submission of a written Notice of Quiet Zone Establishment. The crossings will be selected based on feasibility, estimated benefit, and cost, with high priority crossings implemented within the identified budget.

Affected County: Boulder County. 9,400 households are within 1 mile of the candidate crossings. Depending on the crossings selected, City of Boulder, unincorporated county (including the unincorporated residents in the communities of Niwot and Gunbarrel) may benefit from the quiet zones.

Establishment of quiet zones along this stretch may include the following improvements, as needed:

- Raised medians / Channelization devices
- Flashing lights
- Constant Warning Time (CWT) Circuitry and bungalow
- Gates with 4-Quad gate system
- MUTCD compliant warning signs
- Median flashers
- Detached sidewalk
- Railroad crossing surface replacement

Candidate Crossings.

1. **Niwot Areas Crossings:** North 83rd Street/ 2nd Ave/Niwot Road/Monarch Road
2. **Gunbarrel Area Crossings:** 55th Street/Jay Road (Coord. with City of Boulder re: 63rd)
3. **North Boulder Crossings:** 55th Street/Jay Road/Independence Road (Coord. with City of Boulder re: Valmont/Bike/Ped Crossings)

Schedule:

- **Pre-contract-** Complete a contract with CDOT for the Quiet Zone project. Create RFP for consultant services to study quiet zone projects. Conduct a study of the candidate crossings to prioritize and identify the crossings that will be constructed for this project. The study includes the field diagnostic review to inform the necessary Quiet Zone improvements, project costs for each intersection, and Quiet Zone crossing prioritization. The during the field diagnostic review a team will be assembled with representatives from the Colorado Public Utilities Commission and BNSF to help identify the necessary Quiet Zone enhancements at each intersection.

ATTACHMENT 2

- **Phase I: Design**- This portion of this project will include project design for priority crossings. This will require coordination with the PUC during the design to review designs and approve the Quiet Zone application.
- **Phase II: Construction**- This portion of the project will include construction of the selected crossings. This will require coordination with the railroad for construction, installation, and maintenance of the Quiet Zone improvements. This will lead ultimately to the preparation and submission of a written Notice of Quiet Zone Establishment.

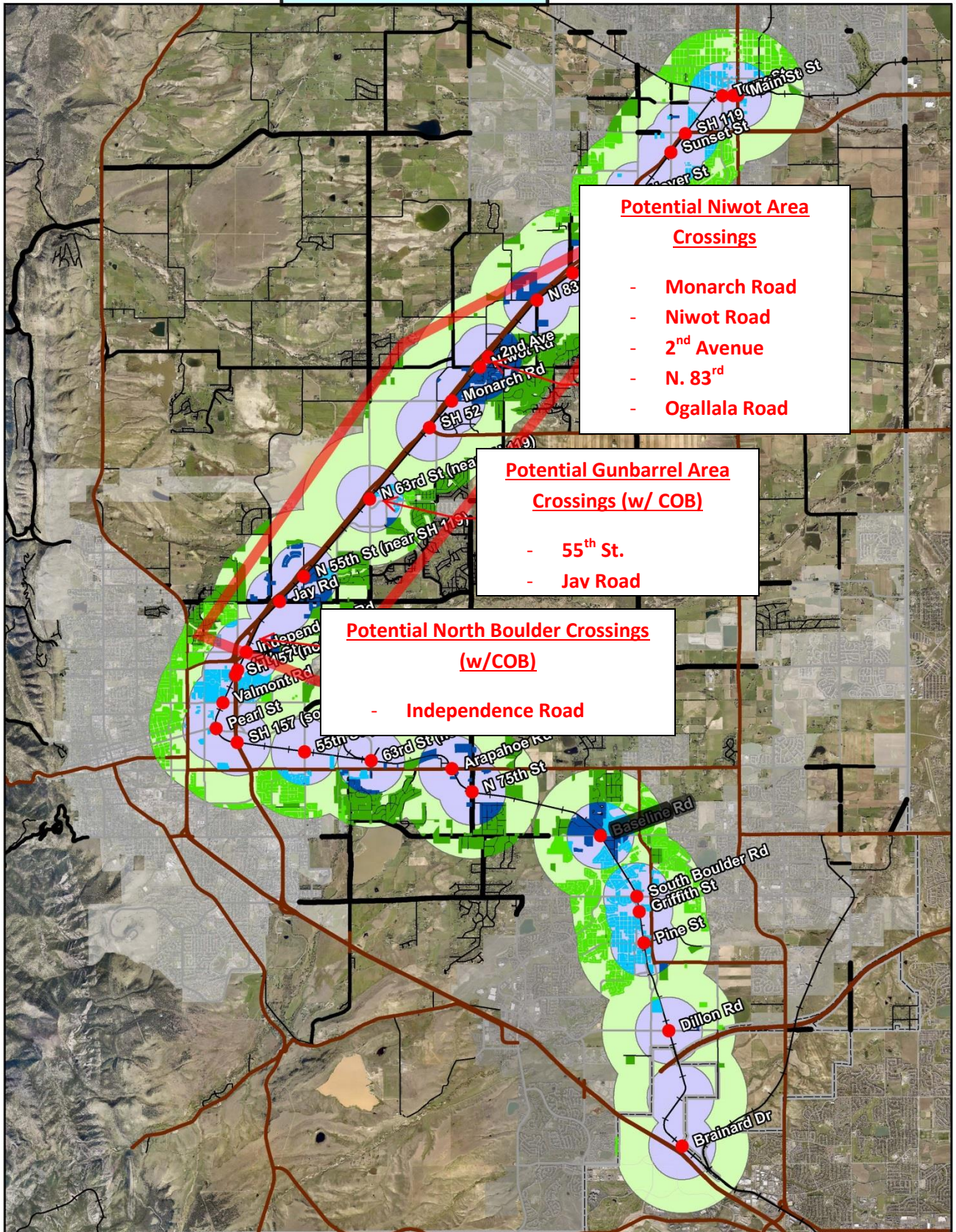
Funding Request

		Year	Federal	State	Local	Subtotal
Boulder County Quiet Zone	Design	FY 2017	\$ 136,000	\$ -	\$ 34,000	\$ 170,000
	Construction	FY 2018	\$ 1,253,401	\$ -	\$ 313,350	\$ 1,566,751
		Total	\$ 1,389,401	\$ -	\$ 347,350	\$ 1,736,751

** Numbers to be finalized with 100% design documents.

ATTACHMENT 2

SH119 Quiet Zone Options



Potential Niwot Area

Crossings

- Monarch Road
- Niwot Road
- 2nd Avenue
- N. 83rd
- Ogallala Road

Potential Gunbarrel Area

Crossings (w/ COB)

- 55th St.
- Jav Road

Potential North Boulder Crossings

(w/COB)

- Independence Road

ATTACHMENT 2

Project Scope: FasTracks railroad bridge replacement for future rail and removal of station area from 100-year floodplain--Longmont, CO (map below).

The project replaces a deficient BNSF railroad bridge that is part of the FasTracks system at the St. Vrain Creek between Ken Pratt Boulevard and Main Street. The 1st and Main station area along the Northwest Commuter Rail line is to be planned and built in the next 3-5 years, so this bridge replacement is critical to its construction and operation.

The construction will include a new, expanded bridge deck to convey the 100-year storm event as well as 2-3 tracks for rail. The existing/adjacent bicycle/pedestrian bridge is to be incorporated into the overall design of the rail bridge as it will not meet the new channel width recommended to carry the 100-year storm event through this section of the City.

The BNSF will conduct design, field diagnostic review, PUC application /approval, as well as construction of the necessary improvements.

Affected communities:

Longmont, CO

Affected County:

Boulder County

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>Totals</u>
FED	\$0	\$0	\$1,056,000	\$1,056,000 (35%)
STATE				
<u>LOCAL</u>	<u>\$100,000</u>	<u>\$100,000</u>	<u>\$1,744,000</u>	<u>\$1,944,000 (65%)</u>
TOTAL	\$100,000	\$100,000	\$2,800,000	\$3,000,000 (100%)

* Numbers to be finalized with 100% design documents.

ATTACHMENT 2

Project Scope: Quiet Zone Implementation, Baseline Rd. in Lafayette, CO to Pine Street in Louisville, CO (map below).

The project completes Quiet Zone establishment from Baseline Road in Lafayette, CO to Pine Street along in Louisville, CO on the BNSF line. This includes improvements at 4 highway rail grade crossings including Baseline Rd. in Lafayette, South Boulder Rd., Griffith St. and Pine St. in Louisville. Establishment of quiet zones along this stretch may include the following improvements:

- Raised medians
- Flashing lights
- Constant Warning Time (CWT) Circuitry and bungalow
- 4-Quad gate system
- Gates
- Channelization devices
- MUTCD compliant warning signs
- Median flashers
- Detached sidewalk
- Railroad crossing surface panels

Additionally, work may include design, field diagnostic review, PUC application and approval as well as construction of the necessary improvements to achieve quiet zone status along this stretch of BNSF line.

Affected communities:

Lafayette, CO
Louisville, CO

Affected County:

Boulder County

	FY 2017	FY 2018
FED	\$226,000	\$1,330,138
STATE		
LOCAL	\$56,500	\$332,534
TOTAL	\$282,500	\$1,662,672


** Numbers to be finalized with 100% design documents.

ATTACHMENT 2

Louisville-Lafayette Colorado BNSF Railway Crossings Map



LEGEND

 PUBLIC ROADWAY CROSSING

2012-010: Move funds between fiscal years, transfer funds to new projects, and update scope to reflect funding drawdown by Northwest Corridor Partners.

Existing

Title: **DRCOG Second Commitment to FasTracks Pool**

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-010**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

Project Scope

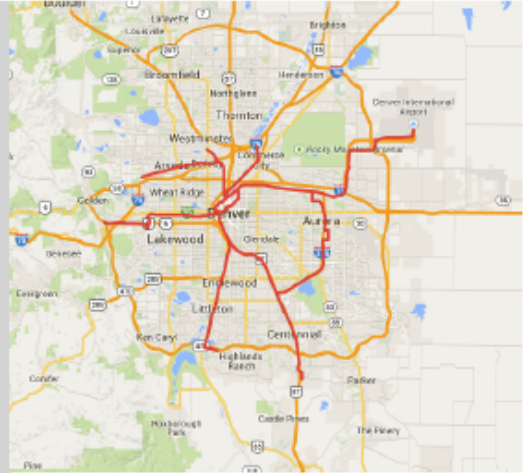
Set aside to fund second commitment in principle to FasTracks corridors not yet allocated. Individual projects will be TIP'd upon approval of Policy Amendments per the process and requirements of DRCOG Resolution 20-2008 (July, 2008).

Corridor projects previously approved using second commitment funds include:

- West Corridor (TIP ID 2007-042)- July 2010, \$7,422,000
- US-36 Corridor (TIP ID 2008-114)- Feb 2011, \$2,755,000
- Denver Union Station (TIP ID 2007-057)- July 2010, \$2,519,000
- East Corridor (TIP ID 2008-111)- Nov 2011, \$13,350,000.
- Gold Corridor (TIP ID 2008-111)- May 2012, \$6,461,000.
- Northwest Corridor (TIP ID 2007-050)- May 2012, \$1,200,000.
- North Metro Corridor (TIP ID 2007-055)- May 2012, \$7,451,000.
- I-225 Corridor (TIP ID 2007-056)- July 2012, \$7,250,000.

Remaining allocations include:

- Northwest Corridor \$6,803,000
- Southeast Extension \$1,928,000
- Southwest Extension \$2,089,000
- Central Corridor \$771,000



Affected County(ies)

Regional

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$4,073	\$0	\$0	\$0	\$0		
Federal (STP-M)		\$6,518	\$1,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$2,648	\$250	\$0	\$0	\$0		
Total	\$0	\$13,239	\$1,250	\$0	\$0	\$0	\$0	\$14,489

Revised

Title: **DRCOG Second Commitment to FasTracks Pool**

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-010**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

Project Scope

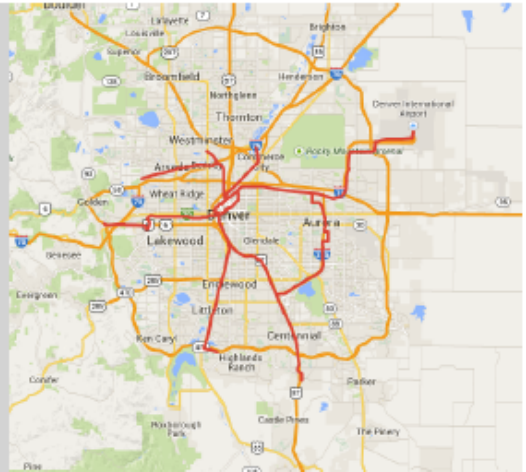
Set aside to fund second commitment in principle to FasTracks corridors not yet allocated. Individual projects will be TIP'd upon approval of Policy Amendments per the process and requirements of DRCOG Resolution 20-2008 (July, 2008).

Corridor projects previously approved using second commitment funds include:

- West Corridor (TIP ID 2007-042)- July 2010, \$7,422,000
- US-36 Corridor (TIP ID 2008-114)- Feb 2011, \$2,755,000
- Denver Union Station (TIP ID 2007-057)- July 2010, \$2,519,000
- East Corridor (TIP ID 2008-111)- Nov 2011, \$13,350,000.
- Gold Corridor (TIP ID 2008-111)- May 2012, \$6,461,000.
- Northwest Corridor (TIP ID 2007-050)- May 2012, \$1,200,000, **June 2016, \$5,058,000.**
- North Metro Corridor (TIP ID 2007-055)- May 2012, \$7,451,000.
- I-225 Corridor (TIP ID 2007-056)- July 2012, \$7,250,000.

Remaining allocations include:

- Northwest Corridor **\$1,746,000**
- Southeast Extension \$1,928,000
- Southwest Extension \$2,089,000
- Central Corridor \$771,000



Affected County(ies)

Regional

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$0	\$72	\$0	\$0		
Federal (STP-M)		\$0	\$0	\$6,462	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$1,634	\$0	\$0		
Total	\$0	\$0	\$0	\$8,168	\$0	\$0	\$0	\$8,168

Request: Create new project using Second Commitment to FasTracks funding as requested by Northwest Corridor Partners

New Project

Title: **City of Boulder Quiet Zones**

Project Type: **Safety**

TIP-ID: **Request**

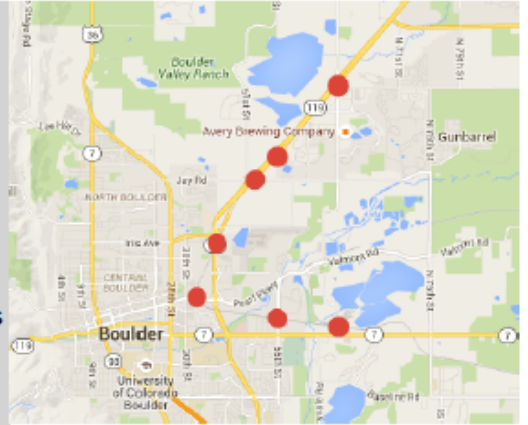
STIP-ID:

Open to Public: **2019**

Sponsor: **Boulder**

Project Scope

The project implements railroad crossing Quiet Zone improvements along the Burlington Northern Santa Fe (BNSF) railroad corridor to address train horn noise. There are a total of nine crossings, five within the City of Boulder and four adjacent to the city. Work includes updating the city's Quiet Zone plan as needed to reflect any changes in federal Quiet Zone requirements and cost estimates since 2014, public outreach, design, field diagnostic review, Federal Railroad Administration (FRA) and Colorado Public Utilities Commission (PUC) application and approval processes, as well as construction of the necessary improvements to achieve quiet zone status for selected crossings. The crossings will be evaluated and prioritized based on feasibility, estimated benefit, and cost. Selected crossings will be implemented within the identified budget and a phasing plan developed for any remaining crossings.



Affected County(ies)	Project Phases	
Boulder	Year	Phase
	2017	Initiate Design
	2018	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$528	\$528	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$132	\$132	\$0	\$0		
Total	\$0	\$0	\$660	\$660	\$0	\$0	\$0	\$1,320

Request: Create new project using Second Commitment to FasTracks funding as requested by Northwest Corridor Partners

New Project

Title: **Boulder County Quiet Zones**

Project Type: **Safety**

TIP-ID: **Request**

STIP-ID:

Open to Public: **2019**

Sponsor: **Boulder County**

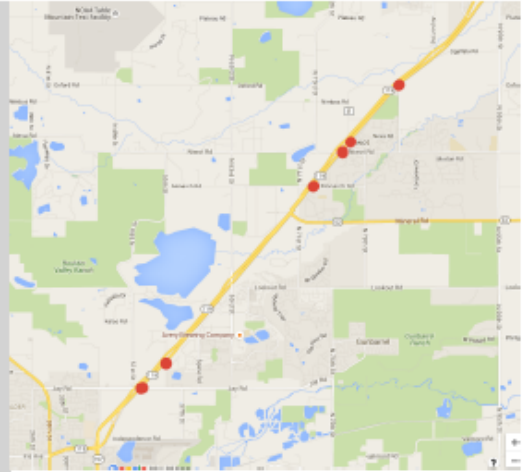
Project Scope

The project constructs Quiet Zone improvements identified in the RTD NW Rail EIS on crossings adjacent to SH119 along the BNSF line in unincorporated Boulder County between the city of Boulder and Longmont. Project elements include design, PUC approval, construction of quiet zone improvements on selected crossings, as well as submission of a written Notice of Quiet Zone Establishment. The crossings will be selected based on feasibility, estimated benefit, and cost, with high priority crossings implemented within the identified budget.

Local funds will study the locations to prioritize locations, identify necessary improvements, develop cost estimates, and conduct field diagnostic reviews in advance of this project.

Establishments of quiet zones along this stretch may include the following improvements:

- Raised medians / Channelization devices
- Flashing lights
- Constant Warning Time (CWT) Circuitry and bungalow
- Gates with 4-Quad gate system
- MUTCD compliant warning signs
- Median flashers
- Detached sidewalk
- Railroad crossing surface replacement



Affected County(ies)	Project Phases	
Boulder	Year	Phase
	2017	Initiate Design
	2018	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$136	\$1,253	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$34	\$313	\$0	\$0		
Total	\$0	\$0	\$170	\$1,566	\$0	\$0	\$0	\$1,736

Request: Create new project using Second Commitment to FasTracks funding as requested by Northwest Corridor Partners

New Project

Title: **Longmont Rail Road Bridge Replacement**

Project Type: **Safety**

TIP-ID: **Request**

STIP-ID:

Open to Public: **2020**

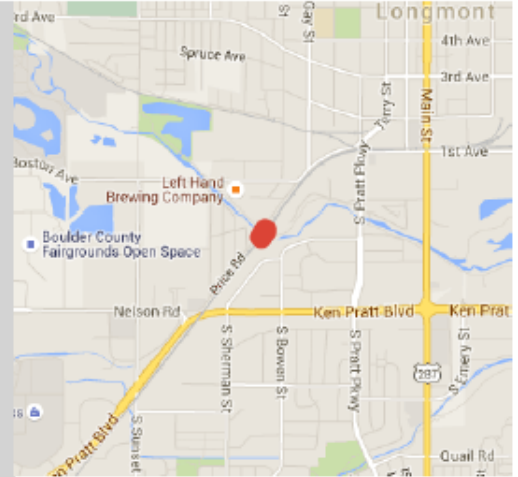
Sponsor: **Longmont**

Project Scope

The project replaces a deficient BNSF railroad bridge that is part of the FasTracks system at the St. Vrain Creek between Ken Pratt Blvd. and Main St. The 1st and Main station area along the Northwest Commuter Rail line is to be planned and built in the next 3-5 years, so this bridge replacement is critical to its construction and operation.

The construction will include a new, expanded bridge deck to convey the 100-year storm event as well as 2-3 tracks for rail. The existing/adjacent bicycle/pedestrian bridge is to be incorporated into the overall design of the rail bridge as it will not meet the new channel width recommended to carry the 100-year storm event through this section of the City.

The BNSF will conduct design, field diagnostic review, PUC application /approval, as well as construction of the necessary improvements.



Affected County(ies)	Project Phases	
Boulder	Year	Phase
	2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$0	\$0	\$1,056	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$100	\$100	\$1,744	\$0		
Total	\$0	\$0	\$100	\$100	\$2,800	\$0	\$0	\$3,000

Request: Create new project using Second Commitment to FasTracks funding as requested by Northwest Corridor Partners

New Project

Title: **Louisville-Lafayette Quiet Zones**

Project Type: **Safety**

TIP-ID: **Request**

STIP-ID:

Open to Public: **2019**

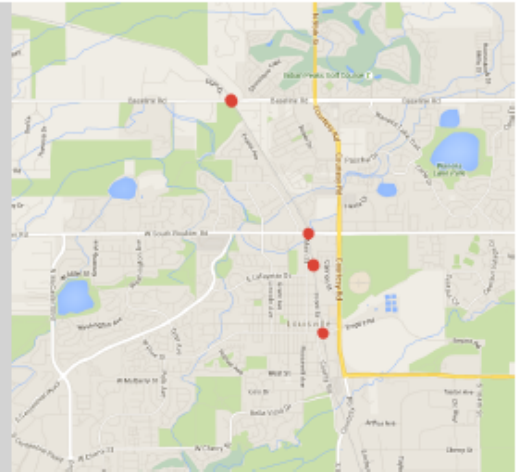
Sponsor: **Louisville**

Project Scope

The project completes Quiet Zone establishment from Baseline Rd. in Lafayette to Pine St. in Louisville on the BNSF line, and includes improvements at 4 highway rail grade crossings including Baseline Rd., South Boulder Rd., Griffith St. and Pine St. Establishment of quiet zones along this stretch may include the following improvements:

- Raised medians
- Flashing lights
- Constant Warning Time (CWT) Circuitry and bungalow
- 4-Quad gate system
- Gates
- Channelization devices
- MUTCD compliant warning signs
- Median flashers
- Detached sidewalk
- Railroad crossing surface panels

Additionally, work will include design, field diagnostic review, PUC application and approval as well as construction of the necessary improvements to achieve quiet zone status along this



Affected County(ies)		Project Phases	
Boulder		Year	Phase
		2017	Initiate Design
		2018	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$226	\$1,330	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$57	\$333	\$0	\$0		
Total	\$0	\$0	\$283	\$1,663	\$0	\$0	\$0	\$1,946

2007-095: Update Prior Funding column and remove four projects from pool. Removed pool projects will be individually depicted in the Rollover List and do not need to be duplicated in the current TIP

Existing

Title: **Region 4 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-095**

STIP-ID: **SR45218**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Projects in CDOT Region 4 (Boulder and SW Weld Counties) to be approved for pool funding by Region 4 Director.



Affected County(ies)

- Boulder
- Weld

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-119	Monarch Rd to Fordham St	\$6,817	SH-7	28th St to US-287	\$3,286	SH-66	MP 39-42	\$5,200
SH-119	MM 22.8 to 37.4	\$11,000	SH-7: Phase II Non-Flood	Estes Park to SH-72	\$3,832	Baseline Rd Bike/Ped Underpass	TIPID 2012-046	\$300
SH-119	47th St to Monarch Rd	\$11,100	SH-119	MP 59-64	\$12,000	SH-119 Reconstruction 28th/US-36 to East 30th St	TIPID 2012-039	\$400
US 287	Jasper Rd North	\$1,850	US-85	Brighton to Ft Lupton	\$8,160			
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Surface)		\$14,580	\$14,580	\$14,580	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$26,060	\$14,580	\$14,580	\$14,580	\$0	\$0	\$0	\$69,800

Highlighted projects to be removed.

Revised Scope and Funding Table

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-119	MM 22.8 to 37.4	\$11,000	SH-7	28th St to US-287	\$3,286	SH-119 Reconstruction 28th/US-36 to East 30th St	TIPID 2012-039	\$400
SH-119	47th St to Monarch Rd	\$11,100	SH-7: Phase II Non-Flood	Estes Park to SH-72	\$3,832			
US 287	Jasper Rd North	\$1,850	Baseline Rd Bike/Ped Underpass	TIPID 2012-046	\$300			
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Surface)		\$14,580	\$14,580	\$14,580	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$32,177	\$14,580	\$14,580	\$14,580	\$0	\$0	\$0	\$75,917

2008-106: Remove all projects from pool. Pool projects will be individually depicted in the Rollover List and do not need to be duplicated in the current TIP.

Existing

Title: **Region 4 FASTER Transit Pool**

Project Type: **Transit Operational Improvements**

TIP-ID: **2008-106**

STIP-ID: **SR47005**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope
Pool contains transit-related projects based on the FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 4 (DRCOG-TIP area only).

Affected County(ies)
Boulder
Weld



All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Boulder	14th/Walnut Tran. Center Improv. (Prior Funding)	\$370	RTD	Tantra Dr pNR upgrades (Prior Funding)	\$284	City of Boulder	Broadway Euclid Transit Stop Improvements (Prior Funding)	\$350
Boulder	Transit Stop Enhancements (Prior Funding)	\$230	Boulder County	Special Transit Mountain Service (Prior Funding)	\$54	CDOT DTR	Service Development Plan for Front Range Commuter Rail (Prior Funding)	\$352
Boulder County	Bus Stop Improvements (Prior Funding)	\$84	eGO Car Share	"SHIFT" (Shared Hubs Integrated for Transp CMAQ Match (Prior Funding)	\$18	CDOT Region 4	DDI Transit Improvements (Prior Funding)	\$864
RTD	US-287 and Niwot pNR Expansion (Prior Funding)	\$280	36 Commuting Solutions	Prepaid Pass Kiosks for US-36 BRT (Prior Funding)	\$781			
Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Faster-T)		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$5,374	\$0	\$0	\$0	\$0	\$0	\$0	\$5,374

Revised

Title: **Region 4 FASTER Transit Pool**

Project Type: **Transit Operational Improvements**

TIP-ID: **2008-106**

STIP-ID: **SR47005**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope
Pool contains transit-related projects based on the FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 4 (DRCOG-TIP area only).

Affected County(ies)
Boulder
Weld



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Faster-T)		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$5,374	\$0	\$0	\$0	\$0	\$0	\$0	\$5,374

2012-109: Update Prior Funding column, remove funds, and both projects from pool. Pool projects will be individually depicted in the Rollover List and do not need to be duplicated in the current TIP

Existing

Title: **Region 4 RAMP Project Pool**

Project Type: **Other**

TIP-ID: **2012-109**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Pool contains projects selected under the RAMP program in CDOT Region 4 (DRCOG-TIP area only).

Projects selected under RAMP that are Regionally Significant will be depicted individually.



Affected Municipality(ies)	Affected County(ies)
Boulder	Boulder
Longmont	Weld

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-119: Boulder Canyon	Trail Extension (MP 39.1-37.8)	\$3,498	US-287 (Main St. Longmont) Adaptive Signals	MP 313.8-318.7	\$1,100			

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (RMP)		\$3,723	\$875	\$0	\$0	\$0		
Local		\$1,316	\$219	\$0	\$0	\$0		
Total	\$8,513	\$5,039	\$1,094	\$0	\$0	\$0	\$0	\$14,646

Revised

Title: **Region 4 RAMP Project Pool**

Project Type: **Other**

TIP-ID: **2012-109**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Pool contains projects selected under the RAMP program in CDOT Region 4 (DRCOG-TIP area only).

Projects selected under RAMP that are Regionally Significant will be depicted individually.



Affected Municipality(ies)	Affected County(ies)
Boulder	Boulder
Longmont	Weld

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (RMP)		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$13,986	\$0	\$0	\$0	\$0	\$0	\$0	\$13,986

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Mark Northrop, Transportation Planner
303-480-6771 or mnorthrop@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 23, 2016	Action	5

SUBJECT

This action concerns amending the *FY 2016-2017 Unified Planning Work Program (UPWP)*.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the 2016-2017 UPWP amendments.

ACTION BY OTHERS

N/A

SUMMARY

The *FY 2016-2017 Unified Planning Work Program (UPWP)* describes the proposed multimodal transportation planning activities to be conducted in the Denver region. The document is prepared biennially and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. The FY 2016-2017 UPWP was adopted in July 2015.

Periodically, amendments to the UPWP are made to accurately reflect work to be performed or to comply with changes in federal law. Proposed amendments are shown in the attached track-changes version of the FY 2016-2017 UPWP (Attachment 1) and fall into three general categories:

- Procedural: updating MAP-21 references to FAST Act, minor clarifications to work tasks and activities
- Financial: updates and clarifications to the finance tables in Appendix A
- Schedule: minor updates to some deliverable completion dates in activity descriptions and in Appendix B

Staff will further describe the proposed amendments at the TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee amendments to the *FY2016-2017 Unified Planning Work Program*.

ATTACHMENT

Link: Amended [FY2016-2017 Unified Planning Work Program](#), with track-changes

ADDITIONAL INFORMATION

If you need additional information, please contact Mark Northrop at (303) 480-6771 or mnorthrop@drcog.org.

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Transportation Planning Coordinator
303-480-6751 or jriger@drcoq.org.

Meeting Date	Agenda Category	Agenda Item #
May 23, 2016	Action	6

SUBJECT

This item continues TAC's April discussion about how DRCOG could address High Occupancy Vehicles (HOV), managed lanes, and toll highway policies in its transportation planning process.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the draft revised CTE/HPTE and non-HPTE additional information requirements for *Fiscally Constrained Regional Transportation Plan* project submittals with a tolling component.

ACTION BY OTHERS

[July 2, 2014](#) – MVIC

SUMMARY

At its April meeting, TAC continued its conversation from January and March about how to address HOV, managed lanes, and toll highway policies in DRCOG's transportation planning process. There was interest in incorporating CDOT's new HOV policy language in DRCOG's *Fiscally Constrained Regional Transportation Plan* (FC-RTP) information requirements for toll projects for both CDOT/HPTE and private toll company projects. However, TAC asked for clarification about how CDOT's HOV policy defines exceptions for financial feasibility and performance objectives, and how the policy addresses transit service on HOV/toll/managed lane projects.

DRCOG staff subsequently coordinated with CDOT staff, who explained the Transportation Commission felt financial feasibility and performance metrics are critical concepts for managed lane projects to address, but did not want to constrain all managed lane projects to a one-size-fits-all definition, recognizing that each project's circumstances will be unique. CDOT's HOV policy does not explicitly address transit service on managed lanes. Transit vehicles meeting HOV requirements do not pay a toll in HOV lanes (such as on I-25 and US-36). CDOT staff will clarify the CDOT HOV policy at the TAC meeting.

DRCOG staff suggests two options for TAC consideration to address HOV issues in the additional information requirements for FC-RTP projects with a tolling component:

1. Incorporate CDOT's HOV policy only for CDOT/HPTE projects with a tolling component (Attachment 1) but not for private toll company toll projects (Attachment 2).
2. Incorporate CDOT's new HOV policy language for both CDOT/HPTE toll projects (Attachment 1) and private toll company toll projects (Attachment 3).

Staff will discuss both options at the TAC meeting. Attachments also incorporate TAC's January and March input.

PREVIOUS DISCUSSIONS/ACTIONS

[January 25, 2016](#) – TAC

[March 28, 2016](#) – TAC

[April 25, 2016](#) – TAC

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the updated additional information requirements for FC-RTP project submittals with a tolling component as determined by TAC at its May 23, 2016 meeting.

ATTACHMENTS

1. Draft revised CTE/HPTE additional information requirements for FC-RTP project submittals with a tolling component
 - a. [Link](#) to track changes version
2. Draft revised Non-HPTE additional information requirements for FC-RTP project submittals with a tolling component (no HOV policy language)
 - a. [Link](#) to track changes version of Attachment 2
3. Draft revised Non-HPTE additional information requirements for FC-RTP project submittals with a tolling component (with HOV policy language)

Other links:

- [CDOT memo and resolution to Transportation Commission regarding High Occupancy Vehicle \(HOV\) Policy Guidance \(October 14, 2015\)](#)
- [C.R.S 43-4-805.5 \(HB05-1148\): CDOT/HPTE toll highway construction MPO review requirements](#)
- [C.R.S. 7-45-105/106 \(HB06-1003\): Private Toll Company toll highway construction MPO review requirements](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or jriger@drcog.org.

ATTACHMENT 1

DRAFT Additional Information Requirements for Roadway Tolling Projects Proposed by CDOT or the Colorado High Performance Transportation Enterprise (HPTE) for Inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan

Amended by DRCOG Board TBD, 2016

Projects proposed by CDOT or HPTE with a tolling component for inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan (FC-RTP) will include base information required of sponsors to support all types of project requests.

The DRCOG Board also requires the information described below be submitted for any project with a tolling component (tolling, High Occupancy Vehicle (HOV), and/or related aspects). In particular, C.R.S. 43-4-805.5 (pursuant to HB05-1148) requires that five categories be addressed in HPTE tolling submittals to DRCOG for inclusion in the FC-RTP: operations, technology, project feasibility, project financing, and other federally required information. CDOT/HPTE will submit the following information to DRCOG:

1. Operations – Description of the tolling component of the project, including the following:
 - Pricing Structure: Variable, dynamic, or fixed toll rates
 - Toll Lane Separation: Barrier protected or buffered lanes
 - Access/Egress: Locations of slip ramps to general purpose lanes and “direct connect” ramps to interchanges and/or other toll facilities
 - Relationship to overall regional toll highway system
 - Other unique operational features
2. Technology: Confirmation that the toll facility will not require stopping to pay cash and will use transponders and/or tag readers that are interoperable with the region’s other toll facilities. If this is not the case, please explain.
3. Project Feasibility:
 - Summarize the tolling component’s technical feasibility, including implementation opportunities and constraints at a planning level of detail
 - Provide estimated daily, directional traffic volumes for (as applicable):
 - Base Year General Purpose Lanes
 - Forecast Year General Purpose Lanes
 - Forecast Year Toll Facility
 - Forecast Year Total

ATTACHMENT 1

DRAFT Additional Information Requirements for Roadway Tolling Projects Proposed by CDOT or the Colorado High Performance Transportation Enterprise (HPTE) for Inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan Amended by DRCOG Board TBD, 2016

4. Project Financing:
 - Capital costs for the project with major components and key assumptions, including inflation and contingencies
 - Operation and maintenance add-ons for the toll facility – costs that are in addition to normal non-toll CDOT roadway O&M – and inflation assumptions
 - Financial assumptions, including non-traditional financing sources and innovative financing
 - Identification of public sector financial responsibility if revenue is not sufficient to meet annual costs after toll facility is built and operating
 - Description of how excess revenues will be allocated, should toll revenues exceed those needed to build, maintain, and operate the facility
5. Any other federally required information, if applicable
6. Other Information and assistance:
 - CDOT HOV Policy (October 2015) – How does the proposed tolling component address CDOT’s HOV Policy and Transportation Commission Resolution (TC-15-10-5) regarding the feasibility of toll-free HOV3+?
 - If the proposed project does not include toll-free HOV, explain why it does not?
 - A summary of the environmental examinations and other studies completed to date and those anticipated in the future with key milestones and timeline.
 - A commitment to follow CDOT environmental stewardship guide during project development, including the identification of impacts and mitigation measures.
 - A summary of consultation with local governments and other MPOs/TPRs completed to date, with issues and resolution; a plan for future additional consultation with local governments and other MPOs/TPRs during project development; and the relationship of the project to local transportation plans.
 - Assistance to DRCOG staff with response to public comment as needed.

ATTACHMENT 2

DRAFT Additional Information Requirements for Non-CDOT/HPTE Roadway Tolling Projects Proposed for Inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan

Amended by DRCOG Board TBD, 2016

Projects proposed by non-CDOT/HPTE entities, such as private toll companies or toll highway authorities, for inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan (FC-RTP) will include base information required of sponsors to support all types of project requests.

In addition, C.R.S. 7-45-105 and 106 (pursuant to HB06-1003) require that five categories be addressed in private toll company submittals to DRCOG for inclusion in the FC-RTP: operating plan, technology, project feasibility, long-term project viability (project financing), and environmental documentation. The project sponsor will submit the following information to DRCOG:

1. Operating plan – Description of the tolling component, including the following:
 - Pricing Structure: Variable, dynamic, or fixed toll rates
 - Toll Lane Separation: Barrier protected or buffered lanes
 - Access/Egress: Locations of slip ramps to general purpose lanes and “direct connect” ramps to interchanges and/or other toll facilities
 - Relationship to overall regional toll highway system
 - Other unique operational features
2. Technology: Confirmation that the toll facility will not require stopping to pay cash and will use transponders and/or tag readers that are interoperable with the region’s other toll facilities. If this is not the case, please explain.
3. Project feasibility:
 - Summarize the tolling component’s technical feasibility, including implementation opportunities and constraints at a planning level of detail
 - Provide estimated daily, directional traffic volumes for (as applicable):
 - Base Year General Purpose Lanes
 - Forecast Year General Purpose Lanes
 - Forecast Year Toll Facility
 - Forecast Year Total
 - Identify any proposed non-compete clauses (probable restrictions on improvements to other roadways or transit facilities)

ATTACHMENT 2

DRAFT Additional Information Requirements for Non-CDOT/HPTE Roadway Tolling Projects Proposed for Inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan

Amended by DRCOG Board TBD, 2016

4. Long-term project viability (project financing):
 - Capital costs for the project with major components and key assumptions, including inflation and contingencies
 - Operation and maintenance costs and inflation assumptions for the toll facility
 - Financial assumptions, including non-traditional financing sources and innovative financing.
 - Identify public funding sources or public financing instruments, if applicable
 - Identification of public sector financial responsibility if revenue is not sufficient to meet annual costs after toll facility is built and operating
5. Environmental documentation, including:
 - Description of environmental, social, and economic effects of the proposed toll facility
 - Identification of feasible measures, and cost, to avoid or otherwise mitigate adverse impacts
 - Defined commitment of acceptable environmental mitigation activities and cost
6. Other information and assistance:
 - A summary of studies completed to date and those anticipated in the future with key milestones and timeline
 - A summary of consultation with local governments and other MPOs/TPRs completed to date, with issues and resolution; a plan for future additional consultation with local governments and other MPOs/TPRs during project development; and the relationship of the project to local transportation plans
 - Identify land use assumptions within 5 miles of the toll highway corridor
 - Discuss consideration given to available mitigation of demonstrable negative impacts on the local governments or its citizens
 - Identify commitments to offset incremental costs of public services that will be necessary as a result of development of the project
 - Assist DRCOG staff with response to public comment as needed

ATTACHMENT 3

DRAFT Additional Information Requirements for Non-CDOT/HPTE Roadway Tolling Projects Proposed for Inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan

Amended by DRCOG Board TBD, 2016

Projects proposed by non-CDOT/HPTE entities, such as private toll companies or toll highway authorities, for inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan (FC-RTP) will include base information required of sponsors to support all types of project requests.

In addition, C.R.S. 7-45-105 and 106 (pursuant to HB06-1003) require that five categories be addressed in private toll company submittals to DRCOG for inclusion in the FC-RTP: operating plan, technology, project feasibility, long-term project viability (project financing), and environmental documentation. The project sponsor will submit the following information to DRCOG:

1. Operating plan – Description of the tolling component, including the following:
 - Pricing Structure: Variable, dynamic, or fixed toll rates
 - Toll Lane Separation: Barrier protected or buffered lanes
 - Access/Egress: Locations of slip ramps to general purpose lanes and “direct connect” ramps to interchanges and/or other toll facilities
 - Relationship to overall regional toll highway system
 - Other unique operational features
2. Technology: Confirmation that the toll facility will not require stopping to pay cash and will use transponders and/or tag readers that are interoperable with the region’s other toll facilities. If this is not the case, please explain.
3. Project feasibility:
 - Summarize the tolling component’s technical feasibility, including implementation opportunities and constraints at a planning level of detail
 - Provide estimated daily, directional traffic volumes for (as applicable):
 - Base Year General Purpose Lanes
 - Forecast Year General Purpose Lanes
 - Forecast Year Toll Facility
 - Forecast Year Total
 - Identify any proposed non-compete clauses (probable restrictions on improvements to other roadways or transit facilities)

ATTACHMENT 3

DRAFT Additional Information Requirements for Non-CDOT/HPTE Roadway Tolling Projects Proposed for Inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan

Amended by DRCOG Board TBD, 2016

4. Long-term project viability (project financing):
 - Capital costs for the project with major components and key assumptions, including inflation and contingencies
 - Operation and maintenance costs and inflation assumptions for the toll facility
 - Financial assumptions, including non-traditional financing sources and innovative financing.
 - Identify public funding sources or public financing instruments, if applicable
 - Identification of public sector financial responsibility if revenue is not sufficient to meet annual costs after toll facility is built and operating
5. Environmental documentation, including:
 - Description of environmental, social, and economic effects of the proposed toll facility
 - Identification of feasible measures, and cost, to avoid or otherwise mitigate adverse impacts
 - Defined commitment of acceptable environmental mitigation activities and cost
6. Other information and assistance:
 - Does the proposed tolling component include toll-free HOV3+? If not, explain why not?
 - A summary of studies completed to date and those anticipated in the future with key milestones and timeline
 - A summary of consultation with local governments and other MPOs/TPRs completed to date, with issues and resolution; a plan for future additional consultation with local governments and other MPOs/TPRs during project development; and the relationship of the project to local transportation plans
 - Identify land use assumptions within 5 miles of the toll highway corridor
 - Discuss consideration given to available mitigation of demonstrable negative impacts on the local governments or its citizens

ATTACHMENT 3

DRAFT Additional Information Requirements for Non-CDOT/HPTE Roadway Tolling Projects Proposed for Inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan

Amended by DRCOG Board TBD, 2016

- Identify commitments to offset incremental costs of public services that will be necessary as a result of development of the project
- Assist DRCOG staff with response to public comment as needed

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Matthew Helfant, Senior Transportation Planner
303-480-6731 or mhelfant@drco.org

Meeting Date	Agenda Category	Agenda Item #
May 23, 2016	Information	7

SUBJECT

CDOT's Statewide Rural Regional Bus Network

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

In 2014, CDOT developed the [Colorado Statewide Intercity and Regional Bus Network Plan](#). This document was then integrated into CDOT's [Statewide Transit Plan](#) and [Statewide Transportation Plan](#).

Stemming from these efforts and a Washington State Department of Transportation model, branded [Travel Washington](#), CDOT is interested in strengthening existing regional and intercity bus services. This includes services provided by Greyhound, CDOT's Bustang, and other providers. CDOT desires to create a coordinated statewide intercity bus network of competitively-funded public and private services. This funding and service delivery model is intended to optimize limited funding, fill in network and service gaps, and better address intercity travel needs throughout the state. The DRCOG region contains approximately 25 percent of the state's rural population, and is a key statewide destination for medical and other services.

CDOT is soliciting input from each MPO and Transportation Planning Region on this topic. As part of this outreach, CDOT staff will give a presentation at the May 23rd TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Michael Timlin, CDOT Division of Transit and Rail, at 303-757-9648 or michael.timlin@state.co.us; or Matthew Helfant, Senior Transportation Planner, at (303) 480-6731 or mhelfant@drco.org.