

Bob Roth, Chair
Herb Atchison, Vice Chair
Bob Fifer, Secretary
John Diak, Treasurer
Elise Jones, Immediate Past Chair

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, June 26, 2017

1:30 p.m.

1290 Broadway

Independence Pass Board Room – 1st Floor, west side

1. Call to Order
2. Public Comment
3. May 22, 2017 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Discussion on the designation of a Critical Urban Freight Corridor.
(Attachment B) Matthew Helfant - Jeff Sudmeier, CDOT
5. Discussion on amendments to the 2018-2021 Transportation Improvement Program (TIP).
(Attachment C) Todd Cottrell
6. Discussion on the FY 2018-FY 2019 Unified Planning Work Program (UPWP).
(Attachment D) Todd Cottrell
7. Discussion on project selection for the Regional Transportation Operation (RTO) program.
(Attachment E) Greg MacKinnon

INFORMATIONAL ITEMS

8. Briefing on Transportation Demand Management (TDM) pool criteria and process.
(Attachment F) Jacob Riger

ADMINISTRATIVE ITEMS

9. Member Comment/Other Matters
10. Next Meeting – July 24, 2017
11. 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, May 22, 2017

MEMBERS (OR VOTING ALTERNATES) PRESENT:

| | |
|-----------------------------|--|
| Jeanne Shreve | Adams County |
| Kimberly Dall | Adams County-City of Brighton |
| Dave Chambers | Arapahoe County-City of Aurora |
| Bryan Weimer (Alternate) | Arapahoe County |
| Tom Reed | Aviation |
| Phil Greenwald (Alternate) | Boulder County-City of Longmont |
| George Gerstle | Boulder County |
| Tom Schomer | Broomfield, City and County |
| Steve Klausing | Business |
| Jeff Sudmeier (Alternate) | Colorado Dept. of Transportation, DTD |
| Ryan Billings (Alternate) | Denver, City and County |
| Janice Finch | Denver, City and County |
| Douglas Rex | Denver Regional Council of Governments |
| Art Griffith | Douglas County |
| John Cotton | Douglas County-City of Lone Tree |
| Greg Fischer | Freight |
| Bob Manwaring (Chair) | Jefferson County-City of Arvada |
| Steve Durian | Jefferson County |
| Ken Lloyd | Regional Air Quality Council |
| Bill Sirois | Regional Transportation District |
| Ted Heyd | TDM/Non-motor |
| Janet Lundquist (Alternate) | Weld County |

OTHERS PRESENT:

| | |
|-----------------------------|--|
| Kent Moorman (Alternate) | Adams County-City of Thornton |
| Mac Callison (Alternate) | Arapahoe County-City of Aurora |
| Kathleen Bracke (Alternate) | Boulder County-City of Boulder |
| Flo Raitano (Alternate) | Denver Regional Council of Governments |
| Tom Reiff | Douglas County-Town of Castle Rock |
| Aaron Bustow (Ex-Officio) | Federal Highway Administration |
| Larry Squires (Ex-Officio) | Federal Transit Administration |
| Debra Baskett (Alternate) | Jefferson County-City of Westminster |
| Dave Baskett (Alternate) | Jefferson County-City of Lakewood |

Public: Danny Herrmann, Lindsay Edgar, Troy Halouska, Tamara Rollison, CDOT Region 1; Hannah Polow, David Evans & Associates; Faye Estes, Douglas County; Josie Warren, City of Greenwood Village; Myron Hora, Lisa Truong Nguyen; WSP

DRCOG staff: Jacob Riger, Todd Cottrell, Steve Cook, Mark Northrop, Matthew Helfant, Brad Calvert, Casey Collins

Call to Order

Chair Bob Manwaring called the meeting to order at 1:33 p.m.

Public Comments

There were no public comments.

Summary of March 27, 2017 Meeting

The meeting summary was accepted, with Mac Callison added to the March 27 list of attendees.

Chair Manwaring noted Jeanne Shreve and Bryan Weimer were each recognized with a Distinguished Service Award at the DRCOG Annual Awards event held April 26.

INFORMATIONAL ITEMS

Briefing on the 2018-2019 Unified Planning Work Program (UPWP).

Todd Cottrell presented a draft UPWP for committee review and comment. The UPWP lists planning tasks and activities to be conducted within the region from October 1, 2017 through September 30, 2019 using federal transportation planning funds, as well as other major planning activities performed by local governments. The committee is expected to act on approval at the next meeting.

Comments

- Kent Moorman suggested adding a task, “providing support to Colorado Association of Regional Organizations.”
 - Doug Rex said CARO support does not involve CPG funds.
- Mr. Moorman suggested adding a task, “monitor the Subregional public involvement process”.
 - Todd Cottrell noted this is included in Task 4.1.
- Mac Callison noted in Activity 3.5 on page 10, “*Monitor, evaluate procedures, and compile bicycle use counts conducted by CDOT and local governments across the region*” is included as a Task, but the Deliverable “*Conduct a study to determine the feasibility of developing a regional bicycle use count program*” is deleted.
 - Jacob Riger said this deliverable will be completed before the new UPWP takes effect.
- Mr. Callison noted Activity 4.2 on page 12, and asked if “*Maintain performance tracking reports on TIP-funded projects*” apply retroactively or for future TIPs.
 - Jacob Riger noted staff has been tracking transit and other TIP projects for several TIP cycles and will continue to do so consistent with federal requirements.
- Bryan Weimer noted Activity 5.1 on page 13, and asked if the new task, “*Evaluate new data sources and methodologies (e.g., INRIX, HERE)*” have a specific deliverable.
 - Doug Rex said the use of this type of data is embedded in other deliverables.
Steve Cook noted that staff is using INRIX data for freeways in the congestion report.

Kickoff discussion of the 2045 Metro Vision Regional Transportation Plan (2045 MVRTP).

Jacob Riger reviewed a summary timeline of planning milestones over the next 2-3 years to update the MVRTP from the 2040 to the 2045 horizon. Adoption of the 2045 MVRTP is anticipated by early 2020.

The next MVRTP will focus on financial plan analyses, including scenarios, and incorporate revised planning assumptions, 2040 MVRTP amendments, federal performance-based planning requirements, and the DRCOG Active Transportation and the DRCOG Freight plans.

Comment

- George Gerstle asked if the Active Transportation plan outcomes would be used for the TIP regional and subregional calls for projects. Staff is optimistic the AT plan will be completed at least by the Subregional call for projects anticipated in the second quarter 2018.

Briefing on Planning and Environmental Linkage (PEL) study guidance.

CDOT Region 1 staff, Lindsay Edgar, PEL Program Manager and Troy Halouska, Environmental Program Manager, provided a briefing on local agency participation in [CDOT's PEL process](#).

She noted the PEL process is appropriate for projects anticipating federal funding and a NEPA process. Mr. Halouska described key points when transitioning from PEL to NEPA.

Comments

- George Gerstle asked how large a scope change in mobility improvements can be made in the PEL without having to start over. Can a project sponsor develop a preferred alternative and just perform the NEPA evaluation on that alternative?
 - Mr. Halouska said PEL are designed for flexibility, but cautioned it depends on how long between PEL completion and NEPA initiation. If within five years and with no changes, a screened preferred alternative may be acceptable, but it depends on each project's unique situation.
 - Ms. Edgar recommended over-documenting PELs on project details for future reference, should alternatives change.
- Debra Baskett asked if a PEL is ever updated.
 - Mr. Halouska said it has not been done. Changed conditions usually get documented at the start of the NEPA process.
- Ted Heyd asked what the full cost of PEL typically is?
 - Mr. Halouska said the average is \$1.5 million for a larger PEL, but it also depends on each project's unique situation. CDOT is trying to bring costs down through process efficiencies.
 - Ms. Edgar noted coalitions on several PELs chip in for costs, but cost shares vary.

Member Comments/Other Matters

Jacob Riger mentioned the DRCOG Bike to Work Day event is June 28 and online registration is open.

The meeting was adjourned at 2:35 p.m. The next meeting is scheduled for June 26, 2017.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

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

| Meeting Date | Agenda Category | Agenda Item # |
|---------------|-----------------|---------------|
| June 26, 2017 | Action | 4 |

SUBJECT

Designation of a Critical Urban Freight Corridor

PROPOSED ACTION/RECOMMENDATIONS

Recommend to the Regional Transportation Committee the designation of a Critical Urban Freight Corridor along US-85/Vasquez Blvd. from I-270 to 62nd Ave.

ACTION BY OTHERS

N/A

SUMMARY

CDOT is currently developing the statewide Multimodal Freight Plan and updating the State Freight and Passenger Rail Plan. These plans will identify a long-term freight investment strategy and project priorities for future years of funding through the National Highway Freight Program (NHFP). The NHFP is a new formula freight program created under the FAST Act, and provides approximately \$15 million annually to Colorado beginning in FY 2016. CDOT selects the projects that receive NHFP funds in Colorado.

CDOT has prepared a list of freight projects adopted by the Transportation Commission (Attachment 1) for the first two years of the NHFP. The FAST Act requires NHFP-funded projects to be on a designated critical freight corridor. Within the Denver-Aurora Urbanized Area boundary, DRCOG designates Critical Urban Freight Corridors (CUFC). Elsewhere in Colorado, CDOT makes Critical Rural Freight Corridor designations. Projects on interstates and a few other major highways are already designated.

There is one NHFP project from Attachment 1, *US-85/Vasquez Blvd. from I-270 to 62nd Ave.*, that CDOT requests DRCOG designate as a CUFC. All other CDOT-selected projects in the DRCOG region in Attachment 1 do not need to be designated because they are either already on the network or are outside of the Denver-Aurora Urbanized Area.

The proposed US-85/Vasquez Blvd. project is reconstruction of the I-270/Vasquez Blvd. interchange and intersection at 60th Ave. to improve safety and capacity, adding grade separation (at 60th Ave.) and improving access points along US-85. The Transportation Commission approved \$4 million in NHFP funding to supplement other funding sources and support pre-construction activities for possible future advancement as an urban FASTLANE grant project.

FHWA guidance on the requirements to designate critical freight corridors is available [here](#). One of the requirements is that each CUFC corridor that is designated be given an ID letter(s), known as the CUFC ID, that describes the justification for the

designation (Attachment 2). In this case, there are three CUFC IDs that provide logical justification for the US-85/ Vasquez Blvd.: I-270 to 62nd Ave. corridor to be designated:

- H - Connects intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility
- J - Serves a major freight generator, logistics center, or manufacturing and warehousing industrial land
- K - Corridor that is important to the movement of freight within the region, as determined by the MPO or the State.

CDOT staff will provide an overview of this topic at the TAC meeting. This project, along with others, is included with the TIP amendments in agenda item #5.

PREVIOUS DISCUSSIONS/ACTIONS

[August 22, 2016](#) – CDOT freight planning briefing

[February 27, 2017](#)- Briefing on CDOT freight planning process

PROPOSED MOTION

Recommend to the Regional Transportation Committee the designation of US-85/Vasquez Blvd. from I-270 to 62nd Ave. as a Critical Urban Freight Corridor.

ATTACHMENTS

Attachments

1. FY 2016-FY 2017 National Highway Freight Program Projects
2. Excerpt (page 6) from FAST Act Section 1116 NHFP Guidance – *Designating and Certifying Critical Rural Freight Corridors and Critical Urban Freight Corridors*
3. CDOT presentation

Link

Critical freight corridors designation guidance:

https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.pdf

ADDITIONAL INFORMATION

If you need additional information, please contact Matthew Helfant, Senior Transportation Planner, at 303-480-6731 or mhelfant@drcog.org; or Jeff Sudmeier, CDOT, at 303-757-9063 or jeffrey.sudmeier@state.co.us.

Transportation Commission Resolution

May 18, 2017

WHEREAS, in 2015, the Fixing America's Surface Transportation (FAST) Act created the National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network; and

WHEREAS, the National Highway Freight Program is a new formula program for freight projects with funding authorized for federal fiscal year (FFY) 2016 through FFY 2020; and

WHEREAS, the National Highway Freight Program is anticipated to provide approximately \$15 million (federal) annually to Colorado through FFY 2020; and

WHEREAS, projects have been identified and evaluated for the first two years of funding (FFY 2016 and FFY 2017) based on eligibility and evaluation criteria developed in cooperation with the Freight Advisory Council (FAC) and Statewide Transportation Advisory Committee (STAC); and

WHEREAS, the eligibility and evaluation criteria were developed based on federal program requirements and goal areas identified in the 2040 Statewide Transportation Plan, State Highway Freight Plan, and Transportation Commission Policy Directive 14.0; and

WHEREAS, projects identified for consideration based on eligibility and evaluation criteria were reviewed by the FAC and STAC and significant input was provided on the priority of different project and project types, the significance of project benefits to freight, and the appropriateness for freight funding; and

WHEREAS, based on the results of evaluation and input provided, 14 projects totaling \$35.75 million have been identified for National Highway Freight Program funding; and

WHEREAS, an additional five projects have been identified for program development using State Planning and Research (SPR) funds and will be considered for funding for implementation in subsequent years of the National Highway Freight Program; and

WHEREAS, the projects identified for funding represent a balanced portfolio of projects with significant benefits to freight mobility and safety, and

WHEREAS, the projects were identified with the support of the FAC and STAC; and

NOW THEREFORE BE IT RESOLVED, the Commission approves the 14 projects identified as FY 2016 – FY 2017 National Highway Freight Program Projects, dated May 18, 2017; and

ATTACHMENT 1

BE IT FURTHER RESOLVED, in the case of approved projects that assume other funding sources, funding approval may be reconsidered and other projects proposed in substitute if these other sources become unavailable and project implementation is significantly delayed; and

BE IT FURTHER RESOLVED, upon completion of an approved project, any National Highway Freight Program funds that remain as a result of project savings are to be made available for the implementation of other projects identified for potential National Highway Freight Program funding; and

BE IT FURTHER RESOLVED, the Commission directs staff to take appropriate steps to move forward with the obligation of National Highway Freight Program funds for the approved projects, including required designations under the National Highway Freight Network, and amendments to Transportation Improvement Programs (TIPs) or Statewide Transportation Improvement Program (STIP).

FY 2016 – FY 2017 National Highway Freight Program Projects

May 18, 2017

- *Port-of-Entry (POE) Mobile Site / Highway Pullout Improvements* – Improvements to highway pullouts used by Colorado State Patrol as POE Mobile Sites and identified as high priorities for improvements, including leveling, paving, barrier separation and other improvements.
- *US 85 Louviers to Meadows Widening* – Reconstruction of two lane roadway to four lanes with a divided median and acceleration/deceleration lanes. NHFP will complete a larger construction funding package, providing for freight-related elements including widened paved shoulders.
- *US 85/Vasquez: I-270 to 62nd Ave. Interchange* – Reconstruction of interchange at I-270 and intersection at 60th Ave. to improve safety and capacity, adding grade separation, and improving access points. NHFP will supplement other funding sources and support preconstruction activities for possible future advancement as an urban FASTLANE grant.
- *US 50 Little Blue Canyon* – Reconstruction and widening of US 50 to improved geometric design standards, and other safety, drainage, and access improvements. NHFP will complete a larger construction funding package, providing for freight-related elements including shoulders and safety improvements.
- *US 160 Wolf Creek Safety Improvements* – Safety improvements based on US 160 Wolf Creek Pass Safety Audit, including improvements to road curvature, rumble strips, shoulder widening in pull-out locations, addition of crash barrier, highway re-striping, informational signing, and Variable Message Signs (VMS) targeting freight traffic.
- *Region 5 Mountain Pass Chain Up Stations and Critical Safety Needs* – Lengthening and widening of chain up stations to improve capacity and addition of a safety buffer between live traffic, addition of overhead LED lighting, and replacement of sub-standard road closure gates.
- *Truck Parking Information Management System (TPIMS)* – Development of TPIMS to monitor availability of truck parking at locations where deployed and provide notification to drivers via in-dash communications or roadside signs. NHFP will supplement existing project and provide for expanded deployment to additional locations.
- *I-70 Truck Parking* – Development of up to four truck parking locations along I-70 in the vicinity of Glenwood Springs.
- *I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch* – Replacement of low-vertical clearance bridges, interchanges, and roadway widening. NHFP will supplement other sources and support Planning and Environmental Linkages study and inclusion of low-vertical clearance bridges.
- *I-25: City Center Dr. to 29th St.* – New Pueblo Freeway improvements in Pueblo to the north of City Center Dr. including complete reconstruction and widening of I-25 between 29th St. and City Center Dr., construction of a split-diamond interchange, additional exit ramps near 6th St., and construction of a one-way frontage road between ramps. NHFP

ATTACHMENT 1

will supplement other funding sources and support preconstruction activities for possible future advancement as an urban FASTLANE grant.

- *US 287: Lamar Reliever Route* – Realignment of US 50 to the south, new US 50/US 287 interchange, and realignment of US 287 to new reliever route. NHFP will supplement other funding sources and support preconstruction activities on US 287 realignment for possible future advancement as a rural FASTLANE grant.
- *I-70 West: Vail Pass Auxiliary Lanes* – Addition of auxiliary lanes on Vail Pass to accommodate slow moving commercial vehicles and alleviate substantial speed differentials causing lane changes, back-ups, and crashes. NHFP will supplement other funding sources and support preconstruction activities for possible future advancement as a rural FASTLANE grant.
- *SH-14 Sterling “S” Curve* – Realignment of SH 14 to an “S” curve alignment in order to connect I-76 while eliminating 90 degree turns, which are difficult for trucks to navigate. NHFP funding will complete a larger construction funding package.
- *US 85 Corridor Improvements* – Safety, intersection, and interchange improvements. NHFP will supplement other construction funding sources and support freight-related elements including improvements identified in US 85 Corridor FASTLANE grant application.

April, 2016 Final

Question 7: What information should a State or MPO submit to the FHWA Administrator identifying CRFC and CUFC routes and facilities?

Answer 7: The table in Appendix A identifies the documentation that should be submitted with the certification of the CRFC and CUFC routes and facilities. The following codification should be used when identifying routes and freight facilities. Include all associated CRFC_ID or CUFC_ID codification for each CRFC and CUFC routes and facilities (e.g., A, C, and E).

| CRFC_ID | Route/facility descriptor: |
|----------------|--|
| A | Rural principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks |
| B | Provides access to energy exploration, development, installation, or production areas |
| C | Connects the PHFS or the Interstate System to facilities that handle more than: <ul style="list-style-type: none"> – 50,000 20-foot equivalent units per year; or – 500,000 tons per year of bulk commodities; |
| D | Provides access to a grain elevator, an agricultural facility, a mining facility, a forestry facility, or an intermodal facility |
| E | Connect to an international port of entry |
| F | Provides access to significant air, rail, water, or other freight facilities |
| G | Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State. |
| CUFC_ID | Route/facility descriptor: |
| H | Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility. |
| I | Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement |
| J | Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land |
| K | Corridor that is important to the movement of freight within the region, as determined by the MPO or the State |



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National Highway Freight Program / Critical Freight Corridors
DRCOG TAC
June 2017



COLORADO
Department of
Transportation

National Highway Freight Program

- New formula freight program created under the FAST Act
- Approximately \$15 million to Colorado annually, beginning in federal fiscal year (FFY) 16
- Wide-range of eligible activities
- Discussions with Freight Advisory Council (FAC) and State Transportation Advisory Committee (STAC), MPOs/TPRs on freight priorities, approach, and criteria throughout fall and winter
- Projects reviewed and evaluated based on criteria, staff recommendation developed, with recommended projects for FFY 16 and FFY 17 approved by the Transportation Commission in May 2017.
 - 14 projects totaling approximately \$35 million

ATTACHMENT 3



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National Highway Freight Program

- FY 16 – FY 17 Project Selection Criteria

- Eligibility Criteria

- Is on **Colorado Freight Corridor** identified in State Highway Freight Plan or other facility with strong significance to freight
 - Focus on state highway system facilities
 - Is able to receive federal funding authorization by September 31, 2017
 - Is an eligible activity under the National Highway Freight Program
 - Is on the National Highway Freight Network (NHFN) or is a freight intermodal or freight rail project
 - Is identified in a State Freight Plan (beginning Dec 2017)

Federal Requirements

- Evaluation Criteria

- Safety, Mobility, Economic Vitality, Maintain the System, Other Considerations



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National Highway Freight Program

- Truck Parking

- Truck Parking Information Management System (TPIMS)
 - I-70 Truck Parking Glenwood Springs

- Truck Safety

- Ports of Entry / Mobile Pull-Out Sites
 - US 85: Louviers to Meadows Widening
 - US 85/Vasquez: I-270 to 62nd Ave. Interchange
 - US 50: Little Blue Canyon Reconstruction and Widening
 - US 160 Wolf Creek Pass Safety Improvements
 - Region 5 Mountain Pass Chain Up Stations

- Freight Mobility

- I-25 Central PEL (low vertical clearance bridges)
 - I-25 City Center Dr. to 29th St. Reconstruction and Widening
 - US 287 Lamar Reliever Route
 - I-70 West Vail Pass Auxiliary Lanes
 - SH 14: Sterling S Curve
 - US 85 Corridor Improvements

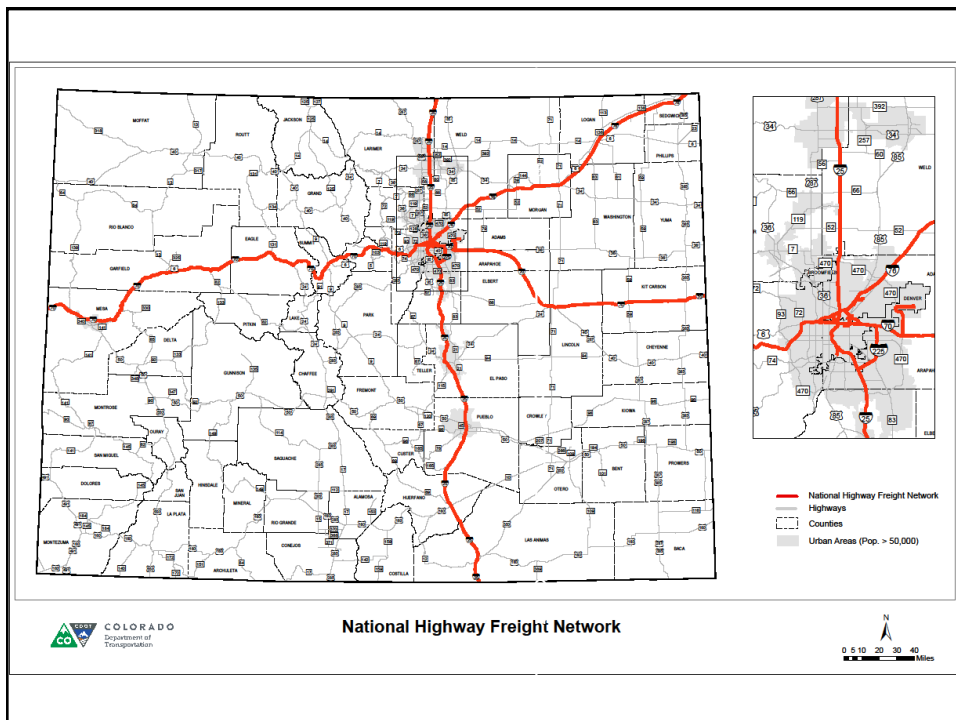
ATTACHMENT 3



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National Highway Freight Network

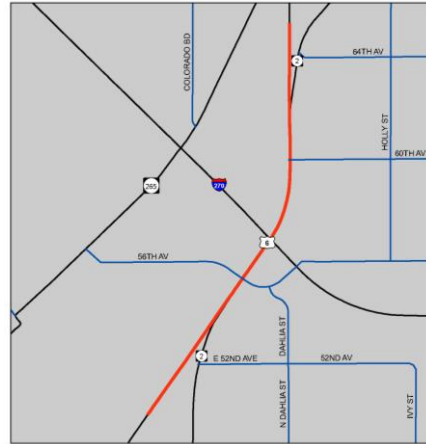
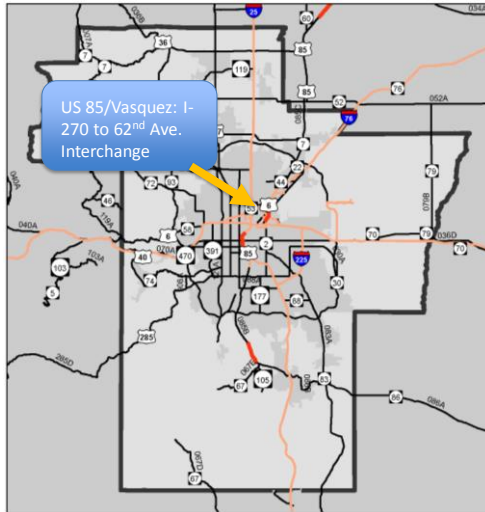
- National Highway Freight Network (NHFN) includes:
 - Primary Highway Freight System (PHFS) – Identified by FHWA as most critical highway portions of U.S. freight transportation system
 - Other Interstate Portions not on the PHFS
 - Critical Rural and Urban Freight Corridors (CRFC/CUFC) – Identified by States and MPOs, within mileage limits established by FHWA
 - Mileage limits – 160 miles rural, 80 miles urban
 - Can be updated as priorities change, projects are completed, etc.
 - Projects receiving National Highway Freight Program funding must be on the NHFN
- Three FY 16 – FY 17 projects are within the DRCOG boundary:
 - I-25 Central (already part of the NHFN)
 - US 85: Louviers to Meadows (designated CRFC by CDOT)
 - US 85/Vasquez: I-270 to 62nd Ave. Interchange (designation as CUFC by DRCOG requested)





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National Highway Freight Program



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National Highway Freight Program

- Requested Action
 - Recommendation to the Regional Transportation Committee to approve designation of Vasquez Blvd (Route 6H) from approximately 52nd Ave. (MP 291.6) to 64th Ave. (MP 293.8) as a Critical Urban Freight Corridor



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National Highway Freight Program

- **Next Steps**
 - Summer/Fall 2017 - Additional analysis and program development as part of the development of the Multimodal Freight Plan
 - Further development/refinement of eligibility/evaluation criteria for three categories of funding: Truck Parking, Truck Safety, and Freight Mobility
 - Development of additional analysis to support project selection (i.e. freight bottlenecks, commercial vehicle crash hot spots, etc.)
 - Opportunity for input through STAC, and FAC
 - Fall/Winter 2017-2018 - Identification of projects for FY 18 – FY 20 and incorporation of projects into Multimodal Freight Plan – Freight Investment Plan
 - Regions identify candidate projects based on eligibility/evaluation criteria and planning partner input
 - Opportunity to provide input on priorities for projects through CDOT Regions
 - Spring 2018 – Additional corridor designations and corridor de-designations based on identified projects

ATTACHMENT C

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 # |
|---------------|-----------------|---------------|
| June 26, 2017 | Action | 5 |

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 the addition or deletion of projects, or adjustments to 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 current Board-adopted [TIP Amendment Procedures](#).

ACTION BY OTHERS

N/A

SUMMARY

There are three types of TIP projects to be amended; they are shown below and listed in Attachment 1. The proposed policy amendments to the [2018-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

General Amendments

- **2007-094** **Region 4 Hazard Elimination Pool**
Add funding
- **2016-026** **Broadway Reconstruction: Violet Ave to US-36**
Replace all federal STP-Metro funding with state RAMP funding as part of the CDOT de-federalization pilot program
- **2018-001** **Region 1 ADA Projects**
Adjust and add funding

Second Commitment in Principle

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. To date, seven of the eleven corridors (the Southeast Corridor would be the eighth) have programmed their full SCIP funding by reaching a corridor consensus on projects and submitting requests to DRCOG to program the funds. Once the Southeast Corridor allocation is approved, two corridors (Central and Southwest) have yet to request any allocation, while the Northwest Corridor received a partial SCIP distribution in 2012 and 2016.

In early June 2017, the Southeast Corridor partners submitted a request for a full distribution (\$1.928 million) of SCIP funding to go to the base project scope (see 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.*").

- **2012-010 DRCOG Second Commitment to FasTracks Pool**
Funds will be removed from the pool to reflect the Southeast Corridor Partners' drawdown of their allocated funds
- **2007-059 FasTracks Southeast Corridor Extension: Lincoln Ave to RidgeGate Pkwy**
The Second Commitment to FasTracks Pool funding allocated to the Southeast Corridor will be applied towards the base project scope as agreed upon by the Southeast Corridor Partners

National Highway Freight Program Projects

The National Highway Freight Program is a new federal formula program created under the FAST Act, with funding allocated to each state. Projects to use this new funding were discussed and selected by the Transportation Commission, in consultation with CDOT, the state Freight Advisory Council, and the MPOs. The following five amendments are associated with the addition of this funding.

- **2001-154 US-85: Cook Ranch Rd to Meadows Pkwy Widening**
Add new Freight funding and RPP funding transferred from the R1 RPP Pool (TIP ID 2016-057)
- **New Project I-25 Central PEL**
Transfer existing project from the R1 RPP Pool (TIP ID 2016-057) and add new Freight funding to create a new individually-depicted project
- **New Project US-85: Vasquez Blvd from I-270/E. 56th Ave to E. 62nd Ave Operational Improvements**
Transfer existing project from the Region 1 Design Program (TIP ID 2018-005) and add new Freight funding to create a new individually-depicted project
- **2018-005 Region 1 Design Program**
Remove pool project and funding for I-270/Vasquez/60th Ave and transfer to new individually-depicted project listed above. Change pool project name
- **2016-057 Region 1 RPP Pool**
Remove pool projects and funding for I-25 Central PEL, US-85 Design: Sedalia to Meadows, and US-85: Louviers to Sedalia and transfer to new individually-depicted projects listed above

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the attached amendments to the *2018-2021 Transportation Improvement Program* (TIP).

ATTACHMENTS

1. Proposed TIP amendments
2. FasTracks Southeast Corridor Partners letter (May 2, 2017)

| |
|-------------------------------|
| 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.

2007-094: Add additional state funds and local match**Existing**Title: **Region 4 Hazard Elimination Pool**Project Type: **Safety**TIP-ID: **2007-094**STIP-ID: **SR46666**

Open to Public:

Sponsor: **CDOT Region 4****Project Scope**

Pool funds hazard elimination projects in CDOT Region 4 (Boulder and SW Weld Counties).

Affected County(ies)

Boulder

Weld



| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|---------|---------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (Safety) | | \$5,000 | \$5,000 | \$5,000 | \$0 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$16,230 | \$5,000 | \$5,000 | \$5,000 | \$0 | \$0 | \$31,230 |

Revised Funding Table

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|---------|---------|---------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (Safety) | | \$5,000 | \$5,000 | \$5,000 | \$5,000 | | |
| Local | | \$500 | \$500 | \$500 | \$500 | | |
| Total | \$16,230 | \$5,500 | \$5,500 | \$5,500 | \$5,500 | \$0 | \$38,230 |

2016-026: Replace DRCOG-allocated federal funding with state RAMP funding as part of CDOT's statewide de-federalization pilot program

Existing

Title: **Broadway Reconstruction: Violet Ave to US-36**

Project Type: **Roadway Reconstruction**

TIP-ID: **2016-026**

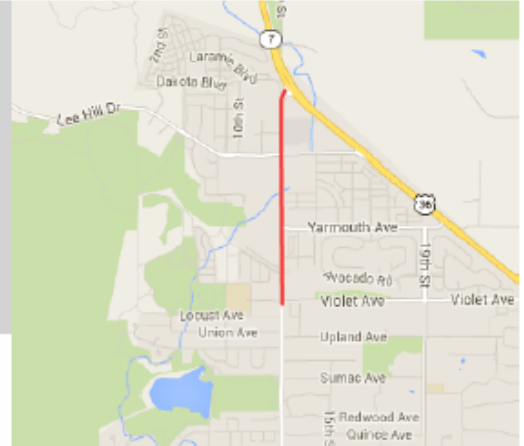
STIP-ID:

Open to Public: **2020**

Sponsor: **Boulder**

Project Scope

Project will reconstruct Broadway St, from Violet Ave to US 36. New curb and gutter, underground utility upgrades, including new or improved traffic signal interconnection and bicycle detection, and bicycle, pedestrian, and transit stop facilities and amenities will also be included as part of the project.



| Affected Municipality(ies) | | Affected County(ies) | | Project Phases | | | |
|----------------------------|---------------|----------------------|---------|----------------|-----------------------|----------------|---------------|
| Boulder | | Boulder | | Year | Phase | | |
| | | | | 2018 | Initiate ROW | | |
| | | | | 2019 | Initiate Construction | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
| Federal (STP-M) | | \$1,000 | \$3,825 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| Local | | \$250 | \$1,475 | \$0 | \$0 | | |
| Total | \$1,750 | \$1,250 | \$5,300 | \$0 | \$0 | \$0 | \$8,300 |

Revised Funding Table

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|---------|------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (RMP) | | \$1,000 | \$3,825 | \$0 | \$0 | | |
| Local | | \$250 | \$1,475 | \$0 | \$0 | | |
| Total | \$1,750 | \$1,250 | \$5,300 | \$0 | \$0 | \$0 | \$8,300 |

2018-001: Adjust funding between TIP years based on latest funding estimates, and add future funding

Existing

Title: **Region 1 ADA Projects**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2018-001**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

CDOT Region 1 pool to fund ADA-type projects.



Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|---------|---------|---------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (ADA) | | \$5,100 | \$9,000 | \$8,500 | \$2,900 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$0 | \$5,100 | \$9,000 | \$8,500 | \$2,900 | \$0 | \$25,500 |

Revised Funding Table

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|---------|---------|---------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (ADA) | | \$5,100 | \$7,300 | \$7,300 | \$7,300 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$0 | \$5,100 | \$7,300 | \$7,300 | \$7,300 | \$6,200 | \$33,200 |

2012-010: Transfer funds to TIP ID 2007-059 and update scope to reflect funding drawdown by Southeast 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:

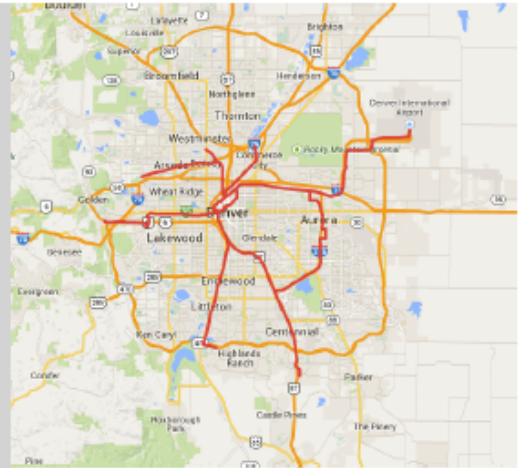
- West Corridor (TIP ID 2007-042)- July 2010, \$7,422,000
- US-36 Corridor (TIP ID 2008-114)- Feb 2011, \$2,755,000
- Denver Union Station (TIP ID 2007-057)- July 2010, \$2,519,000
- East Corridor (TIP ID 2008-111)- Nov 2011, \$13,350,000.
- Gold Corridor (TIP ID 2008-111)- May 2012, \$6,461,000.
- Northwest Corridor (TIP ID 2007-050)- May 2012, \$1,200,000, 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 | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|------|------|------|----------------|---------------|
| Federal (CMAQ) | | \$4,073 | \$0 | \$0 | \$0 | | |
| Federal (STP-M) | | \$2,461 | \$0 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| Local | | \$1,634 | \$0 | \$0 | \$0 | | |
| Total | \$0 | \$8,168 | \$0 | \$0 | \$0 | \$0 | \$8,168 |

Revised Project Scope and Funding Table

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:

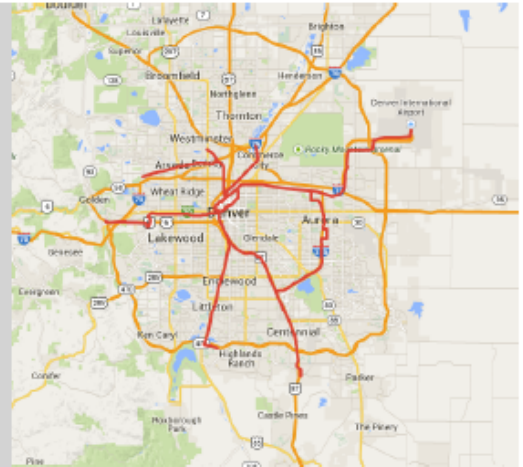
- West Corridor (TIP ID 2007-042)- July 2010, \$7,422,000
- US-36 Corridor (TIP ID 2008-114)- Feb 2011, \$2,755,000
- Denver Union Station (TIP ID 2007-057)- July 2010, \$2,519,000
- East Corridor (TIP ID 2008-111)- Nov 2011, \$13,350,000.
- Gold Corridor (TIP ID 2008-111)- May 2012, \$6,461,000.
- Northwest 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.
- Southeast Corridor (TIP ID 2007-059) - July 2017, \$1,928,000.

Remaining allocations include:

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

Affected County(ies)

Regional



| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|------|------|------|----------------|---------------|
| Federal (CMAQ) | | \$2,145 | \$0 | \$0 | \$0 | | |
| Federal (STP-M) | | \$2,461 | \$0 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| Local | | \$1,152 | \$0 | \$0 | \$0 | | |
| Total | \$0 | \$5,758 | \$0 | \$0 | \$0 | \$0 | \$5,758 |

2007-059: Add Second Commitment to FasTracks funding as requested by Southeast Corridor Partners

Existing

Title: **FasTracks Southeast Corridor Extension: Lincoln Ave to RidgeGate Pkwy** Project Type: **Rapid Transit**

TIP-ID: **2007-059**

STIP-ID: **SST7015**

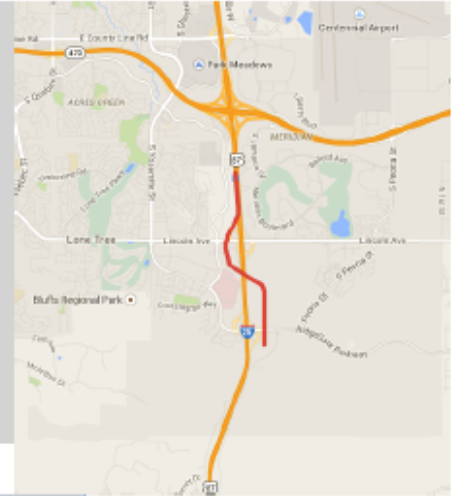
Open to Public: **2019**

Sponsor: **R T D**

Project Scope

Extend Southeast Corridor LRT from Lincoln Ave to RidgeGate Pkwy Station in the City of Lone Tree.

| Affected Municipality(ies) | Affected County(ies) |
|----------------------------|----------------------|
| Lone Tree | Douglas |



| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|------|----------|---------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| Local (RTD) | | \$0 | \$27,959 | \$4,884 | \$0 | | |
| Total | \$198,619 | \$0 | \$27,959 | \$4,884 | \$0 | \$0 | \$231,462 |

Revised Funding Table

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|----------|---------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| Federal (CMAQ) | | \$1,928 | \$0 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Local (RTD) | | \$0 | \$27,959 | \$4,884 | \$0 | | |
| Total | \$198,619 | \$1,928 | \$27,959 | \$4,884 | \$0 | \$0 | \$233,390 |

2001-154: Add new Freight funding and RPP funding transferred from the R1 RPP Pool (TIP ID 2016-057) and adjust scope

Existing

Title: **US-85: Cook Ranch Rd to Meadows Pkwy Widening**

Project Type: **Roadway Capacity**

TIP-ID: **2001-154**

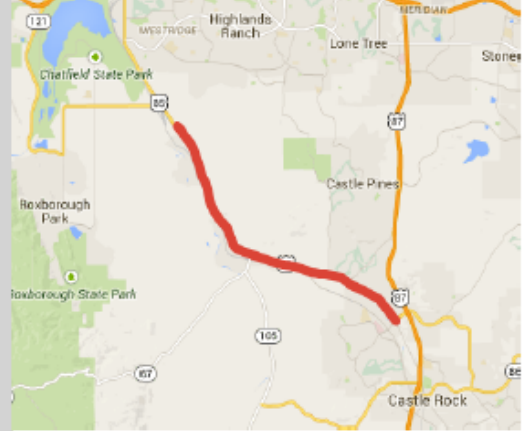
STIP-ID: **SDR5055**

Open to Public: **2020**

Sponsor: **CDOT Region 1**

Project Scope

Design and construct capacity improvements determined by the I-25 / US-85 Corridor EIS Record of Decision (see also TIP-ID 1999-002 in the 2001-2006 TIP). Widen from Cook Ranch Rd to Meadows Pkwy from 2 to 4 lanes.



| Affected Municipality(ies) | Affected County(ies) |
|----------------------------|----------------------|
| Castle Rock | Douglas |
| Littleton | |

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|---------|------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (R P P) | | \$8,900 | \$3,500 | \$0 | \$0 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$71,798 | \$8,900 | \$3,500 | \$0 | \$0 | \$37,300 | \$121,498 |

Revised Scope and Funding Table

Project Scope

Design and construct capacity improvements determined by the I-25 / US-85 Corridor EIS Record of Decision (see also TIP-ID 1999-002 in the 2001-2006 TIP). Widen from Cook Ranch Rd to Meadows Pkwy from 2 to 4 lanes.

Roadway segments, listed in order of anticipated completion, and open to public year include:

MP 191.75 to Louviers Ave; 2025*

Daniels Park Rd. to SH-67 (Sedalia); 2021

Castlegate to Daniels Park Rd; 2026

Meadows Pkwy. to Castlegate; 2024**

* Pending RTP amendment to update to 1st stage (2019)

** Pending RTP amendment to update to 2nd stage (2026)

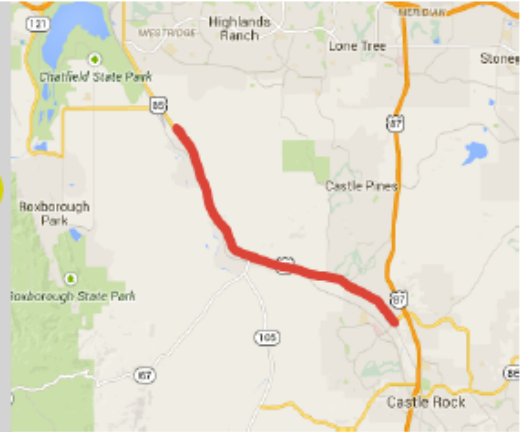
Affected Municipality(ies)

Castle Rock

Littleton

Affected County(ies)

Douglas



| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|----------|---------|------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| Federal (FR8) | | \$6,100 | \$0 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| State (R P P) | | \$11,800 | \$3,500 | \$0 | \$0 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$68,898 | \$17,900 | \$3,500 | \$0 | \$0 | \$37,300 | \$127,598 |

New Project: Transfer existing project from the R1 RPP Pool (TIP ID 2016-057) and add new Freight funding to create a new individually-depicted project

New Project

Title: **I-25 Central PEL**

Project Type: **Roadway/Transit Studies**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

I-25 Central PEL from Santa Fe to 20th, including the 23rd and Speer bridges.

| Affected Municipality(ies) | Affected County(ies) |
|----------------------------|----------------------|
| Denver | Denver |



| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|------|------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| Federal (FR8) | | \$1,000 | \$0 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| State (R P P) | | \$1,500 | \$0 | \$0 | \$0 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$0 | \$2,500 | \$0 | \$0 | \$0 | \$0 | \$2,500 |

New Project: Transfer existing project from the Region 1 Design Program (TIP ID 2018-005) and add new Freight funding to create a new individually-depicted project

New Project

Title: **US-85: Vasquez Blvd from I-270/E. 56th Ave to E. 62nd Ave Operational Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

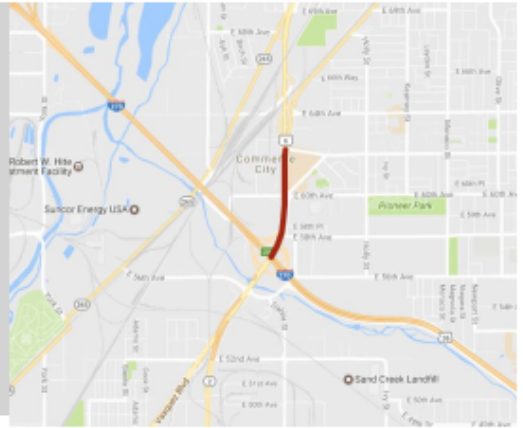
Geometric and operational improvements to Vasquez, including intersection at 60th and interchange at I-270.

Affected Municipality(ies)

Affected County(ies)

Commerce City

Adams



| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|------|------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| Federal (FR8) | | \$4,000 | \$0 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| State (RDP) | | \$1,750 | \$0 | \$0 | \$0 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$0 | \$5,750 | \$0 | \$0 | \$0 | \$0 | \$5,750 |

2018-005: Remove pool project and funding for I-270/Vasquez/60th Ave and transfer to new individually-depicted project. Change pool project name

Existing

Title: **Region 1 Design Program**Project Type: **Other**TIP-ID: **2018-005**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

A high priority pre-construction pool that will allow the achievement of significant pre-construction milestones in order to advance future projects.

Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson



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) |
|---------------------|---------------------|---------------|------------------------|---|---------------|----------------------|-------------------------------------|---------------|
| I-225 | I-25 to Yosemite | | I-270/Vasquez/60th Ave | Improvements and interchange reconstruction | | US-85 | Richmond Hill to Shaffer's Crossing | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | |
| State (RDP) | | \$3,000 | \$0 | \$0 | \$0 | | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | | |
| Total | | \$0 | \$3,000 | \$0 | \$0 | \$0 | \$3,000 | |

Revised Pool Projects 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) |
|---------------------|---------------------|----------------|----------------------|-------------------------------------|---------------|----------------------|---------------------|---------------|
| I-225 | I-25 to Yosemite | | US-285 | Richmond Hill to Shaffer's Crossing | \$0 | | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | |
| State (RDP) | | \$1,250 | \$0 | \$0 | \$0 | | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | | |
| Total | | \$0 | \$1,250 | \$0 | \$0 | \$0 | \$1,250 | |

2016-057: Remove pool projects and funding for I-25 Central PEL, US-85 Design: Sedalia to Meadows, and US-85: Louviers to Sedalia and transfer to new individually-depicted projects

Existing

Title: **Region 1 RPP Pool**

Project Type: **Other**

TIP-ID: **2016-057**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

CDOT Region 1 RPP Pool. Funds projects with RPP funds.

Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson



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) |
|---------------------------------------|----------------------------|---------------|----------------------|-------------------------------------|---------------|--|---------------------|---------------|
| Small projects/consultants/clo seouts | | \$15,000 | I-70 | PPSL | \$4,000 | US 85 | Louviers to Sedalia | \$16,000 |
| Montgomery settlement | | \$200 | C470 | Study | \$1,000 | I-25 N | Post-PEL | \$2,000 |
| I-70 | Tower to Colfax | \$2,600 | I-270 | Interchange Study (TIP ID 2016-047) | \$1,000 | Regionwide ADA Ramps (Preconstruction) | | \$3,000 |
| C470 West | PEL | \$2,100 | I-25 | I-25 Central PEL | \$2,500 | Brighton Blvd/42nd Culvert | | \$2,500 |
| 120th Ave Connection | Broomfield TIP ID 2007-029 | \$1,400 | US 85 design | Sedalia to Meadows | \$2,900 | | | |

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|----------|----------|----------|----------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (R P P) | | \$16,800 | \$16,800 | \$16,800 | \$16,800 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$0 | \$16,800 | \$16,800 | \$16,800 | \$16,800 | \$0 | \$67,200 |

Revised Pool Projects 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) |
|---------------------------------------|---------------------|---------------|----------------------|-------------------------------------|---------------|--|---------------------|---------------|
| Small projects/consultants/clo seouts | | \$15,000 | 120th Ave Connection | Broomfield TIP ID 2007-029 | \$1,400 | I-25 N | Post-PEL | \$2,000 |
| Montgomery settlement | | \$200 | I-70 | PPSL | \$4,000 | Regionwide ADA Ramps (Preconstruction) | | \$3,000 |
| I-70 | Tower to Colfax | \$2,800 | C470 | Study | \$1,000 | Brighton Blvd/42nd Culvert | | \$2,500 |
| C470 West | PEL | \$2,100 | I-270 | Interchange Study (TIP ID 2016-047) | \$1,000 | | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | |
| State (R P P) | | \$7,400 | \$13,300 | \$16,800 | \$16,800 | | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | | |
| Total | \$0 | \$7,400 | \$13,300 | \$16,800 | \$16,800 | \$0 | \$54,300 | |

ATTACHMENT 2



May 2, 2017

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

Dear Board Members:

The City of Lone Tree, the Colorado Department of Transportation and the Regional Transportation District (hereafter referred to as the Project Partners) are pleased to inform you that we have reached consensus on the use of additional Transportation Improvement Program (TIP) funding allocated per Denver Regional Council of Governments Resolution Number 20, of 2008 (FasTracks Second Commitment in Principle - SCIP - funding) for the Southeast Rail Extension.

The Project Partners have agreed that the SCIP funding should be allocated towards the Southeast Rail Extension base project scope elements.

If you have any questions, please contact Bill Van Meter (RTD Assistant General Manager, Planning) at (303) 299-2448.

Sincerely,
The Project Partners

Jackie Millet, Mayor
City of Lone Tree

Shailen P. Bhatt, Executive Director
Colorado Department of Transportation

David A. Genova
RTD General Manager and CEO

ATTACHMENT D

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 # |
|---------------|-----------------|---------------|
| June 26, 2017 | Action | 6 |

SUBJECT

The *FY2018-FY2019 Unified Planning Work Program for the Denver Region* is the MPO's work program for the next two federal fiscal years.

PROPOSED ACTION/RECOMMENDATIONS

Recommend to the Regional Transportation Committee the draft *FY2018-FY2019 Unified Planning Work Program for the Denver Region*

ACTION BY OTHERS

N/A

SUMMARY

The Unified Planning Work Program (UPWP) is a federally-required document that outlines the planning tasks and activities to be conducted within the region with federal transportation planning funds. The document also lists other major planning activities performed by local governments and partner agencies.

The new FY2018-FY2019 UPWP outlines activities to be conducted from October 1, 2017 through September 30, 2019, and was prepared with input from CDOT, RTD, and local government staff.

Priorities over the next two years include:

- Maintain the FY2018-2019 UPWP and CPG contracts
- Conduct and educate the public and local government staff through forums, meetings, and other involvement activities
- Complete DRCOG region freight and goods movement report
- Complete and adopt 2045 MVRTP
- Develop DRCOG Active Transportation Plan
- Prepare and adopt the 2020-2023 TIP
- Work with partner agencies to set performance measures and targets, and prepare reports
- Maintain the transportation operations program
- Prepare white paper summarizing status and results of congestion mitigation TIP projects
- Maintain and update Coordinated Public Transit—Human Services Transportation Plan (Coordinated Plan)
- Complete the *2016 Denver Regional Aerial Photography Project*
- Maintain and enhance land use and transportation forecasting models

PREVIOUS DISCUSSIONS/ACTIONS

[March 27, 2017](#)

[May 22, 2017](#)

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the draft *FY2018-FY2019 Unified Planning Work Program* (UPWP).

ATTACHMENT

Draft *FY2018-FY2019 Unified Planning Work Program* (UPWP)

- [Track changes version](#)
- [Clean version](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell at 303 480-6737 or tcottrell@drcog.org.

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Greg MacKinnon, Regional Transportation Operations Program Manager
303-480-5633 or gmackinnon@drcog.org

| Meeting Date | Agenda Category | Agenda Item # |
|---------------|-----------------|---------------|
| June 26, 2017 | Action | 7 |

SUBJECT

Project selection for the Regional Transportation Operations (RTO) Improvement Program of the Regional Transportation Operations Pool (TIP ID 2016-004) identified in the *2016-2021 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

Recommend to the Regional Transportation Committee the proposed project funding selections for the RTO Improvement Program.

ACTION BY OTHERS

[May 24, 2017](#) - The RTO Working Group, comprised of transportation operations staff from regional partners and local governments, affirmed the proposed project selections.

SUMMARY

Following Board approval of the project selection process, DRCOG issued a call for applications on March 15, 2017. DRCOG received 29 project applications from nine project sponsors by the April 28, 2017, deadline. The total of the federal requests was approximately \$26.3 million.

Per the project selection process, DRCOG evaluated the applications and prepared a draft ranking of the projects for review by the RTO Working Group. The ranking process was specifically influenced by the program objective that the project would achieve. Listed in order, the program objectives are:

- Employ consistent incident management processes
- Expand transportation operators' situational awareness
- Coordinate regional, multimodal traveler information
- Employ good interjurisdictional transportation operations coordination and cooperation for all modes
- Coordinate management of freeway and arterial operations
- Provide multimodal traveler support

On May 24, 2017, DRCOG presented the ranking and proposed programming to the RTO Working Group. The proposed programming allocates federal funds:

- currently identified in the TIP for fiscal years 2018 and 2019,
- recent projects savings from the Traffic Signal System Improvement Program (TSSIP) and the ITS Deployment Program, and
- projected funds for fiscal years 2020 and 2021 that assume funding level remains unchanged.

After several requested revisions, the RTO Working Group came to consensus on the proposed programming projects as shown in Attachment 1.

PREVIOUS DISCUSSIONS/ACTIONS

[December 19, 2016](#) – Transportation Advisory Committee recommended selection process to DRCOG Board.

[January 18, 2017](#) – DRCOG Board approved project selection process.

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the proposed project funding selections for the RTO Improvement Program.

ATTACHMENT

1. Table summarizing proposed project selections for the RTO Improvement Program.

ADDITIONAL INFORMATION

If you need additional information, please contact Greg MacKinnon, Regional Transportation Operations Program Manager, at 303-480-5633 or gmacinnon@drcog.org.

Regional Transportation Operations (RTO) Improvement Program - FY2018-2021 Proposed Project Funding

| Project Descriptions | | FY18 | FY19 | FY20 | FY21 |
|--|--|-------------|-------------|-------------|-------------|
| Employee consistent incident management processes | | | | | |
| Denver | Dynamic Message Sign Implementation for Incident Management Deploy 3 dynamic message signs to distribute traveler information to travelers approaching I-25 on Broadway, Speer and Colorado during freeway incidents. | | | X | |
| Expand transportation operators' situational awareness | | | | | |
| Aurora | CCTV Network Upgrade Deploy 51 CCTV cameras at selected key intersections across the city. | | X | | |
| Aurora | Travel Time Monitoring System Implementation Deploy a travel time monitoring system on key arterials and feed the information to the CDOT's Traffic Management System. | X | | | |
| CDOT TSM&O | CCTV Network Upgrade Deploy 5 CCTV cameras on the Arapahoe Road corridor between I-25 and Parker Road expanding the existing camera system. | X | | | |
| CDOT TSM&O | CCTV Network Upgrade Deploy 23 CCTV cameras on the Wadsworth Boulevard corridor from Trailmark Parkway to Hampden Avenue and 26th Avenue to SH 128 expanding the existing cameras system. | | X | | |
| Denver | CCTV Network Upgrade Deploy 54 cameras along Colorado Boulevard, University Boulevard, Evans Avenue, Hampden Avenue, and Yale Avenue expanding the existing camera system. | X | | | |
| Denver | Travel Time Monitoring System Expansion Deploy additional field devices and system server to expand the existing travel time monitoring system to cover multiple corridors extending from Denver's Central Business District (a total of 75 units). and feed the information to the CDOT's Traffic Management System. | | | X | |
| Employ good interjurisdictional transportation operations coordination | | | | | |
| Adams County | Traffic Signal System Equipment Upgrade On Pecos and Washington Streets, deploy upgraded: traffic signal system; traffic signal controllers and cabinets; signal interconnect communications; intersection detection; and, uninterruptible power supplies. | X | | | |
| Arvada | Traffic Signal Interconnect Upgrade/Expansion Deploy fiber communications expanding from the existing backbone network and upgrade 17 traffic signal controllers, cabinets and uninterruptible power supplies across the city. | | X | | |
| Aurora | Traffic Signal System Equipment Upgrade At 26 intersections across the city., deploy upgraded: traffic signal controllers and cabinets; signal interconnect communications; and, uninterruptible power supplies. | X | X | X | |
| Broomfield | Sheridan Boulevard Traffic Signal Interconnect Upgrade Deploy upgraded fiber communications along Sheridan Boulevard from 1st Avenue to Dillon Road interconnecting 8 traffic signals. | | X | | |
| CDOT TSM&O | Region 1 Traffic Adaptive Feasibility Study and Pilot Implementation Using CDOT's "adaptive signal timing prioritization tool" evaluate and prioritize opportunities to deploy adaptive traffic signal control in the DRCOG area. Deploy a pilot installation of traffic adaptive control on a high priority corridor determined by the feasibility study. | X | X | | |
| Denver | Adaptive Signal Control Pilot Deploy the equipment necessary to implement traffic adaptive control at: 56th Avenue & Quebec Street and 56th Avenue & Tower Road. | | | X | |
| Denver | Central Business District Signal System Upgrade (Phase 3) At 56 intersection in Denver's Central Business District (CBD), deploy upgraded: traffic signal controllers; signal interconnect communications; and, uninterruptible power supplies. | X | | | |
| Denver | Multijurisdictional Monitoring and Management In partnership with CDOT and Lakewood, deploy TransSuite system configurations that allow shared monitoring and control between the three traffic signal system and other common operations strategies. | X | | | |
| Denver | ITS Device Performance and Reliability Improvement Deploy 12 upgraded Ethernet switches at communications hubs across the city. Deploy several upgraded fiber communications links replacing radio bridges across the city. | | X | X | X |
| Littleton | Dynamic Lane Assignment System Deploy a dynamic lane assignment system at the intersection of S Platte Canyon Road and W Bowles Avenue. Deploy a wireless CCTV at the same intersection to monitor operations. | X | | | |
| Thornton | Traffic Signal System Upgrade (Ph 5) Deploy final phase of traffic signal system upgrades on: 84th Avenue (Huron Street to Grant Street); 120th Avenue (I-25 to Quebec Street); Huron Street (84th Avenue to Fire Station #2); and, Washington Street (121st Avenue to 134th Avenue) - a total of 32 intersections. Selected intersections will also have communications and UPS upgrades. | X | | | |
| Coordinate management of freeway and arterial operations | | | | | |
| Denver | I-25 Managed Motorway Performance Measures Deploy 34 advance detectors at intersections near I-25 on University Boulevard Colorado Boulevard, Evans Avenue, Yale Avenue, and Hampden Avenue. The purpose is to collect signal performance measures on these arterials to better manage their operation in coordination with CDOT's Smart 25 project. | X | | X | |
| Superior/ Louisville | McCaslin Monitoring and Management System Jointly deploy vehicle detectors, a travel time monitoring system, and a CCTV camera system along McCaslin Boulevard between South Boulder Road and Coalton Road. The purpose of the system is to jointly monitor and manage operations on McCaslin while coordinating operations with US 36. | X | | | |
| Provide multimodal traveler support | | | | | |
| Aurora | Bicycle Detection Deploy bicycle detection at 33 intersections where bike lanes cross major arterials. The purpose is to provide bike phase at the intersection only when bicyclists are present. | | X | | |
| Denver | Bicycle Detection Deploy bicycle detection at 37 additional intersections to support bicycle movements crossing major arterials. The purpose is to provide bike phase at the intersection only when bicyclists are present. | X | | | |
| Subtotal | | \$4,604,609 | \$3,916,131 | \$1,800,288 | \$998,631 |
| Overall program support projects | | | | | |
| CDOT TSM&O | Travel Time Monitoring Project Support CDOT must prepare specific software configurations to accept travel time feeds from local jurisdictions deploying travel time monitoring proejects. | X | X | X | X |
| DRCOG | Signal Timing Support and System Design and Coordination DRCOG provides interjursidctional signal timing plan development services for the projects identified above. DRCOG consultants will also provide design support services for traffic signal system upgrade projects. | X | X | X | X |
| Grand Total Allocated | | \$4,684,609 | \$4,366,131 | \$3,350,288 | \$2,498,631 |

ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

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

| Meeting Date | Agenda Category | Agenda Item # |
|---------------|-----------------|---------------|
| June 26, 2017 | Information | 8 |

SUBJECT

Discussion of process and timeline for the selection of projects to be funded through the DRCOG TDM Pool set-aside program of the *2018-2021 Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

One of the existing off-the-top set-aside programs in the 2018-2021 TIP is for the regional Transportation Demand Management (TDM) pool. Traditionally, DRCOG allocates funds from the pool to specific projects every two years. This year, projects will be selected for funding in FY 2018 and FY 2019.

The 2018-2021 TIP Policy establishes \$1.6 million per year (federal funds) to the TDM pool. A \$560,000 annual portion (\$1.12 million over two years) is allocated to DRCOG's Way to Go Program Regional TDM Partnership with seven transportation management associations, with \$1.04 million per year remaining for other TDM pool projects. Two categories of TDM projects are eligible—small infrastructure and non-infrastructure.

Specific two-year FY 2018-19 funding amounts are:

\$0.80 million – for multimodal supportive small infrastructure projects

\$1.28 million – for traditional TDM marketing (non-infrastructure) projects

\$2.08 million – Grand Total

Additionally, there are approximately \$250,000 in returned funds and savings from the FY 2016-17 TDM pool call, meaning there will be at least **\$2.33 million** available over two years for the FY 2018-19 TDM pool. Staff recommends that any additional funds above the \$2.08 million total specified in TIP Policy be allocated to the small infrastructure projects category.

Staff is coordinating with CDOT, FHWA, and other stakeholders on contracting, applicant/project eligibility, funding source(s), and related issues associated with the TDM pool. The draft 2017 schedule for the FY 2018-19 TDM Pool project selection process is:

- July/August – Committees recommend and Board approves process components. Open the call for projects.
- September – Project applications due.
- October/November – Complete project evaluations (staff and project review panel).
- November/December – Committees recommend and Board approves project funding selections.

Staff will provide an overview of the FY 2018-FY 2019 TDM pool at the TAC meeting. In July, TAC will be asked to approve the eligibility rules, selection process, and evaluation criteria for the TDM pool.

| |
|------------------------------|
| PREVIOUS DISCUSSIONS/ACTIONS |
|------------------------------|

N/A

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|-----------------|
| PROPOSED MOTION |
|-----------------|

N/A

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|------------|
| ATTACHMENT |
|------------|

N/A

| |
|------------------------|
| ADDITIONAL INFORMATION |
|------------------------|

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