

## **AGENDA**

### **TRANSPORTATION ADVISORY COMMITTEE**

**Monday, August 22, 2016**

**1:30 p.m.**

1290 Broadway

Independence Pass Board Room - Ground floor, West side

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

#### **ACTION ITEMS**

4. Discussion on amendments of the 2016-2021 Transportation Improvement Program (TIP).  
(Attachment B) Todd Cottrell
5. Discussion on redetermination of air quality conformity for the 2015 Cycle 2 2040 Fiscally Constrained Regional Transportation Plan (2040 RTP), Amended 2016-2021 Transportation Improvement Program (TIP) and associated air quality conformity documents.  
(Attachment C) Robert Spotts

#### **INFORMATIONAL ITEMS**

6. Briefing on CDOT's risk assessment process.  
(Attachment D) Jacob Riger – Steve Markovetz, CDOT
7. Briefing on CDOT's 10-year development program.  
(Attachment E) Jacob Riger – Danny Hermann, CDOT, Karen Schneiders, CDOT
8. Briefing on FAST Act critical freight corridor designations.  
(Attachment F) Matthew Helfant – Jeff Sudmeier, CDOT

#### **ADMINISTRATIVE ITEMS**

9. Member Comment/Other Matters
10. Next Meeting – September 26, 2016
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, July 25, 2016

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#### 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
Tom Reed	Aviation
George Gerstle	Boulder County
Heather Balsler	Boulder County-City of Louisville
Steve Klausing	Business
Paul Jesaitis	Colorado Dept. of Transportation, Reg. 1
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, DTD
Keith Sheaffer (Alternate)	Colorado Dept. of Transportation, Reg. 4
Janice Finch	Denver, City and County
Ryan Billings (Alternate)	Denver, City and County
Douglas Rex	Denver Regional Council of Governments
Art Griffith	Douglas County
John Cotten (Vice Chair)	Douglas County-City of Lone Tree
Rick Pilgrim	Environment
Greg Fischer	Freight
Bob Manwaring (Chair)	Jefferson County-City of Lakewood
Steve Durian	Jefferson County
Hank Braaksma	Non RTD Transit
Ken Lloyd	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Sylvia Labrucherie	Senior
Aylene McCallum	TDM/Nonmotor
Richard Leffler	Weld County

#### OTHERS PRESENT:

Maria D'Andrea (Alternate)	Adams County-Commerce City
Mac Callison (Alternate)	Arapahoe County
Phil Greenwald (Alternate)	Boulder County-City of Longmont
Richard Zamora (Alternate)	Colorado Dept. of Transportation, Reg. 1
Flo Raitano (Alternate)	Denver Regional Council of Governments
Tom Reiff (Alternate)	Douglas County-Town of Castle Rock
Aaron Bustow (Ex Officio Alternate)	FHWA
Dave Baskett (Alternate)	Jefferson County-City of Lakewood
Kate Cooke (Alternate)	Regional Air Quality Council
Ted Heyd (Alternate)	TDM/Nonmotor

Public: Danny Herrmann, JoAnn Mattson, CDOT Reg. 1; Kelsey Relph, Infrastructure Engineers, Inc.

DRCOG staff: Steve Cook, Todd Cottrell, Jacob Riger, Melina Dempsey, Greg MacKinnon, Mark Northrop, Matthew Helfant, Will Soper, Derrick Webb, Casey Collins

#### Call to Order

Chair Bob Manwaring called the meeting to order at 1:30 p.m. He thanked Vice Chair John Cotten for filling in for him at the May meeting.

Public Comments

There were no public comments.

Summary of May 23, 2016 Meeting

The meeting summary was accepted.

**ACTION ITEMS**

Discussion on amendment to the 2016-2021 Transportation Improvement Program (TIP).

This agenda item, proposed by CDOT Region 1 for US-85/104<sup>th</sup> Avenue intersection improvements, was withdrawn at sponsor request, per Paul Jesaitis, CDOT Region 1.

Discussion on project selection recommendations for funding in fiscal years 2016 and 2017 for the Traffic Signal System Improvement Program (TSSIP) and the Regional Intelligent Transportation System (ITS) Deployment Program miscellaneous equipment call for projects.

Greg MacKinnon presented the list of recommended miscellaneous equipment projects to be allocated set-aside FY 2016 and 2017 CMAQ funding identified in the TSSIP and the Regional ITS Deployment Program.

A call for projects was held in April/May 2016. Nine applications were received from seven jurisdictions, of which 7 applied for TSSIP (5 funded), 2 for ITS (both funded), and no applications applied for multimodal signal operations support.

The projected funding distribution was as follows:

	<b>FY16</b>	<b>FY17</b>	<b>Total</b>
TSSIP	\$435,000	\$328,000	\$763,000
Multimodal Signal Operations Support		\$356,000	\$356,000
ITS	\$127,300	\$513,700	\$641,000
			<b>\$1,760,000</b>

The recommended projects are:

<b>Jurisdiction</b>	<b>Project</b>	<b>Federal Allocation</b>	<b>Non-Federal Match</b>
Arvada	Extend communications on 64 <sup>th</sup> Ave	\$15,380	\$0
Brighton	Upgrade traffic signal controllers citywide	\$40,584	\$0
CDOT	Travel time monitoring system equipment	\$104,000	\$26,000
CDOT	Travel time monitoring system equipment	\$345,600	\$86,400
Centennial	Extend communications on Arapahoe Rd	\$2,200	\$0
Commerce City	Upgrade cabinets and controllers on Quebec St	\$33,000	\$0
Commerce City	Upgrade cabinets and controllers on SH 2	\$99,000	\$0
Superior/Louisville	Upgraded signal control system on McCaslin Blvd	\$142,300	\$0
	Remainder Unallocated	\$977,936	

George Gerstle MOVED to recommend project selection recommendations for funding in fiscal years 2016 and 2017 for the *Traffic Signal System Improvement Program (TSSIP)* and the *Regional Intelligent Transportation System (ITS) Deployment Program* miscellaneous equipment call for projects. The motion was seconded and was approved unanimously.

Discussion on the Mobility Choice Blueprint Initiative.

Doug Rex presented an overview of the proposed Mobility Choice Blueprint. The initiative was created by the Denver Metro Chamber of Commerce to maximize investments and advance transportation technologies to improve future mobility in the region.

Mr. Rex said the DRCOG Board at its July meeting had a discussion about the merits of participating in the initiative and directed staff to proceed with a formal action to participate and provide funding for Mobility Choice. Board action is set for August 17<sup>th</sup>.

Other possible funding partners include CDOT (approved funding) and RTD. All three partners must approve funding for the initiative to proceed. If it proceeds, a consultant-led study called the Mobility Choice Blueprint will be developed to explore what is needed to prepare the region for future mobility technologies. The Blueprint's estimated cost is \$1.5 million, of which the DRCOG share is \$500,000 to be funded through STP-Metro. The Denver Metro Chamber will provide \$500,000 for operational funding for the Mobility Choice Initiative Board. It is proposed that CDOT and RTD would each provide \$500,000.

Comments:

- George Gerstle asked how the Mobility Choice recommendations would be incorporated into DRCOG's MVRTP.
  - Mr. Rex said there will be regular updates/communications between DRCOG and Mobility Choice. Final recommendations will be considered by the DRCOG Board for inclusion in DRCOG's plans.
- Jeanne Shreve said public engagement should be emphasized and have a broad based coalition. Heather Balsler agreed.
  - Mr. Rex noted there is a large public engagement component and the initiative will be reaching out to the local governments and a broad cross-section of stakeholders.
- George Gerstle commented that land use implications be considered as part of Mobility Choice.
- There were varying comments on the whether the makeup of the Mobility Board should include currently-elected or former public officials.
- Lenna Kottke recommended that the Blueprint should specifically identify and address accessible and paratransit/wheelchair transportation issues.
- Bryan Weimer noted STP-Metro funds are proposed to fund DRCOG's contribution, but this study request has not gone through the TIP scoring process.
  - Mr. Rex noted studies were not scored in the last TIP and that this proposed project is going through the DRCOG committee process as a TIP amendment.
- Rick Pilgrim recused himself on the vote.

Steve Klausing MOVED to recommend to the Regional Transportation Committee approval to participate in the Mobility Choice Blueprint Initiative and direct staff to administratively modify the *2016-2021 Transportation Improvement Program (TIP)* to include \$500,000 of Surface Transportation Program Metro (STP-Metro) funds towards the endeavor. The motion was seconded and passed unanimously.

**INFORMATIONAL ITEM**

Briefing on the draft *Active Transportation* component of the *2040 Metro Vision Regional Transportation Plan*.

Melina Dempsey presented the draft Active Transportation component for the 2040 MVRTP. This component of the 2040 MVRTP replaces the Bicycle and Pedestrian section (from the

previous 2035 MVRTP) and is the foundation for development of the Active Transportation Plan, a task in DRCOG's 2016-2017 Unified Planning Work Program.

#### Comments:

- Art Griffith asked about the minimum walk/bicycle distance. He also noted that 430 bike lane miles seemed low (in Table 1). He suggested even if a roadway is not identified as a bicycle route, it still needs to be counted.
- George Gerstle asked whether broad shoulder roads are included on map.
  - Ms. Dempsey said they are shown only if there is road signage to designate it as a bicycle route.
- George Gerstle encouraged having a complete corridors concept.
- Bryan Weimer asked if a classification hierarchy for the facilities is being considered, i.e., inter-regional, regional, local, and neighborhood.
  - Mr. Rex said this issue will be a key component of the Active Transportation Plan and that it will need to integrate local plans.
  - Janice Finch agreed that a hierarchical classification of bicycle facilities should be considered.
- Ted Heyd asked if it makes sense to include sidewalks less than five feet, noting the FHWA standard is at least five feet.
  - Ms. Dempsey said it is helpful to ascertain existing conditions.
- Steve Klausung suggested incorporating Bike to Work Day data/surveys.
  - Doug Rex said staff would also welcome data or surveys that committee members could provide for the Active Transportation Plan.
- Paul Jesaitis noted CDOT is making a large investment (\$3 million in 1st year, and \$15 million a year for 4 years) towards ADA compliance, and is replacing 23,000 curb ramps. CDOT is collaborating with Bicycle Colorado to incorporate other bicycle friendly amenities during this project.
- George Gerstle suggested targeting and encouraging short trip car users to consider bicycling instead. Ted Heyd agreed.
  - Steve Cook said DRCOG's travel model team is examining this issue.
- Aylene McCallum questioned the value of cataloging bike routes and that there should be more emphasis on the actual infrastructure.
- Lenna Kottke suggested doing an inventory of crosswalks with countdown signals.
- Bryan Weimer suggested including an education component addressing conflict issues, i.e., between drivers and bicyclists, or between different kinds of trail users.

### **ADMINISTRATIVE ITEMS**

#### Member Comment/Other Matters

Jacob Riger noted the call for 2016 amendments to the 2040 RTP will be emailed soon and asked that sponsors contact him first if they are considering submitting amendment requests.

DRCOG, in partnership with RAQC, will host the Local Government Electric Vehicle Workshop on August 16 from 1-4 p.m. at DRCOG.

Mac Callison asked when the FAST Act's critical freight corridor designations provision will be discussed. Jacob Riger noted it is scheduled for next month's meeting.

The meeting was adjourned at 2:50 p.m. The next meeting is scheduled for August 22, 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](mailto:tcottrell@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
August 22, 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 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 it complies with the Board adopted [TIP Amendment Procedures](#).

### ACTION BY OTHERS

N/A

### SUMMARY

The TIP projects to be amended are shown below and listed in Attachment 1. Highlighted items in the attachment depict the specific proposed changes. The proposed policy amendments to the [2016-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- **New Project US-85 Corridor Improvements: I-76 to 124<sup>th</sup> Ave (CDOT Region 1)**  
This project will conduct preconstruction activities for corridor improvements to US-85, from I-76 to 124<sup>th</sup> Ave.
- **2012-081 North Metro Rail Bicycle/Pedestrian Access to Three FasTracks Stations (Thornton)**  
This project is moved to the current TIP and the scope is adjusted to reflect no improvements at 144<sup>th</sup> Ave. and other project modifications.

### Additional TIP Funding for Waiting List Projects

Earlier this year, DRCOG was made aware of additional revenues to program due to the Fixing America's Surface Transportation (FAST) Act. This additional funding, combined with previous project savings and returns, totaled \$21,399,000. DRCOG staff began the process of selecting projects from the waiting list according to the protocols adopted by the Board in June, 2016. The waiting list protocol is shown in Attachment 2.

The first step was to ask existing project sponsors if they'd like to advance any of their existing project phases into an earlier year. Three sponsors requested to advance project phases: Castle Rock, RTD, and Superior.

The proposed amendments in which existing project phases and corresponding funding is shifted to an earlier fiscal year are listed below:

- **2016-041 Founders Pkwy and Allen Way Intersection Improvements (Castle Rock)**  
Funding is advanced per TIP waiting list protocol.
- **2016-019 Colfax 15L Transit Improvements: I-225 to I-25 (RTD)**  
Funding is advanced per TIP waiting list protocol.
- **2016-034 Superior Trail: McCaslin BRT to Davidson Mesa Underpass (Superior)**  
Funding is advanced per TIP waiting list protocol.

The next step was to contact sponsors of the ranked projects on the waiting list by funding category. The waiting list contains two ranked lists of projects; one for STP-Metro and the other for CMAQ and/or TAP. STP-Metro is allocated to fund all roadway projects and studies, while CMAQ and/or TAP are used to fund bicycle/pedestrian and transit projects. Of the \$21,399,000 available, \$12,223,000 was STP-Metro and \$9,176,000 was in CMAQ.

#### STP-Metro

DRCOG contacted the first two sponsors on the list, Commerce City and Longmont, and offered the full federal funding request of \$150,000 and \$300,000 respectively. Each sponsor accepted and agreed to complete the projects as originally submitted. With a remaining balance of \$11,273,000, Douglas County was offered the amount to partially fund its project.<sup>1</sup> Douglas County accepted and agreed to complete the project as originally submitted with the reduced federal amount.

- **New Project 88th Ave NEPA Study: I-76 to Hwy 2 (Commerce City)**  
Add new NEPA study per waiting list protocol.
- **New Project Southwest Longmont Subarea Operations Study (Longmont)**  
Add new operational study per waiting list protocol.
- **New Project US-85: Blakeland Dr to County Line Rd Operational Improvements (Douglas County)**  
Add new project per waiting list protocol for operational improvements along US-85.

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<sup>1</sup> Action to fund the Mobility Choice Blueprint study discussed at last month's TAC meeting will go before the Board on August 17. \$500,000 of STP-Metro from the FAST Act will be allocated to the project, if approved. If the study is not funded, the \$500,000 will be added to the Douglas County project.

### CMAQ

DRCOG contacted the first two sponsors on the list, University of Colorado-Boulder and the City of Boulder, and offered the full federal funding request of \$4,798,000 and \$3,200,000 respectively. Each sponsor accepted and agreed to complete the projects as originally submitted. With a remaining balance of \$1,178,000, Denver was offered the amount to partially fund its project. Denver accepted and agreed to complete the project as originally submitted with the reduced federal amount.

- **New Project**    **19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus (University of Colorado-Boulder)**  
Add new project per waiting list protocol for a new trail and bridge connecting the CU campus to Boulder.
- **New Project**    **SH-157/Foothills Pkwy Bike/Ped Underpass: north and south of Colorado Ave (Boulder)**  
Add new bicycle/pedestrian underpass project per waiting list protocol.
- **New Project**    **South Platte Greenway Access Sidewalk Improvements: Iowa Ave RR Underpass and Santa Fe Dr (Denver)**  
Add new sidewalk improvements project per waiting list protocol.

### Amendment to Table 5 of the 2016-2021 TIP

If action is taken to fund projects off the waiting list, the partial and fully funded projects per the protocol will need to be removed from Table 5 and the remaining projects renumbered. Attachment 3 displays a draft revised Table 5 of the 2016-2021 TIP assuming all projects contained within these amendments are funded.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the attached amendments and adjustments to Table 5 (waiting list) to the *2016-2021 Transportation Improvement Program* (TIP).

### ATTACHMENTS

1. Proposed TIP Amendments
2. Waiting List Protocol (Appendix E of the 16-21 TIP)
3. Revised Waiting List (Table 5 of the 16-21 TIP)

### 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](mailto:tcottrell@drcog.org).



**New Project:** Add new project from CDOT Region 1.

## New Project

Title: **US-85 Corridor Improvements: I-76 to 124th Ave**

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request**

STIP-ID:

Open to Public:

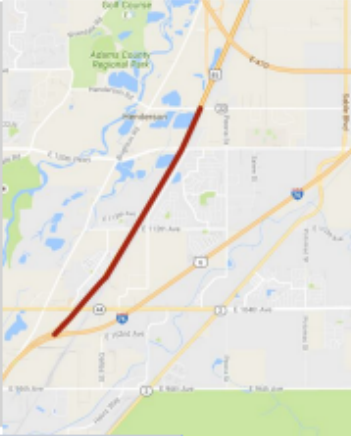
Sponsor: **CDOT Region 1**

**Project Scope**

US-85 corridor operational improvements between I-76 and 124th Ave.

Current funding is for pre-construction activities, including ROW, environmental, and design.

Affected Municipality(ies)	Affected County(ies)
Brighton	Adams
Commerce City	



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (TCC)		\$0	\$15,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000

**2012-081:** Revise scope.

**Existing (2012-2017 TIP)**

Title: **North Metro Rail Bicycle/Pedestrian Access to Four FasTrack Stations**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2012-081**

STIP-ID:

Open to Public:

Sponsor: **Thornton**

**Project Scope**

Project will provide pedestrian and bicycle sidewalks and trails at the 88th Ave, 104th, Eastlake-124th, and the 144th stations  
 This project constructs the following facilities:  
 1. Welby Rd, west side, from Beachwood Dr approx. 1700 ft south: 8 ft detached walk fill in attached or detached, here and following  
 2. 88th Ave, north side, from Welby Rd to Monroe St: 8 ft detached walk  
 3. Moon Ct extension from Carnation Way approx. 1400 ft east: 10 ft trail  
 4. "New" Welby Rd, west side from 88th Ave to current Welby Rd (see TIP ID 2012-084): 8 ft detached walk  
 5. Presidential Estates east side from 100th Ave to Settlers Chase trail: 10 ft trail  
 6. York St, east side, from 112th Ave approx. 1900 ft north: 8 ft detached walk  
 7. Claude Ct, east side, from 128th Ave approx. 2200 ft. south: 8 ft detached walk  
 8. 1st St, west side, from 124th Ave approx. 420 ft north: 10 ft trail  
 9. Eastlake Estates connection (1st St extension) from Lake Ave approx. 700 ft north: 8 ft detached walk  
 10. Haven South (west side of railroad) from 144th Ave to 145th Ct: 10 ft trail  
 11. 144th Ave, south side, from railroad to Detroit St: 10 ft trail  
 12. Fallbrook Farms (east side of railroad) from 142nd Pl to 144th Ave: 10 foot trail



**Revised (2016-2021 TIP)**

Title: **North Metro Rail Bicycle/Pedestrian Access to Three FasTracks Stations**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2012-081**

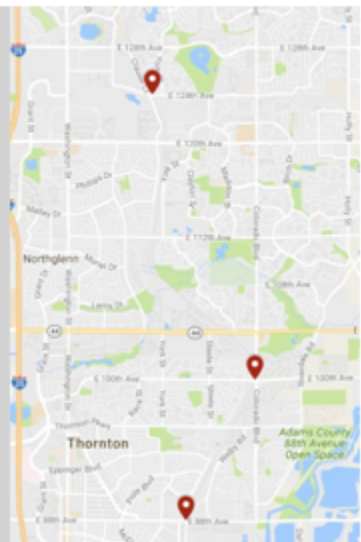
STIP-ID:

Open to Public: **2017**

Sponsor: **Thornton**

**Project Scope**

The Project will provide pedestrian and bicycle sidewalks and trails at the future city of Thornton FasTracks Stations. Construction will occur in the vicinity of the 88th Ave, 104th Ave, and Eastlake stations. Additional work may take place at the 88th Ave, 112th Ave, and 124th Ave stations as funding allows. Detached and attached sidewalks and trails, varying from 8 to 10 feet wide, along with appropriate drainage, retaining walls, ROW, and supporting improvements will be constructed:  
 1) 88th Station: 88th Ave, north side, from New Welby Rd to Old Welby Rd and Monroe St approximately 150 feet west,  
 2) 88th Station: Yucca Way extension to RTD pedestrian underpass,  
 3) 88th Station: "New" Welby Rd, west side from 88th Ave to 88th Ave Station Access Driveway (see TIP ID 2012-084),  
 4) 104th Station: 100th Ave, south side from Jackson St to Settlers Chase Trail; and  
 5) 124th Station: 1st St, west side, from 124th Ave approximately 420 feet north, Birch Ave approximately 480 feet south, and 128th Ave approx. 200 feet south.



**2016-041:** Advance funding per TIP waiting list protocol.

## Existing

Title: **Founders Pkwy and Allen Way Intersection Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2016-041**

STIP-ID:

Open to Public: **2020**

Sponsor: **Castle Rock**

### Project Scope

Project will widen Founders Pkwy (SH-86) to accommodate a second eastbound left turn lane, and a dedicated westbound right turn lane. The new left turn lane will extend to the I-25 / Founders northbound ramp intersection. Project will also add a second southbound right turn lane at Founders and a second through lane at the Allen Way and Allen St intersection. The existing roadside trail will be replaced with a new 8-ft trail.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Castle Rock	Douglas	Year	Phase
		2017	Initiate Environmental
		2017	Initiate Design
		2018	Initiate ROW
		2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (STP-M)		\$0	\$284	\$269	\$1,447	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$0	\$0	\$280	\$0		
Local		\$0	\$71	\$68	\$905	\$0		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$355</b>	<b>\$337</b>	<b>\$2,632</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,324</b>

## Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (STP-M)		\$0	\$284	\$1,716	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$0	\$280	\$0	\$0		
Local		\$0	\$71	\$973	\$0	\$0		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$355</b>	<b>\$2,969</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,324</b>

**2016-019:** Advance funding per TIP waiting list protocol.

**Existing**

Title: **Colfax 15L Transit Improvements: I-225 to I-25**

Project Type: **Transit Passenger Facilities**

TIP-ID: **2016-019**

STIP-ID:

Open to Public: **2018**

Sponsor: **R T D**

**Project Scope**

Project will replace or add existing bus stop amenities for stops along the 15L bus route servicing Colfax Ave, from I-225 to I-25. Improvements include new shelters, station furniture, lighting, and security cameras.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
		Year	Phase
Aurora	Adams	2018	Initiate Construction
Denver	Arapahoe	2019	Initiate Construction
	Denver		

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$0	\$1,300	\$1,300	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$325	\$325	\$0		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,625</b>	<b>\$1,625</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,250</b>

**Revised Funding Table**

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$0	\$2,600	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$650	\$0	\$0		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,250</b>

**2016-034:** Advance funding per TIP waiting list protocol.

**Existing**

Title: **Superior Trail: McCaslin BRT to Davidson Mesa Underpass**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2016-034**

STIP-ID:

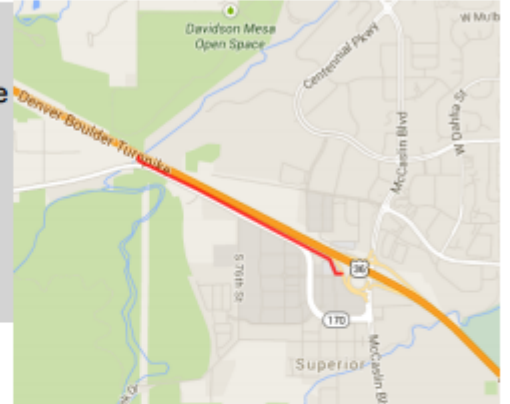
Open to Public: **2020**

Sponsor: **Superior**

**Project Scope**

This project constructs a 10 ft wide concrete multi-use trail between US 36 and Marshall Rd, from the McCaslin BRT Station to the US 36 pedestrian and bicycle underpass at Davidson Mesa.

A Bus-then-Bike Shelter with 31 covered bicycle parking spaces, lighting, landscaping, and way-finding signage with destination and distance information will also be included.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Superior	Boulder	Year	Phase
		2017	Initiate Design
		2018	Initiate ROW
		2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$200	\$147	\$350	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$50	\$37	\$191	\$0		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>	<b>\$184</b>	<b>\$541</b>	<b>\$0</b>	<b>\$0</b>	<b>\$975</b>

**Revised Funding Table**

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$200	\$497	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$50	\$228	\$0	\$0		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>	<b>\$725</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$975</b>

**Request:** Add a new Commerce City study selected from the waiting list.

## New Project

Title: **88th Ave NEPA Study: I-76 to Hwy 2**

Project Type: **Roadway/Transit Studies**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **Commerce City**

### Project Scope

A NEPA study will be performed to determine the environmental effects of the proposed roadway project on 88th Ave, from NB I-76 Ramp to Highway 2.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
		Year	Phase
Commerce City	Adams	2017	Initiate Study
Unincorporated			

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$150	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$100	\$0	\$0	\$0		
<b>Total</b>	\$0	\$0	\$250	\$0	\$0	\$0	\$0	\$250

**Request:** Add a new Longmont study selected from the waiting list.

## New Project

Title: **Southwest Longmont Subarea Operations Study**

Project Type: **Roadway/Transit Studies**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **Longmont**

### Project Scope

The study will look at the operational improvements of three major intersections (Ken Pratt/Hover, Ken Pratt/Nelson, and Nelson/Hover), as well as the operations of the three corridors in this subarea. Planning-level costs and design for the three corridors and intersections for future construction projects will be developed, as well as incorporating future BRT along Ken Pratt Blvd/SH-119, in the next 10 years.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Longmont	Boulder	Year	Phase
		2017	Initiate Study

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$300	\$0	\$0	\$0	\$0	
State		\$0	\$0	\$0	\$0	\$0	\$0	
Local		\$0	\$75	\$0	\$0	\$0	\$0	
<b>Total</b>	\$0	\$0	\$375	\$0	\$0	\$0	\$0	\$375

**Request:** Add a new Douglas County project selected from the waiting list.

## New Project

Title: **US 85: Blakeland Dr to County Line Rd Operational Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request**

STIP-ID:

Open to Public: **2020**

Sponsor: **Douglas County**

### Project Scope

This project will widen Santa Fe Dr (US-85) from 4 to 6 thru lanes from Blakeland Dr to approximately 1,200 ft north of the intersection with County Line Rd. Features include:

- 1) Intersection improvements, including adding or improving left turn lanes, auxiliary lanes, and traffic signals, where warranted,
- 2) Reconstructing and/or repaving existing lanes, where feasible,
- 3) Replacing the existing US-85 bridge over C-470, including shoulders,
- 4) New and improved signal interconnection and ITS infrastructure,
- 5) A bike/ped multi-use trail along the east side of US-85 from Blakeland Dr to the C-470 trail,
- 6) Grade separating the C-470 trail under US-85,
- 7) A bike/ped bridge over C-470 along US-85, and bike counters; and
- 8) Transit stop enhancements including bus pads, shelters, benches, sidewalk connections, and landscaped medians.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Unincorporated	Douglas	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	\$11,273	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$18,727	\$0		
<b>Total</b>		\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000



**Request:** Add a new University of Colorado-Boulder project selected from the waiting list.

## New Project

Title: **19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus** Project Type: **Bicycle and Pedestrian Projects (New)**  
 TIP-ID: **Request** STIP-ID: Open to Public: **2020** Sponsor: **University of Colorado-Boulder**

**Project Scope**  
 Construct a new 10' bike/ped bridge at 19th St and new 10' ADA compliant bike/ped trail from the bridge up the hillside to connect the City of Boulder to the University of Colorado campus.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Boulder	Boulder	Year	Phase
		2017	Initiate Environmental
		2017	Initiate Design
		2018	Initiate ROW
		2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$420	\$498	\$3,880	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$105	\$125	\$970	\$0		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$525</b>	<b>\$623</b>	<b>\$4,850</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,998</b>

**Request:** Add a new Boulder project selected from the waiting list.

## New Project

Title: **SH-157/Foothills Pkwy Bike/Ped Underpass: north and south of Colorado Ave**

Project Type: **Bicycle and Pedestrian Projects (Upgrade/Reconstruct)**

TIP-ID: **Request**

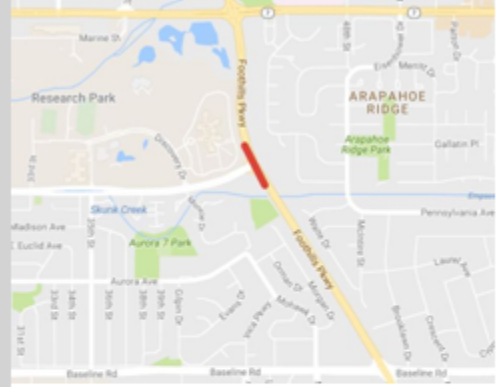
STIP-ID:

Open to Public: **2020**

Sponsor: **Boulder**

### Project Scope

This project will construct a bike/ped underpass providing a grade separated crossing of Foothills Pkwy/SH-157 near Colorado Ave, meeting AASHTO and ADA design guidelines. The project will provide wayfinding/signage features, 20 bicycle parking spaces, and connections to existing bicycle and pedestrian facilities on either side of the crossing.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Boulder	Boulder	Year	Phase
		2017	Initiate Environmental
		2017	Initiate Design
		2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$400	\$160	\$2,640	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$100	\$40	\$660	\$0		
<b>Total</b>	\$0	\$0	\$500	\$200	\$3,300	\$0	\$0	\$4,000

**Request:** Add a new Denver project selected from the waiting list.

## New Project

Title: **South Platte Greenway Access Sidewalk Improvements: Iowa Ave RR Underpass and Santa Fe Dr** Project Type: **Bicycle and Pedestrian Projects (Upgrade/Reconstruct)**

TIP-ID: **Request**

STIP-ID:

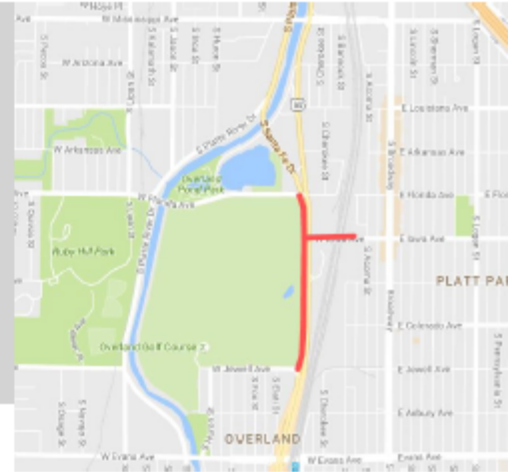
Open to Public: **2020**

Sponsor: **Denver**

### Project Scope

This project will reconstruct the sidewalk along Iowa Ave from Bannock St to Santa Fe Dr (excludes the sidewalk underneath the railroad bridge), and the west side of Santa Fe Dr from Florida Ave to Jewell Ave. Improvements include:

- 1) Removing the existing stairs and replace them with a ramp with a 5-percent slope along Iowa Ave,
- 2) Constructing a queuing area at the Santa Fe Dr/Iowa Ave intersection to provide adequate waiting space, meet grade needs, and provide pedestrian/bicycle signal improvements,
- 3) Upgrading the sidewalk along Santa Fe Dr from 8 to 10-ft, including a 5-ft buffer; and
- 4) Way finding signage and 20 bicycle racks.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Denver	Denver	Year	Phase
		2017	Initiate Design
		2018	Initiate ROW
		2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$493	\$342	\$343	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$495	\$863	\$864	\$0		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$988</b>	<b>\$1,205</b>	<b>\$1,207</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,400</b>

## ATTACHMENT 2

### Waiting List Protocol (Appendix E of 16-21 TIP)

If additional funds become available in the first three years of the TIP (FY 2016-2018), DRCOG staff will initiate the process to allocate funds to waiting list projects as described below. Additional funding that becomes available in FY2019 (October 1, 2018) will be rolled over and included with the Call for Projects in the next TIP. This protocol does not apply to any TIP set-asides, pool programs, or projects not on the waiting list.

When DRCOG staff is informed of additional funds, the following steps will be followed:

1. Obtain official verification from CDOT of availability of funds.
2. When either a) \$2 million is accrued within one of the two specific funding program categories (STP-Metro or CMAQ/TAP) or b) an amount equal to 100% of the next-in-line (top-ranked) project funding request is accrued, staff will first contact sponsors of projects to try to advance project phases already identified in the TIP. Staff will then select projects in order from the waiting list(s) included in Appendix E, Table 4 of the 2016-2021 TIP to the limit of applicable funds available.
  - a. Contact the sponsor of the top ranked project on the waiting list, by funding category to determine the sponsor's interest in being selected. If the amount of funds available is less than the requested cost of that project, the sponsor will be asked if it would be willing to complete the entire project as submitted for the amount of funds available. Projects that accept partial funding will be removed from the list. If the response is no, or if all the available funds have not been fully allocated, DRCOG staff will proceed to the next project on the waiting list. Sponsors that request to be passed over on the funding opportunity will remain on the waiting list.
  - b. At the end of FY 2018 (September 30, 2018), even if less than \$2 million has accrued within a funding category, staff will go down the wait list in accordance with section 2.a. above to allocate available funds.
3. Recommend projects to be programmed and take them through the committee process to the Board as TIP Amendments.

## Attachment 3

Table 5. Eligible Projects for Waiting List for the 2016-2021 TIP

STP-M	CMAQ and/or TAP	Sponsor	Project Name	TIP Project ID	TIP Score	Project Type	Federal Funding Request
4		Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	N/A	Studies	\$150
2		Longmont	SW Longmont Subarea Operations Study	Long-2014-001	N/A	Studies	\$300
3		Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd	DgCo-2014-005	76.4	Operations	\$15,000
1		Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	N/A	Studies	\$180
	1	Univ of Col - Boulder	N - 19th Street Trail and Bridge	UoCB-2014-002	70.5	B/P	\$4,798
	2	Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	Bldr-2014-009	68.3	B/P	\$3,200
	3	Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	68	B/P	\$1,704
	1	Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	68	B/P	\$7,980
	2	Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails	UoCB-2014-003	67.6	B/P	\$7,305
	3	Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	67.2	B/P	\$628
	4	Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	66.9	B/P	\$1,950
	5	Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	66.9	B/P	\$2,240
	6	Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	66.3	B/P	\$5,254
	7	Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave	Lakw-2014-006	66.1	B/P	\$1,920
	8	Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	65.6	B/P	\$2,131
	9	Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	65.4	B/P	\$2,640
	10	Denver	N - Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th	Denv-2014-027	64.7	B/P	\$1,172
	11	Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	64.2	B/P	\$4,674
2		Denver	Colfax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	63.8	Operations	\$12,004
	12	Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	63.1	B/P	\$1,665
	13	Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	62.5	B/P	\$4,000
	14	Westminster	N - Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	62	B/P	\$8,280
	15	Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	61.2	B/P	\$3,440
	16	Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	59	B/P	\$1,500
	17	Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	58.7	B/P	\$1,442
3		Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	N/A	Studies	\$125
4		Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	58.3	Capacity	\$9,800
	18	Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BICo-2014-007	57.9	B/P	\$312
	19	Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	57.9	B/P	\$3,479
	20	Boulder County	N - Williams Fork Trail Multi-use Path	BICo-2014-008	57.8	B/P	\$632
5		R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	N/A	Studies	\$800
6		Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	57.4	Capacity	\$6,000
7		Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	N/A	Studies	\$1,600
8		Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	56.9	Operations	\$4,492
	21	Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	55.2	B/P	\$4,880
9		Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	N/A	Studies	\$160
10		Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	55	Operations	\$1,150
11		Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	54.2	Capacity	\$8,040
	22	Boulder	N - Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	54	B/P	\$3,840
12		Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	53.3	Operations	\$5,600
13		Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	53.1	Operations	\$1,664
14		Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	53	Operations	\$8,837
	23	Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	52.8	B/P	\$1,378
	24	Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	52.2	B/P	\$687
	25	Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	51.5	B/P	\$1,470
15		Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	50.5	Operations	\$2,665
16		Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	50	Capacity	\$28,809
	26	Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	49	B/P	\$541
17		Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	49	Operations	\$5,406
	27	Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	48.7	B/P	\$2,873
	28	Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	48.6	B/P	\$3,201
	29	Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	48.1	B/P	\$726
	30	Boulder	N - Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	47.5	B/P	\$4,480
18		Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	46.5	Operations	\$4,178
	31	Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	46.4	B/P	\$5,298
19		Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	45.3	Capacity	\$13,918
20		Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	44.6	Operations	\$4,840
21		Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	44.4	Operations	\$4,290
22		Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	43.4	Operations	\$1,730
23		Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	43	Operations	\$11,874
	32	Arvada	N - Alkire St Pedestrian Bridge	Arvd-2014-001	42.8	B/P	\$2,039
	33	Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	39.4	B/P	\$1,480
	34	Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	36.5	B/P	\$1,840
	35	Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	35.9	B/P	\$467
	36	Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	34.5	B/P	\$1,360
24		Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	34.4	Operations	\$2,042
	37	Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	34.1	B/P	\$1,309
	38	Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	33.6	B/P	\$3,360
	39	Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	31.1	B/P	\$1,113
25		Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	31	Operations	\$3,240
26		Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	30	Operations	\$2,640
27		Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	29.9	Operations	\$1,510
	40	Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BICo-2014-002	26.4	B/P	\$1,418
	41	Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	25	B/P	\$320
28		Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	24	Operations	\$2,200
	42	Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	20.6	B/P	\$1,760
	43	Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	20.4	B/P	\$824

## ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Robert Spotts, Transportation Planning Coordinator  
303-480-5626 or [rspotts@drcog.org](mailto:rspotts@drcog.org).

Meeting Date	Agenda Category	Agenda Item #
August 22, 2016	Action	5

### SUBJECT

This action concerns adoption of the redetermination of air quality conformity for the *2015 Cycle 2 2040 Fiscally Constrained Regional Transportation Plan (2040 RTP)*, and *Amended 2016-2021 Transportation Improvement Program (TIP)* and associated air quality conformity documents.

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the redetermination of air quality conformity.

### ACTION BY OTHERS

[March 16, 2016](#) – Board approved 2015 Cycle 2 2040 RTP

### SUMMARY

The DRCOG Board approved the air quality conformity documents for the *2015 Cycle 2 2040 Regional Transportation Plan (2040 RTP)* and *Amended 2016-2021 Transportation Improvement Program (TIP)* on March 16, 2016. DRCOG staff subsequently discovered a coding error in the DRCOG travel model which calculates the inputs for the mobile source emissions model. The air quality Interagency Consultation Group decided to conduct a redetermination of regional conformity, including a new air quality conformity analysis. Staff corrected the error, re-ran the travel model, and provided the results to the Colorado Air Pollution Control Division to calculate mobile source emissions. Their analysis also used an updated version of the EPA MOVES emissions model.

The new emissions results have changed insignificantly compared with the previous conformity analysis, resulting in minor modifications to Table 4 in the *CO and PM10 Conformity Redetermination* and Table 3 and Appendix C in the *8-hour Ozone Conformity Redetermination*. The emission results for this redetermination of regional conformity remain significantly under each of the individual pollutant budgets. Therefore, a redetermination of conformity for the 2015 Cycle 2 2040 RTP and Amended 2016-2021 TIP is demonstrated. More details can be found in the companion conformity documents ([CO and PM10 Conformity Redetermination](#) and [8-hour Ozone Conformity Redetermination](#)).

The Board is anticipated to act on the conformity redetermination at its September 2016 meeting.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the redetermination of air quality conformity for the *2015 Cycle 2 2040 Fiscally Constrained Regional Transportation Plan*, and *Amended 2016-2021 Transportation Improvement Program (TIP)*, along with the *2015 Cycle 2 Denver Southern Subarea 8-hour Ozone Conformity Redetermination* and the *2015 Cycle 2 CO and PM10 Conformity Redetermination*, concurrently.

ATTACHMENTS

Links:

- [DRCOG CO and PM 10 Conformity Redetermination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Redetermination](#)

ADDITIONAL INFORMATION

For additional information, please contact Robert Spotts, Senior Transportation Planner, at (303) 480-5626 or [rspotts@drcog.org](mailto:rspotts@drcog.org).

## ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Long Range Transportation Planning Manager  
303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org).

Meeting Date	Agenda Category	Agenda Item #
August 22, 2016	Information	6

### SUBJECT

Briefing on CDOT's new local agency risk assessment process.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

As required by the Federal Uniform Cost Principles, any local agency receiving federal funds for a project must participate in a "Subrecipient Risk Assessment" and, based on risk level, to be followed by a monitoring plan. CDOT worked closely with FHWA to develop a risk assessment process and is rolling out training for internal staff in August and September.

CDOT staff will present an overview of the risk assessment process at the TAC meeting and will seek TAC input on how DRCOG and its member agencies could assist in training and/or related communications.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENTS

N/A

### ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Long Range Transportation Planning Manager, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org) or Steve Markovetz, CDOT, at 303-757-9391 or [steve.markovetz@state.co.us](mailto:steve.markovetz@state.co.us).



## ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Long Range Transportation Planning Manager  
303-480-6751 or [jriger@drcoq.org](mailto:jriger@drcoq.org).

Meeting Date	Agenda Category	Agenda Item #
August 22, 2016	Information	7

### SUBJECT

Briefing on CDOT's 10-year Development Program.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

CDOT is in the process of developing a 10-year [Development Program](#) to “bridge the gap between its four-year Statewide Transportation Improvement Program (STIP) and its 20+ year Statewide Transportation Plan (SWP).” According to CDOT, the Development Program’s purpose is to “capture the major investment needs and priorities identified in the planning process over a longer timeframe.”

While not fiscally constrained, the Development Program emphasizes projects that could be implemented if additional funding became available because those projects have completed or are undergoing pre-construction activities (such as PEL or NEPA studies). The Development Program for the DRCOG region includes several regionally significant projects identified in the 2040 Regional Transportation Plan (e.g., Appendix 4) as the basis to incorporate the region’s long range transportation priorities. Included projects are primarily (but not exclusively) those shown in Appendix 4 to be funded with CDOT-controlled revenues and in the first air quality conformity network staging period (2015-2024).

The draft Development Program for the DRCOG region is being developed by CDOT Region 1 (Attachment 1) and CDOT Region 4 (Attachment 2). CDOT region staff will provide further information at the TAC meeting.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENTS

1. Draft CDOT Region 1 10-Year Development Program
2. Draft CDOT Region 4 10-Year Development Program

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Long Range Transportation Planning Manager, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org); Danny Hermann, CDOT Region 1 at (303) 757-9946 or [danny.hermann@state.co.us](mailto:danny.hermann@state.co.us); or Karen Schneiders, CDOT Region 4 at (970) 350-2172 or [karen.schneiders@state.co.us](mailto:karen.schneiders@state.co.us).

# ATTACHMENT 1

CDOT REGION 1 DRAFT 10-YEAR DEVELOPMENT PROGRAM  
8/11/2016

Project Summary					Project Funding							
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I \$ Funding Need	Tier I \$ Total	Tier II \$ Funding Need	Tier II \$ Total	Tier I/II \$ Funding Need	Tier I/II \$ Total	Other Funding Sources
1	1	1	Greater Denver Area, Pikes Peak Area	I-25: Monument to C-470	Corridor mobility and safety improvements from Monument to 470 as outlined in the PEL currently underway.	\$ 270.00	\$ 270.00	\$ -	\$ -	\$ 270.00	\$ 270.00	
2	2	1	Greater Denver Area	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	\$ 3.00	\$ 30.00	\$ -	\$ -	\$ 3.00	\$ 30.00	
3	3	1	Greater Denver Area	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening. Congestion relief, safety, and mobility improvements.	\$ 60.00	\$ 60.00	\$ -	\$ -	\$ 60.00	\$ 60.00	
4	4	1	Greater Denver Area	I-25 North: US 36 to 120th	Improvements on I-25 between US36 and 120th Potential improvements include: Aux lanes, additional lanes between 84th Ave and Thornton Pkwy., and reconstruction of 88th Ave Bridge.	\$ 35.00	\$ 55.00	\$ 40.00	\$ 40.00	\$ 75.00	\$ 95.00	Potential of \$10m from RTD and \$10m from locals
5	5	1	Greater Denver Area	I-25 North: TEL Expansion	Expansion of Tolled Express Lanes (TEs) from current planned end at E-470 to SH 7. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.	\$ 30.00	\$ 70.00	\$ -	\$ -	\$ 30.00	\$ 70.00	Assumes \$40m contribution from locals to reconstruct I-25/SH7 interchange
7	7	1	Greater Denver Area	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PPSL) or permanent.	\$ 120.00	\$ 190.00	\$ 60.00	\$ 60.00	\$ 180.00	\$ 250.00	Assumes \$70M from Bridge Enterprise
10	10	1	Greater Denver Area	I-225: I-25 to Yosemite	Complete NEPA and final design for \$3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	\$ 60.00	\$ 60.00	\$ -	\$ -	\$ 60.00	\$ 60.00	
11	11	1	Greater Denver Area	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of bridges, and reconstruction of concrete pavement.	\$ 100.00	\$ 280.00	\$ -	\$ -	\$ 100.00	\$ 280.00	Assumes tolls/PPP for partial funding
13	13	1	Greater Denver Area	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	\$ 60.00	\$ 60.00	\$ -	\$ -	\$ 60.00	\$ 60.00	
14	14	1	Greater Denver Area	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/deceleration lanes. Includes a 10 foot trail.	\$ 20.00	\$ 20.00	\$ 35.00	\$ 35.00	\$ 55.00	\$ 55.00	
15	15	1	Greater Denver Area	US 85/Vasquez: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	\$ 60.00	\$ 60.00	\$ -	\$ -	\$ 60.00	\$ 60.00	This is a CMCA priority.
6	6	1	Greater Denver Area	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Twin Tunnels to Empire Junction.	\$ 40.00	\$ 40.00	\$ 130.00	\$ 130.00	\$ 170.00	\$ 170.00	
8	8	1	Greater Denver Area	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.	\$ -	\$ -	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00	
12	12	1	Greater Denver Area	C-470: I-25 to Kipling	Complete ultimate buildout identified in the C470 Corridor Revised EA. Ultimate buildout will add an additional toll lane WB from Colorado to Wadsworth and EB from Wadsworth to I-25. Two toll lanes will also be constructed from Wadsworth to Kipling for both directions.  Project Funding is \$165M according to the EA and is a fair estimate based off of the increase in prices we've seen for this project.	\$ -	\$ -	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	
XX	XX	1	Greater Denver Area	US 36 Bike Path: 88th/Sheridan and US36/Church Ranch	Significant enhancement to the US 36 bike path that includes construction of a bike/pedestrian path and grade separated crossings in the vicinity of 88th/Sheridan and Church Ranch(104th Ave)/US36 . Tiger Grant Application was submitted near end of April 2016 and expected to hear back in October.	\$ 8.00	\$ 8.00			\$ 8.00	\$ 8.00	
XX	XX	1	Greater Denver Area	US 85 & 104th Grade Separation	Project will construct a grade separated interchange at 104th & US 85. The project will also grade separate 104th at the UPRR Crossing just east of US 85. FASTLANE Grant submitted in April 2016.	\$ 62.00	\$ 62.00					
XX	XX	1	Greater Denver Area	US 85 & 120th Grade Separation	Project will construct a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.	\$ 20.00	\$ 45.00					Assumes local contribution
		1	Greater Denver Area	I 70 Transit Center and Slip Ramp-Improvements	Provide Ramp and Interchange Improvements to facilitate access for Bus service to Proposed Transit Center in Downtown Idaho Springs.	\$ 10.00	\$ 35.00					Local match and DTR
		1	Greater Denver Area	Devolutions			\$ 45.00					
16	16	1	Greater Denver Area	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with median and construction of grade separated interchange at King's Valley.	\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00	\$ 40.00	\$ 40.00	
<b>TOTAL</b>						<b>\$ 978.00</b>	<b>\$ 1,410.00</b>	<b>\$ 510.00</b>	<b>\$ 510.00</b>	<b>\$ 1,396.00</b>	<b>\$ 1,733.00</b>	

**PLANNING TARGET**      **\$ 953.35**

**ATTACHMENT 2**

**REGION 4 - DRAFT 10-YEAR DEVELOPMENT PROGRAM - DRCOG  
8/15/2016**

Project Summary						Project Funding						Priority	Statewide Plan Goal Areas					Key Project/Corridor Attributes						Funding Opportunities								
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I \$ Funding Need	Tier I \$ Total	Tier II \$ Funding Need	Tier II \$ Total	Tier I/II \$ Funding Need	Tier I/II \$ Total	Other Funding Sources	TPR / Region Priority	Maintain the System	Mobility	Safety	Economic Vitality	NHS Corridor	Freight Corridor	Congressional Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Innovative Financing	SB 228 Project	NHFP	FASTLANE	TIGER	FLAP		
1	52	4	North Front Range, Greater	I-25 North: SH 7 to SH 14	Addition of one Express Lane in	\$ 350.00	\$ 350.00	\$ 1,150.00	\$ 1,150.00	\$ 1,500.00	\$ 1,500.00		NFR Regionally Significant Project	X	X	X		X	X	X	X					X	X					
6	74	4	Greater Denver Area	SH 119: BRT / Express Lanes	Construction of BRT / express lanes.	\$ 9.65	\$ 9.65	\$ 65.35	\$ 65.35	\$ 75.00	\$ 75.00							X	X								X	X				
13	60	4	Upper Front Range, North Front Range,	US 85: Corridor Improvements	Safety, intersection and interchange improvements	\$ -	\$ 2.75	\$ 197.25	\$ 197.25	\$ 197.25	\$ 200.00		US85 Relocation/Realignment Improvements are		X	X		X	X		X						X	X		X		
20	68	4	Upper Front Range, Greater	SH 52: SH 119 to US 85 Corridor	Widening, safety, and intersection	\$ -	\$ -	\$ 80.00	\$ 80.00	\$ 80.00	\$ 80.00		SH 52 & WCR 19 Intersection		X	X		X	X		X							X	X			
21	70	4	Greater Denver	SH 66: Corridor	Widening, safety,	\$ -	\$ 1.50	\$ 98.50	\$ 98.50	\$ 98.50	\$ 100.00				X	X		X											X			
22	71	4	Upper Front Range, Greater Denver Area	SH 66: Corridor Improvements East	Safety and intersection improvements.	\$ -	\$ -	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00		Ranked #63 of 70 in UFR		X	X		X			X			X					X		X	
23	73	4	Greater Denver Area, Eastern	SH 86: I-25 Castle Rock east to I-70	Surface treatment and intersection improvements.	\$ -	\$ -	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00		Eastern Regional Priority Corridor	X	X			X											X			
24	75	4	Greater Denver Area	SH 119 / SH 52 Interchange	Construction of new interchange.	\$ -	\$ -	\$ 30.00	\$ 30.00	\$ 30.00	\$ 30.00								X	X							X	X				

**Total \$ 359.65 \$ 363.90**

## ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Matthew Helfant, Senior Transportation Planner  
303-480-6731 or [mhelfant@drcog.org](mailto:mhelfant@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
August 22, 2016	Information	8

### SUBJECT

Briefing on FAST Act Critical Urban and Rural Freight Corridor designations.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The Fixing America's Surface Transportation (FAST) Act establishes a National Highway Freight Network (NHFN) to strategically direct federal resources toward improved performance. The NHFN consists of the following four subsystems:

- 1) the Primary Highway Freight System (PHFS);
- 2) the Interstate System not already part of the PHFS;
- 3) Critical Rural Freight Corridors (CRFCs), and
- 4) Critical Urban Freight Corridors (CUFCs).

Excluding the CRFCs and CUFCs, the [NHFN in Colorado](#) currently includes the interstates, small segments of E-470, US-6, US-85, and SH-2, and eight intermodal connectors in the metro Denver area. The PHFS has already been identified by FHWA.

The FAST ACT specifies that states and MPOs designate CRFCs and CUFCs, within mileage limits established by FHWA. Colorado's mileage limits are 160.69 centerline miles statewide for CRFCs and 80.35 centerline miles statewide for CUFCs (for urbanized areas over 50,000 in population). The designation of CUFCs and CRFCs makes freight-related projects on them eligible for certain formula and discretionary funds through their addition to the NHFN.

DRCOG and CDOT are working together to define the critical freight corridors within the DRCOG region. CDOT staff will provide further information at the TAC meeting.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENT

1. CDOT Critical Rural and Urban Freight Corridors (July 2016)

### ADDITIONAL INFORMATION

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

## National Highway Freight Network

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The [Fixing America's Surface Transportation Act](#) (FAST Act) repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21st Century Act (MAP-21), and directed the FHWA Administrator to establish a [National Highway Freight Network](#) (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. States and in certain cases, Metropolitan Planning Organizations (MPOs), are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act.

The NHFN includes the following subsystems of roadways:

- Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consist of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
- Other Interstate portions not on the PHFS: These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
- Critical Rural Freight Corridors (CRFCs): These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- Critical Urban Freight Corridors (CUFCs): These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The NHFN is an element of the [National Multimodal Freight Network](#) (NMFN), which also includes freight rail systems of Class I railroads, public ports of the U.S. that have total annual foreign and domestic trade of at least 2,000,000 short tons; inland and intra-coastal waterways of the U.S.; the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported; the 50 airports located in the U.S. with the highest annual landed weight; and other strategic freight assets.

The initial NMFN will be designated by December 4, 2016. There is no deadline for [designating and certifying CRFCs and CUFCs](#), although no formula funds from the National Highway Freight Program (NHFP) may be expended on a corridor prior to its designation. Designations may occur at any time, may be full or partial designations of the CRFCs or CUFCs mileage, and the two types do not need to be designated at the same time. Designations and certification may be provided to FHWA on a rolling basis. FHWA recommends that State Freight Plans are updated to include these routes once designated.

Excluding the CRFCs and CUFCs, the [NHFN in Colorado](#) currently includes the interstates, small segments of E-470, US 6, US 85, and SH 2 in the metro Denver area and eight intermodal connectors in the metro Denver area.

- 1,217.17 miles
  - PHFS: 789.94 miles
  - PHFS Intermodal Connectors: 13.52 miles
  - Non-PHFS Interstates: 172.67 miles
  - CRFC: 160.69 miles
  - CUFC: 80.35 miles

## National Highway Freight Program

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The [National Highway Freight Program](#) (NHFP) provides formula funds to the States to improve the efficient movement of freight on the NHFN. Colorado is anticipated to receive approximately \$15 million annually through this program, beginning in FY 16. In order for a project to be eligible for funding under the NHFP, a project must be located on the NHFN, or be a freight intermodal or freight rail project. The NHFP provides a wide range of eligibility, including but not limited to:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.

## ATTACHMENT 1

- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- A wide range of other activities supporting freight movement including ITS, truck parking, highway ramp metering, truck-only lanes, climbing and runaway truck lanes, traffic signal optimization, etc.

### Critical Corridor Designation – Proposed Approach

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- Use [State Highway Freight Plan](#) (Colorado Freight Corridors and Freight Project Areas) as starting point
- Focus on smaller, logical corridor segments rather than entire corridors given limited allotment of miles
- Consider leaving some portion of miles unallocated to retain flexibility and assign if/when needed.
- Expedited process to identify initial corridor designations this fall – get in early in tandem with designation of NMFN, get corridors designated in order to provide expanded eligibility of projects as we move forward in identifying priorities for funding under the formula freight program.
- Solicit input through Regions, TPRs, MPOs, STAC, and FAC
- Coordinate with DRCOG and PPACG processes for urbanized areas > 500,000
- Building on initial analysis, input and designations, conduct more detailed analysis of corridors and priorities as part of Multimodal Freight Plan development.
- Develop annual update process to update corridors annually as projects are completed, needs change, etc.

### Critical Rural Freight Corridors

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- 160.69 miles, designated by the State

#### Criteria

- Is not inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
  - Rural Principal Arterial with a minimum of 25% of AADT of the road measured in passenger vehicle equivalent units from trucks
  - Provides access to:
    - Energy exploration, development, installation or production areas
    - Grain elevators
    - Agricultural facilities
    - Mining facilities
    - Forestry facilities
    - Intermodal facilities
    - Significant air, rail, water or other freight facilities in the State
  - Connects the PHFS or Interstate System to facilities that handle more than:
    - 50,000 20 foot equivalent units per year
    - 500,000 tons per year of bulk commodities
  - Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.
- States are encouraged to consider first or last mile connector routes from high-volume freight corridors to key rural freight facilities including manufacturing centers, agricultural processing centers, farms, intermodal, and military facilities

### Proposed Timeline and Approach

June

- Identify starting point for corridors based on:
  - Colorado Freight Corridors
  - Freight Project Areas

July-September

- Regions and TPRs/MPOs provide input on:
  - Most important logical segments
  - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)

## ATTACHMENT 1

- Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)

### October

- Identify up to 160 miles of initial Critical Rural Freight Corridors, based on Region, TPR/MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

### November/December

- Transportation Commission review
- Submit Critical Rural Freight Corridors to FHWA

### Critical Urban Freight Corridors

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- 80.35 miles, designated by the State in consultation with MPO, or in urbanized areas with a population of 500,000 or more, designated by the MPO in consultation with the State.

#### **Criteria**

- Is inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
  - Connects an intermodal facility to the PHFS, Interstate System, or an intermodal freight facility
  - Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
  - Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land, or
  - Is important to the movement of freight within the region, as determined by the MPO or the State.
- States and MPOs are encouraged to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial zoned land.

#### **Proposed Timeline and Approach**

### June

- Identify starting point for corridors based on:
  - Colorado Freight Corridors
  - Freight Project Areas

### July-September

- GVMPO, NFR MPO, and PACOG provide input on:
  - Most important logical segments
  - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)
  - Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)
- DRCOG, PPACG:
  - Identify Critical Urban Freight Corridors
- Coordinate with MPOs, negotiate mileage allocation between DRCOG, PPACG, and other urban areas

### October

- Identify initial XX miles of Critical Urban Freight Corridors outside of DRCOG and PPACG, based on Region, MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

### November/December

- Transportation Commission review
- Submit Critical Urban Freight Corridors outside of DRCOG, PPACG to FHWA