

Board Officers

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AGENDA
TRANSPORTATION ADVISORY COMMITTEE MEETING
Monday, August 25, 2014
1:30 p.m.
1290 Broadway
Independence Pass Board Room - Ground floor, west side

1. Call to Order
2. Public Comment
3. June 16, 2014 Meeting Summary
(Attachment A)

ACTION ITEMS

4. **Motion to recommend to the Regional Transportation Committee amendments to the 2012-2017 Transportation Improvement Program (TIP).**
(Attachment B)
Todd Cottrell
5. **Motion to recommend to the Regional Transportation Committee approval of the DRCOG 2014 FasTracks Baseline Review and Determination Report.**
(Attachment C)
Matthew Helfant

INFORMATIONAL ITEMS

6. **2040 Metro Vision Regional Transportation Plan: Review policies, action strategies and public input.**
(Attachment D)
Jacob Riger

ADMINISTRATIVE ITEMS

7. Member Comment/Other Matters
8. Next Meeting - September 22, 2014
9. Adjournment

Disabled attendees are asked to notify DRCOG at least 48 hours in advance of the need for auxiliary aids or services

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ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, June 16, 2014

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeanne Shreve (Alternate)	Adams County
Maria D'Andrea (Alternate)	Adams County
Dave Chambers	Arapahoe County-City of Aurora
Bryan Weimer (Alternate)	Arapahoe County
Tom Reed	Aviation Interests
George Gerstle	Boulder County
Heather Balsler	Boulder County-City of Louisville
Debra Baskett (Chair)	Broomfield, City and County
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, DTD
Danny Herrmann (Alternate)	Colorado Dept. of Transportation, Reg. 1
Dave Gaspers (Alternate)	City and County of Denver
Janice Finch	City and County of Denver
Doug Rex	Denver Regional Council of Governments
Mike Sutherland	Douglas County-Town of Parker
Art Griffith	Douglas County
Dave Baskett (Alternate)	Jefferson County-City of Lakewood
Kevin French	Jefferson County
Bert Weaver	Non-MPO
Lenna Kottke	Non RTD Transit
Ken Lloyd	Regional Air Quality Council
Bill Van Meter	Regional Transportation District
Bob Davis	Senior Transportation
Ted Heyd	TDM/Non-motor

OTHERS PRESENT:

Mac Callison (Alternate)	Arapahoe County – City of Aurora
Phil Greenwald	Boulder County – City of Longmont
Kate Cooke (Alternate)	Regional Air Quality Council

Public: Julia Spiker, CDOT Reg. 1; Tom Reiff, Town of Castle Rock; Travis Greiman, City of Centennial; Larry Squires, FTA Reg. 8; Kent Moorman, City of Thornton

DRCOG staff: Jacob Riger, Steve Cook, Robert Spotts, Mark Northrop, Lawrence Tilong, Will Soper, Casey Collins

Call to Order

Chair Debra Baskett called the meeting to order at 1:32 p.m.

Public Comments

There was no public comment.

Summary of June 2, 2014 Meeting

The meeting summary was accepted.

ACTION ITEMS

Motion to recommend to the Regional Transportation Committee the June 2014 amendments to the 2012-2017 Transportation Improvement Program (TIP).

Steve Cook presented the RTD-proposed amendment to reprogram use of I-225 Corridor's \$7.25 million allocation of the DRCOG FasTracks *Second Commitment in Principle* CMAQ funds from the Peoria/Smith station to use on double tracking in portions of the East Corridor in FY15-16. The Aurora I-225 Corridor partners are in agreement with the proposal.

Mac Callison MOVED to recommend to the Regional Transportation Committee the June 2014 amendments to the *2012-2017 Transportation Improvement Program (TIP)*. Art Griffith SECONDED the motion and the MOTION PASSED unanimously.

Motion to recommend to the Regional Transportation Committee the 2040 RTP Fiscally Constrained Roadway Capacity and Rapid Transit Staging Networks.

Jacob Riger presented a further discussion for the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks.

Mr. Riger noted, per the June 2 TAC's request:

- *Table 1-2040 RTP Draft Project Scoring and Evaluation Results* now includes the scored Colfax Enhanced Transit project.
- *Table 2 (program revenues)* was slightly revised. CDOT is still reviewing revenue distributions.
- An additional conceptual approach for allocating funds assuming 50% matching funds (Purple) is now available for today's discussion.
- A map is now available illustrating the combined CDOT-funded and DRCOG-scored projects (Figure 5).

Staff distributed additional handout materials that included:

- another conceptual approach (Green) assuming 33% matching funds;
- CDOT's roadway capacity project list;
- a combined list of all conceptual approaches (Table 7) now including a line item addition of the I-70 East reconstruction project, which is not scored; and
- a list of proposed locally-funded projects.

Mr. Riger reviewed conceptual approaches. Assumptions for all approaches include the \$50 million CDOT request for the I-70 East reconstruction; the SH-119 BRT and the East Colfax Enhanced Transit projects; and the removal of DRCOG-scored projects that CDOT now proposes to fund.

Mr. Riger asked that staff be allowed some discretion to finalize the locally funded project list based on the Board's action on June 25, as regional funding recommendations will modify the proposed locally funded project list.

Mr. Riger discussed the proposed rapid transit network and projects. He noted RTD's Board will act in July 2014 to advance the staging period for Southeast Extension. Mr. Riger said the SH-119 BRT project and the Colfax enhanced transit capacity project will be added to the Tier 1 Rapid Transit Network as non-FasTracks projects if selected by the DROCG Board as fiscally constrained.

Mr. Riger noted the three air quality staging periods (2015-2024, 2025-2034, 2035-2040) and said RTP projects in the 2015-2024 period are eligible to apply in the new TIP. He asked that staff be allowed some discretion to work with project sponsors to finalize project staging as needed to demonstrate to FHWA a reasonable distribution of projects by staging period.

Member comments:

- Janice Finch asked whether the Colfax enhanced transit project can be funded with CMAQ like the Longmont Diagonal BRT. Mr. Riger said three CMAQ-eligible projects (I-70 East, Colfax, and SH-119) can be funded with CMAQ dollars.
- George Gerstle asked for clarification on how the \$50 million for the I-70 East project qualifies for CMAQ if there is a parallel commuter rail line. Mr. Riger noted the project would construct managed lanes that could be used by buses. Mr. Gerstle asked if priority would be for HOV and buses. Jeff Sudmeier, CDOT, noted the existing CDOT “free HOV3+ in 2017” policy would likely apply.
- George Gerstle asked for clarification on why the SH-66 from 75th to Hover Road project is not identified as a CDOT project on the DRCOG list or maps. Mr. Riger noted CDOT submitted their own proposed list of projects to be funded with CDOT-controlled revenues. Mr. Gerstle then noted the portion of SH-66 closer to I-25 is the higher priority, and questioned how much local input CDOT considered in selecting projects. Jeff Sudmeier, CDOT, replied that he would convey Mr. Gerstle’s question to Region 4 staff.
- Mr. Gerstle said he understood that Longmont’s proposal for the widening of SH-66 was east from Longmont, not the section CDOT has proposed (between I-25 and Longmont). Phil Greenwald agreed. Mr. Gerstle asked if CDOT felt it was a higher priority. Mr. Gerstle said CDOT has not consulted with local governments on the SH-119/SH-52 interchange and asked that CDOT consult with local governments about their priorities. Jeff Sudmeier, CDOT, said he would look into the prioritization by CDOT of these two projects.
- Janice Finch suggested that CDOT’s \$50 million proposal for the I-70 East project could be spread over two TIP cycles. Steve Cook noted it could be.
- Kevin French questioned how the CMAQ funds qualify for use on the I-70 East project. He asked which transit vehicles would be using the I-70 East corridor. Bill Van Meter, RTD, said RTD does not have a specific service plan yet for the East Corridor, but noted substantial portions of RTD service will be on the rail line, rather than I-70.
- Jeanne Shreve asked for clarification on the I-70 East project’s proposed request for \$850 million bonding through Bridge Enterprise. She noted the request takes place around the time TRANS Bonds expires and becomes available (at \$167 million per year) within the region. She asked if the I-70 East project will take all the available TRANS Bonds.
 - Danny Herrmann, CDOT, noted Bridge Enterprise bonding is separate from TRANS Bonds. The Commission has decided to apply the bulk of the money freed up from paying off the TRANS Bonds (starting partially in FY17 and fully in FY18) primarily for Asset Management categories (for “fix it first” Bridge and Surface Treatment projects). In years the funding is not fully used, it will go into a contingency. Ms. Shreve asked if CDOT could provide the tables that show the details of TRANS Bonds funding assumptions.
- Jeanne Shreve asked for more details on funding improvements along the Peña Boulevard (widening from 4 to 8 lanes). Tom Reed, DIA, said FAA has recently stated DIA can no longer fund capacity enhancements on Peña induced by non-airport related traffic, but can still provide funding for capacity expansion due to airport-related traffic. Ms. Shreve asked what percentage of non-airport and airport traffic has been determined. Janice Finch noted studies show that non-DIA traffic is triggering the improvements.

George Gerstle MOVED to recommend the Blue approach (projects by ranking). Heather Balser SECONDED the motion.

- Jeanne Shreve commented there is not enough information on the Peña project. She suggested a further study on alternatives.
 - Tom Reed, DIA, said a study is being conducted to determine alternative funding scenarios for capacity enhancements. DIA is also gathering additional traffic volume data, and has done an origin/destination analysis, but has not done the full alternative evaluation of funding scenarios.
 - Janice Finch said Peña is a priority project for Denver, but the total cost could be reduced to \$80 million for the Peña project (freeing up \$30 million). Could perhaps reduce lanes.
 - Ms. Finch said Denver does not prioritize the Hampden (Dayton to Havana) segment at this time, which could free up another \$14 million.

Considering comments by Janice Finch on Denver's willingness to reduce the request for Peña funding request, George Gerstle presented another motion.

George Gerstle MOVED to recommend the Blue (20% local match) approach, reducing the Peña project request to \$80 million and adding the Adams County SH-7 164th to Dahlia to the Blue list to reflect regional equity. Heather Balser SECONDED the motion.

- Ted Heyd asked Janice Finch how the \$30 million reduction amount was determined, if reducing the Peña lane widening from 8 lanes to 4-6 lanes.
 - Ms. Finch noted an estimated project cost range of \$50 to \$120 million was determined, depending on what structures are built. The priority is to get the project on the FC RTP project list as a regional priority, eligible for non-FAA funding.
- Kevin French commented it was arbitrary to pick the SH-7 project, when others may rank higher. He suggested cutting Peña further (50%) and picking more ranked projects.
- Ken Lloyd asked what Adams County's priority is?
 - Jeanne Shreve said SH-44 (Grandview Ponds to S. Platte River bridge), then SH-7 from 164th to Dahlia.

George Gerstle MOVED to recommend the Blue (20% local match) approach, reducing the Peña project request by \$30 million to \$80 million; and then move down the list of projects until expended. Heather Balser SECONDED the motion.

Chair Debra Baskett called the question.

Jacob Riger said one to two more projects could be added with this motion (for example, the 88th Avenue: I-76 NB Ramps to SH-2 (\$21.5 million) and the Parker Road: Quincy Avenue to Hampden Avenue (\$18.5 million) projects). Two projects would exceed estimated available revenues by about \$8.5 million.

The Chair summarized the motion. Discussion continued.

George Gerstle clarified that his motion should include the two projects, and would drop the Parker project if not accepted as fiscally constrained by FHWA.

Ken Lloyd MOVED a substitute motion to recommend the Green (33% local match) approach, reducing the Peña funding request by \$30 million to \$80 million, and adding the Arapahoe Road: Havana Street (\$16 million) project.

Ken Lloyd withdrew his motion.

A vote was taken on the (George Gerstle) motion. 8 were in favor. The MOTION DID NOT PASS.

Kevin French MOVED to recommend the Green approach (33% local match), reducing the Peña funding request by \$30 million to \$80 million; and adding the *Parker Road: Quincy Avenue to Hampden Avenue* project (\$18.5 million) and the *104th Avenue: Grandview Ponds to McKay Road* projects (\$8.1 million). He asked to have \$4 million returned to the Peña project. Ken Lloyd SECONDED the motion.

Jacob Riger noted the 33% local match approach is a general average over a 25 year period, to be used as a planning level measure. This percentage is a compromise between the 50/50 and the 80/20 ratio.

A vote was taken on Kevin French's motion. The MOTION PASSED, with 17 in favor.

Motion to recommend to the Metro Vision Issues Committee First Phase funding targets by project type to be used for the 2016-2021 TIP Call for Projects.

Doug Rex discussed the request made by the TAC at the last meeting on June 2 to revise the funding targets for First Phase selection in the 2012-2016 TIP Policy document.

Mr. Rex asked the committee to consider expressing funding targets by "project type", rather than the funding category (as shown in Table 2 in the agenda memo). He noted that CDOT recently submitted a request on May 30 for \$50 million (CMAQ and/or STP-Metro) for the I-70 East reconstruction project. Setting "project type" funding targets would allow more flexibility, without having to recalculate funding targets as often. If TAC agrees, the MVIC will consider this recommendation on July 2.

Mr. Rex noted corrections in the suggested Table 2 for the 2016-2021 targets: Roadway Capacity should be 38% (instead of 37) and Roadway Reconstruction should be 15% (instead of 16%).

George Gerstle asked if the Roadway Capacity target (38%) includes the I-70 East \$50 million request. Mr. Rex said that I-70 East project is taken "off the top"; is not included in that target.

Ted Heyd asked for more discussion on adjusting the proportion of funding for roadway projects versus transit and bike/ped projects. Mr. Heyd commented that First Phase funding is disproportionately devoted to roadway projects (80-83% towards roadway type projects, while 6% is transit and 11% is bike/ped projects).

Art Griffith asked what other "off the top" items are assumed.

- Steve Cook listed (for the next TIP period): \$11 million for FasTracks commitments, \$15 million for the Regional TDM Pool program, \$7.2 million for the Air Quality pool (administered by RAQC); and \$2.4 million for Station Area Master Plans.
- Doug Rex noted Other Commitments include \$27 million for FasTracks set-aside (carry over projects).

Steve Cook noted there will be additional funding available for bike/ped projects in the region (around an additional \$8 million) through the CDOT-controlled Transportation Alternative Program (TAP) per MAP-21 (used to be STP-Enhancement). Doug said the bike/ped allocation of \$18 million in 2016-2021 does not include the CDOT TAP funds, but DRCOG jurisdictions will be eligible in the CDOT call for projects.

Dave Baskett MOVED to recommend the staff proposal of expressing funding targets by project type to MVIC, along with providing MVIC with another table listing the breakouts showing the actual amounts. Art Griffith SECONDED the motion.

Janice Finch noted Second Phase funding typically involves a lot of bike/ped projects. Ms. Finch suggested spreading the \$50 million CDOT request for the I-70 East project over two TIP cycles, thus freeing up more monies for bike/ped projects.

Danny Herrman, CDOT, noted the \$50 million request indicates regional buy-in.

Art Griffith made a friendly amendment to recommend reducing the \$17 million Roadway Reconstruction to \$14 million and increasing Bike/Ped by \$3 million.

Janice Finch recommended the \$50 million be split into First and Second Commitments (which Steve Cook clarified as \$25 million for four years (2016-2019); and \$25 million in the next 4 years after.

Kevin French commented that a number of roadway projects also include bike/ped elements.

Ted Heyd asked if the \$8 million CDOT-controlled TAP funding was strictly for bike/ped projects, not roadway types. Doug Rex said that was correct. Steve Cook noted around \$6 million is allocated for CDOT Region 1 (in the DRCOG region) and the additional \$2 million is a share estimated for the DRCOG region within CDOT Region 4.

Dave Baskett, the maker, did not accept Art Griffith's friendly amendment. Art Griffith withdrew his amendment.

George Gerstle asked if the \$50 million split over two TIP cycles suggestion was part of the motion. Dave Baskett said no.

Ted Heyd suggested CDOT provide more information on the I-70 East proposal for the Board to deliberate on the feasibility of the project. Mr. Heyd said he would be in favor of the split TIP commitment.

Debra Baskett reiterated that the intent of the motion is to have staff prepare additional information on total dollar amounts and provide it to MVIC.

Debra Baskett called the question and a vote was taken. Twelve were in favor, 4 were not in favor, and 2 abstained. The MOTION DID NOT PASS.

George Gerstle MOVED to recommend the staff proposal of expressing funding targets by project type to MVIC, along with providing MVIC with another table listing the breakouts showing the actual amounts, and splitting the \$50 million CDOT I-70 East reconstruction request over two TIP cycles (\$25/\$25m), with \$25 million being made available for the Bike/Ped and Transit categories. Janice Finch SECONDED the motion.

Art Griffith made a SUBSTITUTE MOTION to recommend distributing the \$25 million proportionally among all the project types rather than assign solely to bicycle/pedestrian. Dave Baskett SECONDED the motion. The MOTION passed, with 18 in favor.

Member Comment/Other Matters

The meeting ended at 3:35 p.m. The next meeting will be held on July 28, 2014.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
August 25, 2014	Action	4

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), generally taking place each quarter. These amendments may involve the deletion and addition of projects, or adjustments to existing projects.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

N/A

SUMMARY

Projects to be amended are listed in the tables, along with specific details and the reasons for the amendment. The proposed policy amendments to the [2012-2017 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- Funds added to Region 1 Hazard Elimination Pool
- Funds and projects added to Region 1 Surface Treatment Pool
- Funds and project added to Region 6 FASTER Bridge Enterprise Pool
- Funds added to Region 6 FASTER Transit Pool
- Funds transferred from Region 4 Temporary Flood-Related Roadway Repairs Pool to newly created Region 4 2013 Flood-Related Projects Pool
- Created Region 1 2013 Flood-Related Projects Pool
- Funds transferred from Welby Road Extension project to FasTracks Eagle P-3 Corridors (Gold and East Line) project
- Funds transferred from Welby Road Realignment project to newly created 124th Avenue/Eastlake Station: Claude Court Realignment project

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Motion to recommend to the Regional Transportation Committee amendments to the *2012-2017 Transportation Improvement Program* (TIP).

ATTACHMENTS

1. Amendments tables
2. North Metro Line Partners Letter – June 4, 2014

ADDITIONAL INFORMATION

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

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2007-073	Region 1 Hazard Elimination Pool									
Sponsor:	CDOT Region 1									
Scope:	CDOT Region 1 Hazard Elimination pool. Projects will not be listed.									
		Federal		\$0	\$0	\$0	\$0	\$0		
		State (Safety)		\$1,423	\$1,643	\$12,579	\$9,870	\$1,832		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total	\$6,450	\$1,423	\$1,643	\$12,579	\$9,870	\$1,832	\$0	\$33,797

Revised Funding

		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Why Amend?	Increase project funds.									
	Add \$4,504,080 of State Safety funds in FY2015 for US 6 bridges design/build. Increase total project funding.									
		Federal		\$0	\$0	\$0	\$0	\$0		
		State (Safety)		\$1,423	\$1,643	\$12,579	\$14,375	\$1,832		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total	\$6,450	\$1,423	\$1,643	\$12,579	\$14,375	\$1,832	\$0	\$38,302

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2007-096	Region 1 Surface Treatment Pool									
Sponsor:	CDOT Region 1									
Scope:	Projects in CDOT Region 1 to be approved for Pool Funding by Region 1 Director.									
		Federal		\$0	\$0	\$0	\$0	\$0		
		Federal (HfL)		\$0	\$2,000	\$0	\$0	\$0		
		State		\$0	\$0	\$0	\$0	\$0		
		State (R P P)		\$350	\$0	\$0	\$0	\$0		
		State (Surface)		\$15,817	\$14,653	\$40,255	\$44,063	\$31,447		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total		\$66,178	\$16,167	\$16,653	\$40,255	\$44,063	\$31,447	\$8,896 \$223,659

Region 1 Surface Treatment Pool					
Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name	Start-At and End-At	Cost (1,000s)
Colfax	I-70 to Kipling	\$3,000	SH-83 (Federal Blvd)	120th Ave	\$550
Federal	92nd to 120th	\$6,000	SH-83 (Parker)	Jewell Ave to Mississippi Ave	\$2,304
I 25	@ I-225	\$500	SH-86	Franktown-East	\$3,642
I-70	EMJT East	\$3,000	SH-86: Founders Pkwy	MP 100.2 to MP 104.3	\$8,539
I-70 East	Tower Rd to Colfax Ave	\$18,524	Sheridan	Hampden to Arizona	\$3,500
I-76	96th to US-85	\$6,500	University	Arapahoe to Hampden	\$5,000
Kipling	Jewell to 6th	\$4,000	US-285	Pine Junction to Richmond Hill	\$4,000
Pavement Pres. Jobs		\$1,701	US-285	Turkey Creek Canyon	\$1,250
PE & Design		\$600	US-285 (Hampden)	Federal Ave to Marion St	\$4,694
SH-121 (Wadsworth Blvd)	10th Ave to Colfax Ave	\$2,400	US-36	Kiowa Creek to East of Byers	\$4,000
SH-128	Eldorado to Wadsworth	\$3,500	US-36	Strasburg to Byers	\$2,000
SH-30/E 6th Ave	S Picadilly Road to N Airport Blvd	\$2,000	US-36	East of Cabin Creek	\$500
SH-36	W. of Watkins to Bennett	\$3,500	US-40	Byers to Deer Trail	\$1,953
SH-67	Rampart Range Rd	\$2,500	US-40	Berthound Pass East	\$1,500
SH-72	SH-93 to Coal Creek Canyon	\$1,500	US-40	US-6 to Beaver Brook	\$2,000
SH-72 Junction	SH-93 North	\$1,100	US-40 (Colfax Ave)	Federal Blvd to Speer Blvd	\$2,200
SH-74	Evergreen to Morrison	\$3,500	US-6	I-70 to SH-119	\$2,500
SH-79	North of Bennett	\$3,000	Wadsworth (TIP ID 2012-089)	Highland to 10th	\$2,500
SH-83	Antelope Creek to Castlewood Canyon	\$4,139			

2012-2017 Transportation Improvement Program

Revised Funding

Why Amend?

Increase project funds and add projects to pool.

Add \$47,000,000 of state Surface Treatment funds in FY2016. Add the following projects and corresponding amounts to the pool; I-76, 96th to US-85 for \$6,500,000; Wadsworth, Highland to 10th for \$2,500,000; I-25 @ I-225 for \$500,000; SH-72, SH-93 to Coal Creek Canyon for \$1,500,000; US-40, Berthoud Pass East for \$1,500,000; I-70, EMJT East for \$3,000,000, Sheridan, Hampden to Arizona for \$3,500,000; Federal, 92nd to 120th for \$6,000,000; Kipling, Jewell to 6th for \$4,000,000; University, Arapahoe to Hampden for \$5,000,000; Colfax, I-70 to Kipling for \$3,000,000; SH-128, Eldorado to Wadsworth for \$3,500,000; US6 I-70 to SH-119 for \$2,500,000; US-40, US-6 to Beaver Brook for \$2,000,000; and US-36, Strasburg to Byers for \$2,000,000. Increase total project funding.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (HfL)		\$0	\$2,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$350	\$0	\$0	\$0	\$0		
State (Surface)		\$15,817	\$14,653	\$40,255	\$44,063	\$78,447		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$66,178	\$16,167	\$16,653	\$40,255	\$44,063	\$78,447	\$8,896	\$270,659

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2008-104	Region 6 FASTER Bridge Enterprise Pool									
Sponsor:	CDOT Region 6	Federal		\$0	\$0	\$0	\$0	\$0		
Scope:	Pool contains bridge-related improvements and repairs based on the new FASTER Bridge Enterprise funding program (Colorado Senate Bill 108) in CDOT Region 6.	State (FASTER-B)		\$72,435	\$217,821	\$0	\$0	\$0		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total	\$138,156	\$72,435	\$217,821	\$0	\$0	\$0	\$0	\$428,412

Region 6 FASTER Bridge Enterprise Pool					
Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name	Start-At and End-At	Cost (1,000s)
County Rd. (Design)	Old Wadsworth@US-36	\$14,000	SH-30 (Design)	Havana@ Cherry Creek	\$300
Federal Blvd	69th Ave	\$15,000	SH-30 (Design)	Havana @ I-70 Bridge Replacement	\$1,800
I-25 (Construction)	Santa Fe	\$22,000	SH-40 (Construction)	Sand Creek	\$13,500
I-70	Sand Creek	\$11,500	SH-40 EB (Design)	Sand Creek	\$2,500
I-70 East (Preconstruction)	Preconstruction Activites	\$45,500	SH-44 (Construction)	104th Ave@Bull Seep	\$6,300
I-70 EB (Design)	UPRR	\$3,300	SH-44 (Design)	104th Ave@Bull Seep	\$1,000
I-76	S Platte	\$16,000	SH-44 (Design)	104th Ave@ S. Platte	\$700
I-76 (Construction)	UPRR	\$17,200	SH-58 (Construction)	Ford	\$7,200
I-76 (Design)	UPRR	\$2,835	SH-58 (Design)	Ford	\$982
Pecos (Design)	I-70	\$6,600	SH-88 (Construction)	Arapahoe Rd@Cherry Creek	\$21,500
Pecos St (Construction)	I-70	\$15,740	SH-88 (Pre-Construction)	Arapahoe Rd@Cherry Creek	\$9,350
Peoria (Construction)	I-76	\$5,000	Sheridan (Design)	UPRR	\$7,400
Peoria (Design)	I-76	\$1,000	US-40 EB (Design)	Tollgate Creek	\$1,400
Perry St. (Design)	US-6	\$815	US-40 EB (Pre-construction)	Tollgate Creek	\$2,000
SH-121 (Wadsworth)	Bear Creek	\$8,200	US-6	Bridge Construction (Platte, Bryant, BNSF)	\$59,918
SH-121 (Wadsworth)	US-36	\$32,000	US-6	Over Garrison, Jefferson County	\$15,521
SH-121 EB (Design)	UPRR	\$500	US-6 (Design)	BNSF	\$2,000
SH-2 (Design)	BNSF	\$500	US-6 (Design)	Bryant and S Platte	\$2,000
SH-287	Colfax	\$8,000	US-6 (Design)	Sheridan	\$11,533
SH-30 (Construction)	Havana@Cherry Creek	\$6,500	US-6 (Design)	Garrison St	\$2,000
SH-30 (Construction)	Havana @ I-70 Bridge Replacement	\$16,000	US-85 NB (Design)	Dad Clark Gulch	\$3,451

2012-2017 Transportation Improvement Program

Revised Funding

Why Amend?

Increase project funding and add new project to pool.
 Add \$15,520,900 in state Bridge Enterprise funds in FY 2015 and add the following project to pool; US-6 over Garrison in Jefferson County. Increase total project funding.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal		\$0	\$0		\$0	\$0	\$0	
State (FASTER-B)		\$72,435	\$217,821		\$0 \$15,521	\$0	\$0	
Local		\$0	\$0		\$0	\$0	\$0	
Total	\$138,156	\$72,435	\$217,821		\$0 \$15,521	\$0	\$0	\$443,933

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2008-107	Region 6 FASTER Transit Pool			\$0	\$0	\$0	\$0	\$0		
Sponsor:	CDOT Region 6			\$3,331	\$5,783	\$5,034	\$3,501	\$0		
Scope:	Pool contains transit-related projects based on the new FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 6.			\$1,160	\$4,780	\$2,518	\$1,537	\$0		
		Federal		\$0	\$0	\$0	\$0	\$0		
		State (Faster-T)		\$3,331	\$5,783	\$5,034	\$3,501	\$0		
		Local		\$1,160	\$4,780	\$2,518	\$1,537	\$0		
		Total	\$17,879	\$4,491	\$10,563	\$7,552	\$5,038	\$0	\$0	\$45,523

Region 6 FASTER Transit Pool		
Facility Name	Start-At and End-At	Cost (1,000s)
Arvada	Olde Town Arvada Bus Transfer Facility (FY14 & 15)	\$1,675
CDOT DTR	Bus Purchase for Alamosa/Gunnison to Denver Route (FY13)	\$228
CDOT Region 6	I-25 North Managed Lanes (FY13)	\$3,500
Denver	B-Cycle Expansion (FY12)	\$640
DRMAC	TIP-ID #2012-074 One Click, One Call equipment (FY13)	\$74
Lakewood	Pedestrian Transit Access Signal (FY13)	\$153
RTD	104th park-n-Ride (FY12)	\$2,800
RTD	US-36 Managed Lanes and BRT Facilities (FY12)	\$5,000
RTD	DUS AmTrak Relocation (FY12)	\$5,000
RTD	SE Corridor Light Rail Credit Card Ticket Vending Machines (FY13)	\$440
RTD	Maintenance of Way Building Rehab (FY13)	\$496
RTD	Civic Center Station Phase 2 (FY14 & 15)	\$4,100
RTD	Thornton Park-n-Ride Expansion (FY15)	\$998
RTD	Light Rail Manual to Power Emergency Crossover Upgrade Project (FY14 & FY15)	\$3,200
RTD	Central Corridor Light Rail Improvements (FY13)	\$692
RTD 1	Civic Station Phase II rehab	\$3,000
Seniors Resource Center	"Fix it First" with Alternate Fuel Replacement Vehicles for Aging SRC Urban	\$96
South I-25 TMA	Light Rail Shelter Improvements (FY12)	\$646
Thornton	SH-7 at I-25 Carpool Lot (Wagon Road Park-n-Ride Expansion) (FY14 & 15)	\$575
Wheat Ridge	Bus Shelter Replacement (FY12)	\$360
Wheat Ridge	Bus Benches (FY13)	\$200

2012-2017 Transportation Improvement Program

Revised Funding

Why Amend?

Increase pool project funding.

Add \$5,108,400 of state FASTER-Transit funds and \$1,672,252 of local match in FY2015. Add the corresponding amounts to the following pool projects; Arvada 1 - Olde Town Bus Transfer Facility Phase 1 for \$168,473 (\$1,675,000 total); RTD 1 Civic Center Station Phase II for \$339,927 (\$4,100,000 total); RTD 7 RTD Light Rail Manual to Power Emergency Crossover Upgrade Projects for \$1,600,00 (\$3,200,000); and RTD 1 - Civic Center Station Phase II rehab for \$3,000,000. Increase total project funding.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Faster-T)		\$3,331	\$5,783	\$5,034	\$8,609	\$0		
Local		\$1,160	\$4,780	\$2,518	\$3,209	\$0		
Total	\$17,879	\$4,491	\$10,563	\$7,552	\$11,818	\$0	\$0	\$52,303

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2012-114	Region 4 Temporary Flood-Related Roadway Repairs Pool									
Sponsor:	CDOT Region 4	Federal		\$0	\$0	\$0	\$0	\$0	\$0	
Scope:	Pool contains temporary flood-related repair projects related to the fall of 2013 flood event.	Federal (EMR)		\$0	\$0	\$20,098	\$0	\$0	\$0	
		State		\$0	\$0	\$0	\$0	\$0	\$0	
		State (TCC)		\$0	\$0	\$25,715	\$0	\$0	\$0	
		Local		\$0	\$0	\$0	\$0	\$0	\$0	
		Total		\$0	\$0	\$0	\$45,813	\$0	\$0	\$0 \$45,813

Region 4 Temporary Flood-Related Roadway Repairs Pool		
Facility Name	Start-At and End-At	Cost (1,000s)
ER Debris Removal		\$820
ER RPRS-SH72	@78th, SH128, SH93, & SH74	\$1,548
ER SH119	MP 26-41	\$1,576
ER SH119	DelCamino to D-16-CG	\$1,742
ER SH66	@CR17	\$184
ER SH7	Lyons to Raymond	\$25,000
ER SH7	MP 0-19	\$709
ER SH7	St. Malo, MP 11	\$177
ER Traffic Control	Altus Traffic	\$38
ER Traffic Control	American Signs	\$18
ER Traffic Control	Jalisco	\$11
ER Traffic Control	Rocky Mtn Signing	\$4
ER Traffic Control	Your Way	\$129
ER US36	South of SH66	\$612
ER US36	MP 28 D-15-X	\$279
ER US36	MP21	\$775
ER US36	CFL MP 7.7 to 18.6	\$101
SH 72		\$9,249
US36	Boulder to Estes Park	\$2,724

2012-2017 Transportation Improvement Program

Revised Funding

Why Amend?

Transfer funds to a new project, Region 4 2013 Food-Related Projects Pool (TIP ID 2012-116).
 Remove pool projects and transfer federal Emergency Relief funds to TIP ID 2012-116.
 Remove state TC Contingency Funds.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (EMR)		\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (TCC)		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP# **Project Name: Limits,Sponsor,Scope**

Request Region 4 2013 Food-Related Projects Pool
 Sponsor: CDOT Region 4
 Scope: Pool contains flood-related repair projects
 from the fall of 2013 flood event.

Region 4 2013 Food-Related Projects Pool			
Facility Name	Start-At and End-At	Facility Name	Start-At and End-At
19th St	@ Fourmile Canyon Creek	ERLA Dillon Rd Underpass Repairs	
26th St	@ Fourmile Canyon Creek	ERLA Ecl Rd/WCR 1	@ St Vrain Creek T19
ER CROOK FLOOD		ERLA Ecl/WCR1 Bridge	@ Bldr Creek T20
ER SH 7 Lyons to Raymond	MDB	ERLA Godding Hollow Parkway/WCR 18	
ER SH 7 St. Malo	MP 11	ERLA Kenosha Rd T25	in Erie
ER SH119	MP 26-41	ERLA Left Hand Canyon Dr.	MP 16.2 - 16.8
ER SH119 DelCamino	D-16-CG	ERLA Lefthand Canyon Drive T01	
ER SH66	@ CR17	ERLA Lehigh	Table Mesa to Cragmoor
ER US36	Just South of SH66	ERLA Pike Rd	@ Lefthand Creek Longmont
ER US36	MP 28 D-15-X	ERLA South Boulder Road Repair T27	
ER US36	MP21	ERLA Sunset Bridge	@ St. Vrain Creek T19
ERLA 47th St	@ Fourmile Canyon Creek	ERLA Sunshine Canyon Drive Detour T29	
ERLA 55th St/Cypress Ave	@ Big Dry Creek	ERLA Table Mesa Dr	Lehigh To Broadway
ERLA 57th St	@ Fourmile Canyon Creek T22	ERLA Valmont At Dry Creek T09	
ERLA 63rd St	@ Lefthand Creek	ERLA Valmont Rd Bridge	@ S. Boulder Creek
ERLA 71st St Pipe T23		ERLA Violet Ave Bridge	@ Fourmile Canyon Creek
ERLA 73rd St	@ Lefthand Creek T11	ERLA WCR 13 CR 26A Bridge	Over St Vrain
ERLA 75th Ave St Repairs T24		ERLA WCR 7 Repairs	
ERLA 95th St	@ Boulder Creek T14	PR SH 119	MP 61.5-63.9
ERLA 95th St	@ Left Hand Creek	PR SH 119A	Boulder Canyon
ERLA 95th St	Over Coal Creek Bridge Repl	PR SH 119B	MP 52.9 to 60.0
ERLA 9th Ave (Ss)	E Hayden Ct	PR SH 170	MP 1.08 to 3.64
ERLA Airport Rd	@ Left Hand Creek	PR SH 52 Flood Repair	MP 6.9 to 7.2
ERLA Airport Rd	@ BNSF RR	PR SH 72B Resurfacing	
ERLA Baseline Rd	@ S Boulder Creek Path	PR SH66B Permanent Flood Repairs	
ERLA Bella Rosa Pkwy/WCR 20 Repairs		PR SH7 Flood Repair	MP 19-33
ERLA Boston Bridge	@ St Vrain Creek T17	PR US36	D-15-X D-15-I
ERLA Dillon Rd	Over Rock Creek T28		

2012-2017 Transportation Improvement Program

New Funding

Why Amend?

Create a new pool. Transfer funds from TIP ID 2012-114. Add projects to the pool.

Create a new pool for permanent repair projects related to the 2013 floods. Transfer \$20,098,000 in federal Emergency funds from TIP ID 2012-114 in FY2014. Allocate \$11,020,000 of federal Emergency funds in FY2014; \$47,186,000 in FY2015; \$48,764,000 in FY2016-17; and \$2,444,000 in future years. Add 55 projects to the pool.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal (EMR)			\$0	\$0	\$31,118	\$47,186	\$48,764	
State			\$0	\$0	\$0	\$0	\$0	
Local			\$0	\$0	\$0	\$0	\$0	
Total		\$0	\$0	\$0	\$31,118	\$47,186	\$48,764	\$2,444 \$129,512

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope
Request	Region 1 2013 Food-Related Projects Pool
Sponsor:	CDOT Region 1
Scope:	Pool contains flood-related repair projects from the fall of 2013 flood event.

Region 1 2013 Food-Related Projects Pool	
Facility Name	Start-At and End-At
ER RPRS SH-72	@78th, SH-128, SH-93, SH-74
ER US-36	Boulder to Denver MIT
ERLA 128th Ave	Riverdale Rd/S Platte River
ERLA E 124th Ave	Over S Platte River
ERLA E 168th Ave	Over S Platte River
ERLA Indiana St	Over Big Dry Creek
ERLA Leyden Rd	Arvada
ERLA McIntyre St	Over Van Bibber Creek
ERLA Mckay Rd	104th Ave/S Platte River
ERLA Mckay Rd Bridge	Over S Platte River
ERLA N Potomac St	Aurora
ERLA Quaker St	Arvada
ERLA S Peoria St	Aurora
ERLA SH-72 Coal Creek Canyon	SH-93 to SH-119
ERLA Site 2 Soda Creek Rd	
PR I-225	Mississippi to I-70 Flood Repairs
PRLA Chambers Rd	Aurora

2012-2017 Transportation Improvement Program

New Funding

Why Amend?

Create a new pool and add projects to the pool.

Create a pool for permanent repair projects related to the 2013 floods. Allocate \$9,924,506 of federal Emergency funds in FY2014; \$2,060,472 in FY2015; and \$20,306 in FY2016-17. Add 17 projects to pool.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal (EMR)		\$0	\$0	\$9,925	\$2,060	\$20		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$0	\$9,925	\$2,060	\$20	\$0	\$12,005

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding									
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding	
2012-084	Welby Rd Extension										
Sponsor:	Adams County										
Scope:	Constructs a new road along the Steele St alignment from 86th Ave to 88th Ave, tying into Thornton's Welby Rd project (TIP ID 2012-085). The road will be 24 feet wide, except as it approaches the intersection at 88th Ave, where it widens to 36-feet to accommodate a left turn lane approximately 200 ft south of the intersection. At a minimum, the road will have curb and gutter on both sides, and a 5.5-foot sidewalk on one side of the road, to be determined through the county's public outreach process and final design.	Federal (STP-M)		\$0	\$118	\$866	\$0	\$0			
		State		\$0	\$0	\$0	\$0	\$0			
		Local		\$0	\$30	\$217	\$0	\$0			
		Total		\$0	\$0	\$148	\$1,083	\$0	\$0	\$0	\$1,231

		Revised Funding									
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding	
Why Amend?	Remove funding and transfer to TIP ID 2008-111.										
	Remove funding and transfer to FasTracks Eagle P-3 Corridors (Gold and East Line) (TIP ID 2008-111) per updated corridor partnership letter for DRCOG Second Commitment in Principal funding. Funding will support Gold Lines 60th Ave improvements. Decrease total funding.	Federal (STP-M)		\$0	\$0	\$0	\$0	\$0			
		State		\$0	\$0	\$0	\$0	\$0			
		Local		\$0	\$0	\$0	\$0	\$0			
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2008-111	FasTracks Eagle P-3 Corridors (Gold and East Line)									
Sponsor:	R T D	Federal (5309S)		\$150,000	\$150,000	\$150,000	\$150,000	\$300,000		
Scope:	Build electrified commuter rail line running from Denver Union Station to Denver International Airport (East Line) and Denver Union Station to Ward Rd (Gold Line). Projects being combined at the request of FTA due to outcome of P-3 process. Former East Corridor TIP-ID 2007-052 and Gold Line Corridor TIP-ID 2007-054. FasTracks Second Commitment in Principal CMAQ funding for I-225 in FY15-16 will support double tracking in portions of the East Corridor and some STP-Metro funding in FY14 for North Metro will support Gold Line 60th Avenue improvements.	Federal (CMAQ)		\$6,000	\$7,161	\$0	\$3,600	\$3,650		
		Federal (RTD)		\$0	\$0	\$0	\$0	\$0		
		Federal (STP-M)		\$6,000	\$0	\$1,350	\$0	\$0		
		State		\$0	\$0	\$0	\$0	\$0		
		Local		\$135,421	\$123,901	\$118,505	\$80,744	\$0		
		Total		\$624,211	\$297,421	\$281,062	\$269,855	\$234,344	\$303,650	\$45,950

2012-2017 Transportation Improvement Program

Revised Funding

Why Amend?

Increase project funds and adjust scope.

Add language to scope and add \$984,000 in federal STP-Metro funds transferred from TIP ID 2012-084 in FY2014 for the North Metro Corridor's FasTracks Second Commitment in Principle funding, which will support Gold Line 60th Avenue improvements. Increase total project funding.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal (5309S)		\$150,000	\$150,000	\$150,000	\$150,000	\$300,000		
Federal (CMAQ)		\$6,000	\$7,161	\$0	\$3,600	\$3,650		
Federal (RTD)		\$0	\$0	\$0	\$0	\$0		
Federal (STP-M)		\$6,000	\$0	\$2,334	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$135,421	\$123,901	\$118,505	\$80,744	\$0		
Total	\$624,211	\$297,421	\$281,062	\$270,839	\$234,344	\$303,650	\$45,950	\$2,057,477

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2012-085	Welby Rd Realignment									
Sponsor:	Thornton									
Scope:	Realigns Welby Rd, north of 88th Ave by constructing a new 1,300 ft long road north from 88th Ave, beginning approximately 1,200 feet east of the existing Welby Rd. The new road will curve to the west to align with the existing Welby Rd near the future FasTracks Station. The road will be 24 feet wide, except the 200 foot section approaching 88th Ave which will be 36 feet wide to accommodate a turn lane. Curb and gutter will be built on the east side, gravel shoulder and drainage swale on the west. The project will install a traffic signal at the 88th Ave/new Welby Rd intersection and a roundabout at the existing/new Welby Rd intersection.									
		Federal (STP-M)		\$0	\$110	\$820	\$0	\$0		
		State		\$0	\$0	\$0	\$0	\$0		
		Local		\$0	\$28	\$203	\$0	\$0		
		Total	\$0	\$0	\$138	\$1,023	\$0	\$0	\$0	\$1,161

Revised Funding

		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Why Amend?	Remove project funding and transfer to TIP ID 2012-117.	Federal (STP-M)		\$0	\$0	\$0	\$0	\$0		
	Remove project funding and transfer to new project 124th Avenue/Eastlake Station: Claude Court Realignment (TIP ID 2012-117) per updated corridor partnership letter for DRCOG Second Commitment in Principal funding.	State		\$0	\$0	\$0	\$0	\$0		
	Decrease total funding.	Local		\$0	\$0	\$0	\$0	\$0		
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

2012-2017 Transportation Improvement Program

Policy Amendments

8/8/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope
Request	124th Avenue/Eastlake Station: Claude Court Realignment
Sponsor:	Thornton
Scope:	Realigns Claude Court, north of 124th Avenue and south of 128th Ave, by constructing a new approx. 1,250 ft.-long roadway beginning approx. 1,400 ft. south of 128th Ave. The new road will curve to the west to accommodate RTD's new Eastlake Station and connect into 24th Ave approx. 500 ft. west of the existing Claude Court intersection. The new road will be 48-ft wide with 2 through lanes, a center turn lane, and bike lanes. Curb, gutter and street lights on both sides and a detached sidewalk on the east side.

Why Amend? Create a new project.

Allocate \$930,000 of federal STP-Metro funds in FY2015 transferred from TIP ID 2012-085. Project funding replaces the Welby Rd Realignment project (TIP ID 2012-085) as outlined in the new Second Commitment in Principal funding letter submitted by the North Metro corridor partners.

Revised Funding (dollars in thousands)

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal (STP-M)		\$0	\$0	\$0	\$930	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$231	\$0		
Total	\$0	\$0	\$0	\$0	\$1,161	\$0	\$0	\$1,161

June 4, 2014

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

Dear Board Members:

The cities of Commerce City, Northglenn and Thornton, the City and County of Denver, Adams County, Colorado Department of Transportation, and the Regional Transportation District (North Metro Line Partners) support the request by Adams County and the City of Thornton to transfer the project funding awarded to the Welby Road Extension and Welby Road Realignment Projects as follows:

- Transfer Adams County's funding in the amount of \$984,000 to the Gold Line 60th Avenue Improvements, which is part of the base project (TIP 2012-084).
- Transfer the City of Thornton's funding in the amount of \$930,000 to the Claude Court Realignment project for FY 2014 and FY 2015 (TIP 2012-085).

Now that work has commenced on the North Metro Line to construct it from Denver Union Station to the 124th Avenue Station, it has become apparent that these two projects would be a better use of the funds and further FasTracks. The Welby Road Extension and Realignment Projects, which are a necessary part of the North Metro Line project, will be completed by Adams County and the City of Thornton in accordance with their agreements with RTD.

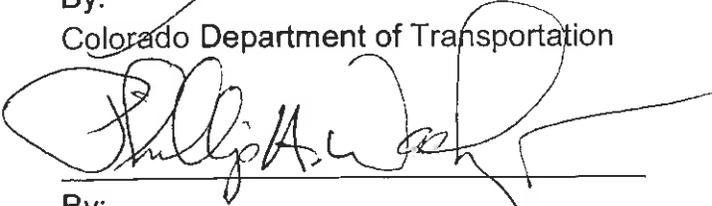
We request DRCOG process this request in accordance with its policies. If you have any questions, please direct them to Bill Van Meter, RTD Assistant General Manager of Planning.

Sincerely,

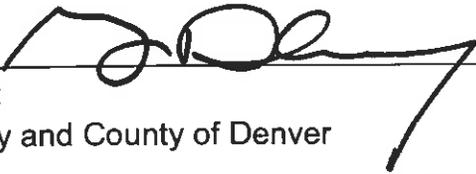
The North Metro Line Partners



By:
Colorado Department of Transportation



By:
Regional Transportation District



By:
City and County of Denver



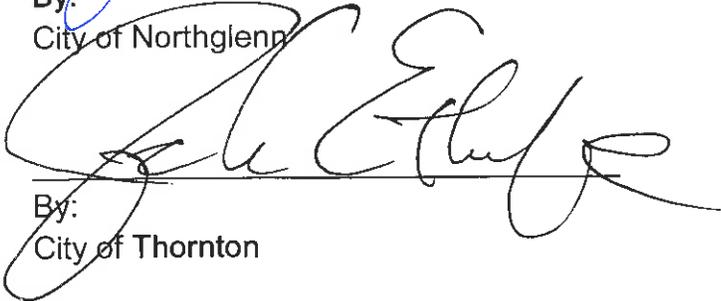
By:
Adams County



By:
City of Commerce City



By:
City of Northglenn



By:
City of Thornton

ATTACHMENT C

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 #
August 25, 2014	Action	5

SUBJECT

The DRCOG *2014 FasTracks Baseline Review and Determination Report* is presented for TAC review and recommendation.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the DRCOG *2014 FasTracks Baseline Review and Determination Report*.

ACTION BY OTHERS

N/A

SUMMARY

Per requirements of State Senate Bill 90-208 (SB-208), DRCOG is required to review FasTracks Plan changes proposed by RTD. This review was previously conducted annually. In September 2013, the annual review requirements changed. The DRCOG Board adopted Resolution #14-2013, requiring RTD to submit the *FasTracks Plan Baseline Report* to serve as the basis for identifying future changes. Rather than a prescribed annual review, the resolution requires a *FasTracks Plan Change Report* only when RTD proposes changes from the most recent DRCOG-approved FasTracks Plan to the categories listed in SB-208 and in the resolution. The DRCOG Board reviews the changes, identifies those of significance, and takes action it deems appropriate.

RTD submitted the *FasTracks Plan Baseline Report* (Attachment 1) in August 2014 per the resolution. DRCOG staff has reviewed the Baseline Report and developed the DRCOG *2014 FasTracks Baseline Review and Determination Report* (Attachment 2). Staff concludes no SB-208 action is needed.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Motion to recommend to the Regional Transportation Committee approval of the DRCOG *2014 FasTracks Baseline Review and Determination Report*.

ATTACHMENTS

1. [RTD 2014 FasTracks Baseline Report to DRCOG](#)
2. DRCOG *2014 FasTracks Baseline Review and Determination Report*

ADDITIONAL INFORMATION

If you need additional information, please contact Matthew Helfant, Senior Transportation Planner, at (303) 480-6731 or mhelfant@drcog.org.

Denver Regional Council of Governments

2014 FasTracks Baseline Review and Determination Report

TAC Action Version
August 14, 2014



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1. Introduction

Per requirements of State Senate Bill 90-208 (SB-208), the Denver Regional Council of Governments (DRCOG) approved the Regional Transportation District (RTD) FasTracks Plan, including the technologies and method of financing, on April 21, 2004. Resolutions of approval were passed for each individual corridor and for the system as a whole. The resolutions stated that an annual review would be conducted through the MPO process to identify any substantial changes from one year to the next and *“directed that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action.”* The 2004 DRCOG action is referred to as the original or initial review.

In September 2013, the annual review requirements changed. Board Resolution #14-2013, adopted by the DRCOG Board of Directors, required a new *FasTracks Plan Baseline Report* to be prepared by August 2014 to serve as the basis for identifying future changes. Rather than a prescribed annual review, the resolution requires a *FasTracks Plan Change Report* only when RTD proposes changes from the most recent DRCOG-approved FasTracks Plan to any categories listed in SB-208. The DRCOG Board reviews the changes, identifies those of significance, and takes action it deems appropriate.

A. RTD’s 2014 FasTracks Baseline Report to DRCOG (August 2014)

RTD submitted its *2014 Baseline Report* to DRCOG in August 2014. The report provides information on the topics identified in the DRCOG approval resolutions (April 2004) and Board Resolution #14-2013 as annual review subjects:

- Project definition, scope, and implementation schedule;
- Operating characteristics;
- Level of bus service; and
- Financial plan, which includes plan and corridor costs and revenue projections.

A key document referenced in this report is RTD’s 2014 Annual Program Evaluation (APE). On an annual basis, through the APE process, RTD updates the FasTracks financial plan with new revenue and cost projections, including capital, financing and operating costs for each of the corridors and projects in year of expenditure (YOE) dollars, and reflects the currently-adopted FasTracks implementation schedule for each of the corridors.

The FasTracks Plan is financed in part through a 0.4 percent regional sales and use tax approved by voters in November 2004. This is in addition to the existing 0.6 percent transit tax that funds the base system.

Financial assumptions and projections were developed by RTD using the best available estimates of costs, reasonably anticipated federal funding based on current federal law and regulations, and revenues from other sources including sales tax and fare collections. In the report, RTD stated that all FasTracks projects remain in the FasTracks Plan and will be constructed over time. However, current financial forecasts indicate that not all projects will be constructed in the 2040 timeframe. Even so, base system funded services are projected to increase steadily through 2040.

2. Project Definition, Scope, and Implementation Schedule

The projects planned to be completed within the 2040 timeframe are:

- I-225: 2016 completion
- Eagle Project: 2016 completion
 - Gold Line
 - East Rail Line
 - Northwest Rail Line – Phase 1
 - Commuter Rail Maintenance Facility
- Northwest Rail Corridor – Construct Longmont Station: 2017 completion
- Central Corridor Extension – Planning Study: 2014 completion
- US-36 BRT:
 - \$135 million for Managed Lanes to Table Mesa: 2012-2015
 - Queue Jumps and Diverging Diamond Interchange: 2015 completion
 - Vehicles and Station Amenities: 2016 completion
 - Church Ranch and Westminster Improvements: 2018 completion
- North Metro to 124th Avenue: 2018 completion
- Southeast Rail Extension: 2019 completion

RTD estimates the expended or currently committed capital funds to complete FasTracks projects and project components through 2019 is just under \$5.6 billion (YOES). This includes approximately \$3 billion spent through 2013. Not included in the \$5.6 billion estimate is funding to complete projects not anticipated to be completed during the 2040 timeframe:

- Central Rail Extension;
- North Metro Rail Line from 124th/Eastlake to 162nd/SH7;
- Northwest Rail Line from South Westminster/71st Avenue Station to Longmont; and
- Southwest Extension.

A. Project Definition/Scope

Table 1 identifies the FasTracks program through 2019 (project definition/scope), and parking for each corridor in RTD's *2014 Baseline Report*. Also, see Table 1 of the Baseline Report for more detailed project characteristics.

DRCOG staff assessment: There are no substantive changes to the project definitions or scopes. Further SB-208 action is not needed.

Table 1: FasTracks Program by 2019 and Associated Long-term Costs

Program Element/ Corridor	Technology	Length (miles)	Total Opening Day Parking Spaces	Completion Year	Total Cost (millions YOES)
Central Rail Extension	LRT	0.8	0	Beyond 2040	\$10.9
Denver Union Station	N/A	N/A	N/A	2016	\$314.9
Eagle Project:	CRT	39.9*		2016	\$2,274.3
East Rail Line		22.8	4,329		
Gold Line		11.2	2,300		
Phase 1-Northwest Rail		6.2	350		
Free MetroRide	Bus	1.5	0	Opened 2014	\$16.9
I-225 Rail Line	LRT	10.5	1,800	2016	\$693.2
North Metro Rail Line	CRT	18.4	3,990	<i>DUS to 124th/Eastlake-2018</i> <i>124th/Eastlake to 162nd/SH 7 -</i> Beyond 2040	\$708.3
Northwest Rail Line - Phase 2	CRT	34.8	3,010	Beyond 2040	\$29.2
Southeast Rail Extension	LRT	2.3	1,300	2019 (<i>change from previous FasTracks plan</i>)**	\$239.0
Southwest Rail Extension	LRT	2.5	1,000	Beyond 2040	\$24.5
US-36 BRT	BRT	18	4,200	<i>Phase 1-Opened 2010</i> <i>Phase 2- 2016</i>	\$228.8
West Rail Line	LRT	12.1	4,774	Opened 2013	\$678.4
Other FasTracks Project Costs	N/A	N/A	N/A		\$353.3
Light Rail Maintenance Facility	NA	N/A	N/A		\$17.2
				Total	\$5,588.9

*Eagle Project length combined the shared segments among corridors.

** Southeast Extension now scheduled for 2019 opening.

B. Implementation Schedule

The West Rail line was the first FasTracks corridor to open in spring 2013. Several other corridors are set to open in 2016, with two additional corridors anticipated to open by 2019. Portions of the Northwest Rail Line and North Metro Rail Line corridors, and the Southwest and Central Rail Extensions, are not scheduled to be completed until after 2040. Table 1 lists the FasTracks completion years.

DRCOG staff assessment: The only substantive change is the completion year for the Southeast Extension from the 2030-2035 timeframe to a 2019 opening day. Further SB-208 action is not needed. The change will be reflected in the Fiscally Constrained 2040 RTP scheduled for adoption in January 2015.

3. Operating Characteristics

Operating characteristics of individual corridor lines are an important consideration for RTD. Such characteristics include frequency of service (aka headways), total service capacity, and travel times. DRCOG's assessment focuses on the most critical characteristics: headways and capacity.

(SEE FIGURES 19 AND 20 OF THE 2014 BASELINE REPORT)

A. Headways

RTD has planned adequate headways between vehicle arrival times for future FasTracks corridors based on anticipated demand. RTD has flexibility to also make adjustments to provide more efficient service based on actual ridership.

DRCOG staff assessment: No SB-208 action needed.

B. Corridor Capacity/Line Loads

RTD has planned adequate capacity for future FasTracks corridors based on anticipated demand. RTD has flexibility to also make adjustments to provide more efficient service based on actual ridership.

DRCOG staff assessment: No SB-208 action needed.

4. Level of Bus Service

RTD anticipates small but steady growth in bus service levels (fixed route, Call-n-Ride, and Americans with Disabilities (ADA) paratransit service) between 2014 and 2020 of less than 1 percent annually. After this timeframe service levels are projected to increase by about 1 percent per year (See Table 8 of *2014 Baseline Report*).

DRCOG staff assessment: The projected growth is generally consistent with previous estimates and congruent with the acceleration of additional FasTracks projects not assumed in previous estimates. Further SB-208 action is not needed.

5. Financial Plan

Since 2005, RTD has updated the Financial Plan annually to reflect the latest available information and assumptions. Many FasTracks projects are either completed or under construction and are being managed within the Board-approved budgets.

A. Cost Estimates

Table 1 lists the total long-term estimated costs to pay for the capital projects scheduled for completion by 2019.

DRCOG staff has no concerns regarding the overall capital construction estimate because these are near-term costs that are fixed by construction contracts. However, DRCOG staff acknowledges the long-term repayment costs will be susceptible to variations not currently predictable. The 2014 Financial Plan and

supporting information presented a sound representation of factors impacting expenditures and costs estimate for each corridor.

DRCOG staff considers RTD’s assumptions for operating costs generally reasonable based on local experience and national and industry trends.

Because of the uncertainty of the construction schedule for the remaining corridor elements to be completed after 2040, RTD did not present specific capital construction cost estimates for:

- Southwest Rail Extension (to C-470/Lucent Station)
- North Metro Rail Line (to SH-7/162nd Station)
- Northwest Rail Line- Phase 2 (to Downtown Longmont Station)
- Central Rail Extension (to 38th/Blake Station)

As RTD further evaluates these corridor extensions and attempts to develop funding and/or construction packages, updated cost estimates will be prepared.

B. Revenue Projections

(SEE TABLE 1 OF THE RTD 2014 FINANCIAL PLAN)

Table 2 summarizes the fund sources through 2040 expected to pay for FasTracks’ program elements to be completed by 2019.

Table 2: FasTracks Capital Funding Sources (in millions*) through 2040

Sources Generated by Sales and Use Tax	2014 Financial Plan	
Revenue Bond Proceeds	\$1,561.1	27.9%
COPs Proceeds	\$690.3	12.4%
TIFIA Loan Proceeds	\$280.0	5.0%
Denver Union Station Note Proceeds	\$168.0	3.0%
Public-Private Partnerships	\$440.9	7.9%
Pay-as-you-go-Capital	\$574.0	10.3%
<i>Subtotal generated by sales and use tax</i>	\$3,714.3	66.5%
Federal Grants		
Federal New Start Grants	\$1,431.1	25.6%
Other Federal Grants	\$215.1	3.8%
<i>Subtotal federal grants</i>	\$1,646.2	29.4%
Local Funding		
Local Match Funding	\$127.1	2.3%
Other Local Funding	\$101.2	1.8%
<i>Subtotal local funding</i>	\$228.3	4.1%
Total FasTracks Program Funding	\$5,558.9	100%

*rounded

DRCOG staff believes RTD’s assumptions on revenue through 2040 are reasonable based on the track record of previous revenues and the conservativeness of the estimates.

The revenue forecasts in Figure 1 of the *2014 Baseline Report Financial Plan* are based on an overall average annual growth rate for sales and use tax revenues of 3.66 percent per year from 2014 through 2040. It is acknowledged this is a highly variable value subject to lower and higher levels in specific futures years. Note the revenues presented in Figure 1 of the *2014 Baseline Report Financial Plan* are for the combined total of the Base System sales and use tax plus the FasTracks sales and use tax. The increased cash flow (above expenditures) starting in 2022 is for the Base System.

Further, DRCOG staff recognizes RTD's success in its efforts to generate funding for FasTracks projects from less traditional sources. The Eagle project is a nationally-renowned example of a public private partnership. The first phase of North Metro may not be under construction if not for the use of Certificates of Participation. The latest example is with the Southeast Extension where the largest local match contribution in addition to a New Starts grant will likely mean RTD's contribution will be less than 40 percent.

DRCOG staff assessment: No SB-208 action needed.

6. DRCOG Staff Overall Assessment of the 2014 Financial Plan

Despite previous economic setbacks, RTD is moving forward with construction on many FasTracks corridors. DRCOG staff is comfortable with the construction schedule and long term assumptions for paying for that construction (i.e., revenue bonds, etc.). However, it will be important for RTD to monitor revenues and costs closely in the near future and propose how to address the funding and schedule for post-2040 corridor elements.

DRCOG staff continues to support RTD's use of public-private partnerships, when feasible, to implement FasTracks and recognizes public-private partnerships as a critical component of the 2014 Financial Plan. In addition, RTD has found other methods to finance projects which have enabled more projects to be constructed despite a shortfall in sales and use tax revenue.

DRCOG staff recommends acceptance of the 2014 Financial Plan, including the system and corridor costs and the revenue elements.

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Transportation Planning Coordinator
303 480-6749 or jriger@drcog.org

Meeting Date	Agenda Category	Agenda Item #
August 25, 2014	Informational	6

SUBJECT

This item introduces the topic of developing the transportation section of *Metro Vision 2040* and its policy integration with the *2040 Metro Vision Regional Transportation Plan (2040 MVRTP)*.

PROPOSED ACTION/RECOMMENDATIONS

Guidance, but no formal action, is requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG is in the process of preparing a new Metro Vision 2040 Plan in tandem with the 2040 MVRTP. They will be adopted together during the second quarter of 2015. (As a reminder, the Fiscally Constrained 2040 RTP will be adopted by January 2015.)

The MVRTP is integrated closely with the comprehensive growth and development components of DRCOG's Metro Vision Plan. Specifically, the 2035 MVRTP directly incorporates Metro Vision 2035's transportation-related goals and policies, and adds numerous action strategies. These are shown in Attachment 1.

For Metro Vision 2040, the 2035 MVRTP goals, policies, and action strategies will be restructured into "outcomes, objectives, strategies, and actions" consistent with the framework of the overall Metro Vision 2040 Plan. This work will be coordinated by DRCOG's Metro Vision consultant (Clarion Associates), who will also be writing the "Connected Region" transportation section of Metro Vision 2040.

As part of this task, staff and the consultant will also be incorporating the key transportation-related themes derived from public input activities conducted to date for Metro Vision 2040, Sustainable Communities Initiative, and related efforts. The key transportation-related themes are shown in Attachment 2.

To assist staff and the consultant in preparing the "Connected Region" section of Metro Vision 2040, including the outcomes, objectives, strategies, and actions, staff is asking the TAC to provide guidance on the following:

- 2035 MVRTP goals, policies, action strategies: changes/updates, deletions, additions. What should we keep? What should we change?
- Transportation-related public input themes: Do these themes seem reasonable and representative? Are there other major over-arching transportation themes worth noting?

This will be a joint effort with DRCOG's Metro Vision Planning Advisory Committee (MVPAC), though TAC will have final responsibility between the two committees for transportation-related aspects of Metro Vision 2040. The schedule for this joint effort is:

August TAC and September MVPAC

- Review the 2035 MVRTP goals, policies and action strategies to guide staff and the consultant in re-structuring them into the "outcomes, objectives, strategies, and actions" for the "Connected Region" section of the new Metro Vision 2040.
- Review major transportation-related themes derived from public involvement activities conducted to date and provide accompanying guidance to staff and the consultant in preparing the "Connected Region" section of Metro Vision 2040.

October

- Hold a joint TAC and MVPAC meeting on October 27 (regular TAC meeting date) to review the draft "Connected Region" section text, including draft outcomes, objectives, strategies, and actions (policy component).

November

- TAC will assist in the development of draft quantifiable measures and targets to include in Metro Vision 2040.
- Further review the revised "Connected Region" section text and policy component if needed.

2015

- Board and MVIC review draft "Connected Region" section of Metro Vision 2040 as well as the draft 2040 MVRTP in February/March.
- Final adoption of 2040 MVRTP in the second quarter of 2015 with Metro Vision 2040.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. 2035 MVRTP Vision, Goals, Policies and Action Strategies
2. Metro Vision 2040 Transportation-Related Public Input Summary – Key Input Themes

Reference: [2035 MVRTP](#)

ADDITIONAL INFORMATION

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

Attachment 1

2035 Metro Vision Regional Transportation Plan Vision, Goals, Policies and Action Strategies

September 1, 2010

Metro Vision Transportation Vision:

A balanced sustainable multimodal transportation system will include rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, and associated system and travel demand management services. The integrated components of this system will provide reliable mobility choices to all users: residents and visitors of all ages, incomes, and physical abilities, as well as businesses that provide services and produce or sell goods. Users will find the transportation system easy to access, safe, and secure, and it will permit efficient state and nationwide connections for people and freight.

Metro Vision Transportation Goals:

Provide safe, environmentally sensitive, efficient, and sustainable mobility choices for people and goods; and integrate with and support the social, economic, and physical land use development of the region and state while supporting the following Metro Vision goals:

- Urban Centers will accommodate 50% of new housing and 75% of new employment between 2005 and 2035;
- Increase the rate of construction of alternative transportation facilities;
- Reduce the percent of trips to work by SOV to 65% by 2035 (per US Census);
- Reduce the regional per capita VMT by 10% by 2035; and
- Reduce the annual per capita greenhouse gas emissions from the transportation sector by 60% by 2035.

Metro Vision Transportation Policies:

Policy #1: System Preservation. Assure existing and future transportation facilities are maintained and preserved.

Action Strategies:

- Allocate transportation funds to cost-effectively maintain existing and future transportation infrastructure so as to protect the serviceability of previous investments.
- Develop and apply asset management principles and techniques for maintaining existing transportation infrastructure.

Policy #2: Transit. Provide increased transit service and facilities that can accommodate an increasing share of daily travel, encourage transit-oriented development, and provide mobility options.

Action Strategies:

- Develop an expanded metropolitan rapid transit system comprised of rail and bus/BRT/HOV/HOT facilities that provide regional connectivity for passengers traveling throughout the region and to and from other regions.
- Provide a fixed-route bus service system that includes high frequency bus corridors, regional bus service, feeder routes to rapid transit lines, and other local route service.
- Provide demand responsive bus or van service in appropriate circumstances, such as for elderly and disabled persons, travelers in less densely developed or smaller market areas, or feeder service to rapid transit lines.
- Encourage and support pricing structures that keep transit service affordable.
- Encourage the use of private transit services to major attractions not served by public transit, such as gaming communities or ski resorts.

Policy #3: Roadways. Provide a sustainable roadway system that enables safe and efficient travel by automobiles, trucks, buses, and bicycles.

Action Strategies:

- Maintain and enhance a regional roadway system comprised of existing, expanded, or new freeways, major regional arterials and principal arterials that provide regional and statewide multimodal connectivity for the movement of people and goods.
- Expand the capacity of existing regional roadways in the most critically congested corridors and at key traffic bottlenecks, and only after applying demand management strategies and implementing operational efficiencies.
- Implement multimodal facilities and system management improvements when constructing new or retrofitting existing major travel corridors.
- Support local streets and roadways that provide vehicular, local transit, bicycle, and pedestrian access to and from residential and non-residential areas throughout the region.
- Prioritize roadway capacity funds for projects that address gaps in the existing roadway system and eliminate bottlenecks consistent with findings of the congestion management planning process.
- Develop opportunities for implementing congestion pricing and other tolling techniques on existing freeways, and implement a tolling component (price-management) on new freeway lane-addition projects, where feasible, with all impacted communities included in the tolling decision and surplus revenue directed to multimodal investment or system preservation.

- Support legislation that would implement VMT-based fees, pay-as-you-drive insurance, and other pricing strategies that more directly and immediately reflect the cost of vehicle travel to the user.

Policy #4: Management and Operations. Make the best use of existing and future transportation facilities by implementing measures that actively manage and integrate systems to optimize system performance and safety, provide accurate real-time information, reduce the demand for single-occupant motor vehicle travel, and reduce per capita Vehicle Miles Traveled (VMT).

Action Strategies:

- Implement transportation systems management (TSM) projects such as intersection improvements, ramp metering, and acceleration/deceleration lanes that improve the flow of motor vehicles and transit.
- Deploy Intelligent Transportation Systems (ITS) such as vehicle flow treatments and national real-time system information programs, and transit monitoring system to improve the effectiveness and efficiency of the transportation system.
- Work with all involved parties to develop strategies for incident management that reduce the impact of incidents such as motor vehicle crashes upon the movement of vehicles on the regional roadway system.
- Implement coordinated traffic signal systems including across jurisdictional lines and integrate transit signal priority techniques for transit and emergency vehicles.
- Implement stand-alone and project-related Travel Demand Management (TDM) strategies, including selective incentives and targeted promotions, that will reduce the demand for single-occupant motor vehicle trips by informing the region’s residents and businesses about alternative travel choices and encouraging their use.
- Facilitate and encourage trip and vehicle sharing and teleworking.
- Manage access (curb cuts on arterials or interchanges on freeways) to maintain and restore capacity in accordance with the CDOT State Highway Access Code along state highways, and encourage local governments to develop similar standards for non-state roadways.
- Implement parking pricing mechanisms that better reflect the cost of providing infrastructure for personal vehicles.

Policy #5: Rights-of-way Preservation. Reserve adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.

Policy #6. Denver Central Business District. Improve and maintain efficient transportation access by all modes to downtown Denver.

Policy #7: Safety. Develop and maintain a safe transportation system for all users.

Action Strategies:

- Emphasize projects on existing and future facilities that will reduce the likelihood or severity of crashes involving motor vehicles, trains, bicycles, and pedestrians.
- Support legislation aimed at cost-effectively improving the safety of drivers, passengers, pedestrians, and bicyclists.

Policy #8: Security. Develop and maintain a transportation system that provides increased security for all users.

Action Strategies:

- Assess threats to and vulnerabilities of the transportation system, including consideration of national and regional homeland security initiatives, and establish and implement resolution processes in response.
- Coordinate with federal, state, regional and local agencies to implement elements of the Transportation Systems Sector-Specific Plan (SSP) of the National Infrastructure Protection Plan (NIPP).
- Develop and implement projects and strategies that enhance the security of transportation facilities and users including air and transit passengers, and aid in the efficient movement of people and vehicles during homeland security events.

Policy #9: Bicycle and Pedestrian. Provide robust bicycle and pedestrian accessibility throughout the region.

Action Strategies:

- Require adequate sidewalks or pedestrian accommodations be provided along all roadways and within and between private developments in the region's urbanized area and in densely developed rural communities.
- Develop regional off-street and on-street bicycle corridor facilities and encourage the provision of local facilities throughout the region.
- Prioritize transportation system improvements locally and regionally that support bicycle and pedestrian modes as viable alternative travel choices.
- Encourage bicycle sharing programs.

Policy #10: Interconnections. Provide efficient interconnections of the transportation system within modes, among different modes, and between the metropolitan area and the rest of the state and nation.

Action Strategies:

- Improve transportation linkages to major destinations and attractions outside the region.
- Facilitate the movement of goods throughout the region by reducing obstructions such as congestion, bottlenecks, and disconnections between facilities, while providing sufficient opportunities for intermodal freight connection.
- Provide sufficient and secure automobile parking capacity at park-n-Rides to encourage multimodal commutes and ridesharing.
- Provide safe and convenient access for pedestrians and bicyclists to park-n-Ride lots, rapid transit stations, and bus stops. Also provide bicycle parking and promote the capability of transit vehicles to carry bicycles.
- Develop the Denver Union Station to function as the primary multimodal hub of the regional transportation system. Consider the development of rapid transit hubs in all major communities.
- Consider opportunities for the development of an intercity commuter rail or bus system along the Front Range, and also incorporate, within the region, elements of a statewide intercity rail system.
- Ensure convenient access to Denver International Airport (DIA) for all modes of travel, and maintain DIA's important role in connecting the Denver region to the rest of the nation.
- Maintain the capacity of DIA and support the provision of capacity enhancements in response to air transportation demands, consistent with original DIA development plans.
- Support continuing activities that might eventually enable through rail freight traffic to bypass population centers.
- Support actions to maintain and incrementally improve regional general aviation airport capacity.

Policy #11: Transportation-Efficient Housing and Business Developments.

Design new developments within communities to allow the efficient movement of pedestrians, bicyclists, buses, and motor vehicles within, to, and through the area.

Policy #12: Land Use Integration. Implement transportation system components that support Metro Vision’s urban growth boundary/area, urban centers, open space, and associated concepts.

Action Strategies:

- Encourage transportation projects that support the growth of housing and employment within designated urban centers.
- Provide roadway capacity increases and new freeway interchanges primarily in areas within the urban growth boundary/area, except for major statewide connections.
- Promote multimodal interaction between streets and adjacent development in the design of new developments, and through the retrofitting of existing streets.
- Encourage open space preservation in conjunction with new major transportation facilities.
- Encourage transportation projects that directly serve the designated freestanding communities.
- Encourage bus, rapid transit, bicycle, pedestrian and other transportation facilities and amenities that enhance transit-oriented developments (TOD).
- Encourage decision makers to consider the mutual effects of airport operations, off-airport activities, and neighboring land uses on each other.
- Provide a transportation system that supports the region’s economic vitality, competitiveness, and sustainability.

Policy #13: Transportation for the Disadvantaged. Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly, and disabled persons.

Action Strategies:

- Ensure that minority, low-income, elderly, and disabled households receive a proportionate share of accessibility benefits, travel mode choices, and services from future transportation system improvements, and are not disproportionately affected by negative impacts associated with those improvements.
- Promote coordination between disadvantaged transit service providers to improve the quality of service and increase efficiency.

Policy #14: Environmental Quality. Develop and maintain a sustainable transportation system that protects and enhances air quality, energy efficiency and the overall environment.

Action Strategies:

- Provide a wide variety of transportation facilities, including rapid transit, bus service, high-occupancy vehicle (HOV) lanes, and bicycle and pedestrian facilities, that are more energy efficient and less polluting in aggregate than single-occupant vehicles.
- Prioritize transportation system improvements that minimize transportation-related fuel consumption and air pollutant and greenhouse gas emissions.
- Promote improvements in roadway construction and street maintenance activities to reduce dust and particulates; decrease associated energy consumption and pollutant emissions; and minimize and mitigate polluted water running off roadways.
- Encourage use of alternative fuel sources and clean-burning technology and provision of supporting infrastructure and services for alternative fuels.
- Cooperatively develop mitigation strategies with affected regulatory or resource agencies in instances of unavoidable environmental impact.
- Support legislation that would increase fuel economy beyond current Federal Corporate Average Fuel Economy (CAFÉ) standards, impose fuel economy standards for heavy duty vehicles, incentivize purchasing high fuel economy or alternative fuel vehicles, and provide incentives for accelerated retirement of inefficient and/or high-polluting personal, commercial and fleet vehicles that are beyond repair.
- Support actions or regulations that reduce engine idling.
- Explore the potential of select speed limit reductions.

Attachment 2

Metro Vision 2040 Transportation-Related Public Input Summary – Key Themes

Draft: August 14, 2014

Connections

- Connections to transportation/transit hubs/stations (e.g., DIA, first/last mile issues)
- Connections to various communities within the DRCOG region (e.g., from neighborhood to neighborhood, suburb to suburb, suburb to Denver, from rural town centers to other parts of the metro area)
- Connections to recreation opportunities within the community and outside the region
- Linking residents to school/jobs/housing/services
- Provide safer connections

Accessibility

- Access to transit, jobs, housing, health care, recreation by all modes of transportation
- Accessible transit to a broad population including students, persons with disabilities, the elderly, and low income populations
- All types of transit services should be more accessible and affordable
- Design improvements to increase accessibility to the public transportation system
- Remove or address barriers (e.g., rail, major roads, etc.) to bicycle and pedestrian travel
- More accessible transit and paratransit needed for medical, recreation, and shopping/pharmacy trips
- Greatest public transit/paratransit accessibility barriers are a lack of needed services and limited service times
- Prioritize developing accessible and understandable transportation information/referral services, and providing lower fares for seniors and individuals with disabilities

Multimodal Investment

- Travel choices - variety of transportation modes, increasing walking/bicycling options
- Future development patterns accommodate people of all ages and abilities, and various modes of transportation (walking, bicycles, transit, etc.)
- Health benefits, as well as economic and environmental benefits

Transit/FasTracks

- Importance of TOD and transit corridor development, first/last mile connections
- Better linking transit service with jobs, housing, and development
- Expanding transit technologies, especially arterial BRT
- Vision beyond FasTracks
- Relationship to urban centers, importance of frequent transit corridors
- Transit and paratransit service needs (frequency, span, coverage) will increase as the region's population increases and ages

Facility Improvements

- Improvements to transit, pedestrian, and bicycle facilities and infrastructure (e.g., increased signage on bus routes and trails and clearly marked paths and bike lanes)
- Complete/livable streets; safer street crossings
- More abundant and safer walking and bicycling infrastructure (such as dedicated or separated bicycle lanes/facilities, as well as off-street multiuse paths)
- Must maintain current transportation infrastructure in good condition
- Reduce the rate of growth of traffic congestion, reduce travel time delays
- Safe, reliable multimodal freight movement

Transportation Costs & Funding

- Affordable transit – lowering public transportation costs, fares
- More funding needed overall, more efficient/targeted use of existing funding
- Explore increasing the gas tax, establishing a dedicated sales tax, and other revenue options to address transportation needs
- Transportation fuel costs, climate change

Coordination

- Between transit and housing
- Between various plan documents and between jurisdictions
- More cross-jurisdictional specialized transit trips and better trip coordination

Source: DRCOG Listening Tour, Metro Vision 2040 Committees, corridor working groups and committees, neighborhood focus groups, economic development stakeholders meetings, housing meetings, growth and development groups, health groups, Local Government Survey, CDOT Statewide Freight Roadmap, CDOT Town Halls, CDOT Statewide Transportation & Transit Surveys, DRCOG/DRMAC Transit Forum, Bicycle & Pedestrian Questionnaires, DRCOG's Mindmixer, and SurveyMonkey.