

**Denver Regional Council of Governments (DRCOG)**  
**Summary Document of the 2015 Cycle 2 Amendments to the**  
**2040 Fiscally Constrained Regional Transportation Plan**

*Draft: December 21, 2015*

**A. Summary**

CDOT and local governments have proposed several roadway project amendments to the 2040 Fiscally Constrained Regional Transportation Plan ([2040 RTP](#)) in this plan amendment cycle. The proposed amendments include modifications to existing projects in the 2040 RTP and new locally-funded projects requested by local governments. A description of each amendment is shown in Table 1. The locations of each amendment are shown in Figure A. The amendments will be incorporated into updated versions of Figure 10, Appendix 3 and Appendix 4 of the 2040 RTP.

**B. Analysis of Amendments**

Table 1 describes the specific change associated with each proposed amendment. The proposed amendments fall into two broad categories, each described below.

**1. Roadway Capacity Amendments (Regional Roadway System)**

CDOT and local governments are proposing roadway capacity modifications to certain existing projects in the 2040 RTP, and to add new locally funded capacity projects. These requested project modifications and additions address the current status of project development activities, such as Environmental Assessment document findings. They also address consistency with local government Capital Improvement Programs. The applicable proposed amendments and their project sponsors are:

- I-70 East reconstruction (CDOT): change managed lanes scope/limits to one new managed lane in each direction from I-25 to Chambers Road
- McIntyre Street (Jefferson County): new widening projects from 44<sup>th</sup> Avenue to 60<sup>th</sup> Avenue
- Pena Boulevard/Tower Road (Commerce City): new interchange ramp movement to westbound Pena Boulevard

**1. Project Completion Staging Period Amendments**

Each plan amendment cycle, DRCOG coordinates with CDOT, RTD, and local governments regarding the estimated completion stage for projects in the 2040 RTP. In this amendment cycle, CDOT and local governments requested a completion date be delayed or advanced for a few projects from one air quality conformity staging period to another. As with roadway capacity amendments, these requests are to reflect current project

development status or to be consistent with local government Capital Improvement Programs. The applicable proposed amendments and their project sponsors are:

- C-470 managed toll express lanes (CDOT): advance eastbound segment (1 new lane from Wadsworth Boulevard to Platte Canyon Road) to 2015-2024 stage from 2025-2034 stage
- E-470 from Parker Road to Quincy Avenue: advance widening to 2015-2024 stage from 2025-2034 stage
- Quincy Avenue from C-470 to Simms Street (Jefferson County): advance widening to 2015-2024 stage from 2025-2034 stage
- Tower Road from Pena Boulevard to 104<sup>th</sup> Avenue (Commerce City): complete initial widening in 2015-2024 stage and remaining widening in 2025-2034 stage
- Wadsworth Boulevard from 35<sup>th</sup> Avenue to 48<sup>th</sup> Avenue: advance widening to 2015-2024 stage from 2025-2034 stage

## **2. Transportation Model Refinements**

Working with local governments, DRCOG refined its transportation model network to reflect new local roadways, completed projects, and other changes. While not formal 2040 RTP amendments, these updates, along with model calibration and performance refinements, are made each RTP amendment cycle. This keeps the transportation model up to date for use in processing RTP amendments and other transportation planning applications.

## **3. Financial (Fiscal Constraint) Implications**

All proposed RTP amendments are analyzed to ensure they meet federal fiscal constraint requirements, meaning that revenues are identified to pay for the proposed projects as amended. Project sponsors submitted documentation and analyses demonstrating agency funding commitment and reasonable expectation of revenues. For example, as noted previously, many amendments are being requested specifically to reflect local Capital Improvement Program funding commitments for those projects.

## **4. Air Quality Conformity Modeling**

The 2040 RTP networks incorporating the proposed amendments (as well as dozens of other RTP planned transportation projects) were modeled to ensure all applicable air quality conformity pollutant emission tests would be passed. Modeling was conducted to estimate transit ridership, vehicle miles of travel (VMT), and roadway operating speeds for 2015, 2025, 2035, and 2040. Model outputs were used by the Colorado Air Pollution Control Division to calculate the mobile source emissions for four pollutants: carbon monoxide,

nitrogen oxides, volatile organic compounds, and particulate matter. **The results passed each of the individual pollutant budget tests.** More details can be found in the companion 2015 Cycle 2 conformity documents ([CO and PM10 Conformity Determination](#) and [8-hour Ozone Conformity Determination](#)).

### **C. Conclusion**

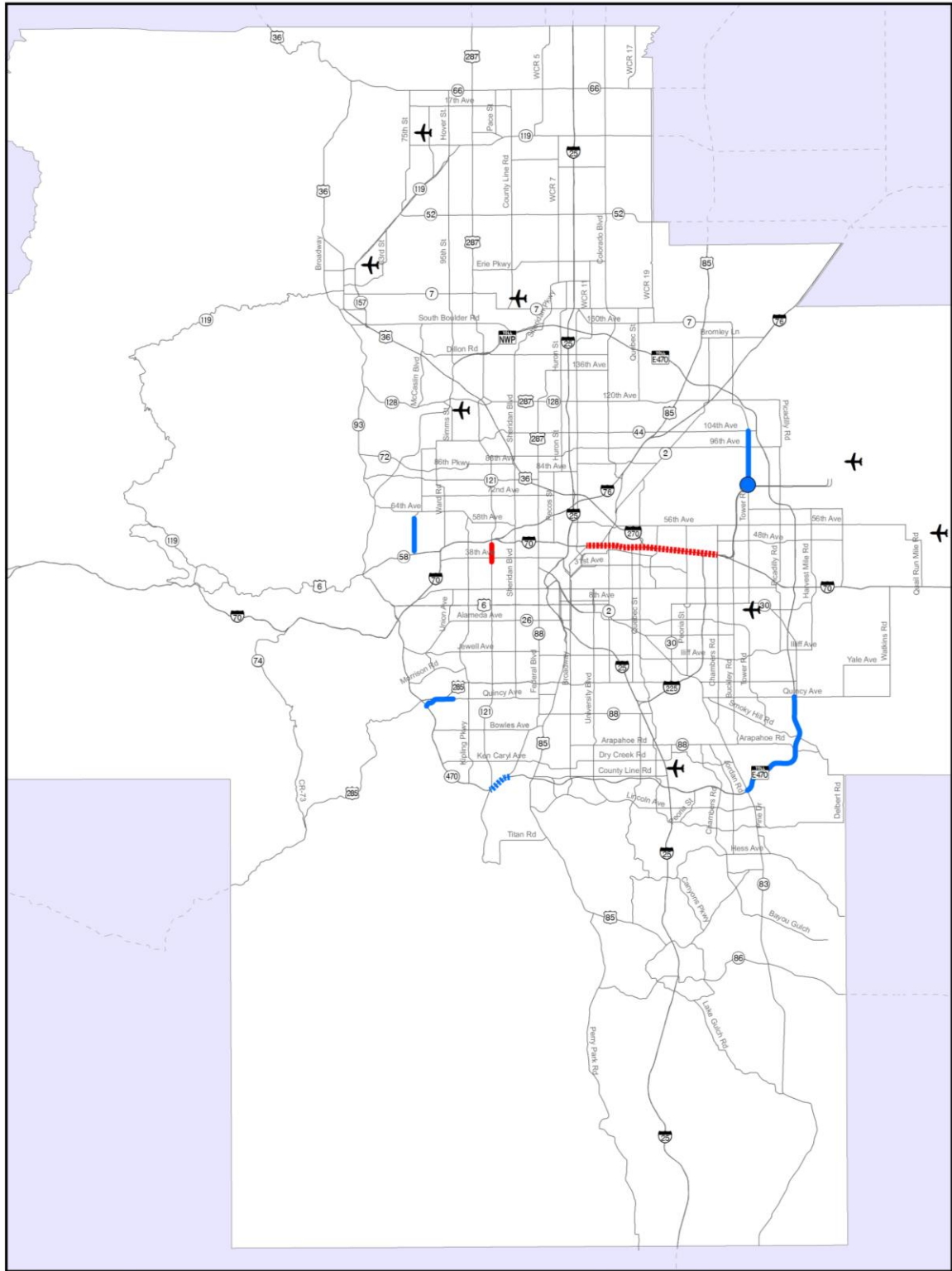
All future transportation networks and proposed project amendments to the 2040 RTP meet federal fiscal constraint and air quality conformity requirements.

**Table 1**

**Proposed 2015 Cycle 2 Amendments to the 2040 Fiscally Constrained RTP (2040 RTP)**

Sponsor	Project Location	Current RTP Project Description	Type of Change to the FC-2035-RTP	Model Network Staging Period
CDOT	<u>C-470 (New Managed Toll Express Lanes):</u> • EB: Wadsworth Blvd. to I-25	Advance eastbound segment (1 new lane from Wadsworth Blvd. to Platte Canyon Rd.) to 2015-2024 stage		2015 – 2024
CDOT	<u>I-70 (New Managed Lanes):</u> • I-25 to Chambers Rd. (1 new lane in each direction)	Change scope from 2 managed lanes in each direction (Brighton Blvd. to I-270) to 1 managed lane in each direction (I-25 to Chambers Rd.)		2015 – 2024
Commerce City	Pena Blvd./Tower Rd.	Not in 2040 RTP	Construct missing on-ramp to WB Pena Blvd.	2015 – 2024
Commerce City	Tower Rd.: Pena Blvd. to 104 <sup>th</sup> Ave.	Widen 2 to 6 lanes (2015-2024 stage)	Change widening to 2 to 4 lanes (2015-2024 stage); add widening to 4 to 6 lanes (2025-2034 stage)	2015 – 2024 2025 – 2034
E-470 Authority	E-470: Parker Rd. to Quincy Ave.	Widen 4 to 6 lanes (2025-2034 stage)	Advance to 2015-2024 stage	2015 – 2024
Jefferson County	<u>McIntyre St.:</u> • 44 <sup>th</sup> Ave. to 52nd Ave. • 52nd Ave. to 60th Ave.	Not in 2040 RTP	Add project: widen 2 to 4 lanes	2015 – 2024
Jefferson County	Quincy Ave.: C-470 to Simms St.	Widen 2 to 4 lanes (2025-2034 stage)	Advance to 2015-2024 stage	2015 – 2024
Wheat Ridge	Wadsworth Blvd.: 35 <sup>th</sup> Ave. to 48 <sup>th</sup> Ave.	Widen 4 to 6 lanes (2025-2034 stage)	Advance to 2015-2024 stage	2015 – 2024

**Figure A**  
**Locations of Fiscally Constrained 2040 RTP Roadway System Amendments**  
Proposed 2015 Cycle 2 Amendments (See Table 1)



<b>LEGEND</b>	<b>Regionally Funded</b>	<b>100% Locally Funded</b>	Interchange Capacity	Regional Roadway System
			Add General Purpose Lanes	— Roads Outside Region
			Add Managed Lanes	✈ Airports

0 5 10  
Miles

SOURCE DATA:  
Other all data sources have received some map information.  
This data is provided for informational purposes only. DRCOG provides no warranty, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantee, representation or warranty, either express or implied, as to the completeness, accuracy or timeliness of the data, or as to its use. DRCOG is not responsible for any use of the information. DRCOG makes no guarantee of any use of the information. DRCOG is not responsible for any use of the information. DRCOG is not responsible for any use of the information. Projection: State Plane Colorado Central, NAD 83 (ft)