

**Denver Regional Council of Governments  
Summary Document of the  
2013 Cycle 2 Amendments to the 2035 Metro Vision Regional Transportation Plan**

Board Adopted: May 21, 2014

## **I. Summary**

Several amendments are proposed to the *Fiscally Constrained 2035 Regional Transportation Plan (2035 FC-RTP)* of the *2035 Metro Vision Regional Transportation Plan (2035 MVRTP)*. The proposed amendments address CDOT RAMP-funded projects, RTD FasTracks changes, and local government projects. A detailed description of each amendment is shown in Table 1. The locations of each amendment are shown in Figure A (Roadway System) and Figure B (Rapid Transit System).

## **II. Analysis of Amendments**

The proposed amendments fall into four categories. Table 1 describes the specific amendment change associated with each project.

### 1. Roadway Projects – CDOT RAMP-Funded

CDOT recently funded several projects in the DRCOG region through its Responsible Acceleration of Maintenance and Partnerships (RAMP) program. The proposed RAMP-funded amendments are:

- C-470 (Douglas County): new managed toll express lanes
- I-70 (Mountain Corridor): eastbound peak period toll express lane
- US-6/19<sup>th</sup> Street (Golden): new interchange
- SH-2 (Commerce City): widening

### 2. Roadway Projects – Local Government

There are four roadway amendments proposed by local governments. Two amendments address new and additional locally funded managed toll express lanes on C-470 (extensions and additions to the CDOT RAMP project noted above). The third is a proposed interchange at I-76 and Bridge Street in Brighton. The fourth is a proposed grade separation of Arapahoe Road and Jordan Road in Centennial.

### 3. Rapid Transit Projects (RTD)

RTD is proposing two amendments to its FasTracks rapid transit lines. One amendment is to add the portion of the North Metro Rail Line from the 72<sup>nd</sup> Avenue Station to the 124<sup>th</sup> Avenue Station to the 2035 FC-RTP. The other amendment is to relocate the Montview Station on the I-225 Rail Line one-half mile north to Fitzsimons Parkway. Per state statute (SB 208) and DRCOG requirements, RTD prepared the *RTD FasTracks Plan Change Report, December 2013* addressing the financial, scope/service, and other changes to the FasTracks program of the proposed amendments. This report was approved by the DRCOG Board at its December 18, 2013 meeting.

**Table 1**

**Proposed 2013 Cycle 2 Amendments to the 2035 Fiscally Constrained RTP (2035 FC-RTP)**

| <b>Sponsor</b>              | <b>Project Location</b>  | <b>Current RTP Project Description</b>       | <b>Type of Change to the FC-2035-RTP</b>   | <b>Model Network Staging Period</b> |
|-----------------------------|--|--|--|-------------------------------------|
| CDOT/<br>C-470<br>Coalition | <u>C-470 Corridor:</u><br>• EB: Platte Canyon Rd to I-25<br>• WB: I-25 to Wadsworth Blvd                   | Not in FC-RTP Regional Roadway Network       | Add 1 new managed toll express lane:<br>• Eastbound: Platte Canyon Rd to I-25<br>• Westbound: I-25 to Wadsworth Blvd                 | 2015 - 2024                         |
| CDOT/<br>C-470<br>Coalition | <u>C-470 Corridor:</u><br>• EB: Kipling Pkwy to Platte Canyon Rd<br>• WB: Wadsworth Blvd. to Kipling Pkwy. | Not in FC-RTP Regional Roadway Network       | Add 1 new managed toll express lane:<br>• Eastbound: Kipling Pkwy to Platte Canyon Rd<br>• Westbound: Wadsworth Blvd to Kipling Pkwy | 2025 - 2035                         |
| CDOT/<br>C-470<br>Coalition | <u>C-470 Corridor:</u><br>• EB: Broadway to I-25<br>• WB: I-25 to Lucent Blvd.                             | Not in FC-RTP Regional Roadway Network       | Add 1 add'l. managed toll express lane:<br>• Eastbound: Broadway to I-25<br>• Westbound: I-25 to Lucent Blvd                         | 2025 - 2035                         |
| CDOT<br>Region 1            | I-70 Eastbound (Empire Jct. to Twin Tunnels)   | Undetermined Improvements                    | Add new peak period shoulder tolled express lane (Empire Junction to Twin Tunnels)   | 2015 - 2024                         |
| Brighton                    | I-76/Bridge St   | Not in FC-RTP Regional Roadway Network       | Add new interchange  | 2015 - 2024                         |
| Broomfield                  | 120 <sup>th</sup> Ave - Allison St to Emerald St   | New road                                     | Change network staging, from 2012-2014 to 2015-2024  | 2015 - 2024                         |
| Centennial                  | Arapahoe Rd - I-25 to Potomac St   | Grade separations & operational improvements | Extend eastern limit to Jordan Rd., add Jordan Rd. grade separation  | 2025 - 2035                         |
| Commerce City               | SH-2 - 72 <sup>nd</sup> Ave to I-76  | Not in FC-RTP Regional Roadway Network       | Widen to four lanes (72 <sup>nd</sup> Ave to I-76)   | 2015 - 2024                         |
| Denver                      | Federal Blvd - 5 <sup>th</sup> Ave to Holden Pl  | Widening                                     | Change limits to 6 <sup>th</sup> Ave to Howard St  | 2015 – 2024                         |
| Denver                      | Central Park Blvd - 47 <sup>th</sup> Ave to 56 <sup>th</sup> Ave   | New Road                                     | Change network staging, from 2012-2014 to 2015-2024  | 2015 – 2024                         |
| Denver                      | Broadway - Kentucky Ave to Arizona Ave   | Widening and I-25 interchange (add ramp)     | Change network staging, from 2012-2014 to 2015-2024  | 2015 – 2024                         |
| Denver                      | Martin Luther King Blvd - Havana St/Lola St to Peoria St   | New Road                                     | Change network staging, from 2012-2014 to 2015-2024  | 2015 – 2024                         |
| Denver                      | 56 <sup>th</sup> Ave - Havana St to Pena Blvd  | Widening                                     | Change network staging, from 2012-2014 to 2015-2024  | 2015 – 2024                         |
| Golden                      | US 6/19 <sup>th</sup> St   | Not in FC-RTP Regional Roadway Network       | Add new interchange  | 2015 - 2024                         |
| Parker                      | Chambers Rd - Stroh Rd to Hess Rd  | New Road                                     | Change network staging, from 2012-2014 to 2015-2024  | 2015 – 2024                         |
| Parker                      | Stroh Rd - Chambers Rd to Crowfoot Valley Rd   | New Road                                     | Change network staging, from 2012-2014 to 2015-2024  | 2015 - 2024                         |
| RTD                         | North Metro Rail Line  | Denver Union Station to 72nd Ave             | Add segment from 72 <sup>nd</sup> Ave Station to 124 <sup>th</sup> Avenue Station to FC-RTP  | 2015 - 2024                         |
| RTD                         | I-225 Rail Line  | Parker Road to East Rail Line                | Relocate Montview Station one-half mile north to Fitzsimons Parkway  | 2015 - 2024                         |

#### 4. Minor Amendments

DRCOG coordinates with local governments regarding the schedule for local roadway projects in the 2035 FC-RTP. Periodically, local governments will request the completion date for projects be delayed to the next air quality conformity staging period. In this amendment cycle, there are seven projects local governments have requested be moved from the 2014 network staging period to the next (2015-2024) network staging period.

#### Financial Implications

CDOT's proposed RAMP-funded amendments meet federal fiscal constraint requirements. Project sponsors for locally funded amendments submitted documentation and analysis as appropriate demonstrating local funding commitment.

As noted, RTD's December 2013 Change Report provided documentation and analyses addressing the proposed FasTracks amendments, their need and benefit, and cost and revenue implications for fiscal constraint. RTD's analysis indicates that the North Metro Rail Line extension can be completed as scheduled with reasonably expected funds. RTD also noted the relocation of the Montview Station to Fitzsimons Parkway will be completed within the approved budget for the I-225 Rail Line. Minor amendments that involve only network staging period changes do not have major cost implications.

#### Air Quality Conformity Modeling

The FC-2035 RTP networks resulting from all of the proposed amendments were tested to ensure all applicable air quality conformity pollutant emission tests would be passed. Modeling was conducted to produce vehicle miles of travel (VMT) and roadway operating speeds for 2010, 2015, 2025, and 2035. Results were used by the Colorado Air Pollution Control Division to calculate the mobile source pollutant emissions. **The results passed each of the individual pollutant budget tests.** More details can be found in the companion 2013 Cycle 2 conformity documents ([CO and PM10 Conformity Determination](#) and [8-hour Ozone Conformity Determination](#)).

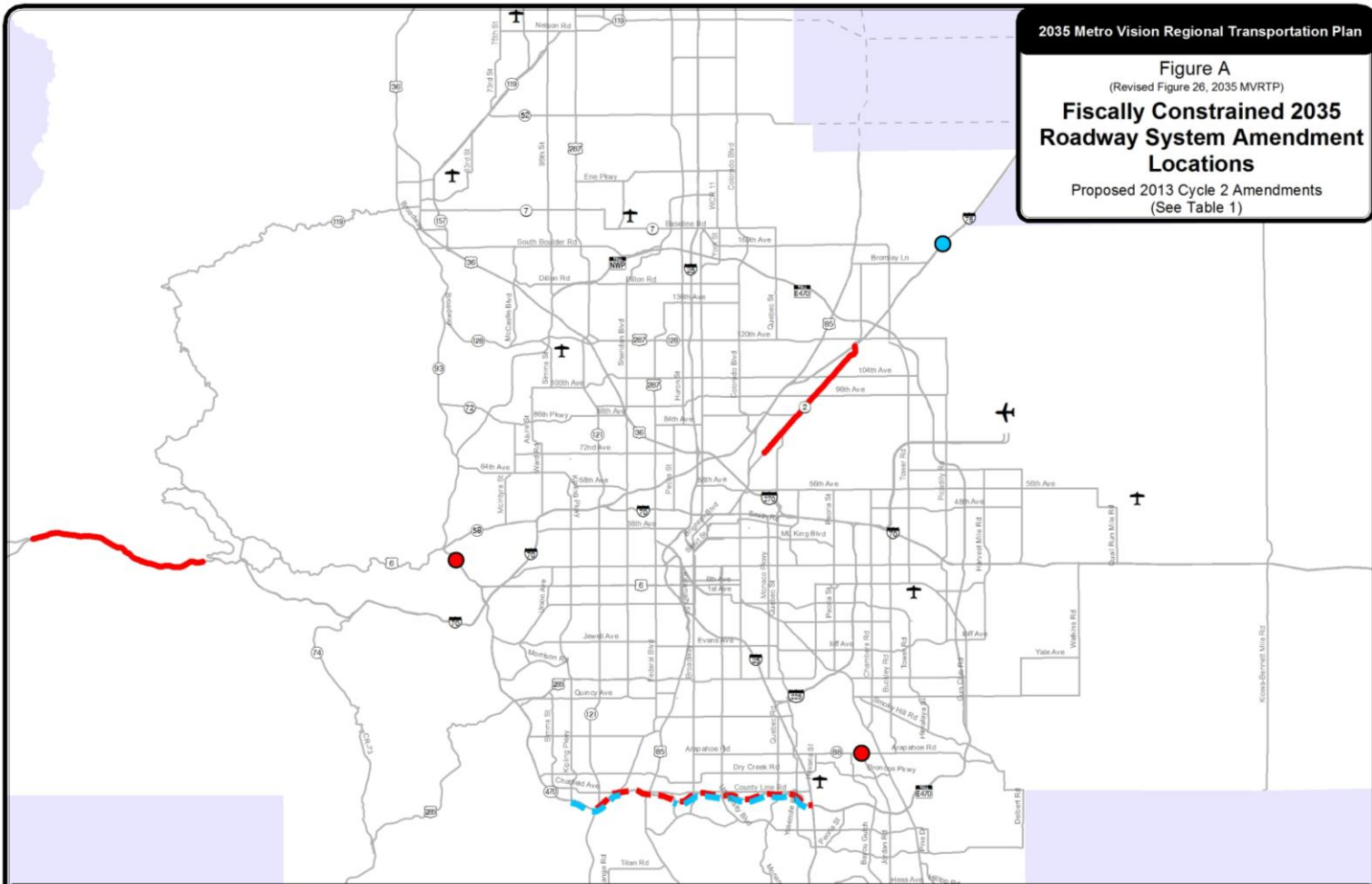
### **III. Proposed Amendments and Changes to 2035 MVRTP document**

The amendments and changes discussed above will be incorporated into updated versions of Figure 26, Figure 29, Appendix 2 and Appendix 4 of the 2035 MVRTP.

Figure A  
(Revised Figure 26, 2035 MVRTP)

**Fiscally Constrained 2035  
Roadway System Amendment  
Locations**

Proposed 2013 Cycle 2 Amendments  
(See Table 1)



This map and the data it depicts are intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no representation or warranty that the data will be error free. DRCOG is not responsible to any user for any costs or damages arising from inconsistencies in its data.

Source: DRCOG  
Projection: Colorado State Plane, NAD 83  
PJ 03/14

\\Clinton\Develop\Pete\_Special\_Maps\Fred\_Sanda\Fig26\_Fiscally\_Constrained\_Roadway\_Improvements\_Fred.mxd

**Add New Lanes / Interchanges**

100% Locally Funded

Regionally Funded

**Add New HOT / HOV Lanes**

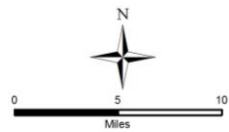
100% Locally Funded

Regionally Funded

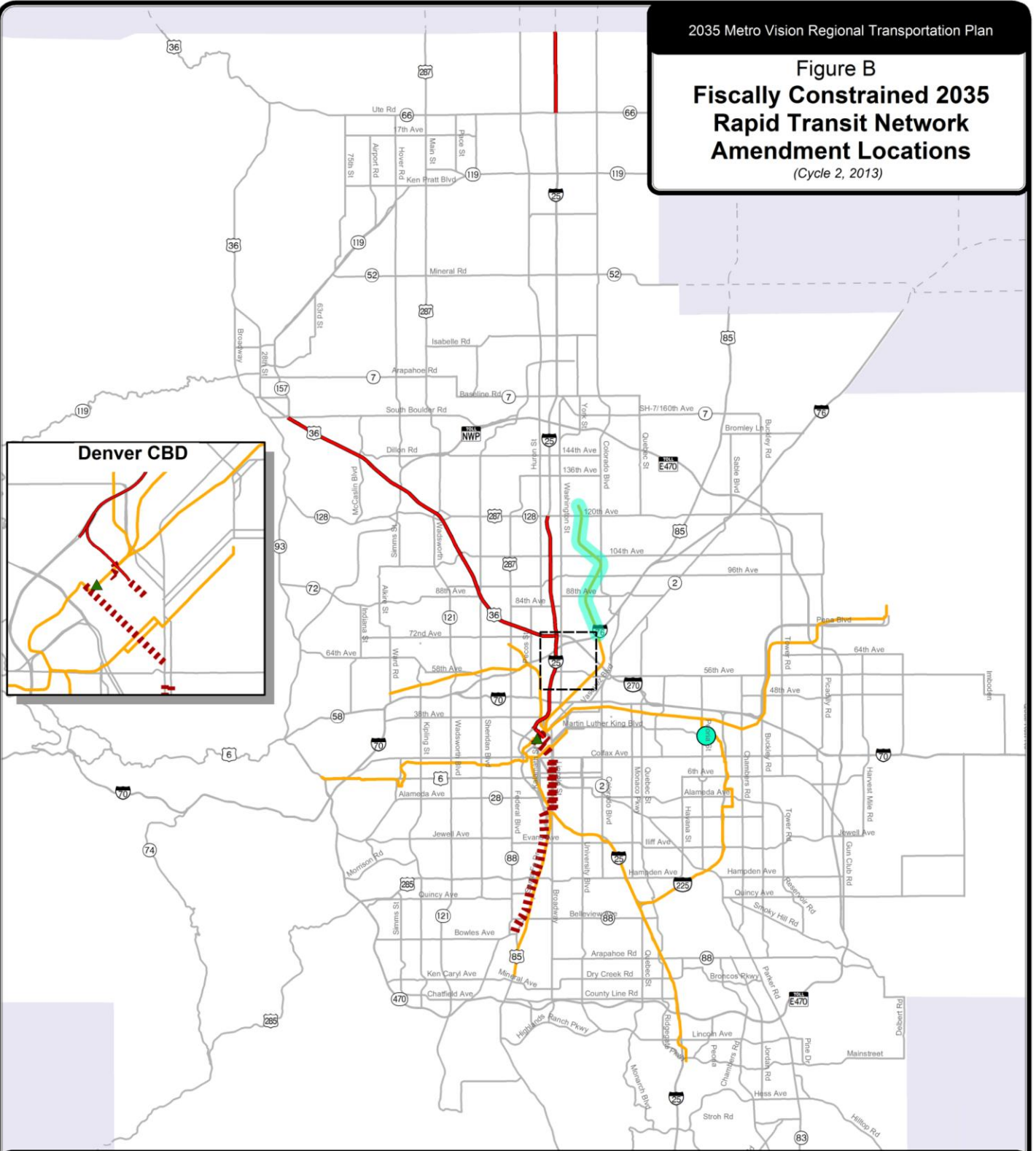
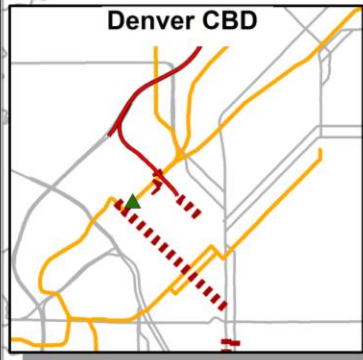
Regional Roadway System

Roads Outside Region

Area Outside Region



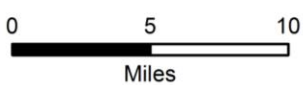
**Figure B**  
**Fiscally Constrained 2035**  
**Rapid Transit Network**  
**Amendment Locations**  
 (Cycle 2, 2013)



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Source: Regional Transportation District; DRCOG  
 Projection: Colorado State Plane, NAD 83  
 PJ 2/14

- Relocated Station (Fitzsimons Pkwy Station)
- Extended to 124th Ave.
- ▲ Denver Union Station
- - - - - HOV     — HOT
- Rapid Transit Rail
- Regional Roadway System



\\Clinton\Develop\2035 RTP 2013 Cycle 2 Amendments\Figures\FigB\_Fisc\_Const\_2035\_Trans\_Loc\_2013\_Cycle2.mxd