



TRANSPORTATION UPDATE

Presented to:
Northglenn City Council
April 23rd, 2012



TERMS & DEFINITIONS

- **CDOT** = Colorado Department of Transportation
 - **EIS** = Environmental Impact Statement
 - **DRCOG** = Denver Regional Council of Governments
 - **FHWA** = Federal Highway Administration
 - **HOV Lanes** = High Occupancy Vehicle Lanes
 - **NATA** = North Area Transportation Alliance
 - **NEPA** = National Environmental Policy Act
 - **PEL** = Planning Environmental Linkage
 - **RTD** = Regional Transportation District
 - **TIGER** = Transportation Investment Generating Economic Recovery
 - **USDOT** = United State Department of Transportation
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Transportation Update

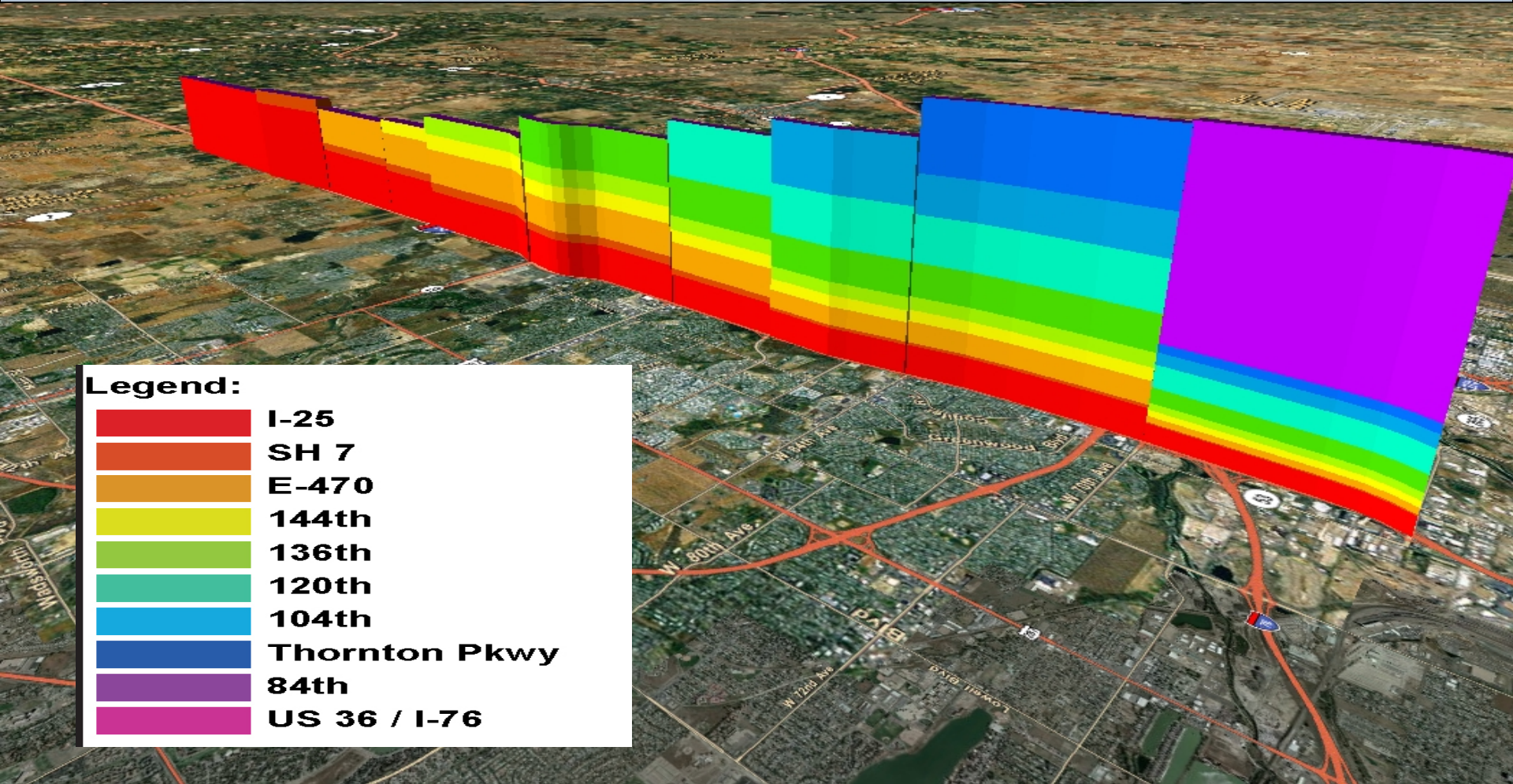
- I-25 Traffic Data – Background Information
 - RTD
 - Ballot Question – Status
 - SE Corridor Follow Up to RTD 04/05/12 study session
 - North Metro Line – Update
 - CDOT (Region 6)
 - 1-25 PEL
 - Tiger IV Grant
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BACKGROUND INFORMATION

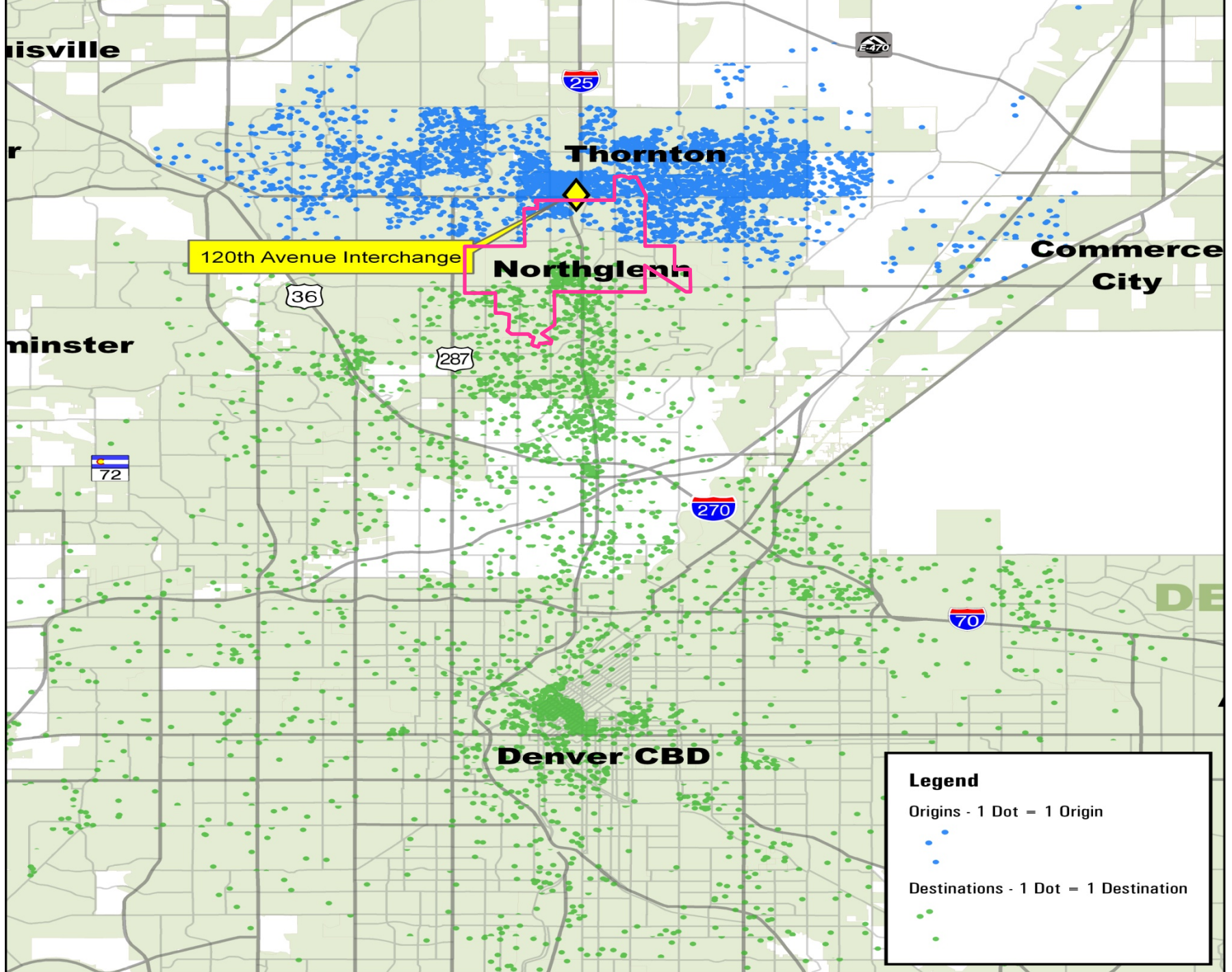
- 1-25 MORNING SOUTHBOUND RUSH HOUR TRAFFIC
 - 50% OF THE VOLUME BETWEEN 104TH TO 84TH IS ATTRIBUTABLE TO 120TH & 104TH INTERCHANGES
 - 38% OF TOTAL TRAFFIC VOLUME SOUTH OF 84TH ORIGINATES FROM 120TH & 104TH INTERCHANGES
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- COLORS REPRESENT LOCATION I-25 TRAFFIC ENTERED THE INTERSTATE
- THE US-36, I-270 & I-76 INTERCHANGES ATTRACT A LARGE PORTION OF THE SOUTHBOUND TRAFFIC ON I-25



Legend:

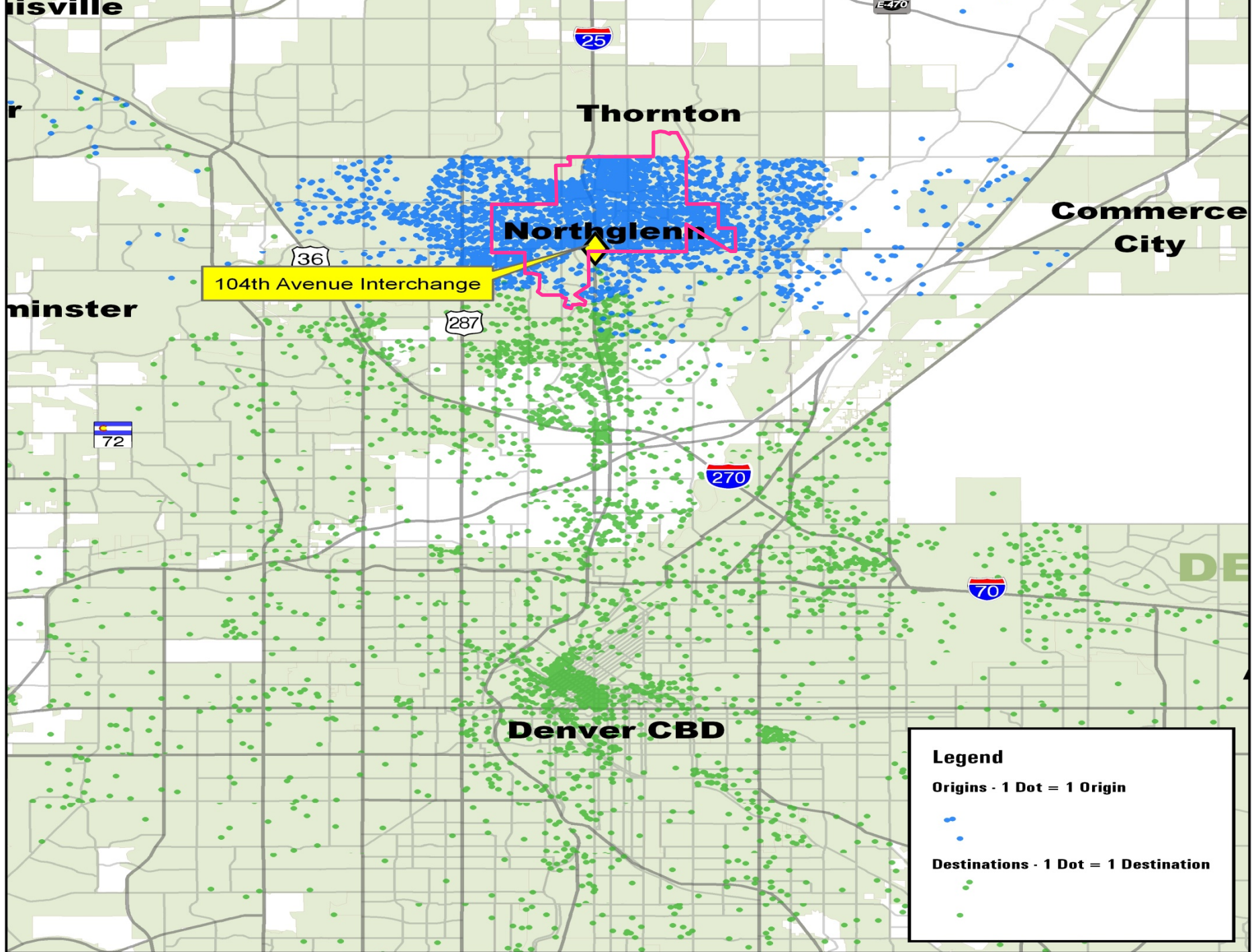
Red	I-25
Orange	SH 7
Yellow-Orange	E-470
Yellow	144th
Light Green	136th
Green	120th
Cyan	104th
Blue	Thornton Pkwy
Dark Blue	84th
Purple	US 36 / I-76



Legend

Origins - 1 Dot = 1 Origin

Destinations - 1 Dot = 1 Destination



Legend

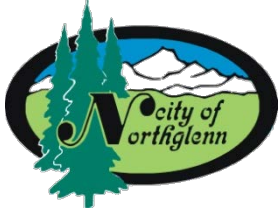
Origins - 1 Dot = 1 Origin

Destinations - 1 Dot = 1 Destination



BACKGROUND INFORMATION

Traffic Originating From:	Percentage of Traffic Remaining:	
	North of 36	South of 36
120th	62%	26%
104th	75%	33%



RTD

- **BALLOT ISSUE**
 - RTD TO MAKE A DECISION ON A BALLOT IN JULY FOR NOVEMBER VOTE
 - DECISION TIME IS TIED TO DRCOG JUNE DECISION ON APPROVING RTD FINANCIAL PLAN





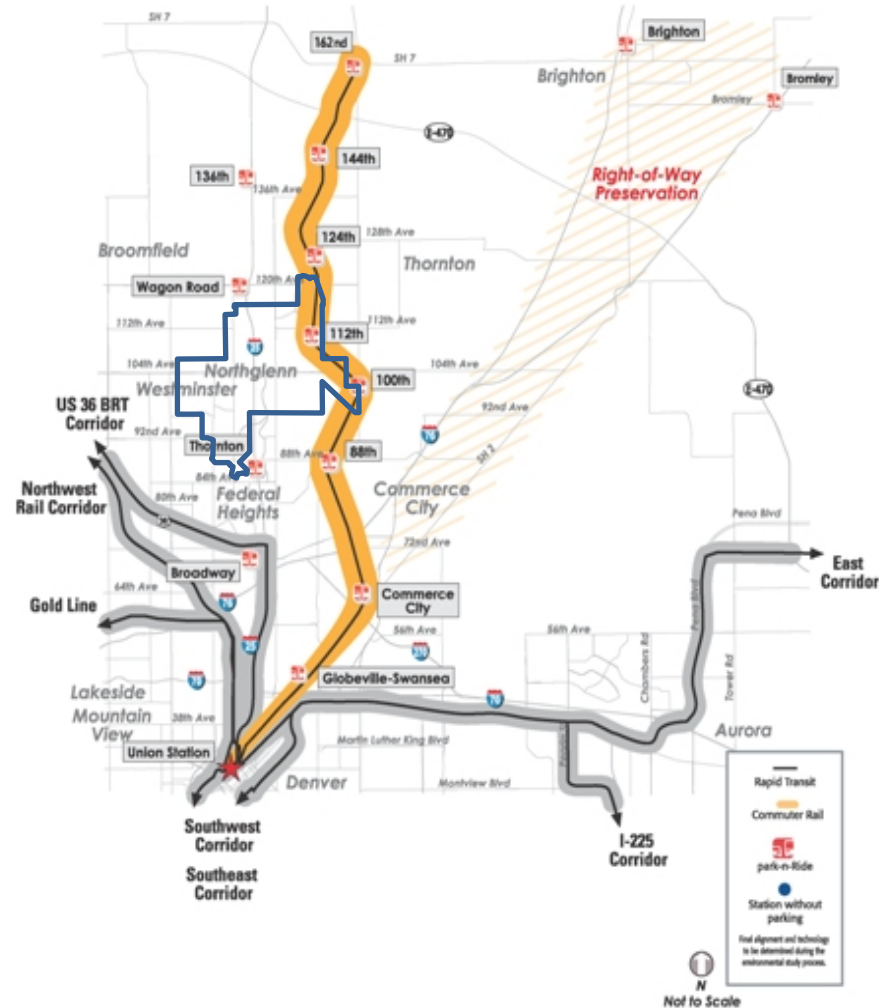
RTD

- SE CORRIDOR EXTENSION – CLARIFICATION
 - ASSUMES NOV BALLOT ISSUE W/ SUCCESSFUL VOTE
 - SUCCESSFUL VOTE = NO IMPACT TO ANY CORRIDOR TIMETABLE / BUDGET
 - SMART START GRANT IS A TWO YEAR PROCESS
 - STAFF MAY REQUEST TO APPLY PRIOR TO BALLOT ISSUE – WOULD REQUIRE RTD BOARD TO RE-PRIORITIZE PROJECT SCHEDULE (PUBLIC PROCESS)
 - ITEM IS NOT SCHEDULE FOR RTD BOARD DECISION – NO TIMETABLE HAS BEEN ESTABLISHED
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FasTracks North Metro Line

North Metro Corridor





FasTracks North Metro Line

- **FUNDING PLAN**

- SHORT TERM: MOVING FORWARD WITH SEGMENT 1 TO BEGIN CONSTRUCTION OF THE NORTH METRO CORRIDOR
 - LONGER TERM: CURRENTLY ADOPTED FINANCIAL PLAN ASSUMES SUCCESSFUL VOTE IN 2012, WITH THE FULL NORTH METRO CORRIDOR COMPLETE BY 2020
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FasTracks North Metro Line

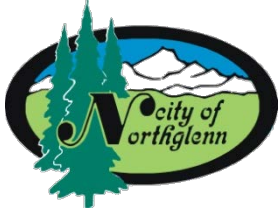
- PHASE 1 PROJECT

- DENVER UNION STATION TO NATIONAL WESTERN STOCK SHOW STATION – OPTION TO DESIGN PHASE 2 TO 72ND AVE
 - RFP FINAL CIVIL DESIGN ISSUED 3/15/12
 - PROPOSALS DUE 4/19/12
 - STAFF RECOMMENDATION TO RTD BOARD IN JUNE
 - NOTICE OF AWARD EARLY AUGUST
 - ANTICIPATED FINAL DESIGN 1 ½ YEARS
 - CONSTRUCTION BIDDING TO OCCUR 2014
 - OPERATIONAL START DATE 2017
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CDOT

- I-25 PEL
 - REGION 6 PROJECT
 - PRECURSOR EFFORT TO IDENTIFY ENVIRONMENTAL ISSUES RELATED TO FEDERAL NEPA PROCESS
 - PRIMARY GOALS OF PEL
 - INVESTIGATE ISSUES AND CONCERNS NOT ADDRESSED IN NORTH I-25 EIS
 - IDENTIFY PROJECT SCOPE(S) THAT WOULD BE ELIGIBLE FOR “CATEGORICAL EXCLUSION” – EIS EXEMPT PROJECTS
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CDOT I-25 PEL

- PRIMARY GOALS
 - IDENTIFY EXISTING AND FUTURE PROBLEM AREAS IN THE CORRIDOR FROM A CONGESTION, OPERATIONAL, AND SAFETY PERSPECTIVE.
 - IDENTIFY ISSUES IN THE CORRIDOR OF IMPORTANCE TO EACH RESPECTIVE CORRIDOR JURISDICTION
 - ESTABLISH A PRIORITY LIST FOR PLANNED IMPROVEMENTS
 - ESTIMATE COSTS OF IMPROVEMENTS
 - RECOMMEND A SET OF PHASED IMPROVEMENTS TO:
 - OPTIMIZE CORRIDOR OPERATIONS
 - DECREASE CONGESTION AND IMPROVE TRAVEL TIME
 - IMPROVE SAFETY
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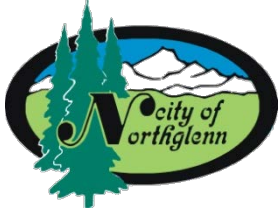
CDOT I-25 PEL

- PRIMARY GOALS

- Identify the vision of jurisdictions in the corridor.
- Complete the study in accordance with the FHWA Planning Environmental Linkage (PEL) process.

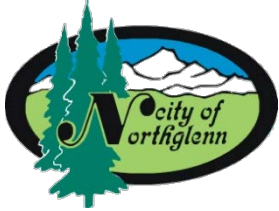
This will include:

- Public Outreach
 - Direct involvement with local governments and special interest groups within the study area
 - Coordination with State and Federal Resource agencies
 - Documentation of study process, findings and recommendations to NEPA standards so information developed in this study can be appended or referenced in a final NEPA document
 - Completing the PEL documentation for FHWA concurrence
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CDOT I-25 PEL

- 1-25 PEL
 - Visioning Workshop held 2/2/12
 - TAC Meeting held 4/4/12
 - 1st Public meeting scheduled for 5/9/12 @ Northglenn recreation center 5-7 pm
 - Executive Committee Meeting scheduled for mid May
 - Project team is working on the following:
 - Condition Assessment - 60% complete
 - Purpose & Need Goals – ongoing
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CDOT I-25 PEL

- Visioning Workshop Summary
 - Reached agreement w/ Operating Protocols
 - Summarized stakeholder interviews
 - Confirmed support for PEL approach
 - Identified issues and potential solutions
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CDOT I-25 PEL

- Technical Advisory Committee Summary
 - Reviewed Visioning Workshop Findings from 2/2/12
 - Draft Purpose & Need Statement and Goals provided
 - Condition assessment data review - commented on additional data needs
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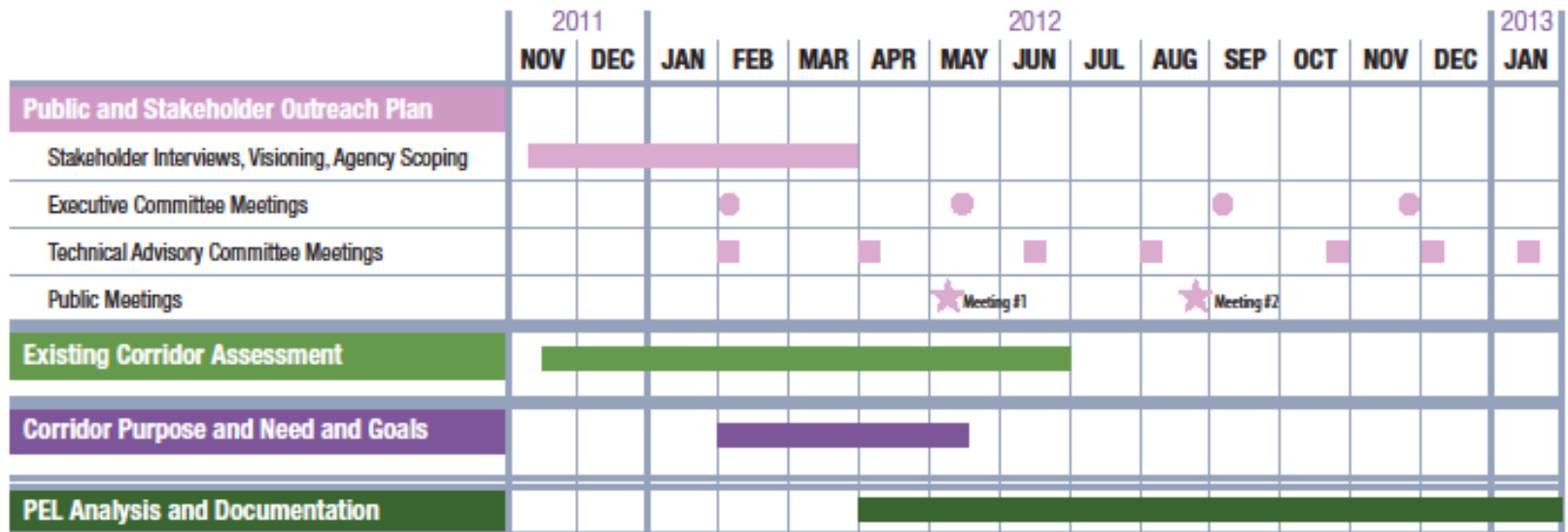


I-25 PEL SCHEDULE

NORTH
I-25 PEL



Schedule





CDOT TIGER IV Grant

- \$44M grant application submitted to USDOT for High Occupancy Vehicle (HOV) travel lanes on inside shoulder of I-25.
 - Requested \$15 Million
 - \$5 Million Local Match from NATA Communities & RTD
 - Announcement of award is schedule for late May early June
 - Project is assumed as base case for I-25 PEL Study
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Regional Transportation District

Our mission:

To meet our constituents' present and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the District.



To: RTD Board of Directors
From: Phillip A. Washington, General Manager
Date: April 11, 2012
Subject: Follow-Up from April 3, 2012 FasTracks Monitoring Committee Meeting

This memorandum clarifies what was presented to the RTD FasTracks Monitoring Committee on Tuesday, April 3, 2012 regarding both the Downtown Circulator and the Southeast Corridor Extension.

Downtown Circulator FASTER Grant

At the April 3rd meeting, staff received FasTracks Monitoring Committee approval to enter into an Intergovernmental Agreement (IGA) with the Colorado Department of Transportation (CDOT) to receive a \$3.9 Million FASTER Grant. RTD successfully applied for \$3.9 million, via the FASTER grant program, to fund the purchase of vehicles for the Downtown Circulator project.

The terms of the grant require a local match of at least 20 percent; however, to be more competitive, RTD committed a 50 percent local match equal to the grant amount of \$3.9 million. In order to receive the grant funds, RTD must enter into an IGA with CDOT and prove that RTD can provide the local matching funds. The local match funding is included in the adopted financial plan for FasTracks. The Downtown Circulator is a fully funded FasTracks project, and can move forward independent of a 2012 election. The April 3rd action was limited to execution of the IGA.

In the next few weeks, staff will return to the Board with a detailed discussion of the Downtown Circulator project, including:

- Rationale for the Circulator, relationship to Denver Union Station, and original intent as articulated in the adopted FasTracks Plan and Program.
- Proposed routing, service levels, and stop locations.
- Capital improvements necessary to facilitate Circulator operations.
- Financial plan, including cost-sharing arrangements.

Southeast Corridor Extension

Staff provided a project update and introduced RTD's intent to pursue New Starts funding rather than Small Starts funding for the project. The FasTracks Monitoring Committee took no formal action regarding the Southeast Corridor Extension at the meeting. RTD has not yet submitted any formal grant application for this project. Board members asked several questions regarding the timing and relative merits or competitiveness of either the North Metro or Southeast Extension corridors entering the New Starts process.

In response to questions raised by the RTD Board of Directors, the narrative below provides a brief overview of current RTD New Starts/Small Starts activities related to both the Southeast Corridor Extension and the North Metro Corridor.

Staff recommends Southeast Extension transitioning from Small Starts to New Starts now because:

- At the beginning of Alternative Analysis/Environmental Assessment activities, a Small Starts funding application was initially considered based primarily on the relatively small size of the project and the ridership potential already associated with extending the existing Southeast Corridor.
- As more information became available regarding the strong growth potential over the longer term (e.g., Douglas County is one of the fastest growing counties in the State), it became apparent that the Southeast Extension would be a much more competitive project under New Starts rather than Small Starts. Small Starts evaluates project effectiveness at Opening Day, while the New Starts program utilizes horizon year population and employment forecasts (25 years of growth).
- The Southeast New Starts application can be "grandfathered" in under the existing New Starts rules if submitted prior to September 2012. The New Starts rules may change later this year in a manner potentially disadvantageous to corridors with limited Opening Day development, but significant horizon-year development, like the Southeast Corridor.
- The relatively smaller size of the overall project will make achieving the local grant match more likely (the local match for the Southeast Corridor is approximately \$135 million).
- The New Starts grant process takes several years to complete. Therefore if there is no successful FasTracks sales and use tax election, the RTD Board of Directors can:
 - Choose to not continue with the grant application
 - Partner with our stakeholders to identify outside sources funding for the local match
 - Allocate FasTracks sales and use tax to this project to complete the grant application

Staff does not recommend moving the North Metro Corridor into the New Starts process now because:

- If there is a successful sales and use tax election in 2012, a New Starts application would delay the completion of the North Metro corridor.
- The relatively larger size of the overall project will make achieving the local grant match less likely (the local match for the North Metro Corridor is approximately \$500 million).
- Funding the remainder of a corridor rather than the entire corridor itself under New Starts requires guarantees that an initial segment will be opened first, although there are no strict FTA rules on how this is determined prior to the corridor actually opening. In the case of North Metro, it is anticipated that the segment between National Western Stock Show and 72nd Avenue stations (at a minimum) would need to be constructed with local funding as part of an "initial segment" to make the remainder of the corridor competitive for federal funding.
- Because of the first two bullets above, grandfathering under the old New Starts rules cannot be accomplished before New Starts statutes change this fall. Upcoming DRCOG model runs, changes in DRCOG population forecasts, and other factors (for example, I-25 managed lane study results affecting North Metro corridor ridership forecasts) are expected in the 2012-2014 timeframe. These factors will need to be considered to evaluate North Metro project federal grant program competitiveness.

We do hope this clarifies what staff presented to the RTD Board of Directors on April 3, 2012.

If you have questions, feel free to call me or Julie Skeen at (303) 299-2478.