

## ATTACHMENT B

Date: July 20, 2010

To: Chair and Members of the Regional Transportation Committee

From: Steve Rudy, Director, Transportation Planning and Operations

Subject: **Programming FY2010/2011 Formula Funds to Quick Implementation Projects**

### REQUESTED ACTION

Motion to recommend to the DRCOG Board of Directors selection of quick implementation projects to be programmed with additional FY2010/2011 formula funds.

### SUMMARY EXPLANATION

#### **Overall Background**

- As explained over the past several months, DRCOG may have more than \$55 million of federal transportation funds available (this figure has been updated) for fiscal years 2010/2011 that have not yet been programmed to projects. The DRCOG Board initiated a call for projects. The list of eligible projects submitted was distributed to the RTC at its June 15 meeting. The list includes the US-36 HOT lane TIFIA challenge project to which the Board has committed \$25 million "in principle" subject to several conditions.
- The eligible projects were subject of a public hearing on June 16. At that public hearing, Adams County requested that one additional project be added to the list, and after the public hearing was closed the Board agreed to add it for consideration and extend the public comment period for that one project 30 days (until July 19). The comments made at and prior to the public hearing are summarized by staff in Attachment B-1.

#### **Project Background**

- Beyond the US-36 project, there are 29 projects requesting about \$60+ million of funds that are in consideration for the approximately \$30+ million of other remaining funds. The list of projects, sorted by project type, is Attachment B-2.
- Additional discussion of the projects is contained in the attached discussion paper, Attachment B-3.

#### **Funds Available and Opportunities/Restrictions**

- DRCOG staff's current estimate of funds available is:
  - STP-Metro: \$29 million
  - CMAQ: \$24 million
  - STP-Enhancement: \$ 4 million
- Each federal fund category has specific eligibility criteria. Also, the US-36 HOT project could conceivably use any of the types of available funds. The US-36 team is working out specific details of requirements for each of the funding sources proposed for this TIFIA challenge project. The least complicated DRCOG fund category for this project would be STP-Metro, but making DRCOG's contribution *entirely* STP-Metro would overly constrain selection of other projects.

- **In lieu of trying to select projects on the basis of the requirements of the specific types of funds available, DRCOG staff suggests the “best” projects be selected and DRCOG staff be permitted to work out how those projects would be funded by specific fund sources.** Overall, the DRCOG staff strategy will likely necessitate some “fund-type” swaps with sponsors of projects currently in the TIP, and the strategy will likely entail funding some roadway operations projects with CMAQ funds. Both the Transportation Advisory Committee (TAC) and the Metro Vision Issues Committee (MVIC) have expressed concurrence with this proposed strategy.

### **Programming Options**

- For TAC on June 28, DRCOG staff presented three options for programming funds to these projects. An individual TAC member (Castle Rock) proposed another option and TAC discussed the merits of various projects and options before finalizing its recommendation. **The TAC recommendation to the RTC (“Option A”)** is presented in the discussion paper (Attachment B-3) and the Options Matrix (Attachment B-4).
- On the morning of July 7, Aurora informed DRCOG that it was reducing its federal funding request for Phase III of the I-225/Colfax/Interchange project by \$1.2 million, from \$4.56 million to \$3.36 million. The TAC-recommended option had funded this at the original \$4.56 million requested.
- At MVIC the afternoon of July 7, DRCOG staff presented the TAC recommendation and the Aurora modifications. A member presented another option, building off of the TAC recommendations but making a few revisions. However, this new option also funded the I-225/Colfax Phase III at the original amount. Working from this new option, MVIC took into account the freed up funds from I-225/Colfax Phase III, and adjusted the new option so that it only would entail 3 revisions (besides I-225/Colfax Phase III) to Option A. MVIC voted to recommend this option be supported by the DRCOG representatives to RTC. **The MVIC recommendation (“Option A Modified”)** is likewise presented in the discussion paper and Options Matrix.

### BACKUP INFORMATION

- Attachments B-1 Summary of Written and Oral Testimony Received  
B-2 List of Eligible Projects (sorted by Type)  
B-3 Discussion Paper – Programming Issues  
B-4 Options Matrix

### ADDITIONAL INFORMATION

Should you have questions about this topic, contact Steve Rudy at 303-480-6747 or [srudy@drcog.org](mailto:srudy@drcog.org).

## ATTACHMENT B-1

### Summary of Written and Oral Testimony Received

during the initial public comment period (May 14 to June 16, 2010)  
including the Public Hearing (includes staff responses)

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#### Projects to be Considered for Federal Transportation Formula Funds Available in Fiscal Year 2010-2011

This document summarizes the written (letters, emails, online submittals) and oral testimony received by the Denver Regional Council of Governments (DRCOG). A complete set of written comments received is on file at the DRCOG office and on its Web site ([www.drcog.org](http://www.drcog.org)).

Fourteen people presented oral testimony at the public hearing and an additional thirteen people provided written comments via letters, emails, or on-line submittals.

DRCOG staff responses are offered where applicable to provide further explanation. Staff does not make any specific recommendations regarding the proposed projects.

#### Persons commenting in favor of specific projects:

1. Denver's Engine Off project:
  - a. Jim Faes, citizen (written)
  - b. Jill Schlaefer, CDOT (written)
  - c. Natalia Swainick, American Lung Association (written)
2. Arapahoe County's Highline Canal Trail at Iliff Ave. Underpass project:
  - a. Jeff Shoemaker, The Greenway Foundation (written)
  - b. Chuck Reno, Arapahoe County (oral)
  - c. Tom Waymire, Highline Canal Preservation Association (oral)
  - d. Mike Rosser, Arapahoe County Open Space (oral)
3. Centennial's Arapahoe Road (Holly to Krameria) Reconstruction project:
  - a. Brian Bern, citizen (written)
4. Colorado High Performance Transportation Enterprise's (HPTE) US-36 HOT Lane project:
  - a. Debra Baskett, City and County of Broomfield (written and oral)
  - b. George Gerstle, Boulder County (written)
  - c. Audrey DeBarros, 36 Commuting Solutions (written)
  - d. Heather Balsler, City of Louisville (written)
  - e. Tracy Winfree, City of Boulder (written)
  - f. Jay Wolffarth, Town of Superior (written)
  - g. Matt Lutkus, City of Westminster (written)
  - h. The Honorable Ed Perlmutter, U.S. House of Representatives, 7<sup>th</sup> District, Colorado (written)
5. Castle Rock's Meadows Blvd. Operational and Safety Improvements project:
  - a. Anthony Nairns, citizen (written)
  - b. Bob Watts, Town of Castle Rock (oral)

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6. Castle Rock's Plum Creek Parkway Reconstruction project:
  - a. Bob Watts, Town of Castle Rock (oral)
  
7. Castle Rock's Ridge Road Roundabout Landscape project:
  - a. Bob Watts, Town of Castle Rock (oral)
  
8. Longmont's Downtown Longmont Station Area Master Plan project:
  - a. Phil Greenwald, City of Longmont (written)
  
9. Aurora's I-225/Colfax Interchange project:
  - a. Ed Tauer, Mayor, City of Aurora (oral)
  - b. Andy Jhanji, University of Colorado Denver (oral)
  - c. Alan Staver, University of Colorado Hospital (oral)
  - d. Heidi VanHuyson, Children's Hospital (oral)
  - e. The Honorable Ed Perlmutter, U.S. House of Representatives, 7<sup>th</sup> District, Colorado (written)
  
10. Wheat Ridge's I-70/32<sup>nd</sup> Ave./Youngfield St. Street Improvements project:
  - a. Davis Reinhart, Mayor Pro Tem, City of Wheat Ridge (oral)
  - b. The Honorable Ed Perlmutter, U.S. House of Representatives, 7<sup>th</sup> District, Colorado (written)
  
11. Wheat Ridge's Wadsworth Blvd. Multi-use Trail project:
  - a. Davis Reinhart, Mayor Pro Tem, City of Wheat Ridge (oral)
  
12. Wheat Ridge's Kipling St. Multi-use Trail project:
  - a. Davis Reinhart, Mayor Pro Tem, City of Wheat Ridge (oral)
  
13. Denver's South Broadway Reconstruction project:
  - a. Janice Finch, City and County of Denver (oral)
  - b. Robert Crane, South Broadway Antique Dealers Association

#### **Person offering general comment regarding all the projects:**

Janet Bell, Bell Associates: Requested that each sponsor provide documentation on the public involvement efforts that were conducted in conjunction with the proposed project. Staff should look at who is being served, related to the overall balance of funding going to environmental justice communities.

*Staff Response: Current TIP policy states public involvement is appropriate at all stages of project development and the responsibility for seeking it lies with the project sponsor. Early public input is most appropriate as the sponsoring agency is preparing its funding request submittal. The DRCOG committee review process and public comment period and hearing before the DRCOG Board offer additional opportunities for public comment. The 2035 Metro Vision Regional Transportation Plan identifies specific geographic areas with concentrations of low-income and/or minority persons*

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*and all the proximity of major project investments. The Plan notes that a significant portion of expenditures will go directly to projects within the environmental justice areas and/or provide a significant benefit (e.g. improved access to jobs) to these areas. The projects proposed for these additional FY 2010/2011 funds are spread out across the region, with several located in or adjacent to and serving areas of low-income and minority persons.*

#### **Person proposing an additional project be added to the list for funding consideration:**

Larry Pace, Commissioner, Adams County Board of Commissioners: proposed that the Pecos Street Grade Separation project (currently funded in the TIP with STP-Metro and ARRA funds) be added to the list for consideration of funding. An additional \$1 million is being requested to provide additional contingency for dealing with unanticipated issues, including a landfill and contaminated groundwater.

*The DRCOG Board of Directors approved adding this project to the list for consideration and extended the public comment period through 5:00 p.m. July 19, 2010. No comments have been posted as of Wednesday afternoon July 7, 2010.*

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#### **Written comments received after the close of the comment period:**

(The following comments were prepared and provided to DRCOG staff after the close of the comment period. For that reason, these comments have not been considered in DRCOG staff's review or recommendations.)

1. Gordon Robertson, Denver Parks and Recreation – support for Arapahoe County's Highline Canal underpass at Iliff Avenue project.
  2. Neil Sperandeo, Denver Water – support for Arapahoe County's Highline Canal underpass at Iliff Avenue project.
  3. Emily Kreisa, Denver Public Works - support for Arapahoe County's Highline Canal underpass at Iliff Avenue project.
  4. Paul Tourangeau, Colorado Department of Public Health and Environment – support for Denver's Engines Off! program.
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Quick Implementation Projects Submitted for 2010/2011 Formula Funds (revised as of June 29, 2010)

Estimated Funds Available =  
~\$57M

Color Code:	Commitment in principle	DRCOG staff recommends NOT be funded (see Discussion Paper)	See Discussion Paper for specific issues
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Sponsor	Project Name	Project Description/Location	Project Type	Formula Funds Requested (in thousands)	Required Local Match (in thousands)	Over match (in thousands)	Percent Local Match	Total Project Cost (in thousands)	Estimated Ad Date		Project Data			Project Data		Comments	
									Prior to March 30, 2011?	After March 30, before September 30, 2011?	Ped/Bike VMT Reduction	Current Pk Hr VHT Reduction	Daily Pollutant Reduction	Current Pavement Condition	In f-c RTP?		In, abut, or near EJ area?
Colorado HPTe	US 36 HOT Lane	Build one buffer separated High Occupancy Toll lane in each direction, extending west from current HOT lanes in the vicinity of Pecos to approximately Wadsworth Boulevard	Roadway Capacity	\$25,000	\$6,250	\$128,750	84.4%	\$160,000		9/30/2011					X	X	Jointly requested by US 36 Mayors & Commissioners Coalition, CDOT, and RTD to facilitate ability to accept TIGER TIFIA challenge grant
Aurora	I-225/Colfax Avenue Interchange Reconstruction Phase III	Complete reconstruction on west side of I-225 and north half of 17th Place bridge, slip ramp to SB I-225. Phase III allows for two-way traffic in and out of the Fitzsimons campus via 17th and to enter SB I-225 via the slip ramp	Roadway Capacity	\$4,560	\$1,140	\$0	20.0%	\$5,700	10/31/2010 or earlier						X	X	TIP "commitment to complete"
Aurora	I-225/Colfax Avenue Interchange Reconstruction Phase IV	Complete 17th Place bridge over I-225 and all ramps and associated improvements on the east side of I-225. Phase IV allows two-way traffic to move from the east and west sides of I-225 and creates north and south access points on the east side of I-225.	Roadway Capacity	\$12,960	\$3,240	\$0	20.0%	\$16,200	12/31/2010 or earlier						X	X	TIP "commitment to complete"
Adams County	Pecos Grade Separation	Grade separate Pecos: 60th to UPRR; additional funds added to contingency to address potential issues of unforeseen landfill and more extensive contaminated groundwater	Roadway Ops	\$1,000	\$250	\$0	20.0%		Immediately			70 hrs (from 08-13 TIP submittal)				X	Project added by Board on June 16 and public comment period extended to July 19. Project previously selected for STP-M and ARRA. Bid savings returned to DRCOG pool and some contingency funds returned as well, but project still has \$3.8M of MCRs + contingency in it. No new match--to be covered by current overmatch.
Castle Rock	Meadows Boulevard Operational and Safety Improvements	Construct turning lanes, install curb and gutter, sidewalks, landscaping, striping and signage, and the <b>westbound through lanes</b> of Meadows Boulevard between Prairie Hawk Drive and Coachline Road	Roadway Ops	\$1,469	\$367	\$0	20.0%	\$1,836	3/1/2011			6.6 hrs					Project is fundamentally a slightly-less-than-a-mile through lane capacity project shown in the fiscally constrained 2035 RTP as 100% locally-derived funded.
Centennial	County Line Road Intersection Operational Improvements	Intersection improvements along E. County Line Road at S. Quebec Street, S. Yosemite Street and S. Chester Street	Roadway Ops	\$490	\$123	\$0	20.0%	\$613	3/1/2011 (See comment)	CDOT suggests this time period		33.5 hrs (2 inter-sections)					Region 6 states schedule will be difficult to meet. Suggests implementation after March 30 more probable.
Jefferson County	S. Wadsworth Boulevard/Waterton Road Intersection	Intersection improvements at S. Wadsworth Boulevard and Waterton Road, including SB to SB flyover, and pedestrian underpass under Waterton Road for recreational users of the Colorado Trail	Roadway Ops	\$9,600	\$2,400	\$0	20.0%	\$12,000		7/1/2011		5.5 hrs					Region 6 states schedule is very optimistic, given needs for possible 1601, 4f, 404. Conditional ROW (in application) not a given. Sept 30 may be a stretch.
Wheat Ridge	I-70/32nd Avenue/Youngfield Street Improvements	Widen 32nd Avenue at I-70 WB ramps and on either side of Youngfield Street and Zinnia Street intersections	Roadway Ops	\$4,400	\$1,100	\$0	20.0%	\$5,500	3/14/2011			34 hrs					
Arvada	W. 64th Avenue Reconstruction	Reconstruction of W. 64th Avenue from Easley Road to SH 93	Roadway Reconst	\$2,560	\$640	\$0	20.0%	\$3,200	12/17/2010					PCI = 15			
Castle Rock	Plum Creek Parkway Reconstruction	Reconstruction of Plum Creek Parkway from Fairgrounds Drive to Holmby Court	Roadway Reconst	\$641	\$160	\$0	20.0%	\$801	3/1/2011					OCI = 54 (54% is 45)			
Centennial	Arapahoe Road Reconstruction	Reconstruction of Arapahoe Road from Holly to east of Krameria Street	Roadway Reconst	\$1,157	\$289	\$0	20.0%	\$1,446	2/1/2011					PCI = ~ 40			
Denver	S. Broadway Reconstruction	Reconstruct S. Broadway from Iowa to Asbury	Roadway Reconst	\$3,432	\$858	\$2,574	50.0%	\$6,864	9/30/2010					PCI = 39		X	Project #3 on STP-Metro waiting list. Federal request unchanged from original TIP submittal and substantial progress reported by sponsor since that time.
RTD	Denver Union Station (DUS)	Twenty-two bus bays facility to provide two commercial bus bays and 20 for RTD buses. The facility will be located under 17th Street extending from the new LRT station to the historic station building	Transit Passenger Facility	\$2,519	\$630	\$0	20.0%	\$3,149	Work has begun						X	X	This request is for the advancement (from future years) of the "commitment in principle" DRCOG made to this "corridor" in July 2008 as part of the second commitment to FasTracks. All corridor partners have concurred.
RTD	Englewood City Center park-n-Ride Expansion	Expand existing park-n-Ride by 300 spaces	Transit Passenger Facility	\$3,200	\$800	\$0	20.0%	\$4,000	3/30/2011						X	X	This project is shown in the fiscally constrained 2035 RTP will FasTracks funds (see listing in Table 1 of 2009 FasTracks Annual Report). Funding this would be yet ANOTHER commitment of DRCOG funds to FasTracks.

Quick Implementation Projects Submitted for 2010/2011 Formula Funds (revised as of June 29, 2010)

Estimated Funds Available =  
~\$57M

Color Code: Commitment in principle DRCOG staff recommends NOT be funded (see Discussion Paper) See Discussion Paper for specific issues

Sponsor	Project Name	Project Description/Location	Project Type	Formula Funds Requested (in thousands)	Required Local Match (in thousands)	Over match (in thousands)	Percent Local Match	Total Project Cost (in thousands)	Estimated Ad Date		Project Data			Project Data		Comments
									Prior to March 30, 2011?	After March 30, before September 30, 2011?	Ped/Bike VMT Reduction	Current Pk Hr VHT Reduction	Daily Pollutant Reduction	Current Pavement Condition	In f-c RTP?	
Arapahoe County	Highline Canal Trail at Iliff Avenue Underpass	Install box culvert bicycle/pedestrian crossing under Iliff Avenue	Bike/Ped	\$1,800	\$450	\$50	21.7%	\$2,300	3/30/2011 (see comment)	CDOT suggests this time period	No VMT estimate; only user base					Region 6 states March ad date is optimistic, due to likely need for historic clearance of Canal prior to acquisition of ROW.
Arvada	Olde Wadsworth Boulevard Bike/Ped Improvements	Reconstruction of Olde Wadsworth Boulevard from W. 64th Avenue to Ralston Road, narrowing road to install bike lanes and full width sidewalks, relocating curb & gutter, make ADA compliant	Bike/Ped	\$640	\$160	\$0	20.0%	\$800	2/24/2011		No VMT estimate				X	Submitted as an "upgrade" project; bike lanes exist for about 3/4 of project and current sidewalks are very narrow
Arvada	W. 72nd Avenue Bike/Ped Project	Construct bike lane and detached sidewalk on north side of W. 72nd Avenue from Simms Street to Kipling Street	Bike/Ped	\$372	\$93	\$0	20.0%	\$465	1/7/2011		52 VMT/day					
Denver	Cherry Creek Trail Improvements	Construct a 6-foot asphalt trail adjacent to the 10-foot existing Cherry Creek Trail from University to Colorado Boulevard to separate bicycle and pedestrian traffic	Bike/Ped	\$764	\$191	\$0	20.0%	\$955	3/1/2011		No VMT estimate				X	Submitted as an "upgrade" project
Denver	1st Avenue/Cherry Creek Bike-Ped Trail Safety Improvements	Safety Improvements along Cherry Creek Trail at E. 1st Avenue and the Downing - Cherry Creek Bridge, including widening to 10 feet and addressing grades and sight distance	Bike/Ped	\$465	\$116	\$0	20.0%	\$581	11/15/2010		No VMT estimate					Submitted as an "upgrade" project
Erie	Coal Creek Trail Extension	Extend Coal Creek Trail from Cheesman Street to Reliance Park	Bike/Ped	\$386	\$97	\$0	20.0%	\$483	2/28/2011		No VMT estimate provided				X	Region 4 states schedule is extremely aggressive, especially given need for ROW.
Frederick	Bella Rosa Parkway/Weld County Road 20: Bike/Ped Trail Connections	10 foot detached multiuse path, crosswalk striping, golf cart trail realignment and bicycle route signage along Bella Rosa Parkway	Bike/Ped	\$352	\$88	\$0	20.0%	\$440	12/31/2010		50 VMT/day					
Wheat Ridge	SH 121/Wadsworth Boulevard Multi-Use Trail	Construct 10 foot wide multi-use trail on east side of Wadsworth Boulevard between 26th-29th Avenue, a crossing at 29th and on the west side of Wadsworth Boulevard to 32nd Avenue	Bike/Ped	\$624	\$156	\$0	20.0%	\$780	3/14/2011		1,400 VMT/day*				X	* 10 miles/trip assumed
Wheat Ridge	SH 391/Kipling Street Multi-Use Trail	Construct 10 foot wide multi-use trail on east side of SH 391 from 32nd Avenue to 44th Avenue (35th to 38th is being constructed by the City as a separate project)	Bike/Ped	\$2,800	\$700	\$0	20.0%	\$3,500	3/14/2011		3,600 VMT/day*				X	Project #9 on STP-enhancement waiting list. Funding request substantially increased (almost double) for shorter distance, compared to original TIP submittal. DRCOG staff suggests this NOT be considered a waiting list project. * 10 miles/trip assumed.
Denver	Engines Off	Idle Reduction Program - City Wide; outreach and observation (builds from prior TIP-funded project)	Air Quality	\$100	\$25	\$0	20.0%	\$125	10/1/2010				8,093 lbs* (also 68K lbs CO2)			*Sponsor assumes 25% reduction in idling in the city from this program.
Weld County	Compressed Natural Gas (CNG) Fueling Stations	Construct 3 publicly accessible CNG fueling stations in the southwest Weld County (DRCOG) portion of the federal 8-hour ozone non-attainment boundary	Air Quality	\$1,824	\$456	\$0	20.0%	\$2,280	3/30/2011				40, 300 lbs			
RTD	Intercity Bus Replacement	Accelerate the purchase and replacement of 10 intercity buses currently programmed in TIP project 1999-053 with diesel engine buses	Air Quality	\$4,320	\$1,080	\$0	20.0%	\$5,400	3/30/2011				91 lbs			See DRCOG staff comments in memo.
Castle Rock	Landscape Roundabouts on Ridge Road	Landscape roundabouts on Ridge Road at Enderud Boulevard and Plum Creek Parkway	Other Enhancement	\$218	\$54	\$0	20.0%	\$272	3/1/2011							
Longmont	Longmont Station Area Master Plan (STAMP)	Focus on land use within 1/2 mile of proposed downtown FasTracks station	Study	\$90	\$23	\$7	24.7%	\$120	1/31/2011						X	
DRCOG	Land Use Model Development Program	Develop next generation land use model for DRCOG region	Study	\$800	\$200	\$0	20.0%	\$1,000	8/31/2010							
RAQC	Ozone SIP Modeling	CAA required photochemical modeling for compliance with proposed 8 hr. federal ozone standard, via 2012 SIP	Study	\$387	\$97	\$103	34.1%	\$587	Fall 2010							
Wheat Ridge	I-70 and SH 391/Kipling Street Interchange Study	<del>Obtain environmental clearances to reconstruct high capacity interchange and improve bike/ped connections</del>	<del>Study</del>	<del>\$880</del>	<del>\$220</del>	<del>\$0</del>	<del>20.0%</del>	<del>\$1,100</del>	<del>1/28/2011</del>							Region 6 states project is already funded by CDOT; no additional fund are needed.

**ATTACHMENT B-3**  
**DISCUSSION PAPER**  
**Programming Issues Relative to Quick Implementation Projects**

**Background**

- As noted in the agenda memo, information on the eligible projects is provided in **Attachment B-2**.
- In authorizing the call for projects, the Board indicated it would give some degree of preference to projects that could be advertised (or otherwise obligated and initiated) before March 30, 2011. The call for projects asked applicants to provide an anticipated ad date. Only one applicant proposed a project with an ad date after March 30, 2011. Submitted projects were given to CDOT regions to review, and the CDOT regions identified two projects they felt would not be to ad by March 30. Those two projects are shown identified in the ad date columns and noted in the comments column in Attachment B-2. At this time, most ad dates must be considered somewhat speculative; to meet the dates proposed (or modified) will require concerted and diligent efforts by sponsor staff and CDOT. Projects claiming ad dates at the end of February or in March, 2011 may not, in fact, be to ad substantially earlier than the two projects CDOT suggested could not meet the March 30 threshold.
- While the Board specifically stated that overmatch would not be a consideration, some applicants did commit overmatch. Only Denver's South Broadway Reconstruction and RAQC's Ozone Modeling projects bring a substantial percentage of overmatch.
- The Board expressly did not request detailed evaluation information (as in the TIP process); **meaning that these projects would not be scored**. However, DRCOG staff did request some information for certain project types.
  - Roadway operational projects were required to provide an estimate of delay reduced
  - Roadway reconstruction projects were required to document current pavement condition
  - Bicycle/pedestrian projects were required to estimate VMT reductions
  - Air quality improvement projects were required to provide an estimate of the pounds of pollution emissions reduced.

Most applicants provided *some* information in response. That information is noted in Attachment B-2 (in some instances, DRCOG staff augmented or adjusted the information provided). No specific methodologies were prescribed; the information presented should not be considered apples-to-apples and DRCOG staff made no attempt to validate the computations.

- DRCOG staff has provided comment on some projects in the comments column.

**DRCOG Staff Concerns with Certain Projects**

- Castle Rock's Meadows roadway operations project. DRCOG and Castle Rock staffs have very divergent opinions on the nature of this project.
  - Castle Rock staff explained to TAC that this project's main objective is to improve safety along this two-lane roadway that has no dedicated left turn lanes along the intersections. To accomplish this, the project adds not only the turn lanes but two through lanes for the entire length of the project.

**ATTACHMENT B-3  
DISCUSSION PAPER**

**Programming Issues Relative to Quick Implementation Projects**

- Because of the through lane additions, DRCOG staff believes this project is fundamentally a road widening (capacity) project. This interpretation is consistent with it being shown as such in the fiscally constrained RTP as implemented with 100% locally derived funds. The project is located in a still-developing area.
- The length of this project, a little less than a mile, is slightly below the threshold for a regionally significant project (which is one mile). Policy for the future TIP (see agenda item 8), as vetted by the TIP Policy Work Group, would clarify that through lane additions of more than 1,800 feet are ineligible as roadway operations projects. That proposed policy has not yet been adopted and is not currently in effect.
- That said, the delay reduction from this project is small (it would score 0 “delay reduction” points under future TIP criteria).
- DRCOG staff does not recommend programming funds to this project.
- RTD’s Englewood City Center park-n-Ride expansion project. This project is depicted in the fiscally constrained RTP and is expected to be funded by FasTracks (see Table 1 of the 2009 FasTracks Annual Report to DRCOG, <http://www.drcog.org/documents/2009%20RTD%20Annual%20Report%20to%20DRCOG%20on%20FasTracks.pdf>). DRCOG has made \$120 million of commitments (in principle) to FasTracks, but RTD in this submittal did not indicate this was “part of” the original \$60 million commitment nor is it consistent with the requirements for the second \$60 million. This would appear to be a request for even more DRCOG funding for FasTracks. DRCOG staff does not recommend support for such as an isolated request.
- RTD’s Intercity Bus Replacement. RTD clearly indicates this is a request to accelerate the purchase of these buses that it would otherwise make with other funds (or by discretionary grant request) in future years. Had there been few submittals, this acceleration may have been a worthy project, but DRCOG staff does not support funding it given that numerous other worthy projects are under consideration.
- Wheat Ridge’s I-70/SH391 (Kipling) Interchange Study. CDOT Region 6 indicates that it has already programmed sufficient funds to this study and that no additional funds are needed. This information came forward after the public hearing, so it is retained on the list in Attachment B-2 but is “struck out”.

**DRCOG Staff Amplification Information Provided for Certain Projects**

- Adams County’s Pecos Grade Separation project. This project has received a variety of funds including STP-Metro, ARRA, and earmarks. Currently, the project has been allowed to retain \$3.8 million for *minor contract revisions* (MCRs) and *contingency*, and had already identified expectations of needing to use \$2.3 million of that—which left \$1.5 million available to cover not-yet-discovered additional work. Adams County recently identified an estimated need of about \$1 million to address potential problems associated with an unanticipated landfill. If this were programmed from current MCRs and contingency, \$500,000 would be left in that account and the project is not quite 15% completed. The County does not believe that remaining amount is sufficient; its request is that another \$1 million be added to the contingency fund for this project, raising the amount available to cover not-yet-discovered additional work back to \$1.5 million.

**ATTACHMENT B-3  
DISCUSSION PAPER**

**Programming Issues Relative to Quick Implementation Projects**

- This project was awarded STP-Metro funds. TIP Policy requires sponsors cover all the cost increases associated with DRCOG-selected projects with 100% local funds.
- However, the Board eligibility requirements for ARRA provided the County (and other sponsors) a respite from doing that.
- If this project is viewed as an STP-Metro project, consistency with Board-adopted TIP Policy would suggest that this request for further additional funds be denied. If it is felt that the award of ARRA funds to this project removed the TIP Policy requirement, then this project could be considered for funding.
- CDOT has suggested that FHWA is increasingly having issues with programming additional federal funds into projects after award to cover unanticipated items, but DRCOG staff cannot verify whether this would or would not be an issue for FHWA on this request.
- This project is still subject to public comment. As of the afternoon of July 7, 2010, none have been submitted.
- Jefferson County's S. Wadsworth/Waterton Road Intersection project. Jefferson County's proposal for this intersection includes a "flyover". DRCOG staff agreed to consider this not as a "new interchange" (which would make this project ineligible, since it is not shown on the fiscally constrained 2035 RTP), but as a roadway operations project. However, the flyover is why the cost is so high. Note also the relatively minimal current VHT reduction benefits (would score 0 delay reduction points in proposed new TIP Policy).
- Denver Union Station. This submittal is to advance the "commitment in principle" made by the DRCOG Board in July 2008 as the second \$60 million contribution to FasTracks. The submittal is consistent with the requirements of the DRCOG resolution (all corridor partners have concurred with the request). This would be the second FasTracks corridor for which funds have actually been programmed (vs. "in principle") and the second one for which funding would have been advanced.
- Longmont's Station Area Master Plan. DRCOG had previously set-aside \$500,000 in a pool to fund station area planning studies. Actions to select projects for that pool had been deferred pending the outcome of the rescission, and this is the first opportunity Longmont has had to request funds for that. Funding this request would be consistent with prior expectations.
- Sponsors with projects currently funded in the TIP for 2010 and 2011. All such sponsors (Jefferson County, Aurora, Denver) have indicated all their TIP projects will be to ad by September 30, 2011:
  - Jefferson County has one project it expects to be to ad by September 2010.
  - Aurora has one project it expects to be to ad September 2010 and one project it expects to be to ad in April 2011.
  - Denver has 8 projects it expects to be to ad before the end of 2010, 2 projects it expects to be to ad in March 2011, and 2 projects for which it is promising a September 2011 ad date.

**ATTACHMENT B-3  
DISCUSSION PAPER**

**Programming Issues Relative to Quick Implementation Projects**

**Project Considerations (items mentioned by Board in discussion as possibly relevant)**

- The following projects are called out in the fiscally constrained 2035 RTP. Directing funds to those projects would help implement the RTP:
  - Aurora's I-225/Colfax interchange project (both phases)
  - RTD's Denver Union Station project
  - RTD's Englewood City Center park-n-Ride expansion (but note the DRCOG staff objection to funding this project above).
- The following projects were submitted for funding in the 2008-2013 TIP, but were not selected and were put on waiting lists. Had the Board not authorized a call-for-projects, funds would have been directed to projects on the waiting list:
  - Denver's S. Broadway reconstruction project; this project is high on the STP-Metro waiting list, the current federal funding request is unchanged from the original TIP submittal, and the sponsor reports progress on developing this project since that time.
  - Wheat Ridge's Kipling Street multi-use trail; this project is low on the STP-Enhancement waiting list, and the current federal funding request is for almost twice the amount requested in the original TIP submittal. Also, the City will be building a 3-block segment with its own funds, so the per-block federal fund request is now about 2.4 times the original request. Little progress has been demonstrated on the non-City-funded portion of this project since the original TIP submittal. Given the major revisions, DRCOG staff suggests this project not be considered a "waiting list" project.
- The following projects are at or nearby (within ½ mile) to current RTD rail stations or FasTracks stations and may have some benefits to access and circulation in and around those stations:
  - Aurora's I-225/Colfax interchange project (both phases)
  - Adams County's Pecos project
  - RTD's Denver Union Station project
  - Arvada's Olde Wadsworth bicycle/pedestrian improvements
  - Longmont's Station Area Master Plan study
- One of the commenters at the public hearing suggested DRCOG consider environmental justice concepts before programming these funds. See the DRCOG staff response in Attachment B-1. Attachment B-2 shows which projects are in, abut or are near (within ¼ mile) to mapped environmental justice areas.

**Programming Options**

Internally, DRCOG staff developed numerous programming options, and three were presented to TAC for consideration on June 28.

Each DRCOG staff option started with allocating \$25 million to US-36 to honor the Board's commitment in principle (shaded in gray in the Options Matrix). Each also started with the premise that funds will not be provided to the Castle Rock Meadows, RTD Englewood

**ATTACHMENT B-3  
DISCUSSION PAPER**

**Programming Issues Relative to Quick Implementation Projects**

park-n-Ride, and RTD Intercity Bus Replacement projects, for the reasons discussed previously in this paper. Those projects are shaded in light red in the Options Matrix.

At TAC, the Castle Rock representative presented a fourth option. After discussion, TAC voted to recommend **Option A**. The DRCOG staff thought process behind the development of Option A was as follows:

- It began by funding the completion of the I-225/Colfax interchange (both phases), the DUS commitment-in-principle, and the Longmont STAMP, for reasons noted previously in this discussion paper.
- Following this, the Option A strategy was to generally emphasize air quality improvement projects and bicycle/pedestrian projects.
- As the second step, it proposed projects in those categories that would be ready-to-ad before March 30, but no more than one per agency. When multiple projects were submitted by an agency, DRCOG staff made an estimate of which project might be most “beneficial” (based on information provided in the submittal and other considerations, such as linkage to FasTracks stations).
- Next, it looked at applicants with affordable projects (any type) ready-to-ad before March 30 that had not yet had a project selected.
- Then it looked at additional bicycle/pedestrian projects with ad dates after March 30 from agencies without projects selected.
- Finally, it considered additional bicycle/pedestrian projects and other affordable projects even if the sponsor had already had projects selected.

On July 7, Aurora informed DRCOG that due to receipt of an earmark and other savings in I-225/Colfax interchange Phases I and II, it was reducing its request for Phase III by \$1.2 million, from \$4.56 million to \$3.36 million. The TAC-recommended Option A had recommended funding Phase III at the level of the original request.

At MVIC, the Denver representative presented another option, building off of the TAC-recommended Option A but making 5 revisions (funding the Denver South Broadway project, and eliminating or reducing funding to 4 projects). It was noted that the South Broadway project had been through the regular TIP evaluation process, and while not previously funded, was placed high on the waiting list. However, this new option also funded the I-225/Colfax Phase III at the original amount. Taking this into account while working through the Denver proposal, MVIC restored funding to two of the “revisions” in the original Denver proposal, so that it only would entail 3 revisions (besides I-225/Colfax Phase III) to Option A (funding South Broadway, eliminating one Denver project, and reducing funding to one project). MVIC voted to recommend this option be supported by the DRCOG representatives to RTC.

The Options Matrix (Attachment B-4) displays the TAC and MVIC recommendations; amounts displayed in the options column reflect the funding recommendations. Funding to projects in, abutting or near (within ¼ mile) to mapped environmental justice areas in each recommendation are displayed in red font.

## Quick Implementation Projects Options Matrix

Color Code:	Commitment in Principle	See Discussion Paper for specific issue		Estimated Ad Date		Options (federal funding in \$ thousands)	
	DRCOG staff recommends NOT be funded (see Discussion Paper)	Projects with Ad Date after March 30, 2011					
Sponsor	Project Name	Project Type	Formula Funds Requested (in thousands)	Prior to March 30, 2011?	After March 30, before September 30, 2011?	A (TAC Recommendation)	A Modified (MVIC Recommendation)
Colorado HPT	US 36 HOT Lane	Roadway Capacity	\$25,000		9/30/2011	\$25,000	\$25,000
Aurora	I-225/Colfax Avenue Interchange Reconstruction Phase III	Roadway Capacity	\$4,560	10/31/2010 or earlier		\$4,560	\$3,360
Aurora	I-225/Colfax Avenue Interchange Reconstruction Phase IV	Roadway Capacity	\$12,960	12/31/2010 or earlier		\$12,960	\$12,960
Adams County	Pecos Grade Separation	Roadway Ops	\$1,000	Immediately		\$1,000	\$1,000
Castle Rock	Meadows Boulevard Operational and Safety Improvements	Roadway Ops	\$1,469	3/1/2011			
Centennial	County Line Road Intersection Operational Improvements	Roadway Ops	\$490	3/1/2011	CDOT suggested time frame		
Jefferson County	S. Wadsworth Boulevard/Waterton Road Intersection	Roadway Ops	\$9,600		7/1/2011		
Wheat Ridge	I-70/32nd Avenue/Youngfield Street Improvements	Roadway Ops	\$4,400	3/14/2011			
Arvada	W. 64th Avenue Reconstruction	Roadway Reconst	\$2,560	12/17/2010			
Castle Rock	Plum Creek Parkway Reconstruction	Roadway Reconst	\$641	3/1/2011		\$641	\$641
Centennial	Arapahoe Road Reconstruction	Roadway Reconst	\$1,157	2/1/2011		\$1,157	\$1,157
Denver	S. Broadway Reconstruction	Roadway Reconst	\$3,432	9/30/2010			\$3,432
RTD	Denver Union Station (DUS)	Transit Passenger Facility	\$2,519	Work has begun		\$2,519	\$2,519
RTD	Englewood City Center park-n-Ride Expansion	Transit Passenger Facility	\$3,200	3/30/2011			
Arapahoe County	Highline Canal Trail at Iliff Avenue Underpass	Bike/Ped	\$1,800	3/30/2011	CDOT suggested time frame	\$1,800	\$1,800
Arvada	Olde Wadsworth Boulevard Bike/Ped Improvements	Bike/Ped	\$640	2/24/2011		\$640	\$640
Arvada	W. 72nd Avenue Bike/Ped Project	Bike/Ped	\$372	1/7/2011		\$372	\$372
Denver	Cherry Creek Trail Improvements	Bike/Ped	\$764	3/1/2011		\$764	
Denver	1st Avenue/Cherry Creek Bike-Ped Trail Safety Improvements	Bike/Ped	\$465	11/15/2010		\$465	\$465
Erie	Coal Creek Trail Extension	Bike/Ped	\$386	2/28/2011		\$386	\$386
Frederick	Bella Rosa Parkway/Weld County Road 20: Bike/Ped Trail Connections	Bike/Ped	\$352	12/31/2010		\$352	\$352
Wheat Ridge	SH 121/Wadsworth Boulevard Multi-Use Trail	Bike/Ped	\$624	3/14/2011		\$624	\$624
Wheat Ridge	SH 391/Kipling Street Multi-Use Trail	Bike/Ped	\$2,800	3/14/2011			
Denver	Engines Off	Air Quality	\$100	10/1/2010		\$100	\$100
Weld County	Compressed Natural Gas (CNG) Fueling Stations	Air Quality	\$1,824	3/30/2011		\$1,824	\$608
RTD	Intercity Bus Replacement	Air Quality	\$4,320	3/30/2011			
Castle Rock	Landscape Roundabouts on Ridge Road	Other Enhancement	\$218	3/1/2011		\$218	\$218
Longmont	Longmont Station Area Master Plan (STAMP)	Study	\$90	1/31/2011		\$90	\$90
DRCOG	Land Use Model Development Program	Study	\$800	8/31/2010		\$800	\$800
RAQC	Ozone SIP Modeling	Study	\$387	Fall 2010		\$387	\$387
<b>TOTAL</b>						<b>\$56,659</b>	<b>\$56,911</b>