

CITY OF BOULDER
TRANSPORTATION ADVISORY BOARD AGENDA ITEM
MEETING DATE: June 9, 2014

SUBJECT:

Public hearing, staff briefing and TAB input on the proposed Year 2016-2021 Transportation Improvement Program (TIP) submittal process – Part 2 of 3

REQUESTING DEPARTMENT:

Public Works Department

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EXECUTIVE SUMMARY:

This item provides the Transportation Advisory Board (TAB) with a set of project ideas for potential submittal to the Denver Regional Council of Governments (DRCOG) for the 2016-2021 Transportation Improvements Program (TIP). Staff is following the process used by the Board in preparing the last several TIP submittals and outlined in the May 12, 2014 TAB memo continuing TAB's involvement and advice to implement city policies and objectives. The Board is asked to consider this list of potential submittals for consistency with policy direction of the Transportation Master Plan, funding priority projects for the city within our budget capacity and maximizing the leveraged funding through the TIP process. The city expects to be limited to eight project submittals and staff suggests advancing a subset of candidate projects for additional study and evaluation once the DRCOG criteria are finalized and the solicitation process has begun.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS:

- Economic: Federal transportation funding provides an ability to complete priority projects in the City of Boulder's Transportation Master Plan by leveraging city transportation dollars and funding from other partners with federal funding. These projects fulfill economic sustainability goals by maintaining or preserving the existing transportation infrastructure and/or increasing efficiency, access or connections for a number of travel modes in a location or along a corridor which benefits the local business with improved transportation for its goods, services, customers or employees. As evidenced by the past federal stimulus efforts, construction of transportation infrastructure is considered a good mechanism for pumping funding into local economies through direct construction jobs, supporting positions and purchases of goods and services.
- Environmental: The projects will increase the functional efficiency, access or connections for multimodal travel and helps to provide travel options for residents, visitors and employees to utilize instead of the single occupant vehicle. This helps to fulfill the goals and objectives of the Transportation Master Plan and Climate Commitment of reduced single occupant vehicle travel and congestion mitigation, contributing to lower pollution and greenhouse gas emissions.
- Social: These projects help to continue or add to the city's transportation infrastructure and/or multimodal travel which can be accessed by community members, visitors and employees in their daily travel and lives. The proposed TIP projects are selected through a criteria process established by TAB that considers their policy, technical and strategic factors. This process produces priority projects that support the Complete Streets investment program to maximize the benefits of the upcoming regional rail and bus rapid transit improvements and strengthen partnerships with other agencies. The process to select the projects to submit for federal transportation funding is presented to the public to give feedback on preferences and priorities and when the projects are selected another public involvement process will be implemented to solicit feedback on project design.

OTHER IMPACTS:

- Fiscal: The minimum 20% local match for all TIP Transportation funded projects would come from project partners or funds already contained in the Transportation Division’s budget. As the process continues to develop preliminary plans and cost estimates to complete the applications, more detail on this topic will be shared.
- Staff time: Staff time to develop the applications including preliminary plans and cost estimates is included in the annual work program budget. Staff time to implement these projects will be included in the project budget.

BACKGROUND:

Federal Transportation Funding and DRCOG

Metropolitan Planning Organizations (MPOs), such as DRCOG, are required to prepare plans and programs, including the Regional Transportation Plan (RTP) and the Transportation Improvements Program (TIP) that will create the intermodal transportation system called for in ISTEA and its subsequent legislation, TEA-21, SAFETEA-LU and MAP-21. The TIP is essentially the capital improvements program that implements the RTP, the fiscally constrained, long-range transportation plan for the Denver metropolitan region. All projects selected for the TIP must support the goals and policies included in the *Metro Vision 2035 Regional Transportation Plan*. The TIP is being prepared every four years by the DRCOG in cooperation with the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD).

DRCOG is preparing to solicit project recommendations for the 2016-2021 TIP, with project recommendations expected to be due in late August 2014. All projects submitted in the region will be evaluated and ranked by criteria contained in the *Policy on Transportation Improvement Program Preparation*, which is currently being revised. Examples of the previous scoring criteria for Roadway Reconstruction category projects and New Bicycle/Pedestrian category projects was attached to the May 12 TAB memo. The new criteria are expected to be adopted by the DRCOG Board in June. A subset of the submitted projects will be funded in the adopted TIP through a competitive process, with the likelihood of a project being funded depending on its score relative to the established criteria and on the available funds in a project category.

While the *Policy on Transportation Improvement Program Preparation* has not been adopted by DRCOG yet, a draft document is available and many of the criteria in the draft are similar to previous years. The City of Boulder expects to be able to submit eight projects for consideration in the TIP. Carry-over projects (projects funded in the first two years of the TIP) are considered committed and do not count towards the city’s limit of eight submittals. Based on previous experience, the application process will require significant staff time to collect the information required for each project submitted.

City of Boulder Process to Develop TIP Application Submittals

The timeline below represents the process to solicit and evaluate project ideas to submit for TIP funding. This process includes an early open house, three public hearings before TAB and a public hearing before City Council.

Jan.-April 2014	Potential TIP projects solicited from Transportation staff and other city departments and community agencies
May28, 2014	Public open-house meeting to present the potential projects and the submittal process (to be held jointly with the TMP outreach meeting)
June 9, 2014	Potential TIP projects reviewed by TAB
Early July	DRCOG announces TIP project solicitation
July 14, 2014	TAB public hearing and recommendation to the City Council on the project list for submission
August 2014	City Council public hearing and approval of project list for submission
Late August 2014	TIP project submittals due to DRCOG
Sept–Dec 2014	DRCOG project evaluation and primary/secondary project selection

January 2015	DRCOG release of draft TIP
February 2015	DRCOG committee reviews and public hearing
March 2015	DRCOG Board action on 2016 - 2021 TIP.

Please note that this is based on DRCOG’s current schedule for this round of TIP funding and some dates may move if the DRCOG schedule changes.

Relationship between the TIP submittal and the City of Boulder Capital Improvements Program

The CIP for the Transportation Division includes projects and programs to implement the vision and goals of Boulder’s Transportation Master Plan (TMP). One of the items that is programmed for the annual CIP and subsequent five years is “TIP Local Match/TMP Implementation”. The intention for this allocation is to leverage opportunities with this upcoming TIP process (as noted in the Transportation Budget Guiding Principles listed below) and to implement a subset of near term projects identified during the current TMP Update process which is anticipated to conclude in the Summer of 2014. Once the outcome of this 2016-2021 TIP project selection process is known, the specific projects that are awarded funds will be incorporated into the 2016 CIP and resources will be allocated accordingly.

The Transportation Budget Guiding Principles highlighted in the May 12, 2014 TAB agenda item on the CIP are listed again as a reminder:

The Transportation Budget Guiding Principles – Credible, Clear and Consistent

- As top priority, maintain and operate the existing, valuable multi-modal system, including investments in safety
- As additions are made to the system, address ongoing operation and maintenance needs
- Continue to advance innovations in the design, construction, operation and maintenance of the system
- Strategically enhance the Complete Street network, prioritizing projects that have maximum impact improving safety, mobility and efficiency
- Advance corridor studies integrating the city’s Sustainability Framework and Resiliency
- Leverage external funds extending the ability of local dollars to implement city goals
- Continuously strive for efficiency and effectiveness in how work is accomplished
- Assure budget decisions are sustainable over time
- Keep in mind the goal of identifying long-term, sustainable funding that is tied to vehicle use

To illustrate the value of the leveraging principle and its potential outcome, below is a description of two projects from the 2012-2017 TIP. The Diagonal Highway Reconstruction Project was submitted for TIP funding in the Roadway Reconstruction project category. The scope of work included a street reconstruction, completion of bicycle and pedestrian facilities and transit stop amenities, landscaping, urban design and new storm drainage, water quality and irrigation systems from 28th to 30th streets. The city provided \$1.2 million in match funds with \$400k in state transportation match funds and the federal grant for \$2.8 million was awarded. Subsequent to this funding award, the City of Boulder submitted for funding through the Colorado Department of Transportation’s RAMP program and received additional state funding to expand the improvements east to the city line. For a total project cost of \$9.97 million the city is leveraging \$2.31 million in local transportation funds with \$4.86 million in state funds and \$2.8 million in federal funds. If the City of Boulder were to use only the city transportation funds to pay for this project it would take approximately four to nine years of annual transportation CIP funds to complete.

ANALYSIS

The TIP agenda item from May 12, 2014 provided additional background on the TIP and allowed the TAB to affirm the process for developing the city’s TIP proposal. Transportation staff has solicited project ideas from departments across the city and from other agencies. The projects contained in **Attachments A and B, Potential Projects for the 2016-2021 TIP Submittal**, are the project ideas that have been suggested. The TAB established process of selecting TIP submittals is based on establishing a policy-level emphasis, then evaluating potential projects from a technical basis on how they are likely to score and finally from a strategic perspective of what is likely to get funded by DRCOG. Using this process, the city has been successful in receiving TIP funding.

Considerations for this TIP process include the following:

- The competition for TIP funds is likely to increase given the general financial picture of the state and local governments and the limited funds available. The funding available in the 2016-2021 TIP has not been finalized yet but is expected to be less than in recent TIPs.
- In the proposed Capital Improvements Program \$5.3million is available annually for years 2015 through 2020 for TIP match/TMP implementation.
- The City of Boulder has been successful in receiving funding in the roadway reconstruction, roadway operational and bike and pedestrian project categories, although the categories are quite competitive. The projects eligible in the Transit Passenger Facilities Projects category need to be submitted by RTD or CDOT so the City of Boulder is not eligible to submit in this category. The Bus Service projects which include new or expanded service have several requirements including concurrence from RTD and a commitment of additional funding of two years beyond the initial three years of federal funding. These requirements don't lend to suitable possibilities for transit service proposals from the City of Boulder.

Community Feedback

As project ideas and conceptual plans and cost estimates are being developed to review the potential submittals, the project staff has been reaching out to the community for feedback on preferences and concerns related to the potential TIP project submittal. A mailing was sent to adjacent residents to the candidate projects notifying them of the potential grant submittal and inviting them to attend the May 28, 2014 Transportation Master Plan Input Session public meeting to give feedback on the projects. At the meeting, attendees indicated a preference for a variety of projects including the Bear Creek underpass at Table Mesa Drive, the Fourmile Canyon Creek 19th through Violet Park project, the 28th Street Multi-Use Path from Fourmile to Yarmouth, Skunk Creek underpasses, and for projects in the Boulder Junction area. The process and potential projects will be promoted through the Inspire Boulder website for additional feedback. The TAB will be considering a recommendation to City Council on a set of projects to consider for submittal for TIP funding.

STAFF RECOMMENDATION

Staff has assembled the initial list of projects contained in the table of **Attachment A** and will begin developing conceptual plans and cost estimates. When the TIP criteria are finalized staff will begin to develop draft scores to determine the likelihood of being funded. As additional evaluation of projects requires significant staff effort, we suggest that staff continue to define and develop the above projects.

In addition to city submitted projects, staff anticipates that the city will support applications from Boulder County. One project that Boulder County is submitting is a possible application for inter-regional transit service from Fort Collins to Boulder in partnership with the City of Fort Collins/Transfort who would submit for funding through their TIP process sponsored by the North Front Range Metropolitan Planning Organization (MPO). The City will also look to support applications from the University of Colorado although specific projects have not yet been identified. The city does not plan to make financial commitments to these projects but will provide letters of support from the city.

BOARD ACTION REQUESTED:

The TAB is asked to review and comment on the suggested list of projects for additional development and scoring. A subset of these projects will be presented to the TAB in July for the TAB's recommendation to City Council and likely submission to DRCOG.

NEXT STEPS

Based on TAB's discussion and input, staff will evaluate the proposed list of potential projects relative to the final DRCOG criteria and bring a recommended list of project submissions to the TAB in July.

ATTACHMENTS

Attachment A	Potential Projects for the 2016-2021 TIP Submittal
Attachment B	Map of Potential Project Locations for the 2016-2021 TIP Submittal

Preliminary list of potential TIP Project applications as of 5/27/2014

Project Name and Location	Project Type/Category	Description of Improvements	Estimated Cost /Match	In TMP	In GMP	Comments and Project Design Issues
Table Mesa Bicycle/Pedestrian Underpass (at Table Mesa park-n-Ride)	Bike/Ped	Construction of a bicycle/pedestrian underpass and connections to existing bicycle and pedestrian facilities on Table Mesa Drive, Apache Road and Thunderbird Drive.	\$3.7 million	Yes		The connection supports access to the Table Mesa Park n Ride and the US 36 Regional Bikeway which is a Regional Corridor on the DRCOG Regional Bikeway System. Usage score may be reduced relative to other projects due to open space. Coordination with RTD and CDOT. Utility relocations.
28th Street pathway (From Fourmile to Broadway)	Bike/Ped	Construct a multi-use path on the west side of 28th Street from Fourmile Canyon Creek to Broadway	\$4.5 million	Yes		This project would complete the missing link of off-street facilities from the recent TIP project and Yarmouth Avenue connecting North Boulder to Boulder Junction. Facility is a Community Corridor within the DRCOG Regional Bikeway system. Usage score may be reduced relative to other projects due to surrounding population density. Coordination with CDOT. Landscaping and other potential property impacts.
Fourmile Canyon Creek from 19th through Violet Park	Bike/Ped	This project includes a grade separated bicycle/pedestrian crossing at Upland and Violet avenues and flood mitigation work.	\$4.5 million	Yes	Yes	This project was identified by the Greenways/Flood staff and makes flood mitigation improvements and transportation improvement. Score may be reduced relative to other projects due to surrounding low population density and not being on the DRCOG Regional Bikeway System.
Baseline Road (8th-10th streets) Pedestrian Improvements to Chatauqua Park	Bike/Ped	Construction of a sidewalk along the south side of Baseline Road along the frontage of Chatauqua park and gateway entry features. The proposed improvements along Baseline would include sidewalks, necessary retaining walls, cleaning out landscaping to open historical view corridors, creating a new entry at Grant Street, and constructing pedestrian crossing improvements at Grant Street and Lincoln Place.	\$1.3 million	To be included in current update		Chatauqua is the only National Historic Register property in the region and is a regional resource. Score may be reduced relative to other projects due to surrounding population density and not being on the DRCOG Regional Bikeway System.
Boulder Junction Access and Connections	Bike/Ped	Potential projects include: Boulder Slough Multi-use Path from 30th to 3100 Pearl, Boulder Slough Underpass at Pearl Pkwy, Boulder Slough Underpass at BNSF RR and Junction Place at Boulder Slough Underpass	\$7.6 -\$10 million	Yes		Next phase of connections to improve travel to and through the Boulder Junction area and part of the Pearl Parkway corridor which is on the DRCOG Regional Bikeway System.
Bicycle and Pedestrian Underpass at 30th & Colorado	Bike/Ped	Construct a southwest to northeast diagonal underpass at intersection to improve access to East Campus.	Approx range \$4-\$6 million	To be included in current update		This is part of the East Campus Access Planning process. CU's development of East Campus will significantly increase bicycle and pedestrian traffic between the main and east campuses. An underpass at this location would provide a safe crossing of this intersection. Usage score would be high relative to other projects in this list. Underground utilities relocation and property acquisition would be required.
Skunk Creek Bicycle/Pedestrian Underpass at 30th St	Bike/Ped	Construct a bicycle/pedestrian underpass and perform associated flood mitigation channel work		Yes	Yes	This project was identified by the Greenways/Flood staff and would make both flood mitigation and transportation improvements. This would link to future development of a pathway along Skunk Creek through this area. Usage score may be high relative to other projects on the list. Some property acquisition may be needed.

Preliminary list of potential TIP Project applications as of 5/27/2014

Skunk Creek Bicycle/Pedestrian Underpass at Moorhead Avenue	Bike/Ped	Construct a bicycle/pedestrian underpass and associated flood mitigation channel work		Yes	Yes	This project was identified by Greenways/Flood staff and would make both flood mitigation and transportation improvements. This would link the existing Skunk Creek path to the path at Baseline Rd and US 36. There have been recent requests from the public for this grade separated connection. Potential redevelopment site (Baseline Zero) project is adjacent to the project location. Usage score may be high relative to other projects on the list.
Bear Creek under Table Mesa	Bike/Ped	Extend the Bear Canyon Creek pathway under Table Mesa Drive including two underpasses	\$4 million	Yes	Yes	This would improve access from Martin Acres to the King Soopers shopping center by extending the pathway to the south west under Table Mesa. Property acquisition would be required for the south side.
Arapahoe Avenue (55th to Cherryvale) Reconstruction Project	Roadway Reconstruction	Reconstruction of the street, transit enhancements, and bicycle/pedestrian connections and facilities	Approx range \$5-\$9 million	Yes		Arapahoe Avenue is a roadway on the DRCOG Regional Roadway system and the pavement condition is deteriorating so the project score may be high relative to other projects being submitted. Arapahoe Avenue is one of the corridors in the Northwest Area Mobility Study. Each of the 30 transit stops in the section between Folsom and Cherryvale have a need for various levels of improvement including improvement bicycle and pedestrian connections and facilities to the transit stops.
SH157 Bicycle/Pedestrian Underpass at Colorado Ave	Bike/Ped	Provide a grade separated crossing of SH157 meeting ADA design guidelines and connecting East Boulder with the CU East Campus.	\$4 million	To be included in current update		
SH157 Bicycle/Pedestrian Underpass at Sioux Drive	Bike/Ped	Provide a grade separated crossing of SH157 meeting ADA design guidelines and improving east west travel for bicyclists and pedestrians	\$4 million	To be included in current update		improving east-west travel for bicyclists, pedestrians, particularly the elderly population who reside nearby and students
Broadway (Violet Avenue to US 36) Reconstruction Project	Roadway Reconstruction	Reconstruct the roadway and provide Bicycle 2.0 improvements as well as other multimodal corridor improvements.	Approx range \$5-\$9 million	Yes		Pavement condition is deteriorating.
Broadway Underpass (between Regent and Baseline) Replacement	Bike/Ped	Replace the Kittredge underpass to address safety and operations concerns	Approx range \$4-\$6 million	To be included in current update		Usage score will be high relative to other projects on this list.
US 36 Bikeway Underpass	Bike/Ped	Grade separated connection between US 36 Bikeway and Manhattan Circle	Approx range \$3-\$5million	To be included in current update		This project would provide a more direct and efficient connection for users to and from the US 36 Bikeway and east and central Boulder. The US 36 Bikeway is on the DRCOG Regional Bikeway System.

Potential Transportation Projects for 2014 TIP Submittals

DRAFT



Legend

Potential 2014 TIP Projects

- Underpass Proposed
- Crossing Replacement / Upgrade
- Flood Mitigation Underpass Proposed
- Multi Use Bike Path Proposed
- Sidewalk Connection Proposed
- Primary Road Existing Upgrade

Description: 28th Street pathway (From Fourmile to Broadway)
Estimated Cost: \$4.5 Million
Project Notes: Build new multi use path along west side of 28th St/SH36 from Fourmile Canyon Creek to Broadway.

Description: Fourmile Canyon Creek from 19th through Violet Park
Estimated Cost:
Project Notes: This project would include flood mitigation channel work and bicycle/pedestrian underpasses at Upland and Violet avenues.

Description: Broadway (Violet Ave to US 36) Reconstruction Project
Estimated Cost: Approximately \$5-9 Million
Project Notes:

Description: 1. Boulder Slough Multi-use Path (30th to 3100 Pearl) 2. Boulder Slough Underpass at Pearl Pkwy 3. Boulder Slough Underpass at BNSF 4. Junction Place Underpass at Boulder Slough
Estimated Cost: 1. \$600,000; 2. \$3,000,000 3. \$4,000,000 4. \$3,000,000
Project Notes: These projects were identified as the next phase to improve access and connectivity to and through the Boulder Junction area.

Description: Arapahoe Avenue 55th to Cherryvale Reconstruction Project
Estimated Cost: Approximate range \$5-30 Million
Project Notes: Reconstruction of the street, multimodal facilities and enhancements.

Description: 30th and Colorado Underpass
Estimated Cost: Approximate range \$4-6 Million
Project Notes: Construct a SW/NE diagonal underpass at intersection to improve access to East Campus.

Description: Broadway Underpass (between Regent and Baseline) replacement
Estimated Cost: Approximate range \$4-6 Million
Project Notes: Replace the Kittredge underpass to address safety and operations concerns.

Description: SH157 Bicycle/Pedestrian Underpass at Colorado Ave.
Estimated Cost: \$4,000,000
Project Notes: Provide a grade separated crossing of SH157 meeting ADA design guidelines and connecting East boulder with the CU East Campus.

Description: Baseline Road sidewalk and entryway/access improvements to Chautauqua. (8th to 10th Streets)
Estimated Cost: \$1,300,000
Project Notes:

Description: 30th and Skunk Creek Underpass
Estimated Cost:
Project Notes: Construct a bicycle/pedestrian underpass and perform associated flood mitigation channel work

Description: SH157 Bicycle/Pedestrian Underpass at Sioux Dr
Estimated Cost: \$4,000,000
Project Notes: Provide a grade separated crossing of SH157 meeting ADA design guidelines.

Description: Table Mesa Park n Ride Proposed Underpass
Estimated Cost: \$3,700,000
Project Notes: Coordination with RTD; utility relocations; traffic control.

Description: Moorhead and Skunk Creek Underpass
Estimated Cost:
Project Notes: Construct a bicycle/pedestrian underpass and perform associated flood mitigation channel work

Description: Bear Creek underTable Mesa
Estimated Cost: \$4,000,000
Project Notes: Extend the Bear Canyon Creek pathway under Table Mesa Drive including two underpasses

Description: US36 Bikeway Underpass
Estimated Cost: Approximate range \$3-5 Million
Project Notes: Connect regional bike facilities and the city's bike network.

