

10 March 2014 - TAB Meeting
 603 Hancock # 1

US 36/Northwest Rail Corridor Update

February 2014

US 36 Express Lanes Project \$497 million project to be completed in early 2016:

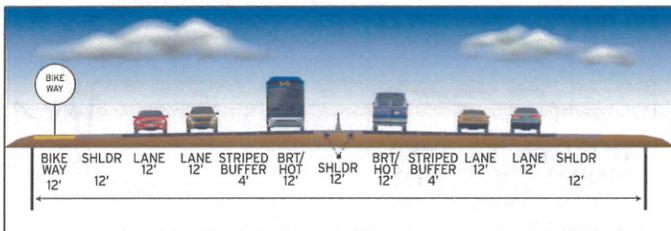
- Reconstruct 18 miles of US 36 and add a new, buffer-separated managed lane (Bus Rapid Transit/ High Occupancy Vehicle/ High Occupancy Toll) (BRT/HOV/HOT) in each direction from Pecos Street to Table Mesa/Foothills Parkway
- Improvements to BRT stations, Park-n-Rides and fixed guideway to facilitate BRT service
- Corridor-wide commuter bikeway
- Replace and improve several bridges and interchanges, including Wadsworth, 112th Avenue, Sheridan and Lowell Boulevards
- Transportation Demand Management (TDM)

Regional Transportation District (RTD) FasTracks US 36 BRT/Northwest Rail Update:

- RTD and the US 36 coalition are working to identify funding to complete US 36 BRT with service beginning in 2016
- Six miles of Northwest Rail to south Westminster is under construction with service beginning in 2016
- Due to lower than anticipated sales tax revenue and higher than anticipated construction costs, RTD does not currently have the financial capacity to complete Northwest Rail for several decades



Corridor Diagram



US 36 multi-modal design

| KEY | |
|-----------------------------------|--|
| REGIONAL COMMUTER RAIL | US 36 BIKEWAY |
| — Regional Rail | — 12 Foot Multi-purpose Path |
| — Funded Regional Rail | BUS RAPID TRANSIT/HOT LANES |
| 🚂 Commuter Rail Station (planned) | — Bus Rapid Transit with Side Loading Stations and HOV/HOT Lanes |
| 🚂 Requested Rail Station | — Reversible Bus Rapid Transit Compatible HOV/HOT Lane |
| 🚂 Funded Rail Station | ●●● Bus Rapid Transit/Mixed Traffic |
| | 🚗 Bus Rapid Transit Station |



191,000 Corridor employees account for over 10% of the State of Colorado's employment.

The US 36 Coalition is requesting continued federal support as follows:

- Identify funding for BRT vehicles through Bus and Bus Facilities funding
- Support of a US DOT TIGER grant application for the US 36 First and Final Mile Study recommendations
- Identify opportunities for implementing arterial BRT/ enhanced bus service along six essential corridors (outside of FasTracks funding)

As the transportation bill reauthorization deliberations occur, consider:

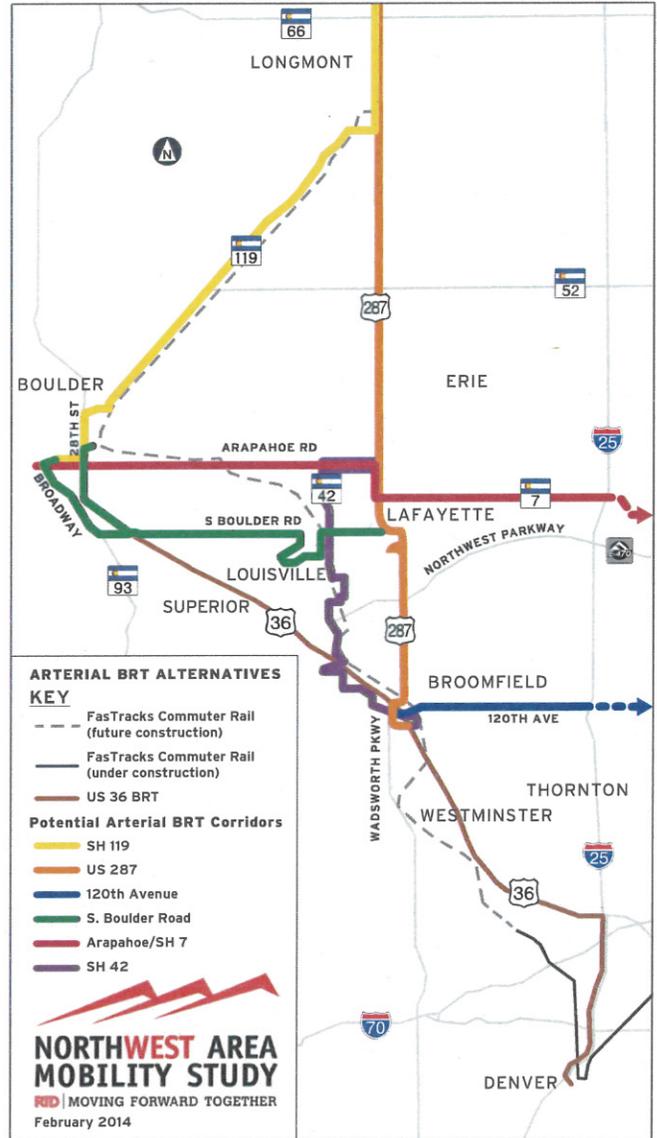
- Increasing funding for Section 5339 Bus and Bus Facilities;
- Re-establishing a discretionary grant program for Bus and Bus Facilities;
- Opportunities to streamline train horn rules and quiet zone implementation through the re-opening of the rulemaking process;
- Investigate/draft language that would incentivize, or encourage, the railroads to work with local governments to share track for passenger/commuter rail operations;
- Support federal funding of safety improvements (including quiet zones) for passenger/commuter rail service.

For more information:
36commutingsolutions.org

By 2035, the US 36 corridor will see a 53% increase in employment and a 28% increase in population.

Northwest Area Mobility Study

The Northwest Area Mobility Study (NAMS) will be completed in Spring 2014 and is building a growing consensus on a prioritized list of mobility improvements for the northwest Denver/Boulder region. These priorities will likely necessitate pursuing federal, state and local funding opportunities.



U.S. 36 MAYORS & COMMISSIONERS COALITION