



INFORMATION PACKET MEMORANDUM

To: Mayor Osborne and City Council

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Date: November 10, 2010

Subject: Information Item: City Submittals for the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP)

EXECUTIVE SUMMARY

On Oct. 1, 2010, the City of Boulder submitted eight transportation project proposals to the Denver Regional Council of Governments (DRCOG) for development of the 2012-2017 Transportation Improvements Program (TIP) for the Denver region. The TIP is a competitive process with more than \$300 million in project requests submitted for about \$125 million in anticipated funding.

The submitted proposals were developed with the assistance of the Transportation Advisory Board (TAB) and an active public outreach process. At its Aug. 9, 2010 meeting, the TAB held its third public hearing on the TIP and made a recommendation to endorse the proposed list of 11 potential city projects and five potential partnership projects to the City Council. This longer list of potential proposals were reviewed by council on Sept. 7, 2010 and to maximize the city's flexibility in packaging the most advantageous list of projects, council authorized the city to submit up to eight projects from that list for the 2012-2017 TIP. The summary list of projects submitted is contained in **Attachment A**, and a map of these projects is in **Attachment B**.

FISCAL IMPACT

As a competitive process, the number of the city's TIP submittals selected is unknown. For projects that are selected, the local match often comes from the transportation Capital Improvements Program (CIP) line item "TIP Local Match /FasTracks Implementation." It can also come from funds outside of Transportation. Three of the proposed projects would receive their entire match from Public Works Department Utilities Division and Greenways program. Other projects include support from project partners such as the University of Colorado (CU) and the Colorado Department of Transportation (CDOT). The local match amount for each project is shown in the table in **Attachment A**.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

Economic: TIP funding of any of the proposed projects will improve Boulder's transportation system by keeping the transportation system in good condition, increasing efficiency, increasing the alternatives available for mobility, or improving air quality. This should have a general positive impact on business. Construction of transportation infrastructure is also a mechanism for boosting local economies through construction jobs, supporting positions, and the purchases of goods and services.

Environmental: The submitted TIP projects will provide connections, additional modal options and/or improve the functional efficiency of the roadway network. Project enhancements will help to meet the goals of the Transportation Master Plan (TMP) and Climate Action Plan of reduced single-occupant vehicle travel and congestion mitigation, contributing to lower pollution and greenhouse gas emissions.

Community/Social: The submitted TIP projects were selected through a criteria process established by TAB that considers policy, technical and strategic factors. This process produces priority projects that support the TMP's 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 projects will have long-term benefits to the community by increasing mobility and accessibility both locally and to regional transit services.

BACKGROUND

Federal Transportation Funding and DRCOG

In order to receive federal transportation funds, metropolitan planning organizations such as the DRCOG are required to prepare plans and programs, including the *Metro Vision 2035 Regional Transportation Plan* (RTP) and the Transportation Improvements Program (TIP). The TIP is essentially the capital improvements program implementing the RTP, the fiscally constrained, long-range transportation plan for the Denver metropolitan region. The TIP is prepared every four years by the DRCOG in cooperation with CDOT and RTD to identify the projects and management actions expected to be completed by these agencies, local governments and other project sponsors. All projects receiving federal funds must be in the RTP and the TIP and meet the requirements of the Clean Air Act. All projects must also support the goals and policies included in the RTP. In addition to being adopted by the DRCOG Board, the TIP must also be

approved by the governor and incorporated into the state's Transportation Improvement Program.

DRCOG announced the solicitation of project recommendations on Aug. 9, 2010 for the 2012-2017 TIP, with proposals due on Oct. 1, 2010. As the city's projects were still being refined and the project data needed to estimate project scoring was not available at the time of the Sept. 7, 2010 meeting. Council authorized the city to submit up to eight projects from the list of potential submittals. Following the council meeting, staff continued to develop the potential projects, refined the cost estimates and entered project data into the DRCOG application program to estimate project scores. The final list of projects was selected by the Transportation staff team, weighing the balance of project cost, match sources, likely scores and competitiveness, project benefit, and project distribution across the TIP project categories. Estimated project scores were also compared to the range of scores for successful projects in previous TIPs, but as project criteria and funding amounts are different in each TIP, potential scores are balanced against the other factors important to the city.

ANALYSIS

The city has been successful during past TIP funding cycles in securing funding for transportation projects; however, the competition for these funds has increased while actual funding amounts have gone down. In the 2008-2013 TIP, the city received funding for one of seven projects submitted, the Broadway Euclid-18th Transportation Improvements Project. This project received TIP funding of \$3 million in federal transportation funds.

Limited Transportation CIP funding and local match commitments from success in previous TIP funding cycles restricts the Transportation Fund to approximately \$715,000 annually to support the local match for future TIP projects. This would not be an adequate match for eight potential projects, and for this reason, a number of the submitted projects are supported by funds from outside the Transportation budget. The three multi-use path/underpass projects use Utilities and Greenways funds for the entire local match. Three of the transportation submittals also include local match funding from CDOT.

DRCOG's criteria used for scoring submittals in this TIP have changed, primarily with the inclusion of sustainability criteria. While these factors should help City of Boulder submittals, their actual effect on scoring is yet to be seen, making it difficult to predict the level of success that the city may have in this submittal process.

The other significant change for this TIP cycle is a much more aggressive expectation that TIP funds are spent in a timely manner. While previous TIPs had a "three strike" policy allowing for multi-year delays in project implementation, the current policy allows the possibility for only a single-year delay in a project or any project phase. Requests for a single-year delay must be approved by the DRCOG Board and the failure to meet the conditions of a granted delay or any additional delays will result in the automatic deletion of the project from the TIP and the requirement that all federal funds be repaid. This change is particularly significant to developed communities like Boulder, where existing utilities, buildings and right-of-way issues make

projects more complicated and delays more likely. The city has had several projects receive two or three strikes in the past and the RTD Boulder Transit Village project was under three strikes sanctions.

Due to this change, the city will need to do more advanced planning to assure that projects move through the planning, engineering and approval process in a timely manner. As right-of-way issues are the most frequent cause for project delays, the Colorado Department of Transportation (CDOT) is recommending that right-of-way issues be identified early and that communities authorize the power of eminent domain early in the planning process to ensure that right of way issues to not cause project delays. Authorization of eminent domain powers prior to the property acquisition phase is also expected to level the playing field for the property owners as the city's commitment to and ability to acquire property will be clear. In response, staff included an initial assessment of the likely right-of-way issues likely for each of the proposed projects reviewed by Council on Sept. 7, 2010.

NEXT STEPS

The TIP submittals are currently being reviewed and verified by DRCOG staff. Initial scores are typically released six to eight weeks after the submittal deadline. The anticipated schedule for developing the final TIP is outlined below:

November/December:	DRCOG project evaluation and first phase funding selection complete
January 2011	Second phase funding selection complete and Draft TIP document Preparation
February - March March 2011	DRCOG committee reviews and public hearing DRCOG Board action on 2012 - 2017 TIP.

Staff will return to City Council with the results of Boulder's TIP submittals once a draft TIP is prepared by DRCOG.

ATTACHMENTS:

- A. 2012-2017 TIP Submittals by the City of Boulder
- B. Map of 2012-2017 TIP Submittals

Submitted Transportation Projects

Attachment A

Project Name and Location	Project Type	Description of Improvements	Estimated Cost /Match
Bike/Ped Category			
Baseline Road Bicycle and Pedestrian Underpass (between Broadway & US 36)	Bike/Ped	Provide an underpass on Baseline Road and connections to the sidewalks, multi-use path and bicycle lanes on Baseline Road.	\$4,900,000 / 25% including 15% from CDOT
Wonderland Creek Underpass and Multi-use Path Connection West of Foothills Parkway	Bike/Ped	Provide an underpass of the Burlington Northern Railroad, complete a missing link of multi-use path between Foothills Parkway and the Diagonal Highway and provide flood mitigation from Foothills Parkway to just north of Iris Avenue.	\$4,000,000 / 50% from Utilities
28th Street/U.S. 36 Multi-use Path (Iris Avenue to Fourmile Canyon Creek) and on-street bike facility	Bike/Ped	Construct a 10 foot wide multi-use path on the west side of US 36 from Iris to Fourmile Canyon Creek and bike shoulders from Iris to Yarmouth.	\$2,224,000 / 45%
Wonderland Creek Underpass at 28th St/US 36 (from Kalmia Avenue to Winding Trail)	Bike/Ped	Provide an underpass on 28th Street/US 36, an associated multi-use path connection and flood mitigation improvements to Wonderland Creek.	\$1,800,000 / 50% from Utilities
Pearl Parkway MU Path	Bike/Ped	Construction of a multi-use path along the north side of Pearl Parkway from 30th Street to Foothills Parkway	\$5,000,000 / 20%
Roadway Reconstruction			
Diagonal Highway (US 36-SH 157) Reconstruction Project	Roadway Reconstruction	Concrete street reconstruction, new curb & gutter, new bicycle, pedestrian and transit stop facilities and amenities for Diagonal Highway(SH 119) from 28th St to 30th St	\$4,400,000 / 36% including 9% from CDOT
Roadway Operational			
Foothills Parkway/SH 157 (Diag. Hwy-Valmont) Operational Improvements Project	Roadway Operational Improvements	Complete a third southbound lane on Foothills Parkway between Diag. Hwy and Valmont Rd	\$750,000 / 20% including 10% from CDOT
Air Quality			
Last Mile TDM	TDM	This project facilitates regional transit trips by providing Carshare vehicles, shared bicycles, lockers and related amenities at the end of the transit trip. Elements include Ego carshare vehicles, bike share stations at major transit stops, improved short and long-term bike parking, signs and marking to facilitate access and wayfinding, and an education, encouragement and subsidy campaign to encourage their use. These efforts are targeted at regional transit riders who need to complete the final mile of their transit trip.	\$623,000 / 25%

City of Boulder Projects Submitted for DRCOG TIP

