

## **Resolution Number TC-1811**

WHEREAS, in October 2008, the Transportation Commission approved revisions to Policy Directive 1601 concerning the state highway interchange approval process; and

WHEREAS, the Colorado Department of Transportation (CDOT) completed the Final Environmental Impact Statement (FEIS) for the US 36 corridor (hereinafter referred to as “the Project”), which includes proposed interchange improvements at Pecos Street, Federal Boulevard, Sheridan Boulevard, Church Ranch Boulevard, Wadsworth Parkway/120<sup>th</sup> Avenue, Interlocken Loop/Flatirons, McCaslin Boulevard, I-25/Broadway and Table Mesa Drive/Foothills Parkway as part of the identified preferred alternative; and

WHEREAS, a preferred configuration has been identified in the FEIS for seven of the above referenced nine interchanges at Pecos Street, Federal Boulevard, Sheridan Boulevard, Church Ranch Boulevard, Wadsworth Parkway/120<sup>th</sup> Avenue, Interlocken Loop/Flatirons, and McCaslin Boulevard; and

WHEREAS, a preferred configuration has not yet been identified for the remaining two interchanges at I-25/Broadway and Table Mesa Drive/Foothills Parkway; and

WHEREAS, the FEIS for the US 36 Corridor was released for public review and comment on November 1, 2009 and the public comment period closed on December 15, 2009; and

WHEREAS, a Record of Decision on the US 36 Corridor FEIS was signed on December 24, 2009; and

WHEREAS, the FEIS has analyzed traffic operations of the Project and found the proposed improvements to be consistent with the corridor’s need to improve mobility; and

WHEREAS, by approval of the Chief Engineer on January 12, 2009, the FEIS and its supporting technical reports, which include the operational feasibility of the proposed improvements, shall serve as a substitute to the system level feasibility study for purposes of this approval process; and

WHEREAS, the total estimated cost of the Project is approximately \$1.3 billion in 2008 dollars; and

WHEREAS, due to funding limitations, the FEIS identifies a first phase of improvements that can be reasonably be funded by the \$711 million (in 2008 year dollars) identified for the corridor in the 2035 Fiscally Constrained Long

Range Plan as the scope proposed for inclusion in Record of Decision (ROD); and

WHEREAS, Phase 1 of the Project would construct one new managed lane in each direction starting from Federal Boulevard at the end of the existing toll express lanes to just east of the Foothills Parkway/Table Mesa Drive interchange in Boulder. Phase I also would complete the reconstruction of the interchanges at Wadsworth Parkway and Sheridan Boulevard; and

WHEREAS, proposed reconstruction of the remaining seven interchanges would be completed in future phases of the project; and

WHEREAS, prior to beginning work on Phase 1 of the Project, CDOT is seeking Commission approval of the improvements to all seven of the interchanges for which a preferred configuration has been identified in an effort to minimize expenses in future Project phases; and

WHEREAS, the first phase of the project is proposed to be jointly funded by CDOT, the Regional Transportation District (RTD) as part of its FasTracks program, and local jurisdictions along the corridor; and

WHEREAS, CDOT, RTD and the local jurisdictions have been and will continue to actively pursue additional funding sources, which are not limited to state and federal funds; and

WHEREAS, all costs and responsibilities associated with project financing, construction, maintenance and operations shall be determined through Intergovernmental Agreement(s) approved by the Chief Engineer between CDOT, RTD and the local jurisdictions; and

WHEREAS, approval of the Final Construction, Maintenance and Operations IGA(s) by the Chief Engineer is necessary prior to construction; and

WHEREAS, CDOT must demonstrate significant progress towards implementation of the Project within three (3) years of the date of approval of this resolution.

NOW THEREFORE BE IT RESOLVED,

1. The Transportation Commission approves the request for modifications to interchanges on US 36 at Pecos Street, Federal Boulevard, Sheridan Boulevard, Church Ranch Boulevard, Wadsworth Parkway/120<sup>th</sup> Avenue, Interlocken Loop/Flatirons, and McCaslin Boulevard as meeting the standards set forth in Policy Directive 1601.

2. The Transportation Commission approves the FEIS, in lieu of the system level feasibility study, for the Project.
3. The Chief Engineer is authorized to enter into IGA(s) with the RTD and local jurisdictions for the financing, construction, maintenance and operations of the facilities associated with the Project.
4. These approvals are contingent on:
  - Completion and approval of the appropriate National Environmental Protection Act (NEPA) decision document consistent with the CDOT Environmental Stewardship Guide; and
  - Approval of applicable access, design and environmental permitting documents by the appropriate agencies; and
  - Approval by the Chief Engineer of IGA(s) for the financing, construction, maintenance and operations of the facilities associated with the construction of the proposed improvements.
5. For the interchanges not included in Phase I (US 36 at Pecos Street, Federal Boulevard, Church Ranch Boulevard, Interlocken Loop/Flatirons, and McCaslin Boulevard), these approvals are further contingent on:
  - a. Inclusion of the proposed improvements in the fiscally constrained regional transportation plan and state transportation improvement program.