



**DATE:** November 19, 2014  
**TO:** Transportation Commission  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development  
Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** Candidate Senate Bill (SB) 228 Projects

### Purpose

To review the type of strategic projects recommended by staff as candidates for funding should SB 228 funds be available and discuss the current status of SB 228 funding.

### Action

Direction on how the Commission would like to proceed given the reduction in SB 228 funds resulting from TABOR restrictions and confirmation that the identified projects are consistent with the criteria previously discussed with the Commission.

### Background

SB 228 provides funding for the "Strategic Transportation Investment Program." At an August workshop, the Commission provided input on a project selection process for SB 228 that focused primarily on two areas- mobility and economic vitality. Also discussed was the concept of identifying a program of projects exceeding by 2-3 times the anticipated \$1 billion in SB 228 funds to demonstrate the significant transportation needs and the projects that would be ready to move forward should funding become available. Workshops in September and October assisted staff in identifying eligibility and evaluation criteria to consider in identifying strategic projects. Also during that time, the estimate of potential SB 228 funding was reduced significantly by OSPB and Legislative Council. The latest estimate included in the Governor's budget submission to the legislature indicates that only \$102.6 million will be available due to TABOR restrictions.

DTD, DTR, and Region staff worked together to identify potential projects that met eligibility criteria and that were likely to be competitive based on the evaluation criteria. Eligible projects were reviewed and evaluated by an SMT Committee, with input from the RTDs. The result of the evaluation process is a recommended list of candidate SB 228 strategic projects totaling roughly \$2.3 billion, comprised of roughly \$2 billion in highway projects and \$320 million in transit projects (Attachment A).

### Details

All submitted projects were first required to meet basic eligibility criteria before being further evaluated on the basis of additional evaluation criteria. The basic eligibility criteria consisted of three factors: 1) the project or corridor must be strategic in nature; 2) the project must not have significant existing construction funding already identified; and 3) the project must be ready to begin construction within five years of selection. Based on the eligibility criteria, staff identified 72 highway projects totaling \$3.3 billion, and 17 transit projects totaling \$323 million. Many additional local transit projects were included initially, but were removed from consideration for failing to meet the strategic eligibility criteria of state or regional significance, or because they were determined to have other available funding sources.

Evaluation criteria were focused on two key areas- mobility and economic vitality. In order for an eligible project to compete well, the project needed to demonstrate strong mobility benefits (i.e. reduced congestion, increased reliability, improved connections, etc.) and the ability to significantly affect the economic vitality of the state or region (i.e. facility serves freight, agricultural, energy, or recreation



needs, serves key jobs center, provides access to significant inter-/multi-modal facilities, etc.). Additional evaluation criteria included criteria relating to safety and asset life.

Data and other information on projects was collected by the Regions, DTD, and DTR. A SMT Committee reviewed each project and assessed projects against the evaluation criteria. The review and evaluation process was iterative. The Committee met several times to review and evaluate projects, met with the RTDs to review the results, and revised based on additional information and feedback provided by the RTDs. The resulting recommended list of candidate SB 228 strategic projects totals \$2.3 billion and includes 33 highway projects and 17 transit projects (Attachment B). Several of the transit projects are related to or aligned with highway projects.

### *Highway Projects*

Highway projects are grouped into the following four mobility-related categories of projects:

- Widening/New Capacity - 11 projects, \$1,057 M
- Operational Improvements - 1 project, \$170 M
- Interchange Improvements - 11 projects, \$420 M
- Other Mobility Improvements (passing lanes, shoulders, etc.) - 10 projects, \$362 M

Reflecting the strong emphasis on economic vitality, the majority of highway projects (31 out of 33) are on important freight, agricultural, or energy corridors. Those projects not on a freight, agricultural, or energy corridor provide access to major jobs centers, or serve as important commuter travel corridors.

### *Transit Projects*

Transit projects are grouped into the following five categories of projects:

- Operational Improvements - 2 projects, \$72 M
- Interchange Improvements - 3 projects, \$22 M
- Other Mobility Improvements (ped crossings, bus expansion, etc.) - 4 projects, \$27 M
- Transit Facilities - 6 projects, \$31 M
- Rail - 2 projects, \$171 M

Of the total, 5 of 17 transit projects emphasize the effort to maximize the functionality and efficiency of existing highway facilities and transit services. An additional 6 of 17 work to complete long-term state commitments in the form of EIS's and to implement high priority projects identified in the State Rail Plan and State Transit Plan. The remaining projects support and are on high priority regional and interregional transit corridors, connecting the largest transit agencies in the state.

### Next Steps/Discussion

Staff requests input on how the Commission would like to proceed with the recommended list of candidate SB 228 strategic projects given the decreased level of funding. The following are some questions that may be considered by the Commission.

- Does the process and identified projects meet the Commission's expectations?
- Where would the Commission like to go from here?
- Should there be a strategy regarding SB 228 funding?
- Given the need for these projects should there be another strategy for funding them?
- For any potential strategy is this list sufficient as a start?

The Commission may want to consider if there is additional information staff can provide to assist in these strategies. Attachment C provides an example of the type of information and format that could be provided if the Commission desires specific information on individual projects.

### Attachments

Attachment A: SB 228 Candidate Highway and Transit Projects

Attachment B: SB 228 Candidate Highway and Transit Projects Map

Attachment C: Example Project Information



Attachment A: SB 228 Candidate Highway and Transit Projects

| Project ID                   | Region | TPR | County       | Project     | Project Description                        | Total Project Cost (\$ M) | Funding Request (\$ M) | Reason for Selection  |
|------------------------------|--------|-----|--------------|-------------|--|---------------------------|------------------------|---|
| <b>Widening/New Capacity</b> |        |     |              |             |  |                           |                        |   |
| 1                            |        | 1   | Denver       | Denver      | I-70 East: I-25 to I-270                   | \$ 1,112.0                | \$ 271.0               | Critical project of statewide significance. Major corridor of state and national significance, and major truck route. High mobility and economic benefits.  |
| 2                            |        | 1   | Denver       | Clear Creek | I 70 West: Floyd Hill                      | \$ 250.0                  | \$ 200.0               | Major corridor of state and national significance, and major truck route. Project will address severe weekend mobility issues related to recreational traffic. High mobility and economic benefits. |
| 3                            |        | 1   | Denver       | Adams       | I-25 North: US 36 to SH 7 PEL Improvements | \$ 78.8                   | \$ 70.0                | Major corridor of state and national significance, and major truck route. High mobility and economic benefits.  |
| 4                            |        | 1   | Denver       | Douglas     | C-470: Platte Canyon to Kipling            | \$ 65.0                   | \$ 65.0                | Regionally significant corridor. Continues important managed lanes project with high mobility and economic benefit.   |
| 5                            |        | 1   | Denver       | Douglas     | I-25: Monument to Castle Rock              | \$ 27.0                   | \$ 27.0                | Major corridor of state and national significance, and major truck route. Includes PEL and early action items on segment in between completed I-25 work in Denver area and Colorado Springs area.   |
| 6                            |        | 2   | Pueblo       | Pueblo      | US 50 West of Pueblo WB                    | \$ 50.0                   | \$ 50.0                | High mobility and economic benefits. Provides access to major employers in area.  |
| 7                            |        | 2   | Pueblo       | Pueblo      | I-25: 29th street section                  | \$ 50.0                   | \$ 50.0                | Major corridor of state and national significance, and major truck route. High mobility and economic benefits.  |
| 8                            |        | 2   | Southeast    | Prowers     | US 287: Lamar Reliever Route               | \$ 75.0                   | \$ 75.0                | Truck bypass on important Ports to Plains Freight Corridor.   |
| 9                            |        | 3   | Grand Valley | Mesa        | I-70: Business Loop                        | \$ 37.5                   | \$ 37.5                | Regionally significant corridor. Project will improve access, mobility, and safety. Provides access to major commercial area, and improves connection between I-70 and Colorado Mesa University.    |
| 10                           |        | 3   | Northwest    | Grand       | US 40: Fraser to Winter Park               | \$ 11.0                   | \$ 11.0                | Regionally significant tourism corridor. Will improve mobility in busy area with new development.   |

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|---------------------------------|-----------|-----------|----------------------------|----------------------------------|---|---|------------------------|----------------------|---|
| 11                              |           | 4         | Denver / North Front Range | Adams/ Broomfield/ Weld/ Larimer | I-25 North: SH 7 to SH 14                             | Add a managed lane in each direction, interchange reconstruction, mainline reconstruction, safety, and ITS improvements.  | \$ 1,000.0             | \$ 200.0             | Major corridor of state and national significance, and major truck route. High mobility and economic benefits.  |
| <b>Operational Improvements</b> |           |           |                            |                                  |   |   |                        |                      |   |
| 12                              |           | 1         | Denver                     | Clear Creek                      | I-70 West: Westbound Peak Period Shoulder Lane (PPSL) | Mirror eastbound PPSL on westbound side from Exit 241 to Empire Junction.   | \$ 170.0               | \$ 170.0             | Major corridor of state and national significance, and major truck route. Project will address severe weekend mobility issues related to recreational traffic. High mobility and economic benefits.                           |
| T01                             |           | 4         | Denver                     | Boulder                          | SH 119 Bus Rapid Transit                              | Bus pull-out/queue jump lanes, signal improvements, vehicles, bus station canopies/shelters.  | \$ 57.2                | \$ 57.2              | Highly rated project from RTD and NW Corridor Stakeholders. Strong mobility and economic benefits.  |
| T02                             | Statewide | Statewide | Statewide                  | Statewide                        | Bus Operational Improvements to Highway Projects      | Includes transit signal priority treatments, bus stop/pullout, queue jump lanes, and bus-on-shoulder signing/stripping.   | \$ 15.0                | \$ 15.0              | Provides significant travel time improvements for minimal investment. "Maximize" budget category. Which strategies used depends upon highway project selection  |
| <b>Interchange Improvements</b> |           |           |                            |                                  |   |   |                        |                      |   |
| 12                              |           | 1         | Denver                     | Denver                           | I-25: Santa Fe to Alameda                             | Valley Highway Phase 2.0 Improvements. Complete the Alameda Interchange including reconstruction of Lipan, reconstruction of the Alameda bridge over the South Platte and finalizing the ramp configurations. | \$ 30.0                | \$ 30.0              | Major corridor of state and national significance. High mobility and economic benefits.   |
| 13                              |           | 1         | Denver                     | Jefferson                        | US 6: Wadsworth Interchange                           | Interchange reconstruction  | \$ 60.0                | \$ 60.0              | Regionally significant corridor. Serves major commercial center.  |
| 14                              |           | 1         | Denver                     | Adams                            | US 85: I-270 to 62nd Ave. Interchange                 | Reconstruct interchange at I-270/Vasquez including addition of missing movement. Construct reconfigured interchange at US6/60th Ave at current 5-leg intersection.  | \$ 25.0                | \$ 23.0              | Primary alternate to I-70. Critical during I-70 East construction. Significant truck route.   |
| 15                              |           | 2         | Pikes Peak                 | El Paso                          | US 24 / 8th Street Interchange                        | Construct Single Point Urban Interchange at 8th Street  | \$ 72.0                | \$ 72.0              | Regionally significant corridor. Significant corridor for commuter traffic and recreational traffic as gateway to mountains from Colorado Springs.  |
| 16                              |           | 2         | Pikes Peak                 | El Paso                          | SH 21: Research Parkway Interchange                   | Construct new grade-separated interchange at SH 21 and Research Parkway   | \$ 25.0                | \$ 25.0              | Only at grade intersection on this section of the SH21 corridor from Woodmen to Old Ranch Road. This will be the only at grade intersection in this section when the Old Ranch road interchange is completed as part of RAMP. |
| T03                             |           | 2         | Pikes Peak                 | El Paso                          | I-25 Monument Interchange Park and Ride               | Add northbound Park and Ride to I-25 Slip Ramp at Monument Interchange  | \$ 3.8                 | \$ 3.8               | Travel time improvement of several minutes x 30 or more passengers per bus for each bus serving the Monument park and ride.   |

Attachment A: SB 228 Candidate Highway and Transit Projects

| Project ID | Region | TPR               | County   | Project   | Project Description  | Total Project Cost (\$ M) | Funding Request (\$ M) | Reason for Selection  |
|------------|--------|-------------------|----------|---|--|---------------------------|------------------------|---|
| 17         | 3      | Intermountain     | Eagle    | I-70 West: Dowd Canyon Interchange  | Dowd Interchange Upgrade. Reconstruct interchange for safety and operations.   | \$ 14.0                   | \$ 14.0                | Major corridor of state and national significance, and major truck route. High mobility and economic benefits. West of Vail- serves significant tourism traffic as well as commuter traffic. Location has one of highest accident rates along I-70 corridor. Will improve substandard on-ramp at a sharp curve. |
| 18         | 3      | Intermountain     | Summit   | I-70 West: Silverthorne Interchange   | Exit 205 (Silverthorne) Interchange Reconstruction. Install a Diverging Diamond Interchange. Extensive paving, curb, drainage. All 4 ramps affected, including new capacity on westbound on ramps.   | \$ 11.0                   | \$ 11.0                | Major corridor of state and national significance, and major truck route. High mobility and economic benefits. Provides access to major ski areas. Will reduce peak period travel times.  |
| 19         | 3      | Intermountain     | Summit   | I-70 West: Exit 203 Interchange Improvements  | I-70 Exit 203 Interchange Improvements. Convert single lane roundabout at the ramp termini to a double lane, consider adding through lane over existing structure via striping or bridge expansion. Bridge expansion appears necessary if a wide pedestrian way is required. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp. | \$ 4.5                    | \$ 4.5                 | Major corridor of state and national significance, and major truck route. High mobility and economic benefits.  |
| 20         | 3      | Intermountain     | Eagle    | I-70 G Spur Rd.   | Phase II of Edwards Interchange. Interchange and intersection improvements.  | \$ 15.0                   | \$ 15.0                | Provides connectivity to I-70. Bustang Stop. One of worst interchanges in Eagle/Summit County.  |
| 21         | 4      | North Front Range | Weld     | US34 / US85 Interchange Reconfiguration   | Replace poor bridges & obsolete Interchange configuration by reconstructing the complex interchange known by locals as Spaghetti Junction.   | \$ 75.0                   | \$ 75.0                | Regionally significant corridor supporting freight, energy, oil, agriculture, and commuter traffic. Will update and reconfigure failing structures and improve mobility and operations.   |
| T04        | 4      | North Front Range | Weld     | US34 / I-25 Interchange Reconfiguration: Add Kendall Parkway transit slip ramps           | Addition of four total transit-only ramp components.   | \$ 15.0                   | \$ 15.0                | Major corridor of regional/national significance. North I-25 EIS Commitment. Creates room for phased highway improvements. Improves bus operating efficiency and access capacity.   |
| T05        | 4      | North Front Range | Weld     | US34 / I-25 Interchange Reconfiguration: Relocate & expand US 34 (Loveland) Park and Ride | Moves 200 parking spaces from current location in northwest quadrant of interchange to one-quarter mile north of the interchange.  | \$ 3.0                    | \$ 3.0                 | Major corridor of regional/national significance. North I-25 EIS Commitment. Creates room for phased highway improvements. Improves bus operating efficiency and access capacity.   |
| 22         | 5      | Southwest         | La Plata | US 550/US 160 Connection  | Completes the connection of US 550 to US 160 at the Grandview Interchange.   | \$ 90.0                   | \$ 90.0                | Congested corridor improves travel time and access. Connects to new development and hospital.   |

Attachment A: SB 228 Candidate Highway and Transit Projects

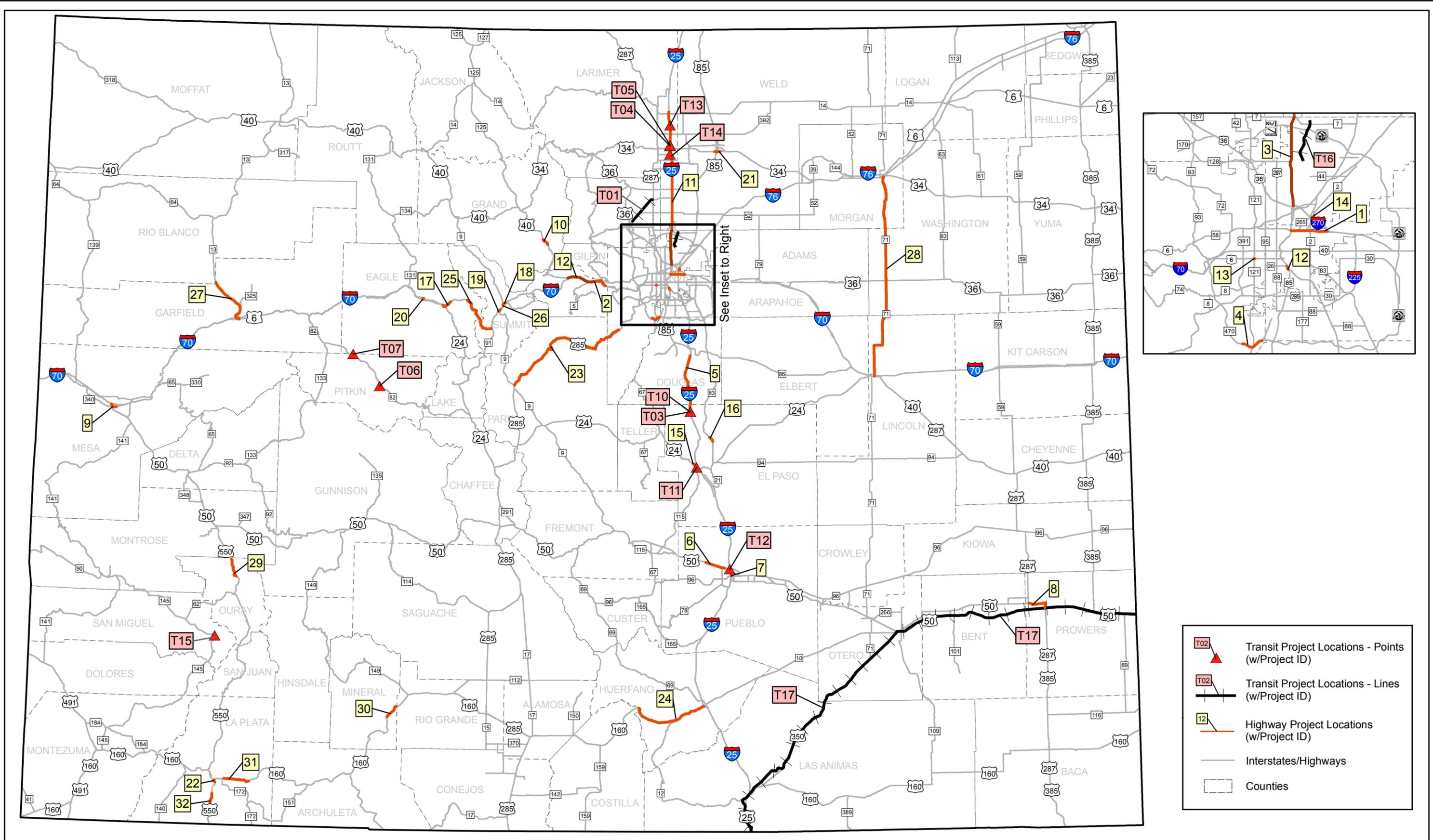
| Project ID                         | Region | TPR                   | County                    | Project  | Project Description   | Total Project Cost (\$ M) | Funding Request (\$ M) | Reason for Selection  |
|------------------------------------|--------|-----------------------|---------------------------|--|---|---------------------------|------------------------|---|
| <b>Other Mobility Improvements</b> |        |                       |                           |  |   |                           |                        |   |
| 23                                 |        | 2 Central Front Range | Park                      | US 285 Fairplay to Richmond Hill   | Passing lanes and safety improvements.  | \$ 15.0                   | \$ 15.0                | Strong mobility need for passing lanes. Corridor serves as alternate route to I-70 in event of closures.  |
| 24                                 |        | 2 South Central       | Huerfano                  | US160 Mobility Improvements  | Add passing lanes and widen shoulder at selected locations.   | \$ 15.0                   | \$ 15.0                | Improves mobility and safety on corridor providing connections to several major tourists destinations.  |
| 25                                 |        | 3 Intermountain       | Eagle                     | I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass   | Vail Pass Auxiliary Lanes and Wildlife Overpass at MP 192. Complete NEPA and preliminary engineering for PEIS recommended 3rd lane (both directions) to increase safety and mobility. Install permanent water quality features, relocate bike path, and complete 3 miles of roadway widening. | \$ 50.0                   | \$ 50.0                | Major corridor of state and national significance, and major truck route. High mobility and economic benefits. Serves significant tourism traffic.  |
| 26                                 |        | 3 Intermountain       | Summit                    | I-70 West: Frisco to Silverthorne Auxiliary Lane   | Eastbound Auxiliary Lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.  | \$ 8.0                    | \$ 8.0                 | Major corridor of state and national significance, and major truck route. High mobility and economic benefits.  |
| T06                                |        | 3 Intermountain       | Pitkin                    | Grade - Separated Pedestrian Crossing at Buttermilk Ski Base Area, Located at SH 82 / Owl Creek Road | This project will improve speed and safety for through-motorists as well as speed and safety for transit patrons crossing from the southern side of the SH 82 where the Buttermilk Ski Area Base is located to the northern side of SH 82 where the westbound BRT stop is located.            | \$ 5.0                    | \$ 5.0                 | Regional, state, and nationally-significant transit infrastructure for Colorado. This is a VelociRFTA BRT stop in both directions. This will serve working commuters and tourists/visitors alike.                       |
| T07                                |        | 3 Intermountain       | Eagle                     | Grade - Separated Pedestrian Crossing at Town of Basalt  | This project will improve speed and safety for through-motorists as well as speed and safety for transit patrons crossing from the southern side of the SH 82 where the park and ride is located to the northern side of SH 82 where the town center is.                                      | \$ 5.0                    | \$ 5.0                 | Regional, state, and nationally-significant transit infrastructure for Colorado. This is a VelociRFTA BRT stop in both directions. This will serve working commuters, residents of Basalt, and tourists/visitors alike. |
| 27                                 |        | 3 Northwest           | Garfield                  | SH 13: Rifle North   | Rifle North (MP 4-16). Reconstruct NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.   | \$ 60.0                   | \$ 60.0                | Adding shoulders will improve truck movement. Strong economic benefits given importance of corridor for freight and energy development.   |
| 28                                 |        | 4 Eastern             | Morgan/Washington/Lincoln | SH 71: I-76 to I-70  | Improve SH 71 to provide current design standards by improving intersections, adding shoulders, and improving vertical and horizontal geometry where applicable   | \$ 100.0                  | \$ 100.0               | Congressionally designated high priority corridor (Heartland Expressway). Will add shoulders and improve roadway to Super 2. Improvements will attract truck traffic away from I-25 and other corridors.                |

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| Project ID                | Region    | TPR             | County             | Project  | Project Description  | Total Project Cost (\$ M) | Funding Request (\$ M) | Reason for Selection   |
|---------------------------|-----------|-----------------|--------------------|--|--|---------------------------|------------------------|--|
| 29                        | 5         | Gunnison Valley | Ouray/<br>Montrose | US 550: Passing Lanes North of Ridgway   | Add passing opportunities and mobility improvements to US 550, north of Ridgway. The project will also include safety Improvements inclusive of shoulder widening, curve corrections, and the installation of a wildlife underpass.  | \$ 15.0                   | \$ 14.0                | Regionally significant corridor with heavy truck traffic. Passing lanes will improve mobility and wildlife mitigation will address animal-vehicle accidents in an area with one of the highest animal-vehicle accident rates in the state. |
| 30                        | 5         | San Luis Valley | Mineral            | US 160: Wolf Creek Pass East Mobility Improvements                               | The final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety Improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation. | \$ 35.0                   | \$ 35.0                | Regionally significant corridor accessing Wolf Creek Ski Area. Freight corridor. Improves mobility on mountainous roadway pass.  |
| 31                        | 5         | Southwest       | La Plata           | US 160: Durango to Bayfield Passing and Mobility Improvements                    | Add passing opportunities and mobility improvements including an intersection relocation at CR 223, and a 2-lane bypass around Gem village. The project would also include the following safety Improvements: shoulder widening, access consolidation, wildlife underpass and fencing, passing lane extension.                               | \$ 20.0                   | \$ 15.0                | Bypass and passing lanes will improve travel times. Connects two major communities in the area.  |
| 32                        | 5         | Southwest       | La Plata           | US 550: New Mexico State Line North to Durango Passing and Mobility Improvements | Provide passing opportunities and mobility improvements on US 550 from top of Bondad Hill to north of Sunnyside community. Scope includes intersection improvements, shoulder widening, wildlife fencing, access consolidation, and safety improvements.   | \$ 50.0                   | \$ 50.0                | Passing lanes will improve travel times on congested corridor. Regionally significant corridor, freight route to New Mexico. Provides access to area of new development.   |
| T08                       | Statewide | Statewide       | Statewide          | Transit Infrastructure Bank  | Provide the opportunity for larger scale regional transit projects to move forward with loan-based project delivery option.  | \$ 10.0                   | \$ 10.0                | Financing mechanism.   |
| T09                       | Statewide | Statewide       | Statewide          | Expansion Buses for Interregional, Regional Service                              | Allows for expansion of Bustang potentially to Pueblo, Greeley, or frequency enhancements on base routes. Allows expansion of regional commuter or rural regional service.   | \$ 7.3                    | \$ 7.3                 | Strategic importance identified in Regional Transit Plans.   |
| <b>Transit Facilities</b> |           |                 |                    |  |  |                           |                        |  |
| T10                       | 2         | Pikes Peak      | El Paso            | I-25: Monument Park and Ride Expansion   | The existing park and ride accommodates approximately 240 cars. The project would expand the capacity by another 100-120 spaces.   | \$ 1.2                    | \$ 1.2                 | Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.  |

Attachment A: SB 228 Candidate Highway and Transit Projects

| Project ID  | Region    | TPR                 | County                           | Project  | Project Description  | Total Project Cost (\$ M) | Funding Request (\$ M) | Reason for Selection   |
|-------------|-----------|---------------------|----------------------------------|--|--|---------------------------|------------------------|--|
| T11         |           | 2 Pikes Peak        | El Paso                          | I-25: Tejon Park and Ride Expansion and Reconstruction   | The existing park and ride accommodates approximately 100 cars. The project would expand parking to as much as 200 spaces, improve access / egress for both cars and buses, and leverage the site's potential for additional connections with regional and intercity buses. The project would also improve safety and security of the parking under this section of I-25 with lighting and other measures. | \$ 1.5                    | \$ 1.5                 | Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.  |
| T12         |           | 2 Pueblo            | Pueblo                           | I-25 / US 50 Add new Pueblo Park and Ride for Carpools, Vanpools, and for Expansion of Bustang Express Bus Service | This project will establish a 200-space park and ride at I-25/US 50, Exit 101. The current work envisions this to be on the west side of the interchange and serve as an originating park and ride.  | \$ 2.0                    | \$ 2.0                 | Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.  |
| T13         |           | 4 North Front Range | Larimer                          | I-25 Expand Harmony/I-25 Park and Ride for Carpooling, Vanpooling, Local Transit Service and Bustang connectivity  | The park and ride currently has under 200 spaces, and this project would add 200 new spaces, possibly in two phases of 100 spaces each. This location has so much demand that it will be CDOT's first deployment of paid / managed parking.  | \$ 3.0                    | \$ 3.0                 | Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.  |
| T14         |           | 4 North Front Range | Weld                             | Expand and Reconstruct SH 402 Park and Ride for Carpooling, Vanpooling, and Bustang Express Bus Service            | This existing park and ride has 75 spaces, some on pavement, some informal on gravel. The project would formalize all the parking, expanding and reconstructing to accommodate 200 spaces, and to improve the access/egress movements for autos and for buses.   | \$ 3.0                    | \$ 3.0                 | Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.  |
| T15         |           | 5 Southwest         | San Miguel                       | Replace Gondola Cabins Used in Public Transportation   | This gondola reduces both auto traffic on SH 145 as well as reducing the number of buses that would otherwise be needed to mitigate traffic.   | \$ 20.0                   | \$ 20.0                | The Telluride-Town of Mountain Village Gondola is a rare example of a gondola system being recognized by the Federal Transit Administration (FTA) as providing public transportation service beyond the more obvious recreation purpose. |
| <b>Rail</b> |           |                     |                                  |  |  |                           |                        |  |
| T16         |           | 1 Denver            | Adams                            | North Metro Rail Line to 162nd Avenue  | RTD is completing North Metro DUS to 124th. This project is 124th to 162nd Avenue, and is largely single track, with some double/passing track segments. Stations are initially built for 2-car consists w/ expandability to 4-car.  | \$ 168.0                  | \$ 168.0               | FasTracks completion is first/top rated passenger rail project in State Rail Plan. Required element for 2nd highest rated project, extending up into the North Front Range Region.   |
| T17         | Statewide | Southeast           | Prowers, Bent, Otero, Las Animas | Position Colorado for Federal Funds by Providing a Match for Southwest Chief TIGER Application                     | Similar to the successful application by Garden City, KS, CDOT would position itself to be eligible for future TIGER grant opportunities. This is consistent with CDOT's State Freight & Passenger Rail Plan goal to be competitive for federal dollars.   | \$ 3.0                    | \$ 3.0                 | High priority for consideration by the State as evidenced through the creation by the State Legislature of the Southwest Chief Commission. Regionally significant for tourism & economic development.                                    |



Data Source: CDOT 2014  
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[www.coloradodot.info](http://www.coloradodot.info)



# Candidate Projects for SB 228 Funding

0 5 10 20 30 40 Miles



## US 550 / US 160 Connection Durango – La Plata County

Cost Estimate: \$90 million



Region: 5

TPR: Southwest

Limits: South of CR 220 to Grandview Interchange (MP 15.5 - MP 88.8)

Included in RTP: Yes

Project Status:

- NEPA Record of Decision in January 2015
- Design-Build Ad in July 2016

Project Description:

Complete connection of US 550 to US 160 at the Grandview Interchange.

Evaluation Criteria:

*Mobility:* Improves US 550 / US 160 connection by abandoning narrow, steep, and sub-standard roadway while increasing access to local residences, businesses, and community resources. Adds bikeable shoulders while connecting to regional bicycle and pedestrian trails.

*Economic Vitality:* US 550 and US 160 are agricultural, freight, and energy development corridors that also support tourism, residential, and business development.

*Other:* Improves safety and upgrades pavement with a low drivability rating.

Economic/Cost-Benefit:

To be added later.

