

Regional Transportation District

1600 Blake Street
Denver, CO 80202-1399
303-299-2306



Board of Directors

Chair – Larry Hoy, District J
First Vice Chair - Tina Francone, District N
Second Vice Chair – Barbara Deadwyler, District B
Secretary – Jeff Walker, District D
Treasurer – Natalie Menten, District M

Lorraine Anderson, District L
Ernest Archuleta, District C
Bob Broom, District F
Dr. Claudia Folska, District E
Judy Lubow, District I

Ken Mihalik, District G
Chuck Sisk, District O
Paul Daniel Solano, District K
Doug Tisdale, District H
Kate Williams, District A

AGENDA

Planning/Capital Programs & FasTracks Committee

Tuesday, June 6, 2017

Rooms R, T, & D

5:30 PM

Conference Dial-in # 303-299-2663

Conference ID: 15120

Planning/Capital Programs & FasTracks Committee

Chaired by Judy Lubow

A. Call to Order

B. Recommended Actions

- **RTD Citizens Advisory Committee Appointments**
- **Approval of 2017-2021 Bridge Inspections Budget Request**
- **Contract Award to Parsons Transportation Group for the SH 119 Bus Rapid Transit Corridor**
- **Approval to enter into an IGA with the City and County of Denver to fund improvements to the Free MetroRide**
- **Southwest Chief and Front Range Passenger Rail Commission Appointee**

C. Updates

- **16th Street Mall Alternatives Analysis and Environmental Clearance Project; Process (Verbal/No Backup)**

D. Other Matters

E. Next Meeting Date - July 11, 2017

F. Motion to Move into Executive Session

- Discussion of regulatory and legal matters relating to Eagle Project Concession Agreement. CRS 24-6-402(4)(b) (conferences with attorney for purposes of receiving legal advice).

G. Adjourn

The following communication assistance is available for public meetings:

- Language Interpreters
- Sign-language Interpreters
- Assisted listening devices

Please notify RTD of the communication assistance you require at least 48 business hours in advance of a RTD meeting you wish to attend by calling 303.299.2307

THE CHAIR REQUESTS THAT ALL PAGERS AND CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.

BOARD OF DIRECTORS REPORT

To: David A. Genova, General Manager and CEO

From: William C. Van Meter, Assistant General Manager, Planning

Date: June 1, 2017

Subject: RTD Citizens Advisory Committee Appointments

Date: June 1, 2017

GM

Board Meeting Date: June 27, 2017

RECOMMENDED ACTION

It is recommended by the Nominating Committee for the RTD Citizens Advisory Committee of the Regional Transportation District (RTD) that the RTD Board of Directors reappoint two members of the Committee to an additional three-year term, appoint three new members to the Committee to three-year terms and appoint one new member to the Committee to a one-year term as identified in this Report.

BACKGROUND

The Regional Transportation District (RTD) Citizens Advisory Committee (CAC) is made up of residents from around the region. Members are appointed by RTD Board of Directors and volunteer their time to advise the District on a range of issues that affect citizens and impact the region.

Five current members' terms expire on May 31, 2017. Additionally, one member whose term expires May 31, 2018 has resigned creating an additional vacancy.

Recruitment for citizens interested in serving was publicly advertised through the RTD Web site, local publications and stakeholder e-mail distributions beginning April 26, 2017. Applicants were asked to submit a letter stating why they want to serve on the committee and what unique experience and skill-sets they bring; describing affiliations and volunteer activities they believe will add value to the committee; and a statement of personal objectives/goals if accepted for CAC membership.

A total of 23 applications were received by the May 14, 2017 deadline. Three current members are eligible for reappointment and two of the three expressed an interest in continuing to serve on the Committee.

The Nominating Committee decided, based on attendance, participation at meetings and Committee consistency to recommend reappointment of the two current members who requested reappointment. The Nominating Committee then carefully reviewed each application received and conducted interviews with short-listed applicants to fill four positions, considering criteria outlined in the Committee Structure adopted by the Board in 2005, including:

- Demonstrated interest in transit or other public policy advocacy.
- Membership in business, civic, and environmental organizations.
- Member of senior, low-income, minority, and/or disabled populations.
- Experience in working with local jurisdictions on regional issues.
- Previous community service.
- Professional expertise and qualifications.

The following current members are recommended for reappointment to an additional three-year term expiring May 31, 2020:

Vivian Stovall is a retired Operation Support Coordinator at Denver General Hospital where she was responsible for providing communications and vehicle maintenance support for the hospital. She travelled the state of Colorado as a member of Governor Bill Ritter's Transportation Finance and Implementation Blue Ribbon Panel, outlining recommendations about how to address Colorado's transportation needs. Stovall is a member of the Denver Election Division Advisory Committee, the Denver Regional Council of Government (DRCOG) Aging Advisory Committee, the Denver Commission on Aging, and the Colorado Alliance for Retired Americans and other civic- and community-based organizations. A recent graduate of the Transit Alliance Academy, she is a resident of RTD District C.

Darcy Wilson is president of Stan-Mar, Incorporated, a multi-disciplined construction company, which has helped build numerous national and international airports; hospitals, sports arenas, transit projects; and real estate development infrastructure projects. Wilson has worked tirelessly for years serving community non-profit organizations such as the Committee for City and Airport Fairness, Denver Scholarship Foundation, Epworth Foundation and Stapleton Redevelopment workforce development committee. She holds a Master's in Computer Information Science emphasizing GIS from the University of Denver but her true passion throughout the years has been to ensure all segments of our community are allowed economic empowerment. She is a resident of RTD District B.

The following applicants are recommended for appointment to a three-year term expiring on May 31, 2020:

Ben Bryan has over twenty-five years of experience in commercial real estate and currently has a consulting practice focusing on project management, marketing and operations. He has managed commercial properties throughout the Midwest and developed a transit-oriented condominium project in Kansas City, MO. Prior to his work in commercial real estate, Mr. Bryan worked in various public-sector positions, most notably as the Executive Director of the Metropolitan Transportation Development Commission, established by the Colorado General Assembly in the late 1980's to develop a comprehensive surface transportation plan for metropolitan Denver, including rail transit. He currently volunteers with Reading Partners, Capitol Hill United Neighbors and Habitat for Humanity where he teaches new homeowner classes. Mr. Bryan lives in RTD District A.

Thuy Patton is the State Floodplain Mapping Coordinator for the Colorado Water Conservation Board. She manages FEMA's Cooperating Technical Partner (CTP) program and the Colorado Hazard Mapping Program. In this position, she acts as a liaison between FEMA and local communities and manages flood mapping projects around the State of Colorado. Thuy has a Master's degree in Public Administration from Arkansas State University and a Bachelor's degree in Environmental Studies/Water Resources from the University of Minnesota. She is a member of the Colorado Association for Stormwater and Floodplain Managers (CASFM), and the Association of State Floodplain Managers (ASFPM). She is currently the co-chair of the CTP subcommittee for ASFPM. She resides with her husband and two children in Littleton, RTD District D.

Catherine Sanders is currently employed as Employer Program Manager at Smart Commute Metro North, a Transportation Management Organization in the north metro area. As Employer Program Manager, Catherine works with commuting employees to explain RTD and mobility options like walking, biking, and carpooling. In addition to working through employers, she also regularly engages with the public at community events. Prior to working for Smart Commute, she worked for the Denver Regional Council of Governments and Commuting Solutions. Catherine grew up locally in Thornton, and attended Louisiana State University in Baton Rouge, and the University of Michigan in Ann Arbor. While in Michigan, Catherine worked for the City of Ann Arbor's non-motorized transportation program, and fell in love with the challenges of inspiring behavior change in the transportation realm. She resides with her husband and three (soon four) children in Northglenn, District J.

The following applicant is recommended for appointment to a one-year term expiring on May 31, 2018:

Sylvia Lopo is a Traffic Engineer for the City of Arvada focusing primarily on development review and long-term transportation planning. She serves as the traffic and transportation representative for the City of Arvada's Neighborhood Outreach Program where she plans to implement workshops for residents to attend that will discuss an array of topics and issues, from rules of the road to how to access public transportation. She holds a BS in Civil Engineering from the University of Texas at San Antonio and will be pursuing a MS in Civil Engineering from the University of Colorado beginning Spring 2018. Prior to working for the City of Arvada, Ms. Lopo was a water resource engineer for a consulting firm in San Antonio, Texas where she specialized in culvert and channel design and FEMA floodplain studies. She is a Fall 2016 graduate of the Denver Transit Alliance Citizen's Academy and has a passion for community involvement to enhance the success of Denver's transit system. Sylvia lives in Arvada, RTD District L.

FINANCIAL IMPACT

There is no additional financial impact.

ALTERNATIVES

1. Accept the Recommended Action. It is recommended by the Nominating Committee for the RTD Citizens Advisory Committee of the Regional Transportation District (RTD) that the RTD Board of Directors reappoint two members of the Committee to an additional three-year term, appoint three new members to the Committee to three-year terms and appoint one new member to the Committee to a one-year term as identified in this Report.
2. Modify the recommended appointments to the RTD Citizens Advisory Committee. This is not recommended as the appointment is within the parameters of the Committee Structure adopted by the RTD Board of Directors.
3. Do not adopt the Recommended Action. This is not recommended as this alternative would delay the appointment process of the RTD Citizens Advisory Committee.

Prepared by:

Roger Sherman, CRL Associates, Inc.

Approved by:



William C. Van Meter, Assistant General Manager, Planning

6/1/2017

BOARD OF DIRECTORS REPORT

To: David A. Genova, General Manager and CEO

From: Henry Stoppelcamp, Assistant General Manager, Capital Programs

Date: May 31, 2017

Subject: Approval of 2017-2021 Bridge Inspections Budget Request

Date: May 31, 2017

GM

Board Meeting Date: June 27, 2017

RECOMMENDED ACTION

It is recommended by the Planning/Capital Programs & FasTracks Committee that the Board of Directors authorize the General Manager, or his designee, to execute all documents necessary to execute a three-year contract, with two one-year optional extensions, for On-Call Bridge Inspections with Alfred Benesch & Company, in a dollar amount not to exceed \$1,560,900. Funding for the first year of this action is \$205,700 and is included in the 2017 Adopted Budget.

BACKGROUND

RTD owns and is responsible for the inspection of 88 bridges including Light Rail bridges, Pedestrian bridges and Denver Union Station's Commuter Rail and Amtrak bridges. RTD is also responsible for the inspection of 14 Freight Rail bridges on the Southwest Corridor through construction agreements made with the railroads when the corridor was built. Inspection of Commuter Rail bridges on the Eagle Project is the responsibility of Denver Transit Operators.

Capital Programs Engineering Division has managed regularly scheduled bridge inspections for Southwest Corridor Freight Rail bridges since 2002, Pedestrian bridges since 2010, and Light Rail bridges since 2014 (previously managed by Rail Ops since 2005). These bridge inspections were made by a sub-consultant to an on-call engineering services prime consultant through 2016.

Bridge inspections are made with the purpose of detecting structure deterioration and damage, for which repairs and maintenance are then made to correct. These measures help to assure that the bridges are safe to carry the loads they were designed for through their intended life. The Commuter Rail and Freight Rail bridges are inspected annually by mandate of the Federal Railroad Administration; Light Rail bridges are inspected biannually in compliance with American Public Transportation Association guidelines; RTD's pedestrian bridges are inspected biannually in accordance with CDOT bridge inspection policy.

RTD contracts this work to a qualified bridge inspection consultant. Bridge inspectors are required to have completed National Bridge Inspection Standards training, including an 80-hour primary course and appropriate supplemental courses. Bridge inspection team leaders are in addition required to be registered professional engineers. In addition to performing regularly scheduled bridge inspections, the inspection consultant provides a directory of on-call staff available at all times for emergency inspections.

Many of the bridges, particularly the pedestrian bridges, require the use of a bucket truck with up to 80-foot reach to access portions of the bridge that can't be viewed otherwise; this in turn requires the use of traffic control on the highways below. The average annual budget for the bridge inspections, including inspection staff, access equipment, traffic control, and other costs, is about \$312,180.

DISCUSSION

RTD bridge inspection's discovery of structure damage that required substantial repairs has occurred at the LRT over Alameda Avenue bridge, where heavily corroded steel column bases required repair by steel treatment and concrete encasement to preserve and strengthen the deteriorated columns, and at the LRT over Belleview Avenue bridge, where excessive and progressive deflection of under-designed retaining walls at the bridge abutments required repair by installation of ground anchors through the walls to prevent further displacement and possible failure. Numerous other repairs of less critical conditions have been initiated by the bridge inspection program, including some which may have circumvented more costly repairs in the future.

INSPECTION CONSULTANT SELECTION

RTD's Request for Proposals for the bridge inspections was publicly advertised and resulted in submittals from three consulting engineering firms that regularly perform bridge inspections for various public agencies. Technical appraisal of the proposals was made by an evaluation team comprised of RTD engineering staff using specific evaluation criteria listed in the Request for Proposals. Commitment to fulfilling the required Small Business Enterprise goal was evaluated by the RTD Small Business Office. Due to close scores in the proposals evaluation, each of the proposing companies was brought in for interviews with RTD staff from Engineering, Purchasing, and the Small Business Office. At the end of the selection process Alfred Benesch & Company was determined as the firm most qualified to fulfill the requirements of this contract.

FINANCIAL IMPACT

The RTD 2017 Adopted Budget includes \$205,700 to fund the first year of this contract. Funding for the following two years of the contract and the two one-year optional extensions was included in the 2017-2022 Strategic Budget Plan. (The average annual budget amount is \$312,180; alternating years vary significantly due mainly to costs of about \$110,000 per inspection cycle for access equipment and traffic control for the biannual pedestrian bridge inspections.)

SBE GOAL

The SBE Goal for this project was established by the RTD Small Business Office as 5% of the contracted work cost. The bridge inspection consultant has stated in their proposal for this contract that the SBE Goal will be met through the use of technical services subcontractors for portions of the work.

ALTERNATIVES

1. Accept the recommended action. It is recommended by the Planning/Capital Programs & FasTracks Committee that the Board of Directors authorize the General Manager, or his designee, to execute all documents necessary to execute the three-year contract, with two one-year optional extensions, for On-Call Bridge Inspections in a dollar amount not to exceed \$1,560,900. Funding for the first year of this action is \$205,700 and is included in the 2017 Adopted Budget
2. Do not accept the recommended action. Discontinue RTD bridge inspections in disregard of federal regulations and other agencies' policies; do not monitor bridge conditions, and do not provide maintenance and repairs, as need for this work would not be known.

3. Perform bridge inspections using RTD staff. This is not recommended as it: 1) Would require additional staff to supplement current structural engineering staff; 2) Would require over 100 hours standard bridge inspection training, which is not readily available and typically not available locally, for each inspector; 3) Would substantially interfere with day-to-day engineering work, especially during pedestrian bridge inspections to efficiently use rented access equipment; 4) Would subject RTD to risk and liability in working over state and interstate highways; 5) Would generally be significantly less efficient for RTD than contracting a specialized and experienced bridge inspection consultant

Prepared by:

Ken Fleck, Team Lead/Structural Engineer IV
Jyotsna Vishwakarma, Chief Engineer

Approved by:



Harry Stoppocamp, Assistant General Manager, Capital Programs

5/31/2017

BOARD OF DIRECTORS REPORT

To: David A. Genova, General Manager and CEO

From: William C. Van Meter, Assistant General Manager, Planning

Date: May 31, 2017

Subject: Contract Award to Parsons Transportation Group for the SH 119 Bus Rapid Transit Corridor

Date: May 31, 2017

GM

Board Meeting Date: June 27, 2017

RECOMMENDED ACTION

It is recommended by the Planning/Capital Programs & FasTracks Committee that the RTD Board of Directors authorize the General Manager to approve a professional services contract award to Parsons Transportation Group to serve as the Contractor for assistance in the preparation of National Environmental Policy Act (NEPA) review and Preliminary Engineering (PE) services for the SH 119 Bus Rapid Transit (BRT) corridor for an amount not to exceed \$3,250,000. Funding for this contract is included in the 2017 Adopted Budget for the SH 119 BRT project.

BACKGROUND

RTD initiated the Northwest Area Mobility Study (NAMS), in April 2013. The purpose of the study was to develop consensus among RTD, the Colorado Department of Transportation (CDOT) and the Northwest-area stakeholders, including local jurisdictions and businesses, on cost effective and efficient mobility improvements to serve the Northwest area. On June 24, 2014, the Board approved a resolution which accepted the Final Consensus Statement as developed by the NAMS stakeholders for priorities within the Northwest Study Area. One of the highest priorities, as described in the Final Consensus Statement, was to proceed into advanced planning, environmental clearance and preliminary engineering to establish Bus Rapid Transit (BRT) in the SH 119 Corridor from Longmont to Boulder.

As part of the 2040 Regional Transportation Plan (RTP) process, the Denver Regional Council of Governments (DRCOG) included the SH 119 BRT Corridor in the Fiscally Constrained 2040 RTP. Inclusion of the corridor in the RTP is required before NEPA review can be completed. In order to advance this effort, DRCOG awarded RTD \$1 million in Transportation Improvement Program (TIP) grant funds to help fund this study. The DRCOG TIP funds must be obligated by September 2017 or they potentially could be rescinded.

The cost to establish BRT in the corridor is estimated to be approximately \$57 million in 2013 dollars. Staff assumes that grants will provide funding for approximately half of this cost. The Strategic Budget Plan (SBP) includes \$60 million in Base System funds (with \$30 million assumed to be from grant sources) for construction of the corridor beginning in 2022.

DISCUSSION

RTD issued a Request for Proposals (RFP) in February 2017 for consultant services to assist with the preparation of NEPA review and Preliminary Engineering (PE) services for the SH 119 BRT Corridor. The RFP included a 22 percent Disadvantaged Business Enterprise (DBE) goal. A committee comprised of representatives from RTD, CDOT and DRCOG staffs along with three representatives from the respective local jurisdictions (City of Longmont, City of Boulder and Boulder County) reviewed proposals submitted by consultant teams in a qualifications-based selection process. The evaluation considered each team's technical proposal in the areas of Key Personnel Qualifications,

Project Understanding and Approach, Team Qualifications, DBE Commitment, Schedule, and Innovation. The five proposing teams were led by the following companies: CH2M Hill, David Evans, HDR, Michael Baker, and Parsons Transportation Group.

The selection committee short-listed three teams for interviews and is now recommending that a team led by Parsons Transportation Group be approved by the Board. The committee found that the Parsons team had the most extensive BRT planning, environmental, design and implementation experience. Staff is requesting that the Board approve this recommendation and authorize the General Manager to negotiate a contract not to exceed \$3,250,000. Upon successful negotiations, the study will begin immediately and is expected to be completed by the end of 2019. As noted above, the RFP established a 22 percent DBE goal. Parsons has committed to exceeding this with a DBE commitment of almost 30 percent.

The final product of the study will be to provide RTD with the necessary NEPA review and sufficient engineering design to render the corridor eligible for grant funding for construction. Specifically, the Contractor/Consultant will assist RTD with providing NEPA evaluation for the corridor as well as PE work.

Should RTD pursue BRT construction in this corridor after completion of the NEPA and PE work, the SH 119 BRT project would be subject to future approval by the RTD Board. In addition, RTD might be required to seek DRCOG SB 208 approval as this project may be defined as a fixed guideway corridor project. The expectation is that the funding breakdown for future BRT construction in the corridor would be as follows:

- 50 percent from RTD Base System Funds; and
- 50 percent from grant sources, such as DRCOG Transportation Improvement Program (TIP) funds, and/or Federal Transit Administration (FTA) Small Starts funding.

Project construction could occur within the 2022 to 2025 timeframe. And, as noted, future Board action would be required to approve construction of BRT in this corridor.

The proposed action fits within the General Manager Goal to Improve Service Delivery, specifically the sub goal of enhancing or expanding operations, as the eventual completion of BRT in the SH 119 corridor will increase service reliability, ridership and cost effectiveness of the service.

FINANCIAL IMPACT

Funding for this study was provided through a transfer of \$3.5 million from the Planning expense grant project budget to a new capital project for the SH 119 Bus Rapid Transit (BRT) Corridor through Board action on October, 25 2016. This transfer moved \$1.5 million in funding that was previously approved in the 2016 Amended Budget and advanced additional funding that had been approved in the 2017-2022 SBP for 2017 and 2018. As noted, \$1 million of this funding is being provided by a DRCOG grant.

ALTERNATIVES

1. Accept the Recommended Action. It is recommended by the Planning/Capital Programs & FasTracks Committee that the RTD Board of Directors authorize the General Manager to approve a professional services contract award to Parsons Transportation Group to serve as the Contractor for assistance in the preparation of National Environmental Policy Act (NEPA) review and Preliminary Engineering (PE) services for the SH 119 Bus Rapid Transit (BRT) corridor for an amount not to exceed \$3,250,000. Funding for this contract is included in the 2017 Adopted Budget for the SH 119 BRT project.
2. Do not accept the Recommended Action. Do not authorize the General Manager to approve a 30-month professional services contract award to Parsons Transportation Group to serve as the Contractor for assistance in the preparation of National Environmental Policy Act (NEPA) review and Preliminary Engineering services for the SH 119 Bus Rapid Transit (BRT) corridor for an amount not to exceed \$3,250,000. This action is not recommended since it will delay the procurement of consultant services for the SH 119 Bus Rapid Transit (BRT) and will jeopardize the \$1 million in DRCOG TIP grant funding.

Prepared by:

Chris Quinn, Project Manager, Planning

Approved by:



William C. Van Meter, Assistant General Manager, Planning 5/31/2017

BOARD OF DIRECTORS REPORT

To: David A. Genova, General Manager and CEO

From: William C. Van Meter, Assistant General Manager, Planning

Date: May 31, 2017

Subject: Approval to enter into an IGA with the City and County of Denver to fund improvements to the Free MetroRide

Date: May 31, 2017

GM

Board Meeting Date: June 27, 2017

RECOMMENDED ACTION

It is recommended by the Planning/Capital Programs & FasTracks Committee that the Board of Directors approve this action to enter into an Intergovernmental Agreement (IGA) with the City and County of Denver for up to \$1,500,000 to fund the implementation of transit priority measures that will improve the travel time and reliability of the Free MetroRide service. Funding for this IGA is included in the 2017 Adopted Budget for the Free MetroRide project.

BACKGROUND

The Free MetroRide opened in 2014 as part of the FasTracks program to complement the 16th Street Free MallRide (mall shuttle) and improve downtown circulation for people traveling to and from downtown Denver via transit. The Free MetroRide currently operates during the AM and PM peak periods on 18th/19th Streets and Broadway/Lincoln between the Union Station bus concourse and Civic Center Station. The original project included the following transit priority measures to improve reliability of the service as compared to typical RTD bus routes operating on downtown streets during peak periods:

- Four bus bulbs/islands on 18th Street
- Bus/bike/HOV lane on 19th Street during the AM peak period
- Transit queue jump signal on 18th Street at Glenarm
- Multiple door boarding made possible with fare-free service
- Dedicated stops every 2-3 blocks

The intent was that these priority measures would result in the Free MetroRide providing faster service between Union Station and Civic Center Station than the mall shuttle. However, that is not always the case especially during the PM peak period when traffic is heavier. The demand for peak period circulation will continue to grow with the opening of the remaining FasTracks rail lines.

The Free MetroRide project was completed under budget due to cost savings realized by combining the purchase of the 60' low-floor buses with a larger order of 60' buses for the rest of the District. A portion of the remaining funding was reserved in the FasTracks Annual Program Evaluation (APE) for future investment in the project to improve operations.

RTD and Denver staff identified the following potential transit priority measures to improve operations:

1. Bus priority and queue jump traffic signals at key intersections along the route
2. Traffic signal optimization for the Free MetroRide
3. Transit-Only lane on Broadway which would also benefit other RTD routes
4. 19th Street design changes including bus bulbs and separation of the bikes from the bus lane
5. 18th Street design changes including a protected bike lane and peak period bus lane

All of the potential improvements are projects that would require changes to Denver streets and/or traffic signals. As such, RTD and Denver staff agreed that the most efficient way to complete the work would be for Denver to take the lead and RTD to provide the funding. This will allow the projects to be completed without requirements such as permitting fees for street closures that would be necessary if Denver is not the lead agency. This IGA presented for approval outlines RTD and Denver responsibilities for the Free MetroRide improvements.

RTD will provide up to \$1.5 million of funding for feasibility analysis and implementation of the improvements. It is anticipated that the feasibility analysis will be less than 20% of the total cost, approximately \$250,000. Most of the funding will go towards implementation. However, no RTD funds will be spent on improvements that are not feasible or that do not provide operational benefits to the Free MetroRide. Once the IGA is completed, Denver will begin the work by conducting feasibility analyses. The IGA provides RTD the authority to determine which improvements will move forward for implementation with the RTD funds. It is anticipated that the feasibility analysis for the first three improvements will take no more than 12 months and implementation will begin soon thereafter. Improvements four and five will require more extensive feasibility study, anticipated to take 18 months.

Per the IGA, the City will invoice RTD after completion of the feasibility analysis for each improvement. For the implementation phase, the City can either invoice RTD monthly or after completion of an individual improvement. RTD will hold retainage until final acceptance of each improvement.

FINANCIAL IMPACT

The Free MetroRide capital funding from FasTracks is as follows:

- Original Capital Budget (buses and stop improvements): \$16.9 million
- Actual Capital Expenditures for Original 2014 Project: \$11.1 million
- 2015 Contribution to the FISA: \$2.5 million
- Remaining Funding in Free MetroRide Budget: \$3.3 million

This IGA commits \$1.5 million of the remaining funding available in the Free MetroRide capital budget. The decision was made in 2015 to reserve a portion of the project budget for future capital investments to improve operations so the the remaining budget was included in the APE for the Free MetroRide as opposed to general FasTracks. The execution of this IGA will allow a portion of those remaining funds to be used as planned. These funds have been appropriated in the 2017 Adopted Budget for the Free MetroRide project.

ALTERNATIVES

1. Accept the Recommended Action. It is recommended by the Planning/Capital Programs & FasTracks Committee that the Board of Directors approve this action to enter into an Intergovernmental Agreement (IGA) with the City and County of Denver for up to \$1,500,000 to fund the implementation of transit priority measures that will improve the travel time and reliability of the Free MetroRide service. Funding for this IGA is included in the 2017 Adopted Budget for the Free MetroRide project.

2. Do not accept the Recommended Action. Do not approve the action to enter into an IGA with the City and County of Denver and direct RTD staff to evaluate other options for completing the planning, design and implementation of transit priority measures. This is not recommended as other methods for implementing these projects will be more expensive and time consuming.
3. Do not accept the Recommended Action. Do not approve the action to enter into an IGA with the City and County of Denver and do not invest capital to improve Free MetroRide operations. This is not recommended as travel time savings and increased reliability have been identified as critical components to ensure that the Free MetroRide achieves its goal of providing downtown passenger circulation for patrons from across the District.

Prepared by:

Lacy Bell, Manager, Corridor Planning

Approved by:



William C. Van Meter, Assistant General Manager, Planning

5/31/2017

BOARD OF DIRECTORS REPORT

To: David A. Genova, General Manager and CEO
 From: Scott Reed, Assistant General Manager
 Date: June 1, 2017
 Subject: Southwest Chief and Front Range Passenger
 Rail Commission Appointee

Date: June 1, 2017

GM

Board Meeting Date: June 27, 2017

RECOMMENDED ACTION

It is recommended by the Planning/Capital Programs & FasTracks Committee that the Board of Directors authorize the General Manager to appoint William C. Van Meter as the Regional Transportation District Commissioner to the Southwest Chief and Front Range Passenger Rail Commission, created by the Colorado General Assembly during the 2017 session.

BACKGROUND

During the Seventy First General Assembly, Senate Bill 17-153, *Concerning establishment of the Southwest Chief and Front Range Passenger Rail Commission to oversee the preservation and expansion of Amtrak Southwest Chief Rail Service in Colorado and facilitate the development and operation of a Front Range Passenger Rail System that provides passenger rail service in and along the Interstate 25 Corridor*, was passed and signed by the Governor into law. This commission is created in the Colorado Department of Transportation and consists of eleven commissioners, as listed below.

Five commissioners appointed by the Governor as follows:

- Two public rail transportation advocates;
- Two representatives of Class I freight railroads that serve Colorado;
- One resident of Huerfano, Las Animas, Otero, Prowers, or Pueblo County who has publicly advocated for public rail;

One Commissioner from each of the following Metropolitan Planning Organizations and Regional Planning Commissions:

- The North Front Range Metropolitan Planning Organization;
- The Denver Regional Council of Governments;
- The Pikes Peak Area Council of Governments;
- The Pueblo Area Council of Governments;
- The South Central Council of Governments; and

One Commissioner who is a representative of the Regional Transportation District.

In addition to the eleven commissioners, the Commission includes the following two appointed advisors, who shall attend Commission meetings and advise the Commission but are not voting members of the Commission:

- An employee of the Department of Transportation;
- An employee of Amtrak.

The Commission's duties include the coordination of efforts to ensure that track repairs and upgrades required for the continuation of existing Southwest Chief Rail service in Colorado are completed, extending rail service to Pueblo, and exploring the benefits of extending service to Walsenburg. The Commission is also tasked with developing draft legislation that facilitates the development of a

passenger rail system that provides service in and along the I-25 corridor. The Commission must present the draft legislation to the Local Government committees of the General Assembly no later than December 1, 2017.

DISCUSSION

RTD has been advised that the RTD commissioner should be someone intrinsically involved in transit planning in order to properly advise the Commission on how a Front Range Passenger Rail System will interface with the RTD light and commuter rail systems. This Committee recommends William C. Van Meter, Assistant General Manager of Planning to be the RTD commissioner on this commission.

Mr. Van Meter has been in a transportation planner at RTD since 1991 and was appointed to his current position of Assistant General Manager, Planning in 2008. He holds Bachelor's and Master's degrees in Economic Geography from the University of Illinois and has over 28 years of experience in the transportation planning field. He has extensive experience in public transit planning, leading multi-modal transportation studies, and managing RTD's New Starts and Small Starts grant funding processes with the Federal Transit Administration. He has participated in various capacities in the planning for all of RTD's rail corridors. Mr. Van Meter currently serves on the Colorado Department of Transportation's Transit & Rail Advisory Committee and he is a non-voting member of the Denver Regional Council of Governments Board of Directors.

FINANCIAL IMPACT

Commissioners serve without compensation but receive reimbursement for expenses. RTD estimates little fiscal impact to the budget except for the time involved in working with the Commission.

ALTERNATIVES

1. Accept the Recommended Action. It is recommended by the Planning/Capital Programs & FasTracks Committee that the Board of Directors authorize the General Manager to appoint William C. Van Meter as the Regional Transportation District Commissioner to the Southwest Chief and Front Range Passenger Rail Commission, created by the Colorado General Assembly during the 2017 session.
2. Do not accept the Recommended Action. This option is not recommended because William C. Van Meter is a well-qualified and knowledgeable individual who has been intrinsically involved in planning all RTD rail projects.

Prepared by:
Sherry Ellebracht, Government Relations Officer

Approved by:


Scott Reed, Assistant General Manager 5/1/2017

BOARD OF DIRECTORS REPORT

To: David A. Genova, General Manager and CEO

From: William C. Van Meter, Assistant General Manager, Planning

Date: May 31, 2017

Subject: 16th Street Mall Alternatives Analysis and Environmental Clearance Project; Process (Verbal/No Backup)

Date: May 31, 2017

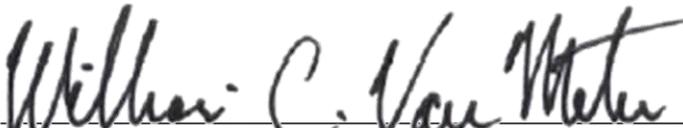
GM

Board Meeting Date: June 6, 2017

Information

Prepared by:
 William Van Meter, Assistant General Manager, Planning
 Susan Wood, Project Manager, Planning

Approved by:



William C. Van Meter, Assistant General Manager, Planning

5/31/2017