

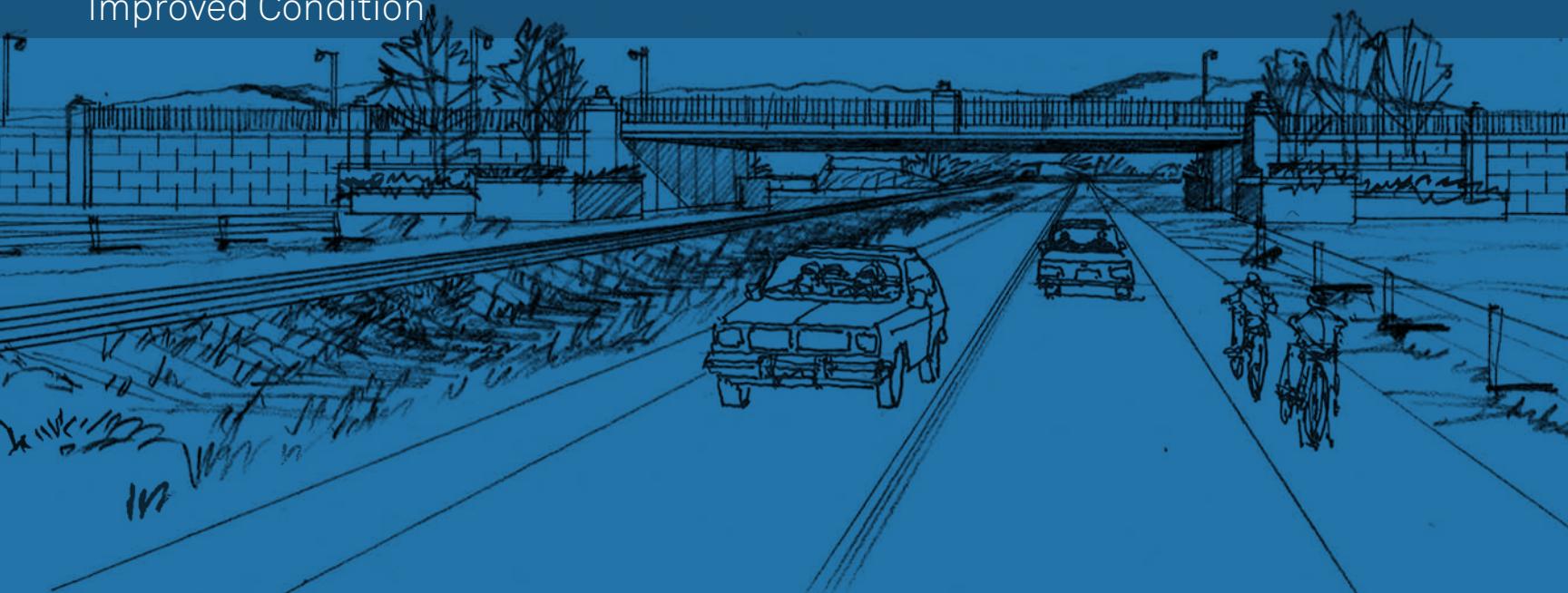
# SUNIGA/LEMAY MULTI-MODAL AND FREIGHT CONNECTIVITY PROJECT

June 4, 2015

Existing Condition



Improved Condition



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## APPENDIX (ATTACHED SEPARATELY)

- A. Mountain Vista SubArea Plan
- B. Project Development Report
- C. Benefit/Cost Analysis
- D. Letters of Support
  - Senator Michael F. Bennet, Colorado
  - Senator Cory Gardner, Colorado
  - Congressman Jared Polis, 2nd District Colorado
  - Gregory E. Dunaway, AVP Engineering Services, BNSF Railway
  - Darin Atteberry, Fort Collins City Manager
  - Terri Blackmore, Executive Director, North Front Range MPO
  - Marc Engemoen, Public Works Director, Larimer County
  - David May, President & CEO, Fort Collins Area Chamber of Commerce
  - Matt Robenalt, Executive Director, Downtown Development Authority
  - Julie Brewen, CEO/Executive Director, Fort Collins Housing Authority
  - Olga Duvall, Chair, Fort Collins Transportation Board



June 4, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Subject: TIGER Grant Application for the Fort Collins, CO - Suniga/Lemay Multi-Modal and Freight Connectivity Project

Dear Secretary Foxx:

The City of Fort Collins, Colorado is pleased to submit this application for the Department of Transportation's National Infrastructure Investments under the Consolidated and Further Continuing Appropriations Act, 2015.

The Suniga/Lemay Multi-Modal and Freight Connectivity Project is the end product of collaboration and partnerships between the City of Fort Collins, Larimer County, Downtown Development Authority, the Poudre School District, Burlington Northern Santa Fe (BNSF) Railway, the North Front Range Metropolitan Planning Organization, major landowners, major existing and future employers in Fort Collins, project site neighbors, and the general public. The City's planning process leadership manifests itself in strong support for the proposed improvements and clear and consistent support for the long-term vision supported by the proposed improvements.

This application requests funding to support a grade separation of the BNSF Railway and Lemay Avenue intersection located northeast of Downtown Fort Collins. The full project cost is \$27 Million, of which \$17 Million, or 63%, is requested of the TIGER program. The remaining \$10M (37%) would be funded through a combination of public and private sources.

The proposed improvements have been identified as a result of 30 years of community planning. This project plays a critical role in providing vital and urgent transportation infrastructure necessary to address current and anticipated needs. It embodies TIGER's emphasis on Ladders of Opportunity through building infrastructure that will increase connectivity to employment, education and other services, contribute to community revitalization and enhance the quality of life of existing and future residents. TIGER funding for the proposed improvements makes possible subsequent local government and private sector land development investments that will guide community revitalization and economic opportunity in the region over the next 25 years.

The proposed improvements are vital early components linked to the City's Mountain Vista SubArea Plan. Together, the Mountain Vista SubArea Plan and more recent Project Development Report provide the catalyst for:

- **Community Revitalization:** One of the fundamental aims of this project is to complete critical transportation improvements that will enhance connectivity for underserved neighborhoods. Residents of both the Alta Vista and Andersonville neighborhoods (located at the Vine/Lemay intersection) suffer from the constraints of severe congestion on a daily basis. This limits connectivity to employment, schools, goods and services.
- **Diverse Housing and Employment Opportunities:** This project will help facilitate the development of new housing and employment opportunity in a priority infill area near downtown Fort Collins. In recent years, this area has become the focus of increased economic activity, including the recent construction of the Woodward, Inc. Corporate Headquarters (1,700 employees) along



Lemay Drive. Safe and efficient transportation connections are necessary to sustain this new growth.

- **Multi-modal Connectivity and Safety:** A primary emphasis of this project is to foster a safe, connected, resilient and accessible system for all modes of travel. This project is a critical part of the City's Enhanced Travel Corridor network, which is intended to provide a system of multi-modal corridor connections between key activity centers, access to high frequency transit service and bicycle and pedestrian facilities.
- **Commerce and Accessibility Improvements:** The existing Vine/Lemay intersection, which includes the BNSF Railway crossing, is severely congested, with limited options to expand through or turn capacity due to land use constraints. Construction of a grade separated configuration will help alleviate congestion along existing roadways and the BNSF rail corridor, which in turn helps improve rail operations and the overall ability to move goods and services efficiently.

The transportation improvements identified in this application were part of an application submitted in the 2013 TIGER funding cycle under the title "Vine/Lemay Project." Since that time, the City has taken a number of proactive steps to advance the environmental, design and funding processes for the project, and has narrowed the project scope. The new project, Suniga/Lemay Multi-Modal and Freight Connectivity Project, focuses on the grade separation of Lemay at the BNSF (the City renamed the new Vine Drive to "Suniga Drive" in early 2015). Recent project advancements over the past two years include the following:

- The City published a detailed Project Development Report including an alternatives screening and environmental analysis process in September 2014.
- The City appropriated 1 Million dollars in 2015 funds to advance final design of the project
- The City and the BNSF have a long-standing partnership and have constructed numerous safety and freight reliability improvements throughout Fort Collins. The BNSF will contribute 5% of the theoretical cost of the grade separation as specified in 23 CFR 646.210. This demonstrates their commitment to address the City's #1 transportation capital improvement project.
- The City has secured half of the right-of-way along the Lemay Avenue realignment and is in active negotiations for the remainder of the right-of-way, which will help streamline future construction.
- The City is securing developer local street obligation funds to contribute to this project.

The project schedule focuses on the primary goal of having all pre-construction activities completed to allow for obligation of construction funds by March of 2017 at the latest, and if alternative delivery is selected, this obligation could be as early as September 2016.

Enclosed is the City of Fort Collin's grant application and supporting information referenced in the submittal. If additional information is needed for your consideration, please contact Dean Klingner, P.E., Civil Engineer, City of Fort Collins, 970-221-6511, [dklingner@fcgov.com](mailto:dklingner@fcgov.com). The City would be pleased to provide additional details about the project and the rationale for TIGER grant funding.

A handwritten signature in blue ink that reads "Rick Richter".

Rick Richter  
Rick Richter  
Director of Infrastructure Services  
City of Fort Collins



## EXECUTIVE SUMMARY

The Suniga/Lemay Multi-Modal and Freight Connectivity Project is the end product of 30 years of collaboration and partnerships between a full range of public and private sector entities. The City's leadership manifests itself in strong support for the proposed improvements and land use planning. Each improvement plays a critical role in providing vital and urgent transportation infrastructure necessary to address current and anticipated needs. TIGER funding for the proposed improvements helps leverage local government and private sector land development investments that will guide economic development in the region over the next 25 years.

The proposed improvements are vital early components linked to the City's Mountain Vista SubArea Plan. Together, the Mountain Vista SubArea Plan and the proposed "enabling infrastructure" investments provide the catalyst for:

- **Community Revitalization:** Facilitates the transportation connectivity necessary to revitalize existing disadvantaged and underserved neighborhoods and link to employment citywide, thereby improving quality of life.
- **Diverse Housing and Employment Opportunities:** Directs new development and employment to a priority infill area near downtown.

- **Multi-modal Connectivity and Safety:** Fosters a safe, connected resilient and accessible system for all modes of travel.
- **Commerce and Accessibility Improvements:** Alleviates congestion along the BNSF rail corridor to help enhance operations and the overall ability to move goods and services.

A variety of quotes from the Mountain Vista SubArea Plan are presented in this application. The plan itself is presented at Appendix A.

## Submittal Highlights

### *State of Good Repair*

Vine Drive and Lemay Avenue are in a poor state of repair characterized by deficient bridges, substandard conditions and accelerating deterioration caused by increasing truck and automobile volumes. Neither roadway meets City standards for their current roadway designations or their existing and projected traffic volumes. This project would improve the resiliency of the transportation system through separating roadway from rail and creating a more direct and efficient connection into and out of downtown. This project would also focus on improving the multi-modal transportation system to serve all modes safely and efficiently.



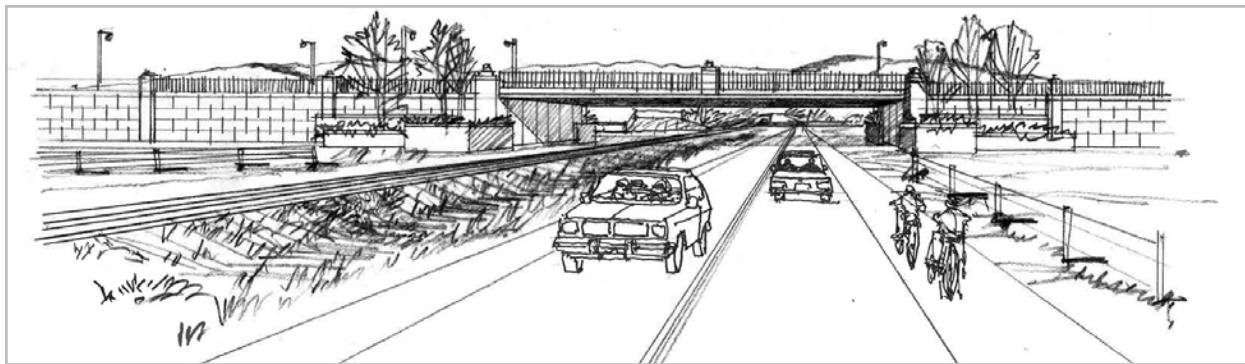


Figure 1: Illustration of the Proposed Lemay Grade Separation over BNSF and Vine Drive

### Economic Competitiveness

One of the fundamental aims of this project is to complete critical improvements that will increase opportunity for economic growth. If no improvements are made in the near future, the existing sub-standard roadway network will continue to deteriorate and unmanageable congestion will increase. This delay and the related impacts will deter private sector investment and the expansion of existing economic enterprises and activity under both short-term and long-term scenarios. These conditions will make it difficult for the City to attract new enterprises, and may cause some enterprises to relocate entirely, fueling a cycle of economic downturn.

### Quality of Life and Sustainability

The proposed improvements will enhance conditions at two historic residential areas, reduce congestion, and make the entire area more accessible. The project will enhance modal connectivity and improve accessibility and transport for economically disadvantaged populations. Life-cycle analysis is integrated into the City's Asset Management Program and contract requirements along with Value Engineering (VE).

Survey results collected as part of the 2009 Pedestrian Plan indicated that both Vine Drive and Lemay Drive rank in the top three least favorite places to walk in the City of Fort Collins.

### Safety

The proposed improvements address substantive safety issues by replacing non-standard facilities and replacing an at grade railroad crossings with a grade separated facility.

### Innovation

The project is a model of innovative project delivery. The project has been innovative from the beginning, including a highly collaborative and accelerated project delivery. The project will include features that reduce capital and long-term costs, protect the environment, improve mode choice and safety, and preserve long-term multi-modal benefits.

### Partnership

The Suniga/Lemay Multi-Modal and Freight Connectivity Project is the end product of 30 years of collaboration and partnerships between a full range of public and private sector entities. The City's leadership manifests itself in strong support for the proposed improvements and land use planning.

### Costs and Benefits

The cost of the grade separation of the Suniga/Lemay intersection totals \$27 million.

The local contribution to this project is \$10 Million, which represents a 37% match toward the overall \$27 Million project cost. The funding request of the TIGER program is \$17 Million. Detailed project costs are outlined in Appendix B, the Project Development Report.

The table below shows the cost breakdown of the major project components.

Improvement	Cost
Grade Separation of the BNSF/Lemay Intersection	\$ 12M
Construction of Four-Lane Arterial Roadways	\$ 8M
Bicycle/Pedestrian Facilities and Landscaping	\$ 6M
Neighborhood Street (Local Street) Construction	\$ 1M
	<b>\$ 27M</b>

The table below shows the approximate sources of local funding which constitute \$10M toward the overall \$27M project.

Local Funding Sources	Cost
1. City of Ft. Collins 2015 Appropriation to Project	\$ 1M
3. Street Over-sizing	\$ 5M
4. Local Street Developer Obligation	\$ 1.5M
5. City General Fund	\$ 2.5M
<b>TOTAL</b>	<b>\$ 10M</b>

***In addition to the local funding sources above, BNSF is committed to contributing 5% of the grade separation cost. The exact dollar amount will be confirmed in the coming months.***

The table below outlines anticipated benefits of the project with associated metrics.

Benefit Category	Measured Benefit
Travel Time Savings, Total Delay Reduction	23,157 hours per year \$466,614 per year
Total Crash Reduction Cost Savings	\$173,570 per year
Fuel Savings	32,224 gallons per year \$112,784 per year
Emissions Reductions	CO = 2,312 kg per year NOx = 441 kg per year VOC = 522 kg per year
Other Benefits (Not Quantified)	Road Maintenance Savings Emergency Vehicle Response Increased Population (+13,347) Additional Jobs (+15,065)

### Project Readiness and Approvals

This project has been envisioned and included in major City transportation plans for over 30 years. This extensive and long range planning would provide immediate improvements in mobility and access for existing neighborhoods, and would maximize the potential for integrated land use and transportation as the area grows and develops over time.

The City has advanced the project design by completing conceptual design and an alternatives analysis in 2014, as well as appropriating \$1M in funding in 2015 to advance the design and right-of-way review. The Vine/Lemay Project Development Report (published in September 2014) provides a robust description of the purpose and need, range of alternatives and environmental impacts. This study will assist in streamlining future NEPA clearance as federal funding becomes available.

The project is currently envisioned to be delivered using traditional design-bid-build approach, however if phasing of the improvements becomes critical the City is prepared to deliver via an innovative Contractor Manager/General Contractor (CMGC) method or Design-Build (DB) method. These alternative delivery methods would be considered if they are determined to appropriately manage risk for cost, schedule, and quality.

The calculated regional output for the project is \$46M. The regional earnings would be \$13.3M.