

MINUTES

Jefferson County Collaborative Transportation Forum

Wednesday, June 26, 2019

2:00pm – 4:00pm

100 Jefferson County Parkway, Golden – Faye Griffin Conference Room

Welcome and Introductions

Action Item: Request for Support for BUILD Grant Steve Glueck, Golden staff 10 minutes

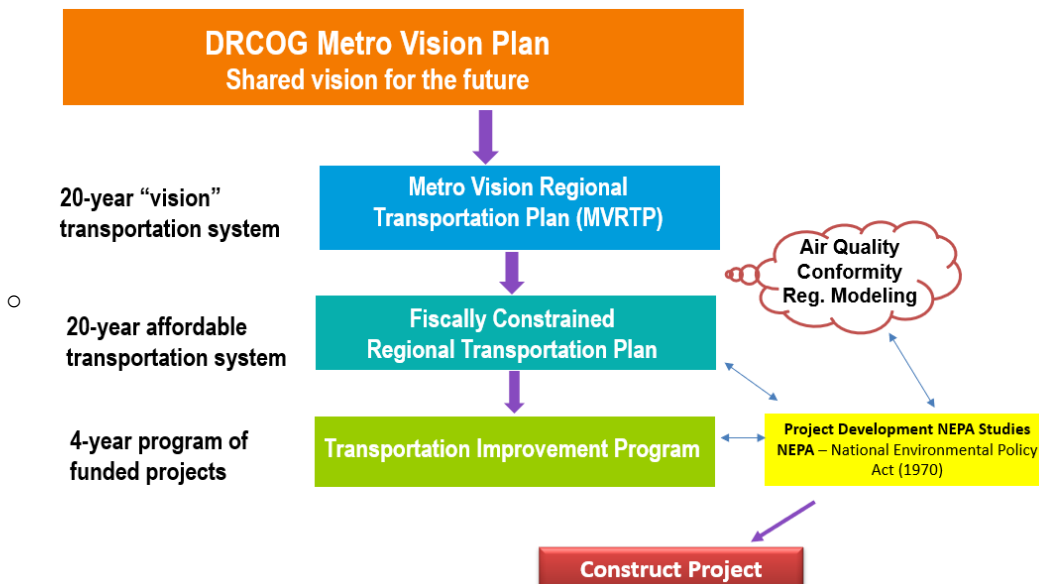
- US 6th and Heritage Road Interchange (try to get handout from Steve or Yelena)
- Next version of a TIGER Grant, extremely competitive
- Seeking design help. Jeffco is participating in a local match.
- Hoping that Jeffco and CDOT decide to participate. Would be grateful to have support of this Form.
- When applications are open, we will come together as a group to support Golden. All yay, none opposed.

Discussion Topics:

Opening Remarks Executive Director Lew 10 minutes

DRCOG 2050 MVRTP DRCOG Staff 25 minutes (FIRST PRESENTATION)

- **DRCOG Overview**
 - Local governments collaborate to establish guidelines, set policy, and allocate funding for the following: Transportation & Mobility; Growth and Development; Age and Disability Resources.
 - DRCOG is: Coupled of Governments (9+ counties); Regional Planning Commission; Metropolitan Planning Organization (transportation); Area Agency on Aging
- **Metro Vision Plan and MVRTP Overview**



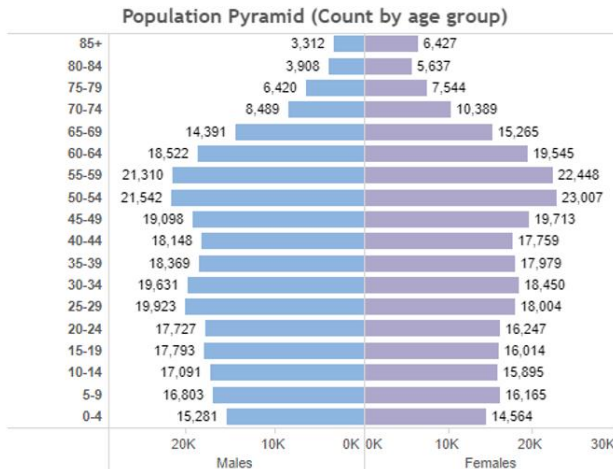
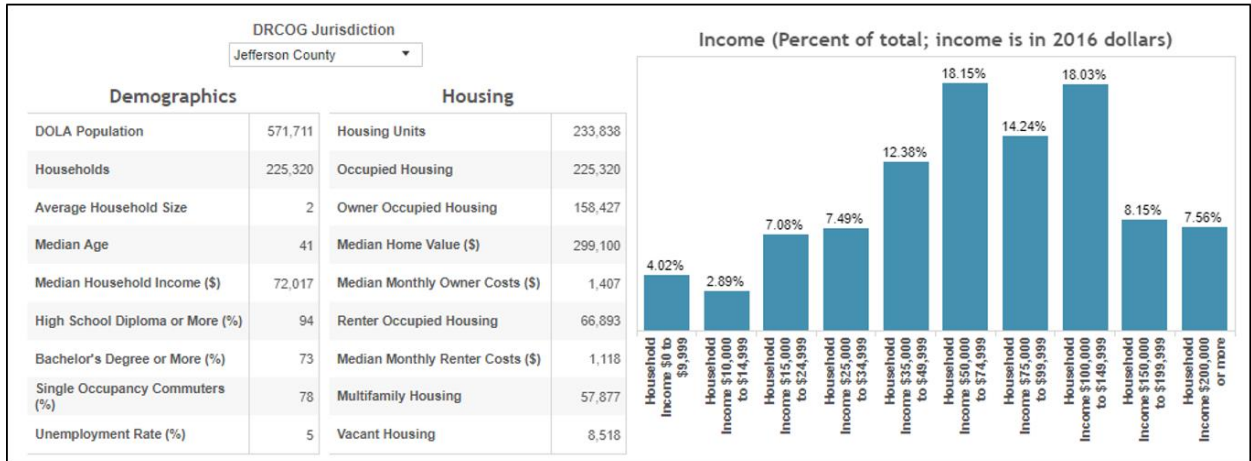
- Sets the vision for the multi-mobile transportation system
- TIP shows wants actually being funded over the next four years
- **Metro Vision Regional Transportation Plan (MVRTP) Overview**
 - Present region's vision for multimodal transportation system
 - Addresses federal requirements – core MPO function
 - Identifies "fiscally constrained" (cost feasible) system & project investments
 - Identifies major roadway capacity & rapid transit projects
 - Determines eligibility for major projects to compete for Transportation Improvement Program funding
 - Helps implement Metro Vision
 - Is updated every four years and amended more frequently
 - Projects undergoing the TIP Application process needs to fit into the long range metro vision plan.
- **Federal Requirements & Topics (FAST Act)**
 - Key Federal Requirements



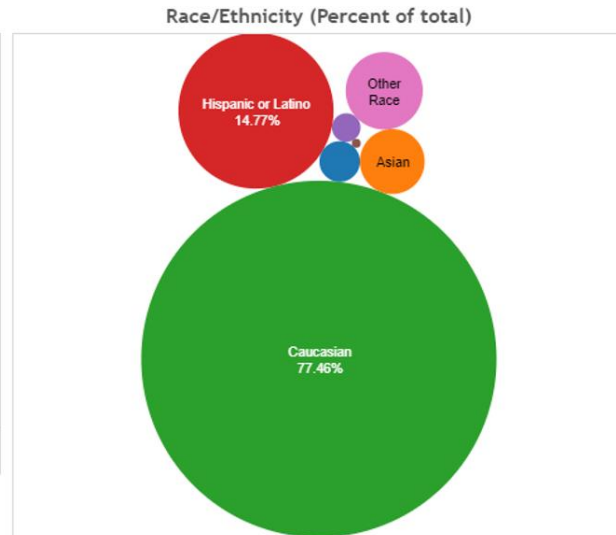
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- **DRCOG – A Wealth of Data and Information**
 - Accessible information
 - Community Profiles
 - Census Data
 - Traffic Counts
 - Crash Data
 - Planimetric Data
 - Project Tracking (TRIPS)
 - Regional Data Catalog
 - Denver Regional Visual Resources
 - Upcoming plans
 - Metro Vision Regional Transportation Plan

- Active Transportation Plan
- Mobility Choice Blueprint
- Coordinated Transit Plan
- Multimodal Freight Plan
- Regional Vision Zero Plan

- **DRCOG Community Profile – Jefferson County**



Source: "Population Data 2016" Colorado Department of Local Affairs. <https://www.colorado.gov/pacific/dola/population-data>. "American Communities Survey 5-Year 2016." US Census Bureau. <http://factfinder.census.gov>.



- **The Denver Region's 75-plus population (2014-2024)**

- **Metro Vision Targets**

- Help to verify whether the shared actions or planning partners, including local governments, are moving the region towards desired outcomes.
- Are not intended to judge the performance of individual jurisdictions or projects

Ahead of Work Schedule	Residents living in locations affordable to the typical household
	Housing near high-frequency or rapid transit
	Employments near high-frequency or rapid transit
	Regional employment

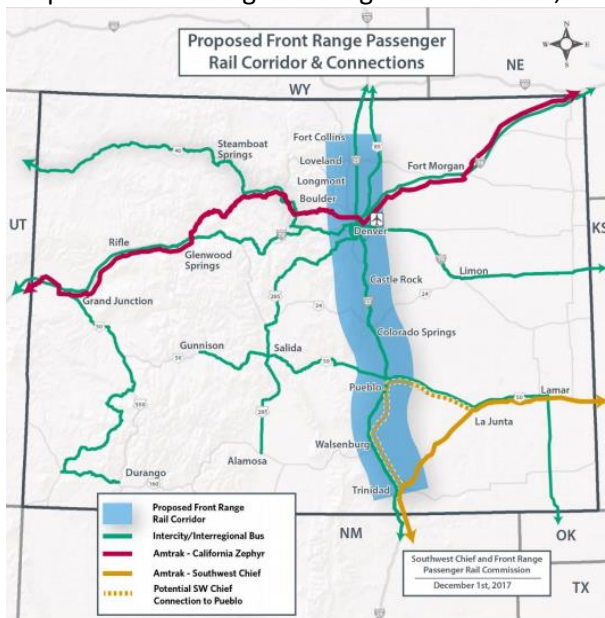
On Track	Urban center housing
	Regional population-weighted density
	Travel time variation (TTV)
Behind Schedule	Urban center employment
	Non-single occupant vehicle (SOV) travel
	Vehicle miles traveled (VMT)
	Person delay
	Traffic fatalities
	Surface transportation greenhouse gas (GHG) emissions
	Employment in high-risk hazard areas
No determination	Protected open space
	Housing in high-risk hazard areas

- Purpose: assessing collective impact
 - Not intended to judge individuals, we are here as a region
- Non-Single-Occupant Vehicle (SOV Target)
- Surface Transportation green house
- 2050 MVRTP Strategic Issues
- Maintenance is an issue, but we need to strike a balance between maintenance and growth.
- Summary Schedule

Public & Stakeholder Engagement (continuous)	Prepare Engagement Plan
	Conduct Engagement
	Hold Public Hearing for Plan Adoption
"Definitions" Tasks (2019)	Functional Classification
	Environmental Justice
	Vision Projects
Financial Planning (2019)	2050 Revenues & Program Distribution
	Define Expenditures
	Allocate Revenues & Expenditures to Projects & Categories
Scenario Planning (Late 2019, Early 2020)	Complete 2050 Base Land Use forecast
	Define & test scenarios
	"Select" Scenario or Hybrid
Prepare & Adopt 2050 MVRTP (2020 – adopt by early 2021)	Identify Capacity Projects
	Conduct Air Quality Conformity Model Runs
	Prepare Plan Document

Front Range Passenger Rail Rail Commission Vice Chair

- Southwest Chief and Front Range Passenger Rail Commission
 - Legislature's Senate Bill 17 – 153 created the Commission (effective July 1, 2017). It replaced the previous Southwest Chief Commission which had existed since 2014
 - Housed under CDOT; similar to HPTE and Bridge Enterprise in terms of independence reporting to a Board/Commission other than the Transportation Commission
 - 11 voting Commissioners
 - Five appointed by the Governor: two Class I railroad representatives (BNSF and UP), two advocates for passenger rail, one resident of Huerfano, Las Animas, Otero, Prowers or Pueblo counties that advocates for passenger rail.
 - One each from the four Front Range MPOs and one from South Central Council of Governments
 - One from RTD
 - 3 non-voting members
 - CDOT
 - Amtrak
 - Cheyenne, Wyoming
- Commission's Purposes
 - Work to preserve Amtrak's Southwest Chief service across southeast Colorado
 - Work with neighboring states of Kansas and New Mexico to upgrade rails, ties, signal systems and other rail infrastructure on BNSF's Amtrak Southwest Chief route across the three states
 - Pursue possible Amtrak Southwest Chief service extension into Pueblo and Colorado Springs from La Junta
 - Consider re-routing the Southwest Chief service between La Junta and Trinidad by way of Pueblo and Walsenburg to better serve southern Colorado
 - Facilitate the development of Front Range Passenger Rail service
- Proposed Front Range Passenger Rail Corridor, Amtrak, and Intercity/Interregional Bus Routes

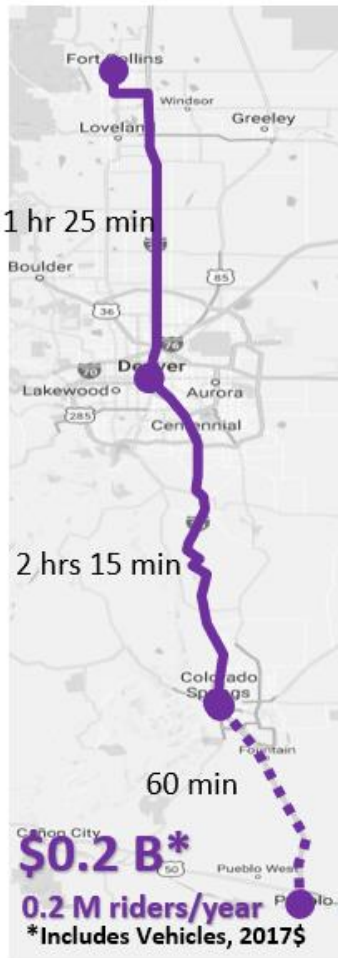


- Why the Renewed Interest in Passenger Rail?
 - Highway congestion is getting worse; travel time is increasing and is less predictable

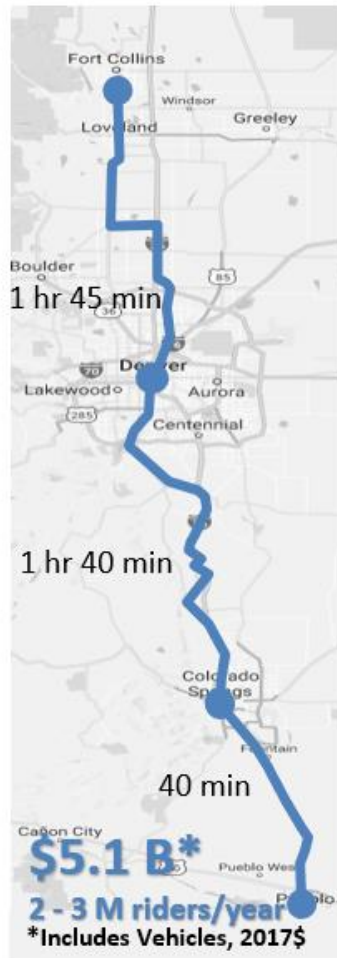
- State's population grew by 2.2 million from 1990 – 2016
- Fort Collins to Pueblo Front Range Corridor has 83.5 % of state's 5.6 million population; Corridor will gain 84% of state's additional 3 million residents by 2050.
- Population 65 and over to increase by 61% between 2010 and 2020 and an additional 39% between 2020 and 2030
- Front Range may be losing ability to be economically competitive with other major US population bases; most having existing or planned Passenger Rail Service to provide mobility options for residents and other travelers
- Younger population groups prefer reliable "Transit" over owning a car and associated costs

- Front Range: Bus transit & Studied Rail Options

Bustang (w/ future Park & Rides) Commuter Rail + RTD



Commuter Rail + RTD



High Speed Rail ICS



- 2018 Accomplishments

- March – \$16.0 million TIGER IX grant received to replace 60-year old bolted rail, turnouts and at-grade crossing surfaces on the BNSF's trackage in KS, CO, and NM utilized by Amtrak's Southwest Chief connecting Chicago and Los Angeles by way of southeast Colorado. Also, some funding for signal system upgrades to New Mexico's Rail Runner Commuter service.
- May 31 – Senate Bill 18-001 is signed by Governor with \$2.5 million for Passenger Rail Commission. (studies, staffing and federal grant match)

- December – Received \$9.16 million CRISI Grant to install Positive Train Control (PTC) on 179 miles of BNSF track between Dodge City, KS and Las Animas, CO as required by Amtrak for continued operations.
- Planning and Environmental: Elements required in Rail Passenger Service Development Plan
 - Purpose and Need for Front Range Passenger Rail Service
 - High Level of Stakeholder Engagement Throughout the Corridor
 - Corridor options/potential feasible alignments, including possible connections to RTD's Passenger Rail Corridors
 - Potential speeds/technology
 - Ridership forecasting based on speed/technology
 - Levels of service (number of trains per day)
 - Stations/Mobility Hubs/transit connections
 - High level cost estimates for Pre-construction, Construction, Equipment, Operating, etc.
 - Benefit - Cost Analysis
 - Potential Service operator (Amtrak, BNSF Railway, Herzog, etc.)
 - Governance (Special District, Regional Transportation Authority [RTA], etc.)
- Current Commission Activities
 - Hire Consultant for Rail Passenger Service Development Plan and environmental work in early August
 - Update Commission's Dec. 2017 Charter
 - Communications Sub-Committee Created
 - Created Passenger Rail Commission logo
 - Updating Commission's Website
 - Develop other communication tools to drive Commission outreach (tri-fold Brochure, etc.)
 - Work with Amtrak, BNSF and neighboring States and communities in applying for "2019 BUILD Grant" to continue upgrades to BNSF's track on the Southwest Chief route.
 - Hold monthly Commission meetings (2nd Friday of each month); every other meeting is at a Front Range location outside of the Denver metro area
- Principles for Rail Mobility Buildout
 - Preserve rights-of-way in corridors where future passenger rail may be located (existing railroads, highways, etc.)
 - Provide choices/options to driving and related parking availability/cost
 - Phasing (Starter Rail) may be a less expensive way to initiate service
 - Connectivity to transit (Mobility Hubs) is critical to success
 - Highway congestion relief and economic development are key reasons for building rail
 - Ensure future connections to Regional or National High Speed Rail networks are not precluded
- CDOT ability to leverage & plan
 - CDOT Offer of In-Kind Staff Resources to Passenger Rail Commission
 - Technical environmental experts who know I-25 North, I-25 South, and other corridor locations
 - Travel Demand Modeling staff
 - Office of Communications support
 - Traffic Experts who have highway/rail/bus connection experience
 - T-REX Project on Denver Southeast I-25 Corridor
 - North I-25 Kendall / Centerra-Loveland Station
 - CDOT can Pursue External Funding as an "Eligible Applicant"

- TIGER 7, TIGER 9, CRISI grant examples for Southwest Chief
- TIGER 8 example for North I-25
- BUILD and other grants, i.e. US 550, Southwest Chief
- Prior and current investments by CDOT could leverage future corridor level funding

CDOT Your Transportation Plan CDOT Staff

- Agenda
- Background & Approach
 - Strategic Goals
 - Improve Safety – Improve the safety of Colorado's transportation network by reducing crashes and improving conditions for those traveling via all transportation modes.
 - Modal Options – Significantly expand multimodal options, statewide, to provide a more sustainable, efficient, and equitable transportation network, reducing per capita VMT by 1% annually and reduce greenhouse gas emissions across the transportation sector in conjunction with Governor's Electrification Executive Order.
 - Planning & Execution – Establish a new data-driven needs assessment based blah blah blah look at the slide.
 - Background
 - CDOT engages its planning partners in a number of planning and prioritization efforts.
 - The 25-year Statewide Plan
 - Additional Modal Plans and other Federal Required Documents (Colorado Freight Plan, Risk-Based Asset Management Plan, and the Statewide Transit Plan, etc.)
 - The 4-year STIP
 - The 10-year Development Program
 - These planning activities are closely coordinated, but were largely independent efforts.
 - Independent efforts have limited CDOT's ability to maximize efficiencies and engagement opportunities with the public and stakeholders.
 - Don't have to compile with all of these
 - Resetting the Planning Process
 - The Goal is to bring planning efforts together in order to develop a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.
 - Approach
 - Insert graphic
 - Fiscally constrained 4 year TIP
- Working Together in MPO Areas
 - CDOT recognizes and respects the MPO's responsibility to develop a Regional Transportation Plan and a Coordinated Transit Plan.
 - CDOT and the MPOs are working together to complement each other's processes.
 - CDOT and MPOs will coordinate on all input received during the County Meetings.
- **County Overview**
 - 152M in deferred maintenance costs for the Eisenhower Tunnel
 - Working Population: 319,846
 - Median Age: 40.4
 - Poverty Rate: 7.8%
 - Population: 564,029
 - County Seat: Golden

- Insert graphics
- Demographics
 - Jefferson County's population is expected to increase by 12% from 2020 to 2045. By 2045, 25% of the population is expected to be 65 and older.
 - The population that is 65 and older is the fastest growing segment of the population, with the expectation that they will increase by 54% between 2020-2045
 - By 2045, individuals over age 65 will account for 25% of the total population, making them the largest segment of the population
 - Individuals 45-54 years of age are the second fastest growing segment of the population
 - The aging segment of the population creates a growing need for the access to transit and other multimodal options.
 - 10% of the population in Jefferson county has a disability
 - 7.8% live below the poverty line
 - 4% of household have no vehicle available to them
- When you think of Jefferson County's future, what do you think will be the biggest challenge to its transportation system? That do you need from the transportation system?
 - Keeping up with the growth is a major concern
 - "No Growth Initiative"
 - We cannot build our way out of this. We have practically run out of ROW to expand highways, we need to reevaluate how people travel...not just cars
 - There needs to be more than just roadway transportation
 - We need to expand the discussion to keep the system safe & reliable.
- **Safety & Asset Management**
 - Safety: What are your safety concerns?
 - Listen to tape
 - Asset Management: What are the major asset management needs in Jefferson County (e.g., pavement condition, shoulders, bridges, maintenance needs)?
- **Resilience**
 - Roadway classification
 - Traffic Volume
 - Freight Volume
 - Emergency Vehicle Travel Time
 - Population served (density)
 - Redundancy (number of alternative routes)
 - What are your biggest concerns about natural disasters?
- **Economy**
 - Primary economic generators in Jefferson County
 - Educational and Health Services
 - Professional Services
 - Retail Trade
 - Arts, entertainment, recreation, accommodation, and food service
 - Construction
 - Manufacturing
 - What transportation infrastructure investments will most impact local economies in Jefferson County?
- **Mobility and Transit**
 - County Transit Issues

- 10% of the population in Jefferson County has a disability
- 7.8% live below the poverty line
- 4% of households are without access to a vehicle
- Aging Population
- Public Transit Providers
 - RTD
 - Bustang & Outrider
 - **Bustang** provides intercity services between urban areas, primarily for commuting purposes and also for recreation on the West Line.
 - **Outrider** provides regional access from rural areas to urban centers, often for purposes outside of commuting, such as medical appointments.
 - Current Jefferson County stops include Federal Center and Pine Junction.
 - Seniors Resource Centers
 - Lakewood Rides
- Human Service Providers
 - RTD Access-a-Ride, Call-n-Ride
 - Careful Wheels Transportation
 - Amazing Wheels
 - Care-a-Van Transport
 - Colorado Transport
 - PrimeCare Transport
- Privately Operated Public Transportation
 - Greyhound
- What are the unmet transit needs in Jefferson County?
- Are the needs of the local population, workers, and visitors adequately served?
- What are the transit facility, infrastructure of other capital needs?
- **Multimodal**
 - What facilities are needed for bicyclists and pedestrians?
- **Major Projects**
 - Projects funded by Jefferson County Forum in FY20-23 TIP that were discussed during the 2018 4P meeting:
 - US-6 at Heritage/Jeffco Parkway: Reconstruct Interchange
 - SH-95 (Sheridan), US 36 bridge to 88th Avenue: Widen road and Build Pedestrian Underpass of US 36 Bikeway
 - SH-121 (Wadsworth), 35th Ave to I-70: Widen to six lanes/safety and Operational Improvements
 - Projects funded by Jefferson County Forum in FY20-23 TIP that were not discussed during the 2018 4P meeting:
 - Jefferson County Open Space: Peaks to Plains Trail
 - Ward Road RR Grade Crossing
 - Front Range Trail Study
 - Colfax Avenue Multiuse Path, Poppy St to I-70
 - Evergreen Lake Trail
 - US-40 Complete Streets, Violet St to I-70
 - Jefferson County 73 – SH 74, Buffalo Park Rd Operational Improvements
 - Jefferson County Bike Master Plan Update
 - **Waitlist (unfunded during DRCOG Project Call)**
 - W 32nd Ave Bike Lanes: Ford St. To Eldridge St

- 2018 4P Projects Remaining Unfunded at this Time
 - C-470, US 285, and Morrison Road: Reconstruct Interchange
 - I-70 Floyd Hill (Clear Creek County): Construct Peak Period Shoulder Lanes
 - US 285: Richmond Hill to Shaffers Crossing
 - US 6 at SH-121 (Wadsworth): Reconstruct Interchange, Widen to six lanes
 - I-70 at Kipling: Reconstruct Interchange

Wrap-Up Commissioner Peterson 10 minutes