



# North Area Transportation Alliance Board Meeting

May 26, 2022



# Agenda



- Welcome and introductions- Chair Lynn Baca
- Approval of March and April Meeting Minutes
- Approval of 2022 Quarter 1 Treasurer's Report
- Smart Commute update- Carson Priest
- NATA Priority Project List Update
- CDOT Transportation Commissioner Report- Commissioner Stuart
- RTD Directors Reports- Directors Buzek, Cook, Davidson, Whitmore
- Front Range Passenger Rail Special District Update – David Singer & Spencer Dodge, CDOT
- Other



# Q1 Treasurer's Report



2022 Operating Income	
Carryover Balance 1-1-2022	\$9,405.54
2022 Membership Dues	\$27,360.00
<b>Total Operating Income</b>	<b>\$36,765.54</b>
<u>Approved Operating Expenses (payable to Smart Commute)</u>	
NATA Administration	\$20,000 (down from 2021)
SCMN Membership Dues	\$12,500
<b>Net Operating Cash Balance</b>	<b>\$4,265.54</b>



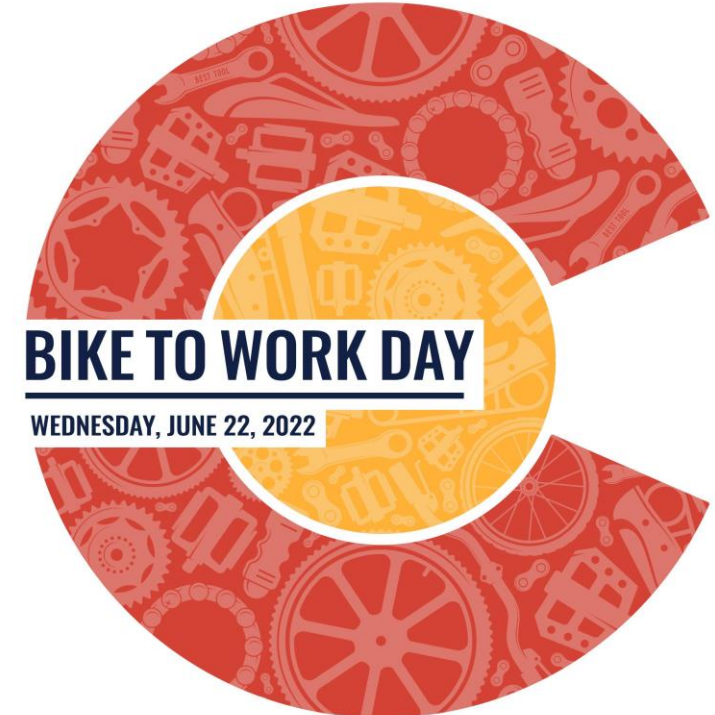
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# Smart Commute Update

- Bike to Work Day – Wednesday, June 22
- Bike to Summer Campaign
- Bike Gap Analysis Project
- Community Events
- RTD “Final Friday’s”





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# Priority Project List Update



- Priority Projects

- 88<sup>th</sup> Avenue Multimodal Corridor Project / Pecos St. to US 85
  - Thornton
  - Study \$250,000, unknown implementation cost
  - Corridor study funding awarded, DRCOG TIP





# Priority Project List Update



- Endorsed Projects

- *REMOVE* North Metro Rail First Last Mile Connections in Thornton
- US 85 Safety Study from I-76 to 124<sup>TH</sup> Ave
  - Adams County
  - Safety Study
  - ~\$100 million
  - Applying for TIP Call #2
- Riverdale Road & 128<sup>th</sup> Ave. Intersection Improvement and Trail Connection
  - Adams County
  - ~\$1.5 million
  - Applying for TIP Call #2





# Priority Project List Update



- Horizon Projects

- I-25 and 128<sup>th</sup> Interchange

- Thornton
    - New interchange at existing bridge, consider a diverging diamond configuration
    - No cost, vision project

- US 85 and 104<sup>th</sup> Interchange

- Adams County
    - Replace at grade intersection with new diamond interchange
    - No cost, vision project

- 136<sup>th</sup> Avenue Quebec St. to US 85 New Roadway

- Thornton
    - Extend 136<sup>th</sup> Avenue across South Platte River
    - No cost, vision project



# Priority Project List Update



B	C	D	E	F	G	H	I	J	K	L	M
Corridor / Operation	Project	Limits	Jurisdictions	Scope	Type of Project	Cost Estimate	2020-2023 Strategies	Funding Already Identified	Types of Funding Opportunities	DRCOG 2050 FC-RTP	2023 Project Update (in Red)
Priority Projects-- regionally significant projects NATA taking lead to actively support											
I-25	North I-25 Preferred Package from PEL Study	US 36 to CO 7	Thornton, Northglenn	Identified in the PEL. Includes greenhouse gas reduction lanes, bus operational improvements, traffic operations improvements, bridge reconstruction at 88th Avenue, extension of express lanes between 144th Avenue and northside of CO 7, auxiliary lanes between interchanges, cross-section that includes improved inside and outside shoulders, and improved buffer distance between express lanes and general purpose lanes.	Greenhouse gas reduction, multimodal improvements for transit, bicycle, and pedestrian modes, congestion relief, and improved traffic operations		Pursue partnerships with CDOT, FHWA, DRCOG to leverage sources of other available funding.  Request CDOT include this project in the 10-year list and fund it.  Work with State and Federal Legislators.		IUA or BIL, P3, DRCOG RTD Toll Revenues Federal Grants TIFIA	2023 Cycle Amendment:  Show construction underway and open by 2030. Not in 2040 - 2050 timeframe.	EA and 30 percent design complete but CDOT Executive Director will not sign and has not provided written reason for not signing. The design includes greenhouse gas reduction lanes between US 36 and 104th Avenue, 88th Avenue Bridge reconstruction, 88th Avenue RTD median station, auxiliary lanes between interchanges, multimodal connections to the Thornton Park-n-Ride, and improvements to pedestrian and bicycle access to the multimodal hub.
	I-25 Managed Lanes	Between E-470 and CO 7	Thornton, Erie, Broomfield, Adams County	Extend Managed Lanes	Greenhouse gas reduction, congestion relief, improved traffic operations, enhanced transit services, and ridesharing opportunities		Bundle extension of express toll lanes project to CO 7 with multimodal interchange at CO 7 and I-25.				CDOT has completed 30% design. No funding identified.
	I-25 and CO 7 Interchange	I-25 and CO 7 Interchange	Thornton, Broomfield, Adams County	Reconstruct interchange as a multimodal hub, diverging diamond interchange	Greenhouse gas reduction, congestion relief, multimodal enhancements for bicycle, pedestrian, and transit, improved traffic operations, enhanced transit services, new park-n-rides, and new transit service	\$250m to construct both I-25 Segment 3B and the Mobility Hub interchange	Work with CDOT to identify next strategic steps to implement next reasonable phase such as ROW acquisition and utility relocation.	\$12 million for an interim design for transit	Federal grants through IUA, DRCOG TIP		30 percent design concept/plans complete. CDOT starting on interim design.
	I-25 Express Lanes conversion to bi-directional	Downtown Denver to US 36	Denver, Adams County	Ultimately construct bi-directional Express Lanes	Capacity and Bus/managed lane operational improvements	NAMS Estimate: \$600k for interim peak hour shoulder running NAMS Estimate: \$5-\$20 million for additional capacity improvements	Work with DRCOG, CDOT and FHWA for any needed inclusion of interim project into DRCOG Fiscally constrained plan. Work with RTD/CDOT on prioritizing		RTD Local CDOT  Excess US 36/existing I-25 managed lanes excess toll revenues  TIFIA TIGER		Study completed late 2017. CDOT does not find Bus on Shoulder to be cost effective at this time. Revisit when Central I-25 PEL is complete. HPTE completed a study of managed lanes in CO. This segment was listed on the higher priority list



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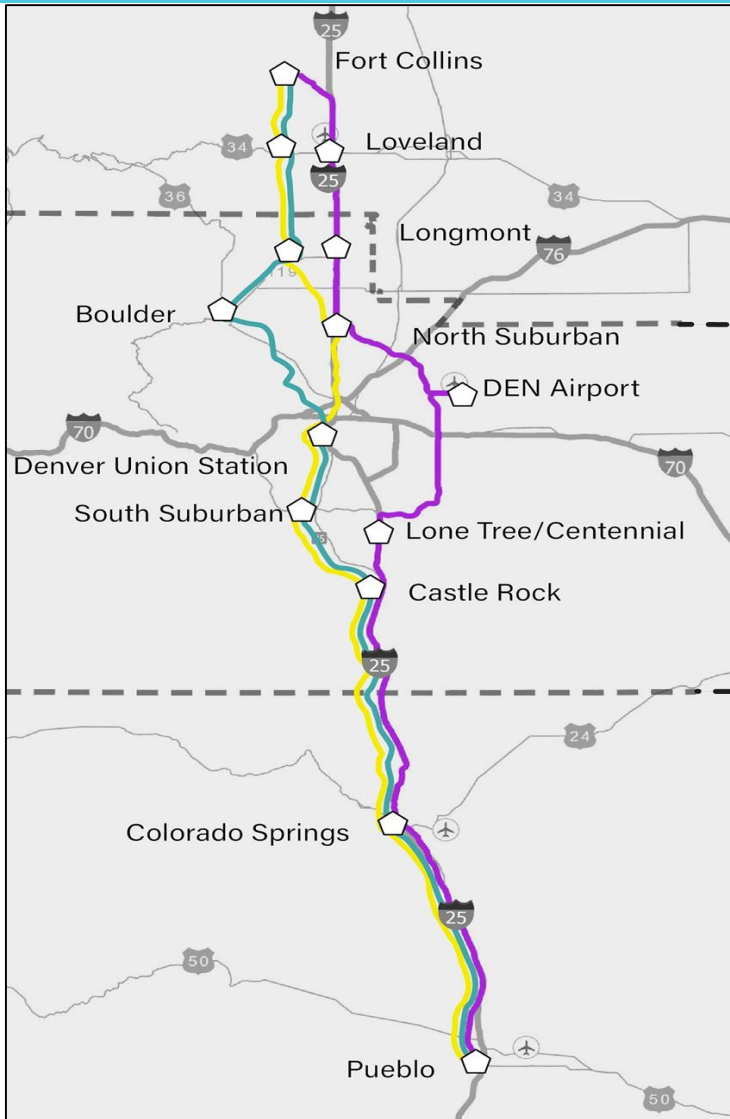




Front Range Passenger Rail  
NATA Planning  
May 26th, 2022



# Front Range Passenger Rail Vision



Develop a safe, efficient, and reliable transportation option for travel between Pueblo and Fort Collins.

This will create a backbone for transit options and connections in the state and along the Front Range.

# Framework for Developing Passenger Rail System

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## Policy

- Rail District created under SB 21-238: Ability to raise funds as well as plan, design, build and operate passenger rail system

## Program

- Public & Stakeholder Engagement
- Passenger Rail included in State, Regional & Local Plans

## Project

- Corridor Planning
- Project Definition

# Front Range Passenger Rail District (SB 21-238)

## Powers

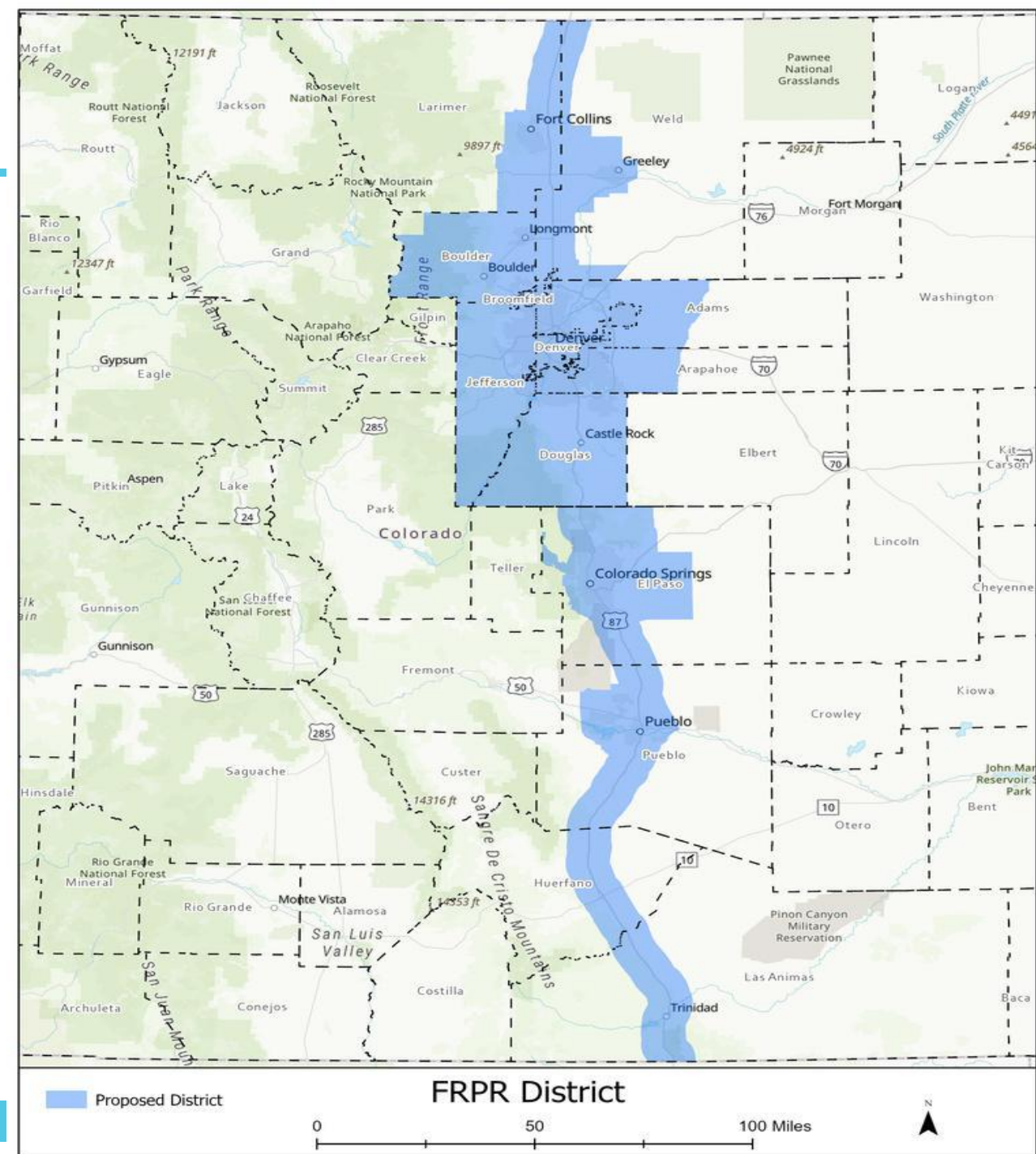
- Finance, Design, Construct, Operate, Maintain Passenger Rail

## Representation

- MPO/COG Representatives (10):  
DRCOG (4), PPACG (2), NFRMPO (2), PACOG (1), South Central COG (1)
- Governor's Appointees (6); CDOT (1)
- Non-Voting Members: BNSF Railway, Union Pacific, Amtrak, RTD, I-70 Mountain Corridor Coalition, Wyoming, New Mexico

## Prerequisite for potential Ballot Measure

Service Development Plan (SDP), Operating Plan & Financial Plan





# Program Needs

## Primary Needs



Provide an  
Efficient, Reliable  
& Equitable Travel  
Option



Create an  
Expandable  
System that Can  
be Incrementally  
Delivered

## Secondary Needs



Support  
Transportation  
Planning and  
Legislative  
Direction



Relieve Travel  
Demand Growth  
and Congestion  
Pressures



Provide Safe  
Transportation



Provide a  
Resilient and  
Sustainable  
Transportation  
System



Increase Economic  
Vitality by  
Connecting Major  
Employment and  
Population Centers



Incorporate  
Community and  
Environmental  
Values

# Corridor Development: What is needed to move forward?



1. **Operational Feasibility:** What will the ridership be? Can it provide a competitive travel time? How does the system perform?
2. **Contextual:** Are there acceptable impacts to natural, cultural and community resources?
3. **Financial Feasibility:** What is the cost to build, to operate and to maintain?
4. **Political & Public Interest:** Is there local support to advance concept?

# Upcoming Corridor Development

- Alternatives Analysis
  - Route, Service, Investment, Project
- Preliminary Service Development Planning
  - Operations, Engineering, Modeling
  - Station Area Planning
  - Financial Plan (Cost Benefit Analysis, Funding)
- Pre-NEPA Activities
- Stakeholder Engagement



# Partnerships: Amtrak

- Nation Network Vision for intercity rail
- Serve as operator for state run service
- Upfront capital investment
- Five years of operational investment

## Estimated 2035 Ridership

196,000

## Frequency

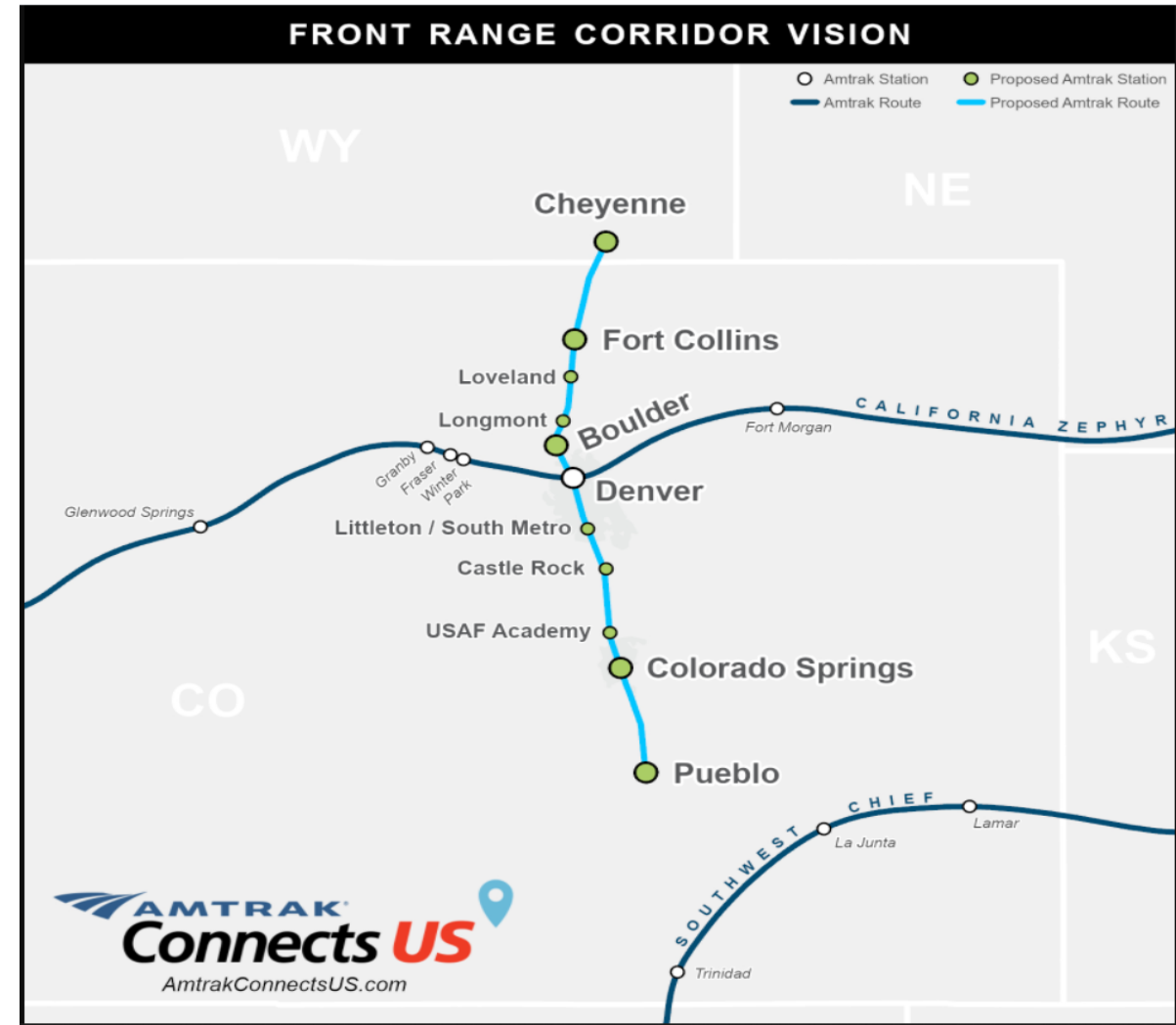
3 daily round trips Fort  
Collins-Denver-Pueblo,  
with 1 round trip  
extending to Cheyenne

## Trip Time

Pueblo - Denver: 2:43  
Pueblo - Cheyenne: 5:34

## Host Railroads

BNSF, UP





# Rail Commission Member investments

Colorado Springs Station  
Area Plan

Pueblo Station Area  
Plan

Southwest Chief:  
Through Car Study

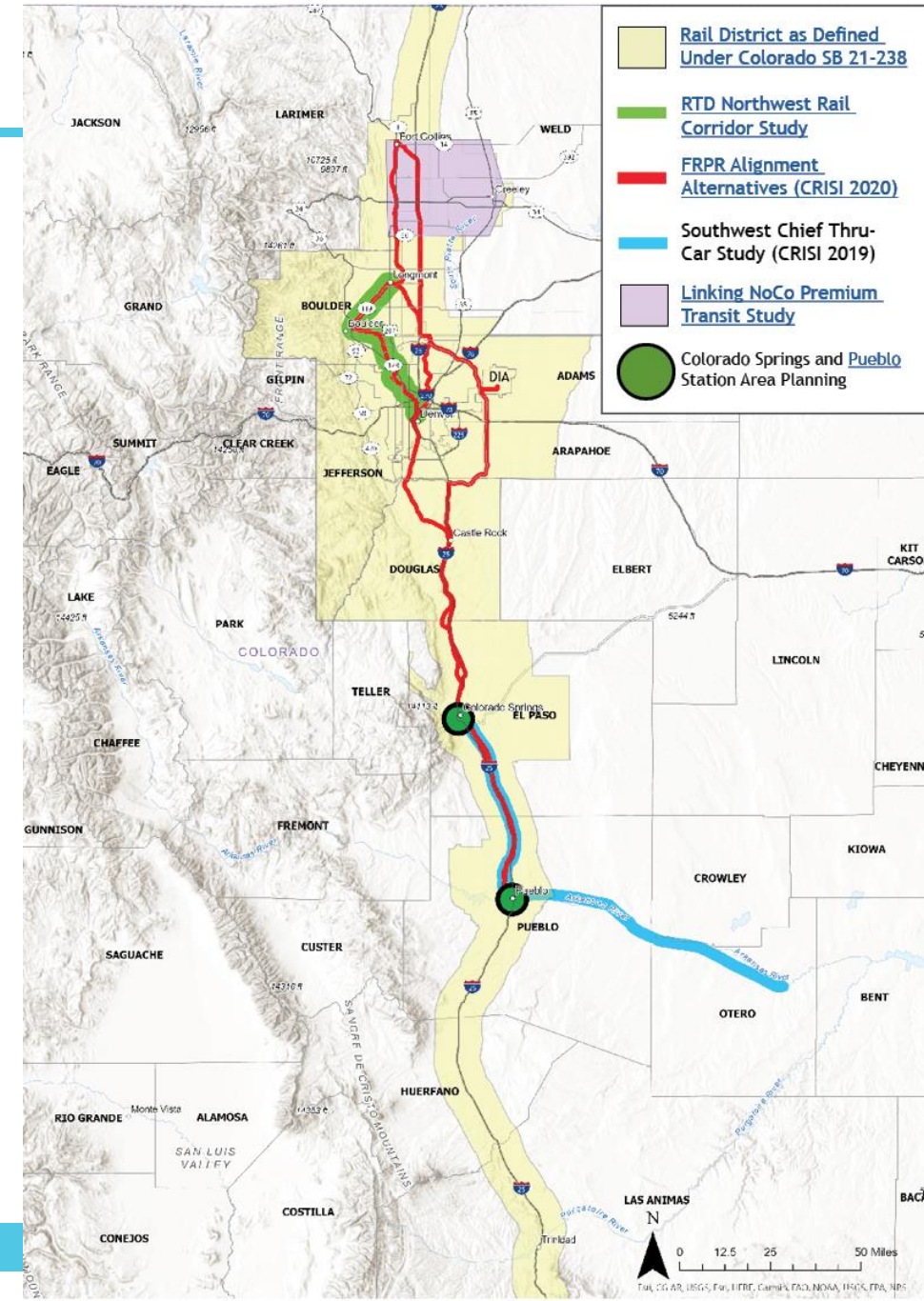
NFRMPO:  
Link NoCo

RTD:  
NW Rail  
Peak Service Plan

Amtrak

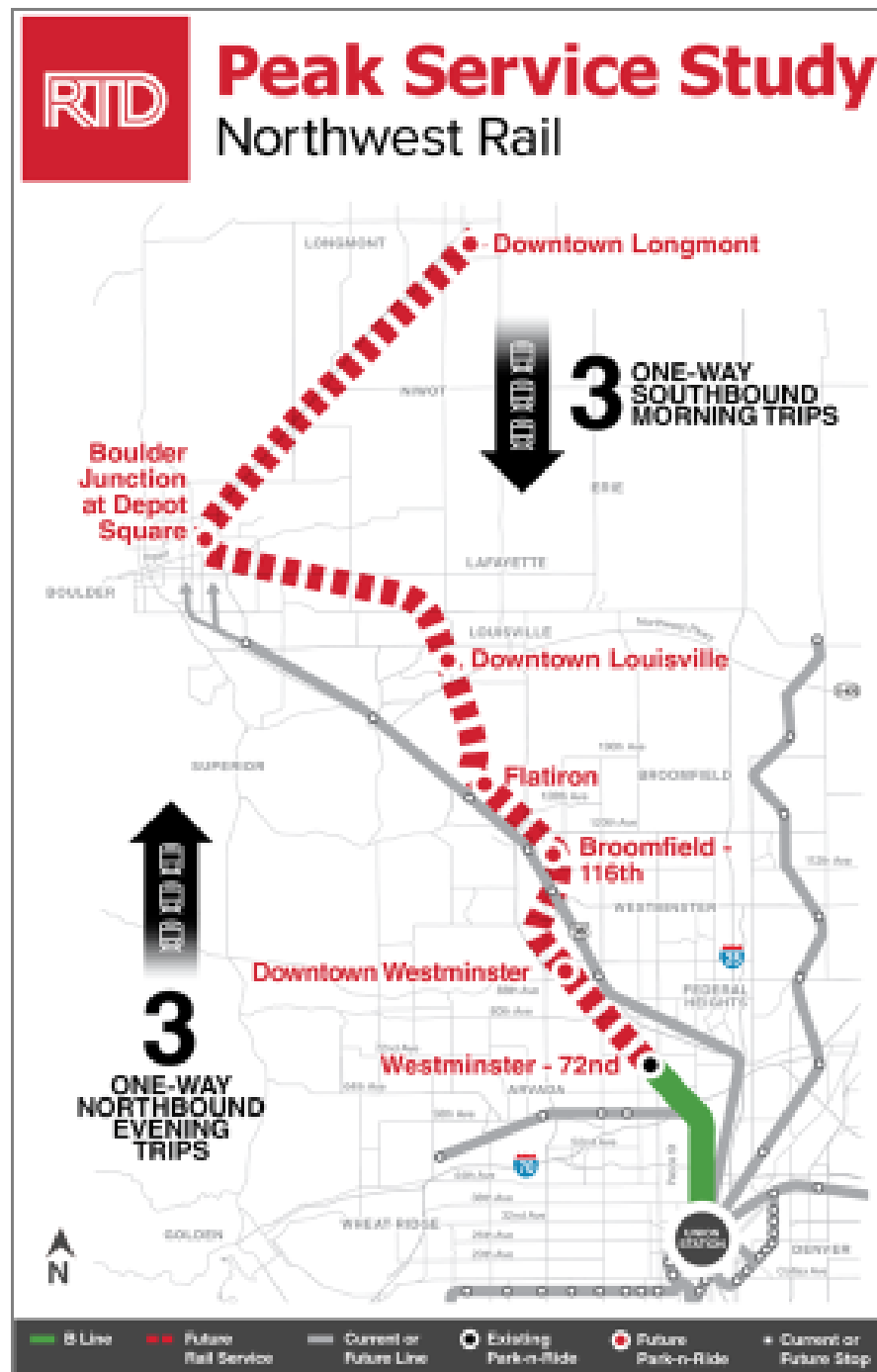
BNSF

## Current & Upcoming Colorado Passenger Rail Study Limits

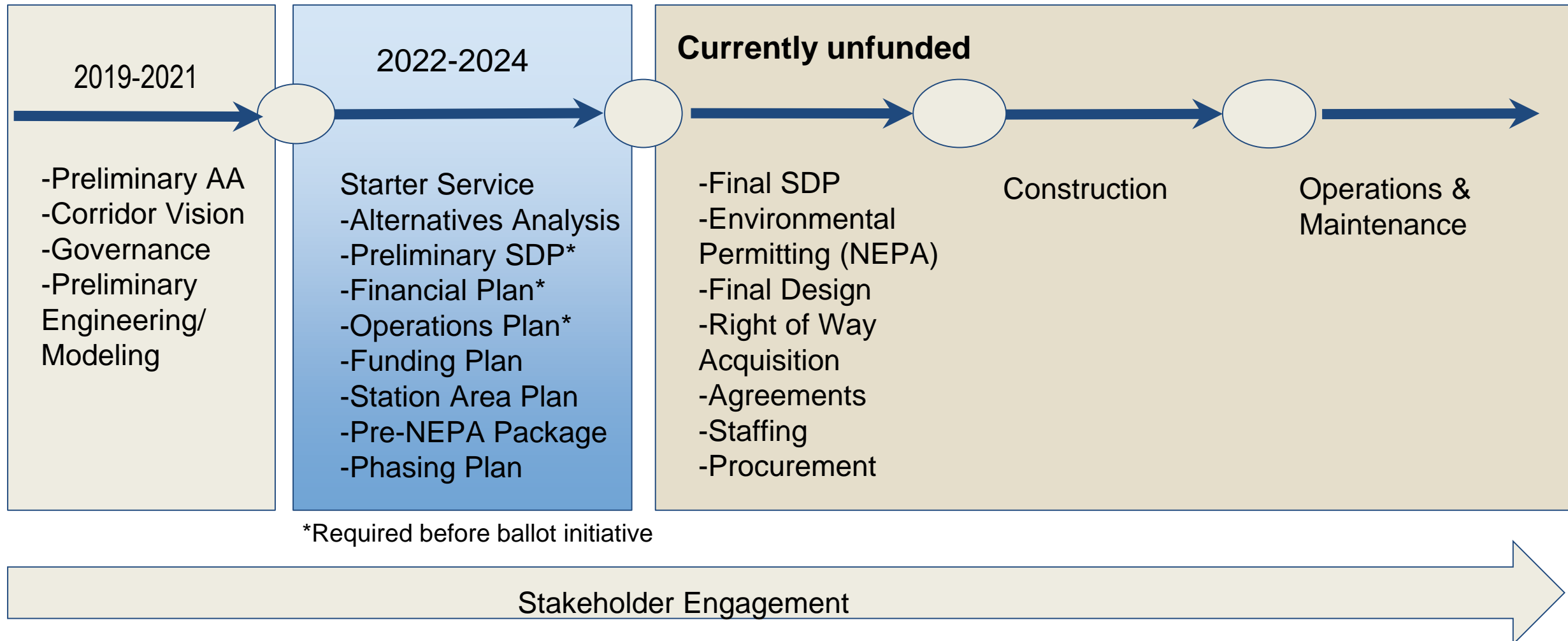


# Partnerships: RTD & BNSF

- RTD has launched the Peak Service Study for the Northwest Rail
  - Three Longmont to Denver morning trips
  - Three Denver to Longmont evening trips
- Study goals:
  - Provide updated engineering plans, cost estimates to determine Peak Service recommendations
  - Design in a manner to not preclude future full build-out
  - Align RTD strategically with the agency's stated goals of partnering with external stakeholders and constituents
- This segment overlaps with one of the FRPR alignments
- BNSF owns this subdivision
  - Ongoing discussions underway for an operating plan between RTD, FRPR and BNSF
- CDOT, Rail District and RTD to collaborate on all aspects of two studies



# Estimated Timeline for Corridor Development





# Thank You

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## Questions?



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