1. **Call to Order**

2. **Public Comment**
   The chair requests that there be no public comment on issues for which a prior public hearing has been held before the Board of Directors.

3. **Summary of July 1, 2020 Board Work Session**
   (Attachment A)

4. **Update on I-25 corridor planning and construction activities**
   (Attachment B) Ron Papsdorf, Director, Transportation Planning and Operations

5. **Update on the Front Range Passenger Rail planning process**
   (Attachment C) Jacob Riger, Manager, Long Range Transportation Planning

6. **Adjourn**
BOARD WORK SESSION SUMMARY
July 1, 2020

Note: Meeting held virtually via GoToWebinar

Directors present:
Ashley Stolzmann, Vice Chair Louisville
Steve O’Dorisio Adams County
Jeff Baker Arapahoe County
Elise Jones Boulder County
William Lindstedt City and County of Broomfield
Nicholas Williams City and County of Denver
Kevin Flynn City and County of Denver
Aaron Brockett Boulder
Margo Ramsden Bow Mar
Deborah Mulvey Castle Pines
Tammy Maurer Centennial
Randy Weil Cherry Hills Village
Nicole Frank Commerce City
Steve Conklin Edgewater
Celeste Arner Federal Heights
Jim Dale Golden
Libby Szabo Jefferson County
Stephanie Walton Lafayette
Pamela Grove Littleton
Wynne Shaw Lone Tree
Colleen Whitlow Mead
Joyce Downing Northglenn
John Diak Parker
Herb Atchison Westminster
Anita Seitz Westminster
Bud Starker Wheat Ridge

Others present: Doug Rex, Executive Director; Michael Bennet, U.S. Senator for Colorado; Amy Friedman, Santi Gonzales, Grishma Pradhan, James Thompson, Mike Washington, Office of Senator Michael Bennet; Christine Berg, Keith Hay, Colorado Energy Office; Chris Chovan, Adams County; Brad Bolad, Jason Gray, Castle Rock; Grace Rink, Denver; Lauren Pulver, Douglas County; Kent Moorman, Jon Whiting, Thornton; Danny Herman, CDOT; Lauren McDonell, CDPHE; Charlie Anderson, Public Citizen; and DRCOG staff.

Board Vice Chair Ashley Stolzmann facilitated the work session. The session began at 4:01 p.m.

Public Comment
No public comment was received.

U.S. Senator Michael Bennet listening session with the DRCOG Board of Directors
Senator Michael Bennet provided a federal update to the Board and received questions from the directors regarding federal policy and legislative issues. Senator Bennet was adamant about assisting surrounding jurisdictions with needs in any way possible, including transportation funding and supporting vulnerable populations. Sen. Bennet also thanked the
entire DRCOG organization and Board for their successful work that has been provided around the region.

Director Jones asked the Senator what his thoughts were about getting a signature from the president in the next six months regarding stimulus packages. Senator Bennet felt optimistic that the administration would realize the need for a secondary bill to be passed to provide fiscal relief to the country and would likely see this in effect by early 2021.

Director Atchison wanted to know if there would be a second round of unemployment checks after July 2020. Senator Bennet stated there would be an extension of some kind to help continue promoting consumer spending and repair the economic damage caused by COVID-19.

**Discussion of HB 19-1261: Concerning the reduction of greenhouse gas pollution**
Keith Hay, Colorado Energy Office, provide a detailed summary of the bill and the work the state is doing to implement HB 19-1261. House Bill 19-1261 was signed into law on May 30, 2019. The bill concerns the reduction of greenhouse gas pollution and establishing statewide greenhouse gas pollution reduction goals. The Air Quality Control Commission (AQCC) plans to consult with the public utilities commission regarding rules that affect the providers of retail electricity in Colorado. The Colorado Department of Health and Environment (CDPHE) and the Colorado Energy Office (CEO) are currently developing scenarios of strategies to achieve the bill’s greenhouse gas targets. Initial results from the modeling and policy development by CDPHE and CEO suggest that a 40% reduction in transportation-related GHG emissions by 2030 will be necessary to reach HB-1261’s overall GHG targets.

The work session ended at 5:10 p.m.
To: Chair and Members of the Board of Directors 

From: Douglas W. Rex, Executive Director  
303-480-6747 or drex@drcog.org

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<tr>
<td>September 2, 2020</td>
<td>Discussion</td>
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SUBJECT
Update on recent and upcoming planning and construction activities in the I-25 corridor.

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
N/A

SUMMARY
Over the past several years, many significant planning studies and construction projects have occurred (or are occurring) in various segments of the I-25 corridor in the DRCOG region. CDOT staff will use a dynamic, interactive presentation to highlight recent and current planning studies; current, planned, and future construction projects; and emerging corridor issues.

The presentation will step through the I-25 Corridor from North to South, highlighting major activities including but not limited to: I-25 Gap; I-25 Douglas County PEL; Castlerock mobility hub, I-25 @Belleview; I-225 @ DTC; I-25 @ Alameda; Burnham and Valley Highway EIS; I-25 Central PEL; 23rd and Speer, Plenary Managed Lanes; I-270/I-25, 84th to 104th, I-25, E-470 to R4 border; SH 7 Mobility hub and other important efforts such as 6 inch lane striping.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
N/A

ATTACHMENTS
CDOT Project Fact Sheets

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or drex@drcog.org; or Ron Papsdorf, Director, Transportation Planning and Operations, at 303-480-6747 or rpapsdorf@drcog.org.
Location
I-270 from I-76 near York Street to I-70 near the Shops at Northfield Stapleton
- Denver and Adams Counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

Description
A NEPA Environmental Assessment will evaluate new lane capacity, roadway widening and reconstruction, and interchange improvements. The purpose of the I-270 Corridor Improvements project is to implement transportation solutions that modernize the I-270 corridor to accommodate transportation demands. Draft needs:
1. Improve safety by reducing the rate of vehicle crashes
2. Improve travel time reliability and reduce delays
3. Update obsolete and deficient bridges and highway infrastructure
4. Improve truck freight movement efficiency

Cost and Funding*
• $500 million total
• $200 million funded through SB 267
• Several BE eligible bridges within project limits

*CDOT Department of Transportation
Location
I-25 from Speer to 23rd Ave
• Denver County
• Greater Denver Area Transportation Planning Region
• CDOT Region 1

Description
Replacement of Speer and 23rd Ave over I-25, including ramp adjustments and mitigation of short weave conditions northbound between the two streets. This construction will address the findings from the I-25 Central PEL.

Cost and Funding
• $155 million total
• Currently, NEPA and 30% Design are being funded through a mix of SB-1 and BE funding.
Location
I-25 from US 6 to SH 26 through Denver
- Denver County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

Description
Improvements will consolidate heavy and light rail tracks away from I-25 to ultimately improve I-25 safety and congestion through geometric, access, and capacity improvements. Supplemental NEPA is required, as well as ROW, design, and an I-25 Corridor Traffic and Revenue Study.

Cost and Funding*
- $260 million total
- $60 million funded through SB 267
- Remainder expected from a combination of a Federal CRISI grant, RIFF loans, and/or other partnerships
Location

- Greater Denver Area Transportation Planning Region
- CDOT Region 1

Description

Site selection, design and construction of several new transit stations along I-25. Full funding ultimate design would include a center-median station. A new transit station will connect residents, commuters, and visitors to cities along the I-25 corridor and will enable more people to utilize transit services such as Bustang and RTD services.
**Location**
I-25 from Monument to Castle Rock
- Douglas County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

**Description**
Population growth has driven an increase in congestion, crashes and delays in this corridor, which was the only four lane section off I-25 connecting Denver and Colorado Springs. This multi-phase project will address safety and congestion concerns on the I-25 South Gap through the development of an Express Lane for both north and southbound travel directions, pavement resurfacing improvements, widening of shoulders for safety and incident issues, widening of bridges, wildlife fencing and bridge underpass crossings, new truck climbing lane, new chain up station for CMVs, added ITS cameras and equipment with fiber communication upgrades.

**Cost and Funding**
$350 million | Funded through SB 267, with contributions from Douglas and El Paso Counties, Pikes Peak Rural Transportation Authority, and a federal INFRA grant
To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6747 or drex@drcog.org

<table>
<thead>
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<td>5</td>
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</table>

SUBJECT
Update on Front Range Passenger Rail planning process

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
N/A

SUMMARY
For the past several months, the blended team of the Southwest Chief and Front Range Passenger Rail Commission (“Commission”), CDOT, and the Commission’s consultant (HDR) have been working on the Front Range Passenger Rail project. The project includes significant technical, stakeholder, and public engagement tasks focusing on desired and feasible passenger rail service along the Front Range from Fort Collins to Pueblo/Trinidad. This process is addressing multiple topics, from travel markets and service/operating characteristics to alignment, technology, and funding options. Specific project tasks include an alternatives analysis, public and stakeholder engagement, and pre-National Environmental Policy Act (NEPA) planning activities.

The effort is now in Level 2 analysis that is comparing various possible alignments based on potential ridership, travel times, and benefits/impacts. Stakeholder engagement efforts continue to show a high level of support for Front Range Passenger Rail connecting Pueblo to Fort Collins through the Denver area. Engagement with the two Class I Railroads, BNSF Railway and Union Pacific, continue to be positive. Also, productive conversations continue with RTD regarding possible partnerships that would benefit both Front Range Passenger Rail and RTD. At the September 2nd, Board work session, staff from the Front Range Passenger Rail Commission will provide a project update on recent/current activities and next steps.

PREVIOUS DISCUSSIONS/ACTIONS
September 4, 2019
November 6, 2019

PROPOSED MOTION
N/A

ATTACHMENTS
Staff presentation

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or drex@drcog.org; or Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or jriger@drcog.org.
## Southwest Chief and Front Range Passenger Rail Commission

<table>
<thead>
<tr>
<th>Project Role</th>
<th>Current Commissioner</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Public Rail Transportation Advocate</td>
<td>Salvatore Pace</td>
<td>Resident of Pueblo County</td>
<td>Appointment expires 7/1/2021</td>
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<tr>
<td>Public Rail Transportation Advocate</td>
<td>Jim Souby</td>
<td>ColoRail</td>
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<td>Colorado Class I Freight Railroad Representative</td>
<td>Nathan Anderson</td>
<td>Union Pacific Railroad</td>
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<td>Colorado Class I Freight Railroad Representative</td>
<td>DJ Mitchell</td>
<td>BNSF Railway</td>
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<td>Resident of Huerfano, Las Animas, Otero, Prowers, or Pueblo County</td>
<td>Richard Klein</td>
<td>City of La Junta</td>
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<td>North Front Range Metropolitan Planning Organization (NFRMPO) Representative</td>
<td>Becky Karasko</td>
<td>NFRMPO</td>
<td></td>
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<tr>
<td>Denver Regional Council of Governments (DRCOG) Representative</td>
<td>Jacob Riger</td>
<td>DRCOG</td>
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<tr>
<td>Pikes Peak Area Council of Governments Representative</td>
<td>Jill Gaebler</td>
<td>Colorado Springs City Council</td>
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<tr>
<td>Pueblo Area Council of Governments Representative</td>
<td>Terry Hart</td>
<td>Pueblo County</td>
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<tr>
<td>South Central Area Council of Governments Representative</td>
<td>Phil Rico</td>
<td>City of Trinidad</td>
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<tr>
<td>Denver Regional Transportation District (RTD) Representative</td>
<td>Bill Van Meter</td>
<td>RTD</td>
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<td>Colorado Department of Transportation (CDOT) Representative</td>
<td>David Krutsinger</td>
<td>CDOT Division of Transit and Rail</td>
<td>Non-voting Member</td>
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<tr>
<td>Amtrak Representative</td>
<td>Robert Eaton</td>
<td>Amtrak</td>
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<tr>
<td>Cheyenne, Wyoming Representative</td>
<td>Dale Steenbergen</td>
<td>Cheyenne Chamber of Commerce</td>
<td>Non-voting Member</td>
</tr>
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</table>
Commission’s Purposes (SB 17-153)

- 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 possibly 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
Developing passenger rail that serves Front Range communities from Pueblo to Fort Collins is a critical component of Colorado’s future.

Front Range Passenger Rail will provide a safe, efficient and reliable transportation option for travel between major population centers along the Front Range and create a backbone for connecting and expanding rail and transit options in the state and the region.
Project team members have coordinated with federal agencies including Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and Federal Highway Administration.

Three meetings occurred on the following dates, as well as several coordinating phone calls:
• October 21\textsuperscript{st}
• January 13\textsuperscript{th}
• April 2\textsuperscript{nd}
The Southwest Chief and Front Range Passenger Rail Commission, in partnership with CDOT and other partners noted below, successfully applied for a $225,000 CRISI grant from the USDOT for the “Southwest Chief Thru-Car Service to Colorado Springs Feasibility Study.”

Matching partners included:

- Southwest Chief and Front Range Passenger Rail Commission: $159,000 (70.7%)
- CDOT: $50,000 (22.2%)
- Pueblo County, Colorado: $10,000 (4.4%)
- City of La Junta, Colorado: $5,000 (2.2%)
- Colorado Rail Passenger Association: $1,000 (0.5%)
Front Range Rail Interconnectivity

Proposed Front Range Passenger
Rail Corridor & Connections

- Proposed Front Range Rail Corridor
- Intercity/Interregional Bus
- Amtrak - California Zephyr
- Amtrak - Southwest Chief
- Potential SW Chief Connection to Pueblo/Colorado Springs

Southwest Chief and Front Range
Passenger Rail Commission
July 24th, 2019
Front Range Passenger Rail
Stakeholder Engagement

Segment Stakeholder Coalitions (North, Central, South)
Function: Provide project information to and obtain feedback at the local level
Members: Regional and local stakeholders
Responsibilities: Share project information with segment communities; Gather community input and share with Corridor Stakeholder Coalition
Meetings: November 2019, January 2020, April 2020, Sept. 15–17, 2020

Corridor Stakeholder Coalition
Function: Create stakeholder-based recommendations for cohesive, corridor-wide project decisions
Members: Segment Stakeholder Coalition representatives
Meetings: December 2019, Early Fall 2020
Front Range Passenger Rail Process

We Are Here

STEP 1
PROJECT INITIATION & SCOPING
What do we want Front Range Passenger Rail to be?

STEP 2
LEVEL 1 EVALUATION
What are the possibilities for corridors and operations?

STEP 3
LEVEL 2 EVALUATION
How do alternatives compare?

STEP 4
ADVANCE TO NEPA
Federally required process to advance major infrastructure projects

STAKEHOLDER ENGAGEMENT AND GOVERNANCE
• Reviewed existing Studies of existing freight rail and highway rights-of-way (Corridors)
  o **Freight Rail**: Union Pacific Railroad and BNSF Railway
  o **Highway**: I-25, supplemented by E-470 and corridors adjacent to rail (US 85)

• Engineering is optimizing alignments to improve speeds or minimize impacts in Level 2 Evaluations.

• Goal is to understand how the existing freight rail and highway horizontal and vertical geometry, physical location, and right-of-way availability could interact with or support an adjacent passenger rail system.

• Corridor travel times will be broadly estimated considering existing & future population
Eight potential corridors to mix and match
  - Two in the South Segment
  - Four in the Central Segment
  - Two in the North Segment

Optimization and Refinement
  - Geometric refinements such as smoothing out curves
  - Understanding of highest activity station areas and how to connect them
Proposed Service Improvements

Front Range Corridor: three round trips daily, Fort Collins—Boulder—Denver—Colorado Springs—Pueblo*  

* with intermediate stops

Proposed Grant Program Could Help Fund Front Range Service

Amtrak is proposing creation of a Network Modernization Program (NMP) as part of our reauthorization to support rail network evolution and expansion, including efforts to plan, develop, construct, and operate intercity passenger rail service in high-potential short-distance corridors like the Front Range.

As envisioned, the program would make federal grant funds available to Amtrak to cover up to 100% of the capital costs and initial operating costs of new corridor service; states would then gradually assume a greater share of operating costs over a five-year transition period. After this five-year period, if the states want to continue service, long-term costs would be allocated in accordance with the existing Passenger Rail Investment and Improvement Act (PRIIA) Sec. 209 methodology as currently used by many states throughout the nation.

Existing Grants Continue

Amtrak intends for the NMP to supplement existing grant opportunities (e.g., BUILD, SORCR, CRISI, INFRA, & REG), and not to replace them.
PROPOSED AMTRAK SERVICE IN COLORADO

FRONT RANGE SERVICE® serving FORT COLLINS - DENVER - PUEBLO
and intermediate stations

<table>
<thead>
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<th>Northbound - Read Up</th>
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N.B.—This is a high-level, conceptual schedule and has not been fine-tuned to account for special circumstances. Details are provided for illustrative purposes.
Stakeholder Engagement

Online MetroQuest Survey
• 6,965 total respondents over 71 days; July 22\textsuperscript{nd}—September 30\textsuperscript{th}, 2019.
• 95\% of respondents believe that passenger rail service could help address transportation needs along the Front Range.
• 92\% would be interested in using the service if it were available.

RBI/Magellan Survey
• 600 responses across the 13 Front Range counties - October 4\textsuperscript{th}-8\textsuperscript{th}
• 81\% total support (12\% total oppose) a Front Range Passenger Rail service project that would have regularly scheduled train service to major population centers from Fort Collins to Pueblo.
• 61\% total support (27\% total oppose) a sales tax increase to fund a Front Range Passenger Rail Service project that would have regularly scheduled train service to major population centers from Fort Collins to Pueblo with an estimated cost of $5 \text{ billion}.