



Adams, Arapahoe, Boulder, Broomfield,
Denver, Douglas, Jefferson



**Metro Denver MTD Governance Committee
July 17, 2013 — 8:00 AM to 10:00 AM**

Agenda:

8:00 AM Welcome & Introductions

8:05 AM Review the Agenda

8:10 AM Discussion of Criteria for Project Inclusion

- Selection Criteria
- Number of projects

8:40 AM Members Present Project Nominees

9:00 AM Selection of Projects

9:50 AM Next Steps

- Next meeting
- Other action

10:00 AM Adjourn



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Review of Potential Project Lists

Notes:

- Criteria for project selection
 - Project list for polling
 - 10 or so projects
- Regional Projects
 - I-70 elevated portion
 - North I-25 (36 to 120th or further)
 - Managed lanes
 - General purpose lanes and bridges
 - Auxiliary lanes
 - Arapahoe Interchange
 - C-470 phase 1 & 2 (Wadsworth to I-70)
 - US-36 Corridor
 - Boulder Diagonal Hwy multi-modal
 - Highway 93 Boulder to Golden
 - Multi-modal and safety
 - US-6 — Colo-93 corridor
 - East-west connection on Highway 7 (I-25 to Boulder)
 - US-287 to Fort Collins
 - Bidirectional managed lanes (DUS to US-36)
 - NAMS Study recommendations
 - US-6 and Wadsworth Interchange
 - I-70 and Kipling Interchange
 - Lane ends from Wadsworth
 - On/off bottleneck
 - I-70 Colorado Blvd to DIA
 - I-270 — I-25 to I-70

- Other polling questions/issues
 - Will mentioning local road improvements increase support
 - Emphasize local dollars for locally generated improvements
- How will we talk about local projects that may be on state highways and will be done in partnership with CDOT
 - CDOT portion may not be on the ballot project list but can be advocated by local government
- We can use local funding streams to capitalize projects through HPTE
- Next meeting CDOT will try to package this list for the polling
- Distribution of revenues to local governments
 - In the metro area cities our share may include a population factor
 - Using a sales tax makes using HUTF distribution formulas inappropriate
 - Communities that try to get people out of cars are penalized by HUTF distribution
 - Rural areas do not want to move away from HUTF formula and for them lane miles are an important
 - In the metro area many of the counties have rural areas
 - Metro area does subsidize the rest of the state and we have to live with that
 - Dense city has more wear and tear on system than rural area
 - Denver only receives a city share and not a county share
 - What if we did the distribution in the metro area where cities get 20% share and counties get a 20% share
 - Because this is sales tax it deserves to be looked at in a new way
 - Need to be focused on the uses — mobility — more than lane miles
 - Student populations are counted and they commute from all over the region
 - We will run numbers based on several sources
 - 20% — 20%
 - Population and lane miles hybrid
 - Population only
 - HUTF distribution
- Next Meeting
 - August 28
 - MTD at 9:00 AM
 - FTTF at 10:00 AM
 - MPACT64 at 11:00 AM
- Adjourned at 9:30 AM

Jefferson County Roadway / Multimodal Priority List

Route	Project Location	City	Project Description	Primary Improvement	Secondary Improvement	Estimated Total Cost (millions)	Estimated Smaller Logical Phase Cost	Comments
I-70 / Kipling	I-70 Kipling	Arvada / Wheat Ridge	Interchange Reconstruction	Mobility		\$50		PEL is wrapping up. One remaining alternative \$50 is scorable and one is not. May need all \$50M
Jefferson Parkway / 6th Ave / Wadsworth	SH 93 to SH 128	Jeffco / Arvada / Broomfield	New toll road construction	Mobility	Multimodal	\$250		PEL is wrapping up. One remaining alternative \$250 is scorable and one is not. May need all \$50M
	6th Ave / Wadsworth	Lakewood	Interchange Reconstruction	Mobility		\$62		\$17 improvements. North ramp improvements
C-470	Kipling to I-70	Jeffco / Morrison / Lakewood / Littleton	Managed lane in each direction	Mobility	Multimodal	\$250		Continuation of Segment 1 improvements
US 6 & 19th	US 6 & 19th Interchange	Golden	Interchange Reconstruction	Mobility	Multimodal, Student crossing for CSM	\$25		\$100 along with bridge and accel/decel lanes
Local Roads	City of Bow Mar	Bow Mar / Jeffco and Arapahoe Counties	Reconstruct 30+ yr old city roads	Mobility	Multimodal	\$3		RAMVP application made for the interchange \$25 including traffic circles
Harlan / I-70	Harlan I-70 Interchange	Lakeside	Interchange Reconstruction	Mobility		\$15		\$2 Detailed estimate completed by consultant
I-70 Alameda	I-70 East of Sheridan C-470 to Bear Creek	Lakeside / Denver Lakewood	I-70 realignment	Mobility Safety	Multimodal			\$8 No estimate completed at this time
	Routt Street bridge	Lakewood	Alameda roadway widening	Mobility		\$10		No estimate completed at this time
	over 6th Ave	Lakewood	New bridge over 6th Ave	Mobility	Multimodal	\$15		\$10 preliminary estimate
	6th Ave and Kipling	Lakewood						\$8
	18th and Sheridan	Edgewater	New pedestrian bridge	Mobility		\$4		\$2 Connection from retail to Sloans Lake area
			Grade separated interchange. Also adds a bridge, access ramps, and frontage roads	Mobility		\$20		
US 285	Pine Junction	Jeffco	Add one new lane in each direction	Mobility		\$70		
Wadsworth (SH 121)	36th to 46th and 92nd to SH 128	Jeffco / Broomfield / Westminster	Construct grade separated crossing by raising existing freight line above Ward Road.	Mobility		\$22		
SH 72 / Ward Road	SH 72 / Ward Road & BNSF Crossing	Arvada	Construct additional managed lanes, interchanges and multimodal trails	Mobility		\$350		
SH 93 & US6	SH 93 & US 6 from end of JPW to I-70	Jeffco / Arvada / Golden		Mobility	Multimodal	\$250		
Total						\$1,146	\$834	

Note:
Projects identified are not ranked

US36 Corridor

- Multimodal Corridor Improvements, US36: Extend US36 Managed Lane to Baseline (with sound walls) and other BRT capital improvements along 28th Street to Boulder Junction
- Transit capital: Acquisition of BRT Vehicles
- Transit capital: BRT capital improvements along Broadway to 14th and Walnut
- Implement Quiet Zones along Northwest (BNSF Railway) corridor

North/South Regional Connections

- Multimodal Corridor Improvements: BRT/HOV/HOT and off-street bicycle lane along SH119 Diagonal (Longmont-Boulder)
- Multimodal Corridor Improvements, I-25: Reconstruct N-I25 Managed Lanes from Denver to US36 to accommodate bi-directional travel.
- North Front Range Commuter Rail Service: Extension of North Metro Rail to Longmont (and potentially on to Ft. Collins)
- Multimodal Corridor Improvements: BRT Improvements along SH287 from Ft. Collins to Broomfield
- North Front Range Bus Service: Funding for Intercity Bus Operations from Ft. Collins to Longmont along SH287 with connections to Denver and Boulder.
- Multimodal Corridor Improvements, SH 93: Safety and multimodal improvements from Boulder to City of Golden

East – West Regional Connections

- Multimodal Corridor Improvements, SH 7 consistent with Planning Environmental Linkage Study (PEL): Reconstruction/shoulders, pedestrian and bicycle facilities, transit facilities and operations along SH7 from Boulder to Brighton
- Regional Trail Connections: Trail from Erie to Boulder

Programmatic Funding and Smaller Projects

- Ongoing Operating Support for Intercity Transit
- Innovative Final Mile Programs (bike parking, bike share, car share, etc.)
- Safe Routes to Schools Funding
- Safety improvements at intersections
- Replace deteriorating pedestrian bridges