
APPENDIX B

PREFERRED ALTERNATIVE DECISION MAKING PROCESS

Date	Description of Materials
N/A	Summary of Technical Advisory Committee and Regional Coordination Committee Workshops
October 14, 2008	Materials from Joint Regional Coordination Committee and Technical Advisory Committee meetings
December 15, 2008	
January 22, 2009	
January 29, 2009	
February 12, 2009	
April 9, 2009	
June 11, 2009	
July 23, 2009	
September 17, 2009	
October 1, 2009	
February 25, 2010	
November 10, 2010	

Summary of Technical Advisory Committee and Regional Coordination Committee Workshops

This appendix presents a summary of the North I-25 EIS Technical Advisory Committee (TAC) and Regional Coordination Committee (RCC) workshops that were conducted after the release of the Draft EIS. The goal of these workshops was to determine the elements of the Preferred Alternative. This appendix presents the decision making process and the agreements made regarding the Preferred Alternative.

The TAC and RCC were established at the beginning of the project, prior to release of the Draft EIS to the public. The TAC included staff representatives from the 45 municipalities and counties in the regional study area that chose to participate, as well as representatives from RTD, EPA, USACE, and metropolitan planning organizations. The RCC consisted of elected officials from the 45 municipalities and counties that chose to participate as well as RTD and the metropolitan planning organizations in the North I-25 regional study area. During the decision making workshops described below, the TAC and RCC met as a joint committee (referred to as the TAC/RCC). The workshop dates and times were posted on the project website, and members of the public were free to attend and participate.

In addition to the TAC/RCC, An Executive Oversight Committee (EOC) was established, consisting of representatives from the lead agency (FHWA) and CDOT, which met to determine policy decisions relating to the project. Originally, FTA was a member of the EOC until FTA decided that they were more appropriately a cooperating agency. The EOC met at key project milestones. The EOC continued to provide policy guidance during the decision making process, as described below.

Decision Making Process

A collaborative decision making process was used to develop consensus among the 45 communities and agencies (including CDOT and FHWA) on the elements in the Preferred Alternative. A collaborative decision making process, conducted through a series of workshops with the TAC/RCC, was used because of the need for broad community support and limited financial resources available for transportation improvements in the region. Broad community support sets the stage for local agency participation, partnerships, and commitment to implementation through policies, zoning, adoption of complementary land use and transportation plans. Broad community support is also more likely to attract funding. The collaborative decision making process is the mechanism for achieving broad community support for a Preferred Alternative which addresses Purpose and Need in a manner that allows FHWA and CDOT to take responsibility for the decision and implement it.

The format of the decision making process is consensus. Operating guidelines were discussed with the stakeholders (TAC/RCC). These guidelines included the definition of consensus which does not necessarily mean unanimity. Some parties may strongly support a particular recommendation while other may accept it as a workable agreement. In a consensus agreement, the parties recognize that given the combination of gains and tradeoffs, the resulting agreement is the best one the parties can make at that time. If consensus is not possible then the level of support and dissention will be noted and all deliberations and products of the collaborative decision making will be considered by CDOT and FHWA in their decision making. After each major discussion each member of the TAC/RCC present were asked to indicate their level of support.

The discussion process that led to the Preferred Alternative entailed several steps. First the TAC/RCC identified the goals and values important to their respective communities or agencies. Next the TAC/RCC considered these values in relation to the major transportation system components under evaluation in the EIS. In support of this effort, data describing the components was distributed to the stakeholders. For example, the information included safety effectiveness of the components. The next series of meetings formed an iterative discussion process with the TAC/RCC requesting additional information, and subsequent provision of data as the stakeholders revisited the importance of their respective community values. In this way the TAC/RCC developed a recommended Preferred Alternative. At this point, the recommended Preferred Alternative was brought to the EOC for consideration and review. Upon receiving direction from the EOC, the TAC/RCC finalized the recommended Preferred Alternative and all participants indicated their support for the Preferred Alternative, thus establishing consensus.

After identification of the Preferred Alternative, a similar discussion process with the TAC/RCC was used for identifying the necessary phasing for implementing the action. Phasing of the project is required because current funding is not sufficient to implement the project in its entirety. The first discussion with the TAC/RCC described these funding limitations in detail, and also described the implications of phasing. The first phase identifies a subset of components of the Preferred Alternative with a cost equal to the available funds in the fiscally-constrained long range plans. It was also clarified that the order of components in subsequent phases could be implemented as additional funds become available regardless if they were included in Phase 2 or Phase 3. It would be a matter of including the project in the conforming, fiscally constrained long range plan. Given this information, the TAC/RCC were first tasked with identifying phasing criteria. The TAC/RCC developed the phasing criteria by referring to the defined elements of purpose and need, as well as their community and agency values. In addition, CDOT provided guidance regarding the need for a cohesive system for each major phase. A collaborative decision making process ensued with the TAC/RCC over a series of meetings. In the end, consensus was achieved on a recommended three phase implementation plan.

This section further describes the TAC/RCC discussion workshops, and the process used to gain consensus on the Preferred Alternative and the Phasing Plan.

Preferred Alternative Consensus Workshops

PA Workshop #1 Goal: Identify factors that are of importance to their communities and which would lead to a successful project:

The TAC/RCC identified the following factors that should be considered during the development of the Preferred Alternative. No priority was set on these factors.

- ▶ Operation integration
- ▶ Travel time
- ▶ Short trips in addition to Fort Collins – Denver trips
- ▶ Capital infrastructure
- ▶ Connections – regional connectivity transit or roadway
- ▶ Operation infrastructure
- ▶ Address freight need
- ▶ US 287 impacts (impacts to local network)
- ▶ Impact on local transportation network
- ▶ Fix aging infrastructure

- ▶ Seamless ride
- ▶ Address safety Inter-community connections
- ▶ Multimodal options
- ▶ Emerging trends (ridership, price of fuel, centers of population)
- ▶ BNSF representative present
- ▶ Community acceptance
- ▶ Scientific-based prioritization
- ▶ Cost/benefit
- ▶ Funds for maintenance
- ▶ Interaction of transit component with other transit providers
- ▶ Linkage – transportation land use
- ▶ Identify specific safety needs
- ▶ How much highway improvement before moving to rail – threshold
- ▶ Long-term sustainability
- ▶ Phasing opportunities
- ▶ True costs to user between transit and highway
- ▶ Environmental regulations met (Section 404, Section 4(f))
- ▶ Benefits side-by-side with impacts

PA Workshop #2 Goal: Determine which elements of the packages were supported by the TAC/RCC and which would need to have more discussion to reach consensus.

Four breakout groups were asked to develop their vision of the Preferred Alternative. The intent was to determine which elements of Packages A and B were supported for inclusion in or exclusion from the Preferred Alternative. The TAC/RCC was provided with technical information from the Draft EIS about all of the impacts from the two build packages, by mode. These data included impacts to community and natural resources, how well each package responded to purpose and need, and engineering data such as capital and operating costs by package and component.

Information from the Draft EIS was presented to the TAC/RCC about transportation and environmental considerations for development of the Preferred Alternative. Information on Package A and Package B were provided for the factors identified at Workshop #1 as requested by the joint committee to assist with the development of a Preferred Alternative. These included each mode's ability to address the multimodal needs, improve mobility, improve accessibility, compatibility with emerging trends, and impacts environmental resources. Information was also provided on the level of community support expressed for that mode, the anticipated capital and operating cost and the potential revenue generated.

Technical presentations of data, legislative protections of certain resources and the implications of those data were also presented, including the requirements of Section 4(f) legislation and the requirements of Section 404 of the Clean Water Act. Impacts to wetlands and other jurisdictional waters were presented by package and by mode. Information about impacts to other aquatic resources (streams, riparian areas) was also presented in the context of the requirement by the US Army Corps of Engineers to choose the Least Environmentally Damaging Practicable Alternative. The NEPA/Section 404 Merger Agreement was described, including the various steps in the process where sign-off from the US Army Corps of Engineers is required.

Similarly, information about effects of the various alternatives and components to properties protected by Section 4(f) of the DOT Act (parks, recreational areas, historic properties) was presented. This presentation included a description of the legislative mandate that FHWA not approve of the use of a Section 4(f) property unless there has been a determination that there is no feasible and prudent alternative to the use of the property and that the action includes all possible planning to minimize harm from that use.

Breakout groups were provided a map and details about each of the components included in Packages A and B, including many of the factors previously identified by the breakout group. Each breakout group was asked to answer the following questions:

- 1) What mode or modes of transit should be included in your vision of the Preferred Alternative?
 - a. Bus Rapid Transit on I-25
 - b. Commuter Rail on the BNSF and North Metro commuter rail line
 - c. Commuter bus on US 85
- 2) Which highway improvements should be included in your vision of the Preferred Alternative
 - a. Toll Express Lanes
 - b. General Purpose Lanes

Presentations by each breakout group were made to the TAC/RCC. For each of the questions above, the reasons for identification of these various components was provided. The reasons given included the list of factors that had been identified in PA Workshop #1, including land use compatibility, capital cost, community support, and ability to generate funds for maintenance.

Key results of this exercise include:

- ▶ All four breakout groups identified the need to provide Toll Express Lanes between SH 66 and US 36 to relieve congestion in the metro area and provide bus travel reliability.
- ▶ All four breakout groups included Commuter Bus along US 85 to downtown Denver and DIA because it is a relatively low cost option that addresses the need to add modal alternatives on the US 85 corridor.
- ▶ All breakout groups included Commuter Rail along the BNSF (Longmont to Fort Collins). Three of the four groups also included Commuter Rail between the two planned FasTracks rail lines (North Metro and Northwest Rail). The inclusion of commuter rail addresses the need for adding modal options, providing long-term sustainable mobility, and addressing the desire to serve the community centers.
- ▶ Two breakout groups included Bus Rapid Transit along I-25. One group opted to truncate the BRT service and provide it only south of SH 66. These breakout groups included BRT because it was a cost effective modal option and could be relatively easy to implement in the near term.
- ▶ All breakout groups included widening along I-25 north of SH 66. Two groups identified Toll Express lanes and two breakout groups identified General Purpose lanes. All breakout groups identified address safety, infrastructure and mobility needs along this section of I-25.

PA Workshop #3 and #4 Goal: Refine the Preferred Alternative. Determine which elements were supported by the TAC/RCC and which would need to have more discussion to reach consensus.

At subsequent workshops, the TAC/RCC was again broken up into breakout groups to further refine the Preferred Alternative elements. The breakout groups were provided a map illustrating the areas of consensus previously identified and asked to again work together to develop the Preferred Alternative. The two questions asked were: 1) Would you improve I-25 north of SH 66 with Tolled Express Lanes or General Purpose Lanes and 2) Should the Commuter rail component between Longmont and Thornton be included?

At the previous workshop, the TAC/RCC requested additional information to help answer these two questions. The additional information was provided for consideration in answering these two questions and included:

- ▶ Costs of Tolled Express Lanes and BRT Service (what costs are included in each improvement)
- ▶ Impacts on ridership if BRT on I-25, commuter rail along US 287 and commuter bus on US 85 are all provided
- ▶ The differences between double track and single track with passing track
- ▶ Ridership impacts if commuter rail ties in to Longmont but not Thornton
- ▶ The link between land use and transit
- ▶ Travel time along for each potential mode of travel
- ▶ Why the commuter rail line travels along the BNSF and not I-25

The environmental impacts of the commuter rail component between Longmont and Thornton. Key information provided included wetlands, noise, visual and land use impacts of this component

Areas of prior consensus illustrated on the map provided included US 85 Commuter Bus, Commuter Rail between Longmont and Fort Collins and Tolled Express Lanes south of SH 66.

These workshops resulted in the following key findings:

- ▶ All four breakout groups opted for Express Bus Service, instead of BRT, along I-25. This service type would eliminate the median BRT stations that were not considered user friendly and was considered more compatible and less competitive with commuter rail than BRT.
- ▶ The breakout groups remained split on the improvements needed north of SH 66 on I-25. All four breakout groups recommended some form of managed lane north of SH 66 to maintain long-term reliability for travel on I-25. However, three of the four breakout groups suggested that the new lanes be flexible and suggested that the lanes initially be used as HOV lanes or general purpose lanes and eventually converting them to Tolled Express Lanes.
- ▶ The breakout groups also remained split on the inclusion or exclusion of commuter rail between the two planned FasTracks lines. Two breakout groups supported its inclusion to ensure that this option was preserved into the future. One breakout group suggested extending the North Metro line to the North I-25 EIS CR 8 station but not connecting CR 8 to the Northwest Corridor rail line in Longmont. This option would reduce cost and serve population centers in southwest Weld County and Erie. The fourth breakout group did not include the connection but stated that they would be open to right of way preservation. However, two communities expressed strong concern over excluding the connection between RTD's two FasTracks rail lines (Longmont and North Metro end of line) because of the need for regional system connectivity.

During these workshops information was provided on the benefits and impacts of single tracking the commuter rail line. It was determined that this could reduce cost by 20 percent as well as reduce impacts to some sensitive environmental resources. The Package A service plan could be maintained with a single track system but reliability could be somewhat impacted.

The possibility of retaining a somewhat narrower median on I-25 than currently exists along the corridor north of SH 7 was also considered. This design modification could accommodate two additional lanes (10 total), guardrail safety measures, and capital costs could be reduced by 15 to 25 percent. The design modification would also reduce impact to aquatic resources and wildlife habitat.

PA Workshop #5 and #6 Goal: Identify I-25 Cross Section north of SH 66 and Inclusion of Commuter Rail between Longmont and Thornton

During the previous workshops the breakout groups had identified the need for additional capacity on I-25 north of SH 66 but had not reached consensus on what the cross section should look like. At this workshop, three optional cross sections and the pros and cons of each were reviewed with the TAC/RCC with the intent on reach consensus on what cross section would most effectively address the project's needs.

The following three options for the cross sections for I-25 north of SH 66 were reviewed by the TAC/RCC:

- ▶ Add two general purpose lanes and two tolled express lanes (one of each per direction)
- ▶ Add four barrier-separated tolled express lanes
- ▶ Add two tolled express lanes

The impact to freight traffic, cost per lane mile, and percent of capacity utilized was reviewed for each alternative. The first option best accommodated freight traffic, cost the least per lane mile and would be utilized to a level that would enable acceptable traffic operation. Based on the information provided and ensuing discussion, the TAC/RCC opted to include option 1 in their vision of the Preferred Alternative.

In addition, the TAC/RCC continued discussions about options for addressing the Commuter Rail connection between the two FasTracks rail corridors and the cross section on I-25 north of SH 66. The resolution of these two issues is described below.

Commuter Rail North Metro to Northwest Corridor Resolution

A number of scenarios were considered and reviewed with the TAC/RCC to reach consensus on the inclusion or exclusion of the commuter rail line between the two FasTracks rail corridors. These are described below.

Extending RTD's North Metro rail line north to the North I-25 EIS commuter rail station at CR 8 – This option would be less costly than constructing the entire line between the North Metro rail and Northwest commuter rail. It would provide rail service to Erie and the southwest Weld County communities. These communities would not be able to access Northern Colorado via rail under this option.

Extending RTD's North Metro rail line north to the North I-25 EIS commuter rail station at CR 8 and showing a dashed line, to illustrate a future connection, between CR 8 and FasTracks – This option would impact property owners without the EIS being able to commit funding to the construction of the rail line. It was unclear at the time if the commuter rail would be funded in Phase 1 and included in the Record of Decision.

Connecting RTD's Northwest Rail line and North Metro Rail line with a stop at CR 8 – This option would cost the most but would provide the highest level of mobility and accessibility because all communities along the rail line would be able to access downtown Denver, Boulder, Longmont and Fort Collins, the largest employment centers along the corridor.

Further analysis and updates provided by RTD resulted in travel times that were 13 minutes faster for northern Colorado travelers with the connection to the FasTracks North Metro line than traveling along the Northwest rail line through Boulder. Ridership for the alignment with a connection to both corridors was 30 percent to 40 percent higher.

Through additional discussions with the concerned communities and guidance from the EOC, it was agreed that the Preferred Alternative should include the full commuter rail including the connection between FasTracks' two northern commuter rail lines.

Developing the Phasing Plan

The primary focus of five workshops was on the development of a phasing plan for the Preferred Alternative. This was necessary because anticipated funding identified in the 2035 fiscally constrained regional transportation plans is insufficient to construct the entire Preferred Alternative. To best match the anticipated funding three phases were necessary to reasonably match historic trends in revenue for these planning areas. The first would be completed in 2035. The second in 2055 and the third phase would be complete in 2075. These timeframes could be accelerated if funding becomes available.

Phasing Workshop #1 Goal: Identify and Prioritize Key Criteria for Development of a Phasing Plan.

The TAC/RCC, again divided into breakout groups, were asked to identify and prioritize key criteria to be considered when developing a Phasing Plan. Their criteria are listed below. The first three are consistent with the project's Purpose and Need statement and were identified by the TAC/RCC as the most important criteria to address when developing a Phasing Plan.

- 1) *Address I-25 Safety* – All four breakout groups included safety as one of their top two most important criteria to address.
- 2) *Address I-25 Aging and Obsolete Infrastructure* – Three of four breakout groups identified this criterion as one of their top two most important criteria.
- 3) *Improve Mobility* – All four breakout groups identified this criterion as being very important in the development in a Preferred Alternative. This category included transit ridership, greatest number of users, reduction of congestion and overall improved mobility.
- 4) *Coordinate with Community Plans* – This category included the desire to see the Preferred Alternative encourage rail and transit oriented development, connect to other projects, be environmentally sensitive and be sustainable.

- 5) *Consider Long-Term Vision with Near-Term Implementation* – All four breakout groups identified the need to consider right of way preservation and ensure that the Preferred Alternative would include a long-range vision.
- 6) *Implement Cost Effective Solutions* – Two of the four breakout groups identified the need to consider cost, cost effectiveness, and the return on investment when developing the Preferred Alternative.

Phasing Workshop #2 Goal: Prioritize Improvements Included in the Preferred Alternative

In Phasing Workshop #2, the TAC/RCC prioritized 10 Preferred Alternative improvements as a near-term priority, mid-term priority or a long-term priority. This exercise resulted in the following outcomes:

- ▶ All bus improvements were identified as a near-term priority.
- ▶ Highway widening and interchange improvements north of SH 66 were identified as a near-term priority.
- ▶ Rail improvements were evenly divided between being a short-term and long-term priority.
- ▶ Highway widening south of SH 66 was evenly divided between mid-term and long-term priority.
- ▶ Interchange improvements south of SH 66 were divided between near-term and long-term.

Phasing Workshop #3 Goal: Develop and Agree on Principles for Development of Phasing Plan

The TAC/RCC suggested that the phasing options not focus on either transit or highway but a balance of the two. It was suggested that the options should show progress toward commuter rail with a low-cost/no-cost option during the first and early phases. A key factor that was relevant to this discussion was an update on the FasTracks Implementation Plan, which indicated that it was likely both the Northwest Rail Line and the North Metro Corridor would be opened later than the other FasTracks corridors, and, unless other sources of revenue were identified, likely not until after 2035, which is the end of Phase 1. This was critical because all of the North I-25 commuter rail options merged with the FasTracks corridors.

Based on this input, three principles were developed to help guide the development of phasing options:

- ▶ Address concerns on I-25 north of SH 66 in the early phase
- ▶ Include bus transit in early phases
- ▶ Include a commitment to rail in an early phase

Phasing Workshop #4 and #5 Goal: Evaluate Optional Phasing Plans and Reach Consensus

Using the phasing principles developed in Phasing Workshop #3 and the prioritized list of improvements from Phasing Workshop #2, three optional phasing plans were developed and reviewed with the TAC/RCC. Options focused on the following three primary improvements in Phase 1: general purpose lanes north of SH 66, tolled express lane north of SH 66 or interchange reconstruction along the corridor. Information on how each option would address the project's purpose and need was provided and reviewed. After reviewing the optional plans, the TAC/RCC requested more information about where specific safety, mobility and

infrastructure issues existing and were anticipated along I-25 with regard to the phasing plan. Their desire was to ensure that the areas along I-25 with the most acute safety, infrastructure and mobility issues be addressed in Phase 1. This information was developed and reviewed with the TAC/RCC. It identified that SH 14 and US 34 interchanges had the highest accident rates. SH 1, SH 14, US 14 and SH 56 interchanges had the lowest structural sufficiency ratings and pavement along the entire corridor north of SH 66 had limited remaining service life. After reviewing this information, a fourth phasing plan was developed upon which the TAC/RCC reached consensus. The consensus phasing plan included implementation of US 85 commuter bus, I-25 express bus, as well as some I-25 highway improvements in Phase 1. The consensus phasing plan is described in detail in **Chapter 8 Phased Project Implementation** of this Final EIS.

North I-25 EIS
TAC/RCC Meeting

October 14,
2008
2 to 5 PM






Agenda

- Introductions & Public Comments
- Setting the Stage
- Establishing a Charter
- Project Review/DEIS Findings
- Guide for Local Jurisdictions
 - Public Comments
- Workshop Process
- What's Next
 - Project Schedule
- NEPA/404 Merger



North I-25 EIS

Introductions
&
Public Comments



Setting the Stage

- Why is the process of establishing a Preferred Alternative (PA) so important to the completion of the project?
 - Must generate multi-agency consensus
 - Lack of focus/energy/consensus will result in significant project delays
 - Project funds are limited
 - An extended PA process equals cost increase/schedule delay



Establishing a Charter

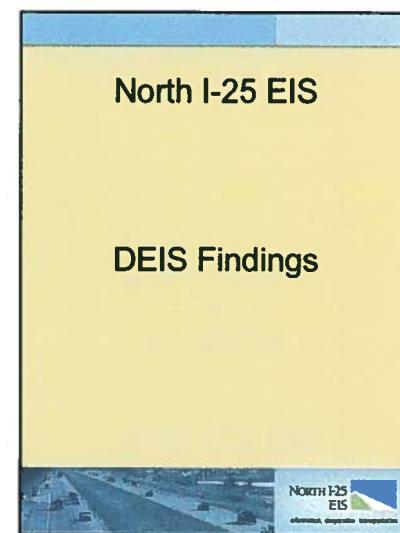
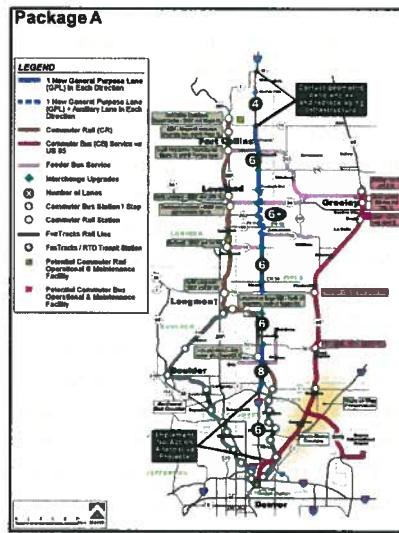
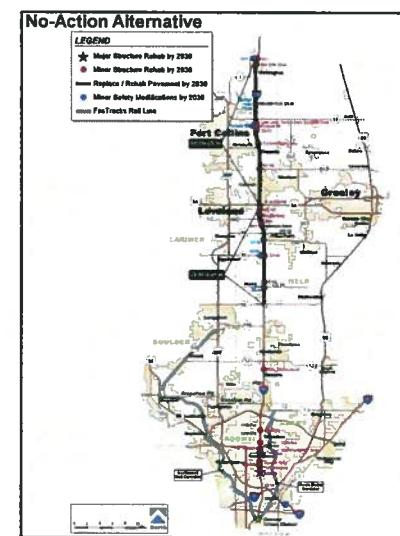
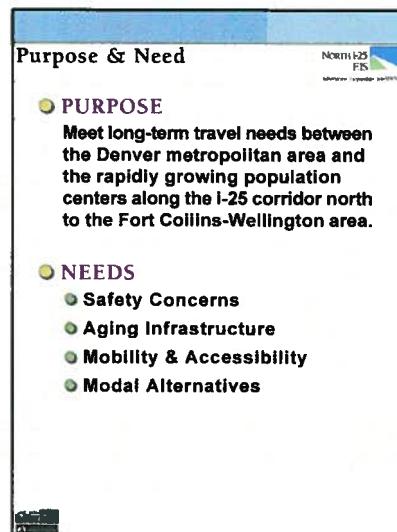
- Charters are used by groups who wish to create a collaborative working environment.
- The charter clearly defines the roles of participants and goals of the group.
- The charter will outline the process that takes place and how consensus will be reached.
- CDOT will present a draft charter that the group will be asked to amend as necessary and then commit to as a partner in the process of establishing a Preferred Alternative

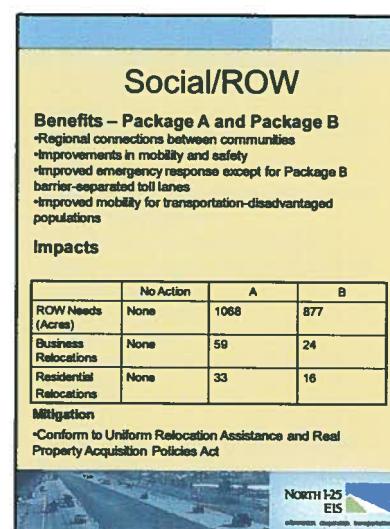
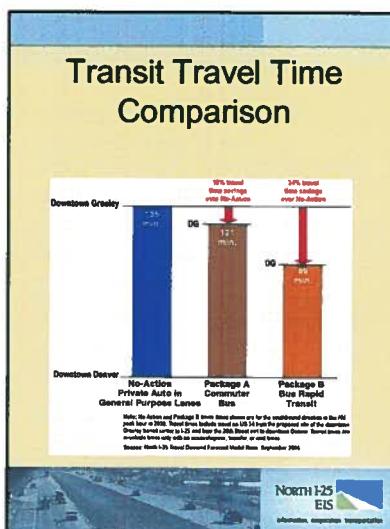
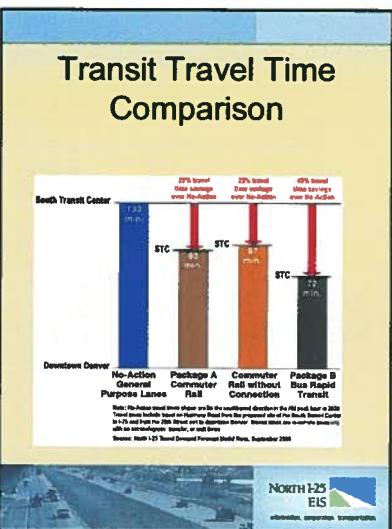
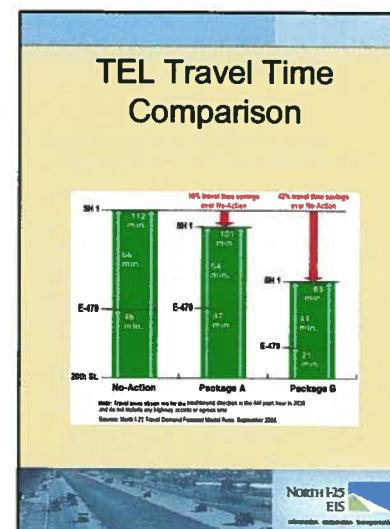
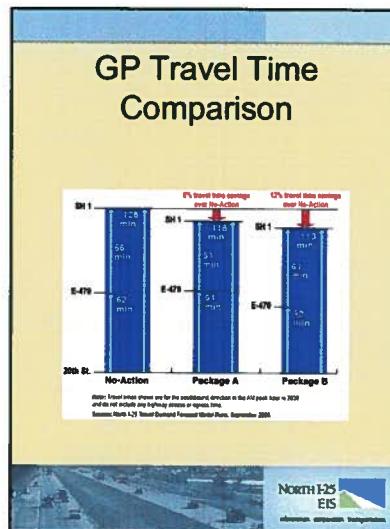
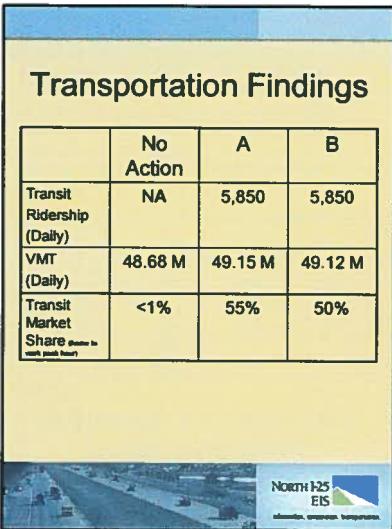


North I-25 EIS

- Project Review
 - EIS Process
 - Purpose & Need
 - Package Review
- DEIS Findings
 - Transportation
 - Environmental
 - Costs







Environmental Justice

Packages provide both benefits and impacts to minority and low-income populations

Benefits – Package A and Package B

- Highway - Employment opportunities, shoulder and sidewalks would better accommodate bicycle and pedestrian travel, improved safety and response times

- Transit - Employment opportunities, improved regional connectivity and mobility

Impacts

- Package A and B highway - 3 residential relocations within minority and low-income populations

- Package A commuter rail - 16 additional residential relocations within minority and low-income populations

Mitigation

To be determined, consistent with US DOT Order 5610.2



Water Resources, Wetlands, & Floodplains

Impacts

	No Action	A	B
Wetlands (acres)	None	17.48	16.11
Impervious Area (acres)	1,257	1,946	2,001
Floodplains (acres)	None	12.8	13.5

Mitigation

- Wetland mitigation in compliance with Clean Water Act and Executive Order (EO) 11990
- Permanent structural best management practices (BMPs) and construction BMPs reduce water quality impacts
- Floodplain mitigation in compliance with EO 11888, 23 CFR of Federal Regulation 650, and local regulations



Air Quality

Impacts

- National Ambient Air Quality Standards would not be exceeded

- Air emissions for Package A and B slightly greater than anticipated under No-Action Alternative

- All Packages - Emissions in 2030 substantially lower than existing levels

Mitigation

- EPA Tier 3 and Tier 4 locomotive emission standards for transit vehicles

- Construction management practice



Wildlife and Special Status Species

Impacts

	No Action	A	B
Terrestrial Wildlife Habitat	None	~2.0 acres	~2.4 acres
Wildlife Movement	Increased Animal Vehicle Collisions (AVCs)	10 movement corridors	5 movement corridors
Aquatic Habitat		~1.8 acres	~2.3 acres
T/E – Sensitive Habitat	None	283 acres	359 acres

Mitigation

- Conformance with Endangered Species Act (ESA) and Migratory Bird Treaty Act (MBTA), The Bald and Golden Eagle Protection Act, as amended (16 USC 668-668d), and Colorado State Statute 33 (CRS Ann. §§33-2 to 102-106)



Noise and Vibration

Impacts

Traffic Noise:

No-Action = 626 receivers (includes Category B* and C**)

Package A = 623 receivers

Package B = 756 receivers

Transit Noise and Vibration:

Package A = 167 receivers moderately impacted by noise

Package A = 87 receivers impacted by vibration

Recommended Mitigation

- Quiet zones, use of tire-derived aggregate, noise barriers

Highway: Noise barriers

*Category B (Includes: Residences, mobile, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, playgrounds, active sports areas, and parks.)

**Category C (Includes: Developed lands, properties, or activities not included in category B above.)



Historic Preservation

Adverse Impacts

- Emphasis on avoidance of historic sites

- Package A: Removal or demolition of 2 historic buildings, removal or demolition of one historic farmhouse, and one historic railroad segment affected

- Package B adversely affects a portion of a historic ditch

Mitigation

- To be determined through consultation with the State Historic Preservation Officer



Parks and Recreational Resources

Impacts

- Extensive efforts to modify design to avoid and minimize impacts to parkland wherever possible

	No Action	A	B
Substantial Impacts	None	1	1
Minor Impacts	None	6	7

• Both packages affect the McWhinney Hahn Sculpture Park

Mitigation

- Coordination with local agencies on *de minimis* impacts
- Relocation of sculpture park



Land Use

Impacts

Package A

- Commuter rail would shift growth towards urban centers
- Longmont would increase in density & size
- Feeder bus routes along east-west corridors designed to serve commuter rail stations could stimulate increased development

Package B

- Bus rapid transit (BRT) would provide less incentive for transit-oriented development
- Market-driven growth would continue to be focused along I-25
- Communities west of I-25 would continue to expand towards the east
- Some concentration of growth could occur near BRT stations along I-25



Capital Costs

- No Action (\$57 M)

- Package A (\$2.433 B)

- Package B (\$2.006 B)

(costs are 2005 dollars)



North I-25 EIS

Reviewing NEPA Documents: A Guide to Local Jurisdictions

- Guide to Reviewing the DEIS
 - General content of each chapter
 - Suggestion of type of comments to make



Reviewing NEPA Documents: A Guide for Local Jurisdictions

Executive Summary

- Have unresolved issues been appropriately documented?
- Are all major environmental impacts identified?
- Are all major actions proposed by other governmental agencies identified?



Reviewing NEPA Documents: A Guide for Local Jurisdictions

Chapter One – Purpose and Need

- Purpose/content: succinct discussion of transportation problems and needs – now and in 2030
- Are there any transportation problems that have not been well defined? Have local jurisdiction issues or needs been acknowledged? (Could include congestion concerns, compatibility with local plans, transit access or mobility concerns)
- Is there any new information or changed conditions?
- Do you agree that there is a need for this project?



**Reviewing NEPA Documents:
A Guide for Local Jurisdictions**

Chapter Two – Alternatives

- Purpose/content describe alternatives considered
- What are your recommendations for which criteria should be used to identify a preferred alternative?
- What elements would you like included in the preferred alternative?
- Are there comments or concerns about what mitigation has been included? (as an example, are there comments about traffic mitigation that will be paid for by the project?)
- Are there specific design elements that you have concerns about?
- Are there design refinements you would like considered?
- Are there other alternatives that should have been considered?
- Is there new information or changed condition?



**Reviewing NEPA Documents:
A Guide for Local Jurisdictions**

Chapter Three – Affected Environment and Environmental Consequences

- Purpose/content: description of existing conditions and future impacts with no improvements compared to one or more build alternatives.
- Are the descriptions of existing conditions correct? Do they adequately reflect your experience?
- Are the impacts of the alternatives correctly described?
- Has mitigation for impacts been identified?
- Are there any impacts that have not been addressed?



**Reviewing NEPA Documents:
A Guide for Local Jurisdictions**

Chapter Four – Transportation Impacts and Mitigation Measures

- Purpose/content: description of future transportation benefits and impacts.
- Do the future project benefits meet your expectations?
- Are the impacts of concerns to your agency adequately described?
- Is mitigation identified for adverse impacts? Is there any mitigation that you would like to see included that is not addressed?
- Are there any changed conditions that should be considered?
- Do you agree with the methodology that was used?



**Reviewing NEPA Documents:
A Guide for Local Jurisdictions**

Chapter Five – Section 4(f) Evaluation

- Purpose/content: description of impacts to public parks, wildlife refuges, and historic properties.
- Are all parks adequately described?
- Are there any impacts that have not been identified?
- Do you concur with any findings that the project will not adversely affect a park's attributes or features?
- Is there a way to avoid impact to a park, wildlife refuge or historic property?
- Would you recommend any additional mitigation?



**Reviewing NEPA Documents:
A Guide for Local Jurisdictions**

Chapter Six – Financial Analysis

- Purpose/content: identify costs, possible funding, and risks and uncertainties.
- Do the construction cost estimates make sense?
- Have annual costs to operate and maintain the transit corridor been identified?
- Have funding sources been identified?
- Are there any risks or uncertainties that have not been identified?
- Has risk mitigation been defined?



**Reviewing NEPA Documents:
A Guide for Local Jurisdictions**

Chapter Seven – Evaluation of Alternatives

- Purpose/content: presentation of a summary of the evaluation of alternatives carried forward.
- Have trade-offs between a no action condition and a build condition been described?
- Have other trade-offs been described? (Design options?)
- Is it clear how the project would meet the project goals?
- If applicable, have responsiveness to New Starts criteria been identified?



Reviewing NEPA Documents: A Guide for Local Jurisdictions

Chapter Eight – Public Involvement

- Purpose/content: description of public involvement program.
- Have scoping comments been presented?
- Have Cooperating agencies been identified?
- Has future public involvement been described?
- Are there any public or agency issues that you are aware of that have not been identified?



What's Next

- Remainder of year
 - DEIS public comment period
 - Compile comments
- January 2009
 - Establish Preferred Alternative
- FEIS - Remainder of 2009
 - Analyze and address public comment
 - FEIS traffic modeling
 - Develop document
 - Agency review
 - Public hearing
- ROD – Summer 2010



Public Comment

- Public Notification
 - Bilingual newsletter
 - Press release
 - Flyers
- Public Review
 - Nov 1 to Dec 15
 - Hardcopy available at 25 locations
- Public Hearing
 - Nov 18 – Longmont
 - Nov 19 – Fort Collins
 - Nov 20 – Loveland
(I-25 & US 34)
- Web Access
 - Throughout review period



Workshop Process

Goal – Identify a Preferred Alternative (PA)

Workshop 1

- Goal – Determine what the local and regional agency priorities are in identifying a preferred alternative
- Members will be asked to:
 - Work in focus groups to identify and rank members' interest in preferred alternative
 - Contact citizens to understand their interests in the PA
 - Lead initiative in their community
 - Be ambassador to get the project implemented
 - Be community representatives

Subsequent Workshops

- Goal – Discuss agency priorities, citizens' priorities and develop recommendation for the preferred alternative
- Members will be asked to:
 - Provide information on the public and agency review
 - Report on outreach effort
 - Identify PA from with the viewpoint of community
 - Participate in a consensus building process
 - Report back to their communities



North I-25 EIS

NEPA/404 Merger
Margaret Langworthy
USCOE



Questions and Comments?

Open Discussion

Thank you!

How to stay involved:

www.cdot.info/northi25eis/
970.352.5455 or 303.779.3384





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! 'RCC Meeting
October 14, 2008

A-T2
RIDERSHIP
UP TO 10 FT

BERTHOLD TOWN HALL
BOULDER NICK - CD

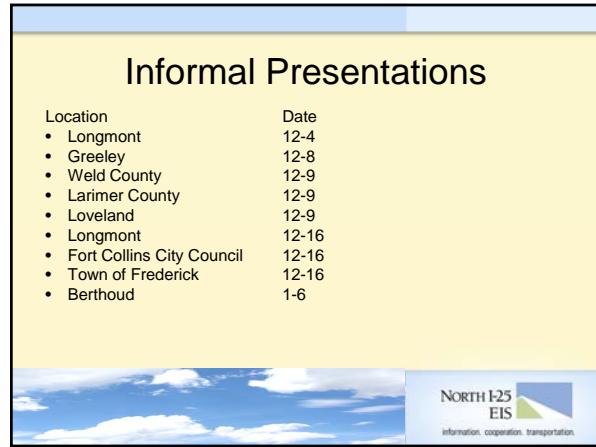
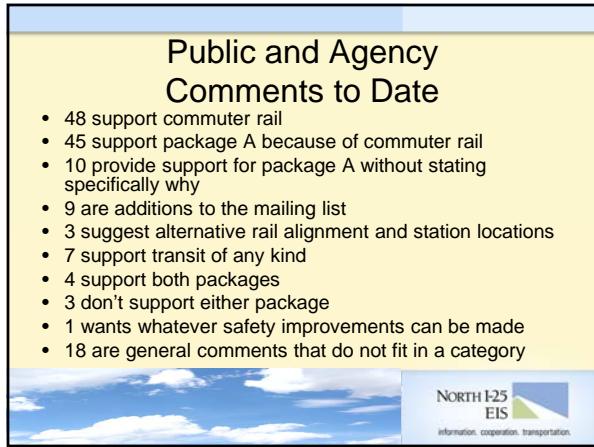
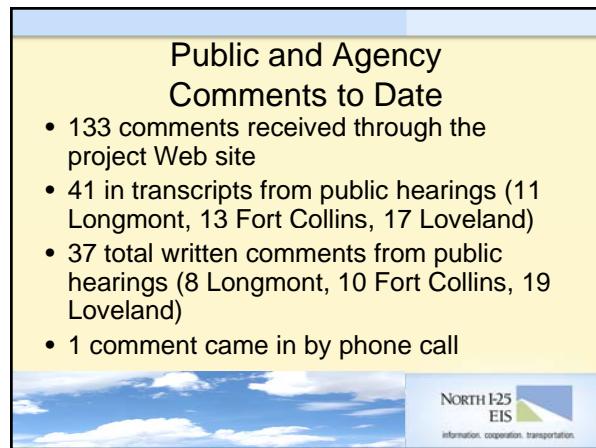
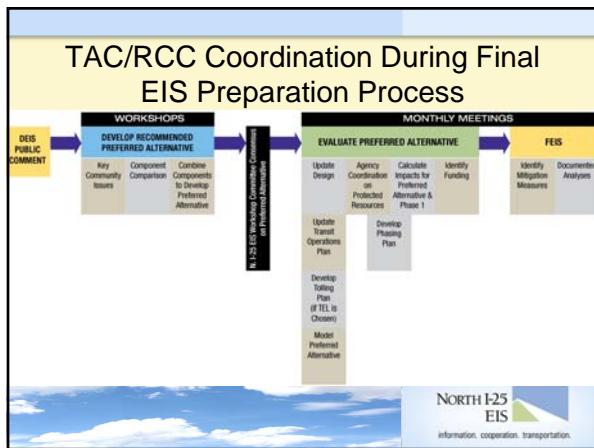
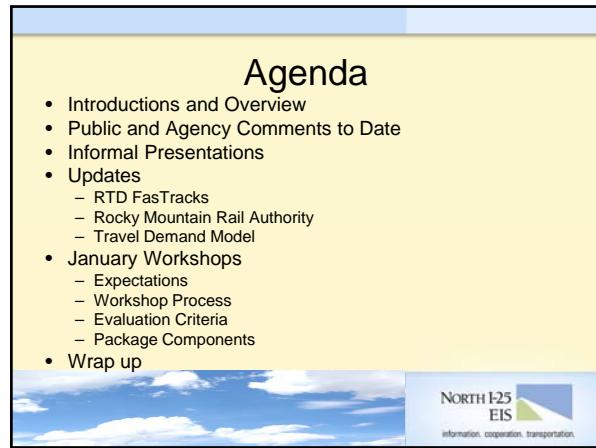
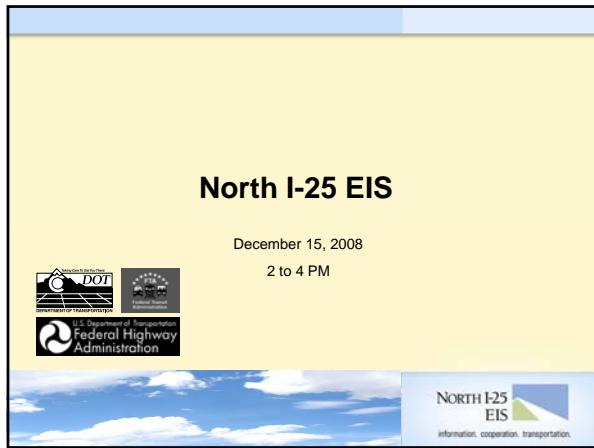
REY
NORTH I-25
EIS



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TEL TRAVEL ME
SIGN-IN SHEET A & B

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Updates



RTD FASTTRACKS

FasTracks Update

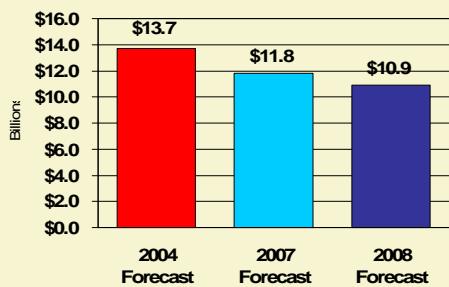
- Overview of FasTracks budget challenges
- Implementation options and “equity” scenarios
 - NW Rail and North Metro specifics
- North Metro Update
 - Preferred alternative, technology, stations, infrastructure
 - Potential contracting mechanisms
 - Schedule – planning, design/construction, opening
- Northwest Rail Update
 - Preferred alternative, technology, stations, infrastructure
 - Potential contracting mechanisms
 - Schedule – planning, design/construction, opening

Overview

- Like everyone in the country – RTD is feeling the impact of these tough economic times
- The FasTracks program is struggling with the combination of
 - Increases in fuel and construction costs
 - Decreases in RTD required revenues from sales tax
- Because of these changes in economic conditions, RTD is
 - Modifying our long term cost escalation and revenue assumptions
 - Developing options for delivering the FasTracks program

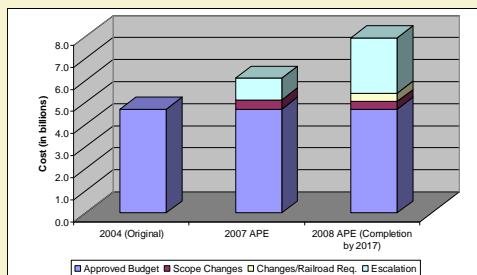
4

Impact of Reduced Sales Tax Forecasts



13

Impact of Increased Cost Escalation



14

Basic Assumptions by 2017

- All options presented include completion of the following activities by 2017:
 - Complete all environmental documentation, basic engineering and purchase railroad right-of-way
 - Complete projects in construction: West, 36 BRT Phase 1
 - Complete Denver Union Station and ALL Maintenance Facilities
 - Complete Gold Line and East Corridor to retain eligibility for \$1 billion in federal funds
 - This does not affect the extent to which remaining corridors are impacted

4

- Basic Assumptions by 2017



Why West, Gold Line and East Corridors Qualify for FTA Funding

- All FasTracks projects meet regional needs, but do not meet requirements to receive Federal money
- Only projects that could qualify under the FTA New Starts criteria, a nationwide competitive grant process
 - **Projects must meet a Cost Effectiveness Index, which considers cost and ridership, to be eligible for FTA funds**
- Part of original 2004 FasTracks finance plan assumptions
- Eligible for \$1.3 billion (West, East, Gold)
 - If federal funding does not come through, entire FasTracks program would be impacted

6

Public Input Summary

Feedback from 17 public meetings, 3 regional governments meetings and Web comments:

- 73 percent of public support finding additional revenues to build complete FasTracks program by 2017 as planned
- If additional revenues not possible, public was slightly more supportive of building shorter segments of corridors with full service by 2017, then continuing full build-out over time
- Local jurisdiction desire to gain a better understanding of the cost/revenue assumptions and calculations
- Local jurisdiction concern about “equity”

18

Potential New Revenue Sources

Approaches for new revenue sources include:

- Partner with CDOT for state-wide transportation initiative (Blue Ribbon Panel)
- Pursue additional Public-Private Partnership funding opportunities
- Pursue all available federal transportation grant revenues
- Sales tax increase
- Monitor and participate in any Regional Transportation Authority that might be formed in the metro area
- Optimize RTD's operating revenues (parking fees, fares, advertising)

18

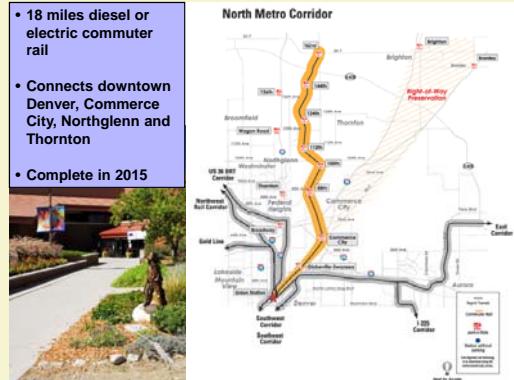
Financial Assumptions for All Options

- FasTracks budget required to complete entire program by 2017 = \$7.9 B
- FasTracks budget projected to be available by 2017 = \$5.8 B
 - Using 2008 Annual Program Evaluation cost escalation and revenue assumptions
 - Assumes \$1B in Federal grants for East and Gold Line
- Completion of basic assumptions = \$4.5 B
- Total budget remaining for all other corridors by 2017 = \$1.3 B
- Entire FasTracks program can be completed by 2034 at new estimated cost, earlier if revenues allow

Next Steps

- **On-going** – Metro Mayors/Commissioners Task Force
- **January** – Public opinion phone survey
- **Jan/Feb** – Metro Mayors input to RTD Board on preferred option for FasTracks
- **March** – RTD Board adoption of preferred FasTracks implementation plan

North Metro Corridor



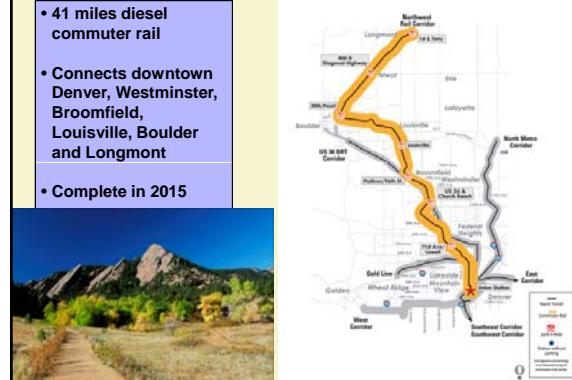
North Metro Update

- Preferred alternative
 - Alignment and most station locations determined
- Technology
 - DMU and EMU to be carried through DEIS
- Infrastructure
 - EIS will clear footprint for double-track line
 - Current plan builds single-track north of 124th
- Potential contracting mechanisms
 - Design/Build
 - Eagle P3?
- Current Schedule
 - Planning – ROD by end of 2009
 - Design/Construction – 2011
 - Open – 2015

Northwest Rail Update

- Technology
 - DMU
- Infrastructure
 - EE will clear footprint for double-track line Denver to Boulder; single-track Boulder to Longmont
- Planned delivery mechanism
 - BNSF to design and construct improvements
 - Annual pmt to BNSF to operate specific schedule
 - Eagle P3 or other private operator may run line
- Current Schedule
 - Planning – FONSI by end of 2009
 - Design/Construction – 2010
 - Opening – 2015

Northwest Rail Corridor



Questions?

Rocky Mountain Rail Authority

- Membership: 50 total along I-70 & I-25 corridor
- Purpose: Is inter-city, high-speed rail technically, financially and economically feasible?
- Study Elements: study is evaluating planning, engineering, and economic aspects

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RMRA Update (continued)

- Schedule: Process began in summer 2008 and will conclude by mid-2009.
- Progress:
 - Developing range of alternative routes through I-25/ I-70 workshops meetings
 - Developed technology options (90 mph average speed or higher)
 - Conducted market assessment
 - Developed station concepts

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STATION CONCEPTS



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RMRA Update (continued)

- Results:
 - At study completion, feasibility will be determined for each corridor. The specific alternative studied may not be the most feasible or best solution.
 - Will include financial feasibility and project ridership (investment grade).

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Comparison Between Two Studies

RMRA

- Purpose of the study is to determine if high speed rail is feasible. Focus on financial and ridership only. Will not make final decision on alignments.
- Alignments include BNRR, UPRR, and I-25 (but not through Denver).
- Technology is likely to be high speed rail or maglev (120 mph or higher).

North I-25 EIS

- Purpose of the study is to determine combination of transportation modes that best meets the purpose and need for improving travel along I-25
- Alignment evaluated for commuter rail is along BN corridor with a short segment along UP corridor
- Technology is commuter rail

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Comparison Between Two Studies

RMRA

- Likely two primary stations only (Fort Collins and Northern Denver)
- Average rail speed must be 90 mph or faster
- Trip types are long distance, likely focused on recreation (example is Fort Collins to Vail)

(CONTINUED) North I-25 EIS

- Ten stations, so intermediate communities can be served
- Likely commuter rail average running speed is 40 to 50 mph
- Trip types primarily home to work, but also some recreational or shopping trips on weekends and evenings

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Comparison Between Two Studies

- | RMRA | (CONTINUED) North I-25 EIS |
|--|---|
| <ul style="list-style-type: none">Likely grade separatedCould be implemented in addition to commuter rail along the BN corridorLikely in the very long term future | <ul style="list-style-type: none">Only occasionally grade separatedWould not preclude high speed rail along I-25 in the futureCould be shorter term solution (as compared to high speed rail) |



I-25 vs. BN Alignment (continued)

- The BN alignment has fewer impacts to aquatic resources
- The BN alignment has more opportunities for phasing (such as single tracking)



January Workshops



I-25 vs. BN Alignment

- The BN alignment has more than double the population and employment surrounding stations than an I-25 alignment
- The BN alignment is about 35% cheaper
- The BN alignment is more compatible with land use plans to strengthen downtown areas of Fort Collins, Berthoud, Longmont and Loveland



Model Update to 2035

- DEIS analysis with 2030 data
- Order of magnitude effect of 2035 data



Expectations for Workshops

- Develop a recommendation for a preferred alternative for the North I-25 corridor
 - Address Purpose and Need
 - Increase Mobility
 - Replace Aging Infrastructure
 - Improve Safety
 - Provide Multi-modal options
 - Fulfill Regulatory Requirements
 - Consider Communities' Desires
 - Consider Public and Agency Comment



Workshop Process

- What transportation considerations are important to your community?
- How can the project best address mobility, infrastructure and safety issues on I-25?
 - Tolted Express Lanes
 - General Purpose Lanes
 - Combination of TEL and GP
- What type of transit operation best meets the communities' transportation needs?
 - Commuter Rail
 - Commuter Bus
 - BRT
 - Combination of these services



Potential Criteria for Preferred Alternative

What factors are critical to your community to ensure that this project is successful?



Components

Summary of each Package component provided in handout



What's Next?

Charter

Next Meeting

January 8, 2009

Southwest Weld County Services Complex

2 PM

Stay involved:

www.cdot.info/northi25eis/

970.352.5455 or 303.779.3384



Meeting Minutes

Technical Advisory Committee
Regional Coordination Committee
December 15, 2008
2:00 PM to 4:00 PM
Page 1 of 2



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MEETING DATE - December 15, 2008

LOCATION: Southwest Weld County Services Complex

ATTENDEES: See Sign In Sheet

PREPARER: FHU – Holly Buck

INTRODUCTIONS AND OVERVIEW

Fort Collins representatives expressed frustration with the review process. Given the importance of the project they feel they can't give proper consideration due to the time constraints for comments.

PROCESS

Carol provided the group a review of the process to develop a preferred alternative and the Final EIS.

PUBLIC AND AGENCY COMMENTS TO DATE

Kim McCarl provided the group an update on comments received to date during the official comment period.

The group requested that Kim fold feedback from councils, boards, etc. into the public comments. Kim has included these in the comment summary provided.

The group requested that Kim supply transcripts from the public hearings as requested.

The group was reminded to provide details about why they like a package or a package component vs just saying "I like Package X".

RTD FASTRACKS UPDATE

A transit operator does not need to be identified for the FEIS. However, to get to a ROD, an operator would be needed.

Karen Morales gave an update on FasTracks program.

Karen was asked to check the rail assumption to Longmont. Is it double or single track?

ROCKY MOUNTAIN RAIL AUTHORITY UPDATE

Craig Gaskill gave a presentation comparing RMRA corridor to North I-25 EIS.

TRAVEL DEMAND MODEL UPDATE

Chris Primus provided an update on the travel demand model efforts. The model is being updated from the 2030 time frame to 2035.

JANUARY WORKSHOPS

Holly Buck provided an overview about the expectations for the January workshops and the workshop process. The group was then asked to identify the key criteria for developing a preferred alternative. The group identified the following factors that are of importance to their communities and which would lead to a successful project:

Operation integration

Operational infrastructure

Meeting Minutes

Technical Advisory Committee
Regional Coordination Committee
December 15, 2008
2:00 PM to 4:00 PM
Page 2 of 2



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Capital infrastructure
Seamless ride
Interaction of transit component with other transit providers
Multimodal options
Travel time
US 287 impacts (impacts to local network)
Impact on local transportation network
Fix aging infrastructure
Address safety
Identify specific safety needs
Address freight need
Short trips in addition to Fort Collins – Denver trips
Connections – regional connectivity transit or roadway
Inter-community connections
Linkage – transportation land use
Emerging trends (ridership, price of fuel, centers of population)
Long-term sustainability
Community acceptance
How much highway improvement before moving to rail – threshold
BNSF representative present
Scientific-based prioritization
Phasing opportunities
Environmental regulations met (Section 404, Section 4(f))
True costs to user between transit and highway
Cost/benefit
Funds for maintenance
Benefits side-by-side with impacts

These factors will be used to develop and evaluate potential preferred alternative scenarios during the January workshops.

NEXT TAC/RCC MEETING:

Thursday - January 22, 2009
2:00 PM
SW Weld County Services Complex



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AGENDA

NORTH I-25 JOINT RCC/TAC MEETING @ Southwest Weld County Services Complex
Thursday January 22, 2009
2:00 PM to 4:00 PM

- I. Public/local agency comment summary**
- II. Criteria**
- III. Instructions and overview of today's exercise**
- IV. Groups develop vision of preferred alternative**
 - a. Introductions and assignments
 - b. Review mode comparison matrices
 - c. Identify transit and highway improvements
 - d. Group presentations
- V. Summary of areas of agreement and areas of disagreement (time permitting)**
- VI. Next Workshop**
Thursday January 29th
2:00 PM to 4:00 PM
Southwest Weld County Services Complex

Subsequent workshop dates
February 12th
February 26th
2:00 PM to 4:00 PM
Southwest Weld County Services Complex

Criteria Suggested at the December 15th Meeting

RCC/TAC Workshop
16-Jan-09

Purpose and Need

Multimodal Needs

- Ridership
- Provide multimodal transportation opportunities

Aging Infrastructure

- Replace aging infrastructure on I-25

Mobility

- Reliable travel
- Fast travel
- Minimum impact to local street network
- Seamless Ride
- Impacts to freight movement (travel time and use of lane)

Safety

- Correct existing geometric deficiencies
- Minimize crashes on I-25

Accessibility

- Efficient connections to highway
- Connect to other transit systems

Emerging Trends

- Sustainability
- Fuel efficiency
- Ability to serve existing and planned development
- Potential to impact future land use patterns

Environment

NEPA - 404 Resources

- Impacts to wetlands
- Impacts to jurisdictional open water

Section 4(f) Resources

- Impacts to parks/recreation areas and wildlife refuges
- Impacts to historic properties

Federally Protected Species Resources

- Impacts to threatened and endangered species habitat
- Impacts to bald eagle roosts and foraging habitat

Other Resources

- Impacts to floodplains
- Impacts to aquatic species & habitat

Community Acceptance

- Public and agency input

Cost

- Capital cost
- Operating and maintenance cost
- Cost/user

Revenue

- Potential revenue generation
- Potential farebox revenue

Criteria Identified for future discussion

- Phasing/prioritization opportunities
- Transit operator

Workshop

January 22, 2009



Instructions for Generating Your Group's Vision of the Preferred Alternative

Today you will break into smaller working groups. Each group will develop their vision of the Preferred Alternative. This conceptual exercise will help to identify transportation improvements with common support and those improvements without consensus. The results will help define subsequent workshop efforts to identify the final preferred alternative.

Step I – 5 minutes Introduce yourselves and then choose the group's facilitator, speaker and secretary.

Facilitator - Ensure that the group stays on track and finishes the questions below in a timely fashion.

Speaker – Present the group's Preferred Alternative and reasoning for choices.

Secretary – Record conversation and reasoning for major decisions made by the group. Note any questions where the group can't reach consensus and why. Note when the group identifies an area in which they feel that additional information would be helpful.

Step II – 15 minutes Review the mode comparison information provided. Discuss as a group. Does everyone understand the strengths of each mode? Are there additional criteria that should be considered?

Step III Develop your group's Preferred Alternative by addressing the transit and highway elements outlined below.

Transit Elements – 20 minutes

1a. What mode or modes of transit should be included in your vision of the Preferred Alternative?

- Bus Rapid Transit on I-25 to downtown Denver and to DIA
- Commuter Rail on the BNSF line to Longmont, Thornton and downtown Denver
- Commuter Bus on US 85 and to DIA

Remember:

Don't get bogged down in details; we'll discuss the following at subsequent workshops:

Phasing
Design
Financing

Your vision must include both transit and highway improvements to address the project's Purpose and Need.

Improvements on I-25 must span SH 14 to E-470 to address the project's Purpose and Need.

Remember:

The project purpose is to meet long-term travel needs between the Denver Metro Area and the rapidly growing population centers along the I-25 corridor north to the Fort Collins-Wellington area.

The project must:

- Improve safety on I-25
- Replace aging infrastructure on I-25
- Improve mobility and accessibility
- Provide modal alternatives

Workshop

January 22, 2009



1b. Should this improvement be included in its entirety or just a portion of it? e.g. Commuter Bus to downtown Denver but not to DIA.

1c. Discuss why you chose this mode or modes. Be sure to review the mode comparison criteria to understand more clearly the impacts of that particular mode and your choices.

1d. Add your transit mode/modes to the map provided.

Highway Elements – 20 minutes

2a. Which highway improvements should be included in your vision of the Preferred Alternative?

- Tolled Express Lanes (TEL) on I-25 from SH 14 to US 36
- General Purpose Lanes (GP) on I-25 from SH 14 to E470/NW Parkway

2b. Do you want this improvement for its entire length or would you improve some sections of I-25 with general purpose lanes and other sections with tolled express lanes? If so, which sections should be TEL and which should be GP?

2c. Discuss why you chose these improvements. Use the mode comparison information provided to understand the impact of your choices.

Remember:

If you chose BRT for all or part of the transit improvement in question 1, your highway improvement must include Tolled Express Lanes for at least 50% of the BRT route.

2d. Add your highway improvement(s) to the map provided.

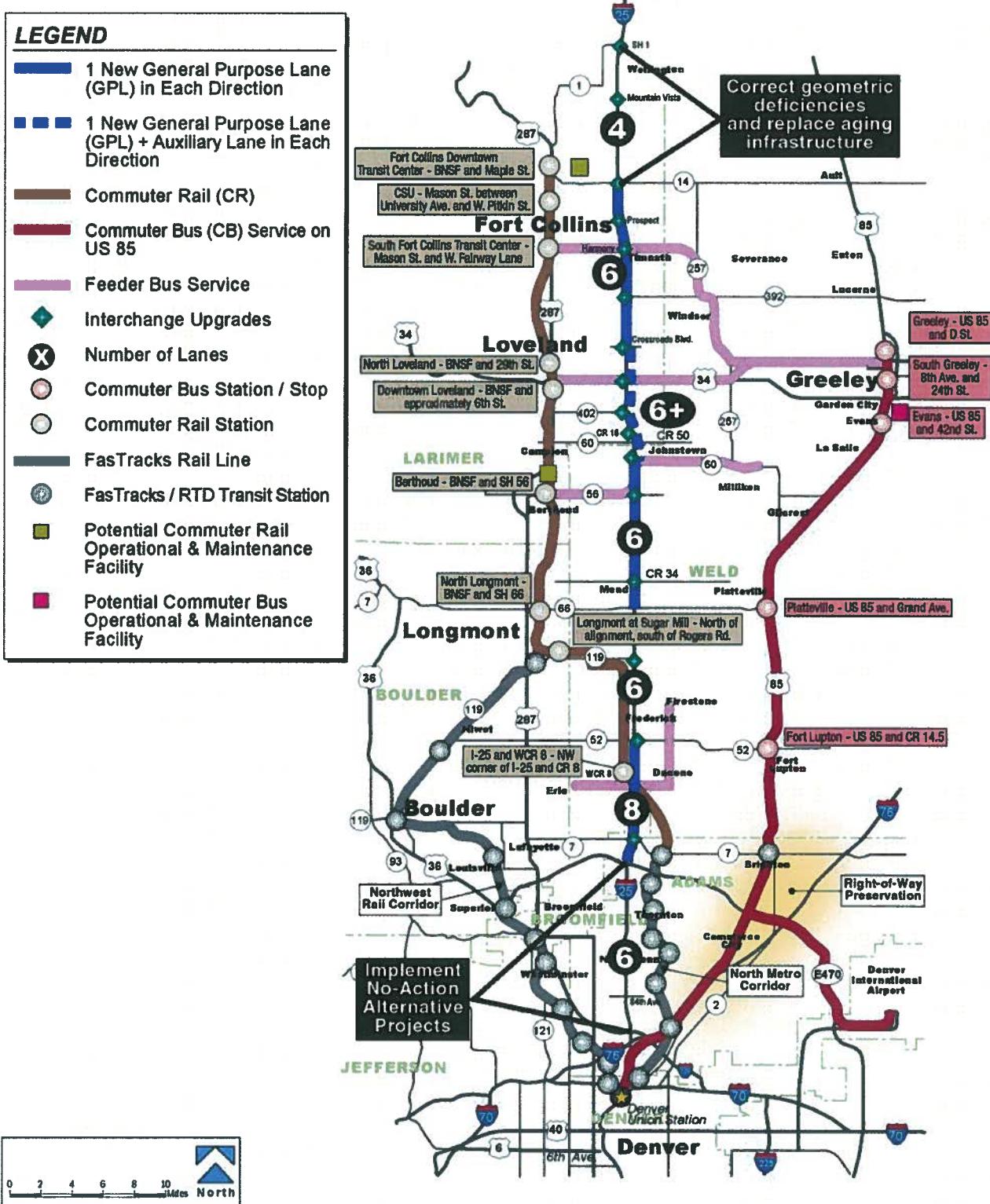
A few basic guidelines on phasing in case it comes up:

- Phases consisting of short sections of general purpose lanes are more viable than short sections of TEL
- Commuter rail must connect to one of the planned FasTracks rail lines in the Denver metro area
- TEL lanes could be converted into general purpose lanes, however at this time legislation does not allow general purpose to be converted into toll lanes

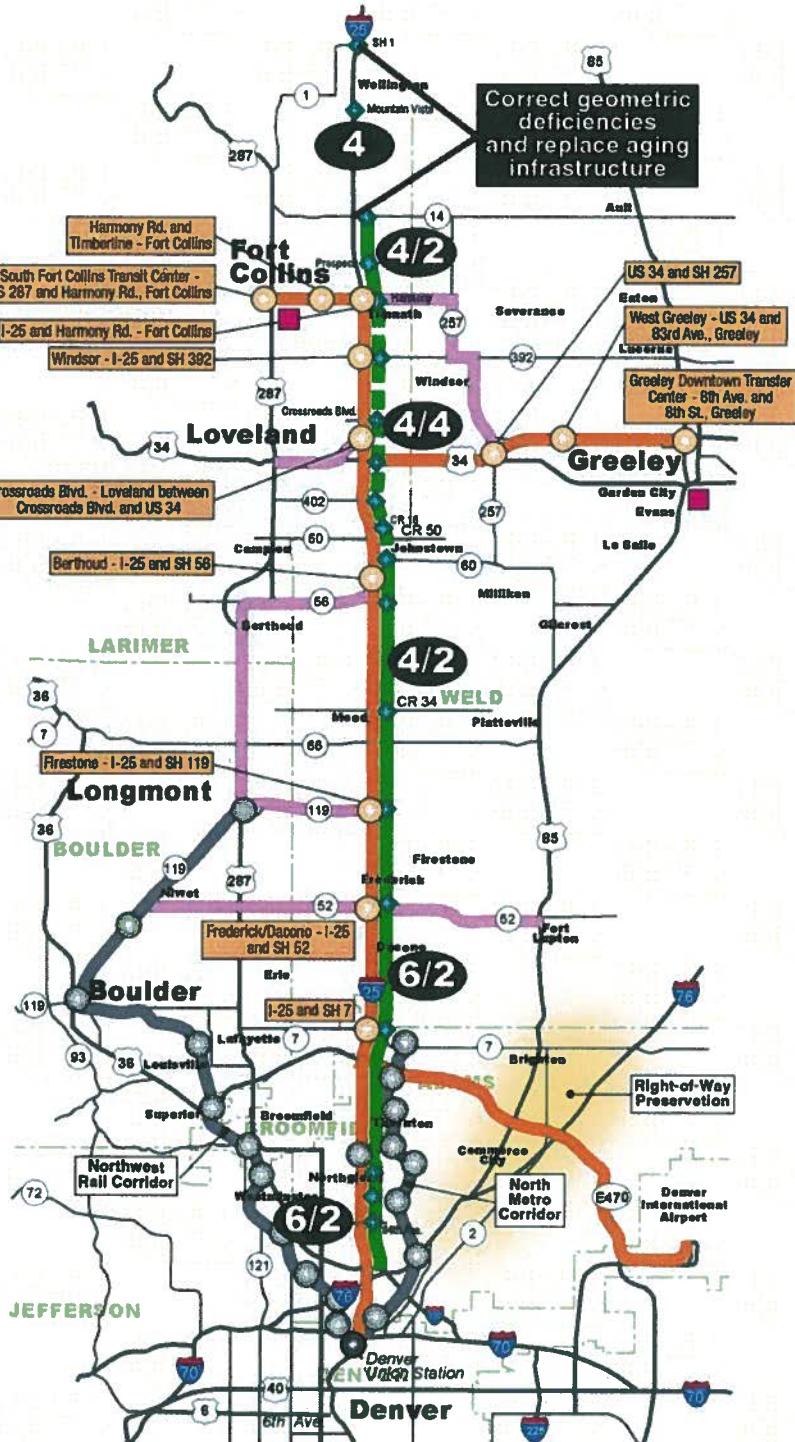
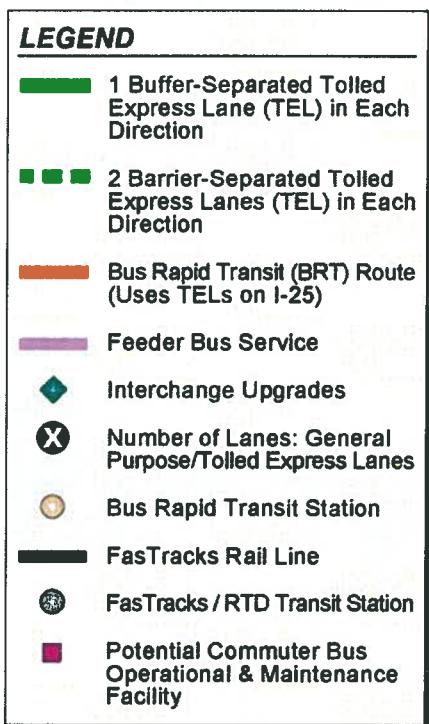
Step IV – 10 minutes per group Prepare to share your group's Preferred Alternative. In your presentation include discussion on the following:

- Transit and highway improvements that your group agreed on
- Transit and highway improvements that your group disagreed on
- Your group's reasoning for selection of or disagreement on those improvements
- Your group's discussion of impacts
- Additional criteria your group felt were important (other than those identified at the previous meeting and called out in the mode comparison matrix)

Package A



Package B



Transit Mode Comparison

RCC/TAC Workshop
16-Jan-09

TRANSIT			
	Commuter Bus on US 85 to downtown Denver and DIA	BRT on I-25 to downtown Denver and DIA	Commuter Rail on BNSF to Longmont, Thornton and downtown Denver
Purpose and Need			
Multimodal Needs			
Daily ridership (2030)	1,550	5,850	4,300
Mobility			
Reliable travel	Transit signal priority would enable more reliable travel than private auto travel on the corridor	Would travel in Tolled Express lanes and be minimally impacted by congestion on I-25	Would offer the most reliable travel Would be impacted the least by inclement weather or congestion
Fast travel times - Greeley to Denver	121 mins (in peak hour)	89 mins (in peak hour)	na
Fast travel times - Fort Collins to Denver	na	72 mins (in peak hour)	93 mins (in peak hour)
Minimum impact to local street network	Would have minimal or no impact	Would have minimal or no impact	Would have minimal or no impact
Seamless ride	Would provide one-seat ride to Denver and DIA	Would provide one-seat ride to Denver and DIA	Would provide one-seat ride to Denver
Impacts to freight movement	Would have minimal or no impact to freight movement	Would have minimal or no impact to freight movement	Would require coordination with BNSF freight traffic
Accessibility			
Connect to other transit systems	Would connect to GET in Greeley and Evans and to RTD in Denver	Would connect to RTD in Denver, Transfort in Fort Collins and GET in Greeley	Would connect to Transfort in Fort Collins, COLT in Loveland and two of RTD's Fastracks rail lines in the Denver metro area
Emerging Trends			
Sustainability (Capacity to meet long-term demand)	Would have capacity available beyond the demand in 2030	Would have capacity available beyond the demand in 2030	Would have capacity available beyond the demand in 2030
Fuel efficiency	Vehicle type has not been determined	Vehicle type has not been determined	Vehicle type has not been determined
Ability to serve existing and planned development	Would serve existing communities and planned development along US 85	Would serve future/planned development along the I-25 corridor	Would serve existing communities along US 287
Potential to impact future land use patterns	Would have minimal or no impact	May have moderate impact generating development along I-25	Would likely generate redevelopment in community centers along US 287
Environment			
NEPA - 404 Resources			
Impacts to wetlands	Would not affect any wetlands	BRT would impact approximately 0.5 acres of wetlands due to the construction of stations TEL would impact approximately 18.11 acres of wetlands (see highway mode matrix)	Impacts to approximately 3.48 acres of wetlands. Wetlands associated with Big Thompson River, Boulder Creek, Cache la Poudre River, Fossil Creek, Little Thompson River, St. Vrain Creek
Impacts to jurisdictional open water	Would not affect any jurisdictional open water	BRT would not affect any jurisdictional open water TEL would impact approximately 2.27 acres of jurisdictional open water	Impacts to approximately .02 acres of jurisdictional open water
Section 4(f) Resources			
Impacts to parks/recreation areas and wildlife refuges	Would not affect any parks/recreation areas and wildlife refuges	BRT would not effect any parks/recreation areas and wildlife refuges TEL would effect a total of 1.21 acres, or 27% of sculpture park for the placement of new ramps (see highway mode matrix)	One park/recreation area/wildlife refuge (Sandstone Ranch) with recommended <i>de minimis</i> findings. <i>De minimis</i> impacts are those that are considered minor or negligible.
Impacts to historic properties	Would not adversely affect any historic properties	BRT would not adversely affect any historic properties TEL would adversely affect a portion of a historic ditch. Seven historic properties, 9 historic ditches, and 1 historic railroad with recommended <i>de minimis</i> findings. <i>De minimis</i> impacts are those that are not considered adverse.	Adverse effects would consist of removal or demolition of two historic buildings and one historic farmhouse; and one historic railroad segment adversely affected Seven historic ditches, 3 historic properties, and one historic railroad are recommended for <i>de minimis</i> findings. <i>De minimis</i> impacts are those that are not considered adverse.
Federally Protected Species Resources			
Impacts to threatened and endangered species habitat	Would not affect any T/E habitat	BRT would not affect any T/E species habitat TEL would effect approximately 8.1 acres of T/E species habitat and 232.7 acres of bald eagle roosts and foraging habitat	Would not affect any T/E habitat
Impacts to bald eagle roosts and foraging habitat	Would affect approximately 6.09 acres of bald eagle roosts and foraging habitat	Would not affect any bald eagle roosts and foraging habitat	Would affect approximately 16.15 acres of bald eagle roosts and foraging habitat
Other Resources			
Impacts to floodplains	Would effect approximately 0.1 acres of floodplains	BRT would not affect any floodplains TEL would effect approximately 13.5 acres of floodplains	Would effect approximately 1.9 acres of floodplains
Impacts to aquatic species & habitat	Would not directly affect aquatic species and habitat	BRT would not directly affect aquatic species and habitat TEL would effect approximately 2.25 acres of aquatic habitat	Would not directly affect aquatic species and habitat
Community Acceptance			
Public and agency input	Gain support from east side communities	Less support than commuter rail but relatively well accepted	Much public support has been expressed for commuter rail
Cost (2005 dollars)			
Capital cost	\$28 million	\$119 million (does not include cost of TEL construction)	\$1,098 billion
Operating and maintenance cost	\$5 million annually	\$8 million annually	\$28 million annually
Public cost/user	\$15	\$12	\$90
Revenue			
End-to-End Fare	\$6.60	\$8.70	\$14.00
Criteria Identified for future discussion			
Phasing/prioritization opportunities			
Transit operator			

Highway Mode Comparison

RCC/TAC Workshop

16-Jan-09

HIGHWAY		
	General Purpose Lanes (GP)	Tolled Express Lanes (TEL)
Purpose and Need		
Multimodal Needs	Provide multimodal transportation opportunities	Would provide semi-exclusive lanes for BRT Would provide lanes for high-occupancy vehicle travel
Aging Infrastructure	Replace aging infrastructure on I-25	Aging infrastructure along I-25 would be replaced
Mobility		
Reliable travel	Increases in congestion beyond 2030 would impact reliability of travel in GP lanes.	TEL would provide more reliable travel in perpetuity through variable pricing policy.
Fast travel (128 minutes for No Action)	118 mins SH 1 to 20th Street (in peak hour)	113 mins on GP/65 mins on TEL SH 1 to 20th Street (in peak hour)
Minimum Impact to local street network	Would reduce volumes on parallel arterials north of E-470, compared to TEL lane	Would result in somewhat higher volumes on parallel arterials north of E-470, compared to GP lane expansion
Efficient connections to highway	Would upgrade all currently deficient interchanges	Would upgrade all currently deficient interchanges
Consider impacts to freight movement (travel time and use of lane)	Overall expansion of general purpose lanes would benefit truck traffic	Truck traffic would not be permitted in the TEL TEL would provide faster travel time than GP
Safety		
Correct existing geometric deficiencies	Would correct existing geometric deficiencies	Would correct existing geometric deficiencies
Minimize crashes on I-25	1.5% more predicted crashes than Tolled Express lanes	1.5% fewer crashes predicted than on general purpose lanes
Accessibility		
Efficient connections to highway	Would connect at all existing interchanges	TELs would not connect directly to cross streets and have limited accesses along the corridor
Emerging Trends		
Sustainability	Would meet 2030 travel demands	Would meet 2030 travel need and TEL can maintain fast travel time beyond 2030
Potential to impact future land use patterns	Land development could increase adjacent to improved interchanges	Land development could increase adjacent to improved interchanges
Environment		
NEPA - 404 Resources		
Impacts to wetlands	Impacts to approximately 13.26 acres of wetlands. Wetlands associated with Big Dry Creek, Big Thompson River, Cache la Poudre River, Fossil Creek, Little Thompson River, St. Vrain Creek, South Platte River	Impacts to approximately 18.11 acres of wetlands. Wetlands associated with Big Dry Creek, Big Thompson River, Cache la Poudre River, Fossil Creek, Little Thompson River, St. Vrain Creek, South Platte River
Impacts to jurisdictional open water	Impacts to approximately 1.84 acres of jurisdictional open water	Impacts to approximately 2.27 acres of jurisdictional open water
Section 4(f) Resources		
Impacts to parks/recreation areas and wildlife refuges	Would affect a total of 1.21 acres, or 27%, of sculpture park for the placement of new ramps. Mitigation includes relocation of the sculpture park. Four parks/recreation areas/wildlife refuges with recommended <i>de minimis</i> findings: Arapaho Bend Natural Area, Archery Range Natural Area, Big Thompson Ponds Wildlife Area, Little Thompson River Corridor. <i>De minimis</i> impacts are those that are considered minor or negligible.	Would affect a total of 1.21 acres, or 27%, of sculpture park for the placement of new ramps. Mitigation includes relocation of the sculpture park. Six parks/recreation areas/wildlife refuges with recommended <i>de minimis</i> findings: Arapaho Bend Natural Area, Archery Range Natural Area, Big Thompson Ponds Wildlife Area, Little Thompson River Corridor, Civic Center Park, Grant Park. <i>De minimis</i> impacts are those that are considered minor or negligible.
Impacts to historic properties	Would adversely affect a portion of a historic ditch Seven historic properties, 9 historic ditches, and 1 historic railroad with recommended <i>de minimis</i> findings. <i>De minimis</i> impacts are those that are not considered adverse.	Would adversely affect a portion of a historic ditch Seven historic properties, 9 historic ditches, and 1 historic railroad with recommended <i>de minimis</i> findings. <i>De minimis</i> impacts are those that are not considered adverse.
Federally Protected Species Resources		
Impacts to threatened and endangered species habitat	Would affect approximately 7.22 acres of T/E species habitat	Would affect approximately 8.1 acres of T/E species habitat
Impacts to bald eagle roosts and foraging habitat	Would affect approximately 188.5 acres of bald eagle roosts and foraging habitat	Would affect approximately 232.7 acres of bald eagle roosts and foraging habitat
Other Resources		
Impacts to floodplains	Would affect approximately 10.8 acres of floodplains	Would affect approximately 13.5 acres of floodplains
Impacts to aquatic species & habitat	Would affect approximately 1.82 acres of aquatic habitat	Would affect approximately 2.25 acres of aquatic habitat
Community Acceptance		
Public and agency input	Some resistance to the idea of increasing free highway capacity if it compromises a transit option Support for safety improvements	Support for safety improvements
Cost (2005 dollars)		
Capital cost	\$1.289 billion	\$1.864 billion
Operating and maintenance cost	\$5 million annually	\$8 million annually
Public cost/user	\$0.35	\$0.50
Revenue		
Potential revenue generation	No potential to generate revenue	\$4.7-\$5.8 million annually (end-to end peak period toll \$13)
Criteria Identified for future discussion		
Phasing/prioritization opportunities		

Group Notes

RCC/TAC Workshop

16-Jan-09

Circle transit mode(s) selected From where to where do you want this improvement?

Describe the reasoning for this choice below.

If you could not reach agreement describe why below.

Any additional information that would be helpful?

Commuter Rail _____ to _____

Commuter Bus _____ to _____

Bus Rapid Transit _____ to _____

Circle highway mode(s) selected

General Purpose Lanes _____ to _____

Tolled Express Lanes _____ to _____

Group # _____

List Group Members

Summary of Written Comments from Local and Regional Agencies

Jurisdiction	Preference for:		Comments
	Package A	Package B	
Regional Planning Agencies			
DRCOG	—	—	<ul style="list-style-type: none"> ▪ Should include 2035 information
North Front Range MPO	—	—	<ul style="list-style-type: none"> ▪ Should evaluate single track for commuter rail. ▪ Should drop the rail component from Longmont to Thornton. ▪ Should increase BRT costs to include a proportion of TEL capital and operating costs. ▪ Should project TEL costs and revenue out to 30 years? ▪ Should mention RMRA study. ▪ Should include costs to widen bridges and overpasses to accommodate future HSR. ▪ Should remove CSU commuter rail station. ▪ Should better explain difference between optional BRT and express bus service. ▪ Should increase monitoring and upkeep of expanded carpool lots. ▪ Should say new interchange at SH 66 is under construction. ▪ Should clarify interchange and ramp construction at Harmony Road. ▪ Should clarify SH 392. What will be needed under No Action Alternative? ▪ Should clarify that SH 60 to E-470 is being constructed.

Summary of Written Comments from Local and Regional Agencies

Jurisdiction	Preference for:		Comments
	Package A	Package B	
Counties			
Boulder County	✓	✓	<ul style="list-style-type: none"> ▪ Recommend managed lanes implemented in phases. ▪ Tolls should reflect cost of operations, support transit service and never cost less than comparable transit fare. ▪ Recommend commuter rail that connects to NW Rail and North Metro corridors. ▪ Commuter bus service to Greeley along US 85. ▪ Feeder bus service. ▪ TDM
Larimer County	✓		<ul style="list-style-type: none"> ▪ Should pair commuter rail with a TEL. ▪ Need information about impact of trains on cross-street traffic. ▪ Should end rail at south end of Fort Collins. ▪ Should consider potential expansion of transit alternatives to north. ▪ Should get buy in from RR. ▪ What is cost savings of ending in south Fort Collins? ▪ Should provide user cost and time consumption. ▪ Alternatives do not offer equitable benefits and costs.
Weld County	—	—	<ul style="list-style-type: none"> ▪ Purchase additional R/W along I-25 for new lanes: "pay as you go" concept. ▪ Add rail along I-25 in future.
City and County of Broomfield		✓	<ul style="list-style-type: none"> ▪ Reconstruction of SH 7 interchange is needed. ▪ Package A has no station available for Broomfield residents. ▪ Package B provides better highway travel time.

Summary of Written Comments from Local and Regional Agencies

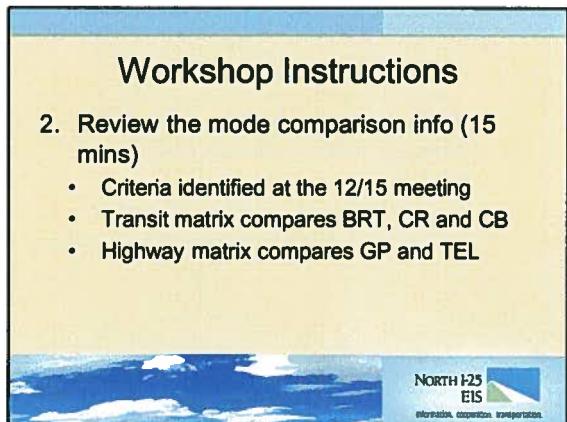
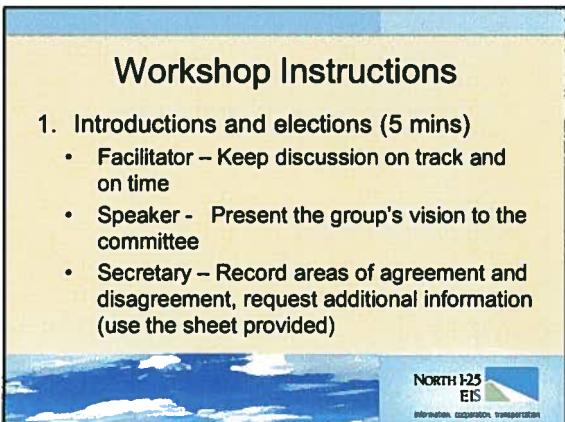
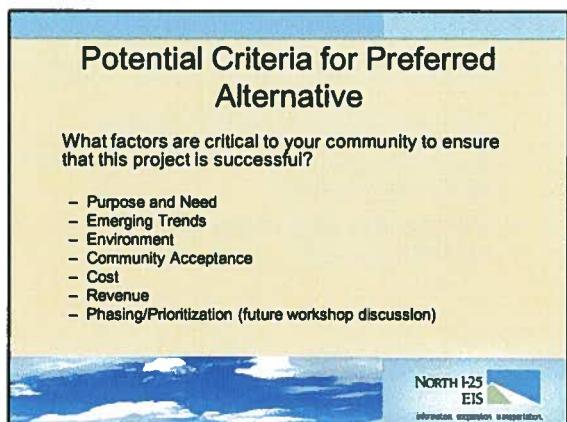
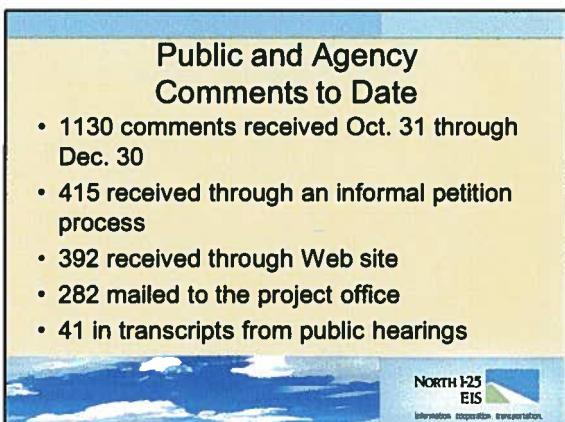
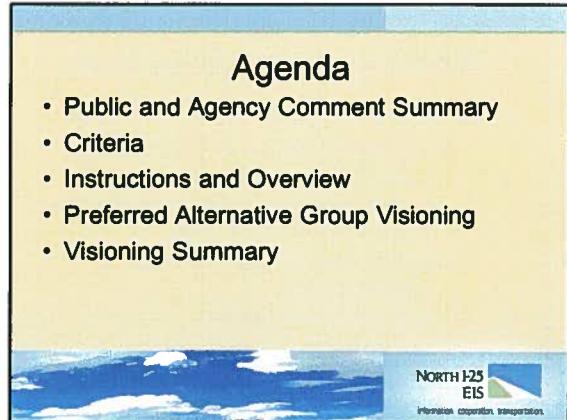
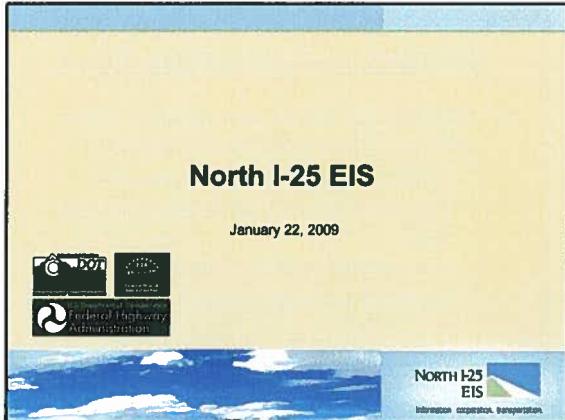
Jurisdiction	Preference for:		Comments
	Package A	Package B	
Counties			
City and County of Broomfield (cont'd)		✓	<ul style="list-style-type: none"> ▪ Package A has no transit operator. ▪ Package B replaces more structures. ▪ Package B has fewer relocations. ▪ Package B has no transit noise impacts. ▪ Package B has lower capital and operating costs. ▪ Support component B-H3 as highest priority.
Towns and Cities			
Town of Berthoud	✓		<ul style="list-style-type: none"> ▪ Need for an alternative north-south route in addition to I-25. ▪ Consistent with location of existing population centers.
City of Fort Collins	—	—	<ul style="list-style-type: none"> ▪ Questions about travel patterns. ▪ Questions about financial analysis. ▪ Package A seems to better address core community values. ▪ Should develop separate land use assumptions for each alternative. ▪ Should single track commuter rail north of South Transit Center. ▪ Questions about treatment of natural areas. ▪ Questions about noise and air quality assessment. ▪ Questions about water quality and floodplain analysis.
Town of Frederick		✓	<ul style="list-style-type: none"> ▪ Package B has lower capital and operating costs. ▪ Package B has better service.

Summary of Written Comments from Local and Regional Agencies

Jurisdiction	Preference for:		Comments
	Package A	Package B	
Towns and Cities			
Town of Frederick (cont'd)		✓	<ul style="list-style-type: none"> ▪ Support commuter bus on US 85. ▪ If commuter rail moves forward, would prefer alignment S.
City of Greeley	—	—	<ul style="list-style-type: none"> ▪ Support commuter bus service on US 85. ▪ Should preserve ROW for rail along US 85. ▪ Support TEL and BRT on I-25. ▪ Should prioritize US 85 improvements, including upgrading intersections to interchanges.
City of Longmont	✓		<ul style="list-style-type: none"> ▪ Support both bus and commuter rail. ▪ Support future growth toward existing urban centers. ▪ Mitigation needs to be provided for impacts in Longmont. ▪ Should consider single tracking to reduce impacts. ▪ Should consider Quiet Zones. ▪ Longs Peak Avenue crossing has gates. ▪ 8 lane section on I-25 increases traffic. ▪ Should beef up bicycle connections. ▪ Should rail ridership be more because of connections to both NW Rail and North Metro? ▪ Concerns about impact to historic properties and views. ▪ Will substation for Longmont Power and Communication be impacted? ▪ Concerns about park and vegetation impacts. ▪ Should consider bus service to Sandstone Ranch.

Summary of Written Comments from Local and Regional Agencies

Jurisdiction	Preference for:		Comments
	Package A	Package B	
Towns and Cities			
City of Loveland	✓		<ul style="list-style-type: none"> ▪ Support for non tolled lanes. ▪ Support for economic development in downtown Loveland. ▪ Support for commuter rail to NW Rail and North Metro. ▪ Support upgrades to existing interchanges. ▪ Concern about financing. ▪ Concern about phasing. ▪ Need support for local transit connections.
Town of Timnath		✓	<ul style="list-style-type: none"> ▪ Package A would require out of direction travel for Timnath residents. ▪ TELs provide best travel time. ▪ BRT is faster than rail. ▪ Package B is less costly to build and operate. ▪ Should relocate Harmony/I-25 BRT station to ½ mile south of interchange. Could fit well with planned development on west side of I-25.



Workshop Instructions Cont.

3. Develop your group's vision (40 mins)
 - Select transit mode(s) BRT, CR, CB
 - In their entirety
 - In select pieces (CB to downtown but not DIA) or
 - Combine modes (CB with BRT)
 - Select highway mode(s) GP, TEL
 - In their entirety or
 - Combination of GP and TEL



Workshop Instructions Cont.

4. Speaker will share your group's vision with the committee (10 mins/group)
 - What your group agreed on and why?
 - What your group could not agree on and why?
 - Your discussion of benefits and impacts.
 - Additional information that would be helpful.



Tips for Developing Your Vision

- Don't get bogged down in the details
- Your vision must include both highway and transit improvements
- Your highway improvements must span the entire corridor



Package Review



Group Reports

- What your group agreed on and why?
- What your group could not agree on and why?
- Your discussion of benefits and impacts.
- Additional information that would be helpful.



Next Workshop:

January 29th
Southwest Weld County Services Complex
2 PM

Stay Involved:

www.cdot.info/northi25eis/
970.352.5455 or 303.779.3384



2/3/2009 2:00
 RCC/TAC Workshop - January 22, 2009

General Purpose Lanes	Commuter Bus	Tolled Express Lanes	Bus Rapid Transit	Commuter Rail
We chose the Commuter Bus to create conductivity from the East I-25 corridor to West. Plus its facilities.		incorporate various bus options for phasing for transit in the area or region. We discussed the fact that the TEL could be used for bus service without the requirement of median stations. Phasing of the I-25 corridor would require further		We chose the Commuter Rail because it is located at the population centers and conform to existing long range planning. It also creates a long-term solution that will connect to the metro system (i.e., RTD).
GP lanes only from 66 north due to local traffic patterns	All agree Commuter Bus needs to be on 85. CB on 85 is unanimously agreed upon.	Favors TEL on I-25 (not total in agreement)	Split on Bus Rapid Transit and Commuter Rail. General agreement for BRT on I-25 with a few abstainers. Town of Frederick difference in capital costs and operating costs of rail vs. BRT without more users favors BRT. BRT from 66 to Denver (to accommodate longer trips)	Windsor - CR on west side is good. Can have parallel systems joining at SH 119. BRT serves E. BR serves west. From SH 119 south BRT. CR only does not serve Weld County. Berthoud supports Commuter Rail, Fort Collins to Longmont. CR in line with local planning
GP from Fort Collins to SH 119	CB Greeley to Denver	TEL from SH 119 66 to Denver		Support for existing population centers along 287. Concern and questions about value of Commuter Rail Longmont to Denver. Want to hold it for planning but possibly phase it.

REGIONAL COORDINATION COMMITTEE

Date: January 22, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

NORTH I-25

EIS



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SIGN-IN SHEET

Name	INITIAL For Today's Attendance	✓ If ANY CHANGE to contact info	✓ IF Attending Jan 29th Workshop	Affiliation	E-Mail Address
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Doug Young				Senator Udall's Office	doug.young@mail.house.gov
Fred Sandal	FS		✓	DRCOG	fsandal@drcog.org
Gene Pielin				Loveland	mayor@ci.loveland.co.us

REGIONAL COORDINATION COMMITTEE

Date: January 22, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

*Not an
RCC
member*

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Name	INITIAL For Today's Attendance	✓ If ANY CHANGE to contact info	✓ IF Attending Jan 29th Workshop	Affiliation	E-Mail Address
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Tom Anzia				FHU	Tom.anzia@fhueng.com
Vicky Sprague				Weld County	vsprague@co.weld.co.us
William Haas				FHWA	william.haas@fhwa.dot.gov

REGIONAL COORDINATION COMMITTEE

Date: January 22, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

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NORTH I-25 EIS



information, cooperation, transportation.

REGIONAL COORDINATION COMMITTEE

Date: January 22, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

NORTH I-25

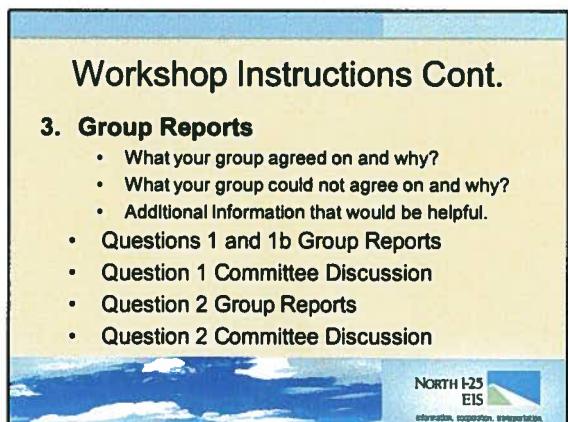
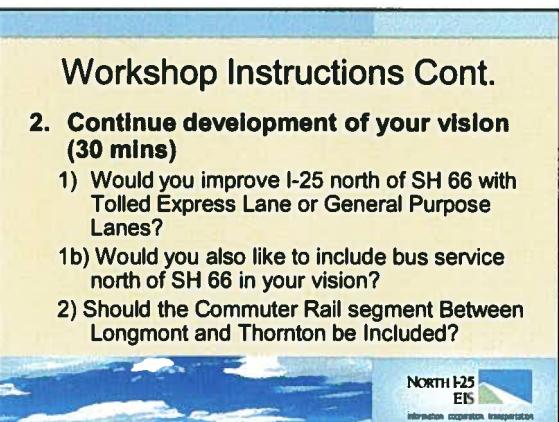
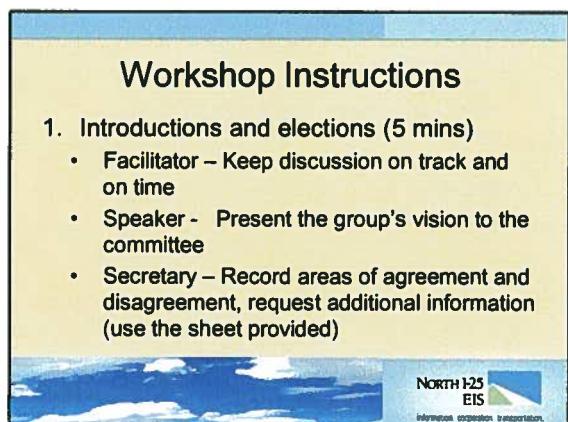
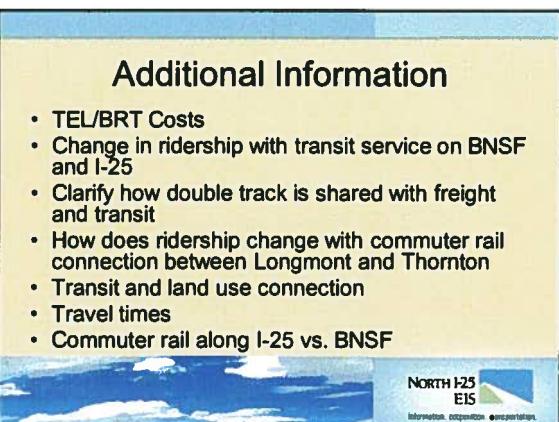
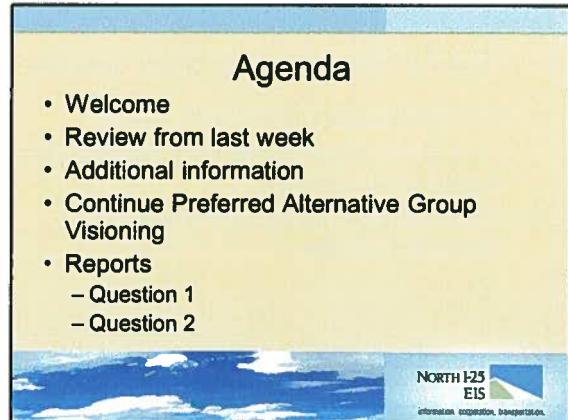
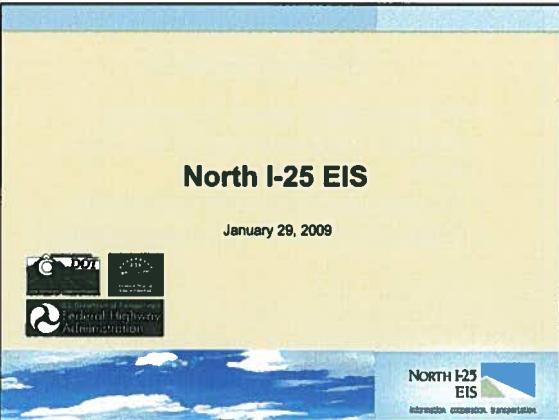
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Name	<u>INITIAL</u> For Today's Attendance	<input checked="" type="checkbox"/> If <u>ANY CHANGE</u> to contact info	<input checked="" type="checkbox"/> IF Attending Jan 29th Workshop	Affiliation	E-Mail Address
PUBLIC ATTENDEES					



Tips for Developing Your Vision

- Don't get bogged down in the details
- Your vision must include both highway and transit improvements
- Your highway improvements must span the entire corridor



Group Reports

- What your group agreed on and why?
- What your group could not agree on and why?
- Your discussion of benefits and impacts.
- Additional information that would be helpful.



Next Workshop:

February 12th

Southwest Weld County Services Complex

2 PM

Stay involved:

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RCC/TAC Workshop - January 29, 2009			
Tolled Express Lanes vs. GPL North of SH 66		Bus north of SH 66? EB or BRT	Commuter Rail between Longmont and Thornton?
Tolled express lanes - Keep it easy, keep it fast, keep it cheap. Ability to manage lanes is critical. Tolled Express Lanes could be opened up to General Purpose during non-peak hours.		Express Bus - 100% agreement. Potential to phase in BRT in the future.	50/50 split. Low priority to phasing question. May impact future land use without much chance of being built. High cost
HOV lanes phased to future TEL, encourages more people per vehicle, there is no need for TEL to extend north today. Support for TEL is that there is a long term commitment/permanent solution such as TEL that could attract additional transportation options.		Express Bus - Want support for transit option north of SH 66 along I-25 corridor	Yes, with condition. Current cost benefit does not warrant public construction. To preserve option for this if demand & potential public private partnership options might arise in future.
Tolled express lanes - HOV - TEL conditions, barrier separated starts as HOV with toll implemented as congestion dictates.		Express Bus - Providing a bus alternative for commuters, cost/ridership. Want to provide single seat alternative.	Nope - but want a bus connect from 66 and 119 Commuter Rail station to EB service on I-25. Open to right-of-way designation after research
Initially GP then phase to TEL. Since traffic will grow gradually build GPL in a way that can be converted to TEL (lines to separate vs solid barriers). Incentivizes people to use transit options, car pools, especially if toll applied during busy times. Electronic possibilities in future?		Express Bus - We saw EB as more easily installed more compatible with feeder transit can be scaled back if commuter rail carries increasing loads. Less expensive.	Yes, group wants to preserve option for commuter rail to metro Denver. Make sure we have a connection between south end of train in Longmont and bus service on I-25, until train connection completed.

Regional Coordination Committee (RCC)

Technical Advisory Committee (TAC)

Date: January 29, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

NORTH I-25
EIS

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Date: January 29, 2009

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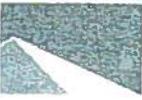
SIGN-IN SHEET

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Date: January 29, 2009

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Date: January 29, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

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Date: January 29, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX



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Regional Coordination Committee (RCC) Technical Advisory Committee (TAC)

Date: January 29, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

NORTH I-25 EIS



information cooperation transportation



AGENDA

NORTH I-25 JOINT RCC/TAC WORKSHOP

Thursday February 12, 2009
Southwest Weld County Services Complex
2:00 PM to 4:00 PM

- I. Introductions**
- II. What is consensus?**
- III. What does it mean to be the LEDPA?**
- IV. Summary of previous group discussions/visions**
 - Your draft vision to date
 - Commuter rail on the BNSF
 - Express bus on I-25
 - Commuter bus on US 85
 - Tolled express lanes on I-25 south of SH 66
 - Phased in tolled express lanes north of SH 66
- V. Commuter rail between Longmont and Thornton**
- VI. Small group discussions on priorities and phasing**
 - What factors are important to your community and why?
- VII. Next workshop**

North I-25 EIS

February 12, 2009

North I-25 EIS
Longmont, Aurora, Thornton

Agenda

- Introductions
- What is consensus?
- What does it mean to be the LEDPA?
- Summary of previous group discussions/visions
 - Your draft vision to date
 - Commuter rail between Longmont and Thornton
- Small group discussions on priorities and phasing
 - What factors are important to your community and why?
- Next workshop

North I-25 EIS
Longmont, Aurora, Thornton

What is Consensus?

- A consensus is an agreement built by identifying and exploring all parties' interests and assembling a package agreement that satisfies these interests to the greatest extent possible.
- A consensus is reached when all parties agree that their major interests have been taken into consideration and addressed in a satisfactory manner.
- Consensus does not necessarily mean unanimity. Some parties may strongly endorse a particular recommendation while others may accept it as a workable agreement.

North I-25 EIS
Longmont, Aurora, Thornton

What is Consensus?

- Members can participate in the consensus without embracing each element of the agreement with the same fervor as other members or having each interest fully satisfied.
- In a consensus agreement, the parties recognize that given the combination of gains and trade-offs in the recommendation package, potential impacts and options, the resulting agreement is the best one the parties can make at the time.

North I-25 EIS
Longmont, Aurora, Thornton

What is the LEDPA?

Least Environmentally Damaging Practicable Alternative

- Regulated by the Corps of Engineers
- The alternative that:
 - Has the least impacts to the aquatic ecosystem (wetlands, rivers, reservoirs)
 - Meets purpose and need
 - Is practicable
 - cost
 - existing technology
 - logistics

North I-25 EIS
Longmont, Aurora, Thornton

How does the LEDPA impact your Vision?

- Package A has the least impact to the aquatic ecosystem (19.34 acres)
- Therefore your Vision must:
 - Have the same or fewer impacts to wetlands and jurisdictional open waters than Package A
- A preliminary estimate of the Vision minus the CR component from Longmont to Thornton is that it could be the LEDPA
- The Longmont to Thornton component adds 3.5 acres of impact

North I-25 EIS
Longmont, Aurora, Thornton

Summary of Workshops



Draft Committee Vision

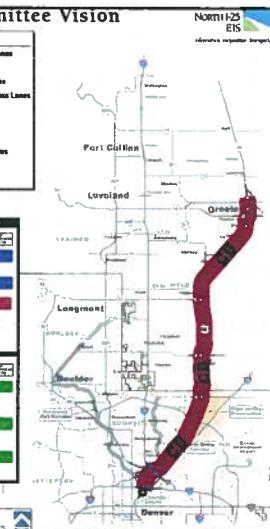
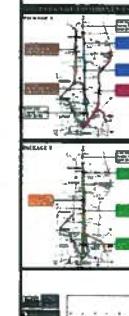
- Commuter Bus
 - Greeley to downtown Denver
 - Transfer to Express Bus to DIA
 - Stations located in Greeley, Evans, Platteville, Fort Lupton and metro Denver



Draft Committee Vision

LEGEND

General Purpose Lanes
Commuter Bus
Tolled Express Lanes
PTED
Planned Tolled Express Lanes
Bus Rapid Transit
Express Bus
Commuter Rail
Interchange Upgrades
Number of Lanes
Transit Station



Draft Committee Vision

- Tolled Express Lanes
 - I-25 south of SH 66 (buffer separated)
 - 6 GP + 2 TE lanes



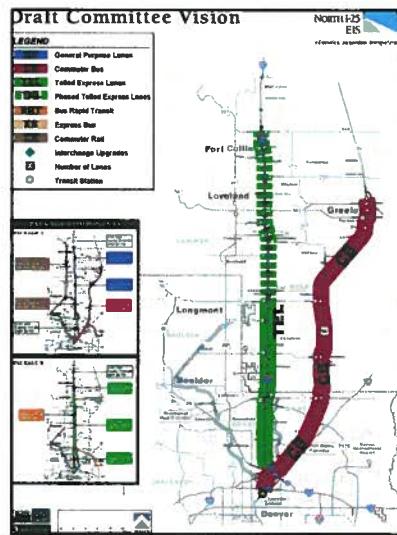
Draft Committee Vision



Draft Committee Vision

- Phased Tolled Express Lanes
 - I-25 north of SH 66
 - SH 60 to SH 66 (4 GP + 2 buffer-separated TEL)
 - SH 60 to Harmony Road (4 GP + 4 barrier-separated TEL)
 - Harmony to SH 14 (4 GP + 2 buffer-separated TEL)

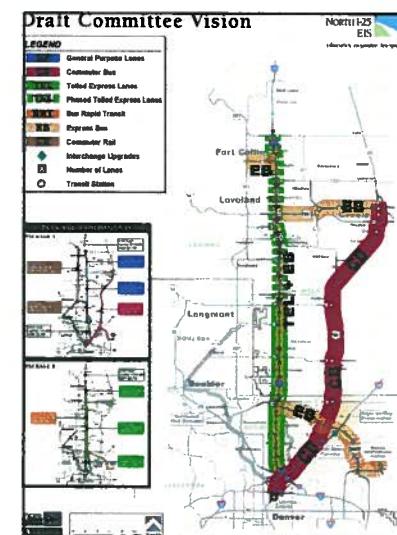




Draft Committee Vision

- **Express Bus**
 - Fort Collins to downtown Denver and DIA
 - Greeley to downtown Denver
 - Stations will be identified to maximize ridership while maintaining competitive travel times
 - Stations will likely differ somewhat from those included in Package B BRT

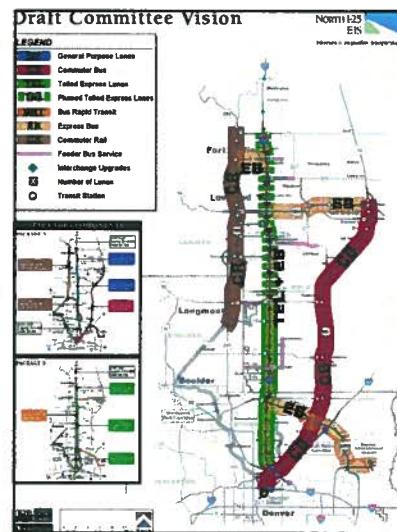
NORTH I-25 EIS
Moving Forward Together



Draft Committee Vision

- **Commuter Rail**
 - Fort Collins to Longmont
 - Service to Boulder and downtown Denver using Northwest Rail line
 - Stations in Fort Collins, Loveland, Berthoud, and Longmont

NORTH I-25 EIS
Moving Forward Together



Your Draft Vision

- **Commuter Rail Longmont to Thornton**
 - Workshop comments do not reflect strong support
 - Impacts to wetlands and historic resources
 - Inclusion with TEL may preclude achieving the LEDPA
 - High cost
 - Directly competes with Express Bus

NORTH I-25 EIS
Moving Forward Together

Workshop Instructions

1. Elections (5 mins)

- Facilitator – Keep discussion on track and on time
- Speaker - Present the group's priorities to the committee
- Secretary – Record the group's discussion on priorities and reasons for selection (use the sheet provided)



Phasing and Priorities

2. 30 minutes

- What factors should be considered in the development of a phasing plan?
 - Write factors on index cards provided
- Why are these important?
 - Group discussion about factors

Don't focus on individual projects, but overall concepts for phasing and prioritization



Phasing and Priorities

• Factors identified by CDOT

- Address safety issues on I-25
- Replace aging infrastructure on I-25
- Increase capacity
- Ability to implement



Phasing and Priorities

3. 20 minutes

- Prioritize the factors on your index cards
- Record your reasoning for this prioritization



Group Reports

- Your group's prioritization of factors
- Reasoning for your prioritization



Next Workshop:

Monday March 16th
Southwest Weld County Services Complex
2 PM

Stay involved:
www.cdot.info/northi25eis/



RCC/TAC Groups' Prioritized Phasing Factors Highlighted by Common Theme

Workshop 3 - February 12, 2008

Theme	Group 1 - B	Group 2 - Y	Group 3 - G	Group 4 - R
Addressing I-25 Safety	1. Safety and improving infrastructure must improve existing infrastructure before implementing new infrastructure	1a. Aging infrastructure	1. Focus on rail and transit oriented development	1. Mobility/Congestion
	2. Modify system Growth Ridership Cost Connection to other projects	1b. Greatest number of users (riders, commuters)/benefit vs. cost	2. Preserve infrastructure and safety	2. Safety
	3. Ability to implement short term vs. long term	2. Safety	3. Phase in where land use development will occur	3. Environment
	3. Connectivity	4. Balance immediate needs vs. long term planning	4. Help reduce congestion	4. Sustainability
	4. Balance immediate needs vs. long term planning	5. Securing ROW	5. Securing ROW	5. Preservation of options
	5. ROI			6. Cost
		6. Exploring alternative funding sources/leverage funding opportunities		
Preserving I-25 Infrastructure	1. Safety and improving infrastructure must improve existing infrastructure before implementing new infrastructure	1a. Aging infrastructure	1. Focus on rail and transit oriented development	1. Mobility/Congestion
	2. Modify system Growth Ridership Cost Connection to other projects	1b. Greatest number of users (riders, commuters)/benefit vs. cost	2. Preserve infrastructure and safety	2. Safety
	3. Ability to implement short term vs. long term	2. Safety	3. Phase in where land use development will occur	3. Environment
	3. Connectivity	4. Balance immediate needs vs. long term planning	4. Help reduce congestion	4. Sustainability
	4. Balance immediate needs vs. long term planning	5. Securing ROW	5. Securing ROW	5. Preservation of options
	5. ROI			6. Cost
		6. Exploring alternative funding sources/leverage funding opportunities		
Improving Mobility	1. Safety and improving infrastructure must improve existing infrastructure before implementing new infrastructure	1a. Aging infrastructure	1. Focus on rail and transit oriented development	1. Mobility/Congestion
	2. Modify system Growth Ridership Cost Connection to other projects	1b. Greatest number of users (riders, commuters)/benefit vs. cost	2. Preserve infrastructure and safety	2. Safety
	3. Ability to implement short term vs. long term	2. Safety	3. Phase in where land use development will occur	3. Environment
	3. Connectivity	4. Balance immediate needs vs. long term planning	4. Help reduce congestion	4. Sustainability
	4. Balance immediate needs vs. long term planning	5. Securing ROW	5. Securing ROW	5. Preservation of options
	5. ROI			6. Cost
		6. Exploring alternative funding sources/leverage funding opportunities		
Coordinating with Community Plans	1. Safety and improving infrastructure must improve existing infrastructure before implementing new infrastructure	1a. Aging infrastructure	1. Focus on rail and transit oriented development	1. Mobility/Congestion
	2. Modify system Growth Ridership Cost Connection to other projects	1b. Greatest number of users (riders, commuters)/benefit vs. cost	2. Preserve infrastructure and safety	2. Safety
	3. Ability to implement short term vs. long term	2. Safety	3. Phase in where land use development will occur	3. Environment
	3. Connectivity	4. Balance immediate needs vs. long term planning	4. Help reduce congestion	4. Sustainability
	4. Balance immediate needs vs. long term planning	5. Securing ROW	5. Securing ROW	5. Preservation of options
	5. ROI			6. Cost
		6. Exploring alternative funding sources/leverage funding opportunities		
Consider Long-Term Vision with Near-Term Implementation	1. Safety and improving infrastructure must improve existing infrastructure before implementing new infrastructure	1a. Aging infrastructure	1. Focus on rail and transit oriented development	1. Mobility/Congestion
	2. Modify system Growth Ridership Cost Connection to other projects	1b. Greatest number of users (riders, commuters)/benefit vs. cost	2. Preserve infrastructure and safety	2. Safety
	3. Ability to implement short term vs. long term	2. Safety	3. Phase in where land use development will occur	3. Environment
	3. Connectivity	4. Balance immediate needs vs. long term planning	4. Help reduce congestion	4. Sustainability
	4. Balance immediate needs vs. long term planning	5. Securing ROW	5. Securing ROW	5. Preservation of options
	5. ROI			6. Cost
		6. Exploring alternative funding sources/leverage funding opportunities		
Implement Cost Effective Solutions	1. Safety and improving infrastructure must improve existing infrastructure before implementing new infrastructure	1a. Aging infrastructure	1. Focus on rail and transit oriented development	1. Mobility/Congestion
	2. Modify system Growth Ridership Cost Connection to other projects	1b. Greatest number of users (riders, commuters)/benefit vs. cost	2. Preserve infrastructure and safety	2. Safety
	3. Ability to implement short term vs. long term	2. Safety	3. Phase in where land use development will occur	3. Environment
	3. Connectivity	4. Balance immediate needs vs. long term planning	4. Help reduce congestion	4. Sustainability
	4. Balance immediate needs vs. long term planning	5. Securing ROW	5. Securing ROW	5. Preservation of options
	5. ROI			6. Cost
		6. Exploring alternative funding sources/leverage funding opportunities		

Date: February 12, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

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Cheryl Hauger	✓		Erie	hauger@erieco.gov
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Chris Primus	✓		Jacobs	chris.primus@jacobs.com
Chris Quinn	✓		RTD	chris.quinn@RTD-FasTracks.com

Date: February 12, 2009
Time: 2:00 PM - 4:00 PM
Location: SW WELD CO SERVICES COMPLEX

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Name	<u>INITIAL</u> For Today's Attendance	<input checked="" type="checkbox"/> If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Date: February 12, 2009

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Bob	Aubree	RA	RID CD OT	rober.aubree@dr.scarp.ca

PUBLIC ATTENDEES

North I-25 EIS

RCC/TAC Workshop 4

April 9, 2009

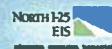


Agenda

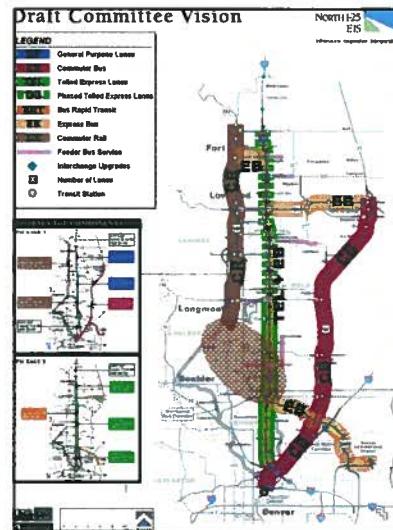
- Introductions and Welcome
- Finalizing the Primary Elements of the Preferred Alternative
 - Tolled Express Lane Configuration
 - Commuter Rail North Metro to Northwest Rail
- Prioritization and Phasing
- Next Meeting



Introductions

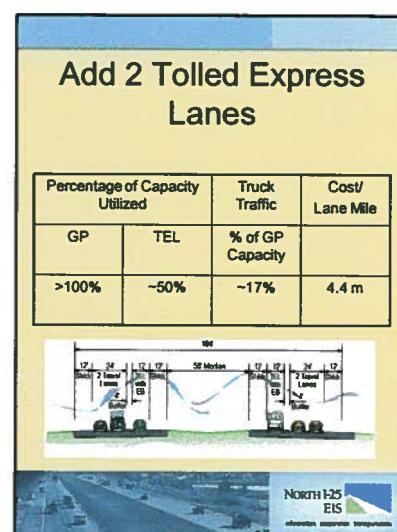
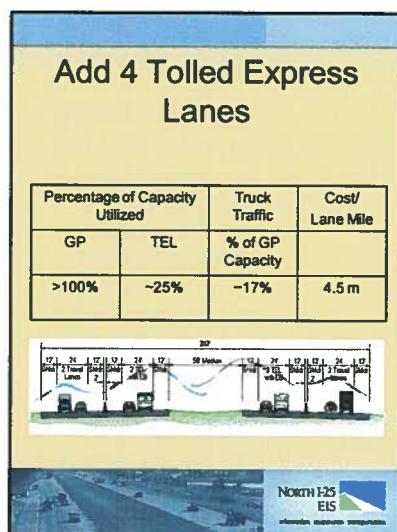
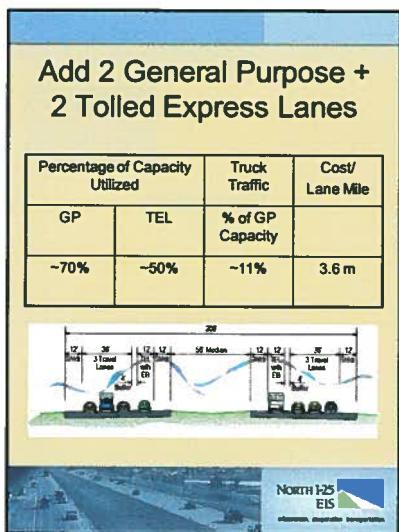
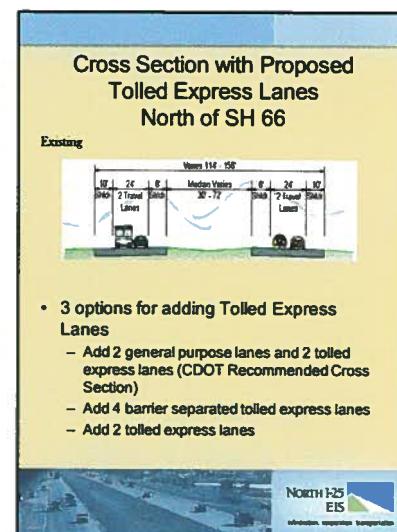
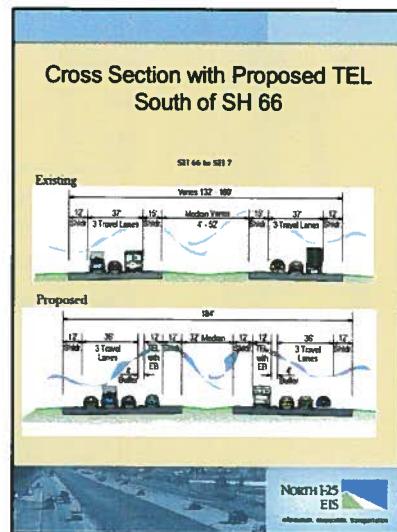
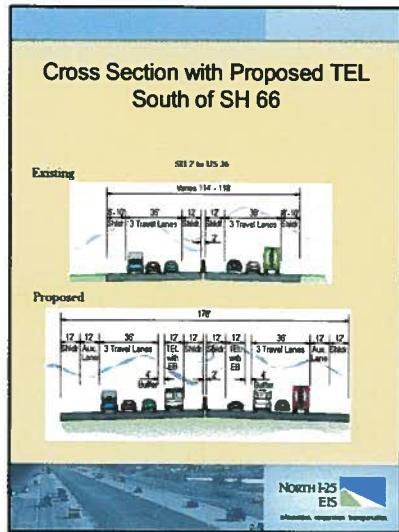


What We Have Accomplished and What We Have Remaining



Tolled Express Lane Configurations





Commuter Rail North Metro to Northwest Rail

- Recap of last meeting
- Subsequent coordination
- Recommendation for discussion

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Commuter Rail North Metro to Northwest Rail

- Recommendation for discussion
- Implications of this recommendation

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Prioritization and Phasing

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Infrastructure Preservation

Group 1 - B	Group 2 - Y	Group 3 - G	Group 4 - R
1. Safety and improving infrastructure must improve existing infrastructure while implementing new infrastructure	1. Aging Infrastructure	1. Facilitate rail and transit-oriented development	1. Mobility/Competition
2. Aligning with "Growth Corridor Partnership" and "Comprehensive Plan" efforts	2. Preserves infrastructure and safety	2. Safety	
3. Address requirements short term vs. long term	2. Safety	2. Preserves rail and transit-oriented development	
4. Aligning with long-term planning	3. Competency	3. Reduce traffic congestion	4. Sustainability
5. MTC	4. Existing alignment funding	4. Existing alignment funding	5. Cost
6. Existing alignment funding			

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Safety on I-25

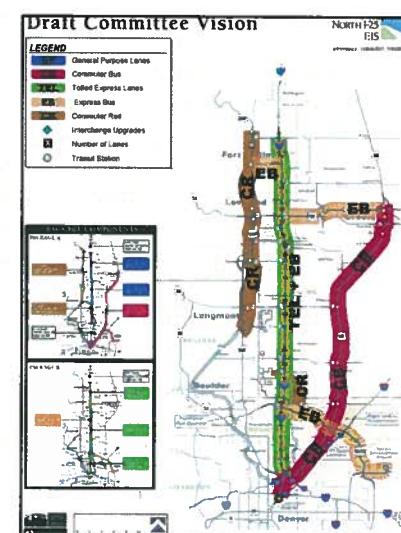
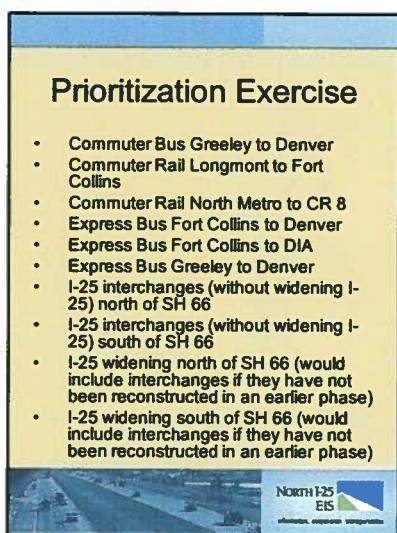
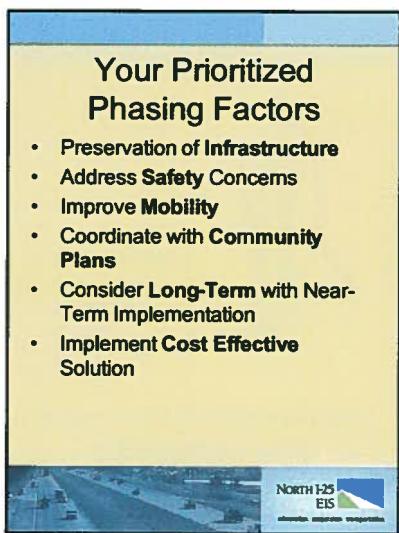
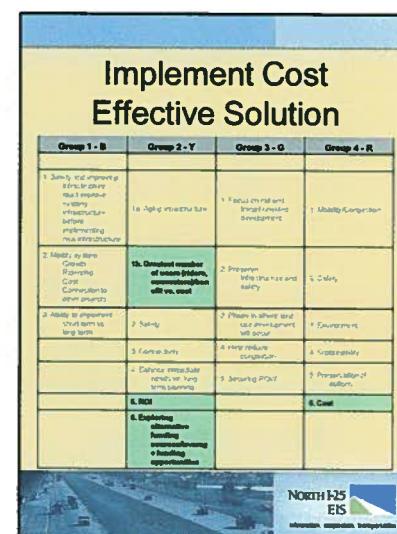
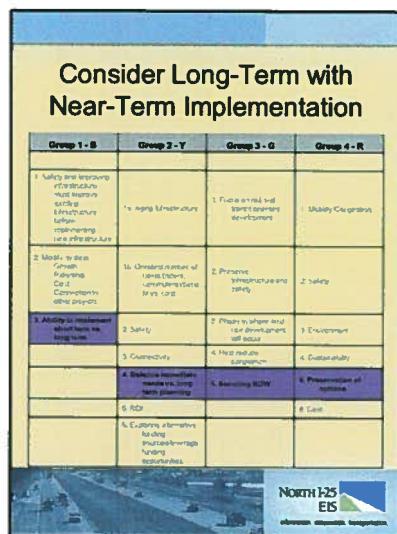
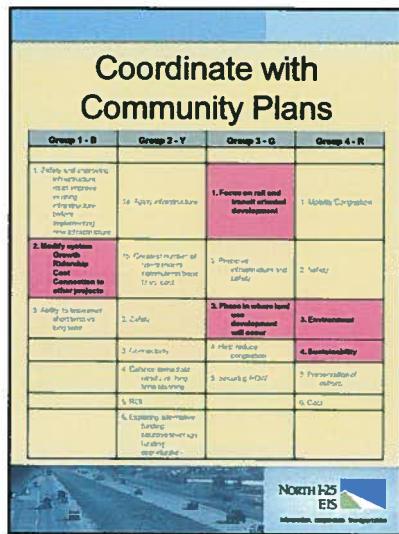
Group 1 - B	Group 2 - Y	Group 3 - G	Group 4 - R
1. Safety and improving infrastructure must improve existing infrastructure before implementing new infrastructure	1a. Aging infrastructure	1. Focus on rail and transit-oriented development	1. Mobility/Competition
2. Safety	1b. Decrease number of users (motorists, cyclists, pedestrians) off vs. on	2. Preserve Infrastructure and safety	2. Safety
3. Align to implement short term vs. long term	2. Safety	2. Places in where land use development is changing	3. Environment
4. Existing alignment funding	3. Reduce traffic congestion	3. Reducing PCT	4. Sustainability
5. MTC	4. Existing alignment funding	4. Increasing PCT	5. Cost
6. Existing alignment funding	5. Existing alignment funding	5. Cost	

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Improve Mobility

Group 1 - B	Group 2 - Y	Group 3 - G	Group 4 - R
1. Safety and improving infrastructure must improve existing infrastructure before implementing new infrastructure	1a. Aging infrastructure	1. Focus on rail and transit-oriented development	1. Mobility/Competition
2. Mobility system Growth Corridor Partnership Comprehensive Plan	1b. Decrease number of users (motorists, cyclists, pedestrians) off vs. on	2. Places in where land use development is changing	2. Safety
3. Align to implement short term vs. long term	2. Safety	2. Places in where land use development is changing	3. Environment
4. Existing alignment funding	3. Reduce traffic congestion	3. Reducing PCT	4. Sustainability
5. MTC	4. Existing alignment funding	4. Increasing PCT	5. Cost
6. Existing alignment funding	5. Existing alignment funding	5. Cost	

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Group Ranking Exercise

- Work in groups to rank the projects in each of the three categories
- Keep in mind your prioritized phasing factors!
 - Preservation of Infrastructure
 - Address Safety Concerns
 - Improve Mobility
 - Coordinate with Community Plans
 - Consider Long-Term with Near-Term Implementation
 - Implement Cost Effective Solution



Next Workshop:
April 23rd
**Southwest Weld County
Services Complex**
2 PM

Stay involved:
www.cdot.info/northi25eis/



MEETING MINUTES

MEETING DATE: April 9, 2009

LOCATION: Southwest Weld County Complex

ATTENDEES: See Attached Sign-In Sheet

PREPARER: Holly Buck

COPIES: RCC/TAC members

I. Introductions

II. What We've Accomplished

Carol Parr presented the elements of the Preferred Alternative that have been agreed to by the committee to date and discussed elements that are still being discussed and need resolution to move forward.

III. Tolted Express Lane Configuration

The group reviewed three different cross sections that were considered for implementation north of SH 66 on I-25 and discussed a recommendation by CDOT to move forward with a cross section that would add one general purpose lane and one tolled express lane in each direction north of SH 66. The group asked questions and discussed the cost per lane mile and utilization information presented. The desire to see this cross section built in phases that would start with the tolled express lanes was expressed by members. The group agreed to move forward with the cross section recommended by CDOT.

IV. Commuter Rail North Metro to Northwest Corridor

At the previous meeting, select communities expressed concern over not including the connection between the two FasTracks rail lines in the North I-25 FEIS Preferred Alternative. Subsequently CDOT met with those communities and brought forward a recommendation to include an extension of RTD's North Metro rail line north to CR 8 and I-25 as a compromise for inclusion in the Preferred Alternative. The group discussed this compromise and generally agreed that they would like to see it included in the Preferred Alternative. Members requested that additional consideration be given to including the other portion of this connection as a dashed line in the FEIS or perhaps including discussion about their desire to see this connection made in the text. Options for address the other portion of the connection will be brought back at the next meeting.

V. Priority and Phasing

RCC/TAC Workshop

April 9, 2009

Participants used CDOT's instant scoring machines to answer questions about the priority (near, mid or long) of 10 potential improvements within the North I-25 EIS Draft Preferred Alternative. Table 1 summarizes the result of this exercise illustrating which alternatives were identified as a near-term priority, mid term priority and a long-term priority.

Table 1. Prioritization Exercise Summary

Question	Near-Term Priority	Mid-Term Priority	Long-Term Priority
1. Commuter Bus Greeley to Denver on US 85	18 ✓	12	7
2. Commuter Rail Longmont to Fort Collins	12	8	18 ✓
3. Commuter Rail North Metro Extension to CR 8	11	11	14 ✓
4. Express Bus Fort Collins to Denver on Harmony Rd & I-25	22 ✓	11	4
5. Express Bus Fort Collins to DIA on Harmony Rd, I-25 & E-470	18 ✓	15	5
6. Express Bus Greeley to Denver on US 34 & I-25	19 ✓	10	9
7. I-25 Interchanges North of SH 66	24 ✓	11	2
8. I-25 Interchanges South of SH 66	13 ✓	10	14 ✓
9. I-25 Widening North of SH 66	23 ✓	7	7
10. I-25 Widening South of SH 66	9	14 ✓	15 ✓

In the second part of the exercise participants were asked to rank the projects in each of the three prioritization categories considering the phasing factors that had been identified at the previous meeting – Preserve infrastructure, improve safety, improve mobility, coordination with community plans, consider-term with near-term implementation and implement a cost effective solution .

Groups presented their results and provided some commentary on their rankings. Table 2 summarizes the groups' results.

Group 1 stated that they wanted to see commuter rail moved to the near term category.

Group 2 supported commuter bus because it doesn't take as much money to implement. They also supported widening I-25 both north and south of SH 66 with express bus lanes only.

Group 3 did not reach consensus but presented the following as one potential ranking.

1. Fix interchanges, north and south (safety)
2. Widening – north and south
3. EB Fort Collins to Denver
4. EB to DIA
5. CB
(EB very important, but need highway improvements first.)

Group 4 stressed the need to address safety, infrastructure preservation and mobility improvement with the project rankings.

RCC/TAC Workshop
April 9, 2009

Table 2. Group Rankings

Question	Near-Term Priority				Mid-Term Priority				Long-Term Priority			
	1	2	3*	4	1	2	3	4	1	2	3	4
Group #	1	2	3*	4	1	2	3	4	1	2	3	4
1. Commuter Bus Greeley to Denver on US 85	2	3		2								
2. Commuter Rail Longmont to Fort Collins									1	3		1
3. Commuter Rail North Metro Extension to CR 8									1	1		3
4. Express Bus Fort Collins to Denver on Harmony Rd and I-25	4	1	3									
5. Express Bus Fort Collins to DIA on Harmony Rd, I-25 & E-470	4	2		3								
6. Express Bus Greeley to Denver on US 34 & I-25	4	**		5								
7. I-25 Interchanges North of SH 66	1		1							4		2
8. I-25 Interchanges South of SH 66	1			6						4		2
9. I-25 Widening North of SH 66	3	4***	4									
10. I-25 Widening South of SH 66	3	5****								2		2

NOTE:

- * Did not reach consensus
- ** #6 – Should be included in Express Bus, Fort Collins to Denver
- *** #9 – Express bus lanes only
- **** #10 – Express lanes only

Regional Coordination Committee (RCC)

Technical Advisory Committee (TAC)

Date: April 9, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

NORTH I-25

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Date: April 9, 2009

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Regional Coordination Committee (RCC)

Technical Advisory Committee (TAC)

Date: April 9, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

NORTH I-25

EIS

information, cooperation, transportation

SIGN-IN SHEET

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Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

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Regional Coordination Committee (RCC)
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SIGN-IN SHEET

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Rick White		Landowner	rwhite@laam.biz
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Jeanne BOLTEN		CDOT - Larimer Co.	Citizens for Smart Transport.

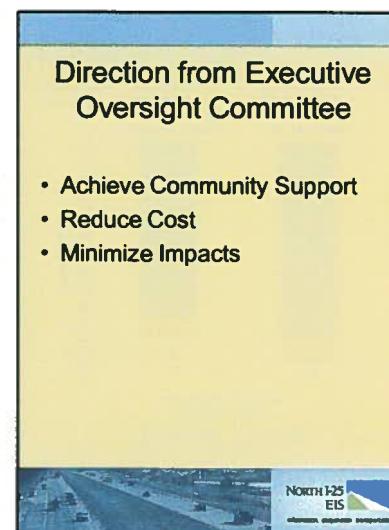
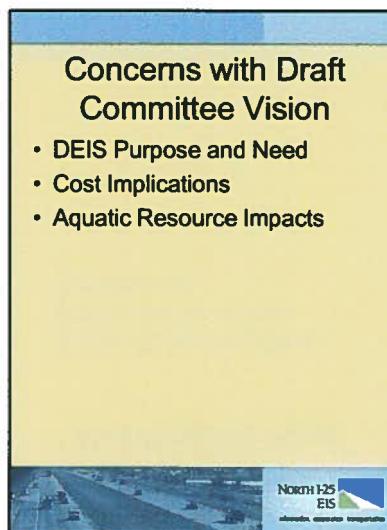
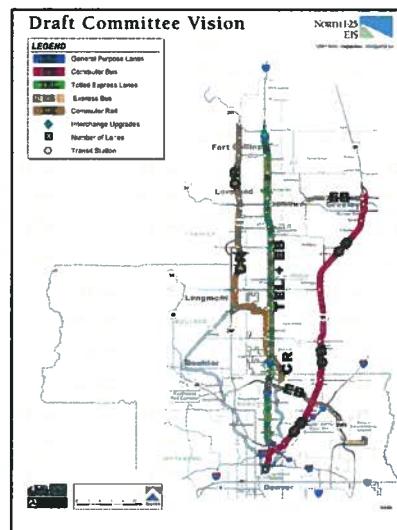
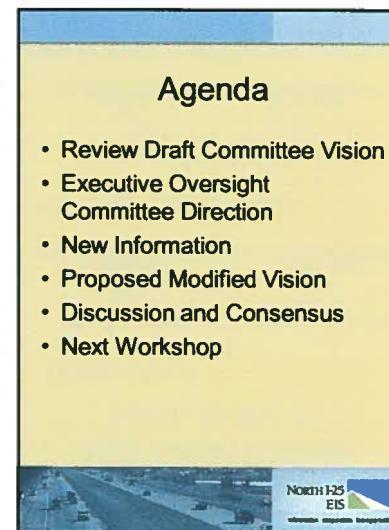
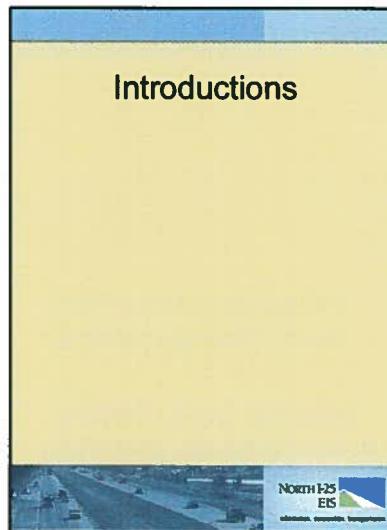
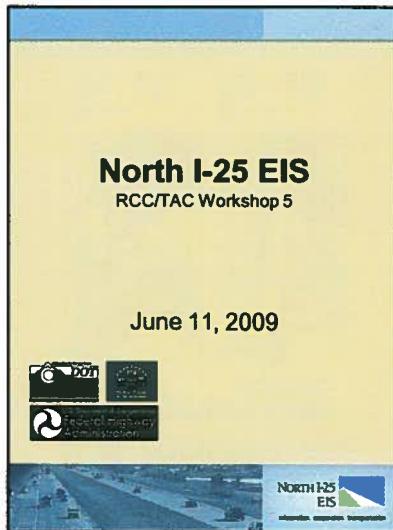


DRAFT AGENDA

NORTH I-25 RCC/TAC WORKSHOP

Thursday June 11, 2009
Southwest Weld County Services Complex
2:00 PM to 4:00 PM

- I. Introductions**
- II. Review Draft Committee Vision**
- III. New Information**
 - Maintenance Road
 - Travel time
 - 2035 Population and employment data
- IV. Update**
 - Meeting with EOC
- V. Refined Vision**
 - Narrow highway median
 - Single-track rail
- VI. Discussion and Consensus**
- VII. Next workshop**
 - Phasing



New Information

- Maintenance Road
- Travel Time
- Population and Employment Data

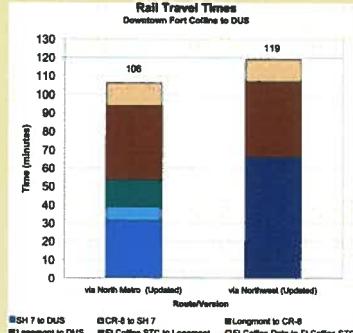


Maintenance Road

- BNSF will require adjacent gravel road for rail line maintenance



Travel Time



2035 Population and Employment Data



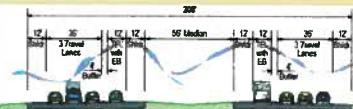
Proposed Modifications to Address EOC Direction

- Reduced I-25 Median Width
- Single Track Commuter Rail



I-25 Cross Section North of SH 66

Current Vision



Modified Cross-Section



I-25 Impacts and Costs

- Cost Estimates**

Package A	\$1.3 billion
Package B	\$1.9 billion
Current Vision	\$1.8 billion
Modified	\$1.5 billion

- Wetland Impact Estimates**

Package A	~15 acres
Package B	~20 acres
Current Vision	~19 acres
Modified	~17 acres



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Commuter Rail Cross Section Fort Collins to Longmont

Modified Cross Section	Current Vision



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Commuter Rail Cross Section Longmont to Thornton

Modified Cross Section	Current Vision



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Commuter Rail Impacts and Costs

- Cost Estimates**

Package A	\$1.1 billion
Current Vision	\$1.1 billion
Modified	\$0.8 billion

- Wetland Impact Estimates**

Package A	~5 acres plus BNSF maintenance road
Current Vision	~5 acres plus BNSF maintenance road
Modified	~5 acres including BNSF maintenance road



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Total Impacts and Costs

- Cost Estimates**

Current Vision	2.9 billion
Modified	2.3 billion
Savings	\$0.6 billion

Includes express bus and commuter bus services

- Wetland Impact Estimates**

Package A	~20 acres plus maintenance road
Current Vision	~24 acres plus maintenance road
Modified	~22 acres including maintenance road



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Discussion and Consensus



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Next Workshop:
July 23rd
Southwest Weld County
Services Complex
2 PM

Stay involved:
www.cdot.info/northi25eis/



Meeting Minutes - Workshop

Technical Advisory & Regional Coordination Committee

June 11, 2009

2:00 PM to 4:00 PM

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MEETING DATE - June 11, 2009

LOCATION: Southwest Weld County Services Complex

ATTENDEES: See Sign In Sheet

PREPARER: FHU – Holly Buck

INTRODUCTIONS AND OVERVIEW

- No Public Comment
- Bob Garcia made opening remarks on consensus. The NEPA process doesn't necessarily meet up with the bigger planning vision. Trim implies cuts and sometimes we can't meet everyone's desires. We recently met with the North I-25 EIS Executive Oversight Committee. Russ George was supportive of our process to date. Our current state requires new way of looking at issues. We need to work in partnership. He acknowledged FHWA and FTA for stepping up to work toward a solution and maintain their high standard.

REVIEW DRAFT COMMITTEE VISION

- Carol Parr reviewed the current committee vision with the group. Since the last meeting CDOT met with some communities and have modified the vision to include commuter rail between Erie and Longmont to address the desires of these communities. The express bus leg along Harmony Road was eliminated to reduce competition between the bus and the commuter rail line.
- Representatives from Frederick expressed concern that the commuter rail link goes through Frederick but no additional discussion was held with that community subsequent to the last meeting. At the previous meeting Frederick supported showing a possible future connection between Erie and Longmont but they do not support including this link in the preferred alternative.
- Fort Collins is pursuing express bus along Harmony Road. They would like to know more about how ridership on commuter rail was impacted by this leg of express bus.

EXECUTIVE OVERSIGHT COMMITTEE DIRECTION

- Carol Parr provided more information on the EOC meeting. The specific direction coming out of that meeting was to minimize impacts to achieve the LEDPA and to try to achieve consensus among the communities for the preferred alternative.

NEW INFORMATION

- Maintenance Road
 - The BNSF is now requiring that a maintenance road be provided along their rail line that would be used by the commuter rail. The team will meet with BNSF this summer and bring more details to the group.
- Travel Time
 - RTD data previously indicated that the North Metro rail line was not much faster than the Northwest rail line. As RTD has progressed in the planning and design of its FastTracks lines the travel times have been updated. New travel time estimates indicate that the North Metro line is now 13 minutes faster than the Northwest Rail line, for a trip between Fort Collins and downtown Denver. The previous estimates indicated a 4 minute difference.
 - The two MPOs have updated their population and employment information to 2035. Our latest travel model utilized this new data. The graphic provides a comparison of how the 2035 data compares to the previous 2030 dataset.

Meeting Minutes - Workshop

Technical Advisory & Regional Coordination Committee

June 11, 2009

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PROPOSED MODIFIED VISION

In order to achieve consensus among the group and still meet the requirements of the Corps of Engineers to select the alternative with the fewest impacts to aquatic resources the team suggested the following design modifications:

- Reduce the median width. The current design provides a 56 foot median. This new narrower design would provide a 32 foot grass median.
- Single track the commuter rail line.

Dave Klockeman asked why the 56' median was maintained initially. Bob Garcia responded that the median was maintained to keep the "rural" character. However, the new, narrower cross section is consistent with cross-section south of SH 66. Long Nguyen also told the group that there is still room to expand, if need be.

Gene Putman told the group that the rail would not operate well without passing track. Long Nguyen said that passing track will be provided but the details on the length and location have not yet been finalized. The passing track will enable the single track commuter rail to operate with the same service plan as the double track rail evaluated in Package A of the DEIS.

Land from Fort Collins to Longmont is owned by the BNSF and would not include purchasing property. The maintenance road would be on BNSF property.

The committee asked if the rail would be able to be expanded. More property than what you need for single-track. The committee also asked if there was enough property to double track in the future?

The final required ROW width for single track has not been determined at this time. We can take into account the need for potential future double track

Martina asked if operations are the same with single and double, why would we have double track. Reliability and travel time would be reason for keeping double.

The committee asked if the \$1.1 billion includes the Erie to Thornton piece. Yes, that leg between Erie and Longmont cost about \$350 million and it is included in the \$1.1 billion.

Bob Garcia asked if RTD is required to build the maintenance road as well? Yes, their commuter rail projects in the BNSF right of way will also be required to include a maintenance road.

DISCUSSION AND CONSENSUS

Each member of the group was asked to write on a note card if they support the modified vision, if they support it with a caveat or if they do not support the modified vision and why. After everyone had an opportunity to fill out their card each person was asked to share their thoughts with the rest of the group. Each cell of the following table summarizes each note card, .

SUPPORT	SUPPORT WITH CAVEAT	Questions/Comments
Fully support modified vision	Support the modified alternative, but need convincing about deletion of the east – west Harmony link. Low cost will probably increase overall ridership.	Concern over Weld County Road 8 to I-25 / Longmont Commuter Rail section. Cost concerns and lack of discussion with Fredrick over adding it back into plan.

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June 11, 2009

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Are the modifications and costs accommodated consistent with the original Purpose & Need? (yes)	<ul style="list-style-type: none"> ▪ Support Express Bus connection on Harmony to Mason Corridor (consistent with city plans) ▪ Support Express Bus connection on US 34 between Greeley & Loveland. 	<ul style="list-style-type: none"> ▪ What are implications of reduced highway width with respect to all of the specific interchange analyses that have occurred to date? ▪ Single-track seems to make sense if operationally similar to double.
Greeley supports the Modified Alternative	Support minus CR connection to Longmont Cost/Benefit does not support addition (15% of total modified package cost)	If we're looking to "trim" costs, there are no doubt other items that could have been considered.
[The team has] found creative ways to address costs and impacts	General support for highway alternative changes, safety, etc, (with some technical questions) but lack of data/detail on CR modifications makes it challenging to understand what we're achieving (besides a 13 minute change in routes that may "improve" attractiveness of Longmont connection ridership)	Concern that we risk losing credibility if we can't show very significant increase in ridership by spending \$1.1B vs \$500M
Support the commuter rail line coming down from Fort Collins through Longmont/Erie and tie into north line of RTD. (H-7)	General support to identify alternatives and complete document that does not preclude the ability to make future improvements.	Data based decision making seems to have been replaced by parochialism.
Express Bus/Toll Express Lane: <ul style="list-style-type: none"> ▪ Decrease median width is good ▪ Good north of E-470 & then south is not in DRCOG financial contract. This may be difficult ▪ Still need additional funding 	The Longmont-Erie link is considered option added, if funding allows.	Concern over plan costs and being able to sell plan to public
Commuter Rail: <ul style="list-style-type: none"> ▪ Very good addition putting back ▪ 13 minutes is a major improvement in travel time over 4 minutes ▪ Need to show passing track with the single track and denote increase in signalization 	The Town of Erie strongly supports the modified version, with the single-track and the reduced median on I-25 with the caveat that station locations remain as identified in Package A DEIS.	Narrowing median on I-25 - Concern What are we giving up from a technical perspective – adding capacity in center ROW vs money for additional ROW on outside (Does this really hamstring ability to add capacity in future @ reasonable costs?)
Support vision & modifications <ul style="list-style-type: none"> ▪ Important to have a multi-modal plan to ensure all modes are considered. ▪ Need phasing plan ▪ This plan/vision is vital to the success of corridors ▪ Strong links to activity centers & important modes 		
I support the modification to single track to minimize cost/impacts. Every opportunity should be made to double-track where it does not add significant cost or impacts. Take advantage of opportunities.		
<ul style="list-style-type: none"> ▪ Easily phased ▪ Don't completely give up on dual tracks. Just because other areas have started single-tracks doesn't mean it works best. ▪ Keep studying ridership to determine cost effectiveness 		

Meeting Minutes - Workshop

Technical Advisory & Regional Coordination Committee

June 11, 2009

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<ul style="list-style-type: none">▪ Modified solution reflects "consensus" vision▪ Attempts to reconcile fiscal constraint issue▪ Achieves NEPA/COE objectives		
Meets the objectives of the current Strategic Action Plan of the NFRMPO – meaning a combination or multi-modal solution. OK.		
Support plan with Longmont and Thornton/Erie spur.		
Berthoud fully supports modified alternative as long as service provided is not negatively impacted as this moves forward.		
<ul style="list-style-type: none">▪ Meets Purpose & Needs▪ Meets public's comments in Open House▪ With station location as indicators on original alternatives, i.e., Erie▪ Meets community needs!		

Carol Parr said at the next meeting, the project team will provide information to answer the remaining questions and concerns identified during today's meeting. The next meeting's agenda may also cover phasing.

NEXT TAC/RCC WORKSHOP:

Thursday - July 23, 2009

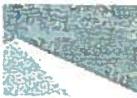
Time: 2:00 PM – 4:00 PM

SW Weld County Services Complex

Date: June 11, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX



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SIGN-IN SHEET

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Date: June 11, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

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Regional Coordination Committee (RCC)

Technical Advisory Committee (TAC)

Date: June 11, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEETNORTH I-25
EIS

information. cooperation. transportation.

Name	<u>INITIAL</u> For Today's Attendance	<input checked="" type="checkbox"/> If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Greg McCallum			Erie	gmccallum@ci.erie.co.us
Heather Balser			Louisville	balser@ci.louisville.co.us
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Date: June 11, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

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Regional Coordination Committee (RCC)

Technical Advisory Committee (TAC)

Date: June 11, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

NORTH I-25
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information. cooperation. transportation.

Name	<u>INITIAL</u> For Today's Attendance	<input checked="" type="checkbox"/> If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Regional Coordination Committee (RCC)

Technical Advisory Committee (TAC)

Date: June 11, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

NORTH I-25 EIS



information, cooperation, transportation.

Name	<u>INITIAL</u> For Today's Attendance	<input checked="" type="checkbox"/> If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Irene	Fortune			vladimir1992@hotmail.com
Jeanne	Bolton		CST - Larimer Co. Citizens for Smart Transportation	



DRAFT AGENDA

NORTH I-25 JOINT RCC/TAC WORKSHOP

Thursday July 23, 2009
Southwest Weld County Services Complex
2:00 PM to 4:00 PM

- I. **Introductions**
- II. **Review Draft Committee Vision**
 - Memo responding to comments
 - Preferred Alternative
- III. **Phasing**
 - Review of previous phasing work
 - February - Phasing factors
 - April – Voting exercise
 - Workshop process
 - Fiscal constraint
- IV. **Next workshop**
 - Phasing

Modified Vision Additional Information



To: Regional Coordination Committee
Technical Advisory Committee

From: Carol Parr
Long Nguyen

Date: July 17, 2009

Re: Modified Vision– Additional Information

At the June RCC/TAC meeting the majority of committee members expressed support for the Modified Vision Alternative presented at the meeting. However, a few members requested more information about specific aspects of the Modified Vision. This memo responds to those comments and requests for additional information.

Commuter Rail: Erie to Longmont

Committee Comments

Some committee members expressed concern over the value of including this portion of the rail line specifically in relation to the additional cost.

Additional Information

Subsequent to the release of the North I-25 Draft EIS, RTD revised the rail travel time estimates for the Northwest Rail line. As a result, new travel time estimates for service to Fort Collins would be 13 minutes longer for a commuter rail configuration traveling through Longmont and Boulder to downtown Denver (configuration 1) versus a configuration that would travel from Longmont over to Thornton and into downtown Denver via the North Metro rail line (configuration 2).

This change improves travel demand for configuration 2 making it a more viable travel option and more competitive with private auto travel than originally thought in the Draft EIS. Initial travel demand forecasting estimates comparing the two configurations indicate that rail travel demand would be 30-40% higher with configuration 2 than with configuration 1, depending on the amount of express bus service on I-25.

Based on the Draft EIS cost estimates commuter rail between Erie and Longmont would cost approximately \$340 million. However, the committee has recently agreed that providing single track commuter rail with passing track is a viable option that would reduce costs and potential impact to environmental resources. The latest estimates indicate that the cost of this section of rail could be reduced by \$60 to \$80 million.

For these reasons, it is recommended that the commuter rail leg between Erie and Longmont be included in the North I-25 EIS Preferred Alternative.

Modified Vision Additional Information

Configuration 1



Configuration 2



I-25 Highway Median

Committee Comments

Committee members requested information about how the narrower median would impact the ability to add lanes to I-25 (beyond what is planned in the EIS), if the narrow median would impact safety and how it would impact the interchange analyses conducted.

Additional Information

The narrowed median design would not preclude the future addition of travel lanes in the median. A median of 26 to 32 feet (edge of pavement to edge of pavement) is proposed along I-25 from SH 7 to SH 14. While this is narrower than the 56 feet identified in the Draft EIS north of SH 66, it would still accommodate one additional lane in each direction, for a total of 10 lanes. The proposed median width reduction policy revision is in conformance with other associated existing CDOT and AASHTO design criteria.

The narrowed median would still accommodate a tension cable guardrail system, which reduces the potential for cross over crashes. With the addition of the 9th and 10th lanes, the barrier system would be changed from a cable barrier to a concrete barrier.

The interchange operational analyses conducted in the Draft EIS would not be impacted by the narrowed median design because the ramp lengths, intersection spacing, lane

Modified Vision Additional Information

configurations, and signal timing would not be modified as a result of the narrowed median.

The overall cost of I-25 improvements would be decreased approximately 15%-25% (as compared to Package B) as a result of the narrowed median. The following items represent the majority of the cost difference: a decrease in bridge quantities, a reduction in I-25 pavement quantities, a decrease in the amount of retaining walls, and less right-of-way.

Commuter Rail Single Track

Committee Comments

Committee members requested more information about where passing track would be necessary and how single tracking would impact operations. They also suggested that, when possible, double track should be provided.

Additional Information

A schematic illustrating the locations of recommended passing tracks is attached. As shown, five locations have been identified. They are all at or near stations to provide locations where early/late trains can hold until trains in the opposite direction have passed.

Single tracking (with passing track) is expected to reduce the capital project cost of the commuter rail line by approximately 20%.

While the frequency of service can be maintained with the single track option (30 minutes in the peak and 60 minutes in the off peak) the ability to stay on schedule may be impacted. Where it is possible to lengthen the passing track without impacting environmental resources or cost dramatically, longer passing tracks will be provided to improve flexibility of accommodating early/late trains and improving overall reliability and schedule adherence.

Express Bus on Harmony Road

Committee Comments

Several committee members expressed the desire to maintain the Express Bus link along Harmony Road.

Additional Information

Express bus service along Harmony Road was removed from the last vision plan in response to concerns about it competing for ridership with the commuter rail line. However, subsequent travel demand forecasting confirmed that the level of competition would be minimal. In addition, it costs relatively little to provide this service – approximately \$550,000 annually. Therefore, express bus service along Harmony Road will be included in the Preferred Alternative.

Modified Vision Additional Information



2035 Population and Employment

There was some confusion over the 2035 versus 2030 population graphic presented at the last RCC/TAC meeting.

Additional Information

During the Draft EIS 2030 land use projections were used for the evaluation effort. Subsequently, the two MPOs have updated their land use projections to 2035. The graphic presented at the last meeting illustrated the change in population and employment projections between 2030 and 2035 but does not show the total increase in population and employment between now and 2035. In the future, the existing population centers along the western side of the study area will continue to have the highest population and employment densities to support fixed-guideway transit. In a 2-mile buffer around the US 287 corridor, the population is expected to total 373,000 in 2035. In contrast, the 2035 population in 2-mile buffers around the I-25 and US 85 corridors is forecast to be 208,000 and 156,000, respectively.

Commuter Rail

Single Track with Generalized Passing Track Locations (Details Still to be Worked Out)

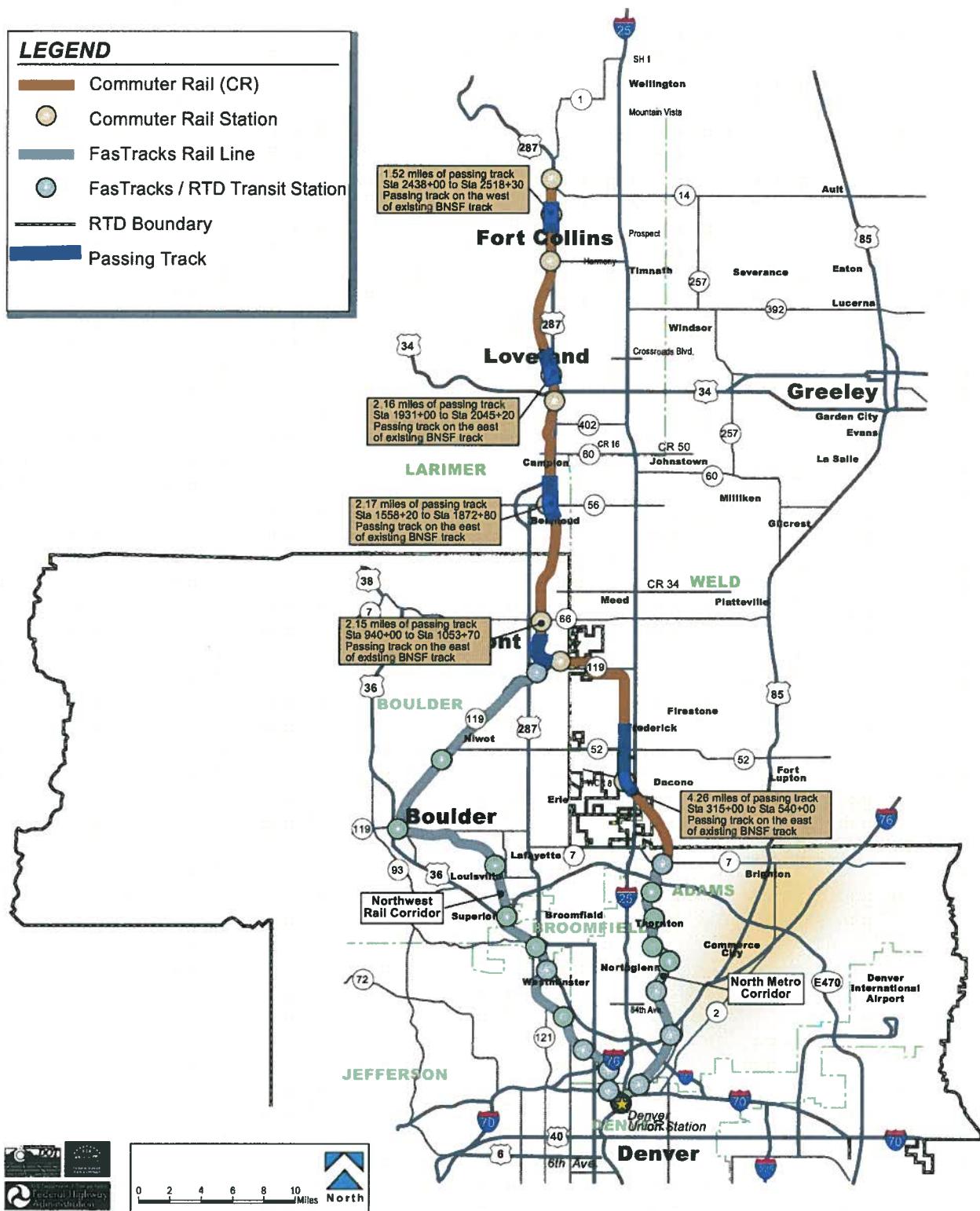
NORTH I-25
EIS



information, cooperation, transportation

LEGEND

-  Commuter Rail (CR)
 -  Commuter Rail Station
 -  FasTracks Rail Line
 -  FasTracks / RTD Transit Station
 -  RTD Boundary
 -  Passing Track



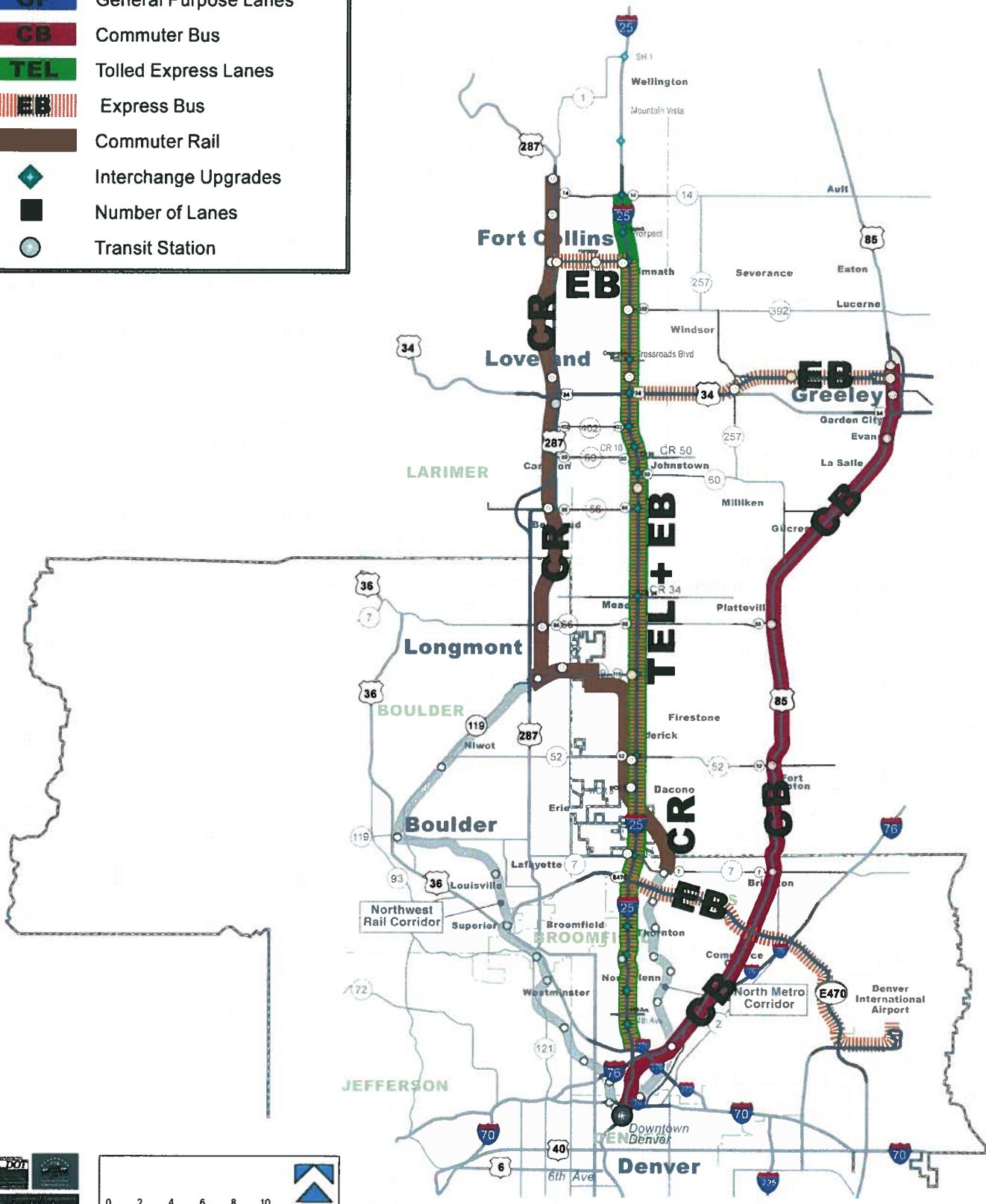
Draft Committee Vision



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LEGEND

GP	General Purpose Lanes
CB	Commuter Bus
TEL	Tolled Express Lanes
EB	Express Bus
CR	Commuter Rail
◆	Interchange Upgrades
■	Number of Lanes
●	Transit Station



7/17/09

North I-25 EIS

RCC/TAC Workshop 6

July 23, 2009



**NORTH I-25
EIS**
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Agenda

- Introductions and Welcome
- Meeting Goals
- Additional Information Requests
- Review Preferred Alternative
- Phasing
- Next Workshop



**NORTH I-25
EIS**
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Meeting Goals

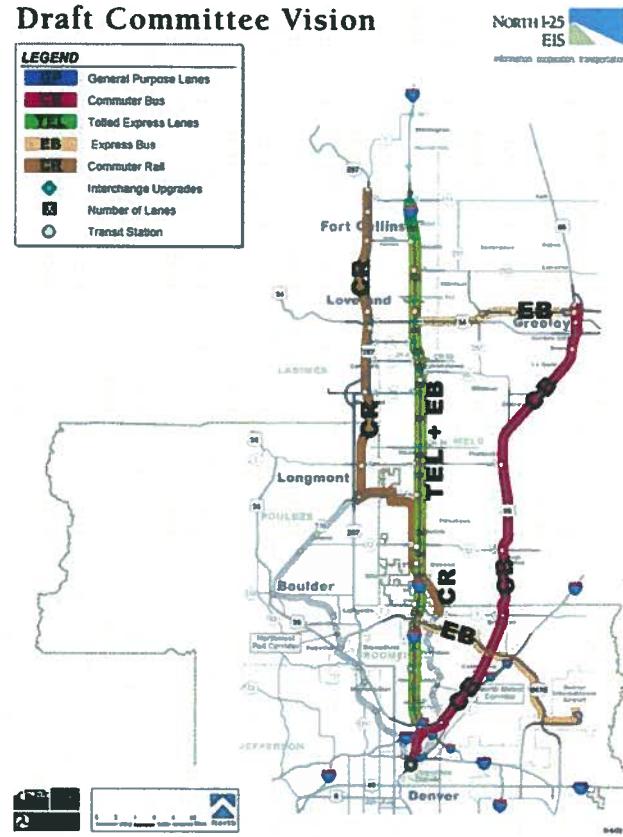
- Finalize the Preferred Alternative
- Begin Phasing Discussion



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Draft Committee Vision

LEGEND
General Purpose Lanes
Commuter Bus
Tolled Express Lanes
EB
Express Bus
CR
Commuter Rail
Interchange Upgrades
Number of Lanes
Transit Station



Additional Information Requests



Commuter Rail: Erie to Longmont

Configuration 1



Configuration 2



Commuter Rail: Erie to Longmont

- Travel time through North Metro – 13 minutes faster
- Ridership through North Metro – 30-40% higher
 - Approx 2,900 daily riders in 2035
 - This segment serves 2,450
- Cost – Single tracking (including passing track) improves cost effectiveness
 - \$270 million, a savings of \$60 - 80 million
- Recommendation: Include in the Preferred Alternative



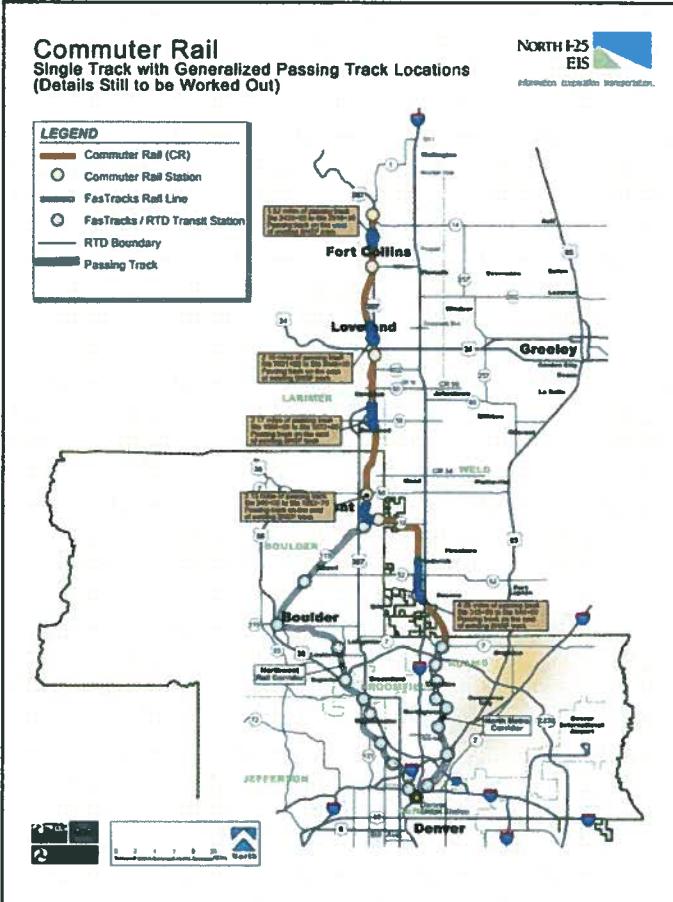
NORTH I-25
EIS
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Single Tracking

- Five passing track locations recommended
- 20% decrease in commuter rail capital costs
- Service plan remains unchanged
- Reliability could be impacted
- Recommendation: Include in the Preferred Alternative



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Express Bus: Harmony Road

- Minimal competition with commuter rail
- Serves 25 riders daily
- Costs \$550,000 annually
- Strong community support
- Recommendation: Include in the Preferred Alternative



2035 Population within 2 miles of the corridor

- US 287 Corridor: 373,000
- I-25 Corridor: 208,000
- US 85 Corridor: 156,000



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I-25: Reduced Median Width



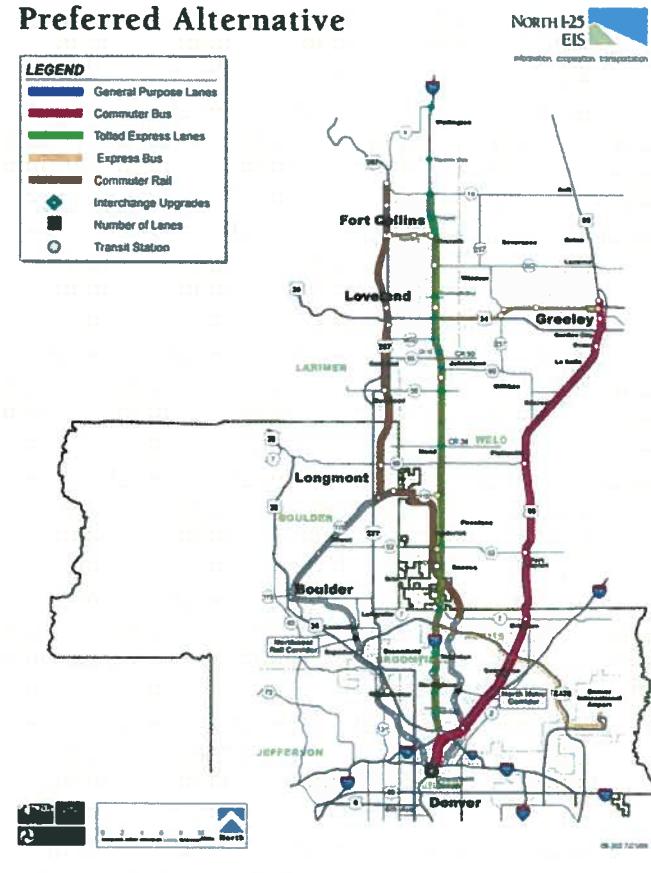
NORTH I-25
EIS
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I-25: Reduced Median Width

- Could accommodate two additional lanes (10 lanes total)
- Guardrail safety measures can be accommodated
- 15% to 25% decrease in I-25 capital costs
 - ROW
 - Bridge
- Reduced aquatic impacts
- Recommendation: Include in the Preferred Alternative



Preferred Alternative



Phasing



Phasing Factors as Defined by the RCC/TAC

- Address I-25 Safety
- Preserve I-25 Infrastructure
- Improve Mobility
- Coordinate with Community Plans
- Consider Long-Term Vision with Near-Term Implementation
- Implement Cost Effective Solutions



Transit Phasing

	Near-Term	Mid-Term	Long-Term
Commuter Bus US 85	18 ✓	12	7
Express Bus Fort Collins to Denver	22 ✓	11	4
Express Bus Fort Collins to DIA	18 ✓	15	5
Express Bus Greeley to Denver	19 ✓	10	9
Rail Longmont to Fort Collins	12	8	18 ✓
Rail North Metro to CR 8	11	11	14 ✓
Rail CR 8 to Longmont	Not included in April voting exercise		



Highway Phasing

	Near-Term	Mid-Term	Long-Term
I-25 Interchanges North of SH 66	24 ✓	11	2
I-25 Interchanges South of SH 66	13 ✓	10	14 ✓
I-25 Widening North of SH 66	23 ✓	7	7
I-25 Widening South of SH 66	9	14 ✓	15 ✓



Phasing Workshop Process

- Identify CDOT's safety and infrastructure preservation requirements
- Review 3 highway/transit phasing strategies
 1. Balanced highway and transit
 2. Greater focus on highway
 3. Greater focus on transit



Phasing Workshop Process

- Update strategies/develop new strategies
- Evaluate based on:
 - Purpose and Need
 - Phasing Factors
 - Initial Phasing Input
 - FasTracks Assumptions
 - Fiscal Constraint



Next Workshop:
August 27th
Southwest Weld County
Services Complex
2 PM

Stay involved:
www.cdot.info/northi25eis/



MEETING MINUTES

RCC/TAC Workshop

Thursday July 23, 2009

8:30 AM to 11:00 AM



information. cooperation. transportation.

MEETING LOCATION: Southwest Weld County

PREPARED BY: Holly Buck - Felsburg Holt & Ullevig

ATTENDEES: See Attached Sign-In Sheet

SUMMARY OF DISCUSSION

Introductions and Welcome

Meeting Goals

- Finalize the Preferred Alternative
- Begin Phasing Discussion

Additional Information Requests

Commuter Rail Erie to Longmont

- Travel time through North Metro – 13 minutes faster
- Ridership through North Metro – 30-40% higher
 - Approx 2,900 daily riders in 2035
 - This segment serves 2,450
- Cost – Single tracking (including passing track) improves cost effectiveness
 - \$270 million, a savings of \$60 - 80 million

The group agreed with the team's recommendation to include this piece of commuter rail in the Preferred Alternative

Single Tracking

- 20% overall decrease in commuter rail capital costs
- Service plan remains unchanged
- Five passing track locations recommended
- Reliability could be impacted

The group agreed with the team's recommendation to single track the commuter rail and provide passing track was more economical and environmentally sensitive and should be included in the Preferred Alternative.

MEETING MINUTES

RCC/TAC Workshop

Thursday July 23, 2009

8:30 AM to 11:00 AM



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Express Bus on Harmony Road

The initial draft Preferred Alternative did not include the express bus leg along Harmony Road to avoid having the Express Bus compete with the Commuter Rail and to save money. At the previous meeting the group asked for additional information about this decision and made a number of recommendations to keep the service in the Preferred Alternative.

- Minimal competition with commuter rail
- Serves 25 riders daily
- Costs \$550,000 annually
- Strong community support

The group agreed that this leg of bus service should be included in the Preferred Alternative.

Commuter Rail Alignment

During previous discussions some newer members of the TAC/RCC group asked for information about where growth was occurring in the study area. A previous graphic had shown large growth on the I-25 corridor and in the eastern side of the corridor. While growth in those areas is somewhat higher than the western side of the corridor the overall population numbers in 2035 remain higher on the western side of the corridor. The following represent the 2035 Population within 2 miles of the three major corridors.

- US 287 Corridor: 373,000
- I-25 Corridor: 208,000
- US 85 Corridor: 156,000

One member asked about the possibility of adding a commuter rail station at SH 119/CR 7. The team responded that an express bus station is located very nearby. Adding a commuter rail station at this location would cause competition between the two modes. Both modes would then look even less cost effective. However, a station could be added later if it went through a NEPA process, likely a CatEx, and could be locally funded.

Another member asked if the BNSF been coordinated with. There has been some early coordination with them and it will continue through the FEIS process.

Reduced Median Width

During previous discussions the group requested that we provide information about the limitations and benefits of reducing the median width of I-25.

- Could accommodate two additional lanes beyond what is included in the Preferred Alternative (10 lanes total)
- Guardrail safety measures can be accommodated
- 15% to 25% decrease in I-25 capital costs
 - ROW
 - Bridge
- Reduced aquatic impacts

The group agreed with the team's recommendation to include a reduced median width in the Preferred Alternative.

MEETING MINUTES

RCC/TAC Workshop

Thursday July 23, 2009

8:30 AM to 11:00 AM



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Review Preferred Alternative

With the changes described above, the Preferred Alternative now includes the following elements

- General Purpose lanes from SH 66 to SH 14
- Tolled Express lanes from US 36 to SH 14
- I-25 Express Bus from Fort Collins and Greeley to downtown Denver
- I-25 Express Bus from Fort Collins to DIA
- US 85 Commuter Bus from Greeley to downtown Denver
- Commuter Rail from Fort Collins through Longmont to North Metro's end of line; with an extension of the Northwest Rail to provide a connection at the Sugar Mill station in southern Longmont.

The group agreed that with the updated described above, this was their Preferred Alternative.

Phasing

Reviewed the two phasing discussions that occurred at previous meetings. At the first discussion the group developed a prioritized list of factors that should be considered when developing a phasing strategy. These factors were:

- Address I-25 Safety
- Preserve I-25 Infrastructure
- Improve Mobility
- Coordinate with Community Plans
- Consider Long-Term Vision with Near-Term Implementation
- Implement Cost Effective Solutions

The second meeting included a voting exercise where the group identified if select improvements should be constructed in the near, mid or long term. The group identified all bus improvements as near-term priorities; rail improvements were evenly divided between short-term and long-term priorities. On the highway side, addressing interchanges and highway widening north of SH 66 were considered near-term projects while interchanges south of SH 66 were about evenly divided between near and long term. Widening south of SH 66 was evenly divided between mid and long term.

The group suggested that the phasing options should not focus on either transit or highway but a balance of the two. It was suggested that the options should show progress toward commuter rail with a low-cost/no-cost option during the first and early phases. The group would like to see general phasing scenarios before the next meeting.

Next Workshop

Date: August 27th

Location: Southwest Weld County Services Complex

Time: 2:00 PM – 4:00 PM

Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

Date: July 23, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

NORTH I-25
EIS

information cooperation transportation.

Name	<u>INITIAL</u> For Today's Attendance	<input checked="" type="checkbox"/> ... If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Army Mueller			Denver	amy.mueller@ci.denver.co.us
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Date: July 23, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

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Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

Date: July 23, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

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information cooperation transportation

Name	<u>INITIAL</u> For Today's Attendance	<input checked="" type="checkbox"/> ... If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Date: July 23, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

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Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

Date: July 23, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

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Date: July 23, 2009

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Location: SW WELD CO SERVICES COMPLEX

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Name	INITIAL For Today's Attendance	<input checked="" type="checkbox"/> ... If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Jeanne	Bolton		CST - Larimer Co. Citizens for Smart Transportation	



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North I-25 EIS Phasing Preparation Packet

TAC/RCC PHASING WORKSHOP

SEPTEMBER 17, 2009

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Preferred Alternative

The Preferred Alternative was recommended by the TAC/RCC on July 23, 2009. It includes a variety of multimodal improvements:

- Two new I-25 Tolled Express lanes (TEL) between SH-14 and US-36, one TEL lane in each direction buffer-separated;
- Two new I-25 general purpose lanes between SH-14 and SH-66, one new additional lane in each direction;
- Interchange improvements at 20 locations;
- Commuter rail operating as an extension of RTD FasTracks North Metro rail service between Thornton and downtown Fort Collins, with a connection to RTD FasTracks Northwest Rail in Longmont;
- Express Bus operating in the I-25 TEL lanes to downtown Denver, originating in Fort Collins and Greeley;
- Express Bus operating in the I-25 TEL lanes to DIA, via E-470;
- Commuter Bus operating on US-85 between Greeley and downtown Denver.

The total cost of the Preferred Alternative is estimated to be approximately \$2.6 billion, in year 2005 dollars.

The North I-25 EIS Preferred Alternative is depicted on the following two graphics.

Recommended Preferred Alternative



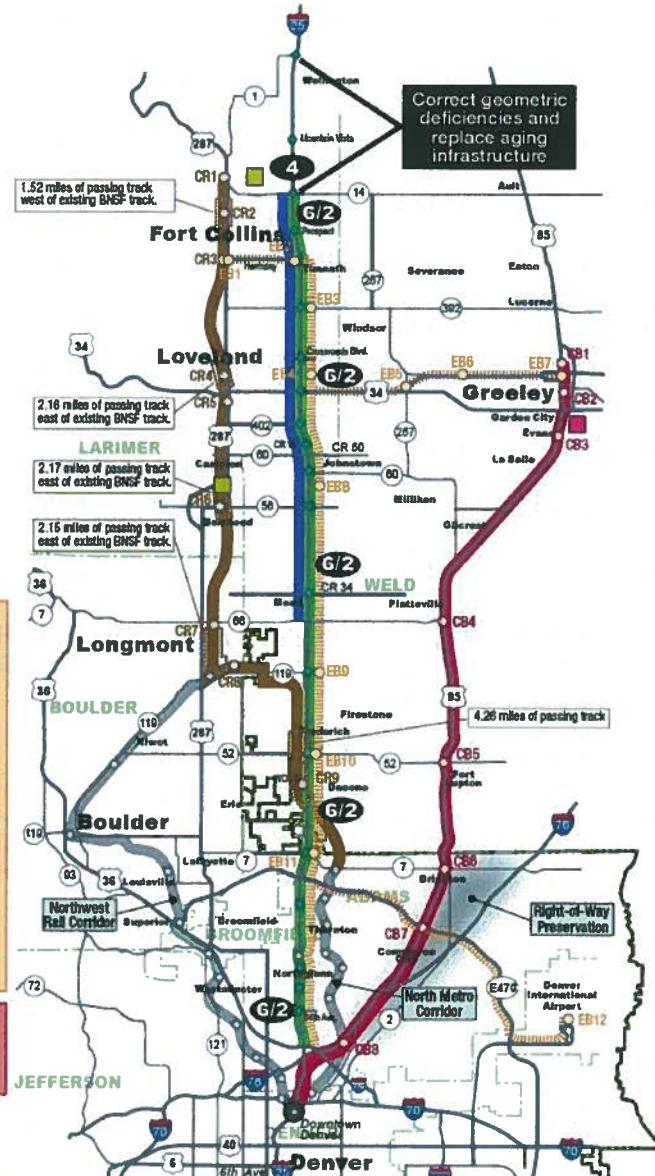
TRANSIT STATION LOCATIONS

Commuter Rail / Express Bus

CR1	Fort Collins Downtown Transit Center - BNSF and Maple St.
CR2	CU - BNSF between University Ave. and W. Pritch St.
CR3	South Fort Collins Transit Center - US 287 and Harmony Rd.
CR4	North Loveland - BNSF and 20th St.
CR5	Downtown Loveland - BNSF and approximately 8th St.
CR6	Berthoud - BNSF and SH 68
CR7	North Longmont - BNSF and SH 68
CR8	Longmont - Sugar Mill, north of alignment, south of Rogers Rd.
CR9	Erie - I-25 and CR 6
EB1	South Fort Collins Transit Center - US 287 and Harmony Rd.
EB2	East Fort Collins - I-25 and Harmony Rd.
EB3	Windsor - I-25 and SH 302
EB4	Crossroads - Loveland between Crossroads Blvd. and US 34
EB5	West Greeley - US 34 and SH 257
EB6	Greeley - US 34 and 83rd Ave.
EB7	Greeley Downtown Transfer Center - 8th Ave. and 8th St.
EB8	Berthoud - I-25 and SH 68
EB9	Arapahoe - I-25 and SH 119
EB10	Frederick/Dacono - I-25 and SH 52
EB11	Broomfield - I-25 and SH 7
EB12	DAIA

Commuter Bus

CB1	Greeley - US 65 and D St.
CB2	South Greeley - 8th Ave. and 24th St.
CB3	Evans - US 65 and 42nd St.
CB4	Platteville - US 65 and Grand Ave.
CB5	Fort Lupton - US 65 and CR 14.5
CB6	Brighton - US 65 and SH 7
CB7	South Brighton - US 65 and E-470
CB8	Commerce City - 60th and Colorado

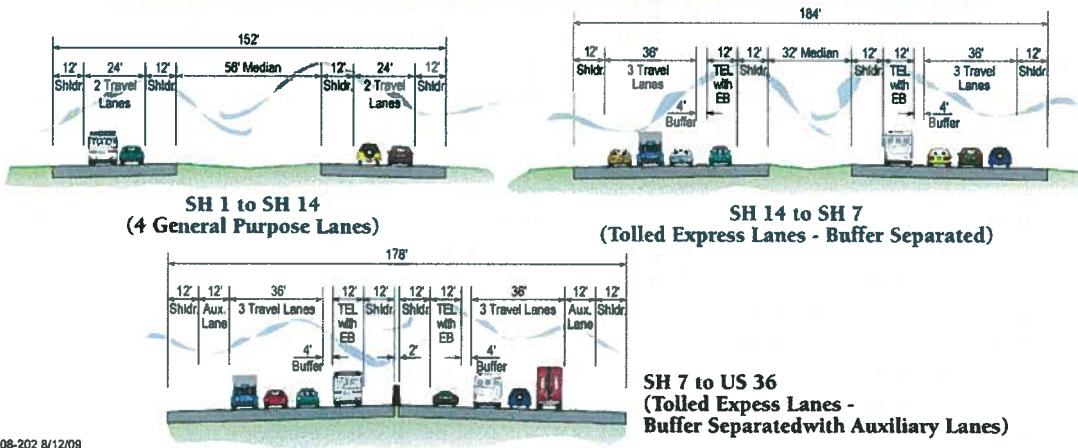


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Recommended Preferred Alternative

Existing Interchange Location	No-Action Configuration	Recommended Preferred Alternative
SH1	Substandard Diamond	Reconstructed Diamond
Mountain Vista	Substandard Diamond	Reconstructed Diamond
SH 14	Substandard Partial Cloverleaf	Reconstructed Diamond
Prospect Road	Substandard Diamond	Reconstructed Diamond
Harmony road	Standard Diamond	Reconstructed Diamond
SH392	Substandard Diamond	Reconstructed Tight Diamond
Crossroads Boulevard	Substandard Cloverleaf	Reconstructed Diamond
US 34	Substandard Diamond	Dual Directional / Diamond
SH 402	Substandard Diamond	Reconstructed Diamond
LCR 16	Substandard Off Ramps	Reconstructed Diamond
SH 60	Substandard Diamond	Reconstructed Diamond
SH 56	Substandard Diamond	Reconstructed Diamond
WCR 34	Substandard Diamond	Reconstructed Diamond
SH 66	Standard Diamond	No improvement
SH 119	Standard Diamond	Bridge Widening
SH 52	Standard Diamond	Bridge Widening
WCR 8	Standard Diamond	Reconstructed Diamond
SH 7	Standard Diamond	Reconstructed Diamond
E-470	Fully Directional	No improvement
144th Avenue	Standard Diamond	No improvement
136th Avenue	Standard Diamond	No improvement
120th Avenue	Standard Diamond	No improvement
104th Avenue	Substandard Diamond	Structure Rehabilitation
Thornton Parkway	Substandard Diamond	Structure Rehabilitation
84th Avenue	Substandard Diamond	Structure Rehabilitation



08-202 8/12/09



Phasing Time Periods and Funding

Implementation of the Preferred Alternative will occur over three phases. The first phase occurs in the time period covered by the 2035 Regional Transportation Plans of NFRMPO and DRCOG. The two subsequent phases are assumed to each have an approximate 20 year time period.

- Phase 1: current day to 2035
- Phase 2: 2035 to approximately 2055
- Phase 3: 2055 to approximately 2075

The amount of funding available for Phase 1 is determined by amounts already included in the NFRMPO and DRCOG 2035 Regional Transportation Plans. The NFRMPO RTP identifies approximately \$352 million for the North I-25 Corridor project. The DRCOG RTP identifies \$213 million for the I-25 corridor in north metro Denver. Therefore, the amount of funding for Phase 1 improvements is assumed to total \$565 million.

The total cost of the Preferred Alternative is approximately \$2.6 billion. For ease of phasing scenarios we have assumed an even split between Phase 2 and Phase 3, totaling \$1 billion dollars for each phase. The amount of available funding is assumed to be greater for Phase 2 and Phase 3 compared to Phase 1, due to an expected increase in awareness of infrastructure needs, increased population, increased traffic congestion, and continued support for commuter rail implementation.

Phasing Development

The set of improvements identified for Phase 1 are based on input from the TAC and RCC.

Initially, as obtained in the meeting on February 12, 2009, the committee identified the following factors to consider for phasing:

- Address I-25 Safety
- Preserve I-25 Infrastructure
- Improve Mobility
- Coordinate with Community Plans
- Consider Long-Term Vision with Near-Term Implementation
- Implement Cost Effective Solutions

Priority #1

SAFETY & IMPROVING INFRASTRUCTURE

~~REASON: MUST IMPROVE EXISTING INFRASTRUCTURE BEFORE IMPLEMENTING NEW IMPROVEMENTS~~

IMPLEMENT Bus
from Greeley to Denver
when ridership
supports.

(4)
ADDRESS INFRASTRUCTURE ISSUES ON I-25
- critical interchanges first

(3)
ADDRESS I-25 SAFETY

#3

ABILITY TO IMPLEMENT SHORT TERM VS. LONG TERM

1 BUS - 2-25
1 BUS - 25

(F) (4)
~~SECURING R.D.W.~~

(F) (2)
- PRESERVE INFRASTRUCTURE AND SAFETY

(4)
BALANCE IMMEDIATE NEEDS VS. LONG TERM PLANNING

At a subsequent TAC/RCC phasing meeting on April 9, 2009, elements of the Preferred Alternative were voted upon regarding near-, mid-, and long-term phasing priorities. **Table 1** below contains the voting results for the transit elements, and **Table 2** shows the voting results for the highway elements.

Table 1: TAC/RCC Phasing Priority Voting Results: Transit Elements

	Near-Term	Mid-Term	Long-Term
Commuter Bus US 85	18 ✓	12	7
Express Bus Fort Collins to Denver	22 ✓	11	4
Express Bus Fort Collins to DIA	18 ✓	15	5
Express Bus Greeley to Denver	19 ✓	10	9
Rail Longmont to Fort Collins	12	8	18 ✓
Rail North Metro to CR 8	11	11	14 ✓
Rail CR 8 to Longmont	Not included in April voting exercise		

Table 2: TAC/RCC Phasing Priority Voting Results: Highway Elements

	Near-Term	Mid-Term	Long-Term
I-25 Interchanges North of SH 66	24 ✓	11	2
I-25 Interchanges South of SH 66	13 ✓	10	14 ✓
I-25 Widening North of SH 66	23 ✓	7	7
I-25 Widening South of SH 66	9	14 ✓	15 ✓

After compiling the phasing factors and analysis of the voting results, the TAC/RCC priorities for early phasing factors were summarized to:

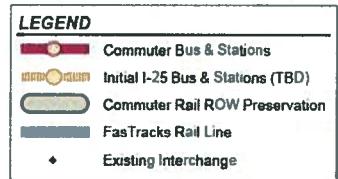
- Address Concerns on I-25 North of SH 66
- Include Bus Transit
- Include a Commitment to Rail

These became the guiding principles for developing the attached set of improvements for Phase 1.

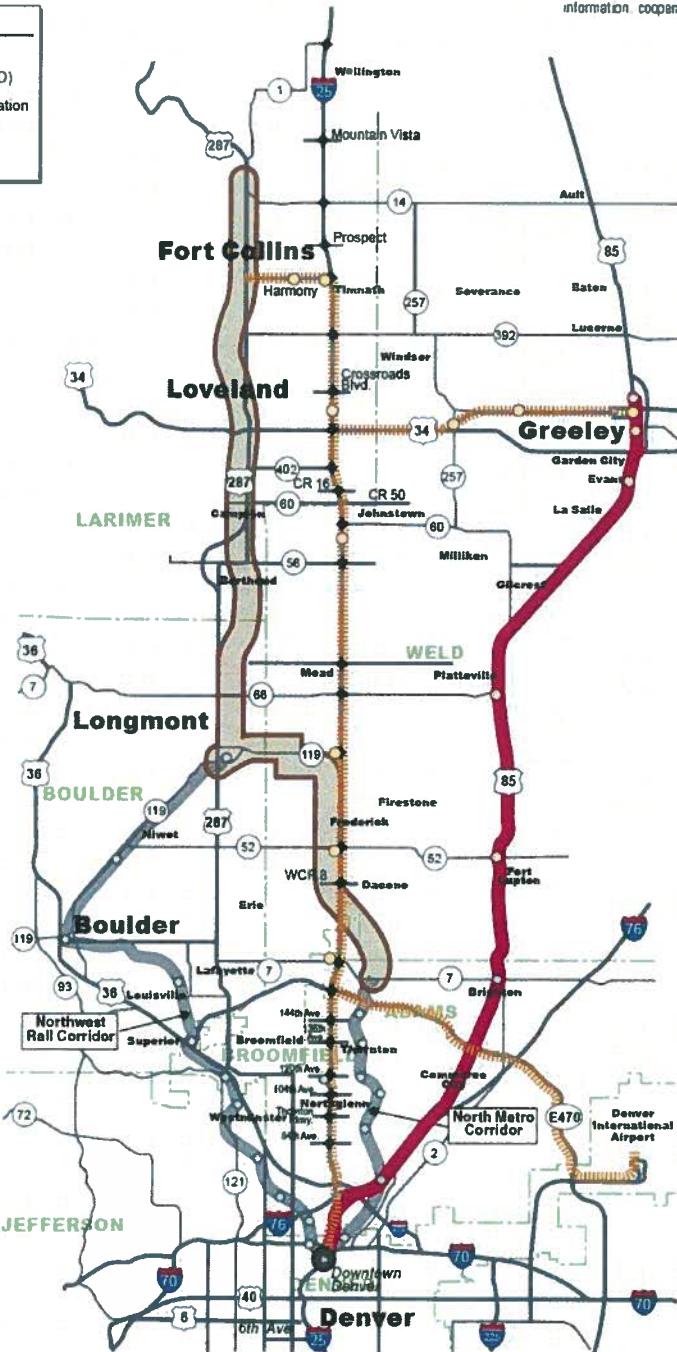
Each of the three options includes the same set of draft transit improvements in Phase 1. These are depicted on the following graphic.



Phase 1 Transit Improvements



DRAFT



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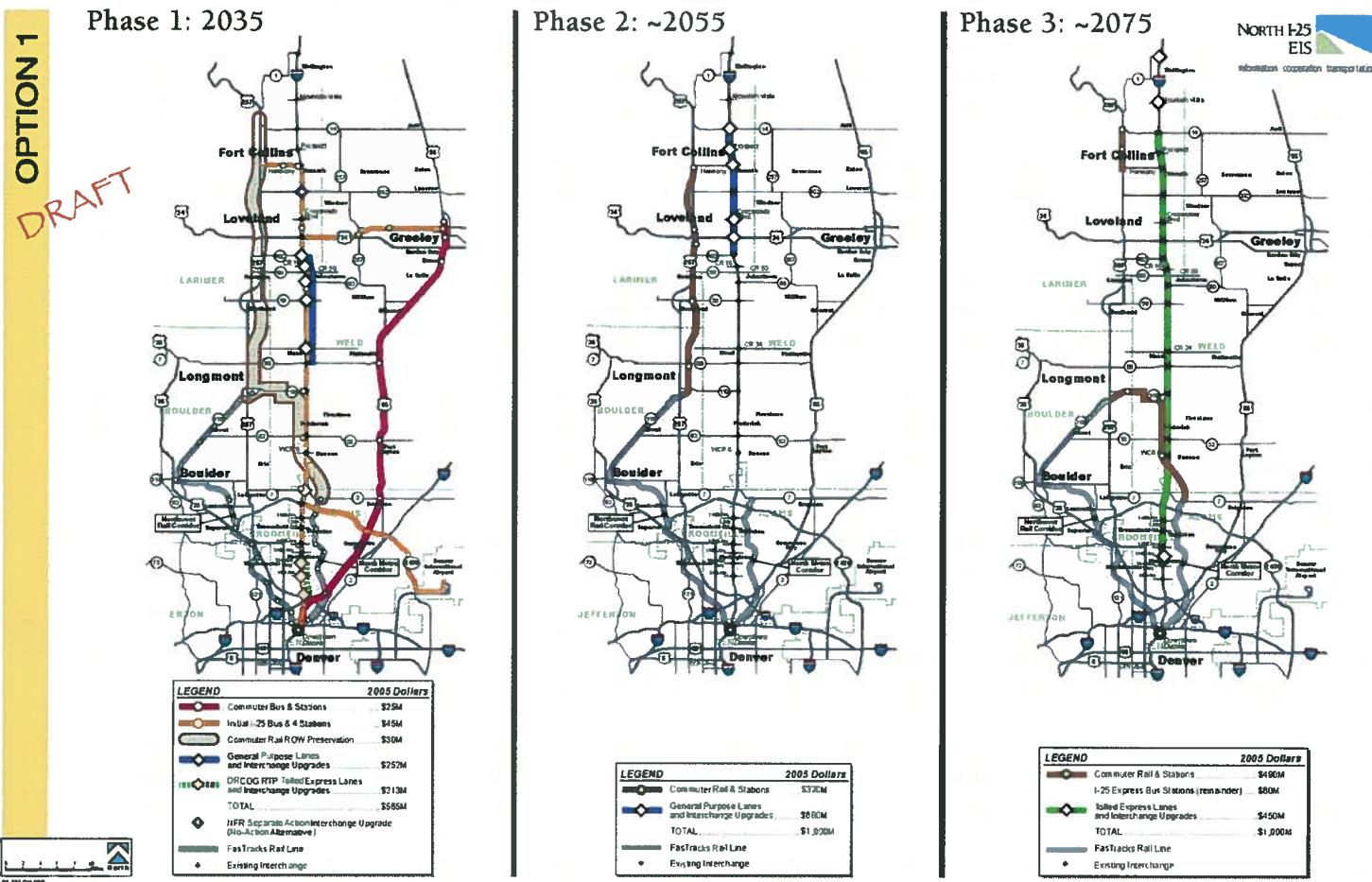
Draft Phasing Options

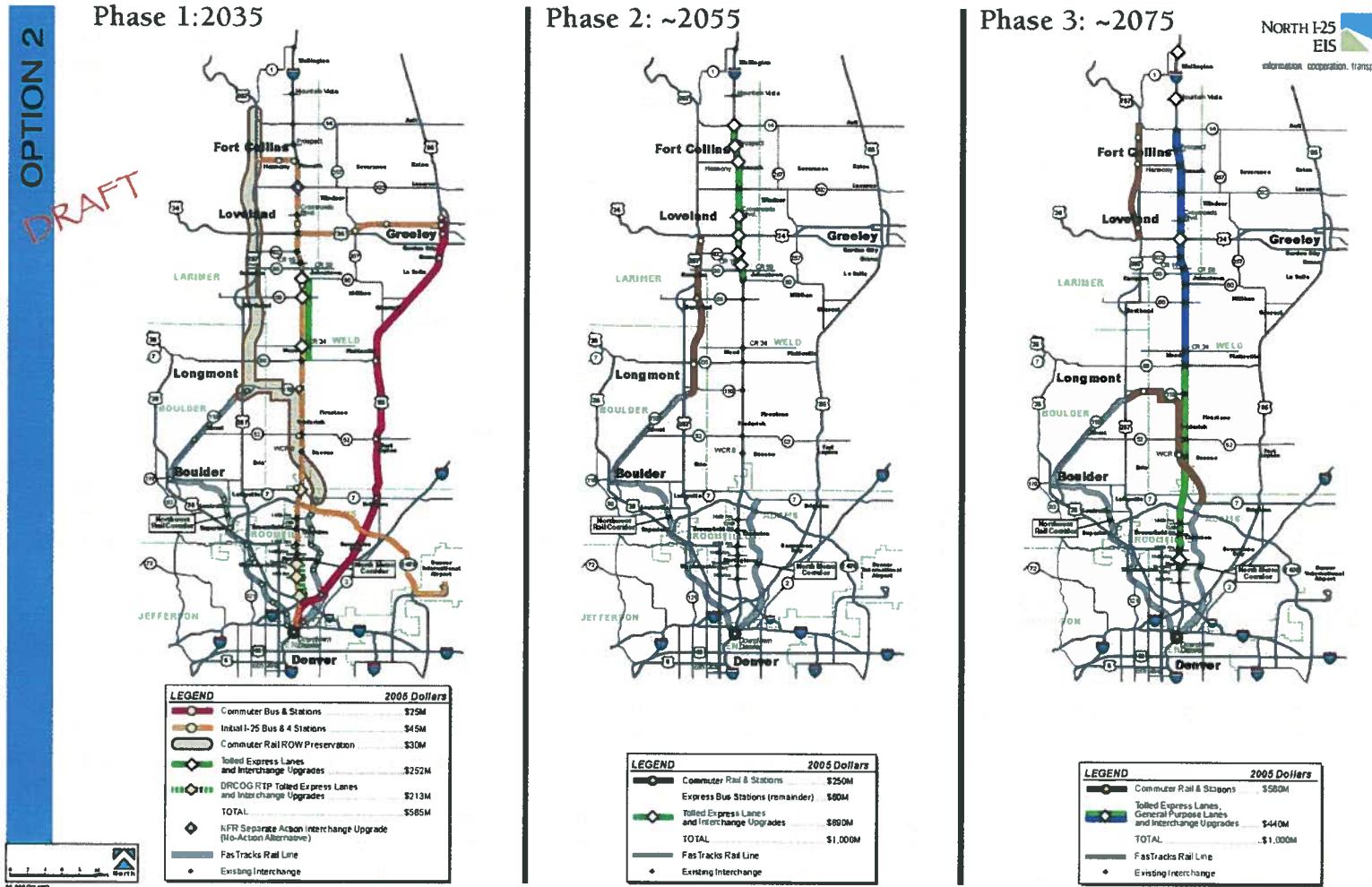
Three phasing options have been drafted. Included in each are a common set of transit improvements for Phase 1, as shown on page 8 of this handout. The three options differ in the Phase 1 set of improvements for the highway, as well as subsequent staging of improvements in future phases.

The three options are described in **Table 3** and depicted on the three following graphics.

Table 3: Comparison of Phasing Options

	OPTION 1	OPTION 2	OPTION 3
Phase 1	TRANSIT <ul style="list-style-type: none"> • Commuter Rail ROW • Initial I-25 Bus and 4 Stations • US 85 Commuter Bus HIGHWAY <ul style="list-style-type: none"> • I-25 General Purpose Lanes <ul style="list-style-type: none"> - SH 66 to SH 402 (~12mi.) • I-25 Tolted Express Lanes <ul style="list-style-type: none"> - US 36 to Thornton Pkwy. (~3mi.) • 5 Interchanges North of SH 66 <ul style="list-style-type: none"> - CR 34, SH 56, SH 60, CR 16, SH 402 • 4 Interchanges South of SH 66 <ul style="list-style-type: none"> - US 36, 84th Ave., Thornton Pkwy., SH 7 	TRANSIT <ul style="list-style-type: none"> • Commuter Rail ROW • Initial I-25 Bus and 4 Stations • US 85 Commuter Bus HIGHWAY <ul style="list-style-type: none"> • I-25 Tolted Express Lanes <ul style="list-style-type: none"> - SH 66 to SH 402 (~9mi.) • I-25 Tolted Express Lanes <ul style="list-style-type: none"> - US 36 to Thornton Pkwy. (~3mi.) • 3 Interchanges North of SH 66 <ul style="list-style-type: none"> - CR 34, SH 56, SH 60 • 4 Interchanges South of SH 66 <ul style="list-style-type: none"> - US 36, 84th Ave., Thornton Pkwy., SH 7 	TRANSIT <ul style="list-style-type: none"> • Commuter Rail ROW • Initial I-25 Bus and 4 Stations • US 85 Commuter Bus HIGHWAY <ul style="list-style-type: none"> • I-25 Tolted Express Lanes <ul style="list-style-type: none"> - US 36 to Thornton Pkwy. (~3mi.) • 10 Interchanges North of SH 66 <ul style="list-style-type: none"> - CR 34, SH 56, SH 60, CR 16, SH 402, US 34 (partial), Crossroads, Harmony, Prospect, SH 14 • 4 Interchanges South of SH 66 <ul style="list-style-type: none"> - US 36, 84th Ave., Thornton Pkwy., SH 7
	TRANSIT <ul style="list-style-type: none"> • Commuter Rail <ul style="list-style-type: none"> - Longmont to Fort Collins South Transit Center 	TRANSIT <ul style="list-style-type: none"> • Commuter Rail <ul style="list-style-type: none"> - Longmont to Loveland • I-25 Express Bus (remainder) 	TRANSIT <ul style="list-style-type: none"> • Commuter Rail <ul style="list-style-type: none"> - Longmont to Loveland - North Metro to CR 8
Phase 2	HIGHWAY <ul style="list-style-type: none"> • I-25 General Purpose Lanes <ul style="list-style-type: none"> - SH 402 to SH 14 (~14mi.) • 5 Interchanges <ul style="list-style-type: none"> - US 34, Crossroads, Harmony, Prospect, SH 14 	HIGHWAY <ul style="list-style-type: none"> • I-25 Tolted Express Lanes <ul style="list-style-type: none"> - SH 402 to SH 14 (~17mi.) • 7 Interchanges North of SH 66 <ul style="list-style-type: none"> - CR 16, SH 402, US 34 (partial), Crossroads, Harmony, Prospect, SH 14 	HIGHWAY <ul style="list-style-type: none"> • I-25 General Purpose Lanes <ul style="list-style-type: none"> - SH 66 to SH 14 (~26 mi.) • 1 Interchange <ul style="list-style-type: none"> - US 34 (remainder)
	TRANSIT <ul style="list-style-type: none"> • Commuter Rail <ul style="list-style-type: none"> - Longmont to North Metro - Fort Collins STC to DTC 	TRANSIT <ul style="list-style-type: none"> • Commuter Rail <ul style="list-style-type: none"> - Longmont to North Metro - Loveland to Fort Collins DTC 	TRANSIT <ul style="list-style-type: none"> • Commuter Rail <ul style="list-style-type: none"> - Longmont to CR 8 - Loveland to Fort Collins DTC • I-25 Express Bus (remainder)
Phase 3	HIGHWAY <ul style="list-style-type: none"> • I-25 Tolted Express Lanes <ul style="list-style-type: none"> - Thornton Pkwy. to SH 14 (~49 mi.) • 3 Interchanges <ul style="list-style-type: none"> - 104th Ave., Mountain Vista, SH 1 	HIGHWAY <ul style="list-style-type: none"> • I-25 Tolted Express Lanes <ul style="list-style-type: none"> - Thornton Pkwy. to SH 66 (~23 mi.) • I-25 General Purpose Lanes <ul style="list-style-type: none"> - SH 66 to SH 14 (~26 mi.) • 4 Interchanges <ul style="list-style-type: none"> - 104th Ave., US 34 (remainder), Mountain Vista, SH 1 	HIGHWAY <ul style="list-style-type: none"> • I-25 Tolted Express Lanes <ul style="list-style-type: none"> - Thornton Pkwy. to SH 14 (~49 mi.) • 3 Interchanges <ul style="list-style-type: none"> - 104th Ave., Mountain Vista, SH 1



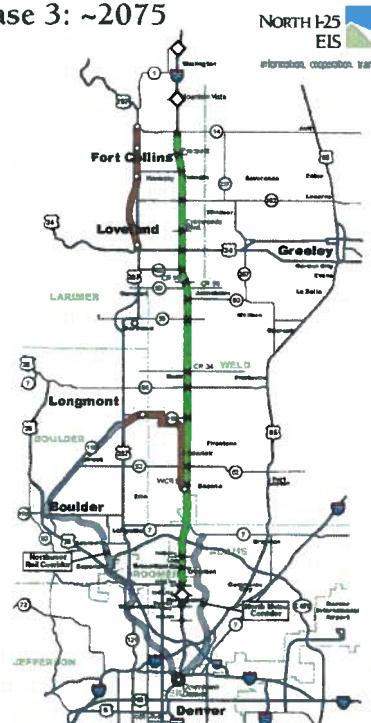


OPTION 3**DRAFT****Phase 1: 2035**

LEGEND		2005 Dollars
	Commuter Bus & Stations	\$25M
	Int'l I-25 Bus 4 & Stations	\$45M
	Commuter Rail ROW/Preservation	\$30M
	Interchange Upgrades	\$252M
	DRCOG RTP Tailored Express Lanes and Interchange Upgrades	\$213
	TOTAL	\$565M
	N/A Separate Action Interchange Upgrade (No-Action Alternative)	
	FastTrax Rail Line	
	Existing Interchange	

Phase 2: ~2055

LEGEND		2005 Dollars
	Commuter Rail & Stations	\$360M
	General Purpose Lanes and Interchange Upgrades	\$820M
	TOTAL	\$1,180M
	FastTrax Rail Line	
	Existing Interchange	

Phase 3: ~2075

LEGEND		2005 Dollars
	Commuter Rail & Stations	\$430M
	I-25 Express Bus Stations (remainder)	\$60M
	Tailored Express Lanes and Interchange Upgrades	\$510M
	TOTAL	\$1,000M
	FastTrax Rail Line	
	Existing Interchange	



Evaluation of Phase 1 Options

The three phasing options were evaluated for Phase 1 using the elements of purpose and need established for the North I-25 EIS project. The Purpose and Need elements are:

- Address the number and severity of crashes;
- Address traffic congestion leading to mobility and accessibility problems;
- Address aging and functionally obsolete infrastructure;
- Address lack of modal alternatives.

Table 4 contains a tabulation of how well Phase 1 options address the purpose and need elements.

Table 4: Evaluation of Phase 1

MEASURE		OPTION 1	OPTION 2	OPTION 3
Purpose and Need				
Safety	Improves 33 miles of I-25 with a lower than average safety performance (DEIS, Table 1-1, p.1-6)	Improves 12 Miles SH 66 to ~SH 402	Improves 9 Miles SH 66 to ~SH 60	Improves 0 Miles
Mobility	Provides relief to the 40 congested miles of I-25 between SH 7 and SH 14 (DEIS, Figure 1-3 p. 1-10)	Relieves 12 Miles SH 66 to ~SH 402	Relieves 9 Miles SH 66 to ~SH 60	Relieves 0 Miles
	Accommodates anticipated growth in freight traffic in northern Colorado (DEIS, p. 1-9)	Yes	No	No
Accessibility	Replaces 9 functionally obsolete interchanges between SH 7 and SH 1 (DEIS p. 1-9)	Replaces 5 Interchanges CR 34, SH 56, SH 60, CR 16, SH 402	Replaces 3 Interchanges CR 34, SH 56, SH 60	Replaces 10 Interchanges CR 34, SH 56, SH 60, CR 16, SH 402, US 34 (partial), Crossroads, Harmony, Prospect, SH 14
Aging Infrastructure	Replaces 16 aging and obsolete structures (DEIS, Table 1-3, p. 1-11)	Replaces 7 Structures 5 Interchanges, 2 Railroad Structures	Replaces 5 Structures 3 Interchanges, 2 Railroad Structures	Replaces 10 Structures 10 Interchanges
	Replaces the worst 12 miles of I-25 pavement between CR 34 and US 34 (DEIS, Table 1-3, p. 1-11)	Replaces 10 Miles CR 34 to SH 402	Replaces 7 Miles CR 34 to SH 60	Replaces 0 Miles
Modal Alternatives	Provides alternative travel modes along all three corridors (DEIS, p.1-12)	Yes	Yes	Yes



information. cooperation. transportation.

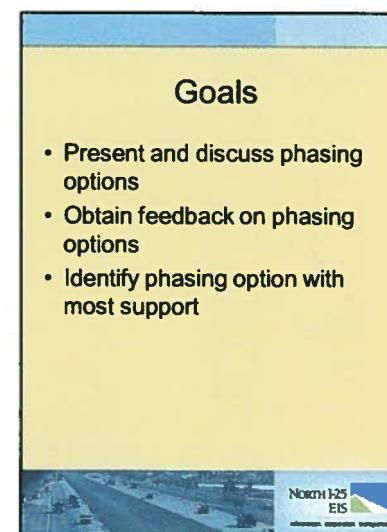
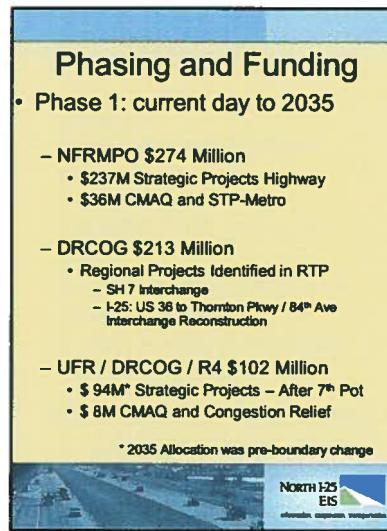
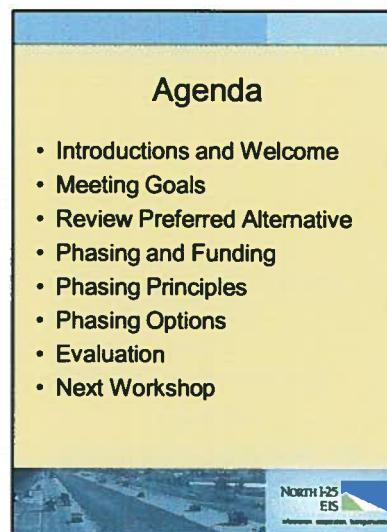
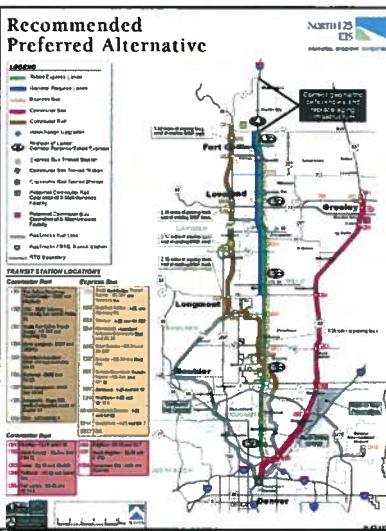
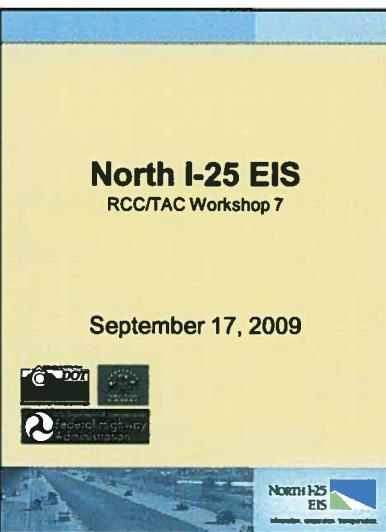
TAC/RCC Meeting

We are looking forward to your input and discussion at the TAC/RCC meeting.

2:00 pm

September 17, 2009

Southwest Weld County Services Complex



Phasing Factors as Defined by the RCC/TAC

Priority #1
Safety & Infrastructure
Preserving existing routes, among other things, among
communities who
reside there.

Address Issues on I-25
- without interference
- and
- Securing R.O.W.

Address I-25 Safety

Balance Improvements
North vs. Long Term Planning

Implementation
for County of Denver
Main riding segments

North I-25 EIS
Information, Education, Transportation

Phasing Factors as Defined by the RCC/TAC

- Address I-25 Safety
- Preserve I-25 Infrastructure
- Improve Mobility
- Coordinate with Community Plans
- Consider Long-Term Vision with Near-Term Implementation
- Implement Cost Effective Solutions

North I-25 EIS
Information, Education, Transportation

Transit Phasing

	Near-Term	Mid-Term	Long-Term	
Commuter Bus US 65	18	✓	12	7
Express Bus Fort Collins to Denver	22	✓	11	4
Express Bus Fort Collins to DIA	18	✓	15	5
Express Bus Guelph to Denver	19	✓	10	9
Rail Longmont to Fort Collins	12	8	18	✓
Rail North Metro to CR 8	11	11	14	✓
Rail CR 8 to Longmont	Not included in April voting exercise			

North I-25 EIS
Information, Education, Transportation

Highway Phasing

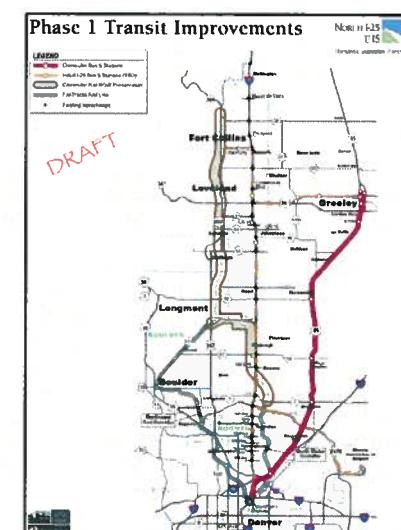
	Near-Term	Mid-Term	Long-Term			
I-25 Interchanges North of SH 66	24	✓	11	2		
I-25 Interchanges South of SH 66	13	✓	10	14	✓	
I-25 Widening North of SH 66	23	✓	7	7		
I-25 Widening South of SH 66	9		14	✓	15	✓

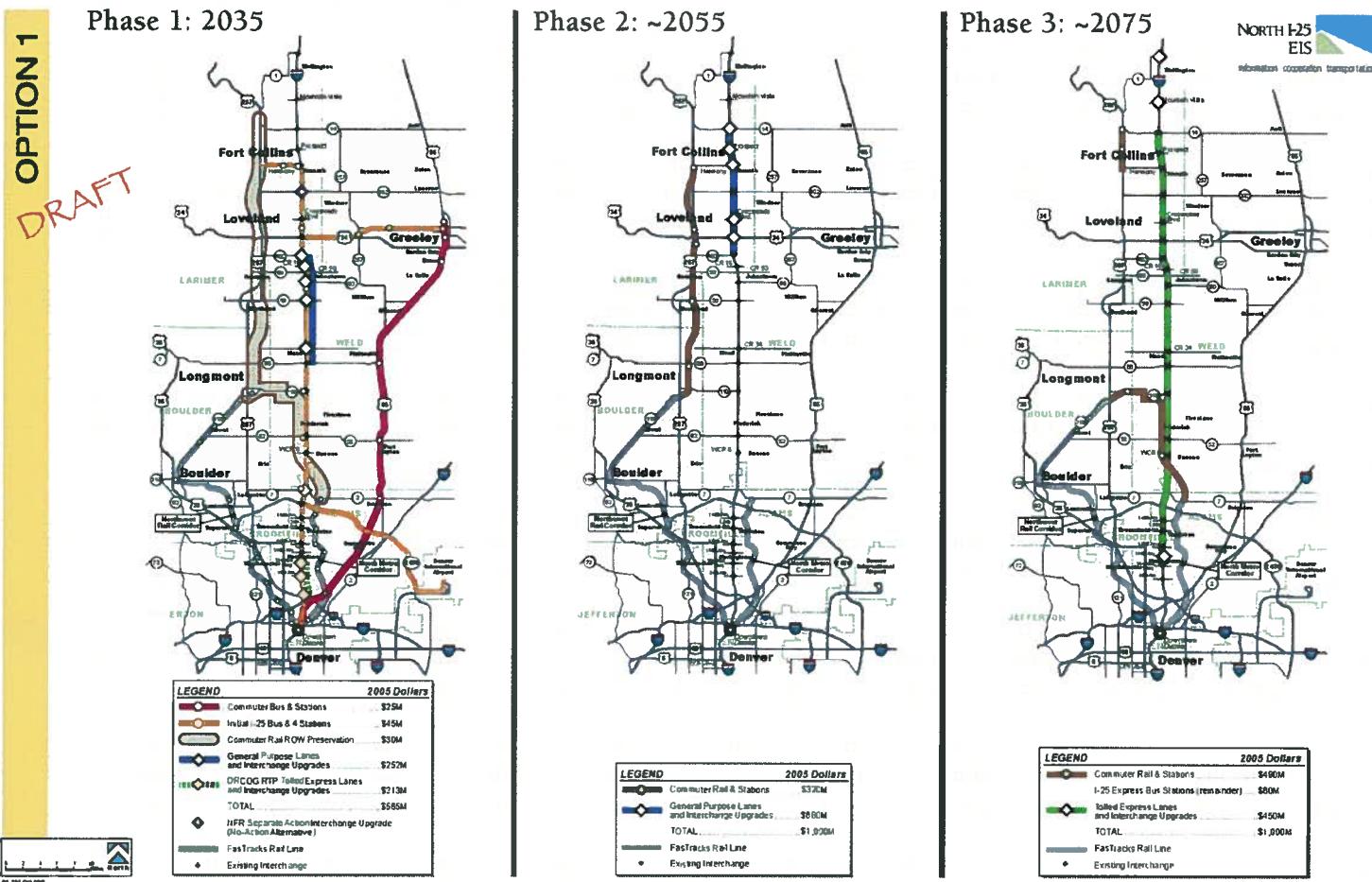
North I-25 EIS
Information, Education, Transportation

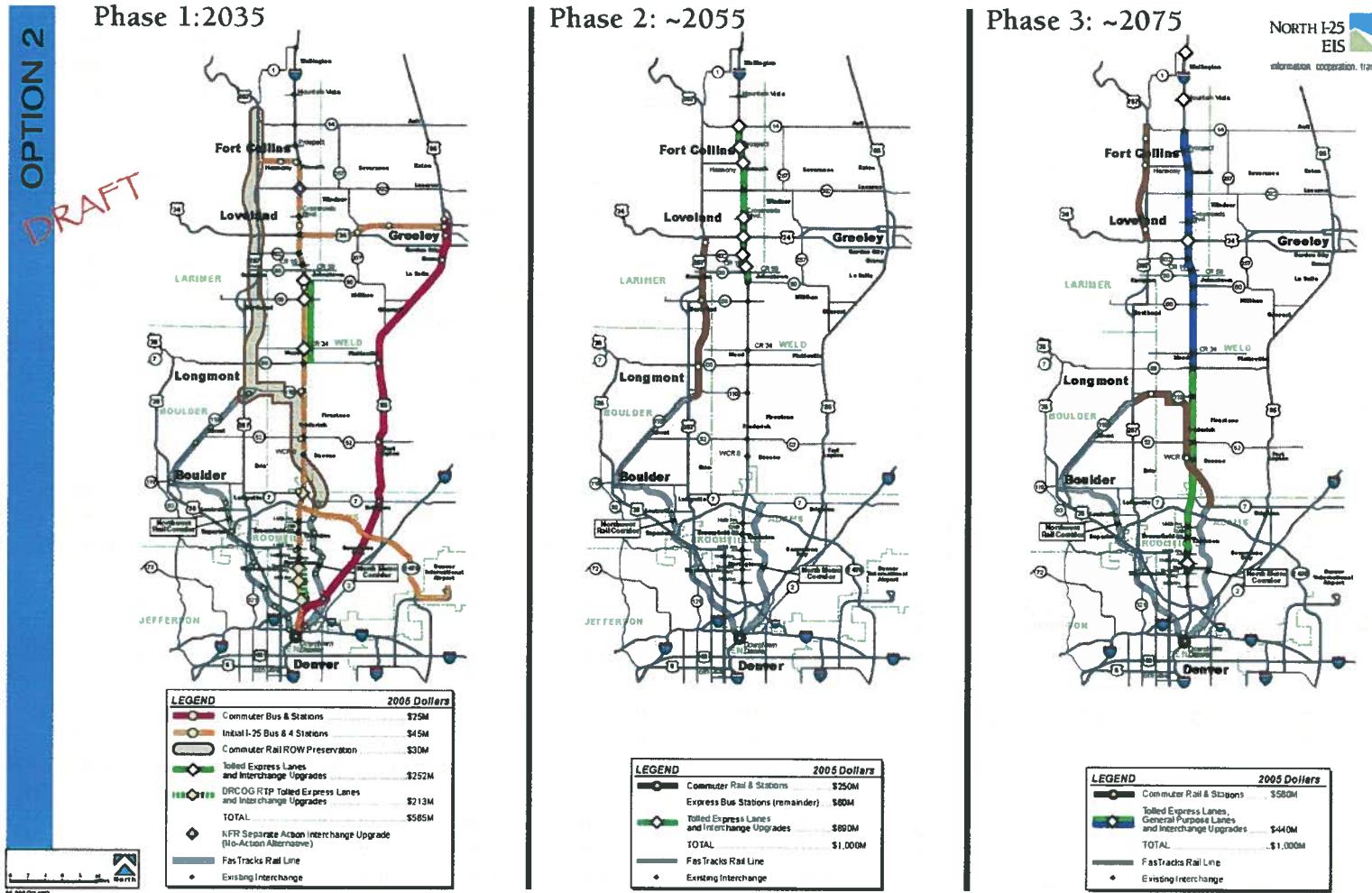
Guiding Principles for Phase I

- Address Concerns on I-25 North of SH 66
- Include Bus Transit
- Include Commitment to Rail

North I-25 EIS
Information, Education, Transportation







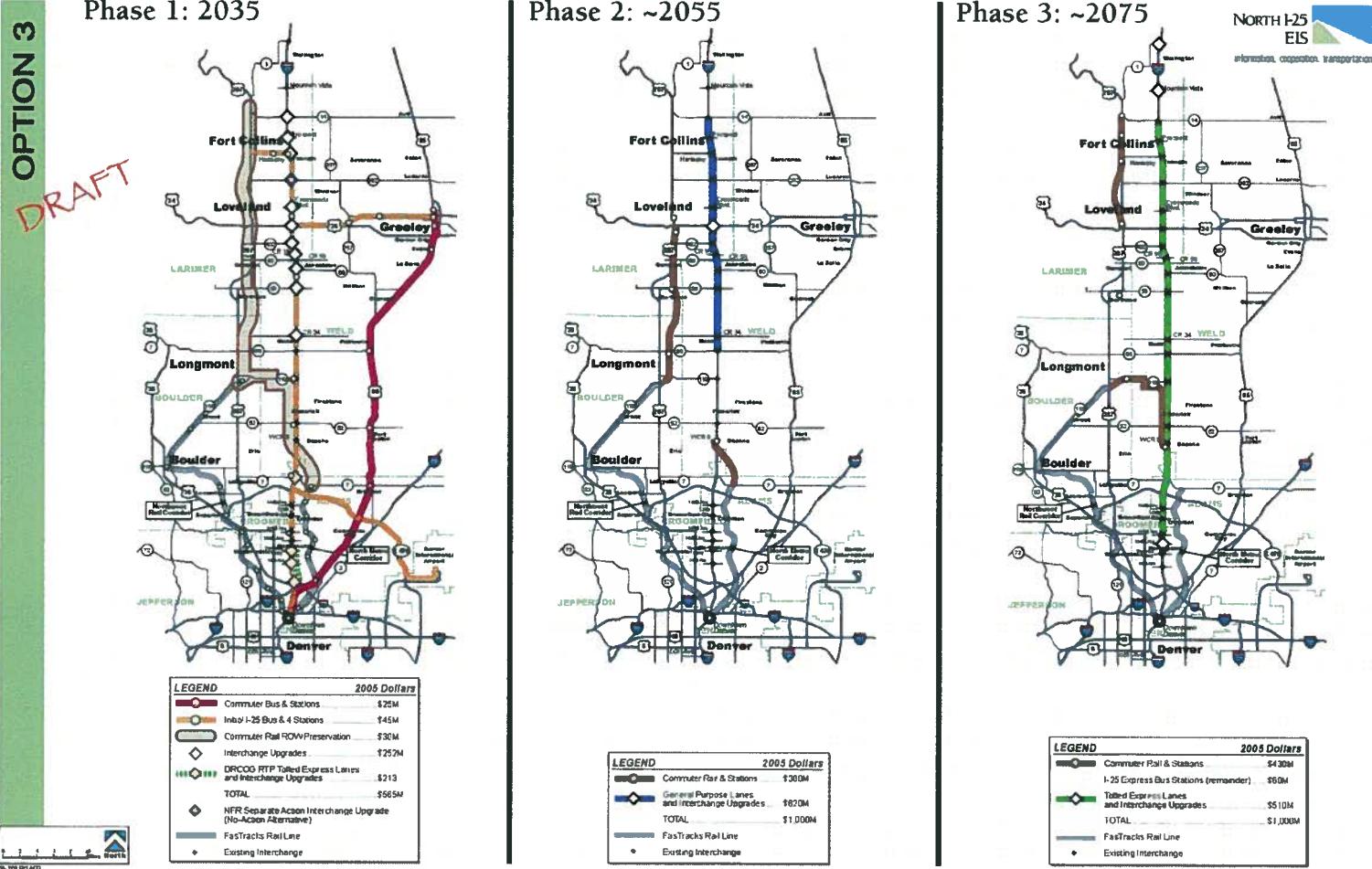


Table 4: Evaluation of Phase 1

MEASURE		OPTION 1	OPTION 2	OPTION 3
Purpose and Need				
Safety	Improves 33 miles of I-25 with a lower than average safety performance (DEIS, Table 1-1, p.1-6)	Improves 12 Miles SH 66 to ~SH 402	Improves 9 Miles SH 66 to ~SH 60	Improves 0 Miles
Mobility	Provides relief to the 40 congested miles of I-25 between SH 7 and SH 14 (DEIS, Figure 1-3 p. 1-10)	Relieves 12 Miles SH 66 to ~SH 402	Relieves 9 Miles SH 66 to ~SH 60	Relieves 0 Miles
	Accommodates anticipated growth in freight traffic in northern Colorado (DEIS, p. 1-9)	Yes	No	No
Accessibility	Replaces 9 functionally obsolete interchanges between SH 7 and SH 1 (DEIS p. 1-9)	Replaces 5 Interchanges CR 34, SH 56, SH 60, CR 16, SH 402	Replaces 3 Interchanges CR 34, SH 56, SH 60	Replaces 10 Interchanges CR 34, SH 56, SH 60, CR 16, SH 402, US 34 (partial), Crossroads, Harmony, Prospect, SH 14
Aging Infrastructure	Replaces 16 aging and obsolete structures (DEIS, Table 1-3, p. 1-11)	Replaces 7 Structures 5 Interchanges, 2 Railroad Structures	Replaces 5 Structures 3 Interchanges, 2 Railroad Structures	Replaces 10 Structures 10 Interchanges
	Replaces the worst 12 miles of I-25 pavement between CR 34 and US 34 (DEIS, Table 1-3, p. 1-11)	Replaces 10 Miles CR 34 to SH 402	Replaces 7 Miles CR 34 to SH 60	Replaces 0 Miles
Modal Alternatives	Provides alternative travel modes along all three corridors (DEIS, p.1-12)	Yes	Yes	Yes

North I-25 EIS

RCC/TAC Workshop 7

September 17, 2009



Agenda

- Introductions and Welcome
 - Meeting Goals
 - Review Preferred Alternative
 - Phasing and Funding
 - Phasing Principles
 - Phasing Options
 - Evaluation
 - Next Workshop

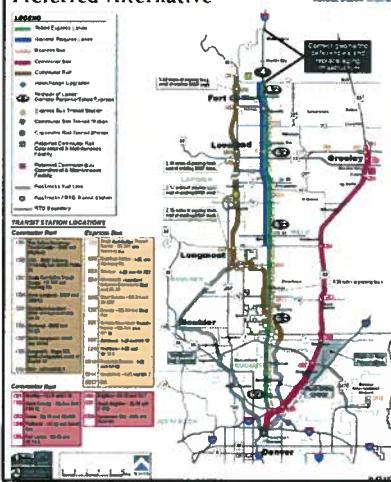


Goals

- Present and discuss phasing options
 - Obtain feedback on phasing options
 - Identify phasing option with most support



**Recommended
Preferred Alternative**



Phasing and Funding

- Phase 1: current day to 2035

- NFRMPO \$274 Million
 - \$237M Strategic Projects Highway
 - \$36M CMAQ and STP-Metro
 - DRCOG \$213 Million
 - Regional Projects Identified in RTP
 - SH 7 Interchange
 - I-25: US 36 to Thornton Pkwy / 84th Ave Interchange Reconstruction
 - UFR / DRCOG / R4 \$102 Million
 - \$ 94M Strategic Projects – After 7th Pot
 - \$ 8M CMAQ and Congestion Relief

* 2035 Allocation was pre-boundary change



Phasing and Funding

- Phase 2 (2055) and 3 (2075)

- 20 years each
 - \$1 Billion each
 - Increased awareness of infrastructure needs
 - Increased population
 - Increased congestion
 - Continued support for commuter rail



Phasing Factors as Defined by the RCC/TAC

Priority #1
Safety & Infrastructure
Preserving existing routes, among other things, among
communities who
reside there.

**Address I-25
Safety**

Priority #2
Preserve Infrastructure and Safety
Balancing existing routes, among other things, among communities who
reside there.

**Address Intersections
other than I-25**
- without interchanges
- road

Priority #3
SECURING R.O.W.
Ability to implement
changes over time.

Priority #4
Balance Improvements
North vs. Long Term Planning
Implementation for County of Denver
Main riding surface supports



NORTH I-25 EIS
Information, Education, Transportation

Phasing Factors as Defined by the RCC/TAC

- Address I-25 Safety
- Preserve I-25 Infrastructure
- Improve Mobility
- Coordinate with Community Plans
- Consider Long-Term Vision with Near-Term Implementation
- Implement Cost Effective Solutions



NORTH I-25 EIS
Information, Education, Transportation

Transit Phasing

	Near-Term	Mid-Term	Long-Term	
Commuter Bus US 65	18	✓	12	7
Express Bus Fort Collins to Denver	22	✓	11	4
Express Bus Fort Collins to DIA	18	✓	15	5
Express Bus Goudier to Denver	19	✓	10	9
Rail Longmont to Fort Collins	12	8	18	✓
Rail North Metro to CR 8	11	11	14	✓
Rail CR 8 to Longmont	Not included in April voting exercise			



NORTH I-25 EIS
Information, Education, Transportation

Highway Phasing

	Near-Term	Mid-Term	Long-Term		
I-25 Interchange North of SH 66	24	✓	11	2	
I-25 Interchange South of SH 66	13	✓	10	14	✓
I-25 Widening North of SH 66	23	✓	7	7	
I-25 Widening South of SH 66	9	14	✓	15	✓



NORTH I-25 EIS
Information, Education, Transportation

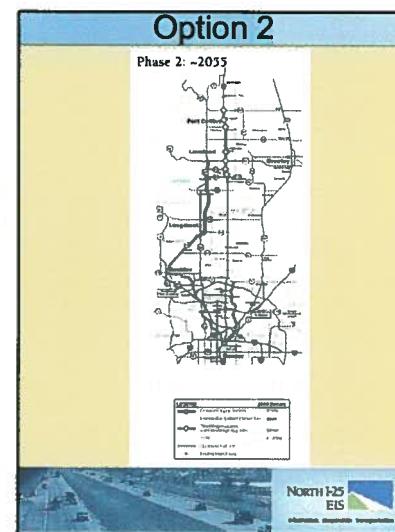
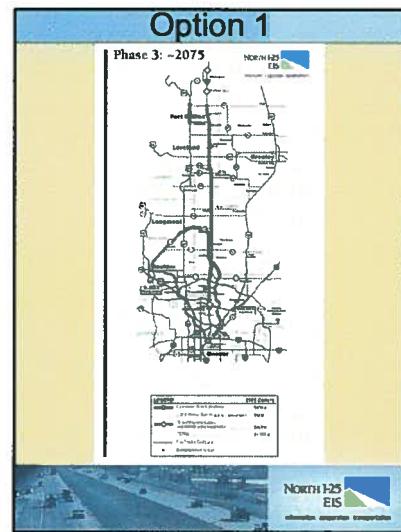
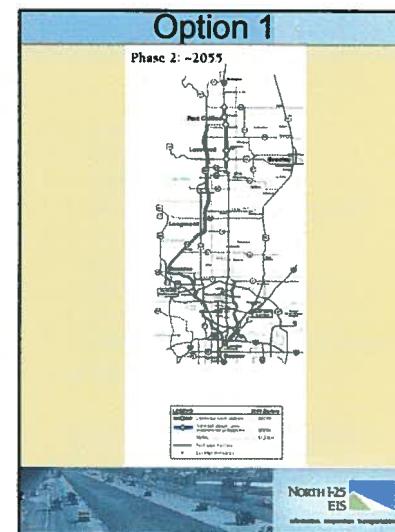
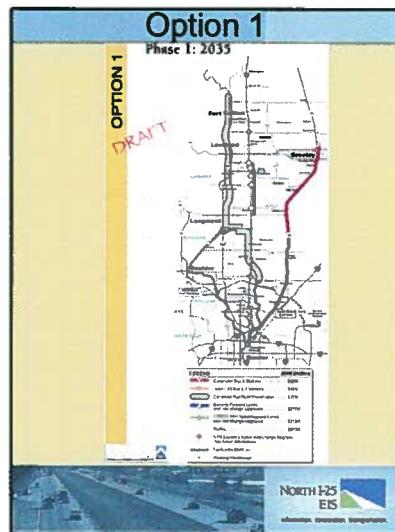
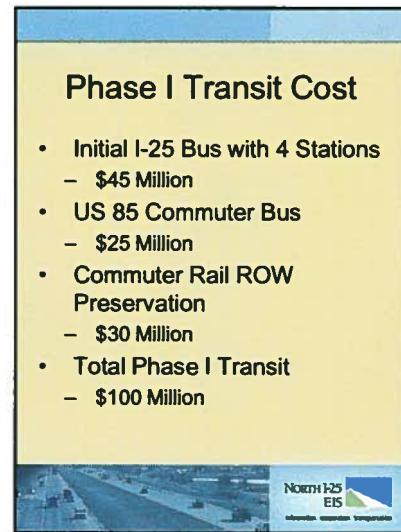
Guiding Principles for Phase I

- Address Concerns on I-25 North of SH 66
- Include Bus Transit
- Include Commitment to Rail



NORTH I-25 EIS
Information, Education, Transportation





Phase I Transit Cost

- Initial I-25 Bus with 4 Stations
 - \$45 Million
 - US 85 Commuter Bus
 - \$25 Million
 - Commuter Rail ROW Preservation
 - \$30 Million
 - Total Phase I Transit
 - \$100 Million



Option 1

Phase 1: 2035

OPTION 1



• 9.7% Ըստ ՀՀ առողջապահության
Կա Բարեկամացնելու



Option 1

Phase 2: ~205



Mitsubishi		2009 Sales
Outlander	1,000,000 units sold	\$12.5B
Lancer	800,000 units sold	\$10.5B
ASX	500,000 units sold	\$1.5B
Total	2,300,000 units sold	\$24.5B



Option 1

Phase 3: ~2075



L'assurance de la vie		1999-2000
Assurance de la vie	Assurance de la vie	Assurance de la vie
Assurance de la vie	Assurance de la vie	Assurance de la vie
Assurance de la vie	Assurance de la vie	Assurance de la vie
Assurance de la vie	Assurance de la vie	Assurance de la vie



Option 2

Phase 1:2035



	Geöffnete PDF-Dokumente	22/10
	PDF-Dokumente - 100	27/10
	PDF-Dokumente - 100 PDF-Dokumente - 100 PDF-Dokumente - 100	24/10
	PDF-Dokumente - 100	14/10
	PDF-Dokumente - 100 PDF-Dokumente - 100 PDF-Dokumente - 100	10/10



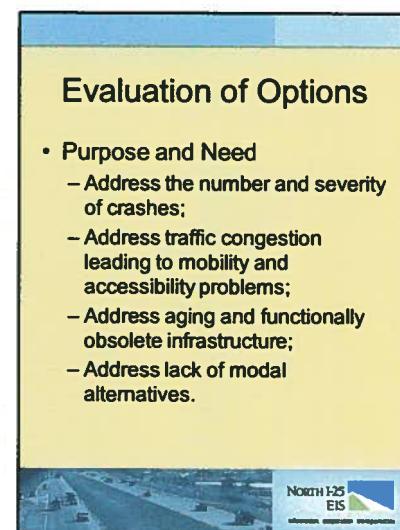
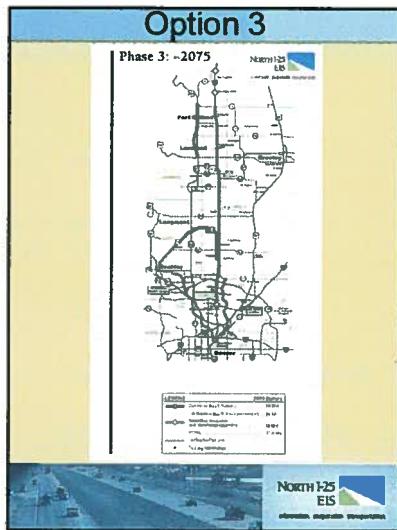
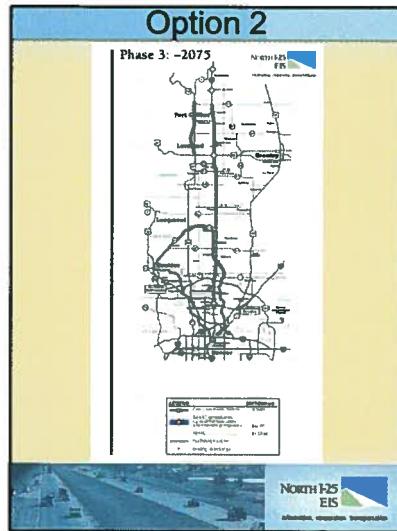
Option 2

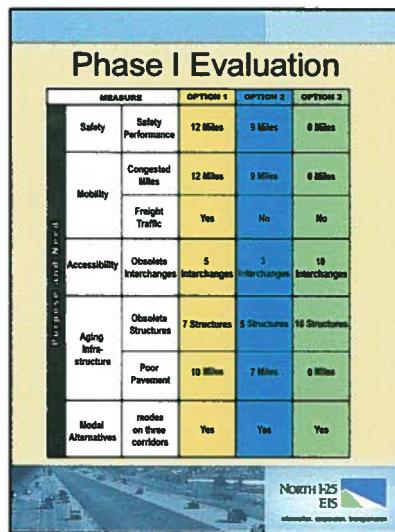
Page 3 202



Subject	Count	Percent
General knowledge	30	33.3%
Entomology	10	11.1%
Geography	10	11.1%
Mathematics	10	11.1%
Science	10	11.1%
World history	10	11.1%







Discussion

Using your index cards tell us:

Which option do you support?

If you support something other than Option 1 tell us why?

Are there modifications we should consider to your preferred option?



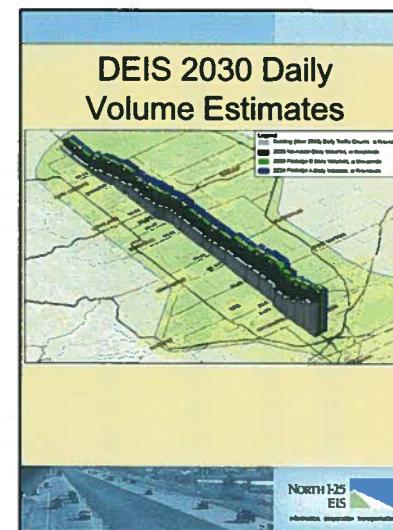
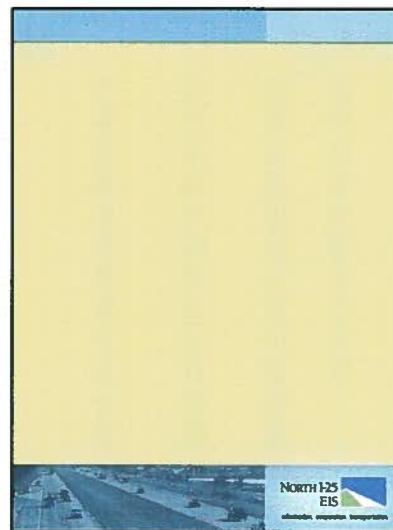
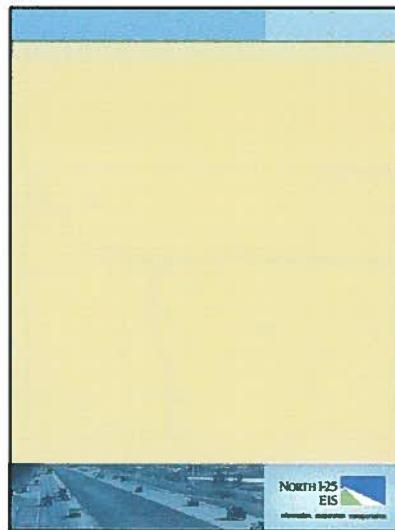
North I-25 EIS
colorado department of transportation

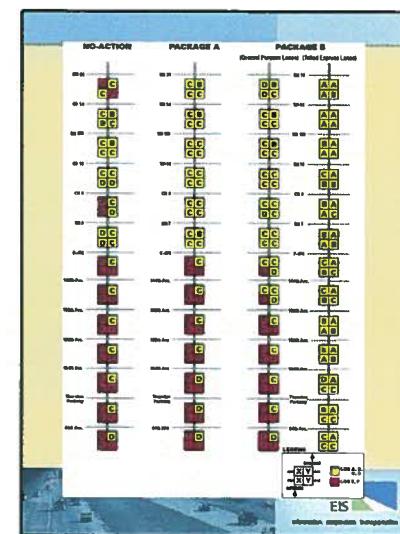
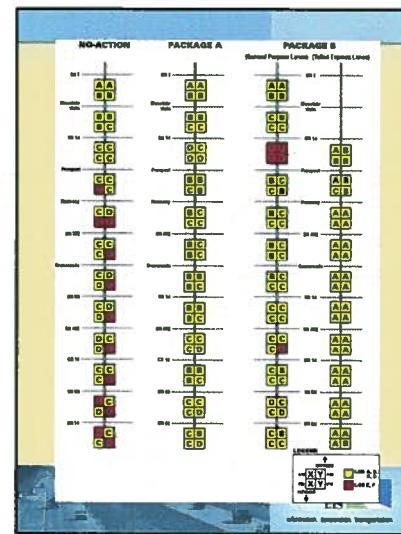
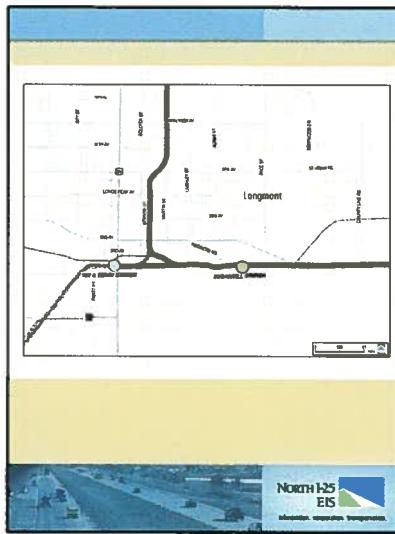
Next Workshop:
October 1
Southwest Weld County Services Complex
2 PM

Stay involved:
www.cdot.info/northi25eis/



North I-25 EIS
colorado department of transportation





MEETING MINUTES
RCC/TAC Workshop
Thursday September 17, 2009
2:00 PM – 4:00 PM



information. cooperation. transportation.

MEETING LOCATION: Southwest Weld County
PREPARED BY: Holly Buck - Felsburg Holt & Ullevig
ATTENDEES: See Attached Sign-In Sheet

SUMMARY OF DISCUSSION

Introductions and Welcome

Meeting Goals

- Present and discuss phasing options
- Obtain feedback on phasing options
- Identify phasing option with most support

Review Preferred Alternative

The Preferred Alternative was recommended by the TAC/RCC on July 23, 2009. It includes a variety of multimodal improvements:

- Two new I-25 Toll Express lanes (TEL) between SH 14 and US 36, one TEL lane in each direction buffer-separated;
- Two new I-25 general purpose lanes between SH 14 and SH 66, one new additional lane in each direction;
- Interchange improvements at 20 locations;
- Commuter rail operating as an extension of RTD FasTracks North Metro rail service between Thornton and downtown Fort Collins, with a connection to RTD FasTracks Northwest Rail in Longmont;
- Express Bus operating in the I-25 TEL lanes to downtown Denver, originating in Fort Collins and Greeley;
- Express Bus operating in the I-25 TEL lanes to DIA, via E-470;
- Commuter Bus operating on US-85 between Greeley and downtown Denver.

The total cost of the Preferred Alternative is estimated to be approximately \$2.6 billion, in year 2005 dollars.

The committee suggested that the section of commuter rail ROW owned by RTD (North Metro End of Line to the CR 8 station) should be designated as such.

MEETING MINUTES
RCC/TAC Workshop
Thursday September 17, 2009
2:00 PM – 4:00 PM



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Phasing and Funding

Phase 1: current day to 2035

- NFRMPO \$274 Million
 - \$237M Strategic Projects Highway
 - \$36M CMAQ and STP-Metro
- DRCOG \$213 Million
 - Regional Projects Identified in RTP
 - SH 7 Interchange
 - I-25: US 36 to Thornton Pkwy / 84th Ave Interchange Reconstruction
- UFR / DRCOG / R4 \$102 Million
 - \$ 94M* Strategic Projects – After 7th Pot
 - \$ 8M CMAQ and Congestion Relief

Phase 2 (2055) and 3 (2075)

- 20 years each
- \$1 Billion each
 - Increased awareness of infrastructure needs
 - Increased population
 - Increased congestion
 - Continued support for commuter rail

Phasing Principles

The principles for phasing were developed based on input from the committee at two previous meetings. The first was February 12, 2009 when the committee generated the following prioritized factors that should be considered when developing a phasing plan.

- Address I-25 Safety
- Preserve I-25 Infrastructure
- Improve Mobility
- Coordinate with Community Plans
- Consider Long-Term Vision with Near-Term Implementation
- Implement Cost Effective Solutions

The second was the scoring exercise conducted at the April 9, 2009 TAC/RCC meeting where members were asked to identify when improvements should be implemented - in the near-term, mid-term, and long-term. **Table 1** and **Table 2** below summarize the results of that scoring exercise.

MEETING MINUTES
RCC/TAC Workshop
Thursday September 17, 2009
2:00 PM – 4:00 PM



information. cooperation. transportation.

Table 1 April 9 TAC/RCC Scoring Exercise Results

Transit Improvement	Near-Term	Mid-Term	Long-Term
Commuter Bus US 85	18 1	12	7
Express Bus Fort Collins to Denver	22 1	11	4
Express Bus Fort Collins to DIA	18 1	15	5
Express Bus Greeley to Denver	19 1	10	9
Rail Longmont to Fort Collins	12	8	18 1
Rail North Metro to CR 8	11	11	14 1
Rail CR 8 to Longmont	Not included in April scoring exercise		

Table 2 April 9 TAC/RCC Scoring Exercise Results

Highway Improvement	Near-Term	Mid-Term	Long-Term
I-25 Interchanges North of SH 66	24 1	11	2
I-25 Interchanges South of SH 66	13 1	10	14 1
I-25 Widening North of SH 66	23 1	7	7
I-25 Widening South of SH 66	9	14 1	15 1

Based on the input from these two meetings and input received over the course of the project, the following three principles were developed to help guide the development of phasing options:

- 1) Address concerns on I-25 north of SH 66 early
- 2) Include bus transit early
- 3) Include a commitment to rail in an early phase

Phasing Options

Three options presented. The focus of the discussion was on Phase 1 though each option presented three phases: Phase 1 included pieces of the project to be constructed between now and 2035. Phase 2 included pieces built between 2035 and 2055 and Phase 3 included the portion of the project to be constructed between 2055 and 2075. These time frames were chosen to reflect the current and future fiscal constraint.

All three options included the same transit improvements in Phase 1. They are the following:

Phase 1 Transit

- Initial I-25 Bus with 4 Stations
 - \$45 Million
- US 85 Commuter Bus
 - \$25 Million
- Commuter Rail ROW Preservation
 - \$30 Million
- Total Phase 1 Transit
 - \$100 Million

MEETING MINUTES
RCC/TAC Workshop
Thursday September 17, 2009
2:00 PM – 4:00 PM



information. cooperation. transportation.

There was general agreement on the inclusion of these transit improvements in Phase 1.

Other improvements included in all three options were:

- TE lanes between US 36 and Thornton Parkway (including interchange upgrades).
- SH 7 interchange upgrade
- SH 392 interchange upgrade (included in the No Action alternative)

The DRCOG representative pointed out that including TE lanes between US 36 and Thornton Parkway would require an amendment to DRCOG's plan next year. While the current plan calls for capacity improvements along this stretch of I-25, the widening is identified as general purpose lanes and not tolled express lanes.

In addition to the improvements described above, Option 1 added general purpose lanes between SH 66 and SH 402. Option 2 added TE lanes between SH 66 and SH 60. Option 3 upgraded interchange structures north of SH 66.

Evaluation

After reviewing the three options in detail, the team reviewed the preliminary evaluation of these options using the project's Purpose and Need as the basis for the evaluation criteria. The evaluation considered safety, mobility, aging infrastructure and modal alternatives. The following (Table 3) was presented to the committee. Based on this screening, the project team's recommendation was Option 1 which added general purpose lanes between SH 66 and SH 402.

Table 3

MEASURE		OPTION 1	OPTION 2	OPTION 3	
Purpose and Need	Safety	Improves 33 miles of I-25 with a lower than average safety performance (DEIS, Table 1-1, p.1-6)	Improves 12 Miles SH 66 to -SH 402	Improves 9 Miles SH 66 to -SH 60	Improves 0 Miles
	Mobility	Provides relief to the 40 congested miles of I-25 between SH 7 and SH 14 (DEIS, Figure 1-3 p. 1-10)	Relieves 12 Miles SH 66 to -SH 402	Relieves 9 Miles SH 66 to -SH 60	Relieves 0 Miles
		Accommodates anticipated growth in freight traffic in northern Colorado (DEIS, p. 1-9)	Yes	No	No
	Accessibility	Replaces 9 functionally obsolete interchanges between SH 7 and SH 1 (DEIS p. 1-9)	Replaces 5 Interchanges CR 34, SH 58, SH 60, CR 16, SH 402	Replaces 3 Interchanges CR 34, SH 58, SH 60	Replaces 10 Interchanges CR 34, SH 58, SH 60, CR 16, SH 402, US 34 (partial), Crossroads, Harmony, Project, SH 14
	Aging Infrastructure	Replaces 16 aging and obsolete structures (DEIS, Table 1-3, p. 1-11)	Replaces 7 Structures 5 Interchanges, 2 Railroad Structures	Replaces 5 Structures 3 Interchanges, 2 Railroad Structures	Replaces 10 Structures 10 Interchanges
		Replaces the worst 12 miles of I-25 pavement between CR 34 and US 34 (DEIS, Table 1-3, p. 1-11)	Replaces 10 Miles CR 34 to SH 402	Replaces 7 Miles CR 34 to SH 60	Replaces 0 Miles
Modal Alternatives		Provides alternative travel modes along all three corridors (DEIS, p.1-12)	Yes	Yes	Yes

MEETING MINUTES
RCC/TAC Workshop
Thursday September 17, 2009
2:00 PM – 4:00 PM



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After general committee discussion regarding the improvements for Phase 1, each member was asked to indicate their support for one of the options. If they supported an alternative other than Option 1 they were asked to provide an explanation of their opinion. During the roundtable process, some members suggested and supported a fourth option. The fourth option would add TE lanes in the Denver Metro area to address the area of worst congestion, and to fix the worst infrastructure in the northern area; be it interchanges, bridges, or pavement. It was also suggested that Express Bus be completed no later than Phase 2 because it was an improvement that had near-term support by the committee during the April scoring exercise. Table 4 below summarizes the support for each option.

Table 4 Summary of Committee Support for Each Phasing Option

	Option 1	Option 2	Option 3	Option 4
Number Supporting	9	4	2	7
<i>Additional Comments</i>				
Direct any additional money or shift funds to address more aging structures	4	1		2
Consider TEL lanes south of SH66	2			4
Provide additional data regarding safety & capacity			1	2

Through the process a number of members requested some additional information to help understand the implications of the three options better. Additional data requested included:

- Which structures and pavement were of the highest need for replacement
- Person carrying capacity / TEL vs GP
- TEL impact to bus (time)

The team agreed to pull together that data and provide it at the subsequent meeting

The team suggested that a formal Option 4 would be developed and together with Option 1 be presented to the committee for further review and evaluation at the subsequent meeting. The group suggested that additional funds identified by the NFR MPO for the project should be focused on infrastructure upgrades.

Next Workshop

Date: October 1, 2009
Location: Southwest Weld County Services Complex
Time: 2:00 PM – 4:00 PM

Date: September 17, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX



SIGN-IN SHEET

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Date: September 17, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

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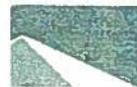
Date: September 17, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

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Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX



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Date: September 17, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

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Re: Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

Date: September 17, 2009

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

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Irene	Fortune			vladimir1992@hotmail.com
Jeanne	Bolton		CST - Larimer Co. Citizens for Smart Transportation	
Jim & Colleen	Anthony		Milliken Board of Trustees	CJKid@ix.netcom.com
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Scott	WEEKS	SMW	City of Fort Collins	swetkes@fcgov.com
Craig	GASKILL	CG	Jacobs	crraig.gaskill@jacobs.com



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**North I-25 EIS
Phasing Preparation Packet**

TAC/RCC PHASING WORKSHOP

OCTOBER 1, 2009

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Summary of September TAC/RCC Workshop

At the September 17, 2009 TAC/RCC workshop, three options for phasing the committee's Recommended Preferred Alternative were considered by the committee. The focus of the discussion was on Phase 1 though each option presented three phases: Phase 1 included pieces of the project to be constructed between now and 2035. Phase 2 included pieces built between 2035 and 2055 and Phase 3 included the portion of the project to be constructed between 2055 and 2075. These time frames were chosen to reflect the current and future fiscal constraint.

All three included the same transit improvements in Phase 1. These included:

- Commuter Rail Right-of-Way preservation
- Initial bus service on I-25
- Commuter Bus on I-25

There was general agreement on these transit improvements. These recommended improvements are illustrated in Appendix 2.

Other improvements included in all three options were:

- TE lanes between US 36 and Thornton Parkway (including interchange upgrades)
- SH 7 interchange upgrade
- SH 392 interchange upgrade (included in the No Action alternative)

The other highway improvements varied for the three options. Option 1 added general purpose lanes between SH 66 and SH 402. Option 2 added TE lanes between SH 66 and SH 60. Option 3 upgraded interchange structures north of SH 66.

After general committee discussion regarding the improvements for Phase 1, each member was asked to indicate their support for one of the options. During the roundtable process, some members suggested and supported a fourth option. The fourth option would add TE lanes in the Denver Metro area to address the area of worst congestion, and to fix the worst infrastructure in the northern area; be it interchanges, bridges, or pavement.

OPTION 1
- BALANCE OF ADDRESSING
INFRASTRUCTURE &
MOBILITY NEEDS

Option 2 -
- ADDS STRUCTURE IMPROVEMENTS NORTH
OF 402 IN PHASE 1.

Considering Option 1: Option 2 preferred
4

I think the focus of Phase 3 should be for implementing TEL instead of GP. The TEL will offer more reliable service for a longer period of time. It is fine to include interchanges etc... to address failing infrastructure. May be there is another option for the continuity of the TEL if... In the future maybe existing capacity could be tolled if a new TEL could not be built to take over.

Option 2:

- Early TEL implementation will BETTER SUPPORT THE TRANSIT OPTIONS BY A). PROVIDING A HIGHER LOS FOR TRANSIT RIDERS & B). TEL LANES MAY HAVE THE EFFECT OF SHIFTING A MODE SHIFT FROM SAVINGS TO TRANSIT. IF B (TRANSIT) OCCURS, IT MAY ALSO FREE UP SOME GP LANE CAPACITY TO ADDRESS THE FREIGHT ISSUE

Preferred

OPTION: 1

A BALANCE ADDRESSES EARLY AND MOST AMOUNT OF PURPOSE & NEED.

- SAFETY
- MOBILITY
- INFRASTRUCTURE

Change

~~TRANSIT~~ ~~TRANSIT~~ ~~TRANSIT~~

Option 1

- Please include additional structures w/
NFR funds
- Look into TEL south of SH 66

Option 4:

TEL - entire I-25 corridor study area = 66.3 mil

- Commuter rail Preservation = 30 mil minus RTD

- Like to see / review analysis
- Mobility for safety & which components
- maintenance are needed first address costs - new funding
- deficient bridges

Option 1

But prefer replacing GP w/ Express lanes, basically doing GP last, or at least doing Express much sooner than Phase 3

Table 1 is a brief summary of the support for each phasing option presented.

Table 1: Summary of Committee Support for Each Phasing Option

	Option 1	Option 2	Option 3	Option 4
Number Supporting	9	4	2	7
Additional Comments				
Direct any additional money or shift funds to address more aging structures	4	1		2
Consider TEL lanes south of SH66	2			4
Provide additional data regarding safety & capacity			1	2

Additional comments during the workshop discussion included:



- General support of Tolled Express Lanes
- Requests for additional information
- Support for Express bus
- Support for Commuter Rail
- Recognition of need to amend DRCOG plan

Funding Update

The total cost of the Preferred Alternative is approximately \$2.6 billion. The amount of funding available for Phase 1 is determined by amounts included in the NFRMPO and DRCOG 2035 Fiscally Constrained Regional Transportation Plans. The NFRMPO RTP identifies approximately \$427 million for the portion of the project with in CDOT's Region 4 area (north of SH 7). The DRCOG RTP identifies \$213 million for I-25 improvements in CDOT's Region 6 area (south of SH 7). Therefore, the amount of funding currently identified for Phase 1 improvements is assumed to total \$640 million.

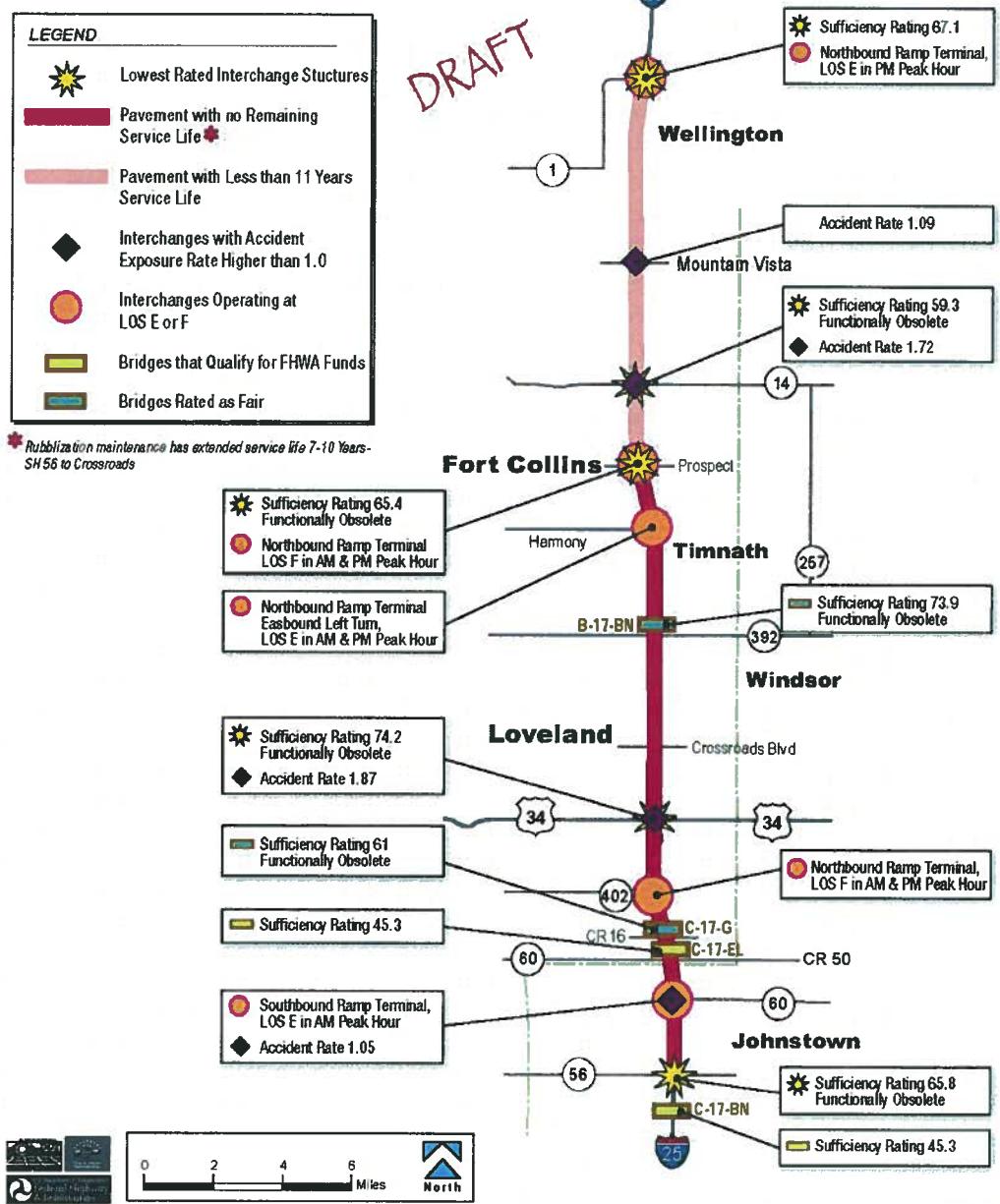
In order to construct TE lanes in the Denver metropolitan area between US 36 and Thornton Parkway, the DRCOG RTP would need to be amended. In addition, a number of the Denver metro area communities expressed an interest in extending TE lanes north to 112th or 120th Avenues. This extension would require that additional funds be allocated to I-25 in DRCOG's fiscally constrained RTP.

Additional Data

During the September 17th discussion RCC and TAC members requested some additional information to help understand which structures and pavement were of the highest need for replacement. Figure 1 illustrates CDOT's structural sufficiency ratings, pavement ratings, accident rates, and level of service data. As shown the pavement between SH 56 and Crossroads Boulevard has reached the end of its service life. Interchange structures at SH 1, SH 14, Prospect, US 34 and SH 56 have sufficiency ratings less than 75. The highest accidents rates are experienced at Mountain Vista, SH 14, US 34 and SH 60.

Figure 1

Evaluation of Structures & Pavement North of SH66





Draft RCC/TAC Phasing Option

Based on the input received from RCC/TAC members and the evaluation of structures and pavement, a draft RCC/TAC Phasing Option has been developed. It is illustrated in Figure 2. Phase 1 of this option is described below.

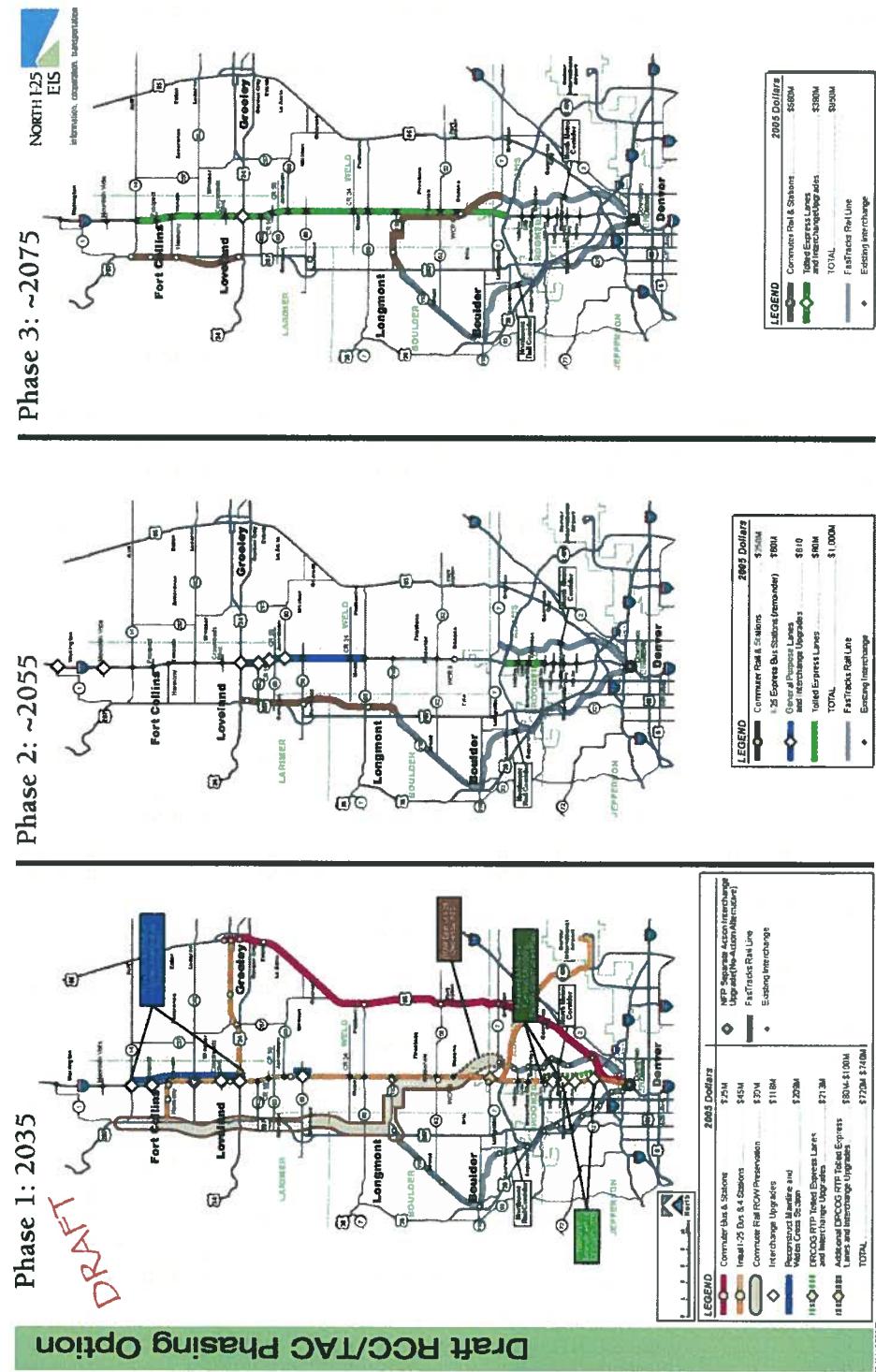
Phase 1 Transit Improvements:

- Commuter Rail Right-of-Way preservation
- Initial bus service on I-25
- Commuter Bus on I-25

Phase 1 Highway Improvements

- Rebuild I-25 to six lanes SH 14 to US 34
- Interchange Upgrades
 - SH-14
 - Prospect
 - Crossroads
 - US 34
 - SH 7
 - Thornton Parkway
 - 84th Avenue
 - US 36
- TE Lanes US 36 to 120th

Figure 2





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TAC/RCC Meeting

We are looking forward to your input and discussion at the TAC/RCC meeting.

2:00 pm

October 1, 2009

Southwest Weld County Services Complex



Appendix 1: Preferred Alternative

The Preferred Alternative was recommended by the TAC/RCC on July 23, 2009. It includes a variety of multimodal improvements:

- Two new I-25 Tolled Express lanes (TEL) between SH 14 and US 36, one TEL lane in each direction buffer-separated;
- Two new I-25 general purpose lanes between SH 14 and SH 66, one new additional lane in each direction;
- Interchange improvements at 20 locations;
- Commuter rail operating as an extension of RTD FasTracks North Metro rail service between Thornton and downtown Fort Collins, with a connection to RTD FasTracks Northwest Rail in Longmont;
- Express Bus operating in the I-25 TEL lanes to downtown Denver, originating in Fort Collins and Greeley;
- Express Bus operating in the I-25 TEL lanes to DIA, via E-470;
- Commuter Bus operating on US-85 between Greeley and downtown Denver.

The total cost of the Preferred Alternative is estimated to be approximately \$2.6 billion, in year 2005 dollars.

The North I-25 EIS Preferred Alternative is depicted on the following two graphics.



Recommended Preferred Alternative



TRANSIT STATION LOCATIONS

Commuter Rail

CR1	Fort Collins-Downtown Train Center - BNSF and Maple St.
CR2	CSU - BNSF between University Ave. and W. Pinhook St.
CR3	South Fort Collins Transit Center - US 287 and Harmony Rd.
CR4	North Loveland - BNSF and 28th St.
CR5	Downtown Loveland - BNSF and approximately 8th St.
CR6	Berthoud - BNSF and SH 56
CR7	North Longmont - BNSF and SH 44
CR8	Longmont - Sugar Mill, north of alignment, south of Rogers Rd.
CR9	Erie - I-25 and CR 8

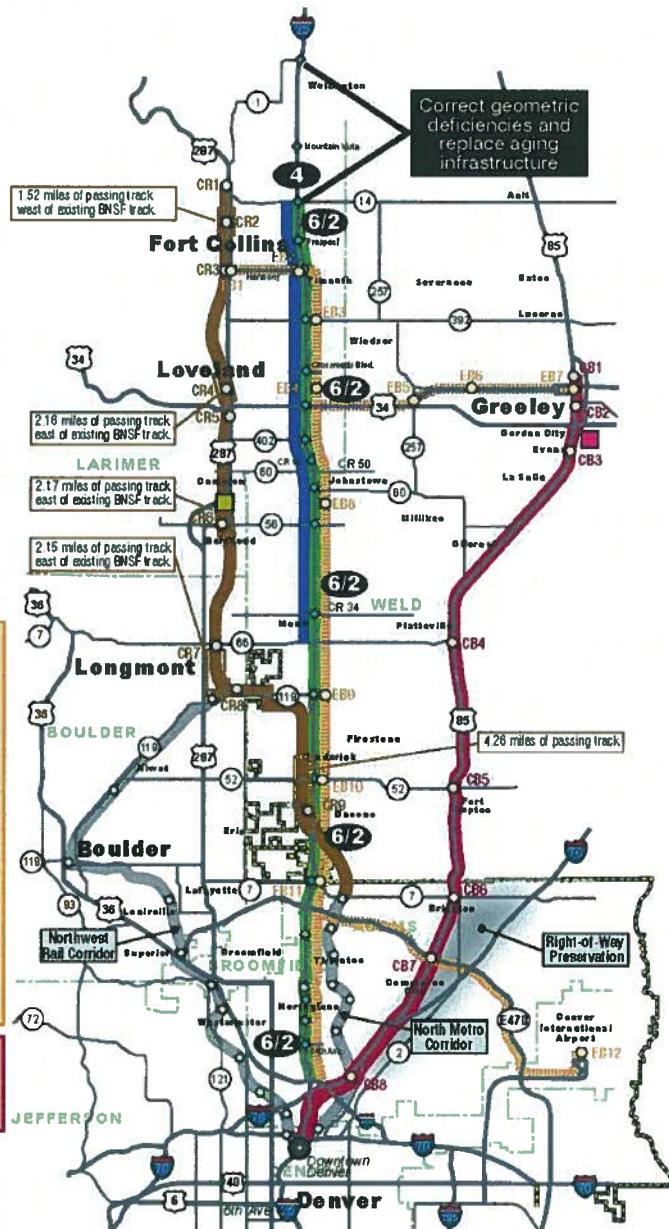
Express Bus

EB1	South Fort Collins Transl Center - US 287 and Harmony Rd.
EB2	East Fort Collins - I-25 and Harmony Rd.
EB3	Windsor - I-25 and SH 392
EB4	Crossroads - Loveland between Crossroads Blvd and US 34
EB5	West Greeley - US 34 and SH 257
EB6	Greeley - US 34 and 93rd Ave.
EB7	Greeley Downtown Transfer Center - 8th Ave. and 8th St.
EB8	Berthoud - I-25 and SH 56
EB9	Berthoud - I-25 and SH 118
EB10	Firestone - I-25 and SH 52
EB11	Frederick/Deacone - I-25 and SH 52
EB12	Broomfield - I-25 and SH 7

Commuter Bus

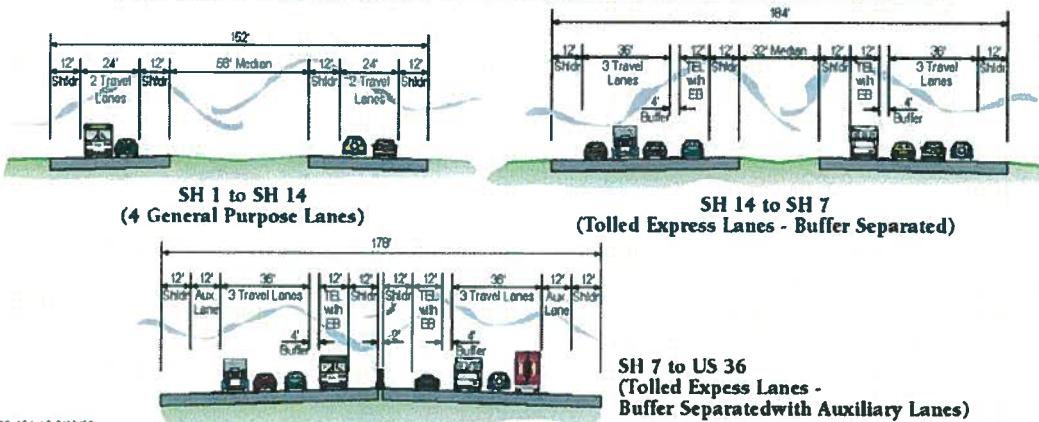
CB1	Greeley - US 85 and D 31
CB2	South Greeley - 8th Ave. and 24th St.
CB3	Evans - US 85 and 42nd St
CB4	Patteville - US 85 and Grand Ave.
CB5	Fort Lupton - US 85 and CR 14.5

CB6	Brighton - US 85 and SH 7
CB7	South Brighton - US 85 and E-470
CB8	Commerce City - 69th and Colorado



Recommended Preferred Alternative

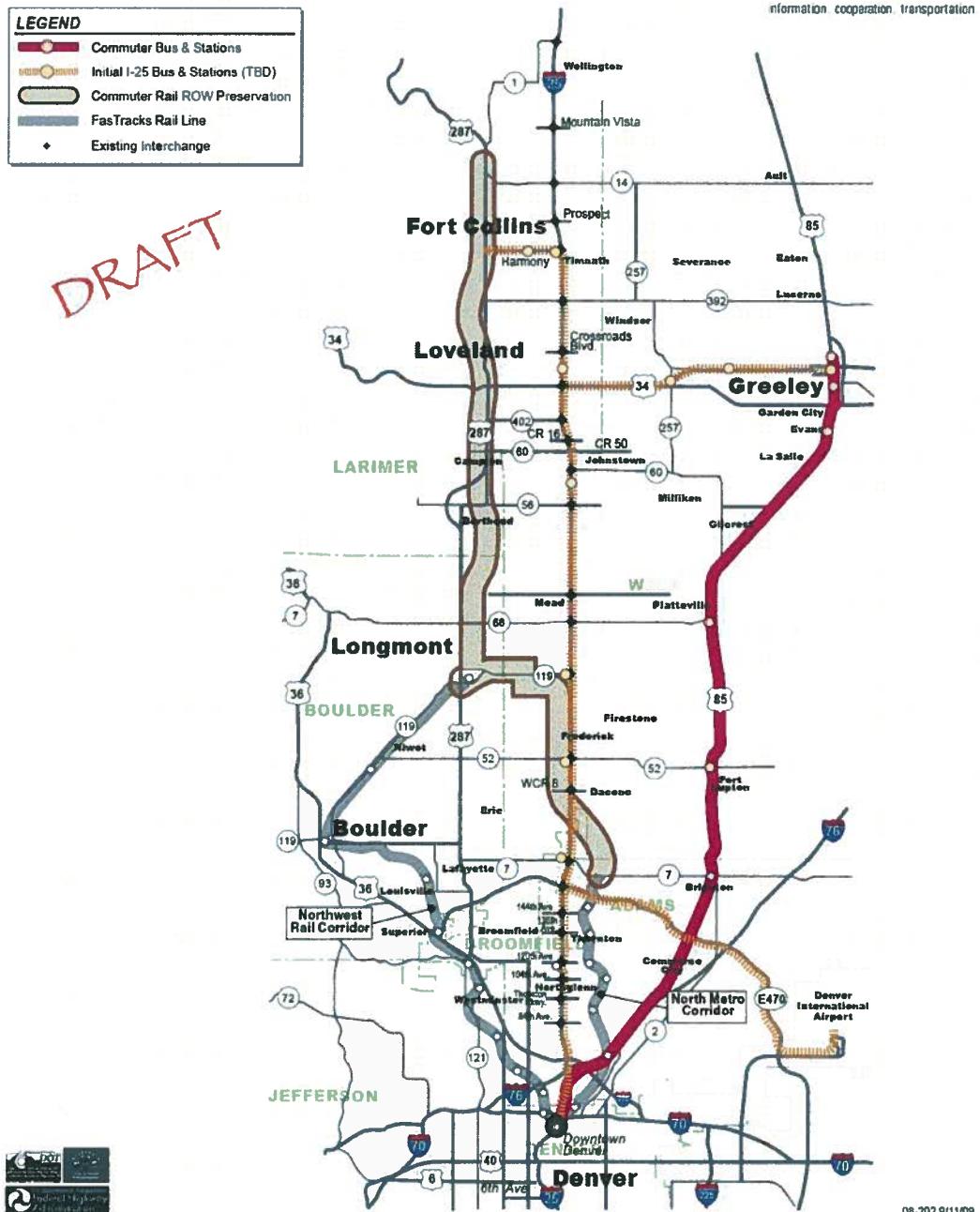
Existing Interchange Location	No-Action Configuration	Recommended Preferred Alternative
SH1	Substandard Diamond	Reconstructed Diamond
Mountain Vista	Substandard Diamond	Reconstructed Diamond
SH 14	Substandard Partial Cloverleaf	Reconstructed Diamond
Prospect Road	Substandard Diamond	Reconstructed Diamond
Harmony road	Standard Diamond	Reconstructed Diamond
SH392	Substandard Diamond	Reconstructed Tight Diamond
Crossroads Boulevard	Substandard Diamond	Reconstructed Diamond
US 34	Substandard Partial Cloverleaf	Dual Directional / Diamond
SH 402	Substandard Diamond	Reconstructed Diamond
LCR 16	Substandard Off Ramps	Reconstructed Diamond
SH 60	Substandard Diamond	Reconstructed Diamond
SH 56	Substandard Diamond	Reconstructed Diamond
WCR 34	Substandard Diamond	Reconstructed Diamond
SH 66	Standard Diamond	No Improvement
SH 119	Standard Diamond	Bridge Widening
SH 52	Standard Diamond	Bridge Widening
WCR 8	Standard Diamond	Reconstructed Diamond
SH 7	Standard Diamond	Reconstructed Diamond
E-470	Fully Directional	No improvement
144th Avenue	Standard Diamond	No improvement
136th Avenue	Standard Diamond	No improvement
120th Avenue	Standard Diamond	No improvement
104th Avenue	Substandard Diamond	Structure Rehabilitation
Thornton Parkway	Substandard Diamond	Structure Rehabilitation
84th Avenue	Substandard Diamond	Structure Rehabilitation



09-124-10 9/30/09

Appendix 2: Phase 1 Transit Improvements

Phase 1 Transit Improvements



North I-25 EIS

RCC/TAC Workshop 7

October 1, 2009



Agenda

- Introductions and Welcome
- Meeting Goals
- Review Preferred Alternative
- Additional Information
- Phasing Options
- Evaluation
- Next Workshop

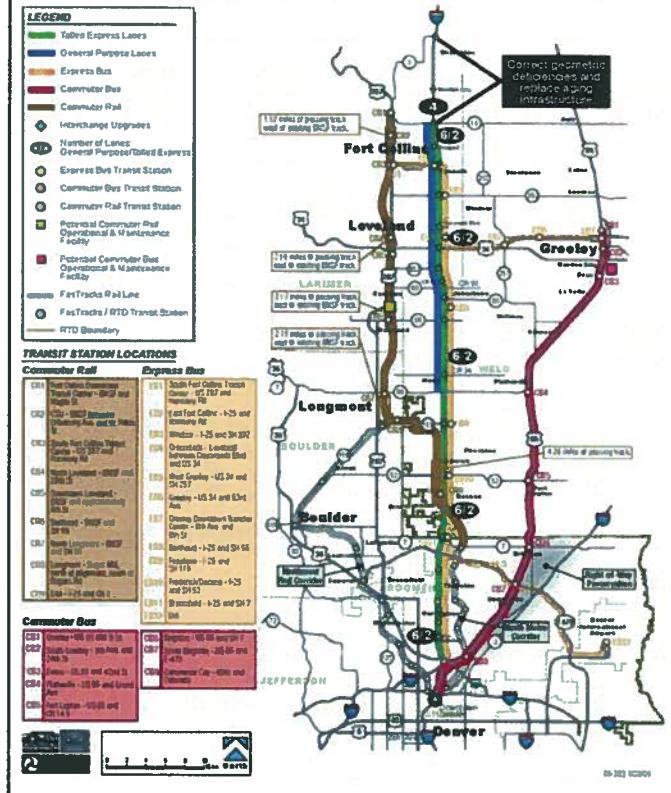


Goals

- Present and discuss information requested at the last meeting
 - Present and discuss phasing options
 - Obtain feedback on phasing options
 - Identify the recommended RCC/TAC phasing option



Recommended Preferred Alternative



September Meeting Review

- 3 Phasing Options Presented
 - Developed based on guiding principles from committee input
 - Address Concerns on I-25 North of SH 66 early
 - Include Bus Transit early
 - Include Commitment to Commuter Rail



September Meeting Review

- Option 1 had support
- Option 4 suggested by committee members
 - Extend TE lanes in Denver Metro area
- Requested additional information on sufficiency, safety, operations



Additional Information

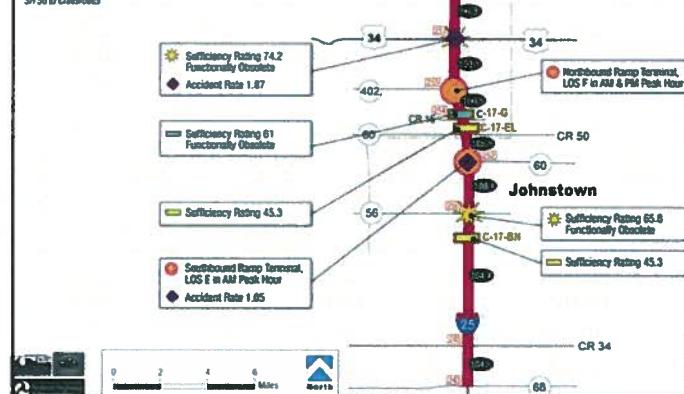
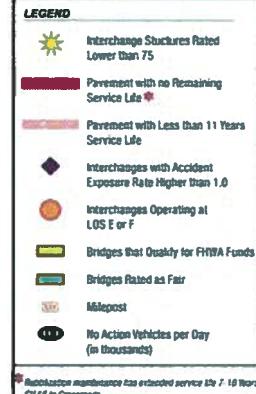


Phasing and Funding

- Phase 1: current day to 2035
 - NFRMPO \$324 Million
 - DRCOG / R4 \$102 Million
 - DRCOG/R6 \$213 Million



Evaluation of Structures and Pavement North of SH66



Phasing Options



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Modified Option 1

Phase 1



LEGEND		2005 Dollars
Commuter Rail & Stations	\$25M	
Initial I-25 Bus & 4 Stations	\$43M	
Commuter Rail ROW Preservation	\$30M	
General Purpose Lanes and Interchange Upgrades	\$327M	
DRCOG RTP Tolted Express Lanes and Interchange Upgrades	\$213M	
Additional DRCOG RTP Tolted Express Lanes and Interchange Upgrades	\$80M-\$100M	
TOTAL	\$723M-\$743M	

Modified Option 1

Phase 2



LEGEND		2005 Dollars
Commuter Rail & Stations	\$25M	
I-25 Express Bus Stations (proposed)	\$80M	
General Purpose Lanes and Interchange Upgrades	\$480	
Tolted Express Lanes	\$60M	
TOTAL	\$1.85M	

Modified Option 1

Phase 3



LEGEND	2005 Dollars
Connector Road & Stations	\$300M
Toll Express Lanes	\$310M
TOTAL	\$610M
• Existing Interchanges	

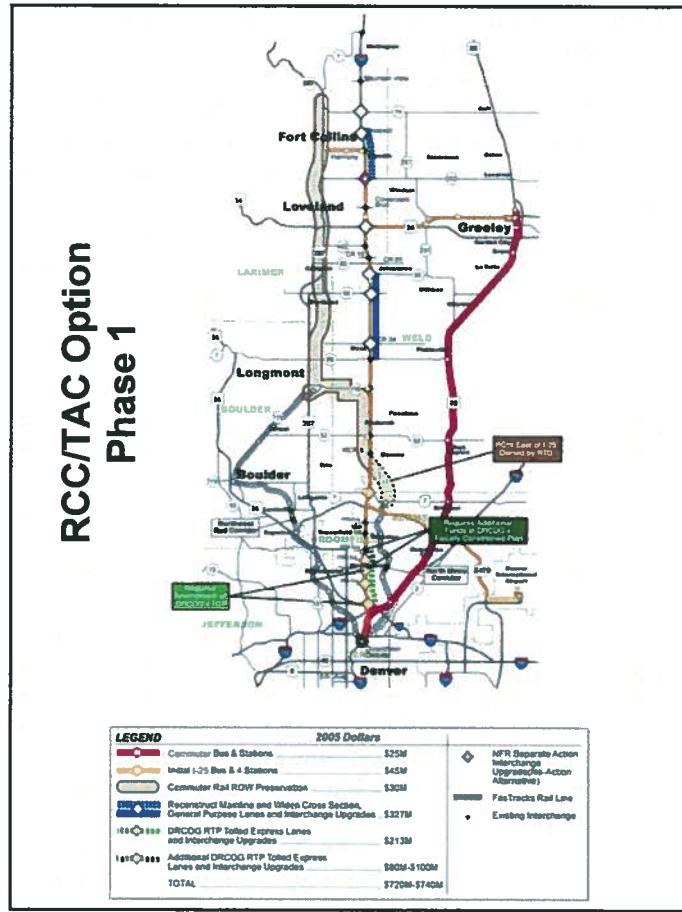
Draft RCC/TAC Option

Phase 1

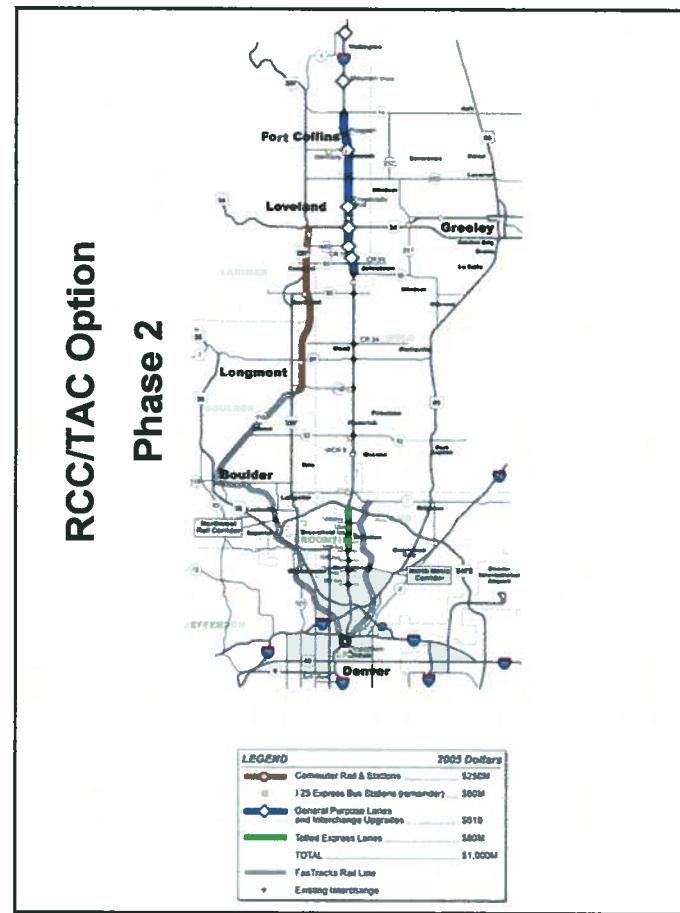


LEGEND	2005 Dollars
Connector Bus & Stations	\$25M
Install 1-25 Bus & 4 Stations	\$45M
Connector I-25 ROW Preservation	\$30M
Interchange Upgrades	\$115M
Reconstruct Marohns and Wilson Creek Section	\$205M
DRCOG RTP Toll Express Lanes and Interchange Upgrades	\$212M
Additional DRCOG RTP Toll Express Lanes and Interchange Upgrades	\$80M-\$100M
TOTAL	\$720M-\$740M

RCC/TAC Option Phase 1



RCC/TAC Option Phase 2



RCC/TAC Option

Phase 3



LEGEND		2005 Dollars
Colorado Rail & Station		\$360M
Tolted Express Lanes		\$310M
TOTAL		\$670M
FasTracs Rail Line		
Existing Interchange		

Evaluation of Options

- Purpose and Need
 - Address aging and functionally obsolete infrastructure;
 - Address the number and severity of crashes;
 - Address traffic congestion leading to mobility and accessibility problems;
 - Address lack of modal alternatives.



Phase I Evaluation

MEASURE		OPTION 1	RCC / TAC OPTION
Safety	Improves 33 miles of I-25 with a lower than average safety performance (DES, Table 1-1, p.1-6)	Improves 14 Miles SH 66 to -US 34	Improves 12 Miles SH 66 to SH 69 Hammon to Prospect
Mobility	Provides relief to the 40 congested miles of I-25 between SH 7 and SH 14 (DES, Figure 1-3 p. 1-10)	Relieves 14 Miles SH 66 to -US 34	Relieves 9 Miles SH 66 to SH 69
	Accommodates anticipated growth in freight traffic in northern Colorado (DES, p. 1-6)	Yes	Yes
Accessibility	Replaces 9 functionally obsolete interchanges between SH 7 and SH 1 (DES, p. 1-9)	Replaces 6 Interchanges CR 34, SH 56, SH 69, CR 16, SH 402, US 34	Replaces 6 Interchanges CR 34, SH 66, SH 69, US 34, Prospect, SH 14
Bridge Infrastructure	Replaces 16 aging and obsolete structures (DES, Table 1-3, p. 1-11)	Replaces 7 Structures 4 Interchanges, 3 Railroad Structures	Replaces 7 Structures 4 Interchanges 3 Railroad Structures
	Replaces the lowest rated 25 miles of I-25 pavement between SH 66 and Prospect (DES, Table 1-3, p. 1-11)	Replaces 14 Miles	Replaces 14 Miles
Modal Alternatives	Provides alternative travel modes along all three corridors (DES, p.1-12)	Yes	Yes



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Discussion

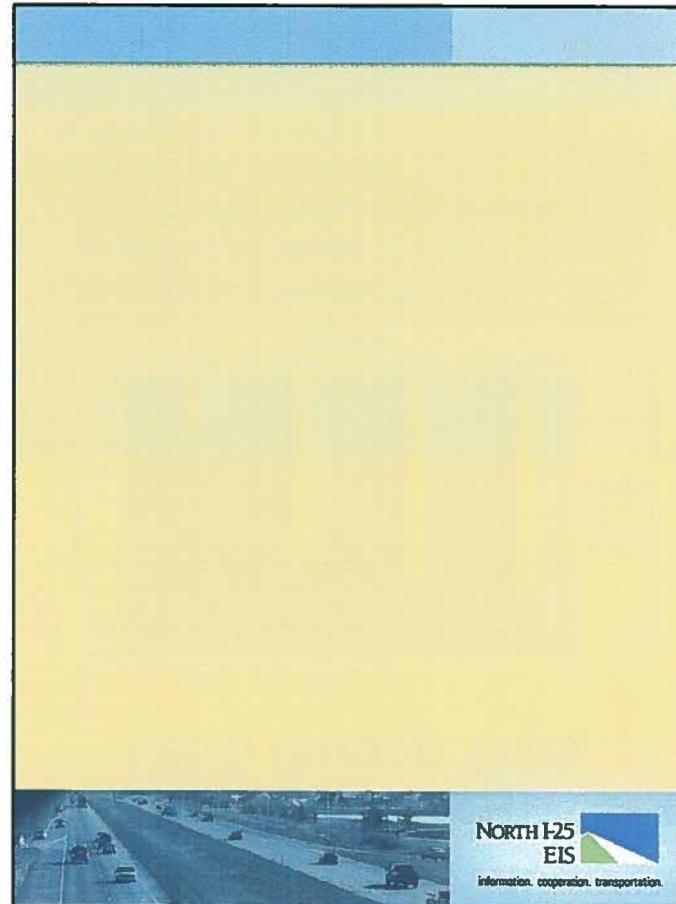
- Which option do you support?
- Are there modifications we should consider?

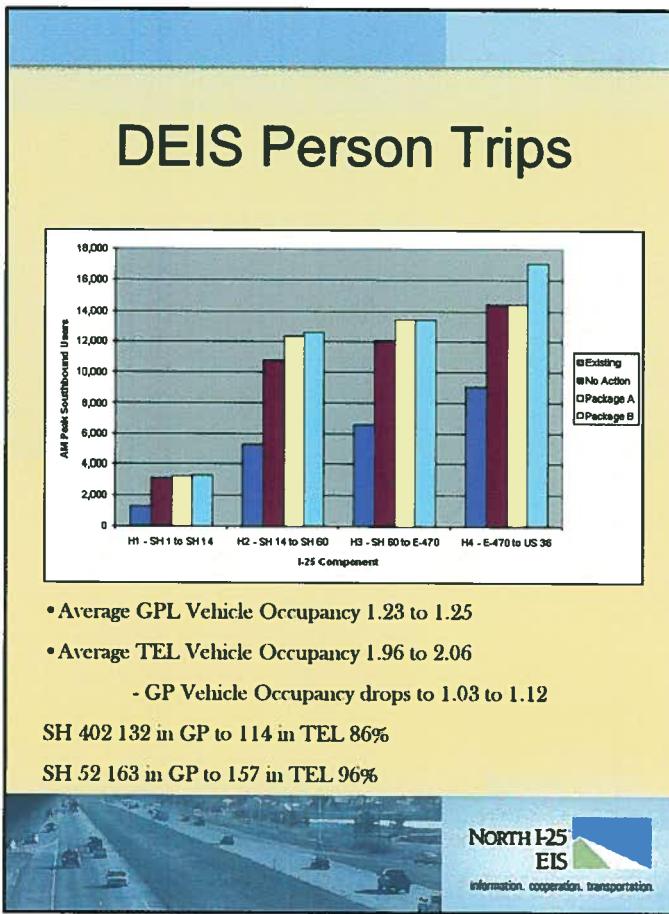


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Next Workshop:
November 5th
Southwest Weld County
Services Complex
2 PM

Stay involved:
www.cdot.info/northi25eis/





CR ROW Costs

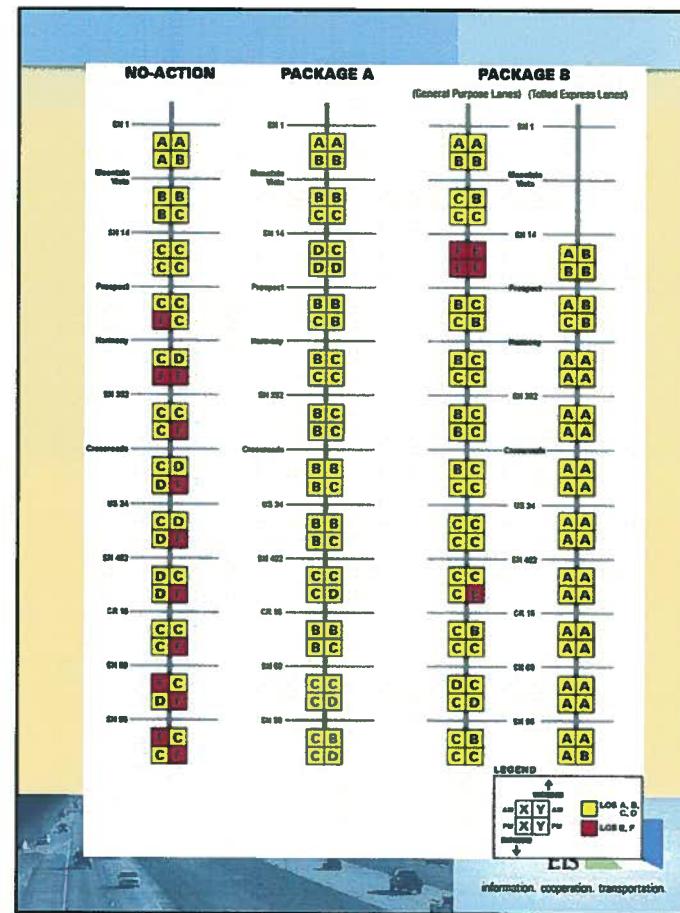
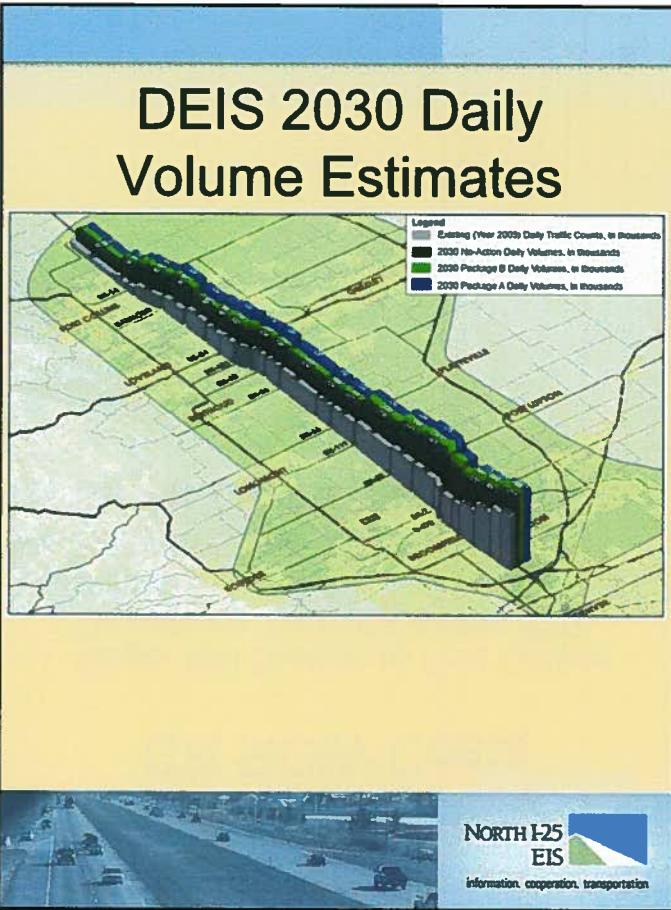
- Sugar Mill Station to Fort Collins Downtown Transit Center: \$20 million
- CR 8 to Sugar Mill: \$9 million
- SH 7 to CR 8: \$1 million

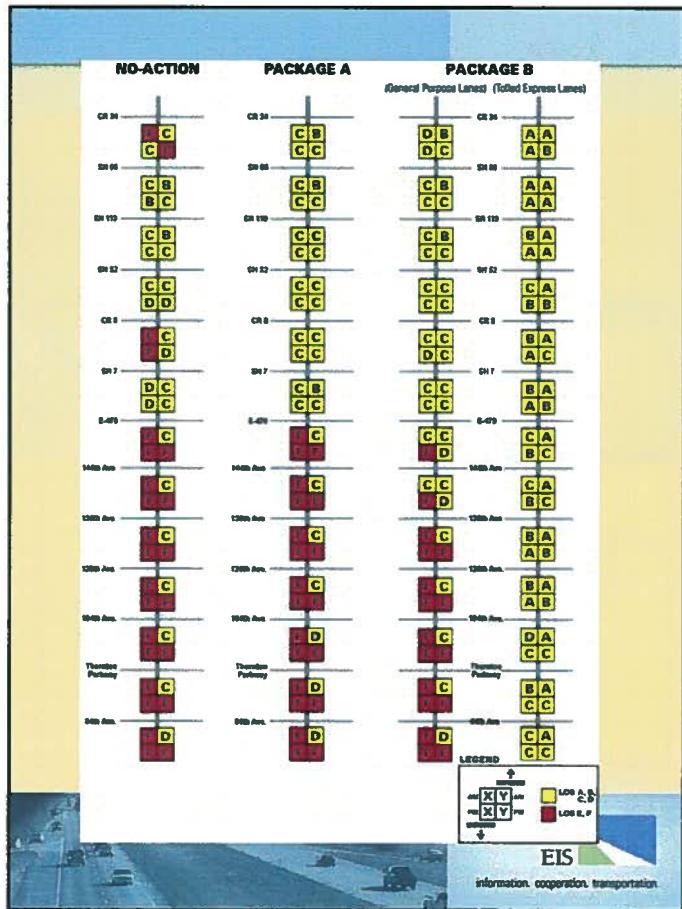


Express Bus Travel Time

- **Travel Time E-470 to US-36, AM peak year 2030**
 - In the TEL lanes: ~14 minutes
 - In the General Purpose lanes: ~ 38 minutes

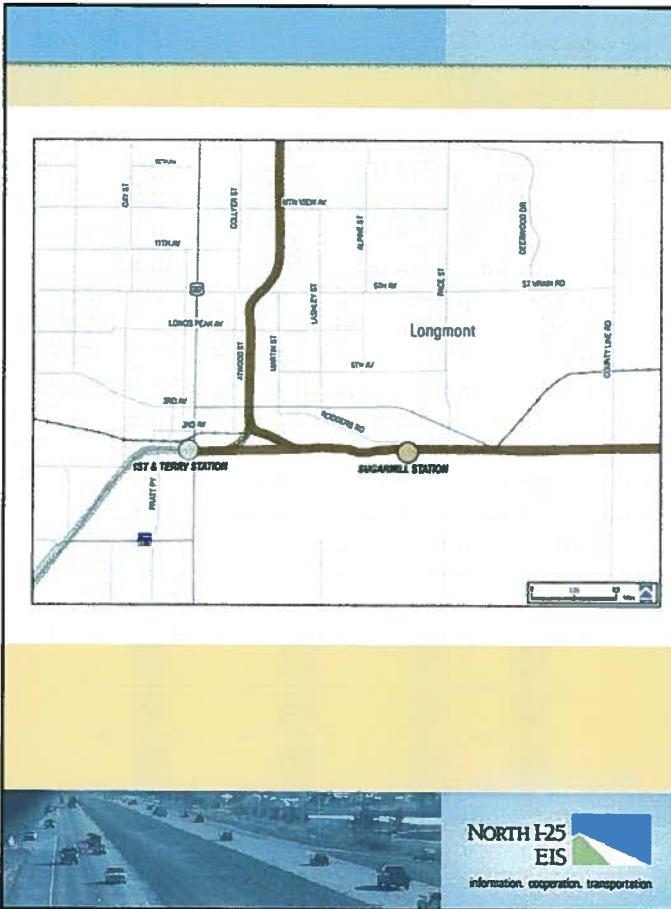






Phase 1 Transit Improvements





MEETING MINUTES

RCC/TAC Workshop

Thursday October 1, 2009

2:00 PM – 4:00 PM

DRAFT



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Southwest Weld County

MEETING LOCATION:

PREPARED BY: Holly Buck - Felsburg Holt & Ullevig

ATTENDEES: See Attached Sign-In Sheet

SUMMARY OF DISCUSSION

Introductions and Welcome

Meeting Goals

Present and discuss information requested at the last meeting

Present and discuss phasing options

Obtain feedback on phasing options

Identify the recommend RCC/TAC phasing option

Review Preferred Alternative

The Preferred Alternative was recommended by the TAC/RCC on July 23, 2009. It includes a variety of multimodal improvements:

- Two new I-25 Tolled Express lanes (TEL) between SH 14 and US 36, one TEL lane in each direction buffer-separated;
- Two new I-25 general purpose lanes between SH 14 and SH 66, one new additional lane in each direction;
- Interchange improvements at 20 locations;
- Commuter rail operating as an extension of RTD FasTracks North Metro rail service between Thornton and downtown Fort Collins, with a connection to RTD FasTracks Northwest Rail in Longmont;
- Express Bus operating in the I-25 TEL lanes to downtown Denver, originating in Fort Collins and Greeley;
- Express Bus operating in the I-25 TEL lanes to DIA, via E-470;
- Commuter Bus operating on US-85 between Greeley and downtown Denver.

The total cost of the Preferred Alternative is estimated to be approximately \$2.6 billion, in year 2005 dollars.

The committee suggested that the section of commuter rail ROW owned by RTD (North Metro End of Line to the CR 8 station) should be designated as such.

Funding Update

The NFRMPO has identified \$50 million more than was previously identified for Phase 1. The total available funding for Phase 1 is as follows:

- NFRMPO \$324 Million
- DRCOG / R4 \$102 Million
- DRCOG/R6 \$213 Million

MEETING MINUTES

RCC/TAC Workshop

Thursday October 1, 2009

2:00 PM – 4:00 PM

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Additional Information

At the previous meeting there were a number of requests for additional information. The presentation focused on the information most pertinent to the discussion but the team provided other information on request. Information on interchange accident rates, pavement ratings, interchange level of service, structural sufficiency, and traffic volumes were presented. Some of the key findings were:

- Pavement from SH 66 north to Prospect will be in need of replacement by the time the North I-25 EIS Phase 1 is built
- SH 14 and US 34 experience the highest accident rates of the interchanges north of SH 66
- SH 14 and Prospect had the lowest structural sufficiency ratings.

Phasing

Options

Three phasing options were presented. All three options included the following:

- A Phase 1 RTP amendment to DRCOG's Metro Vision to change the general purpose widening between US 36 and Thornton Parkway to Tolled Express Lanes.
- A Phase 1 RTP amendment for additional funding to extend Tolled Express Lanes north to 120th Avenue
- Completion of the I-25 Express Bus Service in Phase 2
- Extension of Tolled Express Lanes from 120th Avenue to E-470 in Phase 2
- Commuter rail from Longmont to Loveland in Phase 2

In addition to the improvements described above, the first option presented was a modification of Option 1 presented at the September 17th meeting. It was called Option 1 with RCC/TAC Modifications. This option added general purpose lanes between SH 66 and US 34.

Option 2 (Draft RCC/TAC Phase Option) looked at the potential of adding pavement and improving interchanges between US 34 and SH 14 in Phase 1.

Option 3 (RCC/TAC Phasing Option) widened I-25 between SH 66 and SH 60 and put the remainder of the Phase 1 funds to address infrastructure concerns at SH 14, Prospect and US 34. It would also replace and widen the pavement between Prospect and SH 392 to provide auxiliary lanes between these two interchanges. After widening is completed between SH 60 and SH 392, these auxiliary lanes would become the fifth and sixth general purpose lanes.

General Discussion

Some members express a desire to see a particular improvement or portion of an improvement moved from up from Phases 2 or 3 to 1 or 2, respectively. These included commuter rail from the North Metro end of Line to CR 8 and from Loveland to Fort Collins. Fort Collins felt that commuter rail could not be constructed in two separate phases. They would like to see it extended into Fort Collins in the initial built phase. To maintain relatively similar funding budgets in the 2nd and 3 phases we could consider removing the TEL extension from 120th Avenue to E-470 in Phase 2 and adding in another section of commuter rail.

The commuter rail extension of North Metro could be funded by annexing into the RTD district. The committee generally liked the idea of including information about other funding sources and means of getting later portions of the project moved up to earlier phases. There was concern expressed however about calling out a specific project such as the commuter rail extension of North Metro because at this time there is no schedule to vote for inclusion in RTD.

MEETING MINUTES

RCC/TAC Workshop

Thursday October 1, 2009

2:00 PM – 4:00 PM

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Gene Putman expressed concern with the suggestion to modify the GP lanes in DRCOG's plan to TEL lanes. He said there is "going to be a fight" over this.

The group had a discussion about the possibility of converting a GP to TEL and/or designing the Phase 1 lanes such that they could be either GPs or TELs. It was pointed out that technology could be different in 10 years, so do not need to decide today. The group felt that this was a good option and like the idea of showing it as a green/blue hatched line on the map. Fort Collins cleared up a misperception that they are opposed to TE Lanes. They are not in opposition to TE Lanes. FHWA pointed out that looking at converting a shoulder to TEL or converting existing GP lanes to TELs could be explored to connect the northern area lanes to the existing metro Denver lanes.

There was also a substantial amount of discussion about having just two phases instead of three. Committee members felt that the community members might not like seeing the commuter rail finished in the 2005 to 2075 time frame. During the meeting FHWA express their desire to see three to four phases maintained for this project. The team will continue to have discussions with FHWA on the committee's behalf. The team also agreed to provide text about how potential funding scenarios could allow improvements to be built sooner.

CDOT will look into the history of the former railroad structure over I-25 near CR 8. It was taken down when I-25 was widened. Funds may have been set aside to replace this structure in the future. CDOT agreed to look into this further.

The group reviewed person trips data from the DEIS. This analysis showed that between E-470 and Harmony Road the number of person trips served was very similar between Tolled Express Lanes and General Purpose Lanes but that they were served with 5 to 15% few vehicle trips.

Evaluation

After some discussion and a question and answer period with the group members it was clear that the third option presented appeared to address their concerns and the project's purpose and need the best. Members were asked to show their support for this option by giving a thumbs up, a sideways thumb for those that would not actively oppose the concept, and a thumbs down to show that that member does not support the Phase 1 of the 3rd option presented (white option). Members were very supportive of the option with all but three members giving it a thumbs up. The other three members had agreed that they would not actively oppose the option and none of the members gave the option a thumbs down.

Next Workshop

November 5th

Southwest Weld County Services Complex

2 PM

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Phasing and Funding



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February 24, 2010

Introduction

Consistent with the USDOT's objective of analyzing and selecting transportation solutions on a broad enough scale to provide meaningful analysis and avoid segmentation, a Preferred Alternative for the entire project has been identified for evaluation in the Final EIS. However, total funding for the FEIS Preferred Alternative has not been identified at this time. The availability of funding will impact the timing and phasing of construction of the Preferred Alternative and will require a phased Record of Decision.

FHWA, FTA, and CDOT have established a process wherein phased implementation of the total project will be considered to complement the availability of funding. This Phased ROD approach enables FHWA and FTA to meet their federal obligations while addressing the needs of the area on a broad scale. Ultimately, it is the intent of these agencies to work toward implementation of the Preferred Alternative in its entirety through this phased approach, as funds become available.

This paper describes the anticipated phases, how they were developed and how they are tied to the availability of funding.

Funding

The first phase of the project must have funding identified in the current fiscally constrained regional transportation plans. The project study area covers two planning regions, the NFRMPO and DRCOG. The NFRMPO 2035 Regional Transportation Plan includes \$324 million, and the DRCOG 2035 Metro Vision Transportation Plan includes another \$315 million allocated to elements of the Preferred Alternative¹. These funding amounts represent the likely funding anticipated through 2035 for these two planning regions based on current funding sources and allocations. This falls far short of the estimated \$2.6 billion cost of the Preferred Alternative.

While it is difficult to anticipate what funding will look like beyond 2035, estimates for the timeframe beyond 2035 have also been made based on current funding sources and allocations. This is done to determine a reasonable timeframe for full implementation of the Preferred Alternative.

As described above, \$640 million is allocated to the Preferred Alternative in Phase 1. However, it is anticipated that the increased awareness of infrastructure needs, the increased population, increased congestion and the strong support for commuter rail will be used to leverage an increase in funding for the Preferred Alternative in the subsequent two planning horizons. Based on these factors, the project team felt it was reasonable to assume that each of the two subsequent planning horizons would allocate

¹ DRCOG's \$315 million includes \$102 million allocated to CDOT Region 4 in the Statewide 2035 Plan and \$213 million allocated to CDOT Region 6.

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Phasing and Funding



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\$975 million to implementation of the Preferred Alternative, an increase of more than 50% over the current allocation.

It is important to remember that changes in the current funding scheme are likely and communities committed to implementation of particular elements of the Preferred Alternative such as Commuter Rail, can pursue new and separate funding sources to implement these elements in a more timely fashion. Typical funding sources could include but are not limited to sales tax, property tax, and registration fees.

Phasing

The selection of an initial phase and subsequent phases for implementation is dependent on prioritization of corridor needs, logical phase sequencing and the fiscal constraint described above.

The project's Purpose and Need statement identifies a need to replace aging infrastructure on I-25, address safety concerns on I-25, improve mobility and provide modal options.

In addition, the two North I-25 committees representing the municipalities and agencies in the corridor identified the following guiding principles for development of Phase 1:

- Address concerns(safety, infrastructure and capacity) on I-25 north of SH 66
- Include bus transit
- Include a commitment to Commuter Rail

A review of current interchange safety rates, sufficiency ratings for structures, anticipated volumes in 2035 and remaining service life for pavement resulted in the following key findings:

- Pavement between SH 66 and Prospect has no practical remaining service life.
- Interchange structures at SH 1, SH 14, Prospect, US 34, and SH 56 all have sufficiency ratings below 75.
- Pavement and structures south of SH 66 are relatively new with a long remaining service life.
- Accident rates are higher than average at the SH 14, US 34, and SH 60 interchanges with I-25.

A number of phasing scenarios were developed and reviewed with the RCC and TAC and the project's Executive Oversight Committee. Each was evaluated on its ability to address the acute safety, mobility and infrastructure issues on I-25 and its ability to complement the guiding principles developed by the committees.

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Phasing and Funding



Phase 1

The effort described above resulted in the Phase 1 shown in Figure 1. As shown, this alternative includes the following elements.

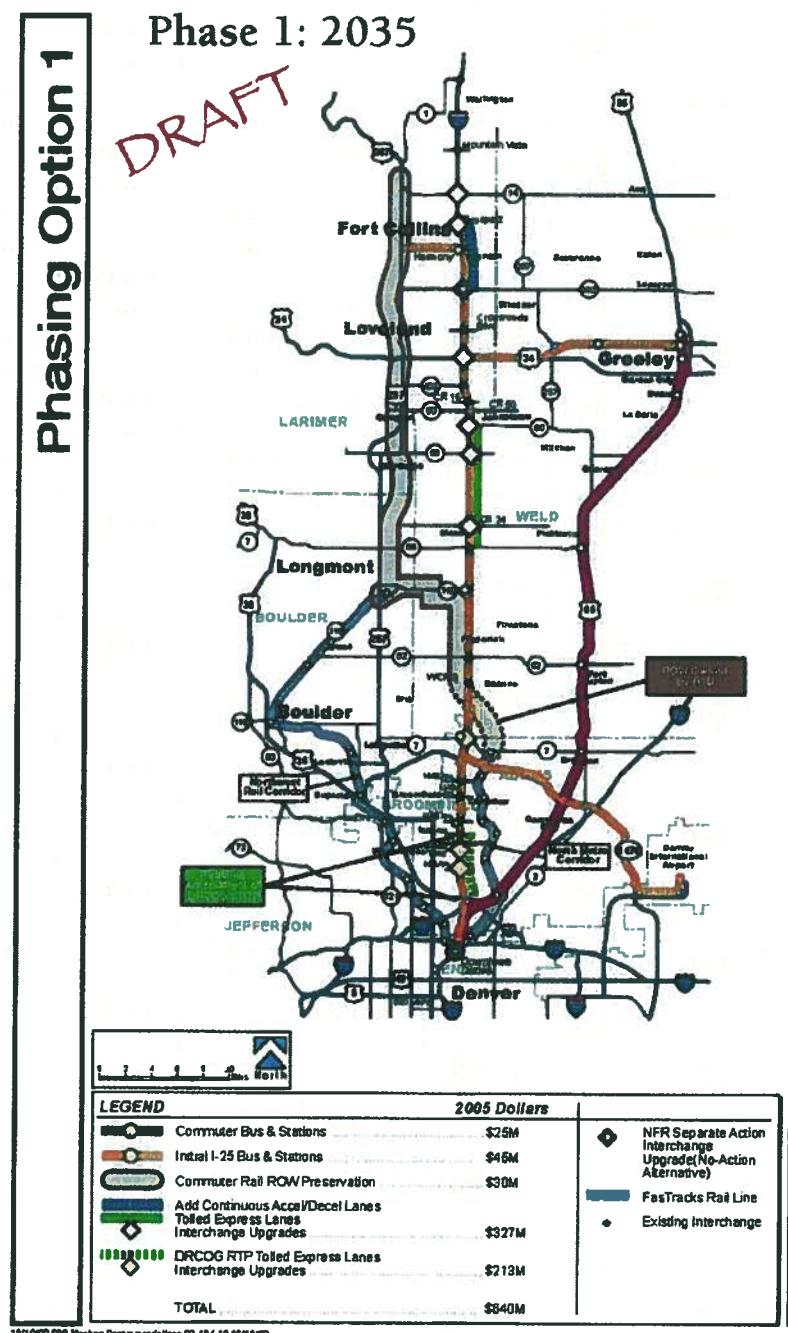
- Widening I-25 between SH 66 and SH 60 with one tolled express lane in each direction.
- Widening I-25 between SH 392 and Prospect - would initially be used as continuous accel/decel lanes but would ultimately become part of the six-lane cross section.
- Widening I-25 between 104th Avenue and approximately US 36 – one buffer-separated tolled express lane in each direction.
- Interchange replacement and upgrades – SH 14, Prospect, SH 60, SH 56, CR 34 SH 7, Thornton Parkway and 84th Avenue would be constructed to their ultimate configurations. The initial improvements to the US 34 interchange (diamond configuration) would be completed. SH 392 would be completed as part of a separate project.
- Commuter Rail right of way preservation – All ROW necessary to construct the ultimate commuter rail configuration would be purchased as part of Phase 1.
- Initial I-25 Bus – Regional bus service connecting Fort Collins and Greeley to downtown Denver and DIA would be initiated. Four transit stations would be constructed as part of Phase 1.
- Commuter Bus – Commuter bus along US 85 connecting Greeley to downtown Denver would be implemented in Phase 1.

Figure 2 illustrates the breakdown of funding and projects by planning region. As shown, there are five projects identified in the DRCOG region totaling \$315 million and seven projects identified in the NFRMPO regional totaling \$327 million.

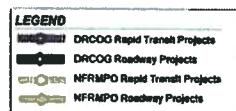
DRAFT Phasing and Funding

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Figure 1. North I-25 Preferred Alternative Phase 1



Phase 1 Capital Improvement Projects by Planning Region



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ROADWAY PROJECTS

	DRCOG ROADWAY PROJECTS	DESCRIPTION	LENGTH (miles)	LANES	COST (in millions)	FUNDING SOURCE
1	I-25: US 36 to 104th Avenue	Amend RTP to specify tolled express lanes instead of general purpose lanes. Extend terminus to 104th Ave., upgrade interchanges	3.7	2	\$164	DRCOG RTP
2	I-25: SH 7 interchange reconstruction	Interchange reconstruction			\$49	DRCOG RTP
3	I-25: SH 66 to WCR 38/WCR 34 interchange reconstruction	Add tolled express lanes	4.0	2	\$75	Post 7th Pot and congestion relief*
SUBTOTAL DRCOG					\$288	
	NFRMPO ROADWAY PROJECTS	DESCRIPTION	LENGTH (miles)	LANES	COST (in millions)	FUNDING SOURCE
4	I-25: WCR 38 to SH 60 widening/SH 56, SH 60 interchanges	Add tolled express lanes and reconstruct interchange	5.0	2	\$100	Post 7th Pot
5	I-25: US 34 interchange	Diamond interchange (Phase 1)			\$32	Post 7th Pot
6	I-25: SH 382 to Prospect/Prospect interchange	Add auxiliary lanes (would accommodate eventual use as TELs), interchange upgrade	5.0	2	\$90	Post 7th Pot
7	I-25: SH 14 interchange	Diamond interchange			\$25	Post 7th Pot
SUBTOTAL NFRMPO					\$247.0	
TOTAL ROADWAY					\$535	

RAPID TRANSIT PROJECTS

	DRCOG RAPID TRANSIT PROJECTS	DESCRIPTION	COST (in millions)	FUNDING SOURCE
8	I-25 initial bus service, SH 7/SH 119 park and ride stations	Rapid transit stations	\$12	Post 7th Pot and CMAQ*
9	US 287/BNSF: Commuter rail	Right-of-way preservation	\$15	Post 7th Pot*
SUBTOTAL DRCOG			\$27	
	NFRMPO RAPID TRANSIT PROJECTS	DESCRIPTION	COST (in millions)	FUNDING SOURCE
10	I-25/US 34 initial bus stations	I-25/Harmony, US 34/83rd Ave. park and ride	\$40	Post 7th Pot
11	Commuter bus stations	US 65 park and rides and transit priority features	\$25	Post 7th Pot
12	Commuter rail	Right-of-way preservation	\$15	Post 7th Pot
SUBTOTAL NFRMPO			\$80	
TOTAL RAPID TRANSIT			\$107	

* DRCOG funding from Region 4 that was previously part of the Upper Front Range.

Phases 2 and 3

As discussed under "Funding", projects identified in Phases 2 and 3 could be implemented sooner than anticipated if funding is identified earlier. However, for the purposes of this phasing discussion the following elements are anticipated to be constructed in phases 2 and 3.

Phase 2:

- Completion of express bus service on I-25
- Commuter rail service would begin on an initial corridor segment between Longmont and Loveland
- Tolled Express Lanes from SH 60 to SH 14
- Tolled Express Lanes from 104th Avenue to E-470
- Interchange replacement and upgrades – CR 16, SH 402, Crossroads, Harmony, Mountain Vista, and SH 1 would be constructed to their ultimate configurations. The second phase of improvements to the US 34 interchange would be completed.

Phase 3

- Completion of commuter rail service
- Tolled Express Lanes from E-470 to SH 66 and the associated interchange upgrade required (1 new buffer-separated tolled express lane in each direction)
- General purpose lanes from SH 66 to SH 14 (1 new lane in each direction)
- Completion of the US 34 interchange



DRAFT AGENDA

NORTH I-25 JOINT RCC/TAC MEETING

Thursday February 25, 2010
Southwest Weld County Services Complex
2:00 PM to 4:00 PM

- I. Introductions**
- II. Executive Oversight Committee Meeting Follow Up**
- III. DRCOG Follow Up**
- IV. Public and Agency Comments**
- V. Community Meetings**
- VI. Phasing Follow Up**
- VII. Schedule**
- VIII. Next workshop**

North I-25 EIS

RCC/TAC Meeting

February 25, 2010



Agenda

- Introductions and Welcome
- Meeting Goals
- Recap
 - Preferred Alternative
 - Phasing
- Executive Oversight Committee Guidance
- Phasing Discussion
- Next Steps



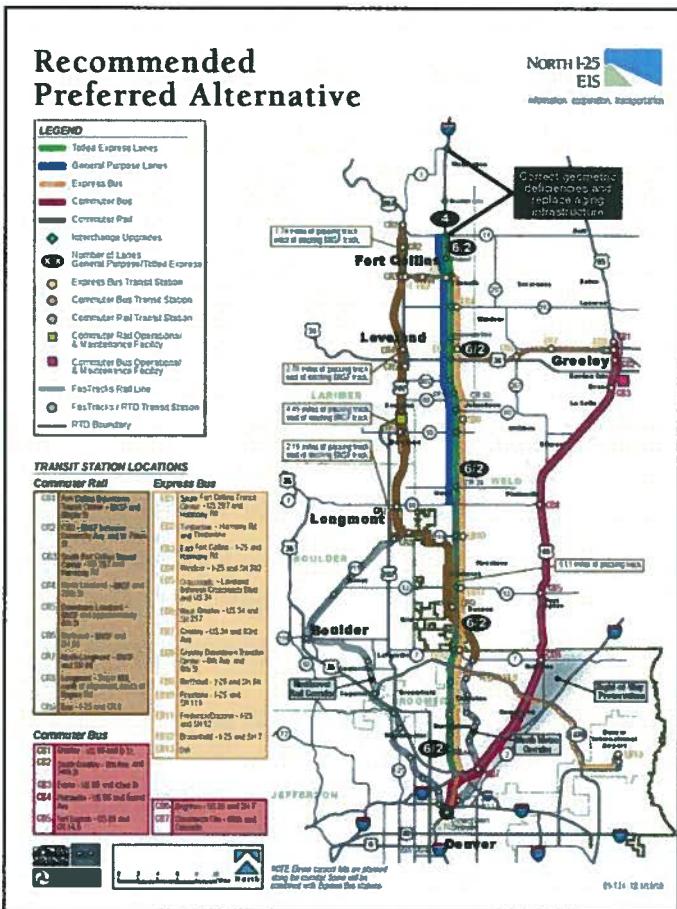
Introductions and Welcome



Meeting Goals

- Updates on the project
- Respond to your questions and suggestions on phasing
- Finalize phasing





Preferred Alternative Refinement

- Crossroads Express Bus Station
 - Two sites evaluated in DEIS
 - Met with Loveland
 - Site south of Kendall Parkway and west of I-25
 - Preferred site allows for TOD opportunities



Preferred Alternative Refinement

- Commuter Rail
 - Fort Collins passing track implications
 - Longmont passing track implications
 - Longmont connection to Northwest Rail



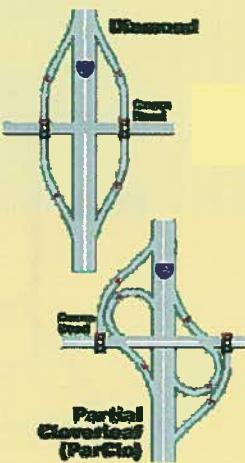
Preferred Alternative Refinement

- Maintenance Facility
 - Two rail sites evaluated in the DEIS
 - Berthoud site selected based on strong community support
 - Two bus sites evaluated in the DEIS
 - Greeley site selected to minimize out-of-direction travel



Preferred Alternative Refinement

- SH 7
 - DEIS recommended diamond with space for future partial cloverleaf
 - FEIS traffic requires partial cloverleaf to achieve LOS D at the ramp terminals



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Phasing



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RCC/TAC Option Phase 1

Discussed October 1



LEGEND		2005 Dollars
	Commuter Bus & Stations	\$25M
	Initial I-25 Bus & 4 Stations	\$43M
	Commuter Rail ROW Preservation	\$30M
	Reconstructed Mainline and Village Cross Sections, General Purpose Lanes and Interchange Upgrades	\$227M
	DRCOG RTP Tolted Express Lanes and Interchange Upgrades	\$213M
	Additional DRCOG RTP Tolted Express Lanes and Interchange Upgrades	\$90M-\$100M
TOTAL		\$720M-\$740M

	NFR Separate Action Interchange Upgrade (No-Action Alternative)
	FastTraxx Rail Line

Modified RCC/TAC Option Phase 1

Discussed October 1



LEGEND		2005 Dollars
	Commuter Bus & Stations	\$25M
	Initial I-25 Bus & 4 Stations	\$43M
	Commuter Rail ROW Preservation	\$30M
	Add Continuous Accelerator Lanes Within to 6 Lane Cross Section Interchange Upgrades	\$327M
	DRCOG RTP Tolted Express Lanes Interchange Upgrades	\$213M
TOTAL		\$842M

Phasing

- Questions and Comments Raised at October RCC/TAC
 - Would it make sense to operate the widened section of I-25 between SH 66 and SH 60 as TELs?
 - Extend the metro area TELs to 120th Avenue.
 - Can we move forward with two phases instead of three?



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Executive Oversight Committee Guidance

- Preferred Alternative
 - Expressed some concern over the size of the Preferred Alternative
 - Encouraged by collaboration and consensus of communities
 - Encouraged by project progress
 - Approved Preferred Alternative for FEIS



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Executive Oversight Committee Guidance

- Phase 1
 - Approved
 - Supported design and construction of lanes to accommodate TELs
 - Recommended operation of new lanes as TELs in Phase 1
 - No future controversial conversion
 - Assist with future funding (potential bonding)
 - Act as queue jump for I-25 Express Bus



NORTH I-25
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Executive Oversight Committee Guidance

- Extension of TELs in Metro Denver
 - Preliminary cost estimates indicate 104th
 - Strongly encouraged extending TELs to 120th
 - New cost estimates in April
 - Planning Environmental Linkage study in the metro area
 - Potential use of shoulders – separate project



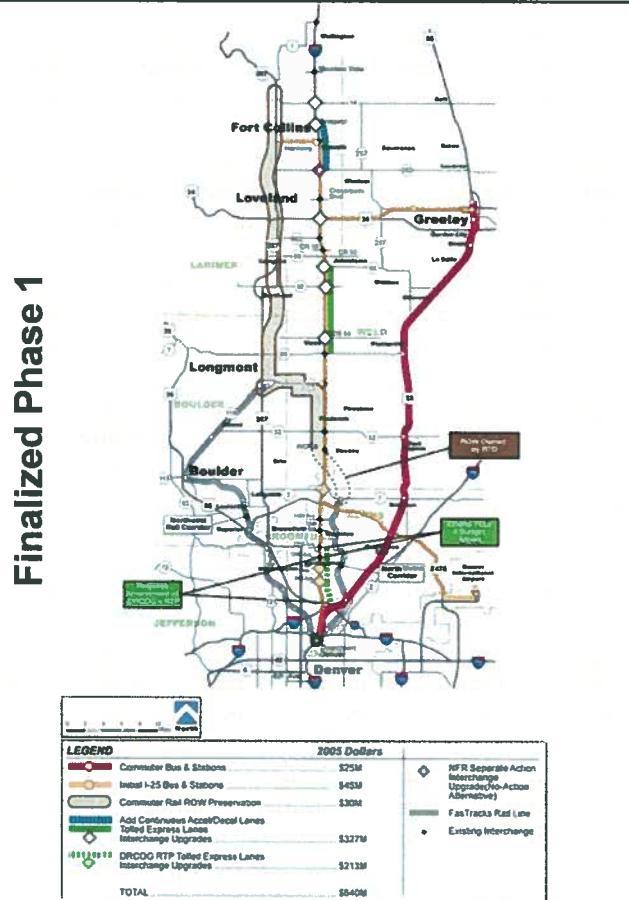
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Executive Oversight Committee Guidance

- Two versus Three Phases
 - Three phases required
 - Funding scenarios need to be at least somewhat reasonable and based on past history
 - The likely end date needs to be clearly disclosed to the public
 - Modify messaging for phases 2 and 3
 - Discussion on handout



Finalized Phase 1

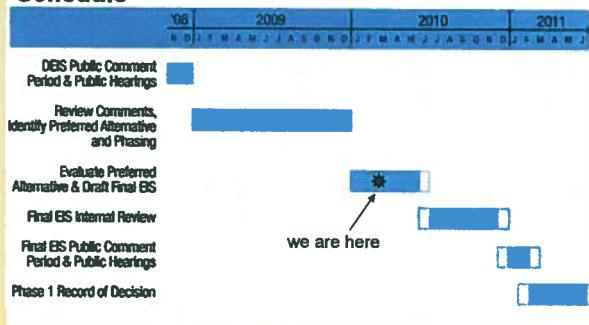


Concurrence on Finalized Phase 1



Next Steps

Schedule



we are here



Web Site

- New web address
<http://www.coloradolodot.info/projects/north-i-25-eis>
- TAC/RCC page removed
- Contact:
Carol Parr
carol.parr@dot.state.co.us
970.350.2170



MEETING MINUTES

RCC/TAC Meeting
Thursday February 25, 2010
2:00 PM – 4:00 PM

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MEETING LOCATION: Southwest Weld County

PREPARED BY: Holly Buck - Felsburg Holt & Ullevig

ATTENDEES: See Attached Sign-In Sheet

Introductions and Welcome

Self introductions were made around the room. Bob Garcia welcomed the group and made remarks about the excellent progress the RCC/TAC groups have made and the need to continue our collaborative effort in order to keep the project on schedule.

Meeting Goals

The primary goals for the meeting were to provide the committees with updates on the project, respond to their comments and questions from the previous meeting on phasing, and finalize phasing.

Recap of Preferred Alternative

Chris Primus provided the group with a quick recap of what is included in the Preferred Alternative that was developed by them through a series of workshops in 2009. The committees' recommended this Preferred Alternative on July 23, 2009.

Preferred Alternative Refinement

There were a few areas of refinement that needed to be resolved to finalize the Preferred Alternative. Craig Gaskill and Holly Buck provided updates on the following items:

- Crossroads Express Bus Station - Two sites evaluated in DEIS. The team met with Loveland to determine which site should be carried into the FEIS. They felt the site south of Kendall Parkway and west of I-25 better fit their future transportation and land use plans. The site would allow for TOD opportunities.
- Fort Collins and SH 7 Express Bus Station - Two sites evaluated in DEIS. A single location has been identified for analysis in the FEIS.
- Commuter Rail – The 30 minute peak period service on the planned single track would have implications to sensitive resources in Fort Collins and Longmont.
 - In Fort Collins the impacts were minimized by modifying the service to 60 minutes in the peak period north of the South Transit Center.
 - In Longmont the passing track design was reviewed and modified to minimize impacts to residences along the corridor.
 - The planned rail connection to FasTracks Northwest Rail in Longmont was also reviewed. The new configuration is expected to reduce the cost of the connection and impacts to sensitive resources in the area.

MEETING MINUTES

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- Maintenance Facility
 - Two rail maintenance facility sites were evaluated in the DEIS. The Berthoud site selected based on strong community support throughout the DEIS process and during the development of the Preferred Alternative.
 - Two bus maintenance facility sites were evaluated in the DEIS. The Greeley site was selected to minimize out-of-direction travel for the two bus services.
- SH 7 – The DEIS evaluation recommended a diamond interchange with space to accommodate a future partial cloverleaf at this interchange with I-25. The preliminary FEIS traffic analysis indicates that LOS D at the ramp terminals cannot be achieved with the diamond configuration. This is a result of the evaluation being updated from the 2030 travel demand model to the 2035 model. The preliminary analysis also indicates that a partial cloverleaf could operate at LOS D or better. We will contact the adjacent communities soon to discuss options available at this location.

Phasing

At the September TAC/RCC meeting the project team presented an initial set of phasing options. The committees asked for more information on the safety, capacity and infrastructure concerns discussed in the project's purpose and need to determine how the limited funds in Phase 1 could be best used to address those concerns. The team presented information on accident rates at interchanges, pavement conditions, structural ratings, and level of service at the October TAC/RCC meeting to answer these questions.

At the October meeting the team also provided an updated Phase 1 for review by the TAC/RCC. The Phase 1 plan included the following:

- Upgrading the following interchanges 84th Avenue, Thornton Parkway, SH 7, CR 34, SH 56, SH 60, US 34, Prospect and SH 14.
- Widening I-25 between SH 66 and SH 60 and widening with auxiliary lanes between SH 392 and Prospect.
- Widening I-25 with TELS from the existing reversible lanes to Thornton Parkway.
- Commuter rail right of way preservation.
- Commuter Bus along US 85.
- Initial Bus Service on I-25.

In October, the group agreed that the Phase 1 presented by the project team best addressed the project's purpose and need and achieved the vision of the committee with the limited resources available. The committees did have the following caveats:

- Phase 1 widening should be designed and constructed to accommodate tolled express lanes not general purpose lanes.
- Extend the TELs in the metro area north of Thornton Parkway if possible.
- Consider using two phases instead of three.

MEETING MINUTES

RCC/TAC Meeting
Thursday February 25, 2010
2:00 PM – 4:00 PM

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Executive Oversight Committee Guidance

Holly Buck gave the TAC and RCC a summary of what was discussed with the EOC at the meeting in December. The project team met with the EOC to get their approval on the committee's recommended Preferred Alternative and to get input from the EOC on Phase 1 and initial operation of TELs in Phase 1.

- Preferred Alternative – The EOC expressed some concern over the size of the PA and wondered if northern Colorado really needed all of these improvements in 2035. However, they were glad to hear that the communities had been working together and had been able to reach a consensus. The EOC approved moving forward with the recommended PA in the FEIS.
- Phase 1

The EOC supported the TAC/RCC recommendation to design and construct the widening of I-25 as TELs. They strongly supported operating the lanes between SH 66 and SH 60 as TELs in Phase 1 as well. The EOC felt that this would be beneficial on a number of levels such as:

- No conversion to TELs in the future which could be highly controversial though technically allowed now
- Could help with funding the other pieces of the Preferred Alternative in Phases 2 and 3 sooner through bonding
- Felt that it would be beneficial to the express bus travel times acting as a queue jump when the general purpose lanes are congested

The EOC also strongly supported the idea of extending the metro area TELs to 120th Avenue. Understanding that there is not additional funding to extend the project north, the team will look closely at the cost estimates for this area to attempt to extend the lanes as far north as possible

- Two phases or Three – The EOC said that three phases would be required because the funding scenarios need to be at least somewhat reasonable and based on past history. Additionally, the likely end date needs to be clearly disclosed to the public.

Phasing Discussion

To help address the committee's concern about the long time frame for completion shown with the three phases, the team generated a paper describing Phase 1 in text and map form and then generally describing phases 2 and 3. The discussion in Phases 2 and 3 also includes a description about how projects in these two phases can be moved up if funding is identified. The paper was emailed to the group earlier in the week and handed out to the group for discussion.

The following comments and questions were received on the phasing paper:

- Likes ability of communities to find funding

MEETING MINUTES

RCC/TAC Meeting

Thursday February 25, 2010

2:00 PM – 4:00 PM

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- Clarifies the message, but what is the flexibility? Monica answered that Phase 2 or 3 projects could be done before Phase 1, if the RTPs are amended.
- Are the Commuter Bus stations in Upper Front Range? Holly answered that there are two CB stations in the Upper Front Range. Myron states that while dollars are not specifically identified in the Upper Front Range plan, these projects are consistent with the US 85 corridor vision.
- How are changes made to Phase 1? Can MPOs make changes without this group? Monica responded that technically yes, the MPOs can change the projects without consensus of the TAC/RCC group.
- Funding – does it include bonded money from TEL? No, additional funds that could be generated through bonding are not included in the Phase 1 funding.
- SH 392 interchange is excluded from the Phase 1 funding – Note: Private \$ will fund interchange improvements (these must be in RTPs). Impact fees are sometimes restricted to expenditure in specific areas.
- Expression of concern over the lack of equity between transit and highway funding in Phase 1. Phase 1 - \$500m on highway and \$100m for transit. It was pointed out that the cost of the TELs that would benefit the transit system is included in the highway cost. The team will provide a rough breakdown between these costs.
- Can new GP lanes be repurposed as HOV? HOVs were eliminated in Phase 2 of this project however, technically yes, GPs could be repurposed as HOVs or TELs. It was the EOCs recommendation to begin with TELs.
- Public support for non-SOV travel should use ROW to I-25 to allow buses to connect to rail.
- Would like to see Commuter Rail extended to I-25 and CR 8 in Phase 1. There is currently no money to add this to Phase 1 without removing other projects planned in the DRCOG portion of the study area.
- Can implement TEL bus service cheaper than Commuter Rail. Most effective use of resources.
- Provide white paper to explain Phase 1 logic.
- Impact fees are included in No Action of this plan for local roads.
- Would like FEIS to include environmental impacts of phasing.
- Will induce growth be discussed in the FEIS? Yes.

Consensus Exercise

Each TAC/RCC member was asked to give a thumbs up if they support the current phasing plan, a sideways thumb if they don't fully support but won't actively oppose the phasing plan or a thumbs down if they oppose the current phasing plan.

All members except five gave the proposed phasing plan a thumbs up. Four gave a sideways thumb. One member, Gene Putman, opted to not participate. Gene opted out of the exercise noting that he would like to see the rail extend north to I-25 and CR 8. The remainder of the group agreed that Gene's support of this rail extension would not constitute opposition to what is currently being proposed.

MEETING MINUTES

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Next Steps and Contact Update

Carol Parr reviewed the next steps in the EIS process and provided the group with the new web address for the project - <http://www.coloradolodot.info/projects/north-i-25-eis>

It was suggested the next meeting would be held after the FEIS analysis is complete, probably in the fall of 2010.

Date: February 25, 2010

Time: 2:00 PM - 4:00 PM

Location: SW WELD CO SERVICES COMPLEX

SIGN-IN SHEET

NORTH I-25
EIS

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Name	INITIAL For Today's Attendance	✓ ... If ANY CHANGE to contact info	Affiliation	E-Mail Address
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Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

Date: February 25, 2010

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Name	INITIAL For Today's Attendance	✓ ... If ANY CHANGE to contact info	Affiliation	E-Mail Address
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Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

Date: February 25, 2010

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EIS**

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Name		INITIAL For Today's Attendance	✓ ... If ANY CHANGE to contact info	Affiliation	E-Mail Address
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Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

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Name		INITIAL For Today's Attendance	✓ ... If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

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Name		INITIAL For Today's Attendance	✓ ... If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Regional Coordination Committee (RCC)
Technical Advisory Committee (TAC)

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Name		INITIAL For Today's Attendance	✓ ... If <u>ANY CHANGE</u> to contact info	Affiliation	E-Mail Address
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Wendi	Palmer			Erie	wpalmer@ci.erie.co.us
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Kord	Nicolle	NIC		CDOT	nicolle.kord@dot.state.co.us

PUBLIC ATTENDEES

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Irene	Fortune	IVB		Irene_Fortune@q.com (q.com)
Jeanne	Bolton		CST - Larimer Co. Citizens for Smart Transportation	
Jim & Colleen	Anthony		Milliken Board of Trustees	CJKid@ix.netcom.com
Rick	White		Landowner	rwhite@laam.biz

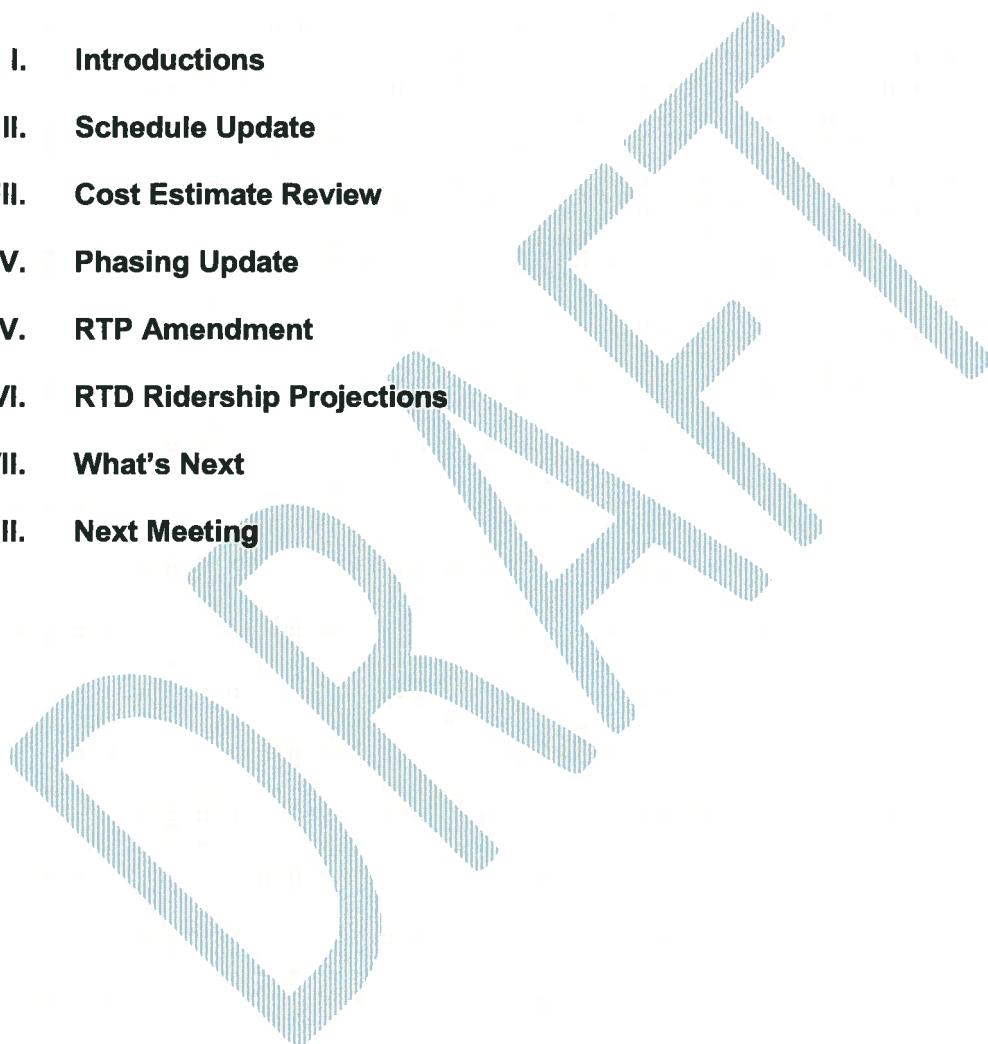


AGENDA

RCC/TAC MEETING

Wednesday November 10, 2010
Southwest Weld County Services Complex
2:00 PM to 4:00 PM

- I. Introductions
- II. Schedule Update
- III. Cost Estimate Review
- IV. Phasing Update
- V. RTP Amendment
- VI. RTD Ridership Projections
- VII. What's Next
- VIII. Next Meeting



North I-25 EIS RCC/TAC Meeting

11-10-10




NORTH I-25 EIS
elmont, denver, boulder

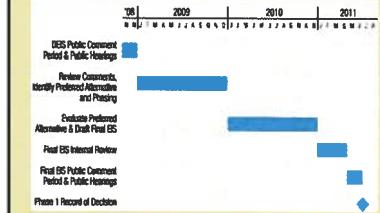
Agenda

- Introductions and Welcome
- Schedule Update
- Cost Estimate Review
- Phasing Update
- RTD Ridership Projections
- What's Next



NORTH I-25 EIS
elmont, denver, boulder

Schedule Update



NORTH I-25 EIS
elmont, denver, boulder

FHWA Cost Estimate Review

- For each line of the cost estimate, the review considers:
 - Sequencing and timing construction
 - Recent similar projects
 - Opportunities for cost savings
 - Threats that could increase cost
 - Escalation rates for materials and right of way



NORTH I-25 EIS
elmont, denver, boulder

Phase 1



NORTH I-25 EIS
elmont, denver, boulder

Phase 1 Summary

- Commuter rail right of way preservation
- Initial I-25 bus service and stations
- US 85 commuter bus
- Interchange improvements
 - SH 14
 - Prospect
 - SH 56
 - CR 34
 - SH 7
- Auxiliary Lanes: SH 14 to SH 392
- Tolted express lanes
 - SH 56 to SH 66
 - 120th Avenue to US 36



NORTH I-25 EIS
elmont, denver, boulder

Phasing Update

- Commuter rail right of way preservation
- Initial I-25 bus service and stations
 - I-25 at Harmony
 - I-25 at SH 119
 - I-25 at SH 7
 - US 34 at 83rd Ave
- US 85 commuter bus
 - All stations



North I-25 EIS
advancing, improving transportation

Phasing Update

- SH 14 interchange improvements
 - 150 space carpool parking
- Prospect interchange improvements
 - 110 space carpool parking
- Auxiliary Lanes: SH 14 to SH 392



North I-25 EIS
advancing, improving transportation

Phasing Update

- Tolled express lanes
 - SH 56 to SH 66
 - 120th Avenue to US 36
- SH 56 interchange improvements
 - 140 space carpool parking
- CR 34 interchange improvements
- CR 7 interchange improvements
 - 280 space carpool/transit parking



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Phasing Update

- US 34 Interchange
 - Initial phasing schemes
 - Complexity of interchange
 - Interim improvements sufficient for near term
 - CDOT is committed to this regionally significant corridor



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Phase 2

- Completion of express bus service on I-25
- Initiate Commuter Rail service
- Bus maintenance facility
- Commuter rail maintenance facility
- Tolled Express Lanes
 - SH 14 to SH 56
 - 120th Avenue to E-470
- Reconstruct I-25 mainline SH 1 to SH 14
- Interchange replacement and upgrades



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Phase 3

- Extend Commuter Rail
- Tolled Express Lanes
 - E-470 to SH 66
- General purpose lanes
 - SH 14 to SH 66
- Complete US 34 interchange



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Ridership Projections

- DRCOG revised the regional model
- RTD ridership projections have gone up
- Changes were based on:
 - Land use projections
 - Recent survey of transit riders
- Could increase North I-25 ridership
- Convened a panel to estimate change
- FEIS text



What's Next

- Completion of FEIS
- RTP Amendment
 - Initiate in January
- Legal sufficiency review
 - February, 45-60 days
- Committee update (next meeting)
 - Late April
- Public review period
 - May, 30 days
- Signed ROD
 - July 2011



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