

Meeting Minutes

Technical Advisory Committee
January 12, 2006
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Technical Advisory Committee

MEETING DATE: January 12, 2006

LOCATION: Southwest Weld County Services Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Gregg Mugele

SUMMARY OF DISCUSSION

1. *Introductions*

Tom introduced Steve Silkworth and Dan Ledy of Maintenance Design Group; they are consultants in transit maintenance facilities design.

2. *Follow up from December Meeting*

8 lanes vs. 6 lanes

- Would including more local roadway improvements reduce the demand on I-25?
- A sensitivity run of the model reduced I-25 volumes by 10-12 percent and improved operation by one LOS grade in most locations.
- Vicki M. asked why local improvements would or would not be included in the DEIS.
- Dave M. replied that they are local recommendations that are under consideration.

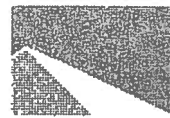
Transit Ridership Results

- Chris Primus suggested that a workshop on the results be conducted during the normal date for the TAC
- Special event trips would increase ridership by 200-400 trips on a weekday, 500-1,000 on a weekend
- Transit forecasters learned in the 1970's not to predict higher future fuel prices when prices have recently jumped, because that leads to false high projections.

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3. Town Hall Meeting Presentation

- Information will largely be presented on flip charts, and the recommendations on large boards.
- Packets will be available on design, the environment and costs, to provide answers to anticipated questions.
- The series of 27 flip charts was reviewed
- DIA ridership is feasible for consideration in the DEIS.
- The chart summarizing key environmental points will be revised into two parts as suggested.
- Bob F. asked the TAC to confirm the five bullets summarizing what they said at last month's meeting.
- Vicky M. said she is not convinced that Commuter Rail along US 287 would serve "population centers", as shown on a flip chart.
- Dave K replied to Bob F. that Commuter Rail on US 287 *would* trigger revisions to Loveland's growth plan; where as along I-25 it would not.
- Tom Anzia said the slide would be revised to reflect today's discussions.
- Bob F. asked the TAC if they see any value in including the "Comments Heard from Advisory Committee Members" graphic in the Town Hall Meetings.
- Consensus was that the TAC does, but need to revise the only bullet that is corridor specific (Commuter Rail on US 287).
- Dave K suggested a reference to future work on interchanges on the highway flip chart.

Recommended Draft Alternatives for DEIS

- Julie stated the differences with respect to criteria, between the eastern and western corridor's, in response to Vicky M's statement about US 287 Commuter Rail.
- Bill H. stated his belief that these two alternatives (A&B) ought to be presented as *early* recommendations.
- Stan E. clarified Bill H's point: Alternatives A&B may not be carried into the DEIS, but are another step towards definition of the DEIS Alternatives.
- Vicky M. expressed desire to retain Commuter Rail along the central corridor.
- Tom Anzia asked if Commuter Rail along the west corridor could be established instead since their riderships are fairly close.
- Jim White (Town of Berthoud) stated his preference for US 287, given what he has heard.
- Sharleen B. stated that the two alternatives, A&B, at this point in the decision process, should be the only ones discussed. She encouraged all TAC members to express their thoughts.
- Bill A. said Commuter Rail should operate where it will be most used the most: on US 287.
- John S (Ft. Lupton) said he concurs with Bill A.

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- John F. (Johnston) explained why he believes that, at this time going into the Town Hall meetings, an Alternative C with central Commuter Rail should be presented.
 - Dave K said that Alternative B, with BRT, makes more sense to him. He wonders about converting BRT into rail in the distant future.
 - Jim Brighton suggested we need to present both west and central rail lines.
 - Jim S suggested that the Town Hall meeting presentations include more slides to cover questions as to why some alternatives have been eliminated.
 - Kathleen B. (Ft Collins) likes the approach for different modes being recommended for three different corridors, but also sees merit presenting in an Alternative C.

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January 12, 2006

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MEETING DATE: March 9, 2006

LOCATION: Southwest Weld County Services Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig

SUMMARY OF DISCUSSION

1. Introductions

2. Public Meeting Input Summary

- Kim provided a verbal summary about the 12 public meetings held in the study area, the number of participants that attended and some of the primary comments and questions heard from attendees.

3. DEIS Package Discussion Workshop

- Participants were asked to identify "What are the key considerations that should be addresses during the DEIS?" The results are summarized below.

A. How are we going to pay?	Votes	9
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- a) Bus – feeder bus funding?
- b) Do toll lanes equal non-compete agreement? No other improvements.
- c) Local off-route support route effects of improved I-25 and interchange traffic management.
- d) Right-of-way and existing frontage roads. Funding replacements and property access.
- e) Who will fund & operate transit alternatives?
- f) Will people who say they would ride rail actually use it?

Fiscal Constraints.

- a) Seek other revenue sources.
- b) Don't build it if it will always lose money.

B. Anticipate Future Growth.	Votes	9
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- a) Is the rail in the best future location considering population centers & access?
- b) Anticipate growth of small communities east of I-25.
- c) Local/regional land use plans & developments
- d) What is rails 'positions impact' to future land uses and development in the corridor?
- e) Key considerations to be addressed: Do the traffic projections truly reflect all of the known/planned development?



Consider Changing Demographics.

- a) Consider emerging trends such as the shifting in population growth rates from Larimer County to Weld County.
- b) Changing demographics & aging population. Has that been considered and does that influence long-term model needs/choices?
- c) Allow for updates to local land use plans. Maybe incorporate revised results into updating the modeling during the FEIS.

C. Interchange/Infrastructure Upgrades.	Votes	8
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- a) Replacing aging & infrastructure - interchanges

Are interchanges (reconstructed & new) adequate for growth?

- a) Interchanges at Vine Drive, LCR 36, WCR 38? (Existing overpasses)
- b) Highway 7/NI25 interchange – growth will demand more than diamond reconstruction. Consider cloverleaf.
- c) The DEIS should include an interchange at N. I-25 & Sheridan. This is included in the DRCOG regional plan.
- d) What is the difference in geom.. deficiencies (black box) vs. “interchange upgrades”?
- e) Minimize ROW impacts along I-25 widening and at interchanges. Use alternative interchange designs, not just diamonds.

D. Make Sure of BRT/Rail Interface.	Votes	6
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- a) Package A: Add commuter bus service from E-470 at US 85, west to the Colorado Blvd. interchange and connect to rail station at SH 7.
- b) How does the BRT interface with RTD system?
- c) Will BRT transfer at RTD line?
- d) What operating plans for transit are you using? Same for Bus & Rail?
- e) How many people really go to Denver from up here? Mostly local & intra-regional.

Further explore the role of BRT for NI25 and BHSF Corridor

- a) Have dedicated lanes on I-25 for BRT that can be converted to rail in the future.
- b) BRT or commuter bus should be included along NI25 to connect to existing HOV lane. (See Drawing)
- c) Greeley BRT stations need parking demand in Greeley. (Bill Andrews 350-9793).
- d) Could BRT be used on the BNSF corridor? Instead of CR?
- e) Will BRT complete with commuter rail if packaged together?
- f) Thanks for including a BRT station at Hwy I-25 & Hwy 7 on Package B. Hope to see it on Package A too.



E. Well Designed Feeder Bus Service.	Votes	6
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- a) Feeder service to be compatible with existing users.
- b) Bus service between Platteville and Longmont on SH 66?
(Package A: Serve commuter rail and commuter bus)
- c) Feeder bus service connection in downtown of smaller towns. Loops within town.
- d) Feeder services important to total system function.
- e) Bus service along SH 52 between I-25 and Niwot? (Both packages)
- f) Package B: Seems like you will now favor bus through 287 from Loveland to Longmont.
- g) Package B: Feeder bus service on 287, Ft. Collins to Longmont.

F. CR West is Best.	Votes	5
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- a) CR western alignment on BNSF best fits City of Ft. Collins land use & transportation adopted plans.
- b) Corridors: Are the rail corridors being used fully?
- c) Corridors: Is I-25 being pushed too much as main corridor?

Commuter Rail and Transit West Corridor.

- a) Commuter Rail instead of or addition to N-S transit

G. Will EIS fill Arterial Gaps?	Votes	5
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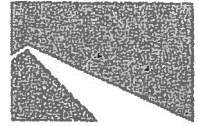
- a) Will EIS fill in parallel arterial gaps?
- b) How does EIS address community's plans for parallel arterial network along I-25 corridor? Fill in the gaps?
- c) Package A: General purpose lanes fit city land use & transportation adopted plans.

Clarify no action network.

- a) Package A: Clarify why the additional lanes on I-25 don't extend north to Hwy 14. They do on B.
- b) Parallel arterials are a key element of making 6 lanes north of Crossroads work on Package A, then it should now clearly be identified on "Package A".

H. Station Functions & Impacts.	Votes	4
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- a) Commuter rail to serve 1st & Terry, Sugarmill, or both?
- b) Multi-mode station opportunities
- c) Park & Ride locations near smaller towns.
- d) Encourage Todd's along future BRT, commuter rail routes.
- e) Provide infrastructure upgrades to station locations
- f) Stations impacts to local land use patterns.
- g) What are BRT stations like? Time needed to get on & off the highway.



I. Address Maintenance Concerns.	Votes	2
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- a) North of SH 14. What is encompassed by "replacement of aging infrastructure"?
- b) Keep maintenance of infrastructure as a high priority.

J. Toll lane Access Control.	Votes	2
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- a) How is access control provided in toll lanes? (Package B)
- b) How do you enforce buffer separated toll lanes?

What is Role of Managed Lanes?

- a) How will incident management be handled with one buffer separated, managed lane?
- b) Consider with Package B (or A) - instead of two barrier separated managed lanes, do one managed lane and one general purpose lane.

K. Flexibility & Ease of Future Upgrades.	Votes	2
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- a) Key considerations: Will the design anticipate ease of upgrade to the system in the future.
- b) Future flexibility and upgradeable

I-25 Commuter Rail – R.O.W.

- a) Examine ROW needs on I-25 so as not to preclude CR.
- b) What's addition ROW required for commuter rail in center of I-25?
- c) Preservation of right-of-way on I-25 for light/heavy rail.

Consider Opportunities Beyond Planning Horizon.

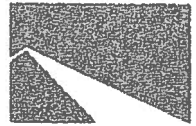
- a) Is the planning horizon too short for this large of an area?
- b) Leave opportunities for future consideration of new or changing technologies.
- c) More explanation of potential phasing/build out of improvements. Everything tends to focus on the 2030 year.

L. Discuss the process for preferred alternative selection	Votes	1
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- a) What's the process of choosing the preferred alternative combinations?
- b) What will the process be for choosing preferred alternatives? Mix & Match?
- c) Can pieces of final package proceed independently?
- d) Does the DEIS document the elimination of the other alternatives? How did we get from 8 to 2 packages?

M. Study Connections to DIA without going to Denver	Votes	1
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- a) Rail service I-25 to DIA? (Package A)
- b) Package A: Connections to DIA - Rail or BRT



N. Are auxiliary lanes the best approach for the segments proposed? What are other alternatives for those segments?	Votes	1
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- a) With Package A, could auxiliary lane segment be a managed lane?
- b) Are auxiliary lanes the best way to handle short trips on NI25 @ Loveland?
- c) How safe are auxiliary lanes?

O. Look at Other Operational Issues.	Votes	1
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- h) Package A: What distance is considered for these average stations spacing for commuter rail? ? Loveland & 402.
- i) Package A: What's the distance between the Longmont station and the next south of it? Is that an appropriate distance for station spacing for a commuter rail?
- j) Package A: Add commuter rail station at 719 & I-25.
- k) Package A: Add 8 lanes as on map from E-470 south to US 36.
- l) Co-ord. CR alignment with development planning in various entities.
- m) Co-ord. ROW acquisition with development planning along I-25 for CR.
- n) Extension of FasTracks line north of Hwy 7 @ I-25 is important.

P. Commuter Rail Route Justification	Votes	1
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- a) Go with vision and keep commuter rail with most direct Route not through Boulder.
- b) How would commuter rail north terminus be determined if CR in center of I-25?
- c) As US 85 development increases and need for commuter rail is justified (beyond the 20 year limit of I-25 EIS), some communities on 25 realize need to plan for this, and mention this in EIS. BRT on 85 limited by signals and travel time increases over time.

Q. How will freight/truck traffic be accommodated & managed?	Votes	0
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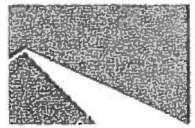
- a) Will trucks pay tolls? Please research national experience.
- b) Need to ID how to address freight truck traffic using HOT/managed lanes.

R. What is the appropriate role for feeder bus?	Votes	0
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- a) Show feeder bus that exists (Loveland for one).
- b) Will feeder bus routes function primarily as intra-regional bus transit?
- c) What is feasibility of asking feeder bus to ride from Greeley to US 287 CR?
"Feeder bus" a misnomer. More of a regional bus service.

S. Drainage & Flood Plain Issues.	Votes	0
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- a) More completely address local drainage master planning and flood plain needs/constraints as relate to transportation infrastructure.
- b) Interchange upgrades – i.e., aware of Boxelder flood plain?



4. Transit Station/Interchange Access Update.

A memo and graphics illustrating potential transit station locations were distributed for review. These will be discussed in detail at the next TAC meeting.

Meeting Handouts:

Draft DEIS Packages Graphics A and B
Transit Station Working Group Memo

DRAFT

Next TAC Meeting:

April 13, 2006
SW Weld County Services Bldg.
1:30 pm – 3:30 pm

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MEETING DATE - April 13, 2006

LOCATION: Southwest Weld County Services Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig – Gayl Harrison

SUMMARY OF DISCUSSION

1. Follow up from TAC/RCC Workshops

- The TAC/RCC Workshop Input went very well. The focus question was "What are the key considerations that should be addressed during the DEIS? The information compiled from this meeting was very informative. We combined all of the RCC/TAC responses. There were six categories for the breakout sessions: Package Elements, Cost & Financing, Land Use & Growth, Process & Evaluation, Regional Improvements and Expandability. A great deal of concern was expressed relating to cost, financing and future growth.
- What's going on with the RCC? There has been no input on this issue. It's based on involvement of each individual member. The TAC meetings have been very well attended, much more so than the RCC meetings.
- Tom Anzia - In the Planning meetings TAC gets more into the details of the issues. In the past we felt the context of the packages needed to be more detailed. What other products can we bring to this process?
- Dave Martinez - Does that represent all at the meeting? Should we send this document to all the members? It was agreed that we should.
- Debra Baskett - In the column for votes, does the zero indicate that no votes were in on some of the issues, or was it even considered an issue? By being identified, it is considered an issue to at least one person. Kim Podobnik explained that once all the comments were compiled and moved into the different categories, some of the topics did not get any votes. A suggestion was made that we send out a Vote document to all members to see where the votes come in.
- Tom A. - In future committee meetings we would like to structure public input into our meetings. We will be careful to get comments before and after from the public attendees. Kim Podobnik said there are many conduits for public input.

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2. Congestion Management

- Julie Morrison. - In the development of congestion management options she took ideas from the MPO's, CDOT and RTD plans and will schedule meetings with other transit groups. Congestion Management needs to match the build alternative. We should compare our proposals with DRCOG's for consistency. She will schedule a meeting with DRCOG.
- Kathleen Bracke would like to make sure Ft. Collins is included in any discussions or planning meetings with Transit/Traffic divisions.
- We are looking into the role of regional service, such that our services connect to and do not replace the local services. The context of 'Package B' only for Ft. Collins, Loveland and Longmont is done very well. We do not want to compete with local agencies with the commuter rail service on Transit Service 'Package A'.
- Car Pool/Van Pool – We need to look at the relationship CDOT has in buying fuel at a discounted rate for many of the MPO's. Also we need to evaluate maintaining security as well as work on appearance and amenities for the carpool lots. There are no courtesy patrols at present, so that will also need to be evaluated.
- A Transportation Management Organization (TMO) has been formed to address support for congestion management.
- Telecommuting has not been made a priority, and no funding is available. Therefore, no detailed analysis has been conducted. However, we are not precluding it either.
- Land Use – CDOT cannot control zoning; however, cumulative impacts are an important part of this study to address land use influence.
- Incident management – Currently, there are no courtesy patrols on I-25. This will be considered as part of this project, since it can have a large impact on improving incident management.
- Signal – This project will address implementing the US 85 coordination access control plan for commuter bus.
- Ramp metering – This is included in the R4 ITS plan. SH 66 and north is where congestion warrants ramp metering. Exact locations will be determined with this project.
- Bicycle/Pedestrian – These facilities will be provided to connect to sections, but will not over-implement the program.

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- Real-Time Traffic – CDOT's ITS Department has developed design for fiber optic along I-25. However, no funding is available to implement. Several municipalities have fiber optic almost all the way out to I-25. Connections with these facilities will be considered. Coordinate with Rich Follmer of FHU on ITS and status of local connections.

3. TRANSIT

- Last meetings for the transit planning were held on March 20, 2006 and March 23, 2006. Several station locations are still being evaluated.
- Jennifer Merer/CB - The Transit Station evaluation process should wrap up in May.
- Kathleen B. was considering adding a station near the proposed maintenance facility. The Ft. Collins Downtown Transit Center was already in the plan.
- Interchange Design Development & Station Site Alternatives – From this perspective, we are planning to bring these two together for the May & June Highway Small Group meetings.
- Debra B. would like to know if in the BRT Station for Package B, is it feasible for a station south of SH 7? Steve Olson explained that BRT may not be feasible between SH 7 and 160th due to physical constraints and operations. We need to clearly show if BRT is or is not feasible at this location. The meeting scheduled for next week may need to be moved to a later date in order to have time to work through these issues.
- Station Design Development - Is there a need to advise individuals that we will include Station Planning with the Interchange Planning? Yes, they will be notified. Currently, each group received schedules for both the Station Planning and Highway Small Group meetings.

4. Interchange Access

- Tom Anzia - There are steps to identify how to carry forward into DEIS. That is covered in Michelle Steven's DEIS Interchange Planning meeting strategy memo. A list of people and businesses we have involved in this effort has been developed and updated to inform them of opportunities to interact with CDOT and FHWA. We have met with the seven Highway Small Groups asking for input and to identify interchange alternatives.
- Meetings will continue up through June to identify consensus for these locations. Updates on Highway Small Group meeting schedules will be highlighted weekly.

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5. Typical Sections

- We are distributing the typical sections along the corridor for Package A and B.
- Tom A. suggested that meetings need to cover what is going on with the process and provide a snapshot of where we are with the Highway Small Groups. We need to come up with alternative interchange configurations for the corridors without precluding other local plans.
- Debra Baskett, City of Broomfield, wanted to know the status of the interchange at Sheridan & I25 north of Hwy 7? Is this interchange going to be acknowledged in alternatives to be considered? Todd Frisbie is analyzing this interchange to determine if enough traffic can be drawn off SH 7 with this interchange to justify the new interchange and minimize improvements needed at SH 7. If not, the interchange will be considered with an independent 1601 process.
- What are the configurations in different areas and potential impacts? For US 34 and I-25, several interchange configurations have been evaluated based on input. We recognize potential impacts and have considered variations from the design criteria.
- Several areas along I-25, local communities, do not consider I-25 as rural. There is an issue of what is rural and what is urban. We are basing the design on current standard requirements. Full impacts will be assessed and modified if necessary. This is part of our evaluation process.
- Dave Klockeman, City of Loveland, has seen traffic numbers, but not a "level of service" feedback in developing documents. Have design alternatives with cost vs. land use been analyzed for each area, i.e., Mulberry, SH34? Tom Anzia noted that this will be included in the next series of meetings in May and June.
- John Franklin - If we do not consider options in the process, it will appear that the design is forced. Even technical evaluations have to be questioned for local communities to base their decision. Many need to ask questions and get technical answers and clarification of "why" and "how" we are moving forward. It cannot appear as if this is a forced process.
- Dave Martinez suggested that we reschedule the Interchange Planning Group meeting coming up next week for Group 2 on Thursday. He thought it was too soon to have enough comprehensive decisions made by that meeting date. It was later determined that the meeting should be held to discuss SH 7 Interchange and Region 6 coordination.

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- Steve Olson - To All TAC representatives - Steve heard that there are developers out there who have not heard of the NI25 and Interchange Planning process. He suggested that the TAC members provide some outreach to these developers as well.
- Kathleen B. needs electronic information on the Prospect Interchange. Kim Podobnik will download the meeting schedule to a password protected area on the website for Kathleen to access. Kathleen also inquired if there will there be individualized meetings continuing? Yes, when necessary.
- Debra B. is nervous about the different groups meeting with developers.
- Tom A. reassured Debra B. that the developers meetings are more informational than anything else, and local community representatives are informed and invited to attend the upcoming Highway Small Group meetings.
- Tom A. distributed a set of plans showing the interchange alternatives currently being considered. These interchanges were previously presented in the Interchange Planning group meetings. The minutes from these meetings are also included in the packet.
- We are evaluating roundabouts at the different interchanges for the ramp intersections as an option to consider for the FEIS. We want to assess the potential impact of signalized (diamond) interchanges in the DEIS.
- There are a couple of unique interchanges for the FEIS that have traffic issues, so we are looking at another evaluation step to reduce the number of interchanges developed during DEIS.
- Agencies will have follow-up from workshops.
- We will also have follow-up on design processes.

Public Comments Period

- Dave White, Landowner, fascinated and very appreciative of the wonderful job that we are all doing in the development and design of this project.

Next TAC Meeting:

Thursday, May 11, 2006
1:30 PM – 3:00 PM
SW Weld County Services Complex

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**NORTH I-25
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Information concerning transportation

TECHNICAL ADVISORY COMMITTEE

APRIL 13, 2006

1:30 PM TO 3:00 PM

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Jeanne Sharps		Transportation		



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TECHNICAL ADVISORY COMMITTEE

APRIL 13, 2006

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Meeting Minutes

Technical Advisory Committee

May 11, 2006

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MEETING DATE - May 11, 2006

LOCATION: Southwest Weld County Services Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig – Holly Buck

SUMMARY OF DISCUSSION

A. Introductions

- Introductions to new people:
 1. Efren Rodriguez, Town of Platteville Platteville
 2. Nicole Winterton – CDOT fill-in for Sharleen Bakeman
 3. Chris Shiel, NFRMPO intern

B. No Public Comment

C. Design Development

- Interchange/highway meetings cancelled in May.
- Addressing a variety of environmental issues.
- June meetings will integrate highway/transit components.

D. Land Use (Ben Herman & Darcie White)

- See presentation for detailed information.

Questions/Answers:

1. Bob Garcia – Do you account for growth in SW Weld?
 - a. Yes, it is happening sooner rather than later.
2. Is it compatible with other studies in the area?
 - a. Yes, for the most part, some of the studies are 5+ years old. This study is using an updated data set.
3. Debra Baskett – What should a community do if they feel the model is not reflective of the land use?
 - a. Contact the team and we will set-up additional coordination.
 - b. Continue to coordinate with MPO's so that updates reflect community information.
 - c. Not that unheard of to have errors in MPO data. Talk with DRCOG.
 - d. If necessary, we could conduct a sensitivity test for Broomfield or a particular area of concern.
4. Vickie M. – Can we say that the SW County is now at what was projected in 2020?
 - a. Chris P. reiterated that control totals still appear correct.
5. Bob G. – If you change land use to support transit, does it help?
 - a. Yes it helps. Evaluation will consider this.
6. Gene P. - How sensitive is the model to gas price?
 - a. Chris P. – The model is not really designed to, but we conducted a sensitivity test to gas prices. Doubling the cost of auto ownership increased ridership by 90%.
 - b. Gene P. – This should be well documented. People are already making these changes and shifts in travel patterns.

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7. Kathleen B. – Add Fort Collins to list of TOD development and planning. FC has highway development at I-25 and transit development plans along US 287.
8. Did we take Greeley trip patterns into account?
 - a. Yes
9. Vicky M. will take a copy of presentation to John Daggett.
10. Gene P. – Land use is higher density. Need to have it conceptually approved so that policymakers can make policy to encourage appropriate transit land use.
11. Bob G. – EIS is *not* a land use planning document.
12. Dave K. – He has been hearing a lot about people wanting to live, work and play in the same place. The model doesn't necessarily take into account this change in lifestyle.

Expandability (Julie Morrison and Tom Anzia) (See handout of presentation)

- Vicky M. – Capacity of rail cars at 160 is low. Julie M – that is to be conservative.
- Debra B. – Feels comfortable with these estimates. BRT is flexible. Can travel to population centers, which is a benefit.
- Hope that this meeting will put some of these discussions to rest.
- Vicky M. – Please add “Beyond 2030” to slides.
- Fred Jones - Appears that on BRT, Greeley could utilize a lot of the capacity.
- Debra - HOV lane will be open to single occupant vehicles June 2nd paying a toll. We can use the information found there to evaluate use/utilization.
- Tom Anzia discussed possibility of highway expansion beyond 2030.

Public Comments Period

- Dave and Rick White – Capacity needs balanced TOD system. Communities around the country are trying to force TOD. Tech Center is looking at what is right and what was done wrong. Balance to TOD will be important.
- Tom. A. – Local entities will consider this balance.
- Rick/Dave – Adverse impacts on future expansion. Land owners don't want implied condemnation.

Next TAC Meeting:

Thursday, June 8, 2006

1:30 PM – 3:00 PM

SW Weld County Services Complex

Rec'd



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 MAY 11, 2006
 1:30 PM TO 3:00 PM
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SIGN-IN SHEET

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MAY 11, 2006
1:30 PM TO 3:00 PM
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TECHNICAL ADVISORY COMMITTEE
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Federal Highway Administration • Federal Transit Administration • Colorado Department of Transportation

TECHNICAL ADVISORY COMMITTEE
 MAY 11, 2006
 1:30 PM TO 3:00 PM
 SW WELD CO SVCS COMPLEX

NORTH I-25
 EIS



information concerning transportation

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Barbie White	✓	Clarion	Land Use	

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Meeting Minutes

Technical Advisory Committee
Regional Coordination Committee
June 06, 2006
1:30 PM to 3:00 PM
Page 1 of 1

MEETING DATE - June 06, 2006
LOCATION: Southwest Weld County Services Complex
ATTENDEES: See Sign In Sheet
PREPARER: FHU – Tom Anzia

SUMMARY OF DISCUSSION

A. INTRODUCTIONS

- No new people were in attendance.

B. NO PUBLIC COMMENTS

C. TRAVEL DEMAND FORECASTING UPDATE

- Chris Primus gave a brief update on the status of the model and issues.

D. PACKAGE ELEMENTS WORKSHOP

- The workshop is summarized in the attached outline of discussion points and suggestions made on issues regarding:
 - Interchanges
 - BRT/Rail interface
 - Bus feeder systems
 - The travel demand model network; and
 - Station functions and impacts

NEXT TAC MEETING:

Thursday - July 13, 2006
Time: To Be Determined
SW Weld County Services Complex

Package Elements

Interchanges

Interchange/Infrastructure Upgrades **Votes** 8

- a) Replacing aging & infrastructure - interchanges
- b) Interchanges at Vine Drive, LCR 36, WCR 38? (Existing overpasses)
- c) Highway 7/North I-25 interchange – growth will demand more than diamond reconstruction. Consider cloverleaf.
- d) The DEIS should include an interchange at N. I-25 & Sheridan. This is included in the DRCOG regional plan.
- e) What is the difference in geom.. deficiencies (black box) vs. "interchange upgrades"?
- f) Minimize ROW impacts along I-25 widening and at interchanges. Use alternative interchange designs, not just diamonds.

Improve Function of Interchanges **Votes** 0

- a) Make the interchange at 254 (Johnson's Corner) a full interchange
- b) Interchange access must be better than today and not complicate system (cost & construction)
- c) Need a "fly-over" interchange at I-25 & Hwy 34.

Suggestions on how to address the questions and comments

- *Request more participation in the interchange working group meetings*
- *Provide information on various configurations being considered*

Make sure of BRT/Rail Interface **Votes** 6

- a) Package A: Add commuter bus service from E-470 at US 85, west to the Colorado Blvd interchange and connect to rail station at SH 7.
- b) How does the BRT interface with RTD system?
- c) Will BRT transfer at RTD line?
- d) What operating plans for transit are you using? Same for Bus & Rail?
- e) How many people really go to Denver from up here? Mostly local & intra-regional.
- f) Have dedicated lanes on I-25 for BRT that can be converted to rail in the future. (addressed last month)
- g) BRT or commuter bus should be included along NI25 to connect to existing HOV lane.
- h) Greeley BRT stations need parking demand in Greeley. (Bill Andrews 350-9793).
- i) Could BRT be used on the BNSF corridor? Instead of CR?
- j) Will BRT complete with commuter rail if packaged together?
- k) Thanks for including a BRT station at Hwy I-25 & Hwy 7 on Package B. Hope to see it on Package A too.

Suggestions on how to address the questions and comments

- *Provide illustrations of BRT median stations*
- *Provide more detailed explanation of BRT service*
- *Provide white papers on BRT to CR conversion and BRT on BNSF evaluation*

Feeder Bus System

Votes 6

Well Designed Feeder Bus Service

- a) Feeder service to be compatible with existing users.
- b) Bus service between Platteville and Longmont on SH 66?
(Package A: Serve commuter rail and commuter bus)
- c) Feeder bus service connection in downtown of smaller towns. Loops within town.
- d) Feeder services important to total system function.
- e) Bus service along SH 52 between I-25 and Niwot? (Both packages)
- f) Package B: Seems like you will now favor bus through 287 from Loveland to Longmont.
- g) Package B: Feeder bus service on 287, Ft. Collins to Longmont.

What is the appropriate role for feeder bus?

Votes 0

- a) Show feeder bus that exists (Loveland for one).
- b) Will feeder bus routes function primarily as intra-regional bus transit?
- c) What is feasibility of asking feeder bus to ride from Greeley to US 287 CR?
"Feeder bus" a misnomer. More of a regional bus service.

Suggestions on how to address the questions and comments

- Add bus service on SH 66 and SH 52
- Provide information on what service provides, who uses it and how much it costs

6. CR West is Best

Votes 5

- a) CR western alignment on BNSF best fits City of Ft. Collins land use & transportation adopted plans.
- b) Corridors: Are the rail corridors being used fully?
- c) Corridors: Is I-25 being pushed too much as main corridor?
- d) Commuter Rail instead of or addition to N-S transit.

Suggestions on how to address the questions and comments

- Packages currently address these comments

Travel Demand Model Network

Votes

5

Will EIS fill Arterial Gaps

- a) Will EIS fill in parallel arterial gaps?
- b) How does EIS address community's plans for parallel arterial network along I-25 corridor? Fill in the gaps?
- c) Package A: General purpose lanes fit city land use & transportation adopted plans.
- d) Package A: Clarify why the additional lanes on I-25 don't extend north to Hwy 14. They do on B.
- e) If parallel arterials are a key element of making 6 lanes north of Crossroads work on Package A, then it should now clearly be identified on "Package A".

Suggestions on how to address the questions and comments

- *Provide information on No Action Alternative, No Action Network and Additional No Action Improvements*

Stations

8. Station Functions & Impacts

Votes 4

- d) Commuter rail to serve 1st & Terry, Sugar Mill, or both?
- e) Multi-modal station opportunities
- f) Park & Ride locations near smaller towns.
- g) Encourage TOD along future BRT, commuter rail routes.
- h) Provide infrastructure upgrades to station locations
- i) Stations impacts to local land use patterns.
- j) What are BRT stations like? Time needed to get on & off the highway.

Suggestions on how to address the questions and comments

9. Toll lane Access Control

Votes 2

- a) How is access control provided in toll lanes? (Package B)
- b) How do you enforce buffer separated toll lanes?
- c) How will incident management be handled with one buffer separated, managed lane?
- d) Consider with Package B (or A) - instead of two barrier separated managed lanes, do one managed lane and one general purpose lane.

4. Look at Other Operational Issues.

Votes 1

- a) Package A: What distance is considered for these **average** stations spacing for commuter rail? ? Loveland & 402
- b) Package A: What's the distance between the Longmont station and the next south of it? Is that an appropriate distance for station spacing for a commuter rail?
- c) Package A: Add commuter rail station at 119 & I-25
- d) Package A: Add 8 lanes as **????** from E-470 south to US 36.
- e) Co-ord. CR alignment with development planning in various entities.
- f) Co-ord. ROW acquisition with development planning along I-25 for CR.
- g) Extension of FasTracks line north of Hwy 7 @ I-25 is important.

18. Study Connections to DIA

Votes 1

- a) DIA without going to Denver . DIA as priority.
- b) Rail service I-25 to DIA? (Package A)
- c) Package A: Connections to DIA - Rail or BRT

G. Evaluate Travel Time

Votes 1

- l) Minimize time to DUS.
- m) Minimize travel time to main transit.
- n) Minimize portal to portal transit time.
- o) HOT lanes for commuter buses, need maximum priority.
- p) For 2030, plan for a service level B or C?

- q) Need 8 lanes from Hwy 52 to Hwy exit at Harmony. Build 6 lanes now and the other 2 lanes later?
- r) Congestion – must be less than today. Better than 'D'.
- s) Decrease travel times.
- t) Quick Travel to Denver.

Votes 1

19. Are auxiliary lanes the best approach for the segments proposed? What are other alternatives for those segments?

- a) With Package A, could auxiliary lane segment be a managed lane?
- b) Are auxiliary lanes the best way to handle short trips on NI25 @ Loveland?
- c) How safe are auxiliary lanes?

SIGN-IN SHEET

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**NORTH I-25
EIS**



information connecting transportation

TECHNICAL ADVISORY COMMITTEE
JUNE 8, 2006
1:30 PM TO 3:00 PM
SW WELD CO SVCS COMPLEX
Page 2

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TECHNICAL ADVISORY COMMITTEE
JUNE 8, 2006
1:30 PM TO 3:00 PM
SW WELD CO SVCS COMPLEX
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Meeting Minutes

Technical advisory Committee

July 13, 2006

1 of 3

NORTH I-25
EIS



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MEETING DATE: July 13, 2006

LOCATION:: Southwest Weld County

ATTENDEES: See Sign-In Sheet

PREPARERS: Felsburg Holt & Ullevig – Holly Buck/ Gayl Harrison
PRACO/Kim Podobnik

MEETING PURPOSE: SH 119 / North Metro Connection

SUMMARY OF DISCUSSION

- Tom Anzia – Quick background on what the project is now, and where we have been. If you have additional questions, we will follow-up after the meeting.
- Paul Brown – Reviewed goals and objectives for connection.
- Paul B. - Reviewed alternatives that were considered: A – V, SH 119, CR 7, I-25, Dent Line, GWRR, Boulder Industrial lead.
- Identified V as the draft preferred alignment, but this is open for discussion.
- Cheryl Auger noted that the preferred alternative ignores the Town of Erie.
- US 36 Rail is now called the NW Quadrant instead of US 36.
- Look at CR 16 as an east-west alignment alternative.
- On east side of I-25, Frederick is willing to work with study and rail.
- Gene Putman - Station at SH 52 with feeder bus
- Jennifer Merer provided a station review.
- The team was asked to check employment projections at I-25/SH 52, Dacono and Erie. From the preliminary estimates, the initial estimates indicated that there would be more ridership from the tri-town area than Erie.
- Review land use in Erie vs Frederick, Dacono, Firestone.
- One participant stated that the railroad has money set aside for rebuilding bridge across I-25. This would only be done if railroad used the line for freight rail again, and the amount is relatively small.
- Travel time for those already on the train more important than serving Erie or the tri-town area, according to the Purpose and Need for the project.
- I-25 alignment for commuter rail previously screened out

Meeting Minutes

Technical advisory Committee

July 13, 2006

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NORTH I-25
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- All of these plans ignore the town of Erie:
 - Would have to go due south through open space
 - Served by US 36 corridor
 - Option B had Erie – these are negatively impacting the town
- Cost differences between packages-rail seems so much more expensive, it might not make sense:
 - Both in \$1.5B
 - B has more highway improvement
 - Rail transit- considered service only to Longmont, expanding south added additional cost but needed to be discussed
- Terminology-US 36 rail is now the NW quadrant
 - Need to start calling it that – includes diagonal
- How does I-25 crossing work?
 - Bridge or tunnel – could be bridge but not certain
 - Not engineered yet as we need input today
- Did you look at alignment on CR16? Frederick could end up with undeveloped land on the east.
 - Choose 14 ½ to come into Dent line below the trails
- Be aware that there are only two property owners between CR 16 and SH 52 who could be interested in rail through there.
- When looking at Erie, consider station location
- Can understand Erie, Frederick, Firestone – put station at SH 52 to allow N/S buses plus Boulder branch. The station needs bus service.
- A station at 52 makes sense to Erie. A bus can get people there. It cannot support Dacono and will not serve Erie.
- Properties on the east of CR7 – those land owners are commercial and cooperative. There was rail on 7 west side – embankment is still there
- Why did B come out?
 - Serving population centers
 - Knew would be outside Erie but would get to downtown Dacono
- Activity center – Erie, Frederick, Dacono have major employment centers planned along I-25 – putting stations away from those high-density locations.
- Criteria was used along entire corridor?
- Did we do long range ridership analysis?
 - Looking at 2030
- How far do people drive to a station?

Meeting Minutes

Technical advisory Committee

July 13, 2006

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NORTH I-25
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- Average is 8 miles
- Range is 4 – 15 miles

- F/F/D not part of RTD, but Erie and Longmont are. They can get Park-N-Ride, etc. They are in discussion now.

- Is the plan to turn this over to RTD?
 - That has not been decided.
 - Document may suggest how to handle.

- North area could have transit district that has an operating agreement with RTD – funding is the question.

- Did you look at time? This alternative looks out of direction.
 - Not yet looked at route miles. This is a little longer. (S is 1.7 miles longer than V)

- Makes sense to come down CR 7 with a station at SH 52 then southeast with bus service along SH 52.
 - What is ridership S vs N?
 - More ridership at tri-towns than Erie – will double check

- Did we preclude going to Greeley? Using Dent line has possible future connection to Greeley.
 - Don't have to decide that now – won't preclude but won't be compelling

- Area along 52 west of I-25 will be huge population centers. Transit to serve residential
 - That area will be lower density. Looking at tri-town centers which is where density will be.

- Crossing Boulder line and I-25 – is there money there?
 - Yes UP has CDOT money to put bridge back
 - Would this project have access to that money?

- Pop. Density issue – no matter how dense it is – not all that dense considering pop. to north
 - lengthening trip to pick up 200 -300 people

- Date for breaking ground – how many trains a day?
 - Don't have a date now
 - Looking at 30 min. park, hourly, mid-day, Into evening but not overnight

- MIS had interest in rail along I-25 for marketing – what constraints are there in putting this on I-25?
 - Increase cost and right-of-way impacts to commercial properties along I-25 already affected by current I-25 projects.
 - Could preclude other transportation options

- Remind us of next steps.

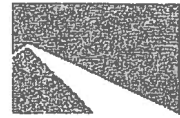
- How will we make connection in Longmont?

Meeting Minutes

Technical Advisory Committee

Page 1 of 3

NORTH I-25
EIS



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MEETING DATE - September 14, 2006

LOCATION: Southwest Weld County Services Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig – Holly Buck

SUMMARY OF DISCUSSION

1. Introductions

2. Discussion

- The discussion was based on a power point presentation handed out to the group. The details are included in the presentation and the general topics are described below.
- Kim Podobnik provided information about why we are here. Carla Perez said we are here because money matters.
- Dave Martinez asked if the EIS would include both funded and unfunded projects.
- Tom Anzia reviewed the cost estimates for each component of the packages.
- Kathleen Bracke asked if we had considered including revenue from fare box and tolling. Kathleen B. also asked about inclusion of station cost.
 - We have not yet taken into consideration revenue from fare box or tolling. The BRT and Commuter Rail station costs are included in the package cost estimates.
- Debra Baskett asked who would operate a transit system in northern Colorado.
 - A regional transit operator is not currently in place and will have to be identified.
- Henry Stopplecamp asked if the costs include a maintenance facility.
 - Yes, the cost of a bus and or rail maintenance facility is included.
- Kathleen B. asked if the North Metro to Longmont rail connection is included in FasTracks.
 - No, this connection was not part of the FasTracks rail improvements.

Meeting Minutes

Technical Advisory Committee

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NORTH I-25
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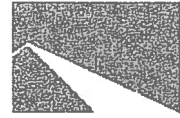
- Heather Copp presented information regarding CDOT's revenue estimates.
 - State gas tax – 2nd year in a row that it declined. That is the first time in history.
 - Using oil reserves and therefore, not collecting tax that was state side.
 - Federal gas tax has previously increased approximately 3% annually. However, the federal government is spending more than it is taking in. They have been spending down the trust fund.
 - SB1 transfer assumed for projections.
- Carla P. described the difference between what CDOT's revenue forecasts estimate for the area and the estimated cost to build Package A or Package B. The difference is referred to as the Gap. Carla also described case studies of other projects that required funding and what methods they used to obtain it.
- Julie Morrison described the DEIS process and the associated funding milestones that will need to occur in conjunction with the DEIS process. Preferred Alternative would be identified in the FEIS; perhaps in 2008.
- Steve Rudy, DRCOG, discussed the ad hoc committee on transportation funding. They are to identify a number of reasonable funding options. Much focus will be on sources that increase with inflation.
 - Bob G. - Asked Steve O. when will we see a list of concepts? Steve R. doesn't know. It is likely to be the early part of next year.
- Cliff Davidson, North Front Range MPO, reported on the recent transportation summit held by the MPO. Participants were asked to spend 1.3 billion dollars on transportation improvements. The 1.3 billion dollars was a result of approximately what an RTA in the area might be able to generate with a 1-cent sales tax. NFR MPO is handing the RTA effort off to a coalition of citizens to move forward.
 - Bob Garcia asked Cliff what 6 tables at the summit spent money on, if not I-25.
- Debra B. asked if there was anything new on the legislative front.
 - Carla P. said she has heard about discussion about new mechanisms. Heather C. said there has been some discussion about forming a task force.
- Gene P. stated that the citizens have failed by not upping gas taxes or maintaining our infrastructure. We need to start talking about it more. This is a state-wide issue.

Meeting Minutes

Technical Advisory Committee

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NORTH I-25
EIS



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- Heather C. state that it will take multiple sources to come up with enough money to address the states deficit.
- Kathleen B. stated that local initiatives have been most successful with specific projects identified. How do we expect to get money without a specific project.

3. Public Comment

- Dave White stated that it is the public assumption that this project will come from CDOT and FHWA.

4. Wrap-Up

- We are here as a resource as the communities continue this discussion.

Next Scheduled TAC Meeting:



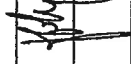
Thursday, October 12, 2006
1:30 PM – 3:30 PM
SW Weld County Services Complex

SIGN-IN SHEET

Name:	Attended	Affiliation:	Specialty:	E-Mail Address:
Tom Acre		Commerce City	Planning	tacre@ci.commerce-city.co.us
William Andrews		City of Greeley		bill.andrews@greeleygov.com
Tom Anzia	✓	Felsburg Holt & Ullevig		Tom.anzia@fhuenq.com
Don Bachman		City of Ft. Collins		Dbachman@fcgov.com
Sharleen Bakeman		CDOT HQ	NEPA Program Mgr	Sharleen.bakeman@dot.state.co.us
Heather Balsler		City of Louisville		balsferh@ci.louisville.co.us
Debra Baskett	DBB	City an County of Broomfield		dbaskett@ci.broomfield.co.us
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Gary Behlen	✓	Town of Erie		Gbehlen@ci.erie.co.us
Kathleen Bracke	✓	Ft. Collins	Transportation Plan	kbracke@fcgov.com
John Bramble		City of Brighton		jbramble@brightonco.gov
Kelly Brom		City of Evans		kbrom@ci.evans.co.us
Paul Brown		Carter & Burgess	Transit/Traffic	Paul.Brown@c-b.com
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TECHNICAL ADVISORY COMMITTEE
 SEPTEMBER 14, 2006
 1:30 PM TO 3:00 PM
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 Page 2

Name:	Attended	Affiliation:	Specialty:	E-Mail Address:
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Gary Johnson		Burlstone		
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Information concerning transportation

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SEPTEMBER 14, 2006
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Page 4

Name:	Attended	Affiliation:	Specialty:	E-Mail Address:
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Juanita Nevarez				



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TECHNICAL ADVISORY COMMITTEE
 SEPTEMBER 14, 2006
 1:30 PM TO 3:00 PM
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 Page 5

Name:	Attended	Affiliation:	Specialty:	E-Mail Address:
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TECHNICAL ADVISORY COMMITTEE
 SEPTEMBER 14, 2006
 1:30 PM TO 3:00 PM
 SW WELD CO SVCS COMPLEX
 Page 6

Name:	Attended	Affiliation:	Specialty:	E-Mail Address:
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HENRY STAPLE CAMP	<i>HS</i>	RTD	Eng	
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Cliff Davidson	<i>CD</i>	NEFR WRC		Cdavidson@NFRMPO.org

Name:	Attended	Affiliation:	Specialty:	E-Mail Address:
PUBLIC ATTENDEES				
Rick White		Landowner		rwhite@laam.biz
Dave White	✓	Landowner		dwhite@csd.net

Meeting Minutes

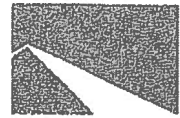
Technical Advisory Committee

October 12, 2006

1:30 PM to 3:00 PM

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NORTH I-25
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MEETING DATE - October 12, 2006
LOCATION: Southwest Weld County Services Complex
ATTENDEES: See Sign In Sheet
PREPARER: Felsburg Holt & Ullevig – Holly Buck

SUMMARY OF DISCUSSION

A. General Discussion

- Gene Putman with Thornton suggested that we provide access to the managed lanes to and from the south near 112th Avenue.
- Gene also suggested that we provide a median bus station at 106th Avenue. If not at 106th, 120th would be good too.
- Dave D. and Holly suggested looking at a center median at 88th Avenue where the existing station is located and the slip ramps are difficult to replace.
- Gene encouraged us to provide pedestrian underpasses instead of overpasses wherever possible.
- Debra Grey and other representatives from Northglenn told us that they have a lot of water quality data for Big Dry Creek if we need it.
- Dave Klockeman reviewed the Crossroads station and agreed that the access road under I-25 would not parallel the railroad but instead cross perpendicular to I-25.
- Holly reviewed the preliminary 2030 projections at Crossroads with Dave K. He agreed that it seemed reasonable that they could reach the 30K range by 2030.
- The team agreed to try to post the displays to the project web site.
- Holly promised to send a packet of information to Dick Leffler with Frederick.
- Kathleen Bracke expressed concerns about the proposed expansion site for the Harmony Transfer Center at Harmony Rd / I-25. Paul Brown responded that many of the adjacent areas have been identified as 4(f). Kathleen replied that there was a transportation set-aside negotiated with CDOT within the open space for the expansion. Dave Martinez agreed to research the set-aside.
- Bill Andrews with Greeley asked for a copy of the Parallel Arterial Exhibits. (I sent electronic copies to him on 10/13/2006).
- Kathleen Bracke (Fort Collins) and Dave White (developer) were happy with the modification in I-25 horizontal alignment at Prospect, which allows the frontage road in the SE quadrant to remain adjacent to I-25.

Next TAC Meeting:

Thursday, November 9, 2006

1:30 PM – 3:00 PM

SW Weld County Services Complex

Federal Highway Administration ▪ Federal Transit Administration ▪ Colorado Department of Transportation

SIGN-IN SHEET

Name:	Attended	Affiliation:	Specialty:	E-Mail Address:
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Tom Anzia		Felsburg Holt & Ullevig		Tom.anzia@fhuenq.com
Don Bachman		City of Ft. Collins		Dbachman@fcgov.com
Sharleen Bakeman	SB	CDOT HQ	NEPA Program Mgr	Sharleen.bakeman@dot.state.co.us
Heather Balsler		City of Louisville		balsersh@ci.louisville.co.us
Debra Baskett	DB	City an County of Broomfield		dbaskett@ci.broomfield.co.us
Dave Beckhouse		FTA	Planning	Dave.Beckhouse@FTA.dot.gov
Brad Beckham		CDOT - EPB	NEPA	brad.beckham@dot.state.co.us
Gary Behlen		Town of Erie		Gbehlen@ci.erie.co.us
Kathleen Bracke	KB	Ft. Collins	Transportation Plan	kbracke@fcgov.com
John Bramble		City of Brighton		jbramble@brightonco.gov
Kelly Brom		City of Evans		kbrom@ci.evans.co.us
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 OCTOBER 12, 2006
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NORTH I-25
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Daniel Feller		Town of Windsor		dfeller@windsorgov.com
Bob Felsburg		Felsburg Holt & Ullevig		Bob.felsburg@fhueng.com
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TECHNICAL ADVISORY COMMITTEE
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Name:	Attended	Affiliation:	Specialty:	E-Mail Address:
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Information Management Administration

TECHNICAL ADVISORY COMMITTEE
 OCTOBER 12, 2006
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**NORTH I-25
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Information concerning transportation

**TECHNICAL ADVISORY COMMITTEE
OCTOBER 12, 2006
1:30 PM TO 3:00 PM
SW WELD CO SVCS COMPLEX
Page 7**

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Darcie White		Clarion	Lane Use	no email address
Nicole Winterton		CDOT HQ	NEPA Specialist	nicole.winterton@dot.state.co.us

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Name:	Attended	Affiliation:	Specialty:	E-Mail Address:
PUBLIC ATTENDEES				
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Dave White		Landowner		dwhite@csd.net

Meeting Minutes

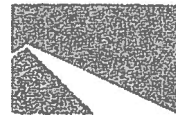
Technical Advisory Committee

November 9, 2006

1:30 PM to 3:00 PM

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MEETING DATE - November 9, 2006
LOCATION: Southwest Weld County Services Complex
ATTENDEES: See Sign In Sheet
PREPARER: Felsburg Holt & Ullevig – Holly Buck

SUMMARY OF DISCUSSION

A. OVERVIEW OF PACKAGES

- Holly provided a brief summary of the two packages and the No Action alternative that we are currently evaluating in the DEIS.
 1. Vicky McLane asked if there would be a connection from Longmont to Boulder to Denver in Package A. Passengers traveling from northern Colorado to Boulder would transfer in Longmont. They could continue through Boulder to Denver.
 2. Vicky asked if the connection between Longmont and North Metro would be a different phase. Phasing will be addressed in the FEIS.

B. OVERVIEW OF PRELIMINARY PACKAGE RESULTS

- Chris Primus and Holly Buck explained preliminary results illustrated in handouts. Handouts included interchange volume diagrams, "stick" diagrams, highway volume projections, transit ridership graphics and other handouts. These diagrams include existing, no action and package a daily volumes. Package B is still under analysis with Wilbur Smith.
- Travel time from SH 14 to E470 at peak time for No Action is 58 minutes, Package A is 45 minutes; 25% better. Today the peak period travel time is about 40 to 45 minutes. Package B numbers will be between No Action and Package A.
- Bill Andrews asked if there was any information on impacts to local arterials with No Action alternative or either of the build alternatives. We have not pulled that information but we will as part of our evaluation if you are interested.
- The project is attempting to achieve LOS D or better along the corridor. With No Action, LOS E or F is in all urbanized areas. Near SH 52, LOS includes the planned widening. With Package A, travel time improves and LOS-D or better is achieved along the corridor.
- Dave Klockeman asked if the team would be evaluating level of service at the interchanges, and ramp junctions. Yes, we have started that process and will share results when they are complete.
- Bob Garcia reminded the group that the connection between Longmont and North Metro was not part of the initial recommendation by the team. It was added back in as a result of public input.

Meeting Minutes

Technical Advisory Committee

November 9, 2006

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EIS



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C. EVALUATION OF DEIS PACKAGES

- H. Buck provided a brief explanation of evaluation measures used to compare packages and identify package impacts. We welcome ideas on how you would like to see the results summarized. There is a lot of data and if you have something you would specifically like to see please let us know. Otherwise, measures will be similar to those used in previous rounds of screening.
- It was suggested that when comparing travel time we have a similar origin and destination (say Harmony Road) even when two different modes are and alignments are being compared.
- Larimer County requested that we provide travel times segment by segment.
- During our Level 3 evaluation, some committee members suggested that a portion of the managed lane highway cost should be associated with the BRT. When we discussed this with FTA to determine if there was a standard, they said that there is not but suggested using a breakdown of vehicle miles of travel. Vicky M. suggested possibly using the axels or pavement impacts associated with a larger vehicle for the cost breakdown.

D. Operating and Maintenance Facility Sites

- Steve Silkworth gave a presentation on the rail and bus operating and maintenance facility sites being considered in the DEIS.
- K. Bracke expressed concern about showing maintenance and operations facility site maps at public meetings, unless property owners have been contacted. The team will look into who has been contacted and remove this information from public materials until we are sure property owners have been properly notified.

E. LONGMONT TO NORTH METRO CONNECTION UPDATE

- Paul Brown provided the group an update on the evaluation and selection of alignment V to connect Longmont to the FasTracks North Metro line. Since our last meeting with the TAC we have met with the tri-towns and Erie two times, we have collected additional data as requested by those communities and have identified alignment V as providing the best travel time and having the least impact to the human and natural environment. This is the alignment that will be carried forward for further evaluation in the DEIS.

F. PUBLIC INVOLVEMENT UPDATE

- Jessica Woolery provided an update of upcoming public outreach activities including highway small groups, south area public meetings and environmental justice meetings.

NEXT TAC MEETING:

THURSDAY, JANUARY 11, 2006

1:30 PM – 3:00 PM

SW Weld County Services Complex

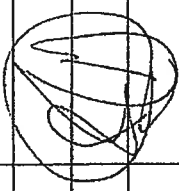
TECHNICAL ADVISORY COMMITTEE
NOVEMBER 09, 2006
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SW WELD CO SVCS COMPLEX
Page 1

SIGN-IN SHEET

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TECHNICAL ADVISORY COMMITTEE
 NOVEMBER 09, 2006
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 Page 3

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Meeting Minutes

Technical Advisory Committee
January 11, 2007
1:30 PM to 3:00 PM
Page 1 of 4

MEETING DATE - January 11, 2007
LOCATION: Southwest Weld County Services Complex
ATTENDEES: See Sign In Sheet
PREPARER: PRACO – Jessica Woolery

SUMMARY OF DISCUSSION

1. OVERVIEW OF PACKAGES

- A. Tom Anzia provided a brief summary of the two packages and the No Action alternative that we are currently evaluating in the DEIS.
- i. Request to have Alignment V from Longmont to FasTrack North Metro Line distinguished on the Package A map with a separate color and state it is a \$.5 billion option that was added later.
 - ii. Possibly add a foot note about the FasTrack line from Longmont to Boulder since many northern Coloradans may not be aware of FasTracks.

2. OVERVIEW OF EIS ANALYSIS TASKS (NOW TO JULY 2007)

- A. Gina McAfee and Wendy Wallach with Carter-Burgess explained the 20-22 factors that will be analyzed in the DEIS. Handout material included information on each factor, what is analyzed under the factor, and which entities the project team will work with to mitigate impacts when it can't be avoided. Request for committee members to identify which factors they would like to be briefed on following the analysis. Factors that are likely to be of most concern to TAC members are:

1. **Land Use** - Analysis will be on how the different packages fit with existing land use and future plans.
 - Q: When the project team will work with local entities to discuss the factors? We could have a meeting and the planning departments would be encouraged to come.
2. **Air Quality** – We will be using a new model FHWA has developed to measure ozone impacts and other pollutants on an area wide basis. Will measure the vehicle miles of travel and speed, which can change emissions. Carbon Monoxide and PM₁₀ are hot spot issues. Will be looking at signalized interchanges to measure and it is likely to be a concern with the cities and counties. We can show what air quality will be like in your area.
 - Q: Will PM_{2.5} also be measured? It will be included in the FHWA model and we will include in text.
3. **Noise and Vibration**
 - Bob Garcia stated that from CDOT's perspective noise is an issue that is dealt with regularly and he feels the educational elements of noise are a huge issue.

Meeting Minutes

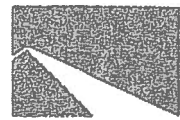
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- Q: Can you also discuss how noise from transit affects future land use development as a future agenda item? We can discuss that along with how far away houses should be and issues with quiet zones.

4. Visual

5. Transportation Impacts

6. **Cumulative** – This will look at how the impacts with each package will sum up and vary from the other packages' impacts along with what resources may be at a tipping point or breaking point right now.
 - Q: Is farm land one of those resources? Yes, it could be.
 - C: Ozone is a huge area of concern as a resource at a tipping point. Denver and the north front range (Greeley and Weld County) has already been put on alert.

B. Other resources to be examined:

1. **Social Impacts** – includes a look at the changes in population and affects on community activity centers.
2. **Environmental Justice (EJ)** – Jessica Woolery and Kim Podobnik explained outreach tactics and comments received from the identified EJ areas where outreach has been completed. EJ areas include: Fort Collins, Longmont, Loveland, Greeley, Gillcrest, and Brighton. A summary of all public comments including EJ comments will be presented at the next TAC meeting.
 - Q: Are they being asked to weigh what they feel is positive verses negative impacts in these communities? Everyone has a different value system so we don't ask them to weigh impacts under NEPA guidelines. We address impacts with their concerns.
3. **Economic Impacts**
 - Q: Do economic impacts include land owners? That varies depending on the information we have received from municipalities and from our parcel queries.
 - Are you reaching land owners that are different from current business owners you have identified? We have been working to do so by inviting all land and business owners to attend our interchange and transit station working groups. We have a database of all members; however there are different levels of involvement at various interchanges.
4. **Right-of-Way**
5. **Water Resources and Water Quality**
 - Q: What do you mean by fill? A direct fill impact would be placing a wall in the water resource. An indirect impact would be the sand or deicer running off into the water.
 - C: The Big Dry Creek area is already highly affected by sediment issues currently changing the amount of flow in the creek as well as the amount of sediment in the creek in Weld County. We are hearing about it from farmers.

Meeting Minutes

Technical Advisory Committee

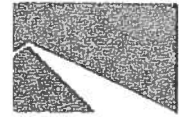
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6. **Wetlands** – Quantified by acreage.
 - Q: Do wetlands trump other factors in regards to magnitude? Anything with a federal law trumps other factors. This includes historic properties, wetlands and air quality.
7. **Floodplains**
8. **Vegetation/Noxious Weeds**
9. **Wildlife**
10. **Historic and Archaeological Properties**
 - Q: How are properties identified as archaeological? We work with an Archaeologist and they walk around to look at the property.
11. **Hazardous Materials** - After identifying where there are hazardous material we look at a way to contain it during construction.
12. **Parks and Recreation Sites**
13. **Farmland** - impacts are classified by acreage.
14. **Energy**
15. **Public Safety and Security**
 - C: Denver is one of 53 areas required to have an evacuation plan by Homeland Security. The Denver Regional Mass Evacuation plan is through the North Central Regional Emergency Management.
16. **Construction**

3. DOCUMENT PREPARATION

- A. Stan Elmquist provided a brief explanation of the basic chapter outline of the EIS and the final document review process. The final EIS will identify a preferred alternative and more impacts and we anticipate it will identify phasing as well as impacts of phasing.
- B. Q: Is one of the reviewing agencies CDOT Region 6? Region 6 will review at the same time as CDOT Headquarters.. That will be added to documentation of the review process.
- C. C: Would advise that the MPOs be the last line of the review process before going to public. We will schedule a future meeting with the NFRMP and DRCOG to discuss the impacts, so they are briefed before the document goes to the public.
- D. What is the timeline for the review? We will have an updated review timeline at the March meeting.

Meeting Minutes

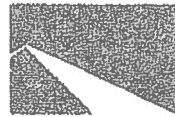
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4. FUTURE TAC BRIEFING AREAS OF INTEREST

- A. Members expressed interest in hearing impact information regarding air quality, noise and vibration, environmental justice, water quantity and quality, land use, and transportation impacts at a future meeting.

NEXT TAC MEETING:

THURSDAY, MARCH 8, 2006

1:30 PM – 3:00 PM

SW Weld County Services Complex

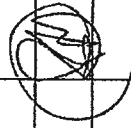

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SIGN-IN SHEET

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Federal Highway Administration • Federal Transit Administration • Colorado Department of Transportation

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NORTH I-25 EIS

TECHNICAL ADVISORY COMMITTEE
 JANUARY 11, 2007
 1:30 PM TO 3:00 PM
 SW WELD CO SVCS COMPLEX
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Jessica Wodley	ANN			



MEETING MINUTES

Technical Advisory Committee

MEETING DATE: March 8, 2007

LOCATION: Southwest Weld County Complex

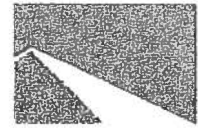
ATTENDEES: ~~See Attached Sign-in Sheet~~

PREPARER: ~~Carter-Burgess~~ Wendy Wallach

COPIES: ~~TAC members, C&B, File #071609400~~

MEETING SUMMARY

1. Tom began with introductions and covered key points on the agenda. A brief overview of the schedule, description of NEPA process through DEIS, including upcoming TAC and RCC meetings, agency review and role of local governments.
 2. Public meetings tentatively scheduled for June this year. These will present summary of environmental analysis to date.
 3. Region 4/Region 6 meeting held last Tuesday to discuss how North I-25 purpose and need will be for North I-25 project and may not address all north metro problems. Our document will provide suggestions on how to address some of these problems in the future.
 4. Our DEIS will go to Region 4 for review – June to July of 2007.
 5. The presentation today will discuss impacts by component. Analysis will be done by component in order to find solution that best meets purpose and need.
 6. Holly began by covering tolling results for Package B.
 - WSA looked at tolling in the years 2015 and 2030 varying toll rates in order to keep toll lanes operating at LOS C.
 - Access and egress will be located between interchanges 2 miles apart to avoid creating weaving sections in general purpose lanes.
 - Sometimes demand exceeded capacity in the TEL lanes so in 2030 the cost needs to go up to maintain LOS; other access and management concepts will be explored.
 - WSA suggested that we may be able to handle demand between SH 60 and Harmony Road with single lane.
-



MEETING MINUTES

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7. Gene P is concerned about access on and off of 84th as it is today, it does not provide adequate distance to exit at 84th Avenue.
8. Holly stated the daily volumes are high in general purpose lanes and tolled express lanes in the metro area.

Debra Baskett asked if LOS has been documented associated with these volumes. Holly reviewed the information about LOS included in the TAC handout.

9. Holly said when you raise rates, SOV participation drops and HOV demand fills the capacity. Test 2 was extending reversible section, and eliminating access at 120th and 84th. Eliminating access south of 120th helps manage demand.
10. She stated the projected annual revenue in 2030 would be \$5 to 6 million. The team will continue to explore access scenarios.
11. Holly began to discuss Chapter 4 and described the detailed outline. Today we will cover daily volumes, arterial effects, traffic evaluation, rail crossings, and travel times.
12. Chris described existing and future traffic volumes. Existing volumes are 60,000, in the northern portion of the study area and up to 125,000 up towards the metropolitan area.

No-Action volumes increase 60 to 80% over existing volumes in 2005.

Package A attracts more traffic except in the metropolitan area where Package B attracts more (since B adds capacity and A does not in the metropolitan area)

Package A increases 80 to 100% over current volumes.

Action: Holly will send table to Gene Putman and Debra Baskett.

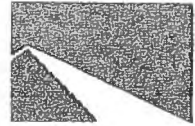
13. Chris covered change in volumes compared to No-Action. Volumes on arterials parallel to I-25 were also analyzed.

Someone raised question about how transit alternatives would effect arterial volumes. Chris said overall transit would not effect these numbers much.

Bill Andrews would like to look at V/C in the future for arterials. We may be able to measure on some arterials.

Generally Package A offers slightly more relief on arterials than Package B.

14. Holly described traffic LOS. Existing counts were collected between 2004 and 2006. She offered to provide detailed counts if someone wanted it for specific area.



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Based on evaluation of projections to No-Action, interchanges are deficient. Package improvements include newer wider interchanges to meet needs.

15. Along I-25 mainline under the No-Action alternative – 21 miles operate at LOS E or F in the AM peak hour and 49 miles in the PM peak hour. For Package A and B the miles operating at LOS E or F is reduced. In A 7 miles in the AM and 18 miles in the PM and in B 8 miles in the AM and 18 miles in the PM.

16. Interchange Evaluation – Under No-Action 19 interchanges/ramp intersections would operate at LOS E or F in the AM peak hour and 25 would operate at LOS E/F in the PM peak hour. Improvements with Packages A & B reduce this to 6 or less in both peak hours. Those that continue to operate at LOS E/F are located south of J20 Avenue.

17. Stations – 67 intersections were analyzed for to evaluate commuter rail station area impacts. Under No-Action 5 intersections had 1 or more movements that would operate at LOS E/F in the AM peak hour and 8 that would operate at LOS E/F in the PM peak hour. Package A would increase this to 7 AM and PM peak hour intersections with one or more movements operating at LOS E/F. This reflects the attraction of people to the station increasing traffic.

Gene asked if we are taking people off of road – why is there and increase near stations? Holly said because of activity at park-n-Ride. Gene would like to show traffic is reduced at mainline because of stations. Tom said we can show reduction in VMT because of transit users.

18. Looked at station intersections evaluated along 85 for commuter bus service – 3 intersections operate at LOS E/F.

Tony Ogboli from City and County of Denver, asked about impacts of the buses downtown. Holly can show increase in volume, she will look at it and include discussion in the DEIS.

19. Paul covered rail grade crossing. There are 2 components of the system: existing BNSF alignment and the new Longmont – North Metro Connection.

There are twenty-one new crossings, 16 would be at grade, 5 grade separated.

Two types of analysis occurred. Using FRA program to predict accident information, exposure factors were calculated per FRA procedures.

We will grade separate where we can, on major roadways, difficult in downtown urban setting, where structures are close together.

Where no grade separation, we will make improvements to reduce exposure at crossings.



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Paul will be issuing report.

Action Item: Wendy to make sure Shonna gets copy of report.

Dave Klockeman said we should have 21 grade separated crossings and zero at grade. Paul answered there are other considerations, such as cost, in ascertaining what is feasible for study.

20. Chris described rail ridership results. Package A = 5,800 total. He covered under Package A what mode people used to access stations.

Rail components shown are one seat rides from Longmont to Fort Collins or from North Metro to Fort Collins. The rail ridership for the component test of Ft. Collins through Longmont at Boulder to DUS would be 3,300 riders per day.

Lee at RTD would like detailed route information – ridership.

Action Item: Chris to provide Lee detailed route information.

Deb Baskett asked what assumptions were made showing different modes at stations. Why no bus at SH 7? Because in the operating plan no bus access is provided at SH 7.

BRT results for Package B – 5,850 riders per day.

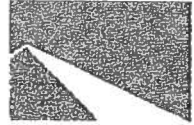
Deb B. made comments that when you look at BRT graphic, even though this is a Region 4 project, there is a lot of ridership in Region 6! Chris noted more riders board the further south you go. This is because BRT serves downtown workers. In Package A, lots of riders board at Erie Station.

Gene - between triangle area, commuter rail south of Loveland 2,100 – 2,300, bus connections at 2,500 and 1,900, why not east and west rail? Tom commented it supports bus but not rail. Our concern is north/south connections may not support rail.

A question was raised if both alternatives serve same population? Chris answered No, commuter rail serves 287 corridor, BRT serves west and east. There are key differences how people access stations, BRT has more VMT for people driving to stations.

Deb asked if access to stations is from existing development or planned development or both? Chris said commuter rail serves more densely populated area now and future.

Suzette asked if you are identifying Transit Oriented Development along these corridors. Gina said we need to do sensitivity tests for TOD before we will look at them in FEIS.



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Deb asked how assumptions are made about how to access BRT vs. commuter rail. She has seen qualitative studies indicate people may walk or bike to commuter rail more. Chris said model does show a preference for commuter rail then BRT.

Debra would like to be reminded of assumptions.

21. Chris covered travel times, looking at both highway and transit at once.

He summarized end to end travel times. SH 1 to E470 in 2030:

- No Action 64 minutes
- Package A – 54 minutes
- Package B GP – 61 minutes
- HOV/Toll – 43 minutes

Tolled times have the best transit time.

Action: Chris to add auto travel time along US 85 for comparison to Commuter Bus.

Tony Ogboli asked from Fort Collins at Harmony to DUS, it is really 130 minutes for No-Action 93 for commuter rail and 72 for BRT. Chris said BRT can travel in exclusive lanes and stops for a very short time at median stations.

Gene said that is assuming the DRCOG improvements from fiscally constrained plan is adopted, so busses do better than rail. Holly noted that this assumption is used all along corridor that north area will adopt improvements too (both NFR and DRCOG). Gene is concerned these may not happen.

Tom said we face this uncertainty in total metro area. Gina said in NEPA we would look at what improvements are needed. By the time we get to ROD, the improvements must be fiscally constrained, on RTD and it be fundable. This is an AO requirement.

Gene suggested there should be a model run if the projects don't become adopted.



MEETING MINUTES

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Holly said this is why we are doing things by components. Tony asked then why are travel time results omitted from Fort Collins thru Boulder to Denver?

Holly said we will include it. Lee said Longmont to DUS is conservatively approximately 75 minutes. This is why we have Longmont – north metro connection to reduce travel time.

Tony said this raises questions about commuter rail from Ft. Collins to DUS this is a lot of time for such an investment. Tom said this is a good question and we are working to find best solutions.

Lee asked if we are assuming same stops proposed with FasTracks and suggested considering skip stops.

Jeanne Shreve requested that we include a comparison of travel time with skip stops at least for comparison.

Action: Chris to add and estimate of CR travel time with skip stops through FasTracks.




22. Jessica gave a Public Involvement update, talked about what is available and next round of public meetings in June.

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NORTH I-25 EIS

TECHNICAL ADVISORY COMMITTEE
 MARCH 8, 2007
 1:30 PM TO 3:00 PM
 SW WELD CO SVCS COMPLEX
 Page 4

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