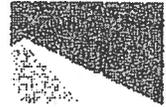


SIGN-IN SHEET

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|---------------|-----------------|---------------------|-------------------|--|
| Tom Anzia | Present | FHU | | Tom.anzia@fhueng.com |
| John Bramble | Present | City of Brighton | | jbramble@brightonco.gov |
| Stan Elmquist | Present | CDOT | | Stanley.elmquist@dot.state.co.us |
| Bob Felsburg | Present | FHU | | Bob.felsburg@fhueng.com |
| Todd Frisbie | Present | FHU | | Todd.frisbie@fhueng.com |
| Bob Garcia | Present | CDOT | | Robert.garcia@dot.state.co.us |
| Mary Gavin | Present | City of Dacono | | Jmg1109@msn.com |
| Glenn Gibson | Present | Larimer County | | ggibson@larimer.org |
| Karla Harding | Present | CDOT R-4 | | Karla.harding@dog.state.co.us |
| Gina McAfee | Present | Carter Burgess | | mcafeevl@c-b.com |
| Holly Miller | Present | FHU | | Holly.miller@fhueng.com |
| Gregg Mugele | Present | FHU | | Gregg.mugele@fhueng.com |
| Ron Phillips | Present | City of Ft. Collins | | |
| Kim Podobnik | Present | PRACO | | kpodobnik@praco.com |
| Chris Primus | Present | Carter Burgess | | primusci@c-b.com |
| Ron Sperial | Present | FHWA | | Ronald.sperial@fhwa.dot.gov |
| Bill Swenson | Present | CDOT | | Billtc1@comcast.net |



MEETING MINUTES

Regional Coordination Committee

MEETING DATE: May 19, 2005

LOCATION: Southwest Weld County Service Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Becky

SUMMARY OF DISCUSSION

1. *Introductions*

- Tom A. – began the meeting by giving an overview of the Level 2B Screening process and reminding the RCC of the upcoming public meetings.

2. *Presentation of Transit Results*

- Chris P. described the process for modeling the transit alternatives. The process is defined as follows:
 1. Code in rail alignment.
 2. Code in station locations.
 3. Code in feeder bus service to provide transit access to stations.
- The basic premise behind modeling transit alternatives was that they had to be comparable and have generous service. Generous service means the alternatives were frequent, fast and accessible (i.e. Generous feeder bus service and Park-N-Rides at all stations)



MEETING MINUTES

Regional Coordination Committee
May 19, 2005
Page 2 of 6

- Ridership (or daily riders) is the most important result obtained from the modeling effort. The modeling results for commuter rail alternatives show 2030 ridership projections of about 4,000 while high speed rail ridership projections were 5,000, bus rapid transit ridership projections were generally less than commuter rail.
- Daily riders is the number of riders who board the train each day
- The daily ridership projections are low when compared to I-25 daily traffic volumes. For example, in the Mead area daily traffic projections on I-25 are 100,000 vehicles. All transit alternatives have had a minimal affect on I-25 volumes.
- The Travel Forecasting Working Group, which is comprised of local and national modeling experts, concluded that the transit ridership results were reasonable. The group commented that the results were comparable to daily ridership to RTD's long distance regional bus routes but were surprised by similar results among the alternatives.
- It was asked can the low ridership projections be attributed to a previous flaw in the DRCOG model that gave low ridership projections for the Sante Fe line? This is unlikely since the model has been updated and recalibrated based on actual rider ship data for the Sante Fe Line.
- It was asked if the model accounts for incremental changes in the cost of auto travel. It is planned to test how the price of gas may affect ridership.
- It was asked why the ridership projections are low but the market share is high. The reason is that most trips in the North Front Range are local and inter-city trips. Trips from the north to the Denver CBD are relatively low, when compared to all trips.
- The travel patterns in the 2030 model show a lot of dispersion. For instance, between the Greeley, Loveland, and Ft. Collins area and the Denver CBD total trips are only 3,500 per



MEETING MINUTES

Regional Coordination Committee
May 19, 2005
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day. Because of the relatively few trips heading to the Denver CBD and the general dispersion of the NFR trips it is difficult for transit alternatives to attract riders.

- Of all 2030 trips in the NFR only 6% are between the Greeley-Loveland-Fort Collins area and the Denver CBD.
- Projected commuter rail ridership compared to similar existing rail systems is on the low end of current existing ridership on these systems. FasTracks ridership for 2025 is 10,200 for North Metro, 8,600 US 36 Corridor and 30,400 for East Corridor.
- The origin-destination patterns in the model were derived from journey-to-work data, household surveys and the DRCOG roadside survey.
- The BRT ridership projections are also lower than ridership for similar systems.
- Alternatives would use the same FasTracks tracks, but the ridership numbers are only riders to/from the north to the Denver CBD and do not include those riders using the system between Boulder or Thornton and the Denver CBD.
- All transit alternatives included the same feeder bus network. On this network ridership was high ranging from 700 to 2,100 people per day.

3. Environmental Evaluation

- Alignments along I-25 generally had the least potential for negative impact.
- Commuter Rail A & Commuter Rail F had the most potential to impact environmental resources.
- It was asked how alternative can cause a hazardous materials impact. A hazardous material impact would be caused by any alternative that had the potential to impact a hazardous site as defined by the health department. For example, a hazardous site could



MEETING MINUTES

Regional Coordination Committee
May 19, 2005
Page 4 of 6

be old gas stations, underground storage tanks, mineral walls, factories, auto salvage, landfills, etc...

4. Costs

- Commuter rail ridership is 15-20% higher than bus rapid transit but cost 1/3 to 2/3 more. High Speed Rail has 25% more ridership than Commuter Rail but would cost twice as much.
- Costs include structures, ROW, and construction and assume a HOV lane for Bus Rapid Transit alternatives and that FasTracks in place.
- Operating costs were not included because an operating plan has not been developed.
- It was commented that costs for all alternatives were for a single track but in reality this system could only operate with two tracks.
- The bus rapid transit costs would be about 18 million per mile if I-25 had to be rebuilt to accommodate an additional lane for bus rapid transit operations.
- Special events will be a factor in developing a transit alternative.
- It was commented that traffic volumes on I-25 are highest during a Friday evening.
- Due to the dispersion of NFR trips and the relatively balanced peak hour flows on I-25 bi-directional HOV lanes is probably more appropriate than reversible HOV lanes.

Next Meeting:

June 2, 2005
Southwest Weld County Services Building
3:00 pm -5:00 pm

SIGN-IN SHEET

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|-----------------------------|-----------------|--------------------------|-------------------|--|
| Tom Anzia | Present | FHU | | Tom.anzia@fhueng.com |
| John Bramble | | City of Brighton | | jbramble@brightonco.gov |
| Anne Brewster | Present | Sen Wayne Allards Office | | Anne_brewster@allard.senate.gov |
| Stan Elmquist | Present | CDOT | | Stanley.elmquist@dot.state.co.us |
| Don Feldhous | Present | City of Greeley | | Donfeld7@cs.com |
| Bob Felsburg | Present | FHU | | Bob.felsburg@fhueng.com |
| Todd Frisbie | Present | FHU | | Todd.frisbie@fhueng.com |
| Bob Garcia | Present | CDOT | | Robert.garcia@dot.state.co.us |
| Mary Gavin | | City of Dacono | | Jmg1109@msn.com |
| Glenn Gibson | | Larimer County | | gjibson@larimer.org |
| Karla Harding | Present | CDOT R-4 | | Karla.harding@dog.state.co.us |
| Jennifer Heisler | Present | Carter Burgess | Transit | Jennifer.heisler@c-b.com |
| Dickey Lee Hullingshorst | Present | Boulder County | | dlhullingshorst@co.boulder.co.us |
| Gary Johnson | Present | Town of Timnath | Staff | gary@burlstone.com |
| Dave Martinez | Present | CDOT | | David.m.martinez@dot.state.co.us |
| Gina McAfee | Present | Carter Burgess | | mcafeevl@c-b.com |

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|----------------|-----------------|---------------------|-------------------|--|
| Holly Miller | <i>Present</i> | FHU | | Holly.miller@fhueng.com |
| Julie Morrison | <i>Present</i> | Carter Burgess | | |
| Gregg Mugele | | FHU | | Gregg.mugele@fhueng.com |
| Steve Olson | <i>Present</i> | CDOT | | Michael.olson@dot.state.co.us |
| Ron Phillips | | City of Ft. Collins | | |
| Kim Podobnik | <i>Present</i> | PRACO | | kpodobnik@praco.com |
| Chris Primus | <i>Present</i> | Carter Burgess | | primuscj@c-b.com |
| Ron Speral | | FHWA | | Ronald.speral@fhwa.dot.gov |
| Bill Swenson | <i>Present</i> | CDOT | | Billtc1@comcast.net |
| Glenn Vaad | | Weld County | | qvaad@co.weld.co.us |
| Evelyn King | | | Citizen concern | Dking49326@aol.com |
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MEETING MINUTES

Regional Coordination Committee

MEETING DATE: August 18, 2005

LOCATION: Southwest Weld County Service Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Becky Noe/Gregg Mugele

SUMMARY OF DISCUSSION

1. *Introductions*

2. *Schedule*

- Level 3 screening began this month and will continue through November.
- The project team may need the RCC to meet in September. ***(It has since been determined that the next meeting will be scheduled for October)***

3. *June Open House Comments*

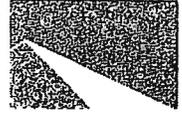
- Leslie C. presented the PRACO Packet.
- Greeley citizens are interested in transit service to DIA.
- Concern with noise, development along I-25 (acquire ROW soon).
- Members should contact PRACO with any questions.

4. *Household Survey Synopsis*

- Holly M. presented a 9-page handout.
- 33% response rate was very good.
- Contact Holly M. with any questions.

5. *Transportation Improvement Packages*

- The Value Engineering process, once focused on Design, is now being used during NEPA.
- The Value Engineering team reviewed our packages, and warned us about Level 3 process getting too complex.
- Level 3 will address the critical questions to define the DEIS alternatives.
- Holly M. and Julie M. presented the 8 alternatives.
- Package 1 now extends bus service into Ft. Collins to increase ridership.
- Package 2 is two Toll lanes with commuter bus.
 - i. Bus service along US 85 will alternate buses to DIA and to DUS.



MEETING MINUTES

Regional Coordination Committee
August 18, 2005
Page 2 of 5

- ii. Concern was expressed with effect of toll lanes on level of service in GP lanes, and whether toll lanes could be converted to GP lanes if toll operation failed.
- iii. It's likely that bus operators would negotiate a price to use E-470.
 - Package 3 – Two HOT lanes in each direction, with BRT service in HOT lanes, and commuter bus in GP lanes.
 - Package 4 – Limited Access Lanes
 - i. Only 4-5 access points along I-25
 - ii. Packages 1-4 together will test transit service to DIA and to DUS: can be compared to projected ridership.
 - Package 5 – 6 GP and 2 Managed Lanes
 - i. Will test 4 types of Managed Lanes: HOV, HOT, LAL or Toll
 - Package 6 – 6 GP and Central Commuter Rail (along I-25) and Package 7 – 6 GP and West Commuter Rail (along US 287) will indicate which transit alignment would be more effective.
 - Package 8 – Various types of transit along all corridors.
 - Discussion
 - i. Cost of the various alternatives will be factored in under the Practicability criterion
 - ii. Construction and operating/maintenance costs, and cost per user will be estimated for each package.
 - iii. BRT and bus options go beyond FasTracks service, such as a more direct route to DIA.
 - iv. Potential effect of the Northern Colorado Airport could be considered in the EIS. The Division of Aeronautics has data on this proposed airport.
 - v. Holly M. presented the "Level 3 Alternatives Development Analysis Matrix".
 - vi. Different packages with varying elements will answer various questions on which types of improvements will operate best.

6. Transit Stations

- Julie M. presented the site maps that show the ½-mile radii for potential station locations, and the station site criteria and design criteria.
- There will be 3 station types: neighborhood, Park-N-Ride, and Transit Center.
- 2 to 4 sites could be identified within each green circle (but won't be for FasTracks stations)
- It would be difficult (for design and operational reasons) to convert BRT to Commuter Rail when ridership warrants rail, but station planning will consider this.
- More stations may generate more ridership.

7. Transit Station Working Groups

- Leslie C. presented the handout, which proposes four geographic working groups



MEETING MINUTES

Regional Coordination Committee
August 18, 2005
Page 3 of 5

- The role of the groups is advisory, meeting every other month from October 2005 to April 2006.
- Membership is open: TAC/RCC members are welcome; residents can volunteer or be recommended by TAC, CDOT or the project team.
- Contact any of us if you or someone you know might want to serve on these groups.
- Station locations may be refined beyond Level 3 in the DEIS.
- The intent is community involvement on a regional basis.

8. *Transit Funding Concepts*

- Gina M. presented 6 possible transits.
 - i. Formation of a Regional Transit Authority (like RTD, collects sales tax)
 - ii. RTD's district could be expanded to portions of our study area
 - iii. RTD could, through a single private contractor, Design, Build, Operate and Maintain, to provide service further north.
 - iv. Joint Powers Authority – government entities form a separate board (like BART in San Francisco)
 - v. Transit Development Board – as has been done in San Diego
- CDOT could fund and operate new transit service
- Ron P. said that as a legal technicality, the Regional Transit Authority should be a Regional Transportation Authority.
- Ron S. (FHWA) asked if listing CDOT as a potential source for transit operations creates a consistency issue for CDOT on other corridor studies.

Next Meeting:

Tuesday October 11, 2005
Southwest Weld County Services Building
4:00 pm to 6:00 pm

Topics:

- Screening measures
- Alternative Development
- Interchange planning

Regional Coordination Committee
~~August~~ 18, 2005
 Aug

SIGN-IN SHEET

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|-------------------|-----------------|--------------------------|---------------------|--|
| Tom Anzia | <i>Present</i> | FHU | | Tom.anzia@fhueng.com |
| Saharleen Bakeman | <i>Present</i> | CDOT Headquarters | NEPA Program Mgr. | |
| John Bramble | | City of Brighton | | jbramble@brightonco.gov |
| Anne Brewster | | Sen Wayne Allards Office | | Anne_brewster@allard.senate.gov |
| Leslie Chadwick | <i>Present</i> | PRACO | | leslie@praco.com |
| Christy Duffy | <i>Present</i> | Town of Windsor | Trustee | Duffy1057@aol.com |
| Stan Elmquist | <i>Present</i> | CDOT | | Stanley.elmquist@dot.state.co.us |
| Don Feldhous | | City of Greeley | | Donfeld7@cs.com |
| Bob Felsburg | <i>Present</i> | FHU | | Bob.felsburg@fhueng.com |
| Todd Frisbie | <i>Present</i> | FHU | | Todd.frisbie@fhueng.com |
| Craig Gaskill | <i>Present</i> | Carter & Burgess | Transport Planning | Craig.gaskill@c-b.com |
| Bob Garcia | <i>Present</i> | CDOT | | Robert.garcia@dot.state.co.us |
| Mary Gavin | <i>Present</i> | City of Dacono | | Jmq1109@msn.com |
| Glenn Gibson | | Larimer County | | ggibson@larimer.org |
| Andres Gomez | <i>Present</i> | North Front Range MPO | Travel Model Devel. | agomez@nfrmpo.org |
| Karla Harding | <i>Present</i> | CDOT R-4 | | Karla.harding@dot.state.co.us |

Aug

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|--------------------------|-----------------|---------------------|-------------------|--|
| Jennifer Heisler | | Carter Burgess | Transit | Jennifer.heisler@c-b.com |
| Dickey Lee Hullingshorst | Present | Boulder County | | dlhullingshorst@co.boulder.co.us |
| Gary Johnson | | Town of Timnath | Staff | gary@burlistone.com |
| Rogef Lange | Present | City of Longmont | | Roger_lange@gwest.net |
| Dave Martinez | Present | CDOT | | David.m.martinez@dot.state.co.us |
| Gina McAfee | Present | Carter Burgess | | mcafeevl@c-b.com |
| Greg McCallum | Present | Erie | Trustee | Mccallum@erieco.gov |
| Holly Miller | Present | FHU | | Holly.miller@fhueng.com |
| Sandee Miller | Present | Town of Mead | Civil Engineer | smiller@jirengineering.com |
| Julie Morrison | Present | Carter Burgess | | |
| Gregg Mugele | Present | FHU | | Gregg.mugele@fhueng.com |
| Steve Olson | | CDOT R4 | | Michael.olson@dot.state.co.us |
| Ron Phillips | Present | City of Ft. Collins | | |
| Kim Podobnik | | PRACO | | kpodobnik@praco.com |
| Chris Primus | | Carter Burgess | | primusci@c-b.com |
| Ron Speral | Present | FHWA | | Ronald.speral@fhwa.dot.gov |
| Bill Swenson | Present | CDOT | | Billtc1@comcast.net |
| Karen Wagner | Present | Larimer County | Commissioner | kwagner@larimer.org |



MEETING MINUTES

Regional Coordination Committee
January 12, 2006
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Regional Coordination Committee

MEETING DATE: January 12, 2006

LOCATION: Southwest Weld County Services Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig

SUMMARY OF DISCUSSION

1. *Introductions*

2. *Coordination of Local Elected Officials*

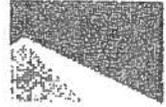
3. *Follow up from December Meeting*

- If parallels make sense should there be a partnership with CDOT and locals to build and enhance parallel arterials?
- This should be left as a possibility in the process.
- Is Ridership and TOD Land Use part of the public meeting information or is this just being done at the request of the RCC?
- It is intended to be an opportunity for those who seek information on ridership forecasts which can not be done during a TAC or RCC meeting.

4. *Town Hall Meeting Presentation*

5. *Comments/Questions*

- Is there any information on cost estimates for packages A and B? Also, is there information on the overlay of LOS on these packages?
- Right now, the focus for the RCC is to decide if these are the right packages for DEIS evaluation. At this time, we do not know the answers to the LOS or costs.



MEETING MINUTES

Regional Coordination Committee
January 12, 2006
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- Why does the B package make sense? Alternative A focus on the study area while Alternative B only focuses on just I-25. It seems unlikely that people would travel to I-25 for bus service, but they might do it for commuter rail service.
- It is actually faster from Greeley to Denver to go west to I-25 than to go south on US 85.
- Is there any information available about public acceptance for the Toll Lanes?
- If population shifts in Weld County, do the packages properly address this issue?
- If the adopted Land Use shows this shift then the packages will address this issue.
- Why is the BRT alignment down the middle and not commuter rail?
- BRT is a joint use with highway improvements but commuter rail is in a separate right-of-way. Also BRT would be more cost effective.
- Provide a connection from Longmont to the north metro line.
- Analysis shows it serves only trips from Longmont to north metro does not meet the purpose and need for the project so it was eliminated as an alternative.
- Add a description about what vehicles could use the HOV lanes.

Commuter Rail Comments/Questions

Comments

- There are no commuter rail systems that have subsidies, around 40 to 60 percent make up for the fare box.
- There are also subsidies for highways as well, and maybe as high as transit subsidies.
- Placing a commuter rail in existing right-of-way is less costly than a new system.
- Would the highway need more improvements if transit is not implemented? The highway volumes are more sensitive to parallel arterial enhancements than to transit improvements.
- Have a hard time envisioning commuter rail through Ft. Collins and Loveland due to the impacts. Light rail may be more feasible. In the commuter rail category there are engine types that have different level of impacts.



MEETING MINUTES

Regional Coordination Committee
January 12, 2006
Page 4 of 11

- Why is it less costly to go through an urbanized area, than in a rural area where there is more potential for TOD. If the central line is provided communities will not plan for it.
Commuter Rail in the central alignment appears to address growth in west Weld County and Larimer County growth heading toward I-25.
- The west side commuter rail would be too slow. The central alignment would provide a faster service.

General Questions and Comments

- Getting out of Ft. Collins on Harmony Road is difficult today.
- TOD more often occurs along rail lines where there is not a major adjacent highway facility. Primarily because the highway and attracts auto use and creates noise.
- The WCR study
- CO is different – TABOR gas user fee required voter approval – easier to raise transit fee then gas tax.

Next Meeting:

Thursday January 12, 2006

3:30 – 5:00 PM

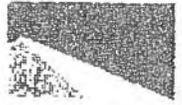
Southwest Weld County Services Building

REGIONAL COORDINATION COMMITTEE

March 9, 2006

Page 1 of 4

NORTH I-25
EIS



information. cooperation. transportation.

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 addressed during the DEIS?" The results are summarized below.

| A. Regional System of Transit | Votes | 9 |
|-------------------------------|-------|---|
|-------------------------------|-------|---|

- a) Rail 10 – 20 – 30 years?
- b) Bus & rail need to be convenient
- c) Seamless transfers between travel modes
- d) Intercity transit facilities
- e) How critical is station locations for commuter rail?

Alternative Mode Options

- f) Will the users of bicycles (not motor) have any commute surfaces, trails?
- g) Bicycle paths.
- h) Alternatives to driving
- i) Multiple travel modes
- j) Alternative to cars
- k) Maintain multi-modal focus
- l) UP Rail on 85
- m) If toll lanes are a must, why not combine with commuter rail in I-25 corridor to give drivers within the region the two best or fastest options?
- n) Are we "building" our way out of congestion with roads? Is that possible with our current rate of growth?
- o) 4/4 Ft. Collins to Denver
- p) Public preference for rail?

REGIONAL COORDINATION COMMITTEE

March 9, 2006

Page 2 of 4

NORTH I-25
EIS



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| | | |
|-------------------------------|--------------|----------|
| B. Compact Development | Votes | 7 |
|-------------------------------|--------------|----------|

- a) Focus improvements in existing urban areas
- b) Encourage compact communities
- c) Encourage walkable development
- d) Encourage transit-oriented pedestrian friendly communities
- e) Ensure compatibility with locally adopted land use and transportation plans
- f) Control land use along I-25

| | | |
|--|--------------|----------|
| C. How will the Project Elements Be Financed? | Votes | 7 |
|--|--------------|----------|

- a) How do we get Feds to increase fuel tax for transportation?
- b) Allow for privatization of busses where the riders pay their own way.
- c) If we have rail, the riders pay the entire cost in their ridership.
- d) How will commuter rail be financed (no transit district)?
- e) Tax subsidy for transit?
- f) Will Park-N-Ride have managed parking?
- g) Commuter rail lines/stops – who will manage RTA? RTD?
- h) Will TOD's be evaluated for each stop?
- i) Tolling is an equity issue in Colorado – T-REX
- j) Instead of tolling, can BRT help pay for managed lanes?
- k) How will non-road options be funded, if ever? We know who will build toll lanes.

Will Tolling be Accepted?

- l) Managed toll to DIA?
- m) Will toll lane be acceptable?
- n) Will success of toll lanes depend on congestion in general purpose lanes? If so, toll lanes should not be in final package.
- o) Environmental justice – cost of toll lanes & to a lesser extent, commuter rail & BRT
- p) Cost? How to Pay?

| | | |
|--|--------------|----------|
| D. Spread Investments Around Region | Votes | 5 |
|--|--------------|----------|

- a) Parallel roadways taken into account for relieving I-25.
- b) Don't continue to put all emphasis/trend on I-25.
- c) Don't turn I-25 into a driveway (like I25 SE Corridor)
- d) I-25 should not become "Main St".
- e) Spread the investments around the region.
- f) 88% commuting in N. Front Range is East – West.
- g) Address congestion in multiple ways.
- h) Very concerned of 'congestion relief' for special events.
- i) Reduce congestion.
- j) Integrate land uses with transportation improvements.

REGIONAL COORDINATION COMMITTEE

March 9, 2006

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NORTH I-25
EIS



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- k) Will relief of congestion come from side/parallel roads along I-25?
- l) Package B: US 85?
- m) US 85 – CANNOT continue more Traffic Signals.
- n) US 85 corridor growth in future.

Equitable Service & Access Across the Region:

- o) Easy access between feeders and transit
- p) N/S service across region
- q) Package A: More mobility for more people.
- r) Support existing population centers
- s) Population B: May not serve all communities. Add that bus system on Greeley – Commerce City.

| | | |
|---|--------------|----------|
| E. Look at how plan could be updated to address expandability needs beyond 2030. | Votes | 4 |
|---|--------------|----------|

- a) (Preserve) Right-of-Way on I-25 - Roadway, Bus, or Rail?
- b) Plan timeframe, Must extend beyond 2030 because of time to construct.
- c) Plan needs to stay flexible for future changes

| | | |
|---|--------------|----------|
| F. How Do Costs Compare Between Modes? (All Cost Categories) | Votes | 3 |
|---|--------------|----------|

- a) All cost must demonstrate best bang for the buck. Many other highways have needs.
- b) Are costs equal between packages?
- c) Data presented must truthfully present pros & cons AND show individual component comparisons
- d) Incorporate cost-effectiveness as criteria to evaluate transit & highway alternatives.

| | | |
|--------------------------------|--------------|----------|
| G. Evaluate Travel Time | Votes | 1 |
|--------------------------------|--------------|----------|

- a) Minimize time to DUS.
- b) Minimize travel time to main transit.
- c) Minimize portal to portal transit time.
- d) HOT lanes for commuter buses, need maximum priority.
- e) For 2030, plan for a service level B or C?
- f) Need 8 lanes from Hwy 52 to Hwy exit at Harmony. Build 6 lanes now and the other 2 lanes later?
- g) Congestion – must be less than today. Better than 'D'.
- h) Decrease travel times.
- i) Quick Travel to Denver.

| | | |
|--|--------------|----------|
| H. Prove How Safety Will Improve Over Current Condition | Votes | 0 |
|--|--------------|----------|

- a) Safety must be better than today.

REGIONAL COORDINATION COMMITTEE

March 9, 2006

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NORTH I-25
EIS



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| | | |
|--|--------------|----------|
| I. 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.

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 RCC meeting.

Meeting Handouts:

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

Next RCC Meeting

May 11, 2006

SW Weld County Svcs. Complex

3:30 pm to 5:00 pm

**Meeting Minutes
Regional Coordination Committee**

~~North I-25~~ RCC / M115
NORTH I-25
EIS



#2104

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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

1. Introductions
2. No Public Comment
3. Design Development
 - The team is currently integrating highway, transit, traffic evaluation, stations and environmental information. It will be presented at the June meetings.
4. Land Use – Presentation by Ben Herman and Darcie White
 - See presentation for detailed information.

Questions/Comments

1. Don Feldhouse – Why does growth include US 287 and I-25 and not US 85?
Please add US 85 information to presentation.
2. Ron Phillips – How do you define a TOD resident? 1 mile, 4 mile, 9 mile? Darcie W. stated that it is defined as 1 mile for this effort. Ron P. asked if we know what percent of people within that distance that use the system. Ben H. said we don't have that data. Ron P. stated that he felt that the presentation diminishes the information. We can add total ridership.
3. Cliff Davidson stated that the San Diego system is about 20 years too late. Densities limit ability to serve the areas if they already exist.
4. Tom A. asked Cliff D. how he would rate Denver timing vs. other systems. Cliff D. said that where rail exists, it will work well but some areas are developed and have no way of being served.
5. Don F. asked how the team is accounting for household income and cost of insurance. Ben H. stated that the model does have the ability to estimate ridership with increased costs in travel. A sensitivity test was completed that indicated that doubling auto expenses would increase ridership on transit by about 90%.

Meeting Minutes

Regional Coordination Committee

NORTH I-25
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6. Cliff D. asked what the increase in density is and the impact to land use. Ben H. stated that the exercise illustrated concentrates 2030 development in a smaller area. Cliff D. added that the change in land uses do impact the eastern side of corridor, not just a 1-mile area. Bob Garcia asked if this the team felt that this would change the results. Tom A. stated that he felt that the two packages being evaluated address our project needs.
 7. Stan Elmquist asked what the percentage increases in employment and population were based on? Darcie W. stated that these were based on peer systems and a reasonableness sensitivity analysis.
 8. Ron said that it was important to portray data clearly in order to not give fodder to the opposition. Be careful about the presentation of our data.
 9. Cliff stated that housing affordability could be one benefit to a transit system. Today a lot of income goes to transportation.
 10. Julie stated that she would ask Gina McAfee for more information about how land use impacts will be evaluated in the EIS and report back to the committees.
5. **Expandability – Presentation by Julie Morrison and Tom Anzia**
- See presentation for detailed information.

Questions/Comments

1. Karen Wagner reminded the group of the importance of giving proper weight to public acceptance of rail.
2. Bob G. asked if there is need for a median pier. Holly Buck advised that the design assumed no center pier between SH 66 and SH 14.
3. Holly B. was asked to check available capacity north of SH 14 on I-25.
4. Karen – “Next Steps Page” At last MPO meeting, John Daggett gave a presentation. If you are talking to the community about land use plans, we should work in conjunction with the MPO. Ben will talk with John, and as part of plan updates, we will work with communities.

Next RCC Meeting:

Thursday, July 13, 2006
1:30 PM – 3:00 PM
SW Weld County Services Complex

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



AGENDA

REGIONAL COORDINATION COMMITTEE
Thursday May 11, 2006
3:30 PM to 5:00 PM

Southwest Weld County Service Complex
4209 Weld County Road 24 1/2

1. Introductions
1. Public Comment Period
2. Design Development Update
3. Land Use Review
4. Expandability Discussion

Next RCC meeting:

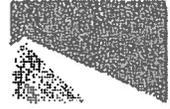
July 13, 2006
3:30 PM to 5:00 PM
Southwest Weld County Services Complex
4200 Weld county Road 24 1/2

Meeting Minutes

Regional Coordination Committee

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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.
- Carla Perez started the presentation by providing information about why are we here. No funding has been identified to build the improvements that the EIS is evaluating. We need to start the discussion about how we are going to funding the project.
- Tom Anzia provided information about cost of the component being evalutated.
- Stan Elmquist commented that a phased ROD would require that improvement to have independent utility.
- Heather Copp discussed the current state of CDOT's revenue forecasts.
- 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, reported that DRCOG has assembled an ad hoc committee that has met twice. They are charged with evaluating funding opportunities and options in the Metro area.

Meeting Minutes

Regional Coordination Committee
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- 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.
- Karen Wagner was on the SB1 taskforce. The group discussed, at length, the need for the state to fund transit. Colorado is one of a handful of states that does not fund transit.
- Cliff Davidson pointed out that the MPO is working on a regional transit management program.
- The group discussed the need for a champion of this funding effort. Recently Longmont hosted a meeting of Mayors to discuss funding. They will get back together in the next few months.
- Lee Kemp – Southwest Weld County may become part of the district. Internally, there has been discussion about their building the Longmont to North Metro piece.

Please Note: There will be no RCC meeting held on Thursday, October 12, 2006.

Next Scheduled RCC Meeting:

Thursday, November 09, 2006
3:30 PM – 5:00 PM
SW Weld County Services Complex

Meeting Minutes

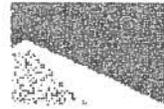
Regional Coordination Committee

November 9, 2006

3:30 PM to 5:00 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 – Jessica Woolery

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) Q: Is the TE lane going to be toll or hot in Package B? The project's executive oversight committee suggested that we leave the management policy open at this point. Therefore, it could be either.
 - 2) C: Keep in mind light pollution.
 - 3) C: Need for re-education of public about moving accidents from traffic.
 - 4) Q: What is the capacity with 6 lanes? Approximately 120K vehicles daily.

B. OVERVIEW OF PRELIMINARY PACKAGE RESULTS

- Chris Primus and Holly Buck explained preliminary results illustrated in handouts. Handouts included interchange volume 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.
- 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.
 - 1) Q: There is a higher ridership of I-25 on Bus Rapid Transit than on Commuter Rail on 287. If people have to drive to get on station, wouldn't numbers be down? Can you explain? Legs into Greeley and Fort Collins provide direct access to the BRT from the communities.
 - 2) Q: Does dwell time with Commuter Rail include moving people on and off? Yes, dwell time is the time at the station and includes boarding and alighting.
 - 3) Q: Do the numbers include 7 days a week or just Monday through Friday? Estimates represent and average weekday.
Answer: Weekday numbers. Weekend will be at 60%, special events up 10%. All in DEIS.
 - 4) Q: Cost of Packages? Package A is approximately 1.6 billion; Package B is approximately 1.8 billion.
 - 5) Q: Will Commuter Rail have to blow horns like freight trains?

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C. 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.

D. 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.

E. PUBLIC INVOLVEMENT UPDATE

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

Next RCC Meeting:

Thursday, January 11, 2007

3:30 PM – 5:00 PM

SW Weld County Services Complex

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Regional Coordination Committee
January 11, 2007
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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.

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.
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.
3. **Noise and Vibration**
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.
 - C: Fort Collins will be interested in the cumulative and additive impacts to the area around Harmony and Timberline in regards to economics, water quality, wetlands, air quality and wildlife where the City has been working to preserve.
 - Q: How do you deal with the sand at excavation sites? How is it categorized and/or mitigated? Does it have any impacts on this project? We will try to avoid excavation sites. It is a complicated issue with mineral rights and we will likely use a mitigation wall.

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- Q: Looking 30 years out, will there be some information that addresses hybrid and electric cars? Are you looking at futuristic items that could have an impact? That will likely be addressed with energy.
- Q: Will you talk about land use with station locations and areas around the stations? Yes, it will include information from our transit station working group.

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.
3. **Economic Impacts**
4. **Right-of-Way**
 - C: You can never have too much ROW. It will be cheaper to obtain it now than 10 years in the future. Then you can prevent future building.
5. **Water Resources and Water Quality**
6. **Wetlands** – Quantified by acreage.
7. **Floodplains**
8. **Vegetation/Noxious Weeds**
9. **Wildlife**
10. **Historic and Archaeological Properties**
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**
16. **Construction**

Meeting Minutes

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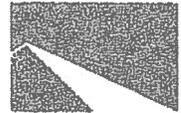
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3. DOCUMENT PREPARATION

- 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: Chapter five of the EIS, financial, still has some real challenges. What level do you plan to put in there? We are negotiating with FHWA to discuss phasing in the final EIS. During the Draft we can look globally, but before the final EIS approval we have to identify funding for construction and maintenance. That will be the subject of future meetings.
- C. What are some examples of the transit options? We could increase RTD territory or the cities could get together to develop a transit district. NEPA process requires that you have ongoing funds for transit maintenance and usage.

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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

REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

January 11, 2007

3:30 PM to 5:00 PM



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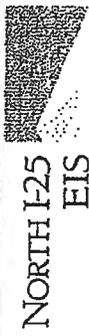
| SIGN-IN SHEET | | | |
|---------------|--------------------------|-----------------------|----------------------------------|
| Name | Affiliation | Specialty | E-Mail Address |
| Anzia | FHU | | Tom.anzia@fhueng.com |
| Bachman | Fort Collins | | dbachman@fcgov.com |
| Bakeman | CDOT Headquarters | NEPA Program Mgr. | sharleen.bakeman@dot.state.co.us |
| Bostick | | City Clerk | ccityclerk@friu.net |
| Bracke | Ft. Collins | | kbracke@fcgov.com |
| Bramble | City of Brighton | | jbramble@brightonco.gov |
| Brewster | Sen Wayne Allards Office | | Anne_brewster@allard.senate.gov |
| Brown | City of Ft. Collins | Councilman | dbrown@fcgov.com |
| Buck | FHU | | Holly.buck@fhueng.com |
| Busck | Thornton | | Noel.busck@cityofthornton.net |
| Cavaliere | | | Dianne.cavaliere@dot.state.co.us |
| Davidson | NFR MPO | | cdavidson@nfrmpo.org |
| Cook | DRCOG | | scook@drcog.org |
| Crane | CDOT | Public Relations | mindy.crane@dot.state.co.us |
| Duffy | Town of Windsor | Trustee | Duffy1057@aol.com |
| Edgar | EPA | | Edgar.robert@epa.gov |
| Elmqvist | CDOT | | Stanley.elmqvist@dot.state.co.us |
| Feldhaus | City of Greeley | <i>Council member</i> | Donfeld7@cs.com |
| Felsburg | FHU | | Bob.felsburg@fhueng.com |
| Foote | | | cofoote@aol.com |
| Frisbie | FHU | | Todd.frisbie@fhueng.com |
| Gaskill | Carter & Burgess | Transport Planning | Craig.gaskill@c-b.com |
| Garcia | CDOT | | Robert.garcia@dot.state.co.us |
| Gavin | City of Dacono | | jmg1109@msn.com |

REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

January 11, 2007

3:30 PM to 5:00 PM



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| SIGN IN SHEET | | | |
|---------------|-------------|-----------------------|------------------------|
| Name | Attended | Affiliation | Specialty |
| Gibson | | Larimer County | |
| Gomez | | North Front Range MPO | Travel Model Devel. |
| Harding | | CDOT R-4 | |
| Hauger | <i>CH</i> | Town of Erie | <i>Trustee</i> |
| Heckel | | City of Loveland | |
| Heister | | Carter Burgess | Transit |
| Hullingshorst | | Boulder County | |
| Jerke | <i>B.J.</i> | Weld County | |
| Kemp | <i>SK</i> | RTD Board | Board Member |
| Kemp | | Town of Wellington | |
| Kendall | | | |
| Jackson | <i>WJ</i> | Ft. Collins | <i>FC Staff - RCC</i> |
| Jerke | | Weld County | Primary Representative |
| Johnson | | Town of Timnath | Staff |
| Lange | | City of Longmont | |
| Martinez | <i>DM</i> | CDOT | |
| Mayer | | | |
| McAfee | <i>GMA</i> | Carter Burgess | |
| McCallum | | Erie | Trustee |
| Miller | | Town of Mead | Civil Engineer |
| Morrison | | Carter Burgess | |
| Mueller | | | |
| Muegele | | FHU | |
| Nevarez | | | |

REGIONAL COORDINATION COMMITTEE
 SW Weld Co Svcs Complex
 January 11, 2007
 3:30 PM to 5:00 PM

**NORTH I-25
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| SIGN-IN SHEET | | | |
|----------------------|-----------------|--------------------|----------------------------------|
| Name | Attended | Affiliation | Specialty |
| Olson | | CDOT R4 | michael.olson@dot.state.co.us |
| Parr | | | carol.parr@dot.state.co.us |
| Parsons | | City of Northglenn | jparsons@northglenn.org |
| Pavlik | <i>MP</i> | FHWA | monica.pavlik@fhwa.dot.gov |
| Persichino | | Weld County | ppersichino@co.weld.co.us |
| Podobnik | <i>XP</i> | PRACO | kpodobnik@praco.com |
| Primus | | Carter Burgess | primuscj@c-b.com |
| Quinn | | RTD | chris.quinn@RTD-FasTracks.com |
| Rademacher | | Weld County | drademacher@co.weld.co.us |
| Scott | | | scottjames@clearchannel.com |
| Smith | | Town of Evans | esmith@ci.evans.co.us |
| Shelley | | RTD | dave.shelley@RTD-FasTracks.com |
| Sprague | | | vsprague@co.weld.co.us |
| Starling | | RTD | jim.starling@RTD-FasTracks.com |
| Swenson | <i>BP</i> | CDOT | Billtc1@comcast.net |
| Telford | | RTD | liz.telford@RTD-FasTracks.com |
| Vaad | | Weld County | gvaad@co.weld.co.us |
| Vanderhoof | | | michael.vanderhoof@fhwa.dot.gov |
| Wagner | <i>KW</i> | Larimer County | kwagner@larimer.org |
| Webster | | CDOT | jennifer.webster@dot.state.co.us |
| Welker | | Loveland | jim@jimwelker.com |
| Willis | | | aaron.willis@dot.state.co.us |
| Karspeck | | Besthood | |
| NGUYEN | <i>LHN</i> | CDOT | |

Wendy Wallace
C-B
EWI
C-B
NW
WA n Wendy
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MEETING MINUTES

RCC

MEETING DATE: March 8, 2007

LOCATION: Southwest Weld County Complex

ATTENDEES: See Attached Sign-In Sheet

PREPARER: **Carter-Burgess**
Wendy Wallach

COPIES: RCC members, C&B File #071609.400

MEETING SUMMARY

1. Gina opened up the meetings with introductions. She quickly covered about where we are in process, she reviewed the packages going into the DEIS. She distributed handout about where we are and remaining steps. The DEIS will be finished this summer and then we will begin review. There are a number of TAC/RCC meetings over next several months, including combined TAC/RCC meetings which will begin at 1:30pm.

Gina also covered anticipated steps between the DEIS and the ROD and the roles of local government policy makers.

2. Gina talked about coordination that recently occurred with municipalities in southern area.
3. Gina turned it over to Holly, Holly began by covering tolling results for Package B.
 - Wilbur Smith and Associates 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 tolled express lanes so in 2030 the cost needs to go up to maintain LOS, other access and management concepts will also be explored.
 - We may be able to meet demand between SH 60 and Harmony Road with single lane.

Question asked about as cost per miles goes up for SOV, it will encourage more carpooling. Chris thinks we could find "soft data" that demonstrates this.



MEETING MINUTES

*RCC Meeting
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Do you have maximum per mile, regarding cost? At about \$1.75 people lost interest in paying.

4. Chris covered daily volumes:

Existing volumes are 60,000 northern up they are up to 125,000 and as we move towards the metropolitan area.

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

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

Package A increases 80 to 100% over today.

5. Effects on arterials:

Chris covered change in volume's compared to No-Action. He reviewed changes to traffic on arterials parallel to I-25.

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

Generally Package A offers slightly more relief on Package B.

Package B, will have slight reduction on arterials. Package A has slightly higher reduction on arterials in northern region.

In the south, package B has greater reduction on arterials in metro area.

David B. asked if that is because of all of the congestion in metro area, and Chris confirmed.

6. Holly covered traffic, existing, 2030 and No-Action.

LOS is used as measure of delay, except on mainline it is density. A = good and F = not so good.

Queuing creates problem with circulation and flow so the team looked at this, the team has recommended improved interchanges, increased ramp spacing and frontage roads.

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



MEETING MINUTES

RCC Meeting
March 8, 2007
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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.

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 120th Avenue.

Stations – 57 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.

Mark J asked where congestion around commuter stations is occurring? Holly will provide an answer to him. Holly said even though there is congestion; there are positive impacts elsewhere.

Action Item: Holly get information to Mark Jackson.

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

Karla H. asked about station evaluation, she said there will be problems associated with congestion at stations, we need to disclose this so communities can make informed decisions.

Mark J. said, this disclosure will let communities looking at changing land use to ease congestion.

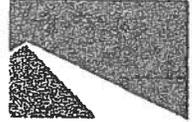
7. Paul covered grade crossing. There are 2 rail components: existing BNSF alignment and Longmont – North Metro Connection.

Twenty one new crossings are proposed with Longmont-North Metro Connection, 16 would be at grade, 5 grade separated.

Two types of analysis occurred. Using FRA program to predict accident information. The team also looked at exposure factors.

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.



MEETING MINUTES

*RCC Meeting
March 8, 2007
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Paul will be issuing report.

We haven't reached out to PUC regarding this specific project. We may be able to reach balance. If they want us to grade separate everything, it will drive up the cost of Package A.

Someone asked if this is major issue with LRT. Paul said LRT in Denver has at grade crossing "street running scenarios". Outside of Denver there are lights, gates and supplemental safety measures.

Mark J. asked does FRA has different standards for LRT and commuter rail? Paul answered technically LRT is not regulated by FRA, it is just shared by Union Pacific so there are safety regulations in place. Paul not sure how FRA will rule.

David B. said if commuter rail is separated from general system it will be PUC. Where sharing it will be PUC/FRA.

8. Chris talked about ridership. He covered magnitude of riders on commuter rail going from FT. Collins to North Metro. He reviewed the types of modes used to access stations are included.

Commuter bus ridership grows from north to south as well. There are 4,300 riders a day from Longmont to Ft. Collins. 1,200 riders on CB between Greeley and DUS between Greeley and DIA 350 riders.

Chris tested a different option. Longmont to Ft. Collins from NW rail service. It resulted in 3,300 riders per day.

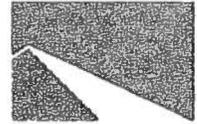
Commissioner asked if you had 3,300 riders a day – what would be the cost? And how much would have to be subsidized? Those costs can't be addressed today, they will at a later date. Dave clarified, we have included a fare to use for our model.

Ridership results for Package B: 5,800 riders per day, 5,600 are on main BRT, 200 would use alternating route to DIA.

Would this put Shamrock out of business? They currently run this route. We haven't figured that out.

Dave B. asked under Package A what would happen if you added bus service along 287? Chris said this is a lot more dense, we may look back to get this information.

Action Item: Chris P to follow up



MEETING MINUTES

*RCC Meeting
March 8, 2007
5 of 6*

CDOT – on Package A, there is no direct access to DIA. Chris said you could take commuter rail to DUS, and then go to DIA or you could drive to park-n-Ride along 285.

Comment from audience:

Comparative ridership between Packages A and B are so similar, but cost differences may be different to help discriminate.

9. Chris covered travel times:

Under Package A, there was more volume but travel time is better than No-Action. Package B is better if you use tolled express lanes, so this managed lane could be managed into future, it could keep being adjusted.

E-470 to 20th (shorter segment) = longer travel time because of metro area congestion. Package B becomes faster than Package A.

Between Ft. Collins and DUS:

- Travel times will be 130 minutes with No-Action.
- Package A = 120 minutes.
- Package B = 113 minutes.
- Commuter rail is 93 minutes at 40 mph average speed.
- BRT is 72 minutes, very fast – 75 mph. Stopping at median stations, allows for faster travel times.

Holly asked if private auto travel time also originates at the south transit center in Ft. Collins. Chris says “yes” in peak periods.

A question was asked about why commuter rail is so much slower? There are geometric issues. There are speed restrictions, plus more station stops. Typical speed are 35 to 40 mph.

Chris discussed Greeley to Denver. Commuter bus has different alignment so it is not “apples to apples” 119 minutes or so. Travel time is competitive with private auto.

Holly asked if private auto follows same route. She thinks that we should do auto, check 85 for comparative purposes.



MEETING MINUTES

*RCC Meeting
March 8, 2007
6 of 6*

Action Item: Add US 85 Auto Travel Times

In summary, Package A generally has better travel times in the northern study area, Package B generally has better travel times in the southern area. Transit is generally competitive with general purpose lane travel times.

A question was asked about Two River Parkway East, it will be improved, is this reflected? Karla H. needs to check regionally, constrained plan.

10. Jessica provided Public Involvement update:

- Interchange working groups wrapping up, memos available on website.
- Open houses mid – June.
- Jessica went over latest public comments received to date.

11. Next meeting May 10th – Land Use.

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REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

March 8, 2007

3:30 PM to 5:00 PM

**NORTH I-25
EIS**

information, cooperation, transportation.

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REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

March 8, 2007

3:30 PM to 5:00 PM

**NORTH I-25
EIS**

information, cooperation, transportation.

SIGN-IN SHEET

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REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

March 8, 2007

3:30 PM to 5:00 PM

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| Nguyen | | CDOT | | |
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Meeting Minutes

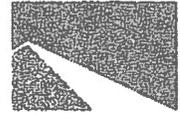
Regional Coordination Committee

May 10, 2007

3:30-5 PM

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NORTH I-25
EIS



information. cooperation. transportation.

MEETING DATE - May 10, 2007
LOCATION: Southwest Weld County Services Complex
ATTENDEES: See Sign In Sheet
PREPARER: PRACO – Jessica Woolery

SUMMARY OF DISCUSSION

1. OVERVIEW OF PACKAGES

- Cliff Davidson - Just updated employment stats and it looks different, for future stats.
- Is BRT less conclusive to TOD because of station location in the median of I-25 and it is just not very walkable?
- Bob Garcia – Northern CO doesn't have to mirror the urbanized TOD of Denver and there is flexibility on the attractiveness of the potential BRT stations.
- Cliff Davidson – Package B concerns me because all our eggs are in on e basket. If all the land use being conducive to I-25 and BRT development then everything shuts down when there are issues on I-25 vs. with Package A when there are options on the east and west side. In turn the level of service remains better.
- Bob Garcia – CDOT recommends what to do, however, it is up to the local entities to develop and how.
- Cliff Davidson – Concerned that Package B will pull development out of downtown areas and push toward I-25. Centurra is an example.
- Doug Radenmacher – I think development will come toward I-25 with either package either way, but just more pronounced with Package B.
- Chris Primus – All 3 packages increase demand on East-West corridors in regards to traffic.
- Why does No-Axn increase development on East-West corridors if I-25 is incredibly congested? The East-West corridors (Prospect/392/34) that can operate effectively without I-25 will increase in regards to development.
- Don Feldhaus – Do BRTs in CA go along freeways or are they through communities?
- Ben – Many through communities near major roadways, but not right along.
- Chris Primus – Between LAX and LA has BRT along freeway in median.
- Cliff Davidson – The difference between CA and Northern CO is land available to be used. We should be looking very long term for the investment.

Meeting Minutes

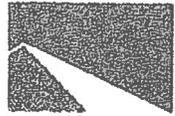
Regional Coordination Committee

May 10, 2007

3:30-5 PM

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NORTH I-25
EIS



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- Doug Radenmacher – Does N I-25 EIS tie in with Bob Driggs' rail plan from WY to NM? Discussions on how it can marry up with the long range rail plan.
- Doug Radenmacher – Weld County is pretty well set with 85. There is little unincorporated along 85. It will be within municipalities to consider. 287 has much more unincorporated area.
- Cliff Davidson – Utah is great model with rail as municipalities had to bid on having a station located in their town with TOD. NFMPO is considering 5 TOD areas in our 2035 planning.

NEXT RCC MEETING:

July 12, 2007

1:30 PM – 3:30 PM

SW Weld County Services

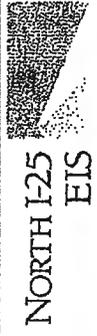
(Combined Meeting with Technical Advisory Committee)

REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

May 10, 2007

3:30 PM to 5:00 PM



information, cooperation, transportation.

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REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

May 10, 2007

3:30 PM to 5:00 PM

**NORTH I-25
EIS**

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REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

May 10, 2007

3:30 PM to 5:00 PM



**NORTH I-25
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| SIGN-IN SHEET | | SIGN-IN SHEET | |
|---------------|----------|--------------------|--------------------------|
| Name | Attended | Affiliation | Specialty |
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| Olson | Steve | CDOT R4 | |
| Parr | Carol | CDOT | |
| Parsons | Jill | City of Northglenn | |
| Paulimeno | Jim | CDOT | |
| Pavlik | Monica | FHWA | |
| Persichino | Pat | Weld County | |
| Podobnik | Kim | PRACO | |
| Primus | Chris | Carter Burgess | |
| Putman | Gene | City of Thornton | |
| Quinn | Chris | RTD | |
| Rademacher | Doug | Weld County | Alternate Representative |
| Scott | James | | |
| Smith | Earl | Town of Evans | |
| Shelley | Dave | RTD | |
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Meeting Minutes

Technical Advisory Committee
Regional Coordination Committee
July 12, 2007
1:30 PM to 3:00 PM
Page 1 of 4

MEETING DATE - July 12, 2007
LOCATION: Southwest Weld County Services Complex
ATTENDEES: See Sign In Sheet
PREPARER: PRACO/FHU – Tom Anzia

SUMMARY OF DISCUSSION

A. OVERVIEW

1. Tom Anzia kicked off the meeting and then introductions were made.
2. Reviewed schedule regarding upcoming meetings.
 - o September (Noise & Vibration),
 - o November (Environmental Justice and Water Sources),
 - o January (Natural Area Impacts).
 - Tom A. said in spring of next year, we are looking for input on DEIS developing consensus on FEIS and the Preferred Alternative. Tom A. would like to start at 3:30 pm on technical subject and then start RCC meeting at 5:30 pm. to the purpose of the 5:30 PM meeting is to review collaborative process and verify process for building consensus for the Preferred Alternative..
 - Tony Ogboli said 3:30 PM may not be a convenient time for TAC members. Tom A. said this was feedback. We heard that a later time works better for the RCC, therefore TAC is being moved back to 3:30 PM to accommodate the RCC.
 - Tom A. would like to verify RCC attendee list and review collaborative process and schedule during upcoming 5:30 PM meetings.
3. Tom A. introduced Gina McAfee. Gina M. reviewed the purpose for recent meetings, i.e., present analysis results on resources from build packages. She reviewed build packages and the DEIS process.
4. Gina M. said we are talking about air quality at today's meeting. She talked about geographical analysis, boundaries, attainment and non-attainment.
 - There is a requirement in CAA that projects must be in metropolitan regional transportation plan before federal agencies sign-off on it.
5. Gina M. said, in general, many pollutants will decrease, due to tightened emission controls. Over time, they may increase again since we drive more. This will have policy implications.
 - Someone asked if we make adjustments for hybrid vehicles and account for different fuel types. Gina M. said we cannot account for this in the model, but we do some sensitivity analyses in DEIS.

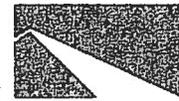
Meeting Minutes

Technical Advisory Committee
Regional Coordination Committee
July 12, 2007
1:30 PM to 3:00 PM
Page 2 of 4

- Gina M. said we do this in compliance with 1990 CAA. We need to make sure that it won't exceed established NAAQS conformity. Transportation projects need to go through analysis to make sure they are in conformity. We look at mobile sources. Projects must come from a conforming plan and must be in the STIP. The ROD needs to be fundable and come from conforming plan and TIP. If it is in the plan, FHWA may still sign it, as long as it will be included in TIP.
 - Conformity requires that the project cannot contribute to CO and PM₁₀, no new localized hot spots.
 - Plan and TIP must be consistent with omissions budget in SIP. We do analysis with APCD and EPA.
6. Jill Schlaefter discussed trends more than specific data. Jill pointed out attainment areas, NAAQS, measured by matter in the atmosphere, plus MSATS. EAC for ozone covers most of front range counties. Ozone backs up against the mountains. Ozone is created by a variety of chemicals, and then combined with sun, become ozone.
7. CO has been declining with time. This is due to emission controls. For PM₁₀ we look at emissions by engines. Airborne dust is ten times the emissions generated by engine PM₁₀, but engine PM₁₀ is more dangerous.
8. NO_x (many oxides), plus VOC's are primary concerns generated by engine exhaust. Powerplants and other industrial things cause it. Major concern is in Larimer and Weld counties, which are in EAC areas. Increased VMT in 2030 is what is evaluated for air quality.
- We are also looking at a change in the economy. Agricultural activities generate pollutants, but agricultural land is being developed. Engines will increase pollutants. We are already at the edge of non-attainment for ozone. The ozone threshold may be changed or lowered. With proposed change, it would definitely be in non-attainment.
9. Other problems are nitrogen near Rocky Mountain National Park (RMNP), which is doing environmental damage.
- Six toxins have been analyzed in MSAT's. These MSAT's will go down between now and 2020 due to emission controls.
10. There has been an eighty percent increase (49M) in VMT over 2001 on North I-25. New proposal could add 40 to 60 buses. Rail makes an incremental difference in system-wide VMT.
11. Summary of results:
2001 - 28M VMT daily – Looked at interim year and 2030. Emissions are affected by not only VMT but speed as well. Increased speed increases emissions.

Meeting Minutes

Technical Advisory Committee
Regional Coordination Committee
July 12, 2007
1:30 PM to 3:00 PM
Page 3 of 4



12. Tony Ogboli (CCD) asked about why VMT numbers for Package A are higher than Package B, with transit in A. Total VMT accounts for transit, but people need to travel to transit. Plus, Package A has general purpose lanes, which increases VMT over Package B. BRT removes cars. In addition, ridership is low on transit, and the study area is so large.
13. Preliminary results show significant decrease between today's emissions and future conditions. Emissions are slightly higher between 2015 and 2030, due to degrading of auto fleet. In addition, moving traffic from arterials onto the highway generate more emissions, because of increasing speeds.
14. MSAT's will be downward trends with ongoing time. Diesel PM declines significantly. Question: Why is there no change in pollutants? Is this because of controls in technology?
Answer: Yes. However, with engine deterioration, it will go up. Emissions are declining while ramping up VMT on road.
15. Hot spot results: Done for representative sites in the study area only for CO. Numbers are small relative to threshold.
16. Mitigation: Region wide is more difficult to address. Strategies for local agencies were reviewed. For the project, Bus fleet and rail vehicles should be Tier II and IV standards. Construction mitigation to reduce dust is very important.
17. A Larimer County representative said "It is surprising that there is no significant difference in packages between 2015 and 2030."
 - Tom A. responded that we are seeing this partly because of the large study area. Gina M. said this is not surprising because she has seen it on other projects at regional levels. Gina M. stated that, if you look at localized areas, you might see differences that are more noticeable. In addition, part of it is constraint of tools.
18. Gina M. said we would dissect information by maintenance attainment areas to better ascertain impacts.
19. Vicki asked why nitrogen deposition in RMNP is an increasing problem, but results show a decline. Gina M. said this is because we look only at mobile sources.
 - Lisa Silva said there are still NO_x in the future. Because of ammonia from catalytic converters, this may be a factor in the future.
20. Lisa Silva talked about ozone, 8 hour standards, and exceedance highlights. Rocky Flats is where most of the exceedances occur. Exceedances have been recent, but have not been averaged over 3 years. If Rocky Flats hits .088, we would be in non-attainment.
 - CDPHE will submit data to EPA in October. We will violate it. Control measures on mobile side include gasoline composition, and tailpipe controls are most effective. Oil and gas sector regulations are more stringent. It seems to be making a difference.

Meeting Minutes

Technical Advisory Committee
Regional Coordination Committee
July 12, 2007
1:30 PM to 3:00 PM
Page 4 of 4

- What happens when we end up in non-compliance? That is to be determined, but transportation funding may be at risk.
- New ozone standard has been proposed, which may be primary for secondary standard. This may be finalized in October, then non-attainment would be official. SIP's would be modified to address this, i.e. more control measures, such as vapor recovery and VOC's from paint.
- Do they limit fueling times? Lisa S. does not know. They need to look at new list of control measures.
- Bil Haas asked what is short-term implication of non-attainment. Lisa S. not sure what it means for projects like this. Gina M. said Denver was non-attainment for many years. The analysis does not change, but SIP commits the region to control measures. If those do not work, transportation funds could be at risk. This happened in Atlanta, GA. EPA and CDPHE would work together.
- Brad Beckham said emissions budget would be tightened and harder to meet conformity. Many projects may not be included in the plan. The budget is related to standard, which becomes a difficult policy type of dilemma.
- Bill Haas had comments about EAC. He said this approach is novel. There are about a half-dozen around the country. If EAC were not in place, we would have had non-attainment a while ago.
- Jason Longsdorf (CCD) looked at tables, and Denver, CO exceeds emissions budget for CO.

NEXT TAC MEETING:

Thursday - September 13, 2007
Time: To Be Determined
SW Weld County Services Complex

REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

July 12, 2007

1:30 - 3:30 PM

RCC

**NORTH I-25
EIS**

information, cooperation, transportation.

SIGN-IN SHEET

| Name | Attended | Affiliation | Specialty | E-Mail/Address |
|-----------|------------|--------------------------|--------------------|----------------------------------|
| Anzia | | FHU | | Tom.anzia@fhueng.com |
| Bakeman | <i>SBh</i> | CDOT Headquarters | NEPA Program Mgr. | sharleen.bakeman@dot.state.co.us |
| Beckhouse | | FTA | Planning | david.beckhouse@dot.gov |
| Bostick | | | City Clerk | ccityclerk@frii.net |
| Bracke | | Ft. Collins | | kbracke@fcgov.com |
| Bramble | | City of Brighton | | jbramble@brightonco.gov |
| Brewster | | Sen Wayne Allards Office | | Anne_brewster@allard.senate.gov |
| Brown | | City of Ft. Collins | Councilman | dbrown@fcgov.com |
| Brown | | Carter & Burgess | Traffic/Rail | paul.brown@c-b.com |
| Buck | | FHU | Transportation | Holly.buck@fhueng.com |
| Busck | | Thornton | | Noel.busck@cityofthornton.net |
| Cavaliere | | | | Dianne.cavaliere@dot.state.co.us |
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| Cook | | DRCOG | | scook@dircoq.org |
| Crane | | CDOT | Public Relations | mindy.crane@dot.state.co.us |
| Duffy | | Town of Windsor | Trustee | Duffy1057@aol.com |
| Edgar | | EPA | | Edgar.robert@epa.gov |
| Elmqvist | | CDOT | | Stanley.elmqvist@dot.state.co.us |
| Feldhaus | <i>DTF</i> | City of Greeley | | Donfeld7@cs.com |
| Felsburg | | FHU | | Bob.felsburg@fhueng.com |
| Foote | | | | cofoote@aol.com |
| Frisbie | | FHU | | Todd.frisbie@fhueng.com |
| Gaskill | <i>AG</i> | Carter & Burgess | Transport Planning | Craig.gaskill@c-b.com |
| Garcia | | CDOT | | Robert.garcia@dot.state.co.us |

REGIONAL COORDINATION COMMITTEE

SW Weld Co Svcs Complex

July 12, 2007

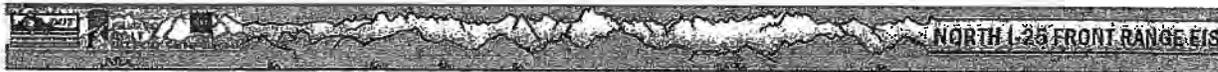
1:30 - 3:30 PM

**NORTH I-25
EIS**

information, cooperation, transportation.

| SIGN-IN SHEET | | SIGN-IN SHEET | | |
|---------------|----------|--------------------|--------------------------|--------------------------------|
| Name | Attended | Affiliation | Specialty | |
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| McCallum | Greg | Erie | Trustee | Mccallum@erico.gov |
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| Morrison | Julie | Carter Burgess | | julie.morrison@c-b.com |
| Mueller | Amy | | | amy.mueller@ci.denver.co.us |
| Muegele' | Gregg | FHU | | gregg.muegele@fhueng.com |
| Nevarez | Juanita | | | inevarez@brightonco.gov |
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| Olson | Steve | CDOT R4 | | michael.olson@dot.state.co.us |
| Parr | Carol | CDOT | | carol.parr@dot.state.co.us |
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| Quinn | Chris | RTD | | chris.quinn@RTD-FasTracks.com |
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| Smith | Earl | Town of Evans | | esmith@ci.evans.co.us |
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| Sprague | Vicky | | | vsprague@co.weld.co.us |
| Starling | Jim | RTD | | jim.starling@RTD-FasTracks.com |

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CDOT Region 4
 North I-25 Front Range EIS
 TAC Meeting
 February 12, 2004
 2:00 PM

@ CDOT R-4 Loveland
 2207 East Highway 402
 Loveland, CO 80537
 (970) 667-4670

MEETING MINUTES

MEETING TYPE: Technical Advisory Group

MEETING DATE: February 12, 2004

MEETING LOCATION: CDOT R-4

| <u>ATTENDEES:</u> | <u>AFFILIATION :</u> | <u>ATTENDEES:</u> | <u>AFFILIATION :</u> |
|-------------------|--------------------------|-------------------|----------------------|
| Dan Dennison | Mead | Mark Peterson | Larimer County |
| Rod Wensing | Windsor | Charits Brockman | Windsor |
| John Franklin | Johnstown | Beth Chase | CDOT |
| Deck Leffler | Frederick | David Klockeman | Loveland |
| Dave Lindsay | TST/Firestone | Dennis Wagner | Windsor |
| Mark Jackson | City of Ft. Collins | Trent Marshall | Northglenn |
| Jeanne Shreve | Adams County | Michelle Kayln | Adams County |
| Larry Ketcham | Town of Milliken | Jim Sidebottom | City of Ft. Lupton |
| Gene Putnam | City of Thornton | Vicky McLane | NFRMPO |
| Frank Hempten Jr. | Weld County Public Works | Dave Downing | City of Westminster |
| Tom Anzia | FHU | Kim Podnblik | PRACO |
| Bob Felsburg | FHU | Gina McAfee | Carter-Burgess |
| Holly Miller | FHU | | |

PREPARER: Felsburg Holt & Ullevig
 Holly Miller

SUMMARY OF DISCUSSION:

Introductions and Welcome

1. Bob G. – Unfortunate to report that there has been another fatality along I-25. Reiterating the importance of this effort.

Thanks for participating, two lead agencies Jean Wallace with FHWA, John Dow with FTA. Bob read CDOT's environmental ethic. The NEPA process helps with good decision making.

Power Point Presentation

2. Tom

- Project introduction
- Technical Advisory Committee representation, functions, schedule
- Project team
- Study area
- EIS Process
- History of Regional Transportation Studies
- Other Ongoing Corridor Studies

Gina

- National Environmental Policy Act
- Environmental Consideration
- Social Impacts
- Economic Impacts
- Environmental Impacts
- Purpose of scoping

Kim

- Information Sharing
250 people at recent open houses
- Information Gathering
- Targeted Outreach

Tom

- Input and Discussion

Input and Discussion

- What is the useful shelf life of this EIS? *An EIS left inactive may have a shelf life of 3 years.*
- How were Northern limits determined?
The northern boundary was determined through input from FHWA/FTA. It was based on traffic data and future population and employment. Consideration is still being given to extending the northern terminus to Wellington. This is why the boundary line is fuzzy.
- How Multi Modal is this study? The study should include bike, bus, toll, rail, etc. It should tie to US 36 corridor work. Study should coordinate with other corridors.
Coordination with other corridors has begun and will continue throughout the study. It will be multi modal considering a variety of travel modes.
- Can this be used to facilitate North Metro?
This EIS will be coordinated with the North Metro work. The North Metro work is not an EIS following the NEPA process. With Fastracks some corridors would not have Federal participation. This EIS is very unlikely to have different solution than what the North Metro recommends.
- This study should facilitate the Highway 85 access corridor plan.
- It appears that we continue to study while funding becomes less and less.
There are a lot of needs without enough resources. The 1993 EA is still being used. An EIS left inactive may have a shelf life of 3 years. If the document is kept alive it can be much longer. The MPO is considering forming an RTA. No comprehensive plan has yet been completed for North I-25.
- Is there a difference in south terminus based on modes?
Tolling alternatives would need to go south of SH 66. Rail alternatives would extend to Union Station.

Meeting Minutes of February 12, 2004

Page 3

- Why is Diagonal Included?
To include the BN rail from Longmont to Boulder.
- What is the objective of the eastern boundary?
To include the UP rail line and Highway 85
- Would like to see transit down Highway 85.
- TAFS had a large study area and it was criticized for being too large to generate accurate forecasts.
This effort will include modeling efforts that combine the Denver Metro area and the North Front Range.
 - a. Modeling
 - b. Other evaluation tools
 - c. TDF group formed
 - d. 2 national experts
 - e. Effort up front
 - f. MPO land use model being developed
- North boundary terminus may change with freight movement
- Goals & Objectives
 - a. Don't forget about movement to the north
 - b. Safety comes first
 - c. Mobility NOT just faster, should have improved safety
 - d. Mix of vehicles on 85 and number of intersection controlled and uncontrolled more intersections
 - e. Modes
 - f. Include freight movement considerations
 - g. ITS, auxiliary lanes
 - h. Consider eastern bypass
- Make history board studies available
- Move meeting to Southwest Weld County Service Complex?
- Use electronic format – reduce amount of paper
- Would EIS interfere with other improvements?
 - a. Safety improvements can be made

Next Meeting

TAC Meeting

2nd Thursday of the Month

March 11, 2004

Location to be determined

CDOT Region 4
North I-25 Front Range EIS
TECHNICAL ADVISORY COMMITTEE MEETING
February 12, 2004
2:00 PM to 3:30 PM

@CDOT R-4 Loveland
2207 East Highway 402
Loveland, CO 80537
(970) 667-4670

SIGN-IN SHEET

| Name: | Affiliation: | Telephone: | E-Mail Address: |
|------------------|----------------------|---------------|---------------------------------|
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| Charity Brockman | " | " | cbrockman@windsor.gov |
| JOHN FRANKLIN | Windsor | 970 587-4664 | franklin@townofwindsor.com |
| Beth Chace | CDOT | 303-757-9819 | beth.chace@dot.state.co.us |
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| Jim Sidebottom | City of Fort Lupton | 303-687-6694 | cityadmin@fortlupton.net |
| Gene Kufner | City of Thornton | 303.538.7200 | Gene.Kufner@cityofthornton.net |

Loveland Police and Courts Building, 810 E. 10th Street
Technical Advisory Committee
March 11, 2004

MEETING MINUTES

Attendees: See Sign In Sheet

Copies: Attendees, Tom Anzia (FHU), Jean Wallace (FHWA), John Dow (FTA), Mike Vanderhoof (FHWA), Bob Garcia (CDOT), File#071609.400

SUMMARY OF DISCUSSION:

1. Dave Martinez (CDOT) started the meeting and welcomed everybody.
2. Gina McAfee introduced herself and asked people to introduce themselves and name their jurisdiction.
3. Gina said the agenda for the meeting will cover three topics: what we've heard so far (scoping), travel demand forecasting, and input from participants regarding the purpose and need.
4. She mentioned Urban Land Institute (ULI) is sponsoring workshops on TOD. The one for North Front Range will be on June 11, 2004 with TOD. Gina mentioned this would be good to attend.
5. Summary of scoping was reviewed (see attached handout).

Dave Krutsinger asked if the pro-rail comments identified corridors. Holly Miller answered "No".
6. Chris Primus described the travel demand forecasting process (see attached handout).
7. A question was asked if we could tell on the origin/destination maps where the most people were destined for. Chris described this using the maps.
8. A question was raised whether or not you could use this information because it is 6 years old? Haven't conditions changed in 6 years? Employment centers have changed. A suggestion was made to do a household survey that would seem more up-to-date.

9. Chris mentioned we want to use existing data to be cost effective.
10. A comment was made that if you use household data survey belonging to one jurisdiction it cannot be extrapolated for the entire region. We will also supplement with DRCOG Travel Behavior Inventory data.
11. There was a suggestion to make graphics larger.
12. A comment was made that people divert at Platteville onto Highway 60 and avoid traffic on US 85 in Greeley. There has been a great increase in traffic since Two Rivers Parkway was built.
13. Why are you going from vehicle to person trips? Is needed based on the available information in the regional travel models.
14. Will you use Traffic Analysis (TAZ's) Zones as basis? The answer is yes. Interregional trips are based on a conglomeration of TAZ's.
15. Dave Martinez asked if the Technical Forecasting Working Group agreed with the proposed methodology for this travel demand forecasting. Chris answered "yes".
16. Dave Krutsinger (who participates in the TFWG) said this process is probably the most suited for this project unless we want to wait a couple of years.
17. What do the experts bring to the team? They are also knowledgeable about FTA regulations. They have devoted their careers to developing regional travel models. They have experience at combining regional travel models.
18. Bob Felsburg addressed a question to people who aren't modelers but use the outcome. What is it about the output is most useful to you?
 - Someone said that some models don't take into account localized access. We should send it to people in local jurisdiction to QC. The person from the local government has a lot of knowledge for modeling. Chris said this is good advice, we will plan on this.
 - Someone asked if this approach precluded use of a new household travel survey. The NFRMPO completed a survey in 3 months. This was done by ETC out of Kansas but it's from 2002.

Bob asked what it cost? It cost \$120,000, Vicky from NFRMPO felt its confidence level was high.
 - We should get traffic count data on other routes (parallel routes) we need to take account impact of our project on these routes.
 - Felsburg, Holt & Ullevig has done a study, which had recent traffic counts that should be included.

19. Gina asked for input regarding the purpose and need statement. It will ultimately become Chapter One of EIS. It will set the stage for evaluation criteria.
 - A comment was made that intermodal relationships needs to look at needs and desires of communities. We need to reflect the need for transit.

Bob Felsburg said "relationship" is a federal term. We can include your specific need, such as transit.
 - Gina paraphrased this as, "a need to examine to multimodal options".
 - Vicky from NFR said the problem is, "there are no alternatives", which would translate into a need for bus service or other modes.
 - Expand modes into Denver to along the US 85 corridor.
 - Transfer commodity movement being moved by truck to rail to save infrastructure, which could be translated to accommodate freight movement of goods.
20. When there is an accident, it locks the roadway up for hours and then there are no alternative routes. Congestion and safety problems occur as result of incidents.
21. TAFS just looked at north-south maybe we need to include east-west focus. Emphasize east-west mobility. Improvements on east-west roads could alleviate traffic on I-25.
22. A question was raised, can travel demand modeling model different classification of vehicles? Chris said the DRCOG model includes the effect of truck traffic.
23. Rail crossings have impact on movement of traffic. Model should consider this.
24. Consider ITS as part of alternatives.
25. Someone asked if lateral movements were considered, these could improve alternative routes especially SH 66 (is at capacity).
26. Another suggestion was made that ITS and incident management should be included. Congestion needs to be addressed.
27. Someone asked, how will you account for each community's transportation programs?
 - They are taken into account in the model. This is also evaluated as part of the No-Action Alternative.
 - Bob Felsburg noted it may be difficult to draw the line on what to include.

28. The NFR is lacking any institutional structure to address transit in the region. We need institutional structure for all transportation needs.
29. There is no RTD. There are a multitude of CDOT organizations in this region. We need more agencies to help meet the jurisdictional transportation need.
30. How is the fiscal reality incorporated into this? Gina said funding availability will be included in the evaluation criteria. The Record of Decision must show that it is fundable, including a financing plan.
31. A question was asked if we would look at the cost of rail and what little impact it actually has. No one is asking if rail would actually be used, we need to ask this.
 - Gina said this will be addressed. We will ask: How much will transit cost? What is capital cost? What is ridership?
32. A question was raised about land use around interchanges. Will we look at future allowable development at interchanges?
 - Gina said the model will output what future traffic volumes will be at interchanges but we will not be doing traffic impact analysis at each interchange.
 - We should look at access as it relates to intersections.
33. Someone said there is an adopted access plan for US 34.
34. There was a question raised about, if the ROD will indicate what people have wanted all along. Gina said the NEPA process does not make everyone happy. Hopefully people will understand how their input is used. Gina explained how we track comments and how we respond.
35. Will you validate comments comparing vocal minorities to general populace?
 - Gina said we won't just do public meetings, we try to do outreach at numerous venues to reach all segments of populace.
36. Bob Felsburg asked if safety was an issue? Everyone assumed it was.
37. We need to consider the frontage road system, how it is being used.
38. We need to also consider nearby parallel roads.
39. We need to look at interchange upgrades from safety standpoint.
40. Limit additional interchanges and upgrade existing interchanges.
41. Roads coming into I-25 need to be efficient.

42. Pavement condition needs to be considered, this has an impact on both capacity and safety.
43. Bob asked if everyone understands about supporting communities plans for economic development.
 - People agreed it should be a need.
44. A comment was made to consider land use. It is a part of synergistic process.
45. Consider safety problems at I-25 and SH7.
 - Look at accidents types and rates history.
46. Gina thanked everyone for their input. We'll meet again 2nd Thursday of each month.
47. After meeting, two additional comments were submitted:
 - Joint utility sleeves are needed across I-25 for communities to share costs.
 - Presentation material was difficult to read. Gene Putnam volunteered to work with the team so the style of presentation material can be improved.

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MEETING MINUTES

Technical Advisory Meeting
April 8, 2004
2 of 5

Technical Advisory Committee

MEETING DATE: April 8, 2004

LOCATION: Southwest Weld County

ATTENDEES: See Sign In Sheet

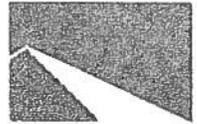
PREPARER: Felsburg Holt & Ullevig
Becky Noe

MEETING PURPOSE: Monthly Project Update & Review

MEETING SUMMARY

Meeting Objectives:

1. Travel Demand Forecasting Update
 - o Gina – Traffic counts taken in February
 - o Discussion continues about preparing a survey
 - o April 21st is the next Travel Forecasting Group meeting
 - o Provided copies of Existing Commuter Rail Systems Report
 - o Tom – Schedule
 - General 6 month schedule
 - Meeting will be held monthly at SW Weld for at least the next year
2. Purpose and Need - Does the group have thoughts on this draft Purpose and Need?
 - o Modal Alternatives and interrelationships important
 - o Vicky M. thought Karla H. had said at a recent meeting that the only reason we cover such a distance east and west is for rail alternatives
 - o Bob F. – Maybe we should add a strong focus to I25 in the project description
 - o Public commentary will be addressed in the document
 - o Are there current plans for improving aging infrastructure? Stan E. said he didn't recall any improvement in the next 6 years included
 - o SH 52 – SH 66 improvements should be included in the no action alternative
 - o EIS will not hold up the SH52 – SH66 process – lack of funding is holding it up
 - o Focus appears to be north are we going to look south of SH 7 too?
 - o We are discussing our role south of S.H. 7 with EOS and how the different corridor studies will interact



MEETING MINUTES

Technical Advisory Meeting

April 8, 2004

3 of 5

- Transit alternatives will continue south of S.H. 7 because S.H. 7 is not a logical termini for transit alternatives
 - Accident data along I-25 was presented to the group.
 - We will take into account WHI
3. Goals – Tom
- Not support land use plans but perhaps integrate local land use plans or complement local land use plans?
 - How do we tie goals to the categories of needs in Purpose and Need?
 - Goals used to guide alternatives not necessarily tied to needs. Bridge from needs to criteria
 - All needs must be controlled by goals. Can have extra goals
 - Goal to address interrelationships
 - Break #3 into 2 goals
 - Add info on freight movement
4. Gina – Alternatives Development Document
5. Tom – Initial Alternatives List
- Needs = Goals = Alt Screening/Alt Evaluation

Action Items:

- Add Ron Philips to the RCC List

SIGN IN SHEET

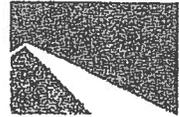
SIGN-IN SHEET

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| Michele Kayen | Adams Co. Public Works | Transportation Engineer | mkayen@co.adams.co.us |
| David Klockeman | City of Loveland | Public Works Eng Mgr | Klockd@ci.loveland.co.us |
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| Vicky McLane | NFRMPO | | Vmclane@nfrmpo.org |
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| Bill Andrews | City of Greeley | | |
| Jeanne Shreve | Adams County Planning | | |

SIGN IN SHEET

SIGN-IN SHEET (Continued)

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| Stan Elmquist | CDOT R-4 | | |
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| Jean Wallace | FHWA | | Jeanwallace@fhwa.dot.gov |
| Holly Miller | FHU | | |
| Bob Felsburg | FHU | | |
| Tom Anzia | FHU | | |
| Dave Martinez | CDOT | | |
| Gina McAfee | Carter Burgess | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |



MEETING MINUTES

Technical Advisory Committee

MEETING DATE: May 13, 2004

LOCATION: SW Weld County Building

ATTENDEES: SEE SIGN IN SHEET

PREPARER: Felsburg Holt & Ullevig
Becky Noe

SUMMARY OF DISCUSSION

Self Introductions

1) Purpose and Need Review – Gina McAfee

The following comments were made on the May 10, 2004 version of the Purpose and Need document:

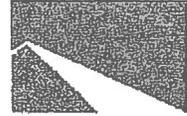
- o Add a description of Western Transportation Trade
- o Add Weld County Mini Bus info to modal alternative section
- o Under Project Purpose change Denver to Denver Metropolitan Area
- o Vicky M. asked if we need to mention air quality in the “needs” section?
 - Jean W. responded that our needs should be transportation related not air quality, but goals will reflect air quality issues
- o Vicky M. stated that the area is NOT locally referred to as the North Forty and asked that we take that reference out of the document

2) Public Input Summary – Kim Podobnik

Kim provided HIRSYS summary report for review by the TAC. The following comments were made on the summary report:

- o The term sprawl is negative and does not require the word anti with it. The summary report text will be changed to reflect this comment.
- o Kim P. stated that she would ask Matt to provide an outline of the guidelines used to categorize comments at next meeting
- o In the chart, move pro-highway and anti-highway next to each other for a better comparison.
- o We will have a two-page summary of the categories for the open houses in June.

On the TAC Agenda, please change the July 1st open house location on the agenda to Ft. Collins.



MEETING MINUTES

Technical Advisory Committee
May 13, 2004
Page 2 of 5

Kim P. gave an update on the small group activity - About 400 potential groups have been identified. She asked the TAC to let her know if they have any groups we should speak to that have not been identified.

Gina M. asked the group what city and county groups should be identified for future presentations – TACs, City Councils, or Board of Commissioners, etc.

- o Loveland study sessions are full – we will have to wait 3 to 4 months to get on the agenda. The EIS team should start planning now to get on the agenda.
- o Bob F. asked the TAC members to identify appropriate groups and get that info to Kim P.

3) Alternatives Screening Process – Gina McAfee

Three levels of screening are planned. The three levels are: 1) Initial Screening 2) Comparative Screening and 3) Detailed Screening. At each level of screening the alternatives will be evaluated on how well they meet Purpose & Need, their environmental impacts and the ability to implement them. The following comments were made:

- o Add safety criteria to Level 3
- o Add air quality criteria to the Level 2 Comparative Screening
- o The Team will look at criteria/goals again and bring them back next time. This will include a discussion on the pros and cons of weighing the criteria and short definitions of each of the criteria.
- o Add "Transportation" to Purpose and Need Level 3 criteria - instead of saying "existing plans" it will read "Existing Transportation Plans."

4) Initial Alternatives Information – Gina McAfee

- o A TAC member stated that it is important to look at north/south corridors as well as east west corridors for all alternatives.
- o In California super low emission vehicles can use HOV lanes (Urban Transportation Monitor). This could be used as a management strategy if HOV lanes are identified as a potential solution.

5) Transit Alternatives – Craig Gaskill

- o Craig G. provided a handout comparing some potential transit technologies.
- o A display illustrated general alignments being considered for different transit technologies.
- o Fort Collins will provide their Transit Master Plan information for inclusion on the transit alignments drawing.
- o Article in May 13 Reporter-Herald discussed the possibility of Transfort operating Loveland's bus system to improve efficiency and reduce cost.



MEETING MINUTES

Technical Advisory Committee
May 13, 2004
Page 3 of 5

Attachments:

- Meeting Sign In Sheet
- Bus Transit Technologies – Dated 5/13/04
- Public Comment Report from HIRSYS – dated 5/6/04

Action Items:

- Matt to provide guidelines for Public Comments
- Add Ft. Collins Transit Plan to Transit Alignments drawings

Next Meeting:

June 10, 2004
2:00 pm
SW Weld County Services Complex

CDOT Region 4
 North I-25 Front Range EIS
 TAC Meeting
 May 13, 2004 – 2:00 PM



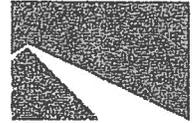
SIGN-IN SHEET
 March 11, 2004

information, cooperation, transportation.

| <i>Name:</i> | <i>Affiliation:</i> | <i>Telephone:</i> | <i>E-Mail Address:</i> |
|--------------------|--------------------------|-------------------|------------------------|
| Holly Miller | FHU | 303-721-1440 | |
| Frank Hempen Jr | Weld County Public Works | 970-356-4000 | |
| Kim Podobnik | PRACO | 303-779-3392 | |
| Dan Dennison | Town of Mead | 970-535-4770 | |
| John Dow | FTA | 303-844-3243 | |
| Chris Primus | Carter Burgess | 303-820-4875 | |
| Kelly Brom | City of Evans | 970-475-1160 | |
| Pete Graham | CDOT | 970-667-4670 | |
| David Krutsinger | RTD | 303-299-2436 | |
| Henry Stoppolecamp | RTD | 303-299-6966 | |
| Bill Andrews | City of Greeley | 970-350-9793 | |
| Jean Wallace | FHWA | 303-970-6730 | |
| Bob Felsburg | FHU | 303-721-1440 | |
| Stan Elmquist | CDOT R4 | 970-350-2169 | |
| David Martinez | CDOT R4 | 970-667-4670 | |
| Gina McAfee | Carter Burgess | 303-820-5232 | |
| Bob Garcia | CDOT R4 | 970-350-2121 | |

SIGN-IN SHEET
 March 11, 2004

| Name: | Affiliation: | Telephone: | E-Mail Address: |
|------------------|-----------------------|--------------|-----------------|
| Craig Gaskill | Carter Burgess | 303-820-4874 | |
| Mark Jackson | City of Ft. Collins | 970-416-2029 | |
| Brent Soderlin | City of Commerce City | 303-289-8176 | |
| Mark Peterson | Larimer County | 970-498-5714 | |
| David Klockeman | City of Loveland | 970-962-2514 | |
| Jennifer Edwards | DRCOG | 303-480-6739 | |
| Vicky McLane | NFR MPO | 970-224-6059 | |
| Dave Lindsay | TST/Town of Firestone | 970-226-0557 | |
| Jim Sidebottom | City of Ft. Lupton | 303-857-6694 | |
| | | | |
| | | | |
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MEETING MINUTES

Technical Advisory Committee

MEETING DATE: June 10, 2004

LOCATION: SW Weld County Building

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Becky Noe

SUMMARY OF DISCUSSION

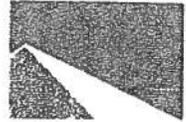
1. *General Discussion* *Self Introductions*

The meeting start time was moved up to 1:30pm
May minutes reviewed
Tony Ogboli of the City and County of Denver requested a copy of the May Minutes

2. *Purpose and Need Updates*

Review of Purpose and Need updates
Review of RCC's suggested restructuring of the Purpose and Need – The Needs will be reordered as follows: safety, capacity, aging infrastructure, modal alternatives and economic demands. This text will continue to change and expand and will become Chapter 1 of the EIS.
Review of Project Goals and the RCC; suggestion to reduce the number of goals to four primary goals.
TAC suggested removing "and environment" from the last goal and adding enhance to the first goal. The group also suggested adding an introduction to the list of goals that states that the needs identified in Purpose and Need identify the primary project goals and that the goals identified in this list are in addition to the Purpose and Need. There was additional discussion about combining goals 2 & 3.
The project team will work on updating the Purpose and Need and the project goals to address the comments heard at both the RCC and TAC meetings.

3. *Alternatives Screening Update*



MEETING MINUTES

Technical Advisory Committee
June 10, 2004
Page 2 of 5

Heavy Rail does not provide improvement over commuter rail – technology not appropriate for this corridor. By electrifying and using commuter you will get a better system. The group discussed dropping all heavy rail alternatives. They suggested screening this technology.

High Speed Rail (79 -125 MPH) requires long distanced between stops - 10 miles between stops.

Personal Rapid Transit will be added to the list of alternatives but will be screened because of its impracticability.

TAC asked if magnetic (IVHS) will be looked at. It would not likely pass practicability. It is an innovative technology being developed in San Diego.

4. Public Involvement

Kim P. provided an update on the newsletter, activities planned and done to date, and what public meetings are coming up in June and early July.

Attachments:

Agenda
Draft Evaluation Criteria Matrix – 5/27/04
Draft Purpose and Need – 6/8/04
Draft Project Goals on Power Point Slide – 6/10/04
Level One Alternatives Screening – 6/10/04
TAC Member Directory – 6/9/04

Action Items:

Send CCD a copy of the May meeting minutes
Bring copies of Transit Map for TAC
Send Wendi Palmer, Town of Erie Notebook
Send Michele Kayen packet from May TAC meeting

Next Meeting:

July 8, 2004
1:30 PM
SW Weld County Services Complex

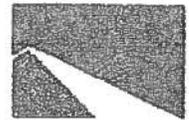
SIGN-IN SHEET
 June 10, 2004

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|-----------------|-----------------|-----------------------------|-------------------|------------------------|
| Michele Kayen | | Adams County | Transportation | mkayen@co.adams.co.us |
| Clark Misner | | Boulder County | | |
| Beth Chase | | CDOT Environmental | | |
| Tonya Haas | | City and City of Broomfield | | |
| Randall Rutsch | | City of Boulder | | |
| Joe Smith | | City of Brighton | | |
| Nick Wolfrum | | City of Longmont | | |
| Heather Balsler | | City of Louisville | | |
| Dave Klockeman | | City of Loveland | | |
| Trent Marshall | | City of Northglenn | | |
| Gene Putman | | City of Thornton | | |
| David Downing | | City of Westminster | | |
| Wendi Palmer | | Town of Erie | | wpalmer@ci.erie.co.us |
| Richard Leffler | | Town of Frederick | | |
| John Taylor | | Town of Gilcrest | | |
| John Franklin | | Town of Johnstown | | |



| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|------------------|-----------------|-----------------------|-------------------|----------------------------------|
| Anna Fallis | | Town of La Salle | | |
| Dan Dennison | | Town of Mead | | |
| Brent Soderlin | | City of Commerce City | | bsoderlin@ci.commerce-city.co.us |
| Kelly Brom | | City of Evans | | |
| Dave Lindsay | | City of Firestone | | |
| Mark Jackson | | City of Ft. Collins | | |
| Jim Sidebottom | | City of Ft. Lupton | | |
| William Andrews | | City of Greeley | | |
| Jennifer Edwards | | DRCOG | | jewards@drcog.org |
| Nanette Neelan | | Jefferson County | | |
| Mark Peterson | | Larimer County | | |
| Vicky McLane | | NFRMPO | | |
| David Kutsinger | | RTD | | |
| Sharon Sullivan | | Town of Ault | | |
| Jim White | | Town of Berthoud | | |
| Larry Ketcham | | Town of Milliken | | |
| Nick Meier | | Town of Platteville | | |
| John Holdren | | Town of Severance | | |

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|-------------------|----------|---------------------------|------------|--|
| Meggan Foster | | Town of Superior | | |
| Frank Hempen | | Weld County | | |
| Tom Anzia | | FHU | | |
| Holly Miller | | FHU | | |
| Gina McAfee | | Carter Burgess | | |
| Kim Podobnik | | Praco | | |
| Bob Garcia | | CDOT | | |
| Joe Racine | | Town of Timnath | | |
| Jean Wallace | | FHWA | | |
| Henry Stoppelcamp | | RTD | | |
| Tony Ogboli | | City and County of Denver | | Tony.ogboli@ci.denver.co.us |
| Stan Elmquist | | CDOT | | |
| Eric Weis | | Adams County | | eweis@co.adams.co.us |
| Gary Behlen | | Town of Erie | | |
| Zafar Akhkan | | Carter Burgess | | |
| Jeanne Shreve | | Adams County | | jshreve@co.adams.co.us |
| | | | | |



Meeting Minutes

Technical Advisory Committee

MEETING DATE: July 8, 2004

LOCATION: Southwest Weld County Complex

ATTENDEES: **Adams County:** Michele Kayen, Jeanne Shrene
Broomfield: Tonya Haas
City of Loveland: Dave Klockeman
City of Thornton: Gene Putnam
Town of Frederick: Richard Leffler
Town of Mead: Dan Dennison
Town of Erie: Gary Behlen
City of Fort Collins: Mark Jackson
City of Fort Lupton: Jim Sidebottom
City of Greeley: William Andrews
DRCOG: Jennifer Edwards
NFRMPO: Vicky McLane
RTD: David Kutsinger
CDOT: Stan Elmquist
C&B: Zafar Alikhan, Gina McAfee

PREPARER: ~~Carter Burgess~~
Gina McAfee

COPIES: TAC members, Bob Felsburg, Dave Beckhouse, Jean Wallace, Holly Miller, Becky Noe, Craig Gaskill, C&B File #071609.400

MEETING SUMMARY

1. Tom welcomed everyone. The majority of our time is to follow up on the No-Action Alternative and project goals.
2. Any comments on the June minutes? No.
3. The upcoming schedule will include monthly TAC meetings, bi-monthly RCC meetings, development of Level 2 alternatives and screening of those, two rounds of public meetings (one in the fall and the second one in January 2005).
4. Level 1 screening follow-up: in response to a TAC comment, we evaluated PRT and then recommended that it would be dropped. For heavy rail, we have not carried it forward. For high-speed rail, we will develop an alternative to present to the public at the fall meeting. Commuter rail includes DMUs and traditional locomotive. We should obtain information from Tri-Rail on their side-by-side comparison. We should also have written material about the different technologies.



MEETING MINUTES

Technical Advisory Committee Meeting

July 8, 2004

2 of 5

5. Will we do a summary chart on Level 1 documenting why a certain alternative failed? That would be useful if people call with questions. Yes, we will do that.
6. Kim indicated that we have received an additional 600 comments. People liked the presentation style at the meetings. We are planning to change the timeframe from 4:30pm to 7:30pm. We should plan to focus not just on what has been dismissed, but also on what is still being carried forward.

Dave asked if the news clippings could be provided to TAC members. Kim said she will send these out.

There were comments about a "super slab" alternative. We will evaluate this in the context of how it responds to purpose and need. This EIS will not be extended to go to Pueblo.

We should tie in traffic growth on a particular segment with the number of accidents, to add some context.

7. We have been doing some additional analysis about the southern terminus. For BRT, HOV, or express toll lanes, we will extend the southern termini to DUS. Gene pointed out that CDOT is requiring a large enough template south of SH 7 to include a future HOV lane.
8. For the No-Action Alternatives, the improvements we are allowed to include are the existing + committed projects only. We have collected information from most of the cities about known programmed improvements (see packets). We will use these as the "baseline" to compare build alternatives against. We do not have a complete list yet.

Commerce City has a change: 120th should be widened from Holly to Quebec.

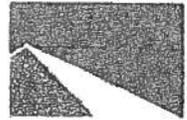
What about I-25? For the STIP, the six laning from SH 7 up to one mile north of 52 should be included. Funding up to SH 66 is committed in the seventh Pot and was a part of the bond issue that passed. It should probably be a part of the No-Action Alternative. (This would be similar to the situation if FasTracks passes.) We will confirm this with FHWA and FTA.

On US 287, it is on the fiscally constrained RTP but there is no funding for construction.

For 112th overpass, this has been open to the public awhile. 136th and interchange and widening of 136th will be open to the public very soon—July 21. Holly Street widening will be open in April, 2005. The Thornton Parkway will open next month.

Washington from 136th to 152nd will be ready for construction soon.

What about US 34 business? It is closer to getting funded than 402.



MEETING MINUTES

Technical Advisory Committee Meeting

July 8, 2004

3 of 5

SH 7 (I-25 east to south of 164th Avenue) will be widened to two lanes each direction with left- and right-turn lanes – by June 30, 2005 (will be open that date).

Fort Collins has a ballot issue that includes some capital projects. When the list gets finalized, Mark will send it to us.

Improving Colorado Boulevard from the south county line to north of 52 is on Weld County's list. Weld County is also doing SH 7.

9. Regarding the travel forecasting effort, we are collecting information from the census regarding work travel patterns. We also are collecting information from the NFR household survey and COG's roadside survey. We will present this at one of the next two TAC meetings.
10. Project goals: We have received comments from the committees and agencies about goals. There were several goals that seemed like statements of purpose and need instead, so we reworded those. The remaining "additional" goals are now recommended. The term "additional" is confusing to people – these are additional to the purpose and need and not additional to other goals we had considered earlier.

We should not call purpose and need "goals."

We should modify the final goal to read: "Protect the quality of life of the citizens of Colorado."

The goals are, in essence, tiebreakers, which can be used to help select a Preferred Alternative.

How do we measure quality of life? There is a lot in the summary of comments about quality of life. We also will solicit input at the small group meetings and at the fall public meeting about this.

Why do we even have project goals? The first two seem to be evaluation criteria, and the third is too nebulous. Do we need project goals? If we do not have an environmental-related goal, it may be harder to justify to one of the federal resource agencies why we cannot impact a resource that is protected by another federal resource agency. FTA more typically includes project goals in their documents. Should this be project vision instead? Or should we roll these into a project mission statement and then follow this with the statement of purpose and need?

11. We need to provide the TAC with the most current purpose and need statement.
 12. Where does the word "practicability" come from? It is in the Clean Water Act.
 13. What does "level of safety service" mean?
 14. We should have a definition of terms when we use these words – and have a definition of technology terms too (like BRT).
-



MEETING MINUTES

*Technical Advisory Committee Meeting
July 8, 2004
4 of 5*

15. The TAC would prefer to have the comments presented at 8½" x 11" – remove the names. Electronic versions are preferred.

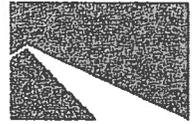
SIGN-IN SHEET
July 08, 2004

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|-----------------|--------------------|-----------------------------|----------------|-----------------------|
| Michele Kayen | <i>MK</i> | Adams County | Transportation | mkayen@co.adams.co.us |
| Clark Misner | | Boulder County | | |
| Beth Chase | | CDOT Environmental | | |
| Tonya Haas | <i>[Signature]</i> | City and City of Broomfield | | |
| Randall Rutsch | | City of Boulder | | |
| Joe Smith | | City of Brighton | | |
| Nick Wolfrum | | City of Longmont | | |
| Heather Balsler | | City of Louisville | | |
| Dave Klockeman | <i>[Signature]</i> | City of Loveland | | |
| Trent Marshall | <i>[Signature]</i> | City of Northglenn | | |
| Gene Putnam | <i>[Signature]</i> | City of Thornton | | |
| David Downing | | City of Westminster | | |
| Wendi Palmer | | Town of Erie | | wpalmer@cierie.co.us |
| Richard Leffler | <i>[Signature]</i> | Town of Frederick | | |
| John Taylor | | Town of Gilcrest | | |
| John Franklin | | Town of Johnstown | | |
| | | Town of La Salle | | |

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|------------------|----------|-----------------------|------------|----------------------------------|
| Anna Fallis | | | | |
| Dan Dennison | DD | Town of Mead | | |
| Brent Soderlin | | City of Commerce City | | bsoderlin@ci.commerce-city.co.us |
| Kelly Brom | | City of Evans | | |
| Dave Lindsay | | City of Firestone | | |
| Mark Jackson | MJ | City of Ft. Collins | | |
| Jim Sidebottom | JS | City of Ft. Lupton | | |
| William Andrews | WA | City of Greeley | | |
| Jennifer Edwards | JE | DRCOG | | jewards@drcog.org |
| Nanette Neelan | | Jefferson County | | |
| Mark Peterson | | Larimer County | | |
| Vicky McLane | VM | NFRMPO | | |
| David Kutsinger | DK | RTD | | |
| Sharon Sullivan | | Town of Ault | | |
| Jim White | | Town of Berthoud | | |
| Larry Ketcham | | Town of Milliken | | |
| Nick Meier | | Town of Platteville | | |
| John Holdren | | Town of Severance | | |
| Meggan Foster | | Town of Superior | | |

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|-----------------------|-----------|---------------------------|------------|--|
| Frank Hempen | | Weld County | | |
| Tom Anzia | | FHU | | |
| Holly Miller | | FHU | | |
| Gina McAfee | | Carter Burgess | | |
| Jean | | | | |
| Kim Podobnik | | Praco | | |
| Bob Garcia | | CDOT | | |
| Joe Racine | | Town of Timnath | | |
| Jean Wallace | | FHWA | | |
| Henry Stoppolecamp | | RTD | | |
| Tony Ogboli | | City and County of Denver | | Tony.ogboli@ci.denver.co.us |
| Stan Elmquist | <i>SE</i> | CDOT | | |
| Eric Weis | | Adams County | | eweis@co.adams.co.us |
| <i>SAEY BAKER</i> | | Town of Erie | | |
| <i>ZAFAR ALI KHAN</i> | | Ci:B | | |

Jeanne Shreue Adams County *J Shreue@co.adams.co.us*



MEETING MINUTES

Technical Advisory Committee

MEETING DATE: August 12, 2004

LOCATION: SW Weld County Building

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Becky Noe

SUMMARY OF DISCUSSION

1. *Comments on July Meeting Minutes*

- No comments on the minutes

2. *Purpose and Need Update*

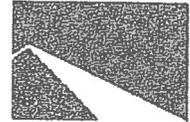
- The Economic Growth section has been updated to reflect comments made by the TAC and the COE.
- The freight/commodity movement write up was moved from the Modal Alternatives section to the Economic Growth section.
- Gene P. stated that he felt that DRCOG's latest 2030 population and employment data does not reflect what is actually occurring Thornton.
- Common development standards may never be achieved but some TAC members felt that the last statement in the Economic Growth section was too negative. There are efforts by the cities underway to preserve ROW. The cities signed agreement to this effect. The I-25 regional corridor plan was an effort to improve the coordination. Larimer County Urban Area Street standards would include develop by the interstate. The TAC agreed that the concept of having a plan that was coordinated and consistent between all the stakeholders would be beneficial. The team will rephrase the wording to have a more positive spin.

3. *Travel Model Update*

- The adopted regional models with their associated land use assumptions are used in the EIS process. Communities need to review land use with their MPO and resolve any concerns about land use at that level. DRCOG is currently in the process of making updates to the 2030 population and employment projections. The modeling group hopes to have a summary of existing travel patterns to review with the TAC at the September meeting. They will continue to utilize the existing data to calibrate the model and hope to have a 2030 no action model ready for review at the October TAC meeting.

4. *No Action Alternative Definition*

- The TAC had a discussion about what portions of FasTracks would be included in the No Action Alternative. It was thought that if FasTracks passes, corridors that would be locally funded would be included and those that would require federal funding and do not yet have their environmental clearances would not be included.



MEETING MINUTES

information. cooperation. transportation.

Technical Advisory Committee
August 12, 2004
Page 2 of 6

(Since this meeting, FHWA and FTA have agreed that if FasTracks passes the US 36 corridor and the North Metro corridor can be included in the No Action alternative.)

- The figure and list of No Action improvements handed out only reflect improvements included in the no action network model. Other short-term improvements such as the median barrier safety project along I-25 are included in the overall no action definition but are not included on this list.
- Chris P. provided an update on efforts being conducted on the No Action network.

5. *Level 2 Alternatives Development and Screening Process*

- Step 1 is to provide more information on alternatives to the public in October.
- Some of the level 2 alternatives will be considered stand alone and some complementary. Stand alone alternatives are those that are qualitatively identified as adequately addressing the study's Purpose and Need.
- Beyond 50-year horizon planning efforts are being discussed with FHWA. This could help with looking at the bigger picture.
- A reasonable range of alternatives will be developed and screened. The team will solicit public input in February on the preliminary alternatives screening results.

Action Items:

- Add SH 7 improvement between I-25 and 164th Avenue to map and list
- Update Adams County projects
- Add Denver to the Quebec improvements identified as Commerce City.

Next Meeting:

September 9, 2004
1:30 PM
SW Weld County Services Complex

SIGN-IN SHEET

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|------------------|-----------------|-----------------------|-------------------|--|
| William Andrews | Present | City of Greeley | | andrewsb@ci.greeley.co.us |
| Tom Anzia | Present | FHU | | Tom.anzia@fhueng.com |
| Heather Balsler | | City of Louisville | ✓ | balserrh@ci.louisville.co.us |
| Gary Behlen | | Town of Erie | | Gbehlen@ci.erie.co.us |
| John Bramble | | City of Brighton | ✓ | jbramble@brightonco.gov |
| Charity Brockman | | Town of Windsor | | cbrockman@windsorgov.com |
| Kelly Brom | | City of Evans | | kbrom@ci.evans.co.us |
| Beth Chase | | CDOT | ✓ | Beth.chase@dot.state.co.us |
| Greg Clements | | City of Commerce City | ✓ | |
| Steve Cook | | DRCOG | | scook@drcoq.org |
| Chris Cramer | | Commerce City | | ccramer@ci.commerce-city.co.us |
| Dan Dennison | Present | Town of Mead | | meadtown@aol.com |
| David Downing | | City of Westminster | ✓ | dldowning@ci.westminster.co.us |
| Jennifer Edwards | Present | DRCOG | | jedwards@drcoq.org |
| AJ Euckert | | City of Dacono | | euckert@ci.dacono.co.us |
| Anna Fallis | | Town of LaSalle | | charvey@lasalletown.com |
| Bob Felsburg | | FHU | | Bob.felsburg@fhueng.com |
| Meggan Foster | | Town of Superior | ✓ | megganf@townofsuperior.com |



| Name: | Attended | Affiliation: | | Specialty: | E-Mail Address: |
|------------------|-----------------|-------------------------------|---|-------------------|--|
| John Franklin | | Town of Johnstown | ✓ | | jfranklin@townofjohnstown.com |
| Phil Greenwald | | City of Longmont | | | Phil.greenwald@ci.longmont.co.us |
| Tonya Haas | | City and County of Broomfield | ✓ | | thaas@ci.broomfield.co.us |
| Frank Hempen | | Weld County | ✓ | | Fhempen@co.weld.co.us |
| John Holdren | | Town of Severance | ✓ | | johnholdren@earthlink.net |
| Martin Howell | | Town of Evans | | | mhowell@ci.evans.co.us |
| Mark Jackson | Present | City of Ft. Collins | | | mjackson@fcgov.com |
| Michele Kayen | Present | Adams County | | Transportation | mkayen@co.ada.s.co.us |
| Larry Ketcham | | Town of Milliken | ✓ | | Larry@town.milliken.co.us |
| Dave Klockeman | Present | City of Loveland | | | Klockd@ci.loveland.co.us |
| David Krutsinger | | RTD | ✓ | | David.krutsinger@rtd-denver.com |
| Richard Leffler | Present | Town of Frederick | | | Dleffler@frederickco.gov |
| Dave Lindsay | Present | Town of Firestone | | | dilindsay@tstinc.com |
| Trent Marshall | | City of Northglenn | ✓ | | tmarshall@northglenn.org |
| Gina McAfee | Present | Carter Burgess | | | mcafeevl@c-b.com |
| Vicky McLane | Present | NFRMPO | | | vmclane@nfrmpo.org |
| Joel Meggers | | Town of Superior | | | Joelim@townofsuperior.com |
| Nick Meier | | Town of Platteville | ✓ | | Nmeier@plattevillegov.org |
| Keith Meyers | | Weld County | | | Kmeyer@co.weld.co.us |

| Name: | Attended | Affiliation: | | Specialty: | E-Mail Address: |
|------------------|-----------------|---------------------------|---|-------------------|--|
| Holly Miller | Present | FHU | | | Holly.miller@fhueq.com |
| Clark Misner | | Boulder County | ✓ | | Cmisner@co.boulder.co.us |
| Nanette Neelan | | Jefferson County | | | Nneelan@jeffco.us |
| Tony Ogboli | Present | City and County of Denver | | | Tony.ogboli@ci.denver.co.us |
| Wendi Palmer | | Town Erie | ✓ | | wpalmer@ci.erie.co.us |
| Mark Peterson | | Larimer County | ✓ | | mpeterson@larimer.org |
| Gene Putman | Present | City of Thornton | | | geneputman@cityofthornton.net |
| Scott Robson | | Boulder County | | | Srobson@co.boulder.co.us |
| Randall Rutsch | | City of Boulder | ✓ | | rutschR@ci.boulder.co.us |
| Matthew Seubert | | City and County of Denver | | | Matt.seubert@ci.denver.co.us |
| Jenne Shreve | Present | Adams County | | | jshreve@co.adams.co.us |
| Jim Sidebottom | Present | City of Ft. Lupton | | | cityadmin@ftri.net |
| Anna Smith | | Town of Evans | | | Asmith@ci.evans.co.us |
| William Sterling | | City of Greeley | | | Sterlingb@ci.greeley.co.us |
| Sharon Sullivan | | Town of Ault | ✓ | | Sullies@townofault.org |
| Ron Tausan | | Town of Severance | | | |
| John Taylor | | Town of Gilcrest | ✓ | | Gtvfsit5@aol.com |
| Glenn Vaad | | Weld County | | | gvaad@co.weld.co.us |
| Dennis Wagner | | Town of Windsor | ✓ | | rwensing@windvorgov.com |

| Name: | Attended | Affiliation: | Specialty: | E-Mail Address: |
|-------------------|-----------------|---------------------|-------------------|--|
| Rod Wensing | | Town of Windsor | | nwensing@windsorgov.com |
| Jim White | | Town of Berthoud | ✓ | jwhite@ci.berthoud.co.us |
| Nick Wolfrum | Present | City of Longmont | Public Works | Nick.wolfrum@ci.longmont.co.us |
| Craig Gaskill | Present | Carter Burgess | Trans. Planning | |
| Henry Stoppelcamp | Present | RTD | | |
| Chris Primus | Present | Carter Burgess | | |
| Pete Graham | Present | CDOT | | |
| Stan Elmquist | Present | CDOT | | |
| Jean Wallace | Present | FHWA | | |
| Bob Garcia | Present | CDOT | | |
| Brent Soderlin | Present | Commerce City | Public Works | bsoderlin@ci.commerce-city.co.us |
| Robert Edgar | Present | EPA | NEPA | Edgar.robert@epa.gov |
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MEETING MINUTES

Technical Advisory Committee

MEETING DATE: September 9, 2004

LOCATION: SW Weld County Building

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Becky Noe

SUMMARY OF DISCUSSION

1. *Introductions*

2. *Peggy C. Presentation*

- It is a feasibility study not a proposal for tolling implementation
- North I-25 from US 36 to SH 66 is being reviewed for its tolling feasibility. It includes three sections:
 - Converting the existing HOV lanes from 70th to 84th to HOT lanes
 - Adding a two-lane reversible section from 84th to 120th Avenue
 - Adding four toll expressway lanes from 120th Avenue to SH 66
- Results indicate that the I-25 segment would be feasible.
- It is important to look at the system as a whole and not look at the corridors individually.
- If implemented, the technology used would be compatible with the other tolling facilities in the region providing a seamless trip to motorists using more than one tolled facility.
- Some toll surveys have indicated a negative response but others have indicated a very positive response

3. *Review August Meeting Minutes*

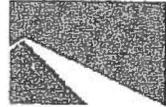
- No comments on the August minutes

4. *RCC Update*

- Vango routes have been recently added. The Purpose and Need will be updated to reflect this increase.
- The RCC requested that the Purpose and Need also include information on the safety concerns associated with motorists on I-25 cutting over the shoulder median to reach the Frontage Roads when there is congestion on I-25.

5. *Public Involvement Update*

- Public meetings will be held October 19th, 21st, 26th and 28th
- Text for the E-Link newsletter will be sent out early next week
- A mailed newsletter will also be sent out soon



MEETING MINUTES

Technical Advisory Committee
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- As part of another project now under construction, the "Downtown Express Lanes", the existing reversible bus/HOV lanes, are being converted to a HOT lane operation
- Since the HOT (and bus/HOV) lanes operate like a pipeline, the traffic capacity constraints at their south end near 20th Street are a significant operational problem
- Potential solutions include reconfiguration of the ramps at the Speer Blvd interchange, constructing a new collector-distributor (C-D) road system, a tunnel from southbound (SB) I-25 to SB Speer, a flyover ramp from SB I-25 to a C-D road to a signal on Speer, and extending the HOT lanes south to 6th Avenue
- No studies have considered any changes from the existing 2-lane reversible operation, although the current 50-50 directional split disallows further extension of the reversible concept
- The issues of how buses can make return PM trips to Boulder on US 36, or SB I-25 north of Speer during the PM have been raised, but not yet addressed
- How the cumulative effects of the potential multiple bus/HOV streams of traffic from North I-25, US 36, I-70 East, and I-76 (a "Perfect Storm" analogy) will likely have to be addressed by top level agency staff

4. Summary of Public Comments Received

- Kim Podobnik distributed and briefly summarized the over-400 comments received at 18 small group meetings, six special events, and four public meetings held since July
- The handout cuts off some of the longer comments, and that will be fixed.
- More specific categorization of comments was requested. That will be done and the results posted on the project website.

5. Stakeholder Interviews – Congestion Management Alternative

- Julie Morrison distributed and briefly summarized the interviews that she and Zafar Alikan conducted with representatives from four cities, two counties, and the NFR MPO.
- TAC members requested that Thornton, Adams County, and RTD in Denver also be interviewed
- Julie also distributed a 2-page draft outline of the Congestion Management Alternative's purpose, role in the EIS, and strategies under consideration; and requested review and comments on it from the TAC

6. Level 2A Analysis process

- Tom Anzia briefly informed the TAC that validation of the travel model, highway and transit projections, will delay the near-term project schedule by 2-4 weeks
- Results of the "Off-Model" 2A analyses, with recommended screening out of alternatives using data on Purpose & Need, Environment, and Practicability, will be presented for Transit at the next TAC meeting. Highway recommendations will be



MEETING MINUTES

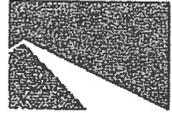
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presented in January, and then the travel model results and information for the next public meetings at the February TAC meeting.

Action Items: In response to a question on the possibility of rail lines being moved out of the Central Platte Valley, Tom Anzia will investigate and report on the status of the Rail Freight Relocation Study

Next Meeting:

December 9, 2004
1:30 to 3:30 PM
Southwest Weld County Services Complex



MEETING MINUTES

Technical Advisory Committee

MEETING DATE: December 9, 2004

LOCATION: Southwest Weld County Service Complex

ATTENDEES: See Sign In Sheet

PREPARER: Felsburg Holt & Ullevig
Becky

SUMMARY OF DISCUSSION

1. *Introductions*

2. *Comments on November Meeting Minutes*

- No comments on the November minutes

3. *Travel Time Surveys*

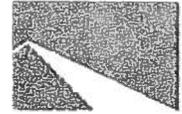
- Holly M. presented the AM and PM peak hour travel speeds.
- End points for the various highways studied will be added to the maps.
- Questions to be researched: how can the segment speeds shown that are all below the posted speed limits be reconciled with public comments received that speeds are now too high and speed limits should be lowered? This question would be more appropriately addressed through a speed study.
- Are the times shown affected by construction zones on the roads during the survey?
- Why is US 85 shown as only 52-54 MPH when the speed limit is 65? The speed shown is the average travel speed over the entire corridor.
- Will 20-year predicted future speeds be provided? (Yes)

4. *Existing Interchange Operation*

- Members were asked to review and comment within the next month on traffic counts for all of the movements at 18 interchanges along I-25.
- The daily counts were taken over a 2-week period in September 2004.

5. *Highway Design Criteria*

- Holly M. called attention to the 3-page table in the meeting package and said that after the meeting Michelle S. could answer any questions members might have.



MEETING MINUTES

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6. Preliminary Level 2A Transit Evaluation

- Craig Gaskill outlined the evaluation process, which is based on three types of criteria: Purpose & Need (which is still under review by the Army Corps of Engineers), Practicability, and Environmental Resources.
- Ratings of A through E were assigned to each alternative according to each of 32 criteria. An E rating is not a fatal flaw. Some E's may change as alternatives are refined and more information is developed.
- Only Stand-Alone alternatives are being evaluated in Level 2A, those which substantially meet the project's purpose and need.
- This process has led to the recommendation to advance six transit alternatives.
- Julie M. presented (1) the "Methodology" memo, which covers how letter grades were determined and also lists the advantages and disadvantages of the six transit alternatives that are now recommended to advance into Level 2B screening; and (2) the one-page table of Draft screening results.
- There is no weighting of factors, but some criteria are not as significant as others.
- For example, there is no reason to recommend building something that has fewer environmental impacts if it does not grade well under purpose and need criteria.
- Some criteria, such as Modal Options, Air Quality, and Hazardous Materials, graded all of the transit alternatives the same.
- All alternatives have been evaluated at a macro scale. For example, Commuter Rail alignments assumed a width of 1,000 feet, sufficient to learn what resources may need to be avoided.

Many questions on the transit recommendation were discussed:

- Don't the two criteria "Replaces Aging Structures" and "Capital Costs" negate each other? To an extent, but not all capital costs replace structures that will someday have to be replaced without the project. "Replaces Aging Structures" and "Safety" will both have "on I-25" added to them. The other three P&N factors relate to the whole project area, tying I-25 and regional issues together.
- Is it premature to screen out alternatives now on the basis of the number of grade crossings? No, because valued features can be given full consideration as complementary elements during Level 3 packaging.
- Is there a numeric ranking to support which alternatives are advanced? No, the evaluation did not involve any formula. Only comparative evaluations were made to identify a set of alternative that best serve the criteria.
- Could we unknowingly be eliminating the alternative with the best travel times? Door-to-door travel times were factored in, and a Reliability criterion also addresses your concern.
- Are you going to apply the travel demand model to these six alternatives? The model will be run on the BRT alternative and some of the Commuter Rail ones.
- Why are no High Speed Rail alternatives recommended? One ought to be advanced. Primarily because high speed operation limits any line to just one