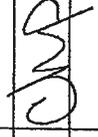
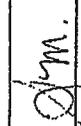


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NORTH I-25 EIS

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

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| | | | | |
| | | | | |

Meeting Minutes

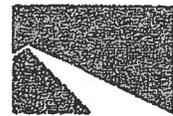
Technical Advisory Committee

May 10, 2007

1:30 PM to 3:00 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/FHU – Tom Anzia

SUMMARY OF DISCUSSION

A. OVERVIEW

1. Gina McAfee started the meeting with introductions. Gina M. briefly reviewed purpose and need, and briefly described the No Action, Package A, and Package B. She asked if there are any questions, and then handed it over to Brian Werle, who reviewed land use and covered the agenda.
2. Brian W. discussed the outline for the chapter. It will be abbreviated sections. He described the study corridors, and he also talked about impacts being analyzed by component.
 - ▶ Generalized existing land use was compiled from a number of sources based on the year 2000.
 - ▶ Future land use was compiled but more difficult because comprehensive plans may already be out of date. We assembled this in 2003.
 - ▶ We compared land use (existing and projected to 2030). There is a shift from agricultural to development. There is also a projected increase in open space and parks.
 - ▶ Someone asked what causes reduction in surface water? Conversion to agricultural and changed designation into open space.
3. Direct impacts have been associated with No Action, Package A, and Package B.
 - ▶ For No Action: minor improvements compatible with projected land use.
 - ▶ For corridors, direct conversion of land use along transportation corridors.
 - ▶ Brian W. also covered new proposed alignment along Longmont North Metro.
 - ▶ Transit stations are mostly compatible with plans and through meetings with jurisdictions.
4. Some zoning has not been updated to meet station locations. It may not be identified until preferred alternatives are identified.
 - ▶ Maintenance facilities are congruent with zoning in some areas but not in others.
5. Ben Herman talked about indirect impacts. Ben H. gave definition "impacts caused by the action, but occur...farther out in time". This is a challenge because of the size of the study area. So there is a lot of interregional dynamic.

Meeting Minutes

Technical Advisory Committee

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- ▶ There was an expert panel to talk about these dynamics. The team asked group about consequences of selecting packages.

No Action:

- ▶ Interchanges are constraints, they need to be improved. This may occur under No Action.

From land use, as I-25 becomes more congested, development might be pushed east and west, where there is existing capacity.

Package A: Could shift activity:

- ▶ Commuter Rail would intensify urban centers.
- ▶ Longmont would serve as a regional hub, due to commuter rail connections.
- ▶ Corridors would serve as connectors

Package B:

- ▶ There would be less support for urban center development along the western corridor
- ▶ Likely more dispersion along east-west corridors.
- ▶ BRT stations may not attract increased residential densities.
- ▶ Bill Sirois described TOD and RTD's role for TOD. The main elements of TOD are:
 - on the integrated connection of a development to the transit station
 - 'mixed use' is important but not critical
 - pedestrian connections are critical
 - ¼ to ½ mile in size
- ▶ The role of RTD is to maintain viability of a transit station. The different agencies and developers have overlapping roles. There are primary roles of RTD, developing and local governments. Others have secondary roles, such as Chamber of Commerce, DRCOG, etc.
- ▶ The TOD process mirrors the environmental process, through different stages of planning and implementation. Earlier planning is important.
- ▶ There is no clear data regarding the TOD distinctions due to modes. Commuter rail has the most influence.
- ▶ Alignment differentiators are important between a freeway and rail line. The freeway is a barrier, not a friendly pedestrian environment.
- ▶ The market must be there; transit itself does not create the market.

Meeting Minutes

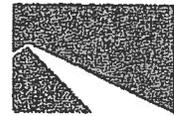
Technical Advisory Committee

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- ▶ Kathleen Bracke asked about indirect impacts on Package B. Why would it go to the north of SH 14? Kathleen B. also asked if it should go along Harmony.
- ▶ It is due to not just transit, but the influence of highway improvements.
- ▶ Full size maps will be sent out with the meeting minutes.
- ▶ Suzette Mallette asked if TOD scenarios will be modeled. For the draft EIS, no new models will be performed, but will be for the preferred alternative in the FEIS.
- ▶ Dan Carl asked if the analysis of the direct and indirect impacts have been done yet. No quantitative analysis has been prepared yet. The focus has been on the comparison between the packages for general broad patterns.
- ▶ Caution was expressed to be not so quick to assess if local planning are compatible. There are many detailed plans that may be in progress. The support of the community is often supportive of transit. Please contact the community before stating an unacceptable condition.
- ▶ Dick Leffler noted that in communities developing on both sides of I-25, there is a challenge about connectivity.
- ▶ A representative of Centerra noted they recently introduced 'mixed use' to developments, but it is ½ mile off of the interstate. He doesn't think you will get much closer than that. He wants to know what will be selected and if it is unfunded. It was good that Centerra didn't preclude any of the packages. Because both are unfunded, it makes it more of a challenge.

Loveland

- ▶ There was another comment about the station downtown. Is there anything they can do to accommodate a station that may or may not occur?
- ▶ Bill S. noted to avoid the bad things from happening. Preserve opportunity – don't put big box development at a planned station location. Make a policy decision for preservation.
- ▶ Mitigation is typically a transportation action, but an agency cannot change jurisdictions and land use impacts.
- ▶ Gina McAfee gave an example of convenient private property to a station. This is mitigated by the Uniform Relocation Act. Transportation agencies can encourage people to do things or support local government. CDOT can encourage smart growth.

Meeting Minutes

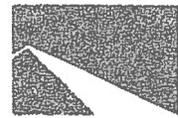
Technical Advisory Committee

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- ▶ Gina M. invited comments regarding mitigation. Tom Anzia asked how mitigation is addressed with two alternatives or after the preferred alternative is selected. Gina M. said this normally begins before preferred alternative is selected.
 - i. FRODO thinks education about station opening dates. Adoption plus one year, providing specific steps of evaluation. Provide an education clearing house and look for opportunity enhancement.
 - ii. Also look at two types of stations.
 - a. Parking lot and platform
 - b. Enhanced and appealing stations
- ▶ Kathleen B. has transportation oriented development overlay district. It dovetails with Package A. Fort Collins would provide any information to come up with overlay districts. She would share with other communities. You can do this prior to change.
- ▶ Ben Herman noted that land use is not the purview of CDOT. EIS is not an efficient working document for local government. This needs to be “unplugged” from DEIS to be useful. Local government planners will not consistently reference the EIS directly.
- ▶ Gina M. said on FasTracks, several jurisdictions are doing their own station area planning.
- ▶ Bill S. said RTD is doing corridor-wide workshops. Each corridor will be summarized as a report. Maybe do small level of sketch planning for specific stations.
- ▶ Erin Fosdick with Longmont made a comment about identifying the areas that activity nodes that can still be used for pedestrian scale development. They would accommodate transit development and appropriate zoning.
- ▶ FRODO – create a stand-alone appendix summarizing these things as an appendix to the draft.
- ▶ Bob Garcia noted that CDOT has championed the EIS effort, but planning for things such as land use must be championed by the local agencies.

Action Items:

- ▶ Send copies of handout slides (full page).
- ▶ FEIS should include land use/transportation modeling. Include amount of land consumed for different land use categories for preferred alternative.

Meeting Minutes

Technical Advisory Committee

May 10, 2007

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- ▶ Consider compatibility with existing land use plans in general context. Shouldn't be too quick to say incompatible when plans don't specifically discuss transportation improvements being considered in this EIS process.
- ▶ Mitigation suggestions include promoting education of land use issues and post EIS follow up. Include helping communities take advantage of opportunities and steps required (i.e. update comp plans), TOD opportunity enhancements, corridor approaches. Consider some way to "unplug" this component for communities to use beyond the EIS.
- ▶ Revise No Action induced growth graphic to include no action improvements farther north of the Denver metro area (expand shaded development focus area for infrastructure and capacity).
- ▶ Revise Package B induced growth graphic to remove central I-25 shaded area north of SH 14 (not much induced growth development north of SH 14).

NEXT TAC MEETING:

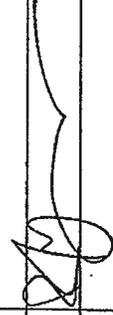
Thursday, July 12, 2006

1:30 PM – 3:00 PM

SW Weld County Services Complex
(Combined Meeting for RCC/TAC)

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TECHNICAL ADVISORY COMMITTEE
MAY 10, 2007
1:30 PM TO 3:00 PM
SW WELD CO SVCS COMPLEX
Page 5

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Meeting Minutes

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

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- 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 Schlaefer 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.

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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.

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Regional Coordination Committee

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- 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.
- Bill 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

TAC

TECHNICAL ADVISORY COMMITTEE
JULY 12, 2007
1:30 PM TO 3:30 PM
SW WELD CO SERVICES COMPLEX
Page 1

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Meeting Minutes

Technical Advisory Committee
November 8, 2007
1:30 PM to 3:00 PM
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NORTH I-25
EIS



information. cooperation. transportation.

MEETING DATE: November 8, 2007
LOCATION: Southwest Weld County Services Complex
ATTENDEES: See Sign In Sheet
PREPARER: PRACO – Jessica Woolery

SUMMARY OF DISCUSSION

1. WATER QUALITY

A. Alex Pulley and Laura Archerd (FHU) provided a summary of the water quality analysis process and impacts that are addressed in the Draft EIS.

1. **Water Quality and Roads** – An overview of what water resources are analyzed to determine water quality and the regulatory acts that mandate analysis.
2. **Existing Conditions in Study Area** – Overview of the six watersheds in the study area, existing water conditions, water quality and impervious services.
3. **Water Quality Impact Analysis** – Overview of measurement processes and results of the water quality impact analysis.
 - Gene Putman – I would like to see the numbers with the Driscoll Model Results in the presentation. The word “more” can be misleading and is open to interpretation. A range of numbers would be beneficial.
4. **Water Quality Mitigation** – Overview of best management practices and probable location to implement best management practices.
 - Bob Garcia – Water quality impacts are a huge monitoring issue not only for our project, but for all CDOT projects.
 - G. Putman – It is an issue that all planners in Colorado are dealing with. Compared to many of the development projects across the study area and the state, these impacts are rather small.

2. ENVIRONMENTAL JUSTICE

A. Shonna Sam (CB) presented an overview of the Environmental Justice analysis, regulatory acts, outreach and impacts that are being addressed in the Draft EIS.

1. Input Received from Specialize Outreach

- Q: James Longsdorf – Were there any components of Package A or Package B that helped connect people to their community facilities?
A: S. Sam – Those components are identified in Pages 8 and 9 of the handout.

2. Impacts by Alternative

- Q: Bill Haas – How can the same component benefit and impact people in a certain place at the same time?
A: S. Sam – The construction phase will provide the most impacts, however people in these specific areas will be the first to benefit after completion.
- Q: B. Garcia – Do regulations require that we identify each community by name? I am concerned about the privacy of people in these areas.
A: Gina McAfee – We do name them in order to fully disclose the impacts by NEPA standards.

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NORTH I-25
EIS



information. cooperation. transportation.

- Q: G. Putman – In regards to the map that shows the impacts in Longmont, isn't that area where there is already the BNSF line? How can Package A impact a community that already has existing conditions?
A: G. McAfee – You are correct. There are impacts based on the increased frequency of rail traffic and the addition of a second track.
G. Putman – I would like to see detailed info regarding freight versus commuter rail in terms of frequency, noise, exposure time, etc.
Mark Jackson – Fort Collins averages eight freight trains a day.
- Q: J. Longsdorf – How do the alternatives improve emergency response time?
A: S. Sam – The alternatives decrease congestion and improve the Level of Service in turn improving response time.
- Q: B. Haas – I notice that Package B has no extra impacts. Will no mitigation be necessary with Package B, but necessary with Package A?
A: There will be impacts with Package B, however they are the same as the No Action. Existing conditions will become more severe.
- Q: Kathleen Bracke – Will Mountain Range Shadows get no additional mitigation with Package B?
A: Tom Anzia – No. If we implement Package B the I-25 EIS alignment will go around Mountain Range Shadows to avoid any additional impacts by widening the highway. There will be mitigation, but that falls under noise not EJ.
- Q: K. Bracke – I don't see any information regarding the benefits that Package A and the commuter rail will present to EJ communities. Doesn't the rail component provide lots of benefits?
A: G. McAfee – It does.
- Q: J. Longsdorf – We weren't counting No Action in the water resources presentation, but with No Action in EJ will CDOT do mitigation or would CDOT walk away and leave conditions as they are?
A: G. McAfee – With No Action, CDOT will maintain operation levels. CDOT will be replacing some bridges and other such structures that need it. Some of this maintenance will also be done by the local entities.
- Q: B. Haas – If No Action is used then would we have to do separate Environmental Assessments for spot work?
A: T. Anzia - Yes.

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EIS



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3. NI25EIS – The Next Steps

A. Gina McAfee with Carter-Burgess gave an overview of the next steps in the EIS process including the current project status, the ongoing collaborative stakeholder process, public comment period and the upcoming TAC meeting schedule.

1. Reviewing NEPA Documents

- Q: B. Garcia – Since we already got approval of Chapter 1, Purpose and Need, during the scoping process, does it lead all of the other chapters?
A: T. Anzia – We are already developing a log of issues that will be addressed in the Final EIS. If there are any significant changes to Purpose and Need they would be added to this list.
- A: D. Baskett – After reviewing the US 36 EIS recently I advise the entities to brief their staff internally to get ready for the review. Work with other entities that may have a bigger concern for a specific item to take that lead so you can focus on items that are of the largest concern to your communities. Ask the project team for a training session on how comments are considered to ensure you provide constructive comments. These things will be beneficial to the process and keep it moving along in a timely manner.

NEXT TAC MEETING:

THURSDAY, JANUARY 10, 2008

3:30 P.M. - 5:00 PM

SW Weld County Services Complex

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| Ron Tausan | Town of Severance | | | | |

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| Wendy Wallace | Carter Burgess | | NEPA | wendy.wallach@c-b.com |
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| Darcie White | Clanion | | Lane Use | no email address |
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| Jessica Woolery | PRACO | | Public Relations | jwoolery@praco.com |
| Shonna Sam | Carter Burgess | | Environmental | Shonna.Sam@C-B.COM |
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State Representative
JIM WELKER
2641 N. Taft Ave.
Loveland, CO 80538
970-667-5227
Capitol: 200 E. Colfax Ave., Room 271
Denver, CO 80203
303-866-2947
E-mail: jim.welker.house@state.co.us

COLORADO
HOUSE OF REPRESENTATIVES
STATE CAPITOL
DENVER
80203

Member:
Transportation & Energy
Committee
Business Affairs & Labor
Committee



Mr. Tom Norton
Executive Director
Colorado Department of Transportation

cc: Colorado Department of Transportation Executive Management Team

Dear Mr. Norton,

For any Coloradan driving through our state, Johnson's Corner Truck Stop is renowned both as a landmark and a Colorado icon. Johnson's Corner has reliably served as a comfortable and welcoming stop for travelers and truck drivers on the north and south journeys. It has proudly served thousands of Colorado visitors since opening its doors in 1952 and has become an integral part of the economies in the surrounding communities. The 106th Congressional Record of the U.S. House of Representatives states that, "They exemplify the industrious spirit and the can-do attitude that has made America great." Currently, Johnson's Corner generates over \$1 Million annually in highway fuel taxes for Colorado.

Recent media coverage has brought significant coverage and attention to an EIS study, conducted by the Colorado Department of Transportation (CDOT), concerning possible I-25 improvements. This study is considering a recommendation that could result in the closure of exit 254, serving Johnson's Corner and the surrounding business. CDOT cites the possible closure for safety and congestion concerns. However, a recent study discovered a severe shortage of commercial truck parking spaces along I-25 in northern Colorado. If a closure of the exit at Johnson's Corner occurred, it would further exacerbate this problem, thus posing greater safety problems for all highway users.

The closure of exit 254 would be catastrophic to Johnson's Corner and the fourteen other businesses within the area. We (members of the 65th Colorado General Assembly) do not believe such a closure serves the best interest of the people of the State of Colorado. Congestion and safety concerns are of vital importance, but we don't believe such concerns necessitate the ultimate closure of this exit. Alternative solutions, keeping the exit open, should be considered for the mutual benefit of the state and its impacted communities. When considering these detrimental implications, closure of the exit is not an appropriate or beneficial option.

As members of the 65th Colorado General Assembly, we ask CDOT to strongly recommend keeping exit 254 open.

Your time and attention to this matter is greatly appreciated

Members of the 65th Colorado General Assembly,

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65th GENERAL ASSEMBLY

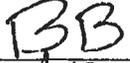
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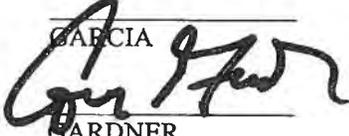

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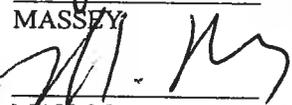
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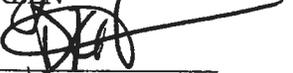
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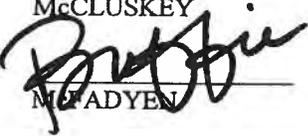
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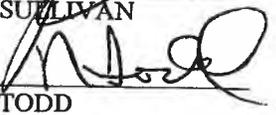


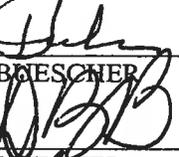
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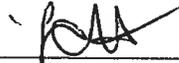
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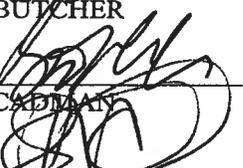
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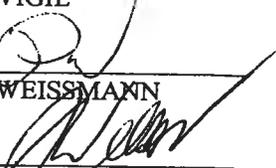
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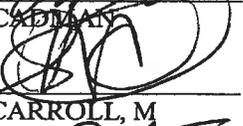
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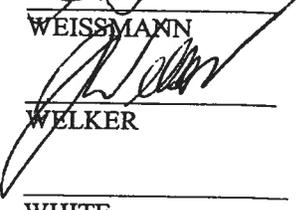

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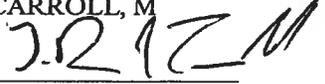

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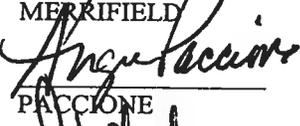
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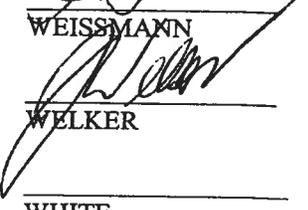
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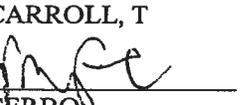

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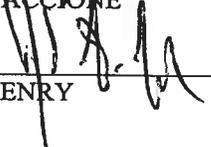
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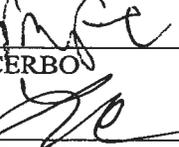
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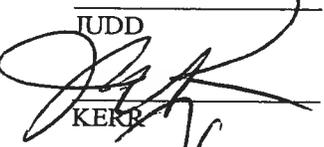
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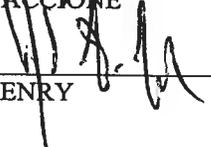
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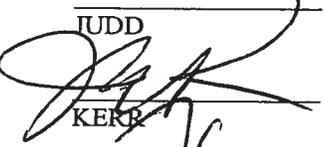
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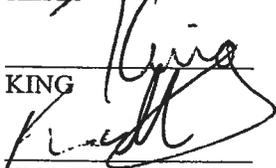
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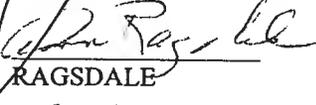

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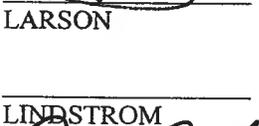
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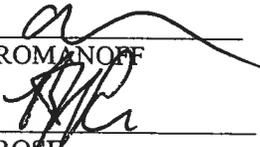
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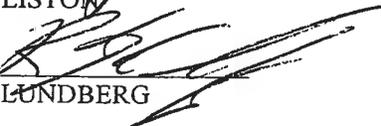
RIESBERG


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65th GENERAL ASSEMBLY

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WINDELS

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION**Executive Director****Tom Norton**

4201 E. Arkansas Avenue, Room 262

Denver, CO 80222

(303) 757-9201

(303) 757-9656 Fax



April 12, 2006

The Honorable Jim Welker
Colorado House of Representatives
State Capitol Building
200 E. Colfax Avenue Room 271
Denver, CO 80203

Dear Representative Welker:

Thank you for your letter signed by members of the 65th Colorado General Assembly regarding Exit 254 and the Johnson' Corner truck stop along I-25 north of Denver.

The Environmental Impact Study (EIS) has been on-going since early 2004 and is in the process of progressing into the Draft EIS stage as of March 2006. The study includes a process that will be evaluating various alternatives and will most likely include recommendations for the widening of I-25 in various configurations for transportation improvements.

I understand your concerns surrounding the economic and safety impacts to Exit 254 and the possible ramifications to the truck stop and truck parking. These are some of the same concerns we have heard at many of our public meetings that we have hosted along the corridor over the past few months. Our project team will continue to work with stakeholders, local agencies and business owners along the project to ensure that needs are being addressed, especially at each interchange, and that the most reasonable recommendations are made as they relate to mobility, access and safety.

We appreciate your interest in this matter and your comments will be incorporated in the official public record for the EIS.

Sincerely,

Tom Norton
Executive Director

Cc: Karla Harding, Region 4 Director ✓



U.S. Department
of Transportation

Tom - Your Copy

TO: Colorado Department
of Transportation
ATTN: Mr. Dave Martinez, Region 4
FROM: Federal Highway Administration
Colorado Division
AGE ~~ATE~~ - 12/17/03 - 141

Federal Transit Administration
Region VIII
216 Sixteenth St., Suite 650
Denver, Colorado 80202
(303) 844-3242

Federal Highway Administration
Colorado Division
555 Zang St., Room 250
Lakewood, Colorado 80228
(303) 969-6730

December 17, 2003

Mr. Cal Marsella
General Manager
Regional Transportation District
1600 Blake Street
Denver, CO 80202

Re: North I-25 Front Range EIS
Cooperating Agency Agreement

Dear Mr. Marsella:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT) Region 4, are initiating an Environmental Impact Statement (EIS) for the North I-25 Front Range area, which includes area from Denver Union Station to Fort Collins, to improve transportation and transportation linkages. The transportation improvements may require RTD action and we are requesting that you be a cooperating agency.

Your agency's involvement should entail those areas under its jurisdiction and no direct writing or analysis will be necessary for the documents preparation. The following are activities we will take to maximize interagency cooperation:

1. Invite you to coordination meetings.
2. Consult with you on any relevant technical studies that will be required for the project and share information that may be useful to your other studies in the area (US 36, Boulder/ Longmont Feasibility Study and North Metro study).
3. Organize joint field reviews with you.
4. Provide you with project information, including study results.
5. Encourage your agency to use the above documents to express your review on subjects within your jurisdiction or expertise.
6. Include information in the project environmental documents that cooperating agencies need to carry out their NEPA responsibilities and any other requirements regarding jurisdictional approvals.

We request that you likewise share information gathered for the US 36 Corridor EIS, the Boulder/Longmont Diagonal Feasibility Study and the North Metro Corridor study. This will result in a more consistent application of regional data (environmental and transportation), utilization of a common set of assumptions and methodologies, and greater coordination regarding those efforts that will need to be fed into the regional planning process.

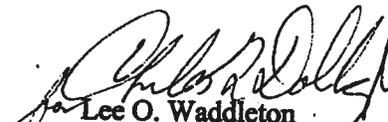
You have the right to expect that the EIS will enable you to carry out your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy any NEPA requirements including those related to project alternatives, environmental consequences and mitigation.

We look forward to your response to this request and your role as a cooperating agency on this project. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Jean Wallace (FHWA) at (303) 969-6730 extension 382 or John Dow (FTA) at (303) 844-3243.

Sincerely yours,



William C. Jones
Division Administrator



Lee O. Waddleton
Regional Administrator

cc: Mr. Dave Martinez, CDOT Region 4
Mr. Bob Garcia, CDOT Region 4
Mr. Stanley Elmquist, CDOT Region 4
Ms. Carol Parr, CDOT Region 4
Mr. Brad Beckham, CDOT EPB

State of Colorado

DEPARTMENT OF TRANSPORTATION
Region 4 - Loveland Residency
2207 E. Highway 402
Loveland, CO 80537-8885



January 21, 2004

Scott Weeks
Regional Transportation District
1600 Blake Street
Denver, CO 80202

**Re: North I-25 Front Range EIS
Invitation to a Resource Agency Meeting**

Dear Mr. Weeks:

The Colorado Department of Transportation has issued the Notice to Proceed with the North I-25 Front Range Environmental Impact Statement (EIS) process in CDOT Region Four and the Notice of Intent was published in the Federal Register on December 31, 2003. The goal of this project is to prepare an EIS evaluating future transportation alternatives and improvements for the I-25 corridor between Denver and Fort Collins.

Alternatives under consideration include:

1. Taking no action.
2. Improvements to the existing highway network, particularly I-25 but perhaps also US 85 and US 287.
3. Transit options including bus and rail technologies.
4. Constructing a highway at a new location.

We would like to invite you or your designated representative to participate in the scoping meeting for the Resource Agency Team. This meeting will be:

**Thursday, February 26, 2004
2:00 p.m. to 4:00 p.m.
Loveland CDOT Office
2207 E. Highway 402
Loveland, CO 80537**

At this meeting we will provide a summary of our process and would request your input on any particular issues you wish us to study or processes you wish us to follow.

We look forward to working in a partnership with you to conduct this EIS and determine the best transportation options for Northern Colorado.

Sincerely,



David M. Martinez
Project Manager
CDOT N. I-25 Front Range EIS

cc: Project File

Regional Transportation District

General Manager

1600 Blake Street
Denver, Colorado 80202-1399
303/628-9000

EIS - COOPERATING
AGENCIES
RTD

February 2, 2004

Mr. William C. Jones
Division Administrator
Federal Highway Administration, Colorado Division
555 Zang St., Room 250
Lakewood, CO 80228

Mr. Lee O. Waddleton
Regional Administrator
Federal Transit Administration, Region VIII
216 Sixteenth St., Suite 650
Denver, CO 80202

Dear Sirs:

Thank you for the invitation to participate as a Cooperating Agency on the North I-25 Front Range EIS. RTD looks forward to participating in this study.

Via this correspondence, I am confirming RTD's willingness to participate fully in each of the six activities that your invitation lists. As you note, of particular importance will be assuring continued close coordination between this EIS and the various other study efforts currently underway in the region. CDOT, RTD, FTA, and FHWA are closely coordinating study efforts through various venues, including the monthly Corridors Coordination meeting, and RTD is committed to continuing the open approach that the agencies have established through this forum.

Please include me and Elizabeth A. Rao, RTD's Assistant General Manager of Planning and Development, as your contacts in the capacity as Cooperating Agency. Again, I appreciate your offer to involve RTD in this capacity and look forward to continued close cooperation between our agencies on all planning and environmental studies in the metro area.

Sincerely,



Clarence W. Marsella
General Manager

c: Elizabeth A. Rao, Assistant General Manager of Planning and Development
John Shonsey, Senior Manager of Engineering
Bill Van Meter, Senior Manager of Systems Planning



MEETING MINUTES

RTD Coordination Meeting

MEETING DATE: April 20, 2004

LOCATION: RTD Offices

ATTENDEES: CDOT: Bob Garcia, Dave Martinez, Stan Elmquist
RTD: Liz Rao, John Shonsey, Dave Hollis, Dave Krutsinger
C&B: Gina McAfee, Zafar Alikan
FHU: Tom Anzia, Holly Miller

PREPARER: **Carter Burgess**
Gina McAfee

COPIES: Attendees, Carol Parr, Craig Gaskill, Paul Brown, Danielle Smith, Bob Felsburg, John Dow, Chris Primus, Jean Wallace, Ken Carlson; Becky Noe, File # 071609.400

MEETING SUMMARY

1. Dave introduced the CDOT project team. Carol Parr (who is not here) is the environmental manager for CDOT.
2. Gina gave a brief project update.
3. Stan described the reasoning for the study area boundaries.
4. Liz indicated that RTD is partnering on I-70 and US 36. If FasTracks passes, RTD would start an EIS on North Metro, because they would want to pursue innovative federal funding (TIFIA loan). If that happens, what are the pros and cons of combining these efforts? Would a new NOI be needed?

Another issue is the HOV recommendation north to SH 7. That will be addressed in the North Metro Corridor Study. It is not a FasTracks recommendation, but could be a HOT lane.

5. If FasTracks passes, our purpose and need could change so that a transit alternative would end at SH 7 or Longmont (or both).
6. In the North Metro Corridor Study scope, there will be travel demand forecasts developed (to 2025 or 2030); right-of-way investigations – is there enough right-of-way; conceptual P/P sheets; re-validation of the cost estimate; environmental data – floodplain, NWI maps. We will share data back and forth between these efforts. Chris should contact David Kurth to coordinate the travel demand projections.

MEETING MINUTES

*RTD Coordination Meeting
April 20, 2004
2 of 3*

7. Liz recommends development of a corridor level IGA to address how this corridor would be treated if FasTracks passes (do one EIS). Liz thinks that John Muscatell is intending to fund a highway piece south of SH 7. We need to discuss this with Jennifer Finch and John Muscatell.

One option, if FasTracks passes, is that there could be separate RODs for highway and transit or for separate funding packages.

For operating, we could investigate a private operator for the design/build/operate option. RTD will be assuming this operating scenario and we could piggy-back on this.

8. For the Diagonal Feasibility Study, RTD will be looking at station locations and TOD potential. This will go all the way to Main Street in Longmont. Stations are being looked at 52, Hover Road and end of line (EOL). There will be park-n-Rides at 52 and EOL. It will be double tracked, 15-minute frequency ultimately. Ridership forecasts and costs will be developed. The study is starting today. Rick Pilgrim and Tim Baldwin will be working on this.

El Gallagher and Mike Paris are the railroad contacts.

9. RTD is working on the Commuter Rail design standards. They will be out in a couple of months. This includes park-n-Ride standards.
10. Maintenance facilities are being looked at adjacent to DUS. It will combine all three corridors. RTD will pick a consistent vehicle for the FasTracks corridors.
- 23rd Street yard is one possibility for the maintenance facility (an expansion). This could handle about 100 vehicles.
 - 38th Street yard is another possibility. It is a huge facility. This would work for DMUs. RTD is looking into cost/benefit of these.
11. If North Metro comes up with LRT, would we need a transfer facility? Another option is to have different types of service – local and express. Different operating scenarios could be developed for BRT also.
12. The relocation of the Union Pacific line is a possibility only if FasTracks passes.
13. With FasTracks, the maintenance facility that RTD develops will have the potential for expansion – it will be designed for 100 vehicles and they will only need half of that.
14. RTD has some running times on the Burlington Northern line developed for the US 36 EIS. They have detailed cost estimates for the Diagonal and North Metro segments. For North Metro, they are assuming double tracking to 124th and single tracking to 160th.
-



MEETING MINUTES

RTD Coordination Meeting
April 20, 2004
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15. For mapping, we should coordinate with CDOT (Region 6 or DTD). They are no longer using State Plane on US 36 and I-70 EIS. We need to make sure we are consistent.
16. We should develop some possible alternative implementation strategies. What needs to be done with FTA, how an EIS might need to be augmented.
17. RTD will be having public meetings in Weld County and other counties in July and August 2004.



NORTH I-25
EIS

information. cooperation. transportation.

SIGN IN SHEET

Coordination Meeting with RTD
April 20, 2004

SIGN-IN SHEET

| Name: | Agency | E-Mail Address: |
|-------------------|----------|----------------------------------|
| Gina McAfee | C & B | mcafeeVL@C-B.COM |
| ZAFAR ALIKHAN | C & B | ali.khan3x@C-B.COM |
| STAN ELMQUIST | CDOT R4 | stanley.elmquist@dot.state.co.us |
| John Shonsey | RTD | Liz.Rao@RTD-Denver.COM |
| David Hollis | RTD | John.Shonsey@RTD-Denver.COM |
| David Kruttsinger | RTD | david.hollis@rtd-denver.com |
| Holly Miller | FHU | david.kruttsinger@rtd-denver.com |
| Tom Anzia | FHU | HOLLY MILLER@FHUENG.COM |
| DAVE MARTINEZ | CDOT-R-4 | Tom.ANZIA@FHUENG.COM |
| Bob Garcia | CDOT R4 | David.M.Martinez@dot.state.co.us |
| | | robert.garcia@dot.state.co.us |
| | | |
| | | |

MEETING MINUTES

Briefing on Transit Issues

MEETING DATE: May 4, 2005

LOCATION: Carter & Burgess

ATTENDEES: RTD: Lee Kemp (new RTD board member)
C&B: Gina McAfee, Julie Morrison, and Craig Gaskill

PREPARER: **Carter & Burgess**
Gina McAfee

COPIES: Attendees, Kim Podobnik, Leslie Chadwick, Bob Felsburg, Tom Anzia, Zafar Alikhan, Bob Garcia, Dave Martinez, Holly Miller, Karla Harding, C&B File #071609.400

MEETING SUMMARY

1. Gina, Julie and Craig gave a general description of the TAFS, NEPA process and the transit development process.
2. Lee asked a variety of questions and had some observations including:
 - What is the projected growth in population and employment?
 - What is fueling the growth?
 - The SE Weld County area will likely be looking for some transportation relief.
 - As the area grows, emissions will increase and could become more of a problem.
 - The rail alternatives that are in a freight rail corridor are more problematic from the standpoint of needing to deal with the RR but more advantages from a cost standpoint.
 - Is there interest in commuter rail because of the TOD potential? Yes, as well as the rail bias issue - and the support built up during the TAFs process – and the anti-highway feeling.
 - BRT could be a good Phase I, with rail a possible future use. BRT would be good at generating ridership.
 - The FasTracks lines that go to Longmont and SH 160 will make rail easier.
 - An advantage of BRT along I-25 is the cost savings with the highway improvements.
 - A challenge of BRT is convincing the developers to do TOD.

MEETING MINUTES

Briefing on Transit Issues
May 4, 2005
2 of 2

- What opinions do we expect to see expressed at the May 19 meeting? The Tri-towns area (Dacono and Fredock) is pushing for a vote to annex into the RTD District.
- There is a commuter rail consortium that is pushing for CR along the BN.
- Lee can help us with technologies – he worked on the Eugene BRT. He is the Chairman of TRB for bus technologies. We will coordinate with Lee when we get to that point in the process.
- Lee can't be at the May 19 meeting, so we should set up a separate briefing with him after this May 19 meeting.

MEETING MINUTES

RTD Briefing

MEETING DATE: June 6, 2005

LOCATION: Carter & Burgess

ATTENDEES: C&B: Julie Morrison, Jennifer Heisler, Gina McAfee
RTD Board Member: Lee Kemp

PREPARER: **Carter Burgess**
Gina McAfee

COPIES: Dave Martinez, Stan Elmquist, David Krutsinger, Tom Anzia,
Bill Van Meter, Gina McAfee, Craig Gaskill, Bob Garcia, Becky Noe,
C&B File #071609.400

MEETING SUMMARY

1. Julie provided Lee with the material we provided to our TAC and RCC meeting a couple of weeks ago (see attached). Comments were:
 - Is there a relationship between transit ridership and a high retirement population?
 - Is one of the reasons for the dispersed trips because of CSU and UNC?
 - Does Fort Collins have a regional airport now?
 - Are we working with Bob Briggs (Front Range Rail Symposium)?
 - Agree with dropping out high-speed rail.
 2. Lee is working with the mayors (Dacono, Firestone, Frederick, Superior, Erie, Boulder, etc.) to determine if they want to put a vote on the ballot to come into the District. People outside of the District will need to pay \$5 to park and use FasTracks.
 3. There is a lot of support along the western side of I-25 for some sort of regional train service.
-



MEETING MINUTES

*RTD Briefing
June 6, 2005
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4. Jennifer asked what questions Lee had about FasTracks.
- If the Northwest Corridor is not completed, would there be more riders on the Gold Line? Or maybe there would be more riders on the express bus routes.
Response: The 2025 FasTracks forecasts assumed no Northwest Corridor.
 - Do we know of any possible political red flags?
Response: The NEPA process will likely generate more issues such as technology or station locations. The challenge is to accommodate new issues and maintain the budget. Councilwoman Montaro's concerns are that Denver receives very few benefits from commuter rail but more noise and air pollution. Another potential issue is that of betterments. Jennifer described the plan of having the cities negotiate the local share.
 - Lee would like to know about meetings we will be having about FasTracks in his district.
 - Maybe the North I-25 EIS should put an item in the briefing newsletters that go out from RTD. Jennifer will get with Scott Reed about this.
 - One of the issues from other Board Members is a desire for receiving timely information.



MEETING MINUTES

RTD Coordination Meeting

MEETING DATE: March 31, 2006

LOCATION: Carter & Burgess, Inc.

ATTENDEES: RTD: Dave Shelley, David Krutsinger, Chris Quinn
CDOT: Bob Garcia, Dave Martinez, Stan Elmquist
FHU: Holly Buck
Connetics: Smith Myung
C&B: Paul Brown, Julie Morrison, Danielle Smith, Gina McAfee

PREPARER: ~~Carter~~ **Burgess**
Julie Morrison

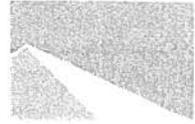
COPIES: Attendees, Carol Parr, Steve Olson, Gayl Harrison,
C&B File #071609.400

MEETING SUMMARY

1. Paul Brown described the North I-25 process to date and the two build packages, including physical layout, operating plan assumptions (30 minutes peak/ 60 minutes off peak for Commuter Rail and Commuter Bus). Package B may require some sort of A/B service. At SH 7, there may not be a median BRT station.
2. What is the status of Longmont and North Metro FasTracks lines?
 - a. Longmont from Chris Quinn: The biggest issue is whether or how we can get to the Sugar Mill. This may cost as much as \$90 million from 1st and Terry to Sugar Mill. It is unlikely that RTD will go past 1st and Terry. (It costs \$14 million to get from Twin Peaks to 1st and Terry.) The current indication is that RTD is committed to making the extension to 1st and Terry happen.

No amendments to the Regional transportation Plan (RTP) are expected for at least a year. When US 36 and Longmont extension are rewritten into a single document later in the NEPA process, RTD will identify how to fund the piece between Twin Peaks and 1st and Terry. This is not really needed until the FEIS/ROD.

Paul and Danielle will be sitting down with Henry and Nadine to discuss engineering issues.



MEETING MINUTES

RTD Coordination Meeting

March 31, 2006

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The North I-25 operating plan for commuter rail favors the Fort Collins to North Metro trip. The trip from Fort Collins to Boulder will transfer. The Weld County to Boulder travel was lower than expected.

Chris Quinn stated that the Longmont line may be single tracked. This will be known by the end of June.

From Dave Shelley: Independent utility for the rail is being finalized. This will proceed as an EA/EIS with the Army Corps of Engineers as the lead agency. Severing highway and transit could occur in the next couple months.

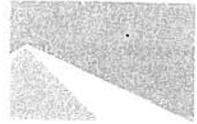
- b. North Metro EIS from Dave Shelley: Contract negotiations are beginning. This is a rail only project. The EIS may evaluate less frequent service north of 124th Avenue and possibly single tracked.

The North Metro Corridor early action ROW preservation will begin soon after Notice to Proceed. \$7.5 million has been set aside for preservation of right-of-way.

All of the agreements with UP are being discussed, including ROW preservation. This money could be used for other project elements if this Union Pacific (UP) agreement is finalized.

3. Use of RTD park-n-Rides

- a. North I-25 Project is planning to use the Wagon Road park-n-Ride for 4 buses an hour. This may cause a need for more bus bays and parking. The park-n-Ride is currently at capacity, but may gain some back when North Metro opens.
 - b. Brighton park-n-Ride is similar.
 - c. Commerce City park-n-Ride may be moved as a part of the North Metro project. The existing facility at 74th Avenue and US 85 will likely remain. It is at capacity. It makes more sense for the North I-25 service to tie into the new facility.
-



MEETING MINUTES

RTD Coordination Meeting
March 31, 2006
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4. Denver Union Station

- a. North I-25 Commuter Buses will have very little impact, but BRT may have more impact. What is the opportunity for more regional service?
 - i. In the short term there are no plans for major improvements—buses will go to Market Street Station.
 - ii. In the longer term there will be an underground facility plus a facility for private buses like greyhound. The private facility is the one that makes the most sense for North I-25 to use, but there is no funding for this. The facility is also dependent on funding for underground Commuter Rail tracks.
- b. The DUS Master Plan anticipated a NFR Commuter Rail in Phase I, so there will be capacity for it.

5. New park-n-Ride

- a. RTD has the acquisition but not development of a new park-n-Ride in their TDP just north of 144th Avenue on the west side of I-25.

6. FasTracks Bus Service

- a. FasTracks Bus Service includes enhanced bus service from Wagon Road along 120th to the North Metro commuter rail.

7. External Service and RTD park-n-Rides

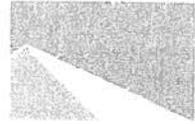
- a. RTD does not want external bus service starting/stopping at their end of line rail stations. The discussion for pay for parking is also ongoing, but it may be prohibited by a bill currently in the Legislature.

8. Data requests

- a. The North I-25 Project team wants to make sure it has the correct RTD unit costs and assumptions. Is there an RTD standard for the EISs? (Answer: NO.)
- b. There should be a cost guidance document for FasTracks. US 36 used different cost methodologies than John Shonsey used for FasTracks. It makes sense to compare assumptions used for FasTracks, West Corridor, US 36 and I-70 East. The North I-25 team used the same cost methodology as the I-70 East project for Level 3 Screening.

For operational costs, RTD has developed standard operating costs and the North I-25 Project used this. The O&M model that's being used for the North I-25 EIS is the same one that RTD is using system-wide.

9. Vehicle Technologies



MEETING MINUTES

RTD Coordination Meeting

March 31, 2006

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- a. Commuter rail vehicle technology analysis is being done by LTK under contact to RTD. By June, they should have Phase I analysis complete. There will be a recommendation later. All the vehicles being analyzed are FRA compliant. North I-25 design assumes conservative design standard with Locomotive Hauled Coach.

10. Future Coordination

- a. The next TAC meeting is April 13. Lee Cryer is the RTD representative.
- b. The group that met for this meeting should meet approximately every other month to continue coordination efforts.
- c. Vicky McLane has requested to meet with RTD on April 5th.
- d. Gina will send Dave Shelley the vibration study on DMU.



MEETING MINUTES

North I-25 NFRMPO/RTD Meeting

MEETING DATE: April 9, 2007

LOCATION: FasTracks

ATTENDEES:

- RTD:** Lee Cryer, Henry Stopplecamp, Bob Boot, Bill VanMeter, Chris Quinn, Dave Shelley, Jim Starling
- C&B:** Gina McAfee, Paul Brown
- CDOT:** Brad Beckham, Sharleen Bakeman, Carol Parr, Jim Paulmeno, Dave Martinez, Long Nguyen
- FHU:** Tom Anzia
- FTA:** Dave Beckhouse
- NFRMPO:** Suzette Mallett (by conference call)

PREPARER: **Carter Burgess**
Gina McAfee

COPIES: Attendees, John Daggett, Vicky McLane, Cliff Davidson, Monica Pavlik, C&B File #071609.400

MEETING SUMMARY

1. Since Cliff, John, and Vicky are not able to participate, Dave Martinez will bring a package of the material to them later in the week.
 2. Paul Brown introduced and described the North I-25 packages and their transportation impacts and benefits. Paul also described the assumptions the project has made for grade crossings and ridership projections.
 3. Dave Martinez asked Suzette about Ray Moe's desire to get some ridership forecasts for the RTA discussions. We have provided this to Ray today.
 4. Henry pointed out the difference in the travel time between commuter rail and BRT. Paul reminded the team that BRT assumes a speed of 75 mph plus median stations plus limited number of stations.
 5. Chris asked if the component from Ft. Collins to Boulder could still be done. The response was yes.
 6. NW Rail update:
-



MEETING MINUTES

North I-25 NFRMPO/RTD

April 9, 2007

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- The Corps has signed off on the scope of work.
 - The approval from the Board is planned in early May.
 - The information from the APE will be available by the time the project starts.
 - 1st and Terry will be the end of line.
 - This will include 50% engineering.
 - Vehicle type will likely be DMU.
7. North Metro update:
- DMU or EMU on UP alignment.
 - Options are also being evaluated to avoid the Sand Creek Junction.
 - Another set of public meetings will be in June.
 - DEIS early 2008.
 - It will be single tracked north of 104th, with a station north of SH 7
8. The design (bridges) for North Metro would be problematic with Locomotive Hauled Coach, since the bridges for North Metro are all being designed to carry a DMU or EMU vehicle, which is lighter.
9. Where is our maintenance facility? Could be at Berthoud or Ft. Collins. If our commuter rail alternative moves forward, there could be some economies of scale—sharing some equipment with RTD.
10. DUS update:
- RTD is working with the master developer
 - LRT is planned to be at grade, closer to the river.
 - Bus facility would be underneath 17th
 - FEIS will be done on the Preferred Alternative (will be done in March 2008).
-



MEETING MINUTES

North I-25 NFRMPO/RTD

April 9, 2007

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11. Paul discussed cost estimating, grade crossings, and North I-25 operations in the RTD District. Costs for components would likely be available in May. Unit costs were consistent between North I-25 and RTD FasTracks.

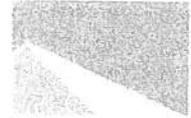
- Henry asked about the relatively low cost for our grade crossing structures.
- The \$52 million total does not include street running on Mason and Atwood.
- The maximum number of additional buses per hour in downtown would be 5.

12. There is a current RTA-related effort for formation of a Regional Transit Management structure. There is a subcommittee of the Steering Committee that is discussing this.

Is there a way to rely on a framework or a mechanism that is specified in the 2035 Plan? This could be useful if a RTA did not pass.

Suzette thinks there is a way to include some language in the 2035 Plan that acknowledges this intent.

The general public is supportive of paying for a RTA. The challenge is inter governmental cooperation.



MEETING MINUTES

RTD/NFRMPO Meeting

MEETING DATE: May 14, 2007

LOCATION: Carter & Burgess

ATTENDEES: RTD: Chris Quinn
C&B: Paul Brown, Gina McAfee
FHU: Tom Anzia
CDOT: Dave Martinez, Long Nguyen
NFRMPO: Cliff Davidson, Vicki McLane

PREPARER: **Carter & Burgess**
Gina McAfee

COPIES: Attendees, Chris Primus, Holly Buck, Carol Parr, C&B File #071609.400

MEETING SUMMARY

1. Paul Brown walked through the handouts for the update for North I-25.
2. Cliff Davidson asked if Ft. Collins is aware of the tolled lane option? The response is yes.
3. Chris Quinn asked if we would manage the TEL with different rates for different segments?
4. Does our background network include parallel roads? Is there a prohibition against building parallel roads adjacent to a TEL?
5. Cliff thinks the tolled lanes will be hard to sell.
6. Cliff asked if the 2030 forecasts will alleviate the traffic demand and reduce it to existing levels? The response is no.
7. It appears as if we are proposing to spend a billion here with no obvious benefits on a regional basis. Why are we doing this? Should we be testing what the affect will be of a more robust regional network? Response: That really is the responsibility of the Front Range transportation plan or the NFRMPO 2035 plan.

There are noticeable benefits in travel times, speeds, and arterial volumes, as discussed with the TAC and RCC in March.



MEETING MINUTES

RTD/NFRMPO Meeting

May 14, 2007

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8. Should some of this information be presented to the NFRMPO TAC? Should we come to the June 7 Planning Council meeting?
9. Should Chris meet again with the TDF group? Would that help to better disseminate information?
10. At DUS, is the developer kicking out Greyhound? Chris indicated that North Metro will likely go to DMU vehicles. The RTD Board has so far indicated that the cost reduction of shortening the corridor (for North Metro or NW Rail) is off the table.
11. What about single tracking? Or phasing? This will be analyzed after the DEIS.
12. Does the DUS allow for our buses or trains? Response: Our rail service will be on one of RTD's trains. For buses, we will go into DUS or we will operate in downtown Denver.
13. Are we serving major employment centers? Yes – downtown Denver, employers at Interlocken, Loveland, Fort Collins, and Longmont.

Meeting Minutes

Project: North I-25 EIS

Purpose: Discuss Travel Forecasting Approach

Date Held: August 28, 2003

Location: North Front Range MPO Offices, Fort Collins

Attendees: **NFR MPO:** Vicky McLane, Arvilla Kirchhoff, Andy Gomez
FHU: Bob Felsburg
C&B: Jennifer Heisler, Chris Primus
Clarion: Ben Herman, Darcie White

Copies: Attendees, Tom Anzia, Gina McAfee, File

Summary of Discussion:

1. Bob Felsburg indicated the purpose of the meeting was to obtain information on the status of NFR MPO activities (transportation plans, land use, model development), to discuss how to best integrate the NFR forecasting process with the North I-25 process, and to provide an overview of the modeling approach for North I-25 EIS.
2. Major challenge for travel forecast model in this project is how to combine both the NFR and DRCOG models to account for transit trips between the NFR area and Denver (Denver Union Station, DIA, etc.) FTA has indicated that transit forecasts should account for trips into Denver.
3. We presented an overview of a draft modeling approach (hand-out provided to attendees). Fundamental element of travel model development is to work closely with CDOT, the two MPOs and RTD to develop a process that all agencies can buy into and are comfortable with. Proposed formation of a Technical Forecasting Committee to guide model development and sign off on calibration/validation. Also proposed national travel forecasting experts to provide input at key points in model development.
4. NFR provided the following information:
 - The DRCOG Travel Behavior Inventory (TBI) had one external station (I-25/Meade) that inter-regional trip information could be derived.
 - NFR conducted a household (HH) survey in 4th Quarter 2001 of 1,960 HH representing 13,000 trips. This survey would provide good sources of origin/destination information. The survey data (90%) were geocoded in the modeling area.
 - Year 2000 model should be calibrated, validated and documented by 9/30/03. The socio-economic data for the 2000 model included 2000 Census information and the ES202 (State of Colorado) employment data. Peer review conducted of model led to

NFR using same employment breakdown as DRCOG. NFR uses total HH, while DRCOG uses HH by income group. NFR indicated that they had HH size and income group information available.

- Target year for long-range plan is 2030.
 - Year 2030 Land Use will be developed using Community Viz, a land use allocation model. Model is currently being calibrated to 2000, and will be reviewed with local planners. Model uses land use control totals (county and region) as input. Anticipate land use model calibration by end of September.
 - Anticipate draft 2030 Regional Transportation Plan by April 20, 2004.
 - NFR will produce interim year forecasts for 2010 and 2020.
5. Land Use Scenarios – discussion of whether Community Viz will be used to develop land use scenarios for different transportation alternatives for North I-25 project, and whether it had capabilities to accommodate transportation infrastructure improvements (roadway and transit). Options to consider include manual adjustments in areas where land use would be intensified due to transit stations/stops. Approach to developing and analyzing land use will need to be resolved as 2030 land use forecasts are developed.
 6. Air Quality Conformity is very important consideration to NFR. Needs to be considered in study.
 7. We will be meeting with DRCOG the week of September 1 to discuss the modeling approach. Plan to incorporate both MPOs input into the work scope for the project.



MEETING MINUTES

Agency Coordination Meeting – NFR MPO

MEETING DATE: August 4, 2005

LOCATION: City of Fort Collins offices

ATTENDEES: **FHU:** Tom Anzia
CDOT: Steve Olson, David Martinez, Stan Elmquist
NFRMPO: Arvilla Kirchhoff, Andres Gomez, Suzette Thieman, Cliff Davidson, John Daggett
C&B: Gina McAfee, Julie Morrison, Chris Primus

PREPARER: **Carter Burgess**
 Gina McAfee and Chris Primus

COPIES: Attendees, Jean Wallace, Dave Beckhouse, Craig Gaskill, Bob Garcia, C&B File #071609.400

MEETING SUMMARY

1. Tom Anzia provided a general project overview. Level 2 screening has been compiled. Valve Engineering has been done. We have about 8 packages identified that are combinations of highway, managed lanes, BRT, and CRT. We are planning to begin the impact assessment in mid September.
2. Suzette asked what the feedback was from the public meetings. The primary message was that some sort of transit should definitely be included along with highway improvements. Other input was to look at travel to DIA, a rail spur to Greeley, relationships to Front Range toll road, and others.

We will be doing some supplemental analysis of some of these issues.

3. Cliff asked if we are still looking just to 2030. He thinks that because it takes so long to build projects, we should be looking out to 50 years.
 4. Is there a limit on the alternatives you study in a DEIS? Response: only a lower limit.
 5. At the Fort Collins meeting, the business community was not represented. We have been meeting with them separately, in small group meetings. Are they interested in delivery of goods? Access to their business? (No obvious differences in input have been received yet.)
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MEETING MINUTES

Agency Coordination Meeting – NFR MPO

August 4, 2005

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6. Was the VE session a traditional VE? No – we were using a different group of professionals to see if they had any different ideas. FHWA was pleased with the results of this session.
7. What about coordination with the Front Range Rail group? We have met with them several times, attended their events, and incorporated their ideas into to our packages.
8. Gina described the cumulative impact assessment methodology. NFR MPO can provide future land use, floodplain data, VMT analysis. The CU data is open source data.

We need to make sure we get input from the TAC and the RCC on the land use part of this – and the resource agencies.

The NFR MPO can also provide us with their list of regionally significant projects to use.

9. An issue is that the locals are making land use decisions without looking at the environmental resources that might be affected.

Should we be looking at our existing transportation system as a sensitive resource? To protect the viability of I-25?

We need to make sure we are going to model the housing/employment mixture around transit. We also need to make sure that we acknowledge the effect of the end of line.

We are planning to do an induced growth analysis and a land use sensitivity analysis.

10. What is the definition of No Action? Because we are in a low funding phase, will the analysis be skewed?

At some point, it is very likely there will be a RTA. Also, WC Road 13 will likely be built.

11. Clarion has allocated the 2030 forecasts to a geographic area matching these to each community's plans.

Clarion is examining land use data from other cities, and will be reallocating growth based on the transportation alternatives.

The smaller communities may have an issue with the difference between their build out plans and the 2030 growth estimates.

Another issue is how this all appears to the "green" community.

The NFR MPO looked at the difference between 2030 estimates and the community's plans. It showed a doubling of households and a ten fold increase in employment.



MEETING MINUTES

Agency Coordination Meeting – NFR MPO

August 4, 2005

3 of 4

Will we be getting to the point where we are looking at diversity of employment, housing density, etc. around stations? Response: Yes, some initial sensitivity tests will be conducted in Level 3, and subsequently in the DEIS and FEIS.

The current process always leads to land use patterns that do not change, leading to more congestion and sprawl.

The design of the transportation system should not respond to the unrealistic local plans, but guide the local's development plans.

The purpose and need does not address the need to lead land use patterns, because for NEPA it must only address transportation needs.

If the land use data reflects the designed transportation system, would the federal review process allow this? The MPO doesn't want to take on regional land use planning. But it wants to provide information to the communities that the current plans are unsuitable.

The NFR MPO is bringing in a speaker, Robert Grow, from Envision Utah, on how communities should plan their future. Utah has made great progress in terms of transportation projects and reduced agricultural land conversion.

12. Julie described the screening process concerning the UP line. The commuter rail corridors that are most practical are the central and west corridors. The UP rail line was eliminated due to it serving the least amount of people, and also because of the quantity of freight trains on the line.

We are continuing to evaluate bus and rail options in the Level 3 packages. The packages are being defined in terms of a capacity analysis with a range of highway and transit options to address the demand.

13. Chris described the combined travel model that has been developed for this EIS.

He then elaborated on some of the rail ridership results of Level 2B:

- The alternatives each resulted in about 4,000 rail riders, but the alternatives clearly served different patrons in different travel markets.
 - The rail share of work trips from the north Front Range area to downtown Denver exceeded 40%.
 - The feeder bus system had a high ridership. The majority of these riders were intra- or inter-city travelers, not transfers to rail.
 - The Level 2B alternatives had an station spacing of 9-12 miles, while peer systems average 4-8 miles. The rail alternatives in Level 3 will add stations.
-



MEETING MINUTES

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Agency Coordination Meeting – NFR MPO

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- The rail ridership projections are below those of TAFs, which had rail ridership of about 10,000 per day. The primary reason is that the sketch planning methods did not adequately account for origins and destinations of long trips. Recent census and survey information has been available for the EIS to better estimate long trip origins and destinations.

14. Chris distributed a comparison between the Utah and Colorado Front Range 2000 census journey-to-work trips. A commuter rail line between Salt Lake City and Ogden Utah is scheduled to open in 2008. These are approximately double the work trips traveling between counties in the corridor compared to the Colorado Front Range.

John asked if the rail projections from other EIS's around the country have been compared. The EIS team will look into this. John asked if a model had been performed that tested the bus feeder system without a rail line? Response: Yes, and Chris will send John the results.

John asked if highway improvements had any influence on the rail projections. Response: This will first be tested in Level 3.

John asked if the average trip length of rail users is different between the alignment alternatives. Chris will send him the data.

15. The next meeting will be arranged in October, after initial Level 3 results are available.

MEETING MINUTES

Briefing with NFRMPO

MEETING DATE: November 17, 2005

LOCATION: Fort Collins Library

ATTENDEES: **C&B:** Gina McAfee, Chris Primus, Julie Morrison
NFRMPO: Cliff Davidson, Suzette Thieman, Andy Gomez, John Daggett
CDOT: Dave Martinez, Bob Garcia, Stanley Elmquist
FHU: Tom Anzia

PREPARER: **Carter Burgess**
Gina McAfee

COPIES: Attendees, Bob Felsburg, Dennis Markham, Debra Baskett, Ben Herman, Craig Gaskill

MEETING SUMMARY

1. Tom indicated that we are screening the Level 3 Alternatives. We are starting now to look at station screening and interchange planning/screening. We will have public meetings on these results in January and February.

For the DEIS Alternatives development, further work will be done to identify and define interchanges.

2. There is a NFRMPO Planning Council meeting on January 5, 2006. Cliff would like CDOT to come to this. We are also planning to meet with the Mayor of Berthoud. There is a RTA sub-committee of the NFRMPO. There is a vote planned for November 2007. The NFRMPO is also kicking off a visioning process that will be undertaken by (probably) a non-profit organization. The RTP will be done in 2007.

All of these NFRMPO activities need to be coordinated with EIS activities.

Perhaps the main focus of the RTA sub-committee (and the vote) could be focused on the EIS recommendations.

Should the RTA sub-committee come to the RCC meetings?

It would make sense to combine a briefing on the NFRMPO activities with Debra Baskett's presentation on January 12, 2006, to introduce a discussion on implementation.



MEETING MINUTES

*Briefing with NFRMPO
November 17, 2005
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3. Chris Primus gave a quick update on how we are handling toll forecasting. We met yesterday with DRCOG to discuss this. We looked at the different corridor methodologies, plus CTE, plus other projects nationwide. We will be documenting the proposed off-line/CTE type methodology.

Would there be a policy requirement that accompanied toll lanes – that the locals would not be able to construct new roads or improve existing roads? A parallel road system will be coming along with development.

At this point, our alternatives do not assume any of these constraints.

A parallel road system would take short-trips off of I-25.

4. Toll roads do not have a different physical impact than a general purpose lane – but could have different operational impacts (general purpose lanes might be more congested, there might be more traffic on other arterial roads and as a result there might be more noise or air quality impacts).
5. The NFRMPO has had discussions about their VanGo program. This could be considered a precursor to transit – but the experience in Colorado Springs is that these two (Vanpools and buses) serve different markets. FTA allows for a rail bias in Denver.
6. The 2030 constraint for NEPA documents seems like it constrains the vision. There is an opportunity in the cumulative impacts section of the EIS to discuss post 2030 land use.

On December 5th, 2005 there will be a discussion of the example sensitivity TOD land use scenarios.

7. Can we have a discussion in the cumulative impacts section of the document about what may happen in this region assuming reasonably foreseeable future development? We could reference some of the statistics in the "Envision Utah" project, related to VMT, travel patterns.

If the local jurisdictions will work with us as we place stations, then we can hopefully have compatible zoning.

The local planners have trouble envisioning what commuter rail is – what TOD could look like associated with commuter rail. (Action: Could Clarion help with this "visioning" process?)

8. It sounds like we have already decided where the stations are. On other corridors (like US 36) the land use planners have been more actively involved in the station location and planning process.
-



MEETING MINUTES

Briefing with NFRMPO
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9. We should graphically show the feeder bus network. Cliff would like this by November 28, 2005, if possible. (Action: Julie Morrison/Chris Primus)
10. The NFRMPO is going to "facilitate" the interchanges, starting at 392 – to look at private/public partnerships to work with CDOT to come up with funding mechanisms.

Meeting Minutes

To: North I-25 EIS Project Team
From: Lindsey Larson
Date: February 27, 2006
Subject: Meeting Minutes, North Front Range MPO R4 Coordination

North Front Range MPO Coordination Meeting, February 22, 2006 @ CDOT R4 Loveland

Project team attendance: Tom Anzia, Gina McAfee, Holly Buck, Chris Primus, Paul Brown, Darcie White, Stan Elmquist, Bob Garcia, Steve Olson, Dave Martinez, Lindsey Larson.

NFR MPO attendance: Vicky McLane, Cliff Davidson

Introduction and Discussion

- This meeting is a follow-up to the NFR MPO's concerns about the two DEIS packages.
- We want the MPO to feel confident and comfortable in what the EIS project team is doing to move forward in the DEIS.
- What level of detail do TAC and RCC committees want/need to see?
 - They are very accountable; therefore want to see a lot of detail.
- Milan Karspeck, chief elect of MPO, is very interested in EIS - he sees it more than just a 30-year transportation plan and wants the MPO to remain closely involved.
- Vision document - rather than forcing the EIS to become something its not, why not make the EIS reflect the MPO's needs?
 - The MPO is most concerned about the regional plan, the big picture. How does this EIS fit into a long-term plan?
 - North I-25 EIS team and the MPO need a consistent message and reflective plans and projections.
- Public comments from Town halls:
 - Look outside the year 2030.
 - Western vs. central CR: most of the public seems to agree with the rationale behind western alignment.
 - Concerns about Greeley area transit.
 - Tolling on I-25 is still a concern and an issue.
 - What happens with the north and south arterials? What about the east-west connections?
 - Travel behaviors of all of the new residents in the tri-city area and Weld County may be different in the future from what the census showed.
 - Bottom line: there is a want and need to provide transportation from Fort Collins to Denver.
- Can/will the North I-25 EIS fit into both local level and more regional level future plans?
 - It is out of our purpose and need, but still needs to be looked at.
- MPO: is the high-speed corridor designation going to fit in?

NORTH I-25 EIS

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- MPO: is John Peacock's plan really the way to go?
- MPO: it seems like not all the dots are connected.
- MPO: how did you go from 8 alternatives in level 3 to 2 in DEIS? This is so different from the open, transparent TAFS process. You need to involve your major partners.

Level 3 Quantified Results

- MPO: Do you have documentation of how you got from 8 packages to 2 DEIS alternatives?
 - It is important that the MPO and North I-25 EIS project visions align.
- **Level 3 Results:**
- Packages evaluated on:
 - Expandability, aging, infrastructure, safety, constructability, practicability.
- Operating and maintenance costs (O&M) in relation to ridership and cost effectiveness:
 - There is a break-even point where O&M costs for BRT/CB and CR are about equal. In this corridor, that occurs at about 7000 riders.
 - If there are over 7000 transit riders, CR will have a lower O&M cost per user in this corridor
 - If there are less than 7000 transit riders, BRT / CB will have a lower O&M cost per user in this corridor
 - Given current ridership levels in this study area, the per-user O&M costs for CR are about three times the per-user O&M costs for BRT / CB.
 - For buses to provide service for 7,000 riders, 5-minute headways would probably be needed. Current plans call for 30 minute peak headways for CR and BRT / CB.
- Numbers projected for riders is all dependent on the corridor
- MPO: there are too many stops on the CR line. How exactly did you come to the 8 stops?
 - We looked at average spacing of stations on peer CR systems
 - National average is 3-5 miles; ours is 4-5 miles; it garners the highest amount of riders
- Bus Rapid Transit (BRT) is more flexible than CR.
- MPO: how far does average person drive to a CR station?
- MPO: BNSF really isn't that close to the "heart" of many western cities. Loveland and many other cities are now expanding to the east, more toward I-25.
- CR western vs. central in 2030:
 - CR on western alignment: ridership, accessibility to employment and residences is much better - even with all of the projected growth on I-25.
 - Because the western corridor already has a solid base established, the I-25 corridor can't catch up to the amount of western alignment development in the 2030 timeframe.
 - MPO: However, all expansion/growth is happening to east of Longmont, Loveland, Fort Collins, so why not build CR east?
- Many concerns/anomalies exist between the western and central alignments, but it's when you look at those collectively perceptions begin to change.
- How do public wants, desires and needs measure up with the facts from modeling and the EIS process?

DEIS Alternatives Development

- Key Criteria
 - Purpose and Need, practicability, environmental impacts, range of alternatives, compatibility, advisory committee, and public input.
- Key Findings:
 - Widening I-25 in general purpose lanes would be necessary to accommodate 2030 demand, regardless of transit improvements.

NORTH I-25 EIS

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- Limited access lanes perform similarly to 8 general purpose lanes with higher costs
 - MPO: do you have facts to back up the feeling that toll lanes discriminate against low income drivers? Tolls barely cover operating and maintenance costs of roads.
- Of managed lanes, HOT lanes would provide the most congestion relief in the general purpose lanes.
- A single buffer separated managed lane would accommodate travel demand in most of the corridor.
- Of transit improvements north of FasTracks, CR would attract the most ridership but bus service would be more cost effective.
- Ridership lowest on CB; highest on CR. Cost per user: CB lowest; CR highest.
 - MPO: so does the cost per user mean the public has to pay \$13.40 on CB to Denver and \$56-80 on CR?
 - MPO: service times make a big difference: 30 minutes between stops at CR stations vs. 5 minutes for CB
- CR on West would be most cost effective and would serve greater population and employment centers.
 - Accessibility evaluated within 1/2 mile of stations.
 - MPO: how do you compare time savings on central CR to cost per user savings on the western alignment?
 - Everyone has different values. Some people will value cost savings more, others will value time savings more.
- CR on central alignment has less potential impacts for some environmental impacts to residents and people impacted within a certain distance.
 - MPO: There is a huge difference in noise and vibration between freight rail cars and CR cars.
 - What type of vehicle will be used for CR?
- Many environmental impacts can be avoided when design begins.

Comments from the NFR MPO:

- Adverse effects and benefits to low income and minority's census blocks need to be converted to population
- RCC meetings not a dialogue but just descriptive sessions. Too much information is presented too fast.
 - We are planning a different format for the next RCC/TAC meetings to try to address this.
- Parks include open space and nature preserves, etc. There are more along I-25 than the western alignment.
- If North I-25 gets tolled why doesn't T-REX get tolled?
- Does the toll option imply that a contractual relationship will be required to preclude expansion for parallel roads?
 - We will investigate E-470's treatment of this issue.
- Will this become a CDOT policy?
- The effectiveness of HOT lanes vs. HOV lanes - in terms of attracting users - should be reiterated.
- The effect of central I-25 CR and its visibility would be large on auto users in congested traffic. Need a quick and effective response.
- Since trains would only pass every 30 minutes, its visibility would not be as prominent as perceived.

NORTH I-25 EIS

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- Note highway improvements are needed regardless of transit improvements. This conflicts with the project's need of providing multimodal options. There is a public perception that transit relieves congestion, but the provision of and option of transit is key.
- The 2030 timeframe is the most reasonable period as stated by the FHWA. Note forecasting beyond this period becomes more difficult, but there is a need to be visionary to change the automobile oriented cities.
- The promotion of an RTA needs to be stated in terms of the need to raise funds, since the gas tax isn't adequate anymore.
- Does a central alignment really compete with US 287? Have some combinations been eliminated? For example, CR from Fort Collins to Boulder or Fort Collins to Greeley?
- Why can't there be a CR train on US 85?
 - UP rail corridor was eliminated in Level 2 because of the amount of freight traffic; there is also noticeably smaller population on that corridor.
- How do people get to their destination from CR?
- Bus service is assumed but transfers decrease ridership.
- Suggest modifying alternative B to add commuter bus on US287 on managed lanes.
 - Adding lanes have an impact on transit: the US287 corridor would compete with I-25 transit facilities for some of the travel market.
 - Commuter bus on US287 competes with I-25 transit services.
- Can you add a recommendation that community-to-community bus services are needed?
 - This would need to be part of the No Action, or could be included in the EIS congestion management measures.
 - This would be a responsibility of the MPO.
- John Peacock at N I-25 EIS public hearings is not helpful, because he discusses expanding RTD (besides his rail plans) - this is contrary to the RTA.
- Note: Wasatch Front is using the CR system to follow the land use growth near stations here the transportation system follows the land use development
- Can BRT on I-25 eventually become rail?
 - No. The physical design is different, the ROW requirements and median stations are different, and the construction impacts for the conversion would be large.
- Is CDOT acquiring ROW on I-25 to include rail?
 - No, the current ROW persuasion is for the median, state use at the rural character.
- Passenger rail should stop at south Fort Collins not north Fort Collins; commuters to Denver live in south Fort Collins, not north.
- NFR MPO will comment on the proposed modifications to the No Action network.
- Why is # 5 included?
- What about Southwest Weld area?
- Not as necessary because this focuses on the 8 lane.
- Van Go projections had been 20% per year.

End Notes:

- Dave Martinez will contact the NFRMPO prior to the RCC/TAC meeting in March to share with them the planned agenda and format.
- The team will follow up with brief answers to many of the questions raised today.
- The NFRMPO meeting next week will have an agenda item to discuss the North I-25 EIS - the 30 minute presentation should be focused on reducing the 8 Level 3 packages to the 2 DEIS alternatives. Could the presenters be Dave Martinez and Gina McAfee?

MEETING MINUTES

North Front Range MPO

MEETING DATE: March 3, 2006

LOCATION: Timnath Presbyterian Church at 6:00 p.m.

ATTENDEES: **CDOT:** Dave Martinez, Karla Harding
C&B: Gina McAfee, Julie Morrison
NFRMPO: Vicky McLane, John Daggett, Cliff Davidson,
Suzette Thieman, NFRMPO Board and audience

PREPARER: **Carter Burgess**
Julie Morrison

COPIES: Dave Martinez, Karla Harding, Gina McAfee, Julie Morrison,
Vicky McLane, John Daggett, Cliff Davidson, Suzette Thieman,
Bob Garcia, Stan Elmquist, Dave Martinez, Carol Parr, Gayl Harrison,
C&B File #071609.400

Summary of Discussion

Dave Martinez and Gina McAfee presented the results of Level 3 screening and the proposed DEIS alternatives. The following are questions and comments received during the meeting:

Comments:

1. Cliff: Ridership are 2030 riders?
Answer: Yes
 2. Vicky: And just NFR riders (doesn't include FasTracks line ridership)?
Answer: Correct. The TAFS included FasTracks ridership, but these ridership projections are for riders north of the FasTracks corridors.
 3. Tom: What is the cost per user measure?
Answer: Includes capital and operating and maintenance costs. The important thing is to recognize that Commuter Rail has the highest cost per user, but it attracted the most ridership.
 4. John Daggett: What is value of the station mode of access measure if by travel time you just said that most people will drive?
Answer: Behavior is different on each line—on the Central line most people will drive, but on the Western line there are many more stations where over 50% of the station access is by walking or bus.
-

MEETING MINUTES

North Front Range MPO
March 3, 2006
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5. Keith (audience): How do we reconcile the growth along I-25 to your premise that growth is higher along the western side? Is DRCOG driving the numbers on the western side?
Answer: There's a difference between the total population and the change in population: the change will certainly be much greater along I-25, but the Western side of the corridor will still have higher totals, even in 2030. There is also a difference between what is predicted for 2030 and what is predicted for the final build out year, which is not constrained by a time. We've constrained by 2030 year and FHWA feels that 2030 is the best year to use because it can be modeled with some level of confidence. Finally, the DRCOG model is not "driving the growth" on the Western side because the population totals reflect a combined NFRMPO and DRCOG model, which rely on local municipalities to predict their population and employment totals.
 6. Kurt Kastein: So the US 34 interchange is not happening as part of the No Action?
Answer: Interchange improvements are part of packages but not part of No Action. The interim improvements are in the plan as local funds but not the final build out because it is not in the fiscally contained plan. The final build out will be a part of the DEIS alternatives (and part of the No-Action Alternative).
 7. Karen Wagner: Appreciate how you did the public meeting—got a lot of good comments. What about toll roads and how they relate to environmental justice? I see the analysis for rail, but not for freeway.
Answer: Analysis over next phase will be done in depth. In the meantime, a study done in California showed that all income levels used HOT lanes.
 8. Karen: What other comments from public besides developing a rail extension from Highway 119 to North Metro got included?
Answer: Erie station location, Evans and La Salle locations, highway widening south of E-470.
 9. Karen: Is it a waste of people's time to be going to station working groups? Interchange groups?
Answer: No. The working groups will help us convert what is now a general dot on the map into a specific location.
 10. Kay Wood: I sent out an email to all Council and TAG members about the upcoming meetings.
 11. Karen: I thought the transit workshop was extremely valuable, especially the data that compared to other peer systems. I think people need to know how they compare; maybe it's time to bring that information back to public.
 12. Tom: I thought the ridership numbers were low based on vanpool numbers.
-

MEETING MINUTES

North Front Range MPO

March 3, 2006

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13. Cliff Davidson: What was the number/share of passengers that the system picks up? I thought it was very favorable.

Answer: Almost no matter where you put the line, commuter rail will attract forty percent of the work trips from the area north of SH 66 to downtown Denver. And yes, that's a very favorable number.

14. Donna Benson: What were the population projections used in modeling? There seems to be a discrepancy between the North Front Range information presented here and what Mr. Peacock presented earlier—at places like Timnath.

Answer: There's lots of data we used for modeling, and we can get you further information about specific projections in different areas.

15. Milan Karspeck: What information was used to do the cost estimates? How definite are they?

Answer: The ones we have now are based on more general costs per mile but will be refined in the next step during the DEIS process.

MEETING MINUTES

Commuter Rail Alignments Meeting with NFRMPO and Paul Smith

MEETING DATE: May 9, 2006

LOCATION: SW Weld County Services Building

ATTENDEES: North Front Range MPO: Vickie McLane, Chris Shiel
Smith Railway Consulting: Paul Smith
C&B: Craig Gaskill, Paul Brown

PREPARER: **Carter-Burgess**
Craig Gaskill

COPIES: Attendees, Dave Martinez, Steve Olson, Tom Anzia, Gayl Harrison,
Gina McAfee, C&B File #071609.400

MEETING SUMMARY

The purpose of this meeting was to share information on commuter rail alignments.

Paul Brown and Craig Gaskill presented information on the current commuter rail alignments, particularly along SH 119 then south to the Boulder Industrial Lead. Paul Brown and Craig also presented information on commuter rail alternatives development, screening to-date, and the status of one track versus two track analyses. It was also discussed that some additional rail alignment development and screening will be occurring for alignments in the SH 119 and I-25 area.

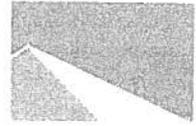
Paul Smith presented information he has collected for the NFRMPO on rail corridors in the project area, specifically abandoned lines west of I-25 and south of SH 119 and the Dent Line, north of the Boulder Industrial Lead. Paul Smith also provided some railroad history/ information and general commuter rail information.

The following summarizes the specific topics of discussion:

Commuter rail alignments west of I-25:

There is an old UPRR line (now abandoned) that used to run north from the Boulder Industrial Lead along CR 7. At SH 52 this line then ran northeast toward I-25 but ended before reaching I-25.

There is also the old CB&Q (Chicago, Burlington, and Quincy) line (now abandoned) that used to run from the Sugar Mill in Longmont southeast, then south and southwest to Lafayette,



MEETING MINUTES

Commuter Rail Alignments Meeting with NFRMPO and Paul Smith

May 9, 2006

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crossing the Boulder Industrial Lead in Erie. This line has also been referred to as the old BNRR SE line and the Lyons branch line. This line is mostly in-tact but has been developed with gravel pits. One or more pits are operated by Boulder Asphalt. Some of the area around the old alignment has been developed just south of SH 119.

A commuter rail alignment option would be to use the two lines listed above with a connection between the 2 on new alignment. This option will be considered in the alternatives development and screening work discussed above.

Dent Line

This line has undergone rails to trails conversion from the south end of Firestone north. It would be physically possible to fit both a rail line and the trail within the old right-of-way. Rails still exist north of 34 Road. It is likely the PESCO / Xcel owns the property south of 24 Road. There is an old spur line that goes west from the Dent Line from just north of Dacono.

There is no residential development north of Firestone along the Dent Line. The existing trail starts just north of Dacono.

A commuter rail option would be to connect the alignment(s) listed above west of I-25 with the Dent line by crossing I-25. This could occur at the old spur line just north of Dacono or some other location. The junction of the Dent Line and the connection west across I-25 could be a location for a station. Another option for a station is at SH 52 and CR 13. This station would replace and serve the same market area as the current SH 52 station. These options will be considered in the alternatives development and screening work discussed above.

A previous CR 13 Commuter Rail study done by the NFRMPO did not recommend commuter rail because of conflicts with widening CR 13 to a 4-lane arterial by Weld County.

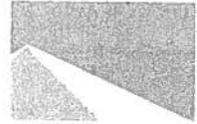
General Commuter Rail Information

FRA now allows quiet zones. This can help reduce train noise. Other reductions in train noise can be achieved by welded rail and quieter locomotives and diesel engines.

Cost for commuter rail can also be cheaper than freight rail due to lighter weight track and bridges designed for lighter loadings.

Freight railroads are in the experimental stage of testing a new train control called PTC (positive train control), that controls trains using satellite communication. Earlier forms of PTC (positive train separation and/or automatic train control) are currently in use on various commuter systems in the US.

Railroad History and Information



MEETING MINUTES

Commuter Rail Alignments Meeting with NFRMPO and Paul Smith

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Both the UPRR and the BNRR are close to moving all through trains off the Front Range Sub (BNRR on western alignment). This would move 4-6 daily trains off this track, but local service would remain. Part of this effort is based on improvements in Wyoming and Nebraska, and another factor is the potential Eastern Plains Mobility Study implementation.

Paul Smith and Paul Brown described regional operations of both the UPRR and the BNRR as they relate to traffic on both the western alignment (Front Range Sub) and the eastern alignment (Greeley Sub).

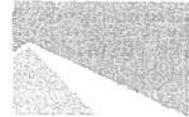
Other Discussion:

The SE Mayors Group meets once a month and may be an appropriate forum for review of N. I-25 alternatives. The NFRMPO could help coordinate this group.

The NFRMPO (Vicky) offered to conduct an electronic user preference survey of their vanpool riders. This could be a user preference survey for commuter rail / transit, or other.

The RTA could generate about \$40 million a year with a 1% sales tax. Only a portion of this would go to transit, yet to be determined. One option for the transit dollars would be to fund operations.

Vicky suggested a rail presentation / discussion group (similar to the travel demand model group) to discuss, review, and understand rail issues. This could be made up of TAC/RCC members or other specially invited members and may be limited to one meeting. TAC/RCC names to consider include John Esty (ColoRail), Ron Welsh (UPRR Greeley Sub Manager), and an operator from the GWRR.



MEETING MINUTES

NFRMPO Briefing

MEETING DATE: May 15, 2006

LOCATION: CDOT Loveland Residency

ATTENDEES:
NFRMPO: Vicky McLane, Cliff Davidson
CDOT: Dave Martinez, Stan Elmquist
C&B: Gina McAfee, Craig Gaskill

PREPARER: **Carter Burgess**
 Gina McAfee

COPIES: Attendees, Bob Garcia, Carol Parr, Steve Olson, Jean Wallace, Mike Vanderhoof, Tom Anzia, Gayl Harrison, Chris Primus, Wendy Wallach, Brian Werle, Julie Morrison, Darcie White, Ben Herman, C&B File #071609.400

MEETING SUMMARY

1. Dave Martinez opened the meeting—we just want to stay in touch.
 2. The handout for the project update that Dave provided last week was very helpful.
 3. Today we would like to cover land use and rail options.
 4. Gina described the land use considerations in the EIS (see attached). Questions:
 - How can we reflect the very high growth in SW Weld County that is going on right now?
 - Should we plan to redo our 2030 forecasts to 2035 at some point in the process?
 - Did DRCOG use this information as a part of their new model?
 - The commuter rail piece from Longmont to SH 7 will serve this SW Weld area.
 5. There was a question about the capture area from stations at the RCC meeting. Why was the diameter of the TOD capture area determined? If this was larger, would the increase in ridership be more noticeable? The peer systems had higher population within a larger area.
 6. In the North Front Range area, there are good opportunities to preserve railroad corridors.
 7. Cliff believes that we should have some information in the EIS about how much land consumption would occur with the No-Action alternative and the two different DEIS packages.
-



MEETING MINUTES

NFRMPO Briefing

March 15, 2006

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8. Gina described how we are planning to address land use. It will be tied to what will be the different land use scenarios with the different transportation alternatives.
9. Cliff believes that the EIS will set expectations for future land use. Cliff would like us to provide information about land consumption, VMT, cost of providing services, and emissions—to quantify everything we can.

We could pose these questions to our land use expert panel. We need to make sure we contact the advanced planners (in Fort Collins and Greeley).

Action: Vicky will provide us with these names.

10. We need to not only provide information about how land use will affect ridership but also how land use will affect quality of life and environmental factors.
11. Craig described the meeting with Paul Smith and Paul Brown. The Chicago, Burlington and Quincy (CB&Q) abandoned railroad line is mostly still in place. The rails to trails corridor is mostly north of Frederick. We are currently looking at some options to use the CB&Q line to connect to the old Valmont line. Or use the CB&Q then go east to a portion of the Dent line, south of the rails to trails conversion, and across I-25 north of SH 52.

The gravel pits along the CB&Q right-of-way have intruded on long sections of the right-of-way. There is a Section 4(f) property along this right-of-way also. There are also Section 4(f) impacts along Highway 119.

12. We could make contact with Tim Baldwin and Ron Rapinski about a connection from the Sugar Mill south. **Action:** Craig Gaskill.
13. Why are cities growing more east/west? Why isn't more growth occurring to the east? Why is Greeley growing west? There are constraints to the east—feed lots, the railroad, the river. There are also more attractions to the west. The US 85 access management plan is still valid. CDOT is using this for the things we have control over. The locals will need to take action to consolidate access.
14. We will send Vicky an initial agenda for the July TAC/RCC meetings. This should include institutional arrangements. Maybe it should be called an institutional/funding workshop. **Action:** Julie Morrison.
15. On June 13 the NFRMPO is having a Transportation Summit. The RTA will be discussed. An RTA (or some similar institution) will need to be put into place to fund right-of-way preservation, arterial improvements, etc.
16. The July workshop should include information about how the Colorado Springs RTA worked.
17. The BRT demo will be July 19.



MEETING MINUTES

NFRMPO Planning Council

MEETING DATE: March 1, 2007

LOCATION: City of Timnath

ATTENDEES: **C&B:**Gina McAfee
CDOT:Russell George, Dave Martinez, Karla Harding, Stan Elmquist, Bob Garcia, Rick Gabel, Myron Hora
NFRMPO: Cliff Davidson, John Daggett, Karen Wagoner, Suzette Mallett, Milar Karspeck, and others on the planning council

PREPARER: **Carter-Burgess**
 Gina McAfee

COPIES: Attendees, Tom Anzia, Bob Garcia, Dave Martinez, Carol Parr, Gayl Harrison, C&B File #071609.400

MEETING SUMMARY

1. Russell George stated that he is learning a lot and is very impressed by the CDOT staff. One of his goals is to integrate transportation with environment. He spoke generally about the need to do the best that we can do as stewards for future generations. CDOT right now has the reputation of not being able to listen. He wants to change this so the institution has a reputation of collaboration of listening. We will be the best partners we can be. And we will expect that our partners are willing to compromise and work with us.
 2. Karen Wagoner said that she appreciates his work to make sure local governments are involved in CDOT business, including the EIS.
 3. Cliff Davidson said that the NFRMPO has a much better experience with their EIS than other areas of the state have had.
 4. John Daggett gave a presentation on the RTA formation. There is a Steering Committee that is aimed at a ballot measure in November 2007. They will be developing a list of projects (drafted by April 14) that will be put on the ballot. Subcommittees are being formed as well.
 5. Dave Martinez gave a brief presentation on where we are in the process. Questions were:
-



MEETING MINUTES

NFRMPO Planning Council

March 1, 2007

2 of 2

- Can you provide information to us about components?
- Will tolling be in the first phase since it can be funded?
- We are frustrated by how long this is taking.
- What is the cost for this EIS?

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Meeting Minutes

Project: North I-25 EIS

Purpose: Discuss Travel Forecasting Approach

Date Held: September 2, 2003

Location: DRCOG Offices, Denver

Attendees: **DRCOG:** Jeff May, Eric Sabina
FHU: Tom Anzia
C&B: Jennifer Heisler, Chris Primus
Clarion: Ben Herman, Darcie White

Copies: Attendees, Gina McAfee, File

Summary of Discussion:

1. Tom Anzia indicated the purpose of the meeting was start the process to coordinate efforts with the two MPOs to develop a forecasting tool for the North I-25 EIS, and to provide an overview of the modeling approach for North I-25 EIS. As part of the work scope preparation, the consultant team is conducting special scoping meetings to better define the public involvement and travel forecasting efforts. He indicated that the study area would extend from DUS to Fort Collins (for transit alternatives) and would also include Boulder, US 287 and US 85 for transit and roadway alternatives.
2. Chris Primus and Jennifer Heisler distributed a draft of the proposed travel forecasting process, which focuses on working closely with CDOT, the two MPOs and RTD to develop a process that all agencies can buy into and are comfortable with. The approach proposes the formation of a Technical Forecasting Committee (TFC) to guide model development and sign off on calibration/validation. Also proposes national travel forecasting experts to provide input at key points in model development.
3. Jeff May indicated that DRCOG has convened an expert panel to review the new DRCOG 2030 model, which they are anticipating getting together in October or November 2003. The panel has six experts, including MPO staff, consultants, transit agency staff, academicians and the Environmental Defense Fund. Jeff suggested that this study may want to consider using some of the same experts and try to time the TFC meetings with the DRCOG expert panel review process to save money. Jeff suggested that we attend the first model review team meeting and see if any of the experts appeal to the study team.
4. The group discussed options for developing an inter-regional forecasting model. There was some concern expressed that a new model would produce forecasts that were different than those being used in different studies, or for the Regional Transportation Plan. The idea of maintaining the two MPO models and developing a separate process for inter-regional trips was discussed.

5. One suggestion that the group liked was to focus a major effort on developing future year trips tables for inter-regional trips. DRCOG suggested that separate inter-regional trip purposes should be considered – work commuter trips, work-related trips and other.
6. To avoid problems encountered in other studies, DRCOG staff suggested we look at other efforts, and develop a “lessons learned” summary.
7. Land Use – To develop the 2030 land use forecasts, a committee of demographers and economists came up with a population estimate for the Economic Area (which is larger than the DRCOG modeling are). The estimate for the DRCOG boundary is 3.9M people in the year 2030. DRCOG has taken a first cut at producing a year 2000 Land Use Map for the Denver area and is meeting with communities to get feedback and to incorporate the comprehensive plans. Similar to NFR MPO, DRCOG will run a land use allocation model for 2030. In developing the land use allocations, DRCOG will also consider the urban growth boundaries (750 square miles).
8. DRCOG anticipates it will have a 2030 model by the end of the year, and a 2030 RTP adopted by fall 2004.

State of Colorado

DEPARTMENT OF TRANSPORTATION

Region 4 - Loveland Residency
2207 E Highway 402
Loveland, CO 80537-8885



December 3, 2003

Jeffrey May, Director
Denver Regional Council of Governments
4500 Cherry Creek Drive South, Suite 800
Denver, CO 80246-1531

IM 0253-179
North I-25 Front Range EIS
Subaccount: 14276

Re: North I-25 Front Range EIS Travel Forecasting Work Group

Dear Mr. May:

The North I-25 Environmental Impact Statement (EIS) project has been initiated. One of the initial tasks is to develop a travel forecasting model that will be applied to evaluate alternatives during subsequent phases of the EIS. Currently, there is no model that covers the entire study area (from US 287 and SH 119 in the west to US 85 in the east; from SH 14 in the north to SH 7 in the south, but the southern boundary includes Denver Union Station for the consideration of passenger rail options). A technical travel forecasting work group will oversee the development of a multi-modal inter-regional travel model. This letter serves to request the designation of a representative(s) to participate on the North I-25 EIS travel forecasting work group.

The travel forecasting work group will include representatives from CDOT, NFRMPO, DRCOG, and RTD. In addition, two independent modeling experts will be recruited nationally to provide guidance and expertise. The travel forecasting work group is expected to meet about once a month over a ten-month timeframe; three of the meetings will be milestone meetings with the outside experts in attendance. The travel forecasts are a critical element of the EIS process. The development of a suitable travel model will help ensure the success of the North I-25 EIS project.

CDOT Region 4 has retained the consultant team of Felsburg, Holt and Ullevig (FHU), Carter & Burgess, Inc., and PRACO for the North I-25 EIS project. Please have your designated participant(s) E-mail Chris Primus of Carter & Burgess at primuscj@c-b.com. An initial meeting of the travel forecasting work group will be scheduled via E-mail. Thank you in advance for the participation of your staff in this important task.

Sincerely,

David M. Martinez, Project Manager
North I-25 Front Range EIS

cc: Stan Elmquist, RPEM/Carol Parr, Environmental Unit Manager
Bob Garcia, Program Manager
Tom Anzia, Project Manager – Felsburg Holt & Ullevig
Gina McAfee, Deputy Project Manager – Carter-Burgess
Central Files

NORTH I-25 EIS



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Distribution list for Travel Forecasting Work Group letters sent on December, 3 2003

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State of Colorado

DEPARTMENT OF TRANSPORTATION
Region 4 - Loveland Residency
2207 E. Highway 402
Loveland, CO 80537-8885



January 21, 2004

George Scheuernstuhl
Denver Regional Council of Governments
4500 Cherry Creek Drive South, Suite 800
Denver CO 80246-1531

**Re: North I-25 Front Range EIS
Invitation to a Resource Agency Meeting**

Dear Mr. Scheuernstuhl:

The Colorado Department of Transportation has issued the Notice to Proceed with the North I-25 Front Range Environmental Impact Statement (EIS) process in CDOT Region Four and the Notice of Intent was published in the Federal Register on December 31, 2003. The goal of this project is to prepare an EIS evaluating future transportation alternatives and improvements for the I-25 corridor between Denver and Fort Collins.

Alternatives under consideration include:

1. Taking no action.
2. Improvements to the existing highway network, particularly I-25 but perhaps also US 85 and US 287.
3. Transit options including bus and rail technologies.
4. Constructing a highway at a new location.

We would like to invite you or your designated representative to participate in the scoping meeting for the Resource Agency Team. This meeting will be:

**Thursday, February 26, 2004
2:00 p.m. to 4:00 p.m.
Loveland CDOT Office
2207 E. Highway 402
Loveland, CO 80537**

At this meeting we will provide a summary of our process and would request your input on any particular issues you wish us to study or processes you wish us to follow.

We look forward to working in a partnership with you to conduct this EIS and determine the best transportation options for Northern Colorado.

Sincerely,

David M. Martinez
Project Manager
CDOT N. I-25 Front Range EIS

cc: Project File

MEETING MINUTES

DRCOG TAC Meeting: Presentation of Purpose and Need

MEETING DATE: May 17, 2004

LOCATION: DRCOG

ATTENDEES: TAC members; Stan Elmquist; Dave Martinez; Tom Anzia; Gina McAfee

PREPARER: **Carter-Burgess**
Gina McAfee

COPIES: Stan Elmquist; Tom Anzia; Carol Parr; Dave Martinez; Bob Garcia;
Gina McAfee; Becky Noe; Kim Podobnik; C&B File #071609.400

MEETING SUMMARY

1. George Scheuernstuhl: The issue COG has is growth in this area and how it will affect the Denver Metro area. How are land use forecasts being prepared?
2. Will we be looking at tolling facilities?
3. Is RTD being active in this study?
4. Are jurisdictions starting to do appropriate land use planning for future TODs?
5. TDM needs to be included; as does analysis of how this fits with Metro Vision.



Meeting Minutes

- Project:** North I-25 Front Range EIS
- Purpose:** Northern Colorado Communities I-25 Corridor Plan
Policy Committee Meeting
- Date Held:** January 16, 2004
- Location:** Loveland Visitor Center
- Attendees:** Elected officials and planners from cities and counties
- Copies:** Dave Martinez, Tom Anzia, Bob Garcia, Stan Elmquist, Carol Parr,
Jean Wallace, Monica Pavlik, John Dow, Gina McAfee, Kim Podobnik,
File #071609.400
-

SUMMARY OF DISCUSSION:

1. Dave Martinez kicked off the discussion about the EIS. This is the first public meeting we have had since the project started in December. We have started scoping and data gathering. Some of you may be on our RCC.

Dave introduced Tom and Gina.
2. Tom explained why we were doing an EIS. Any transportation project that is using federal funds needs NEPA clearance. Major actions require an EIS. Tasks we are starting are scoping, development of purpose and need, and public involvement. We have formed a Technical Advisory Committee (first meeting is February 12) and a Regional Coordination Committee (first meeting is January 28). Tom handed out the postcard and the text for the first ad.
3. Gina described the process, federal agency roles and factors considered.
4. Dave described the CDOT PMT.
5. Questions:
 - How did the size of this come about? We started from the TAFS. The southern boundary was determined to allow for all modes of transportation. Karla described the importance of looking at the area comprehensively. Tom described the relationship of purpose and need to the development of alternatives.
 - What is the cost of this study? Around 15 million.
 - Could we see a copy of the RFP? Yes.

- Why is Wellington not included? Also why not include the truck bypass north of Fort Collins? There is growth around Wellington. This could be adjusted during the scoping process.
- Who is on the RCC from Fort Collins?
- Should the US 287 bypass be shown on the study area map?
- What is the relationship of this to future federal funding? There is no commitment yet.
- Will there be a financial component to this?
- Who is PRACO?
- Does TAFS have some official standing? Will its recommendations just be accepted?
- What about FRA and FAA? Are they involved?
- What is the shelf life? Will this have to be redone in about three to five years?
- What is the composition, role and authority of the TAC and RCC? Will legislators be included?
- What are the typical obstacles?
- How is land use considered? Will impacts of the different alternatives on land use be evaluated?
- How would this group continue to be involved? We could meet with you quarterly.
- How will I-25 corridor plan be included?
- Will we be looking at improvements needed to the local street network?

SIGN-IN SHEET (Continued)

| Name: | Affiliation: | Telephone: | E-Mail Address: |
|-----------------|---------------------------------|-----------------------|----------------------------------|
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STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 4
2207 E. Highway 402
Loveland, CO 80537



September 23, 2004

«Prefix» «Fname» «Lname»
«Title»
«Agency»
«Department»
«Address1»
«Address2»
«Address3»
«City_State_Zip»

Re: North I-25 EIS

Dear «Prefix» «Lname»:

The Colorado Department of Transportation and the North I-25 Environmental Impact Statement (EIS) consultant team would like to invite you or a designated representative to a meeting regarding land use in the northern Colorado study area. As a part of the North I-25 EIS process, we are looking at the feasibility of an alternative that will consider changes in land use as well as other low-cost improvements to the transportation system, called the Congestion Management Alternative. We are also required to assess the impacts of any alternatives we develop on a number of different factors, including land use.

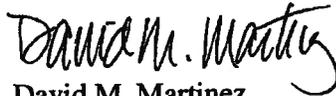
At the meeting, we will be discussing policies your city or county may have related to land use. We are also planning to have a representative of the EPA there to discuss "Smart Growth" principles of land use. We would like your input on how these issues might apply in your particular jurisdiction.

We look forward to your participation in this meeting, to be held:

Wednesday, November 10, 2004
9:00 a.m. to 11:30 a.m.
SW Weld County Service Center, South Wing
4209 Weld County Road, 42½, Greeley
(see <http://www.co.weld.co.us/southcounty/index.html>
for more information regarding the meeting location)

Please RSVP to Lorena Jones at (303) 820-4894 or jonesLG@c-b.com no later than October 10, 2004.

Sincerely,



David M. Martinez
Project Manager

DMM/lgj

cc: Gina McAfee
Brian Werle
Deb Lebow
Ben Herman
Carol Parr
Stan Elmquist
Jean Wallace
Mike Vanderhoof
File #071609.401

NORTH I-25 EIS

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Planning Jurisdiction Contacts

Distribution list for invitation letters to November 10, 2004, Smart Growth Meeting, sent on September 23, 2004 (E-mail version of the invitation also sent to contacts with E-mail addresses).

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NORTH I-25
EIS



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Planning Jurisdiction Contacts

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NORTH I-25 EIS

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Planning Jurisdiction Contacts

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Contacts.doc