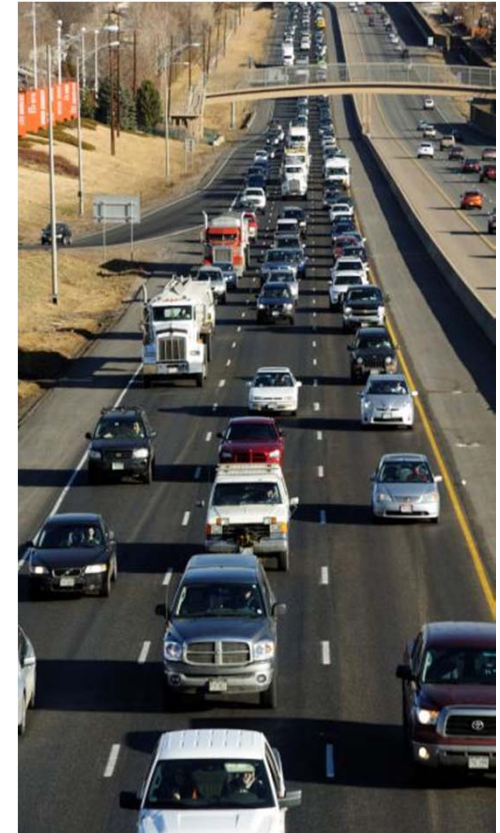


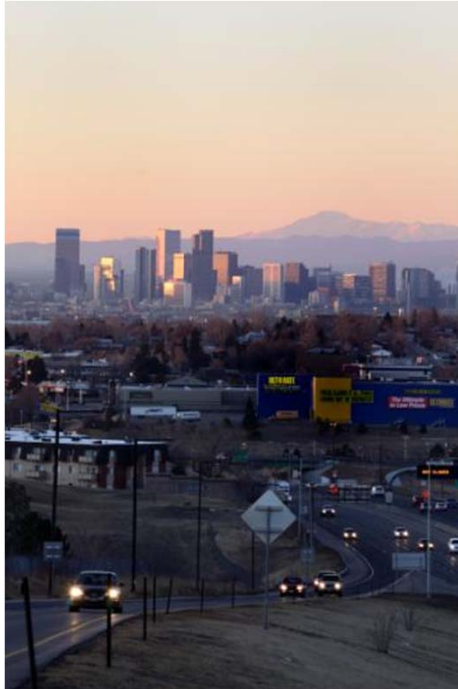
North I-25 PEL

Visioning Workshop
February 2, 2012

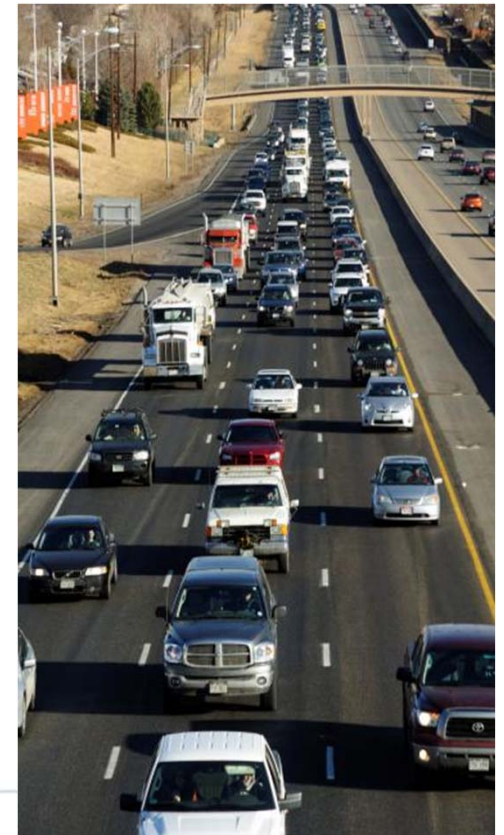


Agenda

- Project Overview
- Role of Executive and Technical Advisory Committees and the Public
- PEL Decisions and Outcomes
 - Project Focus and Constraints
 - Long-term vision and near-term solutions
 - Relationship between PEL and other processes
- Issues, Ideas and Options
- Next Steps



Project Overview



Project Background

- North Metro Transportation Study (2001)
- DRCOG 2035 Regional Transportation Plan
 - Metro Vision (2011)
 - Fiscally Constrained Plan (2011)
- North I-25 Final EIS (2011); Phase I ROD
- NATA Resolution (2010)
- TIGER III Grant Request (2011)

PEL Defined

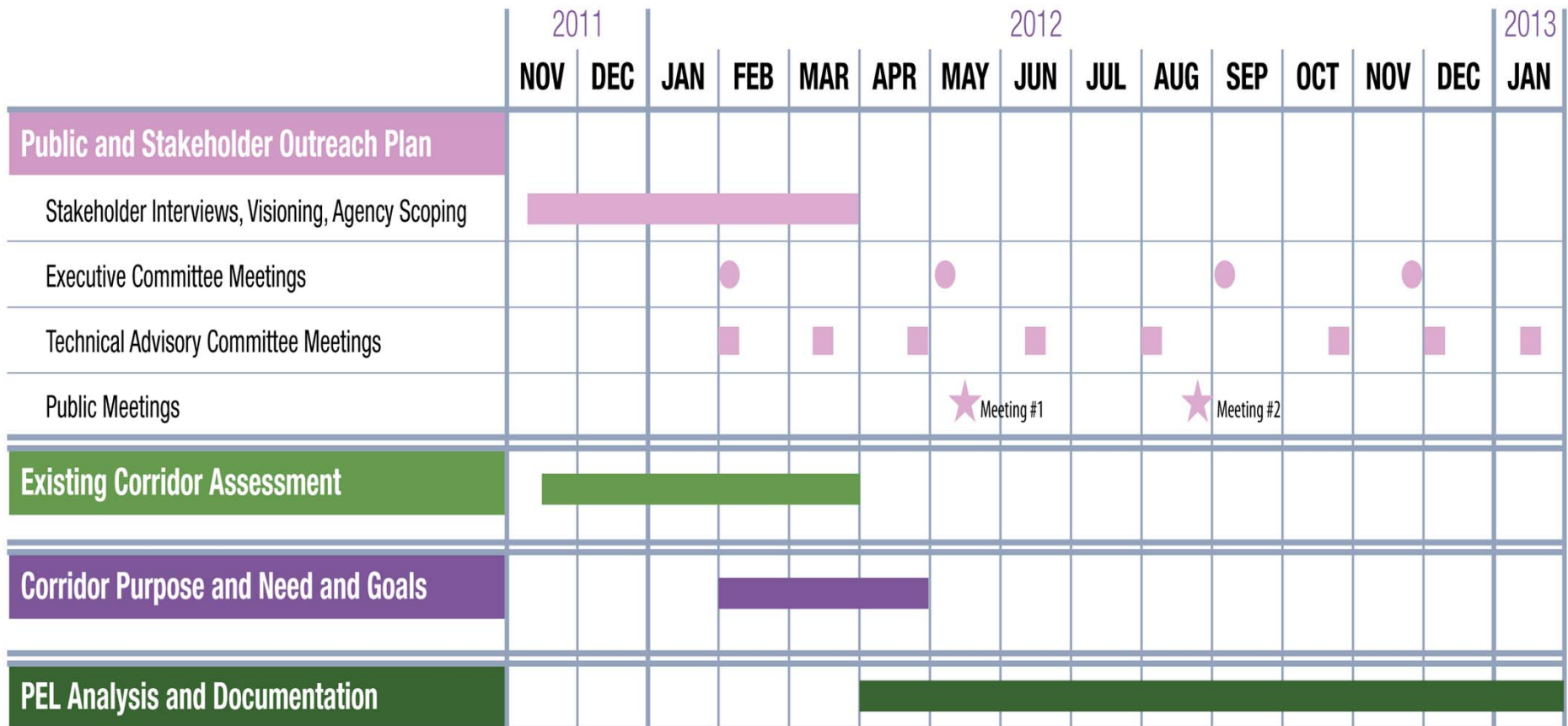
"... an approach to transportation decision-making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction." (FHWA)

- PEL is a process with a variety of applications
 - Can be applied to typical planning studies (Feasibility Studies, 1601, etc...) with greater overall benefits
 - Can be conducted as a study to assist in better decision-making
- Not NEPA, but elements can carry forward into NEPA
 - purpose and need, alternatives screening, public involvement
- Early involvement of resource agencies and public communities
- Document, Document, Document

I-25 PEL Objectives

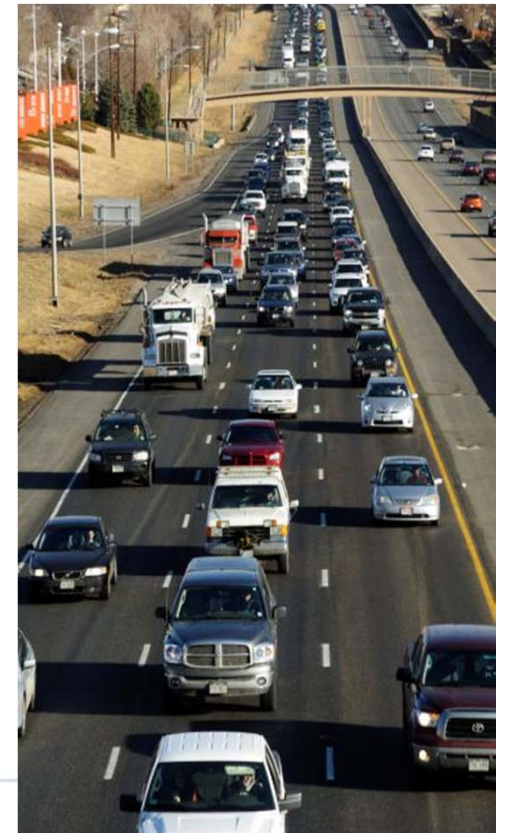
- Identify the multi-modal objectives and visions of the jurisdictions in the corridor
- Complete the study in accordance with the FHWA PEL process
- Identify existing and future problem areas and issues of importance
- Recommend a set of phased improvements
- Establish a priority list for planned improvements
- Estimate costs of improvements

Project Schedule





Executive and Technical Committees and The Public



Executive Committee (EC)

- Comprised of elected officials or senior-level staff from communities and representatives from federal and state government agencies
- Engaged at key project milestones (alternatives, prioritization, etc...)
- Provides recommendations on a range of issues including the corridor vision, alternatives and improvement phasing priorities

Technical Advisory Committee (TAC)

- Comprised of staff from communities, state and federal government agencies, and other regional partners.
- Will meet approximately every 6-8 weeks to provide technical input
- Serves as the primary point of communication for respective communities or organizations

EC and TAC Responsibilities

- Attend and provide input at EC/TAC meetings
- Comment on 'red flag issues' or issues of concern
- Generate and evaluate options to address the needs of their respective jurisdiction and the corridor as a whole
- Participate in the collaborative decision making process

EC and TAC Procedures

- Notice of meetings
- Distribute information in advance
- Timely response to questions
- Meeting summaries within 10 business days
- Members consult and coordinate within respective agency/organization
- Facilitation of meetings

Public Involvement Approach

Project Team Responsibility

- Visioning Workshop and EC/TAC Meetings
- Corridor-wide Public Meetings
- Project Website
- Media Outreach & Advisories
- Project Point of Contact
- Email, Mailing List and Contact Database
- Use of Pre-existing Communication Channels

EC/TAC Responsibility

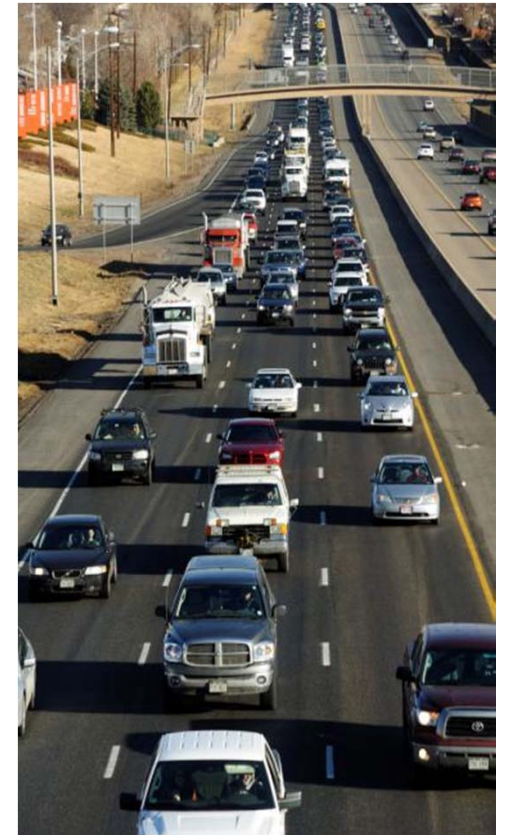
- Additional Outreach by EC and TAC Members as liaisons to communities

DECISION POINT:

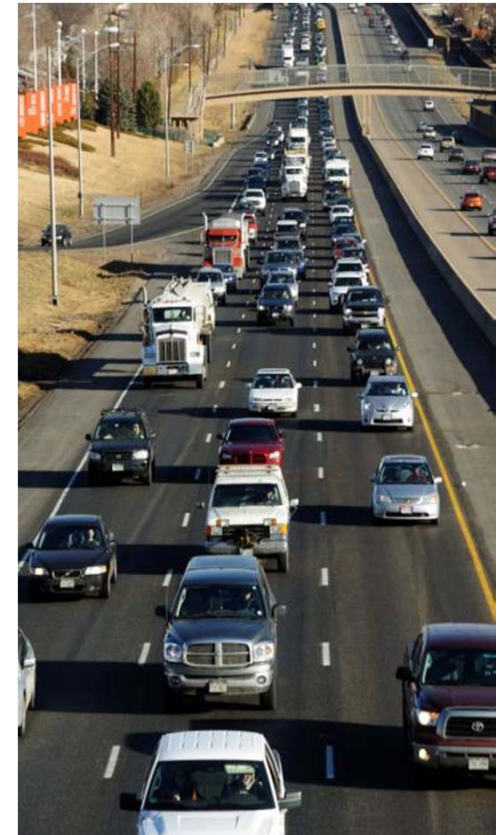
Executive & Technical Advisory Committee

- Do you have changes or modifications of the Operating Protocols?
- Will you support the Operating Protocols as outlined for the EC/TAC ?

Break



Decisions and Outcomes



Stakeholder Interviews

- Project team conducted over 15 individual and small group interviews in December 2011/January 2012
- Interviews solicited and documented stakeholder goals, issues and concerns
- Interviews helped shape the Visioning Workshop agenda

Summary of Stakeholder Interviews

- Relationship between PEL and North I-25 EIS needs to be defined and communicated
- PEL should study both long-term options and near-term solutions to address operations and safety
- Park-n-Ride facilities need to be upgraded
- Recognize planned projects of local agencies

Summary of Stakeholder Interviews

- Analyze the impacts and consider future improvements to parallel roads
- Coordinate with SH 7 PEL
- Implement TDM solutions to enhance service
- Keep NATA and the general public involved through out the process

Project Focus

- Initiation in 2009 after a recognition of limited resources to implement general purpose lanes
- As an alternative to an EIS a PEL was suggested with a focus on short-term, cost effective improvements
- NATA Resolution (Feb 2010) supported PEL approach

Near-Term Solutions/Long-Term Options

This PEL will:

- Investigate the existing conditions
- Model and evaluate the problem areas
- Develop a purpose and need statement
- Propose a range of alternatives that will improve capacity and safety in the near term
- Assess the number of years each improvement will provide congestion relief

Near-Term Solutions/Long-Term Options

This PEL will:

- Consider long-term future needs
- Develop a list of long-term options to fit within the 202' envelope
- Consider solutions that are compatible with the North I-25 EIS and ROD
- Develop a compatibility matrix comparing near-term solutions with long-term options

Near-Term Solutions/Long-Term Options

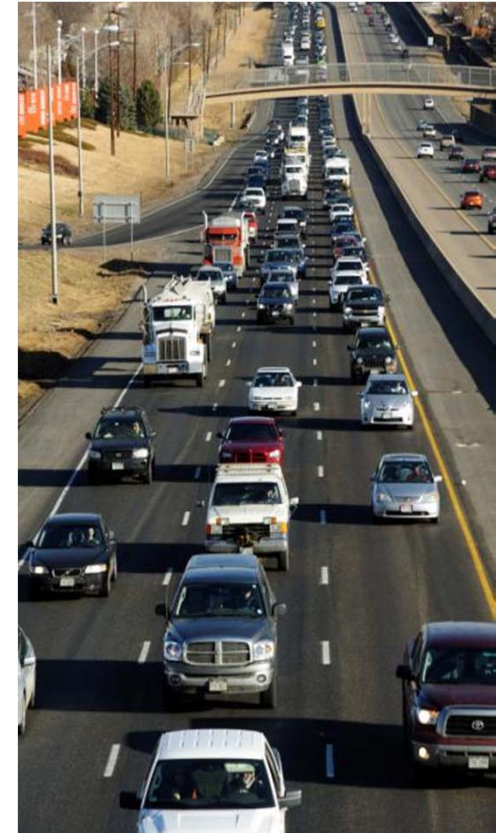
This PEL will not:

- Devote extensive analysis and expense toward evaluating or screening long-term options
- Conduct a separate operational analysis of long-term options
- Preclude any planned and approved future improvements
- Determine the specific lane type for long-term options
- Result in a NEPA decision
- Redirect funds from construction of the Phase I improvements cleared in N I-25 EIS ROD

DECISION POINT:

- Do you have any comments or questions regarding the scope of this PEL?
- Will you support this PEL process as described?

Issues, Ideas, and Options



Issues, Ideas, and Options

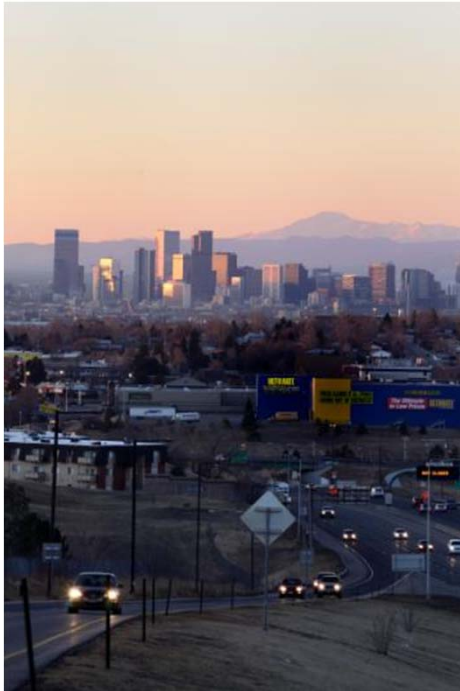
What are the issues, ideas and concerns in the following categories:

- I-25 Mainline
- Parallel Arterials
- Transit/Bike and Pedestrian
- TDM, ITS and ATM

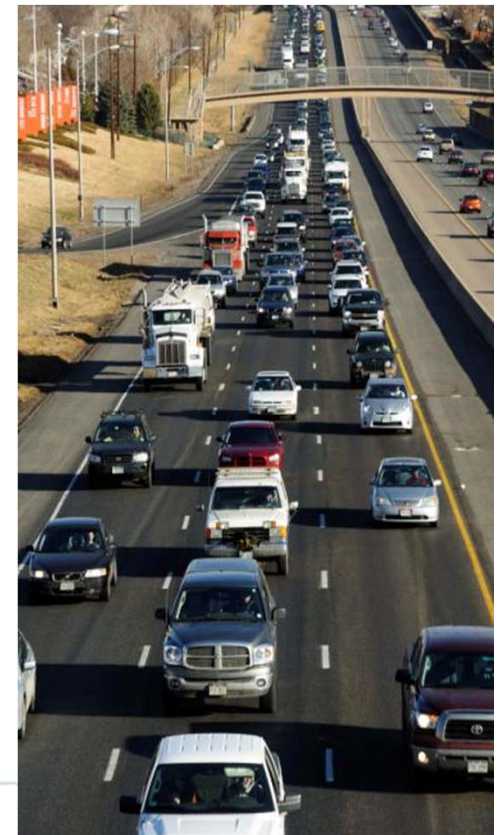
Issues, Ideas, and Options

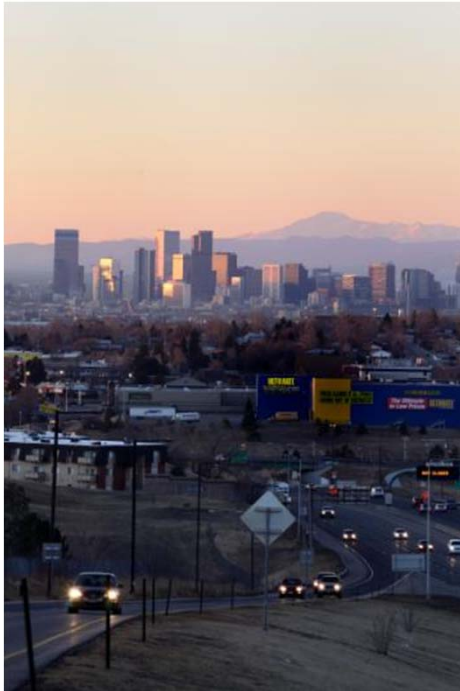
Interactive Exercise:

- Visit each station and provide your input on the issues, ideas, and options
- Provide input at all four stations
- Comments at each station will be summarized at the end

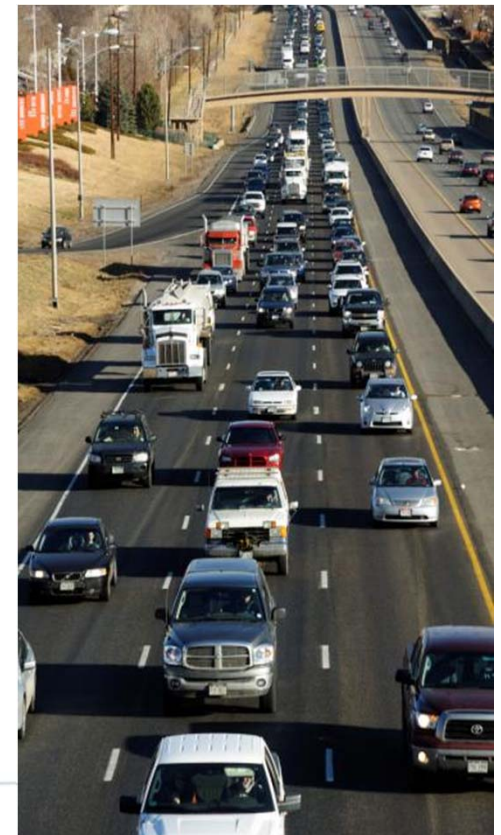


Break out Group Summary





Next Steps



Next Steps and Meeting Scheduling

- Summary of agreements and next steps from meeting
- Scheduling dates for next TAC meeting

Project Point of Contact

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North I-25 PEL

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February 2, 2012

