

DRAFT EC/TAC MEETING MINUTES

North I-25 PEL

Technical Advisory Committee
Wednesday, July 24, 2013
1:00 PM to 4:00 PM

LOCATION: Adams County Economic Development

PREPARED BY: Steven Marfitano, FHU

ATTENDEES: See Attached Sign-in Sheet

I. Welcome and Introductions

Andy Stratton, CDOT Project Manager, gave a quick introduction and welcomed the group. Andy stated the goals of the meeting and presented the agenda.

II. Purpose & Need

Holly Buck offered a brief reminder about the overall project purpose. The project was conceived following the North I-25 EIS recognizing that the EIS did not focus specifically on the I-25 corridor between US 36 and SH 7. As a result, CDOT proposed the North I-25 PEL aimed at reducing congestion and improving safety. The study has been focused on implementing near-term, multi-modal, and cost effective solutions along the corridor.

The project needs include focusing on mobility, safety, and multimodal problems along the corridor.

1. Mobility – Significant congestion occurs along the corridor, especially between approximately US 36 and 120th Avenue, which is expected to worsen by 2035 to include significant congestion the length of the corridor.
2. Safety – Crash records along the corridor indicate that locations along the corridor with higher than expected crash histories also experience significant congestion (particularly noticeable in the number of rear-end crashes due to stop and go conditions). By improving the capacity along the corridor, it is expected that the safety along the corridor can be improved.
3. Multimodal – Over capacity conditions at the Wagon Road park-n-Ride and Thornton park-n-Ride (east side) demand additional parking facilities for multimodal travelers along the corridor. The committee suggested that the public should be provided information about when the Thornton pnR will be expanded since it was awarded FASTER money by CDOT.

III. Overall Process

Holly Buck described the study process that has been undertaken.

1. Component Development – A complete project listing was developed through conversations with the Executive Committee, Technical Advisory Committee, CDOT, and members of the public.
2. Sorting – This process broke the component listing into long term cross section concepts designed to utilize right of way the entire length of the study area (to be more fully considered in a future study since these improvements cannot be implemented in the near-term), components retained for further screening, and components eliminated.
3. Screening – This process included technical evaluation of the alternatives to determine the ability for each component to meet the Purpose & Need, a determination of components as primary (meaning they can provide direct benefit to the corridor) or complementary. At this step, components were also eliminated based on their inability to meet the Purpose & Need.
4. Packaging – The remaining primary and complementary components were reviewed and packaged into the Preferred Alternative. This process was originally intended to include the development of two separate packages for comparison, but upon completion of the screening the project team determined that there was no overlap among individual components and all provided benefit worth including in the

DRAFT EC/TAC MEETING MINUTES

North I-25 PEL

Technical Advisory Committee
Wednesday, July 24, 2013
1:00 PM to 4:00 PM

preferred package. The TAC approved of the preferred alternative through discussions held at the June TAC meeting.

5. Prioritization – This step was the focus for the meeting and focused on phasing and prioritization of the preferred package. All components included within the preferred alternative were sorted during this step to determine if immediate benefits could be realized, or if benefits would occur by 2035. This process resulted in a list of immediate benefit components which were prioritized.

Jeanne Shreve also asked about the need for additional lanes between SH 7 and E-470. Auxiliary lanes already exist in this location and the PEL improvements are focused on near-term solutions that address current congestion. As a result, additional lanes between SH 7 and E-470 are not included in the preferred alternative.

IV. Prioritization

Holly Buck led a discussion of the prioritization principles, first presented at the June TAC meeting. The principles identified reduction in near-term congestion as the most critical factor in prioritizing projects. The team further clarified that the ability to easily deliver cost-effective components is a key parameter in the prioritization process.

The prioritization process was discussed by breaking the various components into three key categories: roadway, transit, and complementary strategies.

The group discussed the meaning of “Benefits by 2035”. The group was informed that efforts are already underway to develop a 2025 DynusT model which will provide additional detail about when improvements in this category are likely to be needed.

Transit

Chris Primus described the prioritization process completed for the immediate benefit components. This listing was developed through a meeting with RTD and determined that in order to address the Purpose and Need, the most critical project is the construction of a new park-n-Ride at 124th Ave and Claude Ct, which will help to alleviate the over capacity conditions at nearby park-n-Ride facilities. The conversion of the bus tunnel at Wagon Road park-n-Ride to a bi-directional facility was included next due to its ability to reduce bus travel times. Third, the construction of an inline median station at 88th Ave was prioritized, followed by new park-n-Rides at 144th Ave and I-25 and SH 7 and I-25.

The group discussed the Thornton park-n-Ride expansion. Lee Cryer will provide additional detail for the project team so that the final report can include discussion of the park-n-Ride expansion timeline.

The group discussed the DTR Regional Commuter Bus Study and its impact on transit throughout the corridor if additional transit service north of the study area is planned.

The group discussed the need to recommend coordination between RTD and CDOT as it relates to future transit stations along the corridor. Specifically, as managed lanes and potential inline median stations are considered/implemented, there will be need to coordinate the design and operations along the corridor.

The group discussed the SH 7 and I-25 interchange. Specifically, the coordination between the SH 7 PEL and this PEL is important as it relates to transit service along the I-25 corridor. The team discussed the upcoming SH 7 carpool lot and the desire to see a future park-n-Ride established at the interchange. Also, the group discussed

DRAFT EC/TAC MEETING MINUTES

North I-25 PEL

Technical Advisory Committee
Wednesday, July 24, 2013
1:00 PM to 4:00 PM

the Diverging Diamond Interchange (DDI) carried forward in the SH 7 PEL and the desire to see this project implemented. It was discussed that in order to implement a DDI, a NEPA process will be needed to alter the results of the North I-25 EIS recommendation of a partial cloverleaf to a different interchange design. In the end, the group emphasized the need to reference the SH 7 PEL in this study's final documentation.

Roadway

Lyle DeVries presented the prioritization process for the immediate benefit components. The listing was developed into a Near-Term Phasing Plan and Complete Phasing Plan, with the key difference being the reconstruction of the 88th Avenue bridge and related I-25 widening projects. The purpose for this split is the large cost of the 88th Avenue bridge reconstruction, which includes additional lowering of mainline I-25 and a new pedestrian overpass, and the lack of available funding sources for the reconstruction of a bridge which is structurally sufficient, but operationally deficient. The current bridge is operationally deficient because it will not accommodate any widening of I-25.

First, Lyle presented the Near-Term Phasing Plan which prioritizes all of the roadway projects with immediate benefit (without replacing the 88th Avenue bridge). This begins with two hybrid projects which provide a southbound accel/decel lane between Thornton Pkwy and 88th Ave and a northbound accel/decel lane and general purpose lane between I-270 and 88th Ave. These projects represent the extent of additional capacity which can be implemented. Next, the addition of continuous accel/decel lanes between southbound 104th Ave to Thornton Pkwy and 120th Ave to 104th Ave are followed by continuous accel/decel lanes between Thornton Pkwy to 104th Ave and 104th Ave to 120th Ave.

All of these improvements represent the Near-Term Phasing Plan assuming the completion of the extension of the managed lanes from 120th Ave north beyond SH 7. If the extended managed lanes are not successful in securing RAMP funding, there will be two additional continuous accel/decel lanes recommended between 120th Ave and 136th Ave in the southbound and northbound directions.

Next, Steven Marfitano presented project performance measures, cost, and cost effectiveness for the Near-Term Phasing Plan. This discussion included a comparison of the No Action (which includes the managed lanes between US 36 and 120th Ave) and the Near-Term Phasing Plan for the Southbound AM, Northbound PM, and Total. Performance measures included the peak travel time (described as the time between US 36 and SH 7) and the vehicle hours of delay during the peak periods (which measures the amount of delay experienced by all users traveling through the corridor). The cost and cost-effectiveness provide information about how much, and how well the recommended measures perform. The cost-effectiveness included in this discussion takes into account the useful life of the recommended components (estimated at 20 years) to annualize the total cost over this time period and reports the cost effectiveness in terms of dollars per delay hour saved.

Following discussion of the Near-Term Phasing Plan, Lyle presented the 88th Ave Area Components which are recommended if funding is identified for replacement of the 88th Ave bridge. These improvements include general purpose lanes between 84th Ave and Thornton Pkwy and continuous accel/decel lanes between US 36 and Thornton Pkwy. These improvements all rely on the replacement of the 88th Ave bridge, additional lowering of I-25, and construction of a pedestrian bridge linking the park-n-Ride facilities which has been estimated at \$24.4 million. The discussion also identified that by first constructing the Near-Term Phasing Plan and then the 88th Ave Area Components, there will be areas requiring full reconstruction including the roadway immediately adjacent to 88th Ave, representing throw-away among the identified phasing plan.

DRAFT EC/TAC MEETING MINUTES

North I-25 PEL

Technical Advisory Committee
Wednesday, July 24, 2013
1:00 PM to 4:00 PM

Next, Steven presented the project performance measures for the 88th Ave Area Components as well as the Complete Phasing Plan. Within this table, the cost-effectiveness of the 88th Ave Area Components was compared to the Near-Term Phasing Plan and Complete Phasing Plan to emphasize the effectiveness of the more costly project, but to once again reiterate that the cost is the main inhibitor.

The group discussed the results of the phasing discussion, focusing on how to pay for the 88th Ave Area Components, since this area represents the most congested area of the corridor and will provide the best step forward in improving travel throughout the entire corridor. As part of this discussion, several funding mechanisms were discussed.

- CDOT (using Federal dollars) – This option very limited due to the lack of available funding sources for the reconstruction of a bridge which is structurally sufficient, but operationally deficient.
- DRCOG (using funding from the 2040 Fiscally Constrained Plan) – This option relies on DRCOG determining what available funding the state will receive and subtracting maintenance costs from this total. The remaining funds may be distributed for new capacity projects throughout the region, but the 88th Ave bridge must compete for funding with other projects.
- MPACT 64 (using potential new sales tax) – This option relies on many unknowns, including if and how the sales tax will be included during the next election. If successful, the 88th Ave bridge must compete for funding with other projects throughout the state.

As a result of this discussion, the group indicated interest in a roadmap document designed to layout how to move forward once this PEL is complete in securing funding for the Complete Phasing Plan as discussed.

At the completion of this discussion, the group was asked to provide comments about the recommended phasing. All comments indicated that at that time, the group was in agreement about the recommended prioritization. The group has been given two weeks to provide additional comment before the results of this study are presented to the public in an upcoming Public Open House.

V. Public Open House

Andrea Meneghel led a discussion of the upcoming Public Open House. The goal is to select a date in late August, where the materials from this presentation and the entire study will be presented to the public for comment and review.

The following comments were collected during the course of the meeting regarding edits to the PowerPoint before the materials are presented:

- Include a note on the Mobility Needs slide indicating that this figure does not include the effects of incidents.
- Extend the Proposed Additional Transit Service north of SH 7 on the Preferred Package slide.
- Show the crossing at 88th Ave on all figures.
- Increase the legend size and shrink the “Additional Potential Components” on the Preferred Package slide.
- Standardize the terminology to use “continuous acceleration/deceleration lane” throughout all documentation and future meeting materials (eliminate auxiliary lane).
- Show an aerial picture of a continuous acceleration/deceleration lane in future meeting materials.
- Include detail on the Cost Effectiveness slide about the annualization of the cost to 20 years and 50 years depending on component.

DRAFT EC/TAC MEETING MINUTES

North I-25 PEL

Technical Advisory Committee
Wednesday, July 24, 2013
1:00 PM to 4:00 PM

VI. Schedule

The upcoming Public Open House is tentatively scheduled for the end of August, the TAC and EC will be provided the date as soon as the facility has been reserved. Following the Public Open House, the draft documentation will be sent to the TAC and EC for formal review and comment.

Andy asked that all comments and recommendations based on this presentation be submitted by August 7.

VII. Closing

Andy thanked everyone for their attendance and participation during this project, as this was the final TAC/EC meeting of the project and closed the meeting.

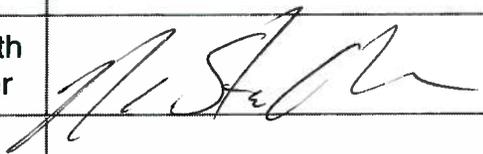


EXECUTIVE COMMITTEE

Community/Agency	Representative	Signature	Alternate	Signature
Brighton	Dick McLean Mayor		Wayne Scott Councilmember	
Broomfield	Pat Quinn Mayor		Kevin Standbridge Deputy CM	
Commerce City	Sean Ford Mayor		Jason McEldowney Councilmember	
Dacono	Charles Sigman Mayor		A.J. Euckert Interim City Manager	
Erie	Cheryl Hauger Mayor Pro Tem		Gary Behlen Public Works Director	
Firestone	Chad Auer Mayor		Wes LaVanchy Town Manager	
Frederick	Eric Doering Mayor		Gary Barbour Interim Town Administrator	
Longmont	Dennis Coombs Mayor		Phil Greenwald Transportation Planner	

North I-25 PEL—Executive Committee Meeting
Sign-in Sheet



Community/Agency	Representative	Signature	Alternate	Signature
Northglenn	Joyce Downing Mayor		Brook Svoboda Director of Planning	
Thornton	Heidi Williams Mayor		Joyce Hunt	
Westminster	Nancy McNally Mayor		Arie Otzelberger Senior Mngmt. Analyst	
Adams County	Jim Robinson Administrator		Erik Hansen	
Metro North Chamber	Jonathan Perlmutter (J Perlmutter & Co) Howard Gelt (Polsinelli Shughart PC)		Deb Obermeyer Executive Director	
CDOT Region 6 1	Steve Olson, North Program Engineer			
CDOT Region 4	Myron Hora, Planning and Environmental Manager		Johnny Olson RTD	
FHWA	Shaun Cutting, Program Delivery Engineer		Monica Pavlik, Senior Operations Engineer	

**North I-25 PEL—Executive Committee Meeting
Sign-in Sheet**



Community/Agency	Representative	Signature	Alternate	Signature
RTD	Larry Hoy Director			
City and County of Denver	Brian Mitchell		Michael Finochio	
Federal Transit Administration	David Beckhouse, Sr. Transportation Program Specialist		Larry Squires, Community Planner	
DRCOG	Steve Cook Acting Director, Transportation Planning and Operations	<i>Steve Cook</i>		
Broomfield EDC	Interim Rep: Stephanie Salazar, President and CEO			
Broomfield Chamber	Interim Rep: Jennifer Kerr President and CEO			



TECHNICAL ADVISORY COMMITTEE

Representative	Community/Agency	Signature
Annette Marquez	Brighton	
A.J. Euckert	Dacono	
Andy Stratton	CDOT Region 6 1	<i>Andy Stratton</i>
Brook Svoboda	Northglenn	
Carol Parr	CDOT Region 4	
Daren Sterling	Commerce City	
Dave Downing	Westminster	
Dave Lindsay	Firestone	
Deb Obermeyer	Metro North Chamber	
Emily Silverman	City and County of Denver	
Fred Sandal	DRCOG	
Gene Putman	Thornton	<i>Gene Eugene Putman</i>
Jay Hendrickson	CDOT Region 6 1	<i>Jay Hendrickson</i>
Jeanne Shreve	Adams County	
Jennifer Gorek	CDOT Region 4	
Jennifer Kerr	Broomfield Chamber	
Jon Chesser	CDOT Region 6	
Karen Schneiders	CDOT Region 4	

North I-25 PEL
Sign-in Sheet
July 24, 2013



Karen Stuart	Smart Commute TMO	
Kevin Standbridge	Broomfield	
Larry Squires	Federal Transit Administration	
Lee Cryer	RTD	<i>J. Lee Cryer</i>
Leela Rajasekar	CDOT Region 6	
Lizzie Kemp	CDOT Region 6	
Long Nguyen	CDOT Region 4	
Monica Pavlik	FHWA	
Nataly Erving	RTD	
Phil Greenwald	Longmont	
Richard Leffler	Frederick	
Russell Pennington	Erie	
Stephanie Salazar	Broomfield EDC	
Steve Cook	DRCOG	
Steve Hersey	CDOT Region 6	
Steve Olson	CDOT Region 6	



Other Attendees		
Lyle Dellites	FHU	
Chuck Attardo	CDOT R1 Plant FHU	Chuck.Attardo@state.co.us
Chris Primus	Sarobis	
Marvinetta Hartwig	Hartwig & Associates	mhartwig@hartwigeng.com
Joe Smith	Brighton	j.smith@brightonco.gov
BART PRZYBYL	APEX DESIGN, PC	BART.PRZYBYL@APEXDESIGNPC.COM
ANDREA MENEGHEL	CDR ASSOCIATES	ameneghel@mediate.org
Holly Buck	FHU	Holly.Buck@fhueing.com
Steven Marbites	FHU	