

1205 W 7th Avenue for the expansion of the Light Rail Maintenance Facility and to dedicate vacant land on the north side of the property acquired at 1205 W. 7th Avenue for the replacement of the alleyway. RTD will acquire 4,398 square feet of land by accepting the vacation and will dedicate 2,531 square feet of vacant land for the replacement alley.

Item B, 4B Request which recommends that the Board of Directors authorize funding of the following 4B Reserve Fund Projects for Director Erickson (District E); \$20,000 for a transit-related safety program for senior citizens through TRIAD, for Director Garcia (District C); \$5,000 to assist other private contributors toward funding a redesign to improve and aesthetically enhance the pedestrian tunnel at Denver Union Terminal that will serve the Central Platte Valley rail spur station and for Director Pulliam (District L); \$20,000 for a study for the development of an intermodal station at the Olde Town Arvada park-n-Ride.

Item C, Approval of the North Metro Major Investment Study recommendations which recommends that the RTD Board of Directors adopt the Locally Preferred Alternative (LPA) for the North Metro Major Investment Study and forward it to the Denver Regional Council of Governments for inclusion in the Metro Vision Plan. Additionally, it is recommended that the Board of Directors request that this LPA and the I-70 Denver to Golden LPA (previously approved by the Board on February 15, 2000) be considered by DRCOG for inclusion into the 2025 fiscally constrained Regional Transportation Plan.

Item D, Award of the 16th Street Mall Granite Repairs/Replacement Contract which recommends that the Board of Directors authorize the General Manager or his designee to execute all documents necessary to award a three year contract for the 16th Street Mall Granite Repairs/Replacement to Montoya Masonry in the amount of \$968,292.50. Funding for the first year of the annual contract is \$293,804.00 and is within the FY 2001 approved budget. Funding for the subsequent 2nd and 3rd

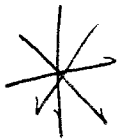
year exist within the 2002, and the 2003 TDP and shall be executed through an amendment by the General Manager as funding is approved by the Board of Directors through the annual budget process.

Item E, Award of Functional and Cognitive Assessment Contract which recommends that the Board of Directors authorize the General Manager to enter into a contract with Easter Seals Inc. for the provision of the ADA Paratransit eligibility assessments. Performance under the contract is for a three-year plus two one-year options beginning April 2, 2001. The estimated five-year contract value is as follows: Year 1-\$235,508; Year 2 - \$240,950; Year 3 - \$246,467 and Option years 4 - \$253,206 and 5- \$259,200 for a total of \$1,235,331.

Item F, Snow Removal Funding which recommends that the Board of Directors authorize the General Manager to transfer \$100,000 of available capital project funds to the facilities contract maintenance line item to allow for continued snow removal service at the District's park-n-Rides and other facilities.

**VOTE ON
THE MOTION:**

A roll call vote was taken with 14 votes in favor (Blue, Briggs, Elfenbein, Erickson, Garcia, Holliday, McLean, Millard, Pulliam, Quinlan, Rose, Ruchman, Tonsing and Zavist) and 0 votes against. Chairman Blue declared the motion **PASSED**.



C. Approval of Major Investment Study Recommendation for I-225

MOTION:

Director Holliday moved for the **Approval of the I-225 Major Investment Study recommendations** which recommends that the RTD Board of Directors adopt the Locally Preferred Alternative (LPA) for the I-225 Major Investment Study and forward it to the Denver Regional Council of Governments for inclusion in the Metro Vision Plan. Also that the LPA recommendation for the I-225 Major Investment Study shall include specific direction that the next phase of project

development reanalyze the potential for the extension of light rail transit from Smith and Peoria to the Montbello Community. This addition is as a result of possible changes in this area, including future growth, as exemplified in the 2000 Census results. Additionally, it is recommended that the Board of Directors request that this LPA be considered by DRCOG for inclusion into the 2025 fiscally constrained Regional Transportation Plan.

Director Garcia seconded the motion.



**VOTE ON THE
AMENDMENT:**

A roll call vote was taken with 10 votes in favor (Blue, Briggs, Erickson, Garcia, Holliday, Millard, Pulliam, Quinlan, Rose and Tonsing) and 4 votes against (Elfenbein, McLean, Ruchman and Zavist). Chairman Blue declared the amendment **PASSED**.



**VOTE ON
THE MOTION:**

A roll call vote was taken with 14 votes in favor (Blue, Briggs, Elfenbein, Erickson, Garcia, Holliday, McLean, Millard, Pulliam, Quinlan, Rose, Ruchman, Tonsing and Zavist) and 0 votes against. Chairman Blue declared the motion **PASSED**.

C. Approval of Major Investment Study Recommendation for US 36

MOTION:

Director McLean moved for the **Approval of the US 36 Major Investment Study recommendations** which recommends that the RTD Board of Directors adopt the Locally Preferred Alternative (LPA) for the US 36 Major Investment Study and forward it to the Denver Regional Council of Governments for inclusion in the Metro Vision Plan. Additionally, it is recommended that the Board of Directors request that this LPA be considered by DRCOG for inclusion into the 2025 fiscally constrained Regional Transportation Plan.

Director Ruchman seconded the motion.

**AMENDMENT TO
THE MOTION:**

Director Briggs moved that the motion be amended to state, "The LPA recommendation for the US 36 Major Investment Study shall include specific direction that alternative rail technologies be reanalyzed in subsequent phases of project development, including, but not limited to the preparation of an Environmental Impact Statement. Further, that these analyses regarding alternative rail technologies shall include consideration of compatibility with the rail technologies in the East Corridor."

There was concern by many directors over the compatibility requirement with the East Corridor. Director Briggs noted that it only states that the analysis shall "include consideration".

**VOTE ON
AMENDMENT:**

A roll call vote was taken with 10 votes in favor (Blue, Briggs, Erickson, Garcia, Holliday, Millard, Pulliam, Quinlan, Rose and Tonsing) and 4 votes against (Elfenbein, McLean, Ruchman and Zavist). Director Pulliam was out of the room. Chairman Blue declared the amendment **PASSED**.

**VOTE ON
THE MOTION:**

A roll call vote was taken with 14 votes in favor (Blue, Briggs, Elfenbein, Erickson, Garcia, Holliday, McLean, Millard, Pulliam, Quinlan, Rose, Ruchman, Tonsing and Zavist) and 0 votes against. Chairman Blue declared the motion **PASSED**.

VIII. RECOMMENDED ACTIONS

G. Award of Contract for Fare Collection System Consulting Services

MOTION:

Director Garcia moved that the Board of Directors authorize the General Manager to award a contract to the most qualified proposer, Booz-Allen and Hamilton, in the amount of \$275,723 for Fare Collection System Consulting Services.

Director Tonsing seconded the motion.

**VOTE ON
THE MOTION:**

A roll call vote was taken with 12 votes in favor (Blue, Briggs, Effenbein, Erickson, Garcia, McLean, Millard, Quinlan, Rose, Ruchman, Tonsing and Zavist) and 0 votes against. Chairman Blue declared the motion **PASSED**. Directors Holliday and Pulliam were out of the room.

H. Call-n-Ride Services

MOTION:

Director Rose moved that the Board of Directors authorize the General Manager to execute all documents necessary to enter into a contract with Special Transit of Boulder, Colorado to provide call-n-Ride services for Broomfield and Interlocken/Westmoor. The first year cost to provide these services is \$311,738. There are four, one-year option periods available pending satisfactory performance of these call-n-Ride services. The second year option totals \$327,344. The third year option totals \$343,714. The fourth year option totals \$360,850 and the fifth year option totals \$378,904. The total cost over the five-year period would be \$1,722,550.

Director Ruchman seconded the motion.

**VOTE ON
THE MOTION:**

A roll call vote was taken with 12 votes in favor (Blue, Briggs, Effenbein, Erickson, Garcia, McLean, Millard, Quinlan, Rose, Ruchman, Tonsing and Zavist) and 0 votes against. Chairman Blue declared the motion **PASSED**. Directors Holliday and Pulliam were out of the room.

I. DBE Goal Reaffirmation

There were concerns about the internal changes in staff and some directors thought that they would gain more understanding if the DBE Reaffirmation item was moved to the April board meeting.

Other directors stated that if RTD were to go forward with reaffirmation there is no reason to wait the goal is already established and the reaffirmation should take place now.

MOTION:

Director Erickson moved to table the DBE Reaffirmation item to the April Board Meeting.

Director Quinlan seconded the motion.

**VOTE ON
THE MOTION:**

A roll call vote was taken with 4 votes in favor (Blue, Effenbein, Erickson, and Quinlan) and 9 votes against (Briggs, Garcia, Holliday, McLean, Millard, Rose, Ruchman, Tonsing and Zavist). Chairman Blue declared the motion **FAILED**. Director Pulliam left the meeting.

MOTION:

Director Garcia moved that the Board of Directors direct the General Manager to immediately develop an intervention strategy and plan to correct and improve DBE contracting and procurement performance in 2001 in order to make an all out effort to either meet or exceed the agency's 15% 2001 DBE goal already approved by the Federal Transit Administration. The improvement plan and effort will be presented to the Board's DBE Committee no later than the end of April 2001 for evaluation and approval.

Director Rose seconded the motion.

**VOTE ON
THE MOTION:**

A roll call vote was taken with 11 votes in favor (Blue, Briggs, Effenbein, Garcia, Holliday, McLean, Millard, Rose, Ruchman, Tonsing and Zavist) and 2 votes against (Erickson and Quinlan). Chairman Blue declared the motion **PASSED**.

J. Participation in Transit Alliance Survey

MOTION:

Director Erickson moved that the Board of Directors authorize participation by the Regional Transportation District (RTD) in the design and funding of a transportation survey that will be conducted through the Transit Alliance.

Director Holliday seconded the motion.

**VOTE ON
THE MOTION:**

A roll call vote was taken with 13 votes in favor (Blue, Briggs, Effenbein, Erickson, Garcia, Holliday, McLean, Millard, Quinlan, Rose, Ruchman, Tonsing and Zavist) 0 votes against. Chairman Blue declared the motion **PASSED**.

THE MOTION: A roll call vote was taken with 13 votes in favor (Blue, Briggs, Elfenbein, Erickson, Garcia, Holliday, McLean, Millard, Quinlan, Rose, Ruchman, Tonsing and Zavist) 0 votes against. Chairman Blue declared the motion **PASSED**.

IX. UNFINISHED BUSINESS

X. NEW BUSINESS

XI. DETERMINATION OF DATE, TIME AND LOCATION FOR NEXT BOARD MEETING


The next regular meeting of the Board of Directors of the Regional Transportation District for the month of April, 2001 is scheduled for Tuesday, April 17, with the Study Session commencing at 5:00 PM and the Board Meeting at 7:00 PM in the RTD Board Meeting Room, 1600 Blake Street, Denver, Colorado.

XII. ADJOURNMENT

Director Garcia moved for adjournment. Director Rose seconded the motion.

Hearing no objections, Chairman Blue declared the meeting **ADJOURNED** at 9:35 p.m.

Prepared and Transcribed by:


Brenda Tierney
Executive Assistant to the Board

APPENDIX D – LETTERS OF SUPPORT FOR LPA



FILE: I-2

AURO

PAUL E. TAUER

Mayor
1470 South Havana Street
Aurora, Colorado 80012
303-739-7015
FAX: 303-739-7594

February 5, 2001

Ms. Mary K. Blue
Chairman, RTD Board of Directors
Regional Transportation District
1600 Blake Street
Denver, Colorado 80202

Dear Ms. Blue:

RE: I-225 Major Investment Study - City Support of the Locally Preferred Alternative

The Aurora City Council received an I-225 Major Investment Study briefing by the project team at a study session on January 29, 2001. The City of Aurora wants to take this opportunity to articulate our strong support for the I-225 Major Investment Study Locally Preferred Alternative consisting of a Light Rail Transit (LRT) double track line that directly serves the Aurora City Center as well as the Fitzsimons Site, improvements to I-225, and transportation management enhancements throughout the Corridor.

The recommended Light Rail Transit line will begin at the Nine-Mile LRT station and continue northward in the median of I-225 to Exposition Avenue where it departs the freeway median and spans the northbound lanes of I-225 eastward into the Aurora Mall property. It then follows the south loop road within the Aurora Mall property and abuts the western edge of Sable Boulevard. Continuing north, the LRT alignment is grade separated over Alameda Avenue, returns to grade and turns westward at Ellsworth Avenue to transition into the median of I-225. From this point the LRT alignment continues north to a point south of Colfax Avenue where it flies over the southbound I-225 lanes and assumes a parallel alignment between I-225 and Potomac Street. The line will be grade separated as it crosses Colfax Avenue and continues north, adjacent to the east side of Potomac Street/Sandcreek Parkway. The rail line then shifts west and parallels Montview Avenue through the Fitzsimons site to the eastern edge of Peoria Street, then turns north to connect to the proposed East Corridor at approximately Smith Road.

In addition, the specified highway element of the Locally Preferred Alternative expands the I-225 freeway from 6 to 8 through lanes between I-70 and Parker Road. Lastly, the transportation management element consists of an expanded circulator/feeder bus system, intelligent transportation system features, bicycle and pedestrian improvements at new Park-n-Ride facilities, and the development of three transportation management organizations within the Corridor.

Ms. Mary K. Blue
February 5, 2001
Page 2

The citizens of Aurora together with those persons working and traveling throughout the Corridor will benefit from the improved access and mobility that this transportation improvement package will provide. The City of Aurora looks forward to continuing our coordinated and productive working relationship with RTD and CDOT to implement these corridor improvements in a timely fashion.

Sincerely,



Paul E. Tauer
Mayor

c: **Aurora City Council Members**
 Ron Miller, City Manager
 Frank Ragan, Deputy City Manager of Operations
 Mac Callison, Principal Transportation Planner
 RTD Board of Directors
 Cal Marsella, RTD General Manager
 Chris Quinn, RTD Project Manager
 Roger Cracraft, Colorado Transportation Commission
 John Muscatell, CDOT Region 6 Director
 George Scheuernstuhl, DRCOG Transportation Director



RECEIVED

FRANK RAGAN

JUN 25 2001

Deputy City Manager for Operations

1470 South Havana Street

Aurora, Colorado 80012

303-739-7010

FAX: 303-739-7123

P & D Systems Planning

May 9, 2001

File: I-225 - FITZSIMONS

Mr. Chris Quinn
Project Manager
Systems Planning
Regional Transportation District
1600 Blake Street
Denver, Colorado 80202

Dear Mr. Quinn:

RE: Locally Preferred LRT Alignment at Fitzsimons

The City of Aurora, the Fitzsimons Redevelopment Authority and the University of Colorado Health Sciences Center collectively support the I-225 Major Investment Study Locally Preferred Alternative consisting of a Light Rail Transit (LRT) double-track line that directly serves the Fitzsimons site with several LRT stations. In addition, all parties fully support the timely implementation of this LRT line and accompanying stations.

The above-mentioned major parties to redevelopment actions at Fitzsimons have identified a locally preferred LRT alignment through the redevelopment site that will maximize service to this major employment center. LRT station locations have also been identified that will be convenient to transit users. This has been done following the LRT design parameters provided by RTD staff. In addition, known and anticipated site features, such as existing and future roadways and underground utilities, primary roadway and parking structure driveway crossings, pedestrian routing, circulator bus/LRT station connections, and LRT station oriented development have been recognized as key elements influencing the location of the LRT track and associated stations.

The LRT line will be elevated above street level as it crosses Colfax Avenue and continues north, adjacent to the east side of Potomac Avenue (which is to become part of the Sand Creek Parkway). Additional engineering will need to

Mr. Chris Quinn
May 9, 2001
Page 2

be performed in establishing the LRT line immediately east of the Parkway.

The Fitzsimons-East LRT station will be situated on the east side of the proposed Sand Creek Parkway between Colfax Avenue and 17th Place. Incorporating an elevated boarding platform at this location (to meet the elevated LRT tracks) will allow for an elevated concourse connection across Sand Creek Parkway to tie the platform directly into the lobby of a planned full-service conference hotel. The LRT tracks will remain elevated to a point north of the Sand Creek Parkway/17th Place intersection and then will transition to meet grade.

The LRT tracks then turn west just south of the Sand Creek Parkway/Montview Boulevard intersection (see attached graphics for alignment and cross section details), accomplishing an at-grade crossing of Sand Creek Parkway. The tracks will proceed west along Montview Boulevard along the south side of the roadway flowline to a point just west of the Montview Boulevard/Ursula Street intersection. This general location is being planned to serve as the focus of the Fitzsimons Commons, where a Fitzsimons-Commons LRT station will be situated. The station will be located on the south side of Montview Boulevard to the east of the historic Red Cross Building and will be designed to tie into the proposed Student Center being planned for this location to serve the UCHSC campus.

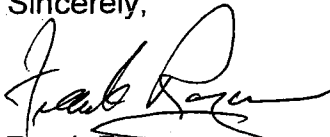
From this point, the LRT tracks will cross Montview Boulevard and parallel Montview Boulevard on the north side through the Fitzsimons site to the western boundary of the site. As the LRT tracks approach Peoria Street, they will turn northward, residing on the east side of Peoria and terminate as they intersect with the East Corridor Rail Line at a point proximate to Peoria Street and the Union Pacific Railroad.

We believe that additional meetings with City, University of Colorado Health Sciences Center, Fitzsimons Redevelopment Authority and RTD staff will facilitate confirmation of specific aspects of the LRT track and station locations. Specifics related to the realignment of Montview Boulevard to accommodate the LRT as part of the overall roadway cross-section, the location of future building lines, etc., will need to be refined.

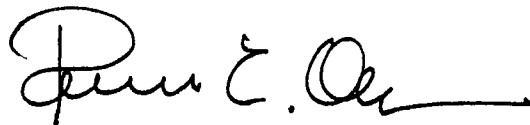
Mr. Chris Quinn
May 9, 2001
Page 3

The common objective of all parties is the preservation of an LRT envelope for both future tracks and stations. The City of Aurora, Fitzsimons Redevelopment Authority and the UCHSC look forward to continuing our coordinated and productive working relationship with the RTD to implement this needed transportation improvement in a timely fashion.

Sincerely,



Frank Ragan
Deputy City Manager
of Operations



Robert E. Olson
Executive Director
Fitzsimons Redevelopment Authority



Denise Brown
Chief Planning Officer
University of Colorado Health Sciences Center

Enclosure

- c: Members of Aurora City Council
Ronald S. Miller, City Manager
Denise Brown, UCHSC
George Scheuernstuhl, DRCOG Transportation Director
Denise M. Balkas, Director of Planning
Comprehensive Planning Division



GREENWOOD VILLAGE

RECEIVED
BY GENERAL MANAGER'S OFFICE

OCT 23 2000

R.T.D.

October 20, 2000

City Hall

6060 South Quebec Street
Greenwood Village, CO
80111-4591

(303) 773-0252
Fax (303) 290-0631

Mr. Tom Norton
Executive Director
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

John L

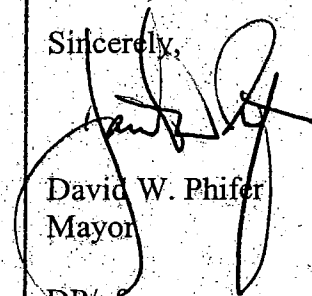
Mr. Cal Marsella
General Manager
Regional Transportation District
1600 Blake Street #41
Denver, Colorado 80202

Dear Gentlemen:

Please let this letter serve as an indication of support by the City of Greenwood Village for the concept of having the I-225 Light Rail "loop" through the Aurora City Center, consistent with the desire of the City of Aurora. We believe there is merit to having light rail serve the Aurora City Center project.

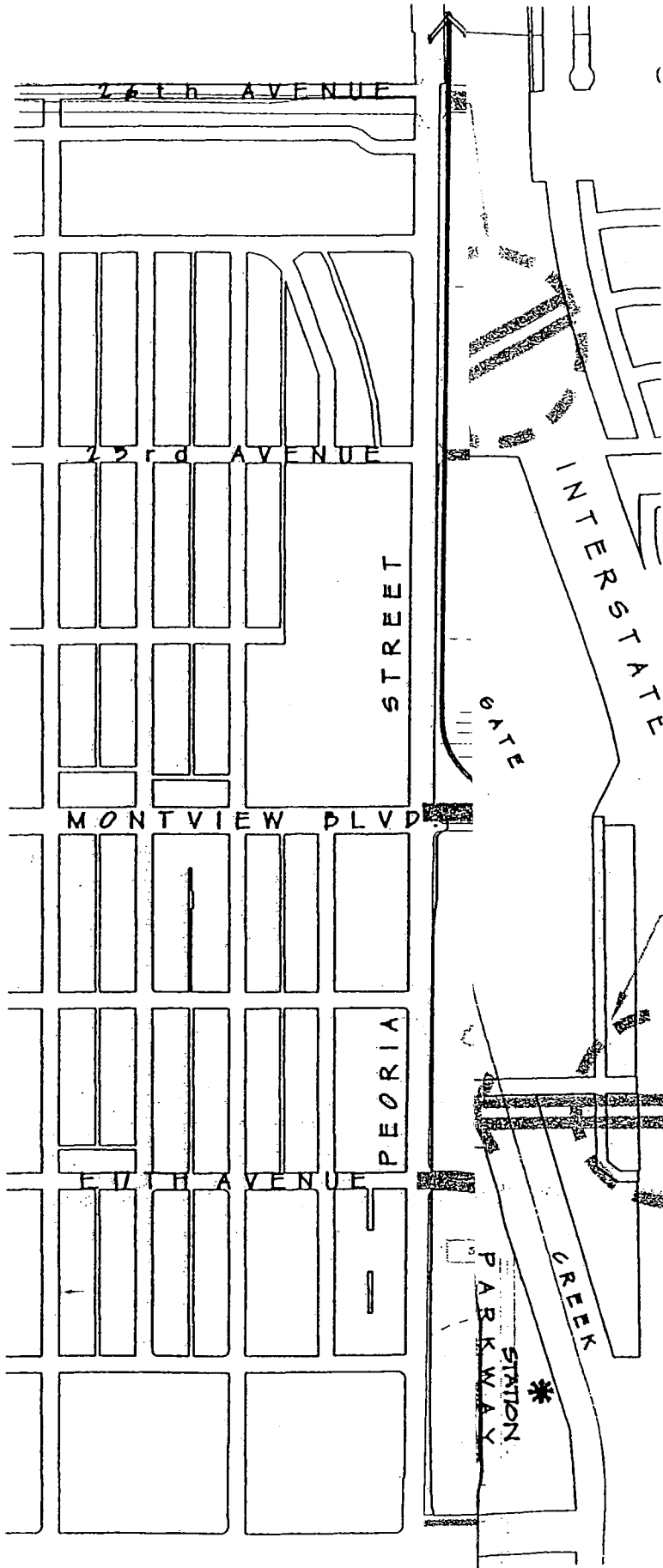
Please let me know if I can provide additional information.

Sincerely,



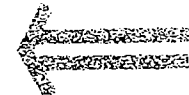

David W. Phifer
Mayor

DP/ef

c: The Honorable Mayor Paul Tauer, City of Aurora



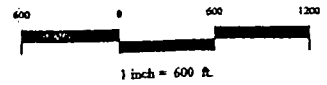
LEGEND

-  0-6 YEARS (THROUGH 2005)
-  7-12 YEARS (THROUGH 2011)
-  1-225 CONNECTIC (12+ YEARS)

NOTE: PORTIONS OF THE EXISTING ROADWAY NETWORK TO BE USED DURING BOTH PHASE I & II

PREFERRED FUTURE INTERSECTION

L.R.T.
 PROPOSED
 ALIGNMENT
 2-28-01



IONS REDEVELOPMENT PLAN UPDATE

ROADWAY PHASING PLAN

FIGURE 6-12

APPENDIX E – PUBLIC INVOLVEMENT SUMMARY REPORT

PRACO

The following is a summary report on the I-225 Major Investment Study Public Involvement Program, which was led by PRACO Ltd. Public Relations during 1998, 1999, 2000 and 2001.

I. Public Involvement Challenge

- To get and keep the public involved in and informed about the I-225 MIS process.
- To identify groups that must to be represented in the public involvement process, otherwise the end result (the Locally Preferred Alternative) will not be supported by these groups.
- Need to reach groups that don't normally participate in the public process, don't read newspapers, don't regularly scan the media, etc.
- Need to help committee representatives get information back to the community.

II. Program Goals

- Provide forums for discussion of issues and solicitation of comments and advise about transportation needs in the corridor.
- Provide exchanges of information at milestones among participants and interested parties to enable timely advancement of the overall major investment process.
- Facilitate and organize communication among study participants and interested parties throughout the course of the study.
- Provide a range of communications strategies, techniques and tools that respond to various levels of participation and interest.
- Discuss and generally resolve matters of importance to the study process and future implementation, so that substantial agreement on a set of recommended transportation improvements can be achieved by decision-makers.

III. Program Structure – Tools and Tactics

A public involvement plan was developed at the outset of the I-225 MIS. The plan outlined the objectives and tools to facilitate effective public participation.

Strategic Communications Planning

The public involvement team's work focused on developing a strategic public involvement plan, establishing communications protocols, identifying target audiences, developing key messages, then utilizing a variety of communications tools and tactics to implement the plan.

The team identified and trained designated spokespersons for all media relations activity. It also identified audiences, including I-225 corridor residents and commuters, government officials, technical planners from the participating agencies, and the media (which serve as a channel to all audiences).

Key Message of the I-225 MIS Project: *"The process is designed to be fair, give outcomes, be inclusive, and provide maximum information to any individual who wants it."*

Project milestones that provided the core of the communications/public involvement program included:

- Project Start-up / Announcing the MIS and the MIS Process
- Open House Meetings to gain public input and communicate information
- Meetings of the Technical Advisory Committee, the Citizens Consultation Group and the Policy Advisory Committee

Creative Graphic Design Contributions

- Developed a project logo for all communications materials and tools.
- Designed collateral materials (newsletters, postcards, flyers, presentation materials, etc.)
- Created newsletter name

Media Relations

- Developed media contact lists
- Wrote and distributed news releases and media advisories
- Coordinate media relations before, during and after events and announcements

News Releases

- May 6, 1998 - *"RTD Solicits Public Involvement in Highway Study"*
- (Two public meetings: Aurora Senior Center on May 11, Aurora Mall on May 19)
- July 8, 1998 - *"RTD To Host Open Houses For I-225 Study On July 22, 29."* Purpose is to gain public input for a Major Investment Study (MIS) of the I-225 corridor and relay results of the pre-screening element of the study.
- December 28, 1998 - *"RTD to Hold Open Houses on Jan. 12, 13 to Discuss I-225 Corridor Alternatives"* (Locations: Overland High School and Fitzsimons Army Garrison)
- June 28, 1999 - *"I-225 Transportation Alternatives to be Displayed at RTD Open Houses"*
- December 1, 2000 - *"RTD Hosting Open Houses For I-225 Major Investment Study."* Citizens Can Review Draft Locally Preferred Alternative, Offer Comments at Dec. 12 & 13 Meetings
- March 9, 2001 - *"Community Representatives Designate Locally Preferred Alternative in I-225 Major Investment Study"*

Media Advisories (Invitations To Reporters To Attend)

- May 19, 1998 - *"RTD To Host Open House For I-225 Study On May 19"*
- July 17, 1998 - *"RTD Holds Open Houses on July 22, 29 for I-225 Study"*

Postcards

- for January 12, 13 (1999) meetings - "It's Time Again To Rage About The Road"
- for July 7, 8 (1999) meetings - "Rage About the Road"

Flyers

- March 8, 2001 - Open House at DIA Holiday Inn - on Locally Preferred Alternative
- June 2001 - "RTD Mass Transit Revolution" Flyer – Summarized RTD's progress on a number of RTD Projects, including the I-225 MIS.

Event Coordination and Support

Publicized, advertised, and assisted with event implementation (open houses, meetings, presentations, etc.)

Committees and Committee Meetings

Assisted with the design, set-up and execution, and attended meetings of the Technical Advisory Committee, Citizens Consultation Group and Policy Advisory Committee.

The advisory committees' purpose was not to make decisions, but to make suggestions.

The Technical Advisory Committee

Charge: Advise on issues and concerns; Help shape recommendations at the conclusion of the study that can be supported by local and regional jurisdictions; Identify the elements that jurisdictions could support or implement to advance the overall recommendations.

Twelve (12) rounds of committee meetings were held on the following dates:

- 1998: May 11, June 24, July 29, September 16, and December 8
- 1999: March 24, June 23, and August 2
- 2000: June 29, September 20-21, and November 15
- 2001: February 6

Citizens Consultation Group

Charge: Provide comments on issues and concerns; As delegates, communicate interests of the groups they represent; Convey information to groups (materials provided); Advise on effectiveness of communication and education efforts.

Seven (7) rounds of CCG meetings were held on the following dates:

- 1998: November 19
- 1999: March 24, June 23, and August 2
- 2000: September 20 and November 15
- 2001: February 6

Policy Advisory Committee

Charge: Advise on issues and concerns; Advise on compatibility with local processes and conditions; Provide data; Assist in communication to policy committee and to the public.

Twelve rounds of committee meetings were held on the following dates:

- 1998: May 11, June 25, July 24, September 17, and December 9
- 1999: March 25, June 24, and August 4
- 2000: June 23, September 22, and November 17
- 2001: February 8

Open House Meetings

Five (5) rounds of public open house meetings (totaling 11 meetings) were conducted

- July 22, 1998 - Aurora Senior Center
Purpose: To gain public input and relay the results of the pre-screening element of the I-225 MIS
- July 29, 1998 - Heather-Ridge Country Club
Purpose: To gain public input and relay the results of the pre-screening element of the I-225 MIS
- January 12, 1999 – Overland High School
Purpose: To show five transportation alternatives currently being evaluated for the I-225 corridor.
- January 13, 1999 – Fitzsimons Army Garrison
Purpose: To show five transportation alternatives currently being evaluated for the I-225 corridor.
- July 7, 1999 at the Holiday Inn at I-225 and Parker Road
Purpose: To display data on I-225 transportation alternatives and discuss the results of the detailed evaluation of those alternatives.
- July 8, 1999 in Building 500 at Fitzsimons Army Garrison
Purpose: To display data on I-225 transportation alternatives and discuss the results of the detailed evaluation of those alternatives
- December 12, 2000 - Fitzsimons Campus /Gateway to Rockies Conference Ctr., Aurora
Purpose: Explain the Locally Preferred Alternative
- December 13, 2000 - Heather Gardens - Aurora
Purpose: Explain the Locally Preferred Alternative
- March 8, 2001 - Holiday Inn DIA
Purpose: Explain the Locally Preferred Alternative

Advertising

- May 1998 – print ads seeking public input (printed in six weekly community newspapers), title: *"The Route Ahead"*

Newsletters

Audience: list of approximately 2,900 residents, commuters, businesses, MIS planners, government officials, committee members, etc.

Several issues were conceived, written, designed, printed and mailed:

- May 1998 – “A Metro Transit Vision”
- Summer/Fall 1999 - *RTD Conducts Major Investment Study for I-225. What is the purpose?*
- Winter 1999 - “Why Conduct a Major Investment Study of the I-225 Corridor?”
- Winter/Spring 1999 – “Five Alternatives Are Advanced for Detailed Evaluation”
- Nov. 2000 – “Where Are We Now?” *Results of the Detailed Evaluation* (MIS process resumes after break to obtain new DRCOG population and employment figures; Four alternatives remain.)
- March 2001 - “Community Representatives Designate Locally Preferred Alternative in I-225 MIS”
- June 2001 - “RTD Board Approves Locally Preferred Alternative in I-225 MIS”

Web Site

Provided strategic counsel regarding development. Offered content as needed.

Sample of News Clips, Media Coverage

- “I-225 Less Than Inspiring? RTD Wants To Know” - *Rocky Mountain News* (May 18, 1998)
- “RTD Open House” - *Aurora Sentinel* (May 19, 1998)
- “RTD Hosts I-225 Open House” - *Rocky Mountain News* (July 18, 1998)
- “RTD Open Houses for I-225 Study” - *Intermountain Jewish News* (July 17, 1998)
- “Eight-lane I-225?” - *Aurora Sentinel* (Jan. 13, 1999)
- “Eight-lane I-225, Buses, Light Rail Possible for City” – by Frank Bell, *Aurora Sentinel* (Jan. 26, 1999)
- “RTD Looks at Future of I-225” – *Aurora Sentinel* (Life in Aurora) (July 7, 1999)
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