

**Traffic and Revenue
Project Leadership Team
PLT Meeting #2
Public Agenda
May 29, 2013
1 PM-4 PM
Golden, Co - Trail Ridge Conference Room**

List of Meeting Participants (add list)

- 1. Introduction to the Meeting**
- 2. Project Context/Mission (Wallach)**
- 3. Critical Success Factors and Core Values (Wallach)**
- 4. Improvement Packages (Wallach)**
- 5. Project status (Acimovic)**
- 6. Final Remarks and Next Steps (Wallach)**

Welcome

I 70 Traffic and Revenue Study

Project Leadership Team

Meeting #2

May 29, 2013



Agenda

- Introduction s
- Project Context/Mission
- Improvement Packages
- Project Status
- Final Remarks and Next Steps



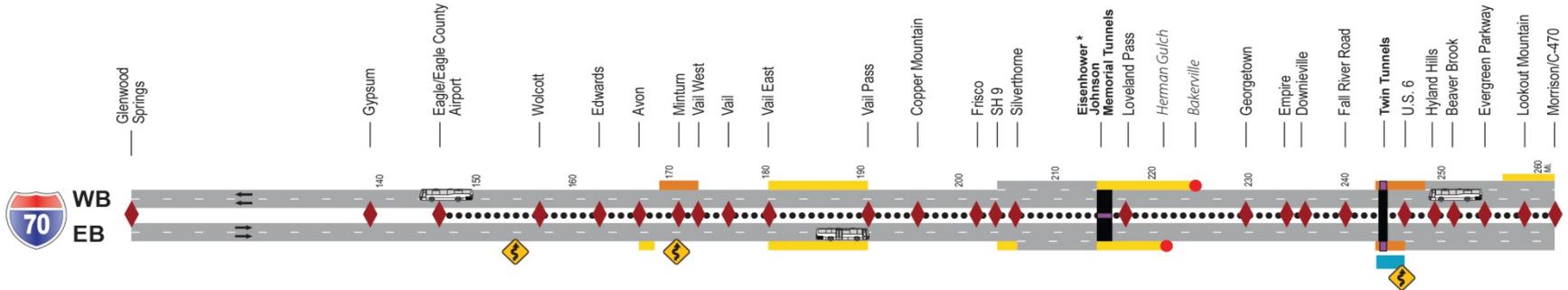
I 70 T&R Study Context Statement

FINAL DRAFT

- The I-70 Mountain Corridor is Colorado's only east-west interstate and the primary access route from Denver to the commercial and recreational destinations of the Colorado mountains.
- Current I-70 roadway geometry is constrained, with narrow shoulders and tight curves resulting in decreased safety, mobility, accessibility and capacity for travelers.
- Traditional funding sources are not adequate to construct the minimum or maximum programs identified in the I-70 Mountain Corridor PEIS Record of Decision.
- To advance facilities that address transportation needs while respecting the unique communities and environmental resources of the corridor, CDOT must identify non-traditional funding programs that could include express lanes.
- Sound decision-making requires the consistent application of industry standard traffic, impact and cost data across all potential programs.
- All build scenarios may impact narrow mountain valleys where the Interstate is tightly bound by topographic constraints including creeks, which support recreation and supplies drinking water to the Region and the corridor bisects some of Colorado's oldest heritage communities. Travel through the area provides scenic vistas of Colorado Rockies and the Continental Divide.



BASE CASE – MINIMUM PROGRAM OF IMPROVEMENTS



**SPECIFIC HIGHWAY IMPROVEMENTS + "OTHER" HIGHWAY IMPROVEMENTS +
ADVANCED GUIDEWAY SYSTEM + NON-INFRASTRUCTURE COMPONENTS
= MINIMUM PROGRAM**

**MINIMUM PROGRAM + ADDITIONAL HIGHWAY CAPACITY IMPROVEMENTS =
MAXIMUM PROGRAM**



LEGEND

- Frontage Road Improvements
- Curve Improvements
- Advanced Guideway System (AGS)
- Auxiliary Lanes
- Providing Six Lane Highway Capacity
- New Tunnel – Location and Size TBD
- Interchange Improvements
- Municipalities

* Third bore in Minimum Program needed for AGS.
Note: Figure not to scale.
Note: Non-Infrastructure components are included in both Programs.

DESCRIPTION OF MINIMUM + MAXIMUM PROGRAM IMPROVEMENTS AND NON-INFRASTRUCTURE COMPONENTS

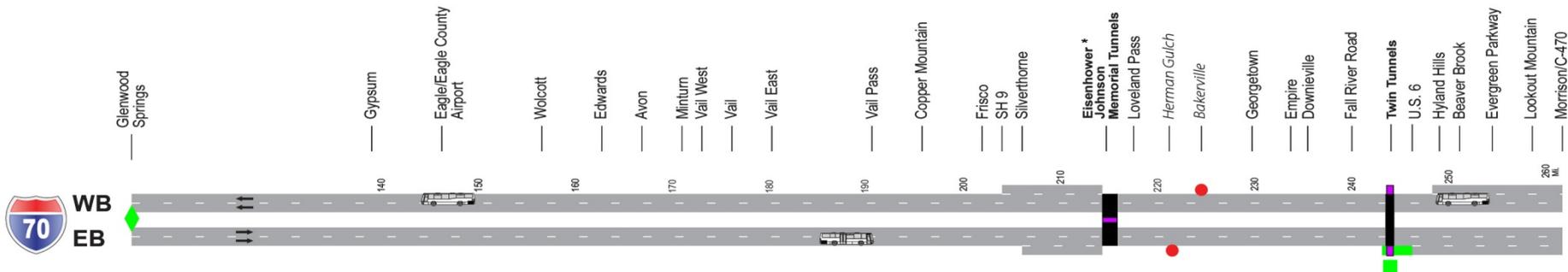
	<i>Minimum Program of Improvements</i>	<i>Maximum Program of Improvements</i>
Highway Capacity Limits	Floyd Hill through the Twin Tunnels	Floyd Hill through the Eisenhower Johnson Memorial Tunnel
Lane Configuration	One additional general purpose lane both eastbound and westbound (two total) near Twin Tunnels only	One additional general purpose lane both eastbound and westbound (two total)
Tunnel – EJMT	New third bore to accommodate AGS	New third bore to accommodate AGS and Automobile Traffic
Tunnel – Twin	New third bore or widen existing	New third bore or widen existing
Tunnel – Floyd Hill	Included for 65 mph option only	Included for 65 mph option only
Tunnel – Dowd Canyon	Included for 65 mph option only	Included for 65 mph option only
Transit	AGS from C-470 to Eagle with bus transit as a interim solution	AGS from C-470 to Eagle County Airport
Auxiliary Lanes	Only in critical locations	Auxiliary lanes are replaced by the general purpose lanes
Other Improvements	Interchange, curve radius, and frontage road improvements	Interchange, curve radius, and frontage road improvements

Non-Infrastructure Components

The components are included as a "range of options" in both programs. Other non-infrastructure components not identified in the list may be considered and included as a part of both the Minimum and Maximum programs.

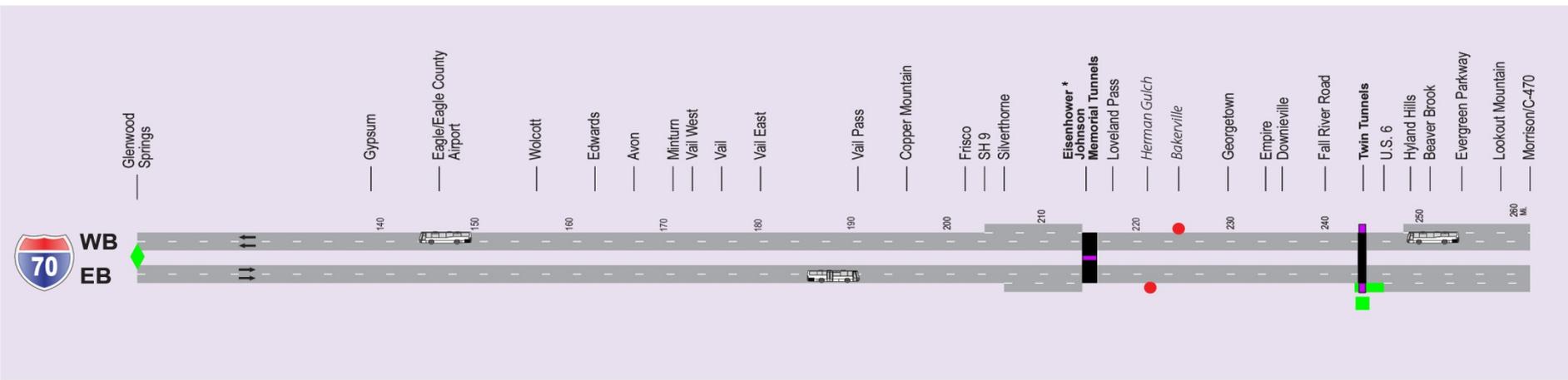
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|--|---|---|
| <ul style="list-style-type: none"> ▪ Increased law enforcement ▪ Bus, Van, or Shuttle service in mixed traffic ▪ Programs for improving truck movements ▪ Driver education ▪ Expanded use of existing transportation infrastructure in and adjacent to the Corridor | <ul style="list-style-type: none"> ▪ Use of technology advancements and improvements to increase mobility without additional infrastructure ▪ Traveler information and other information technology systems (ITS) ▪ Shift passenger and freight travel demand by time of day and day of week ▪ Convert day trips into overnight stays | <ul style="list-style-type: none"> ▪ Promote high occupancy travel and public transportation ▪ Convert single-occupancy vehicle commuters to high-occupancy travel and/or public transportation ▪ Implement transit promotion and incentives ▪ Other transportation demand management measures to be determined |
|--|---|---|

I-70 MOUNTAIN CORRIDOR PREFERRED ALTERNATIVE- COMPLETED IMPROVEMENTS



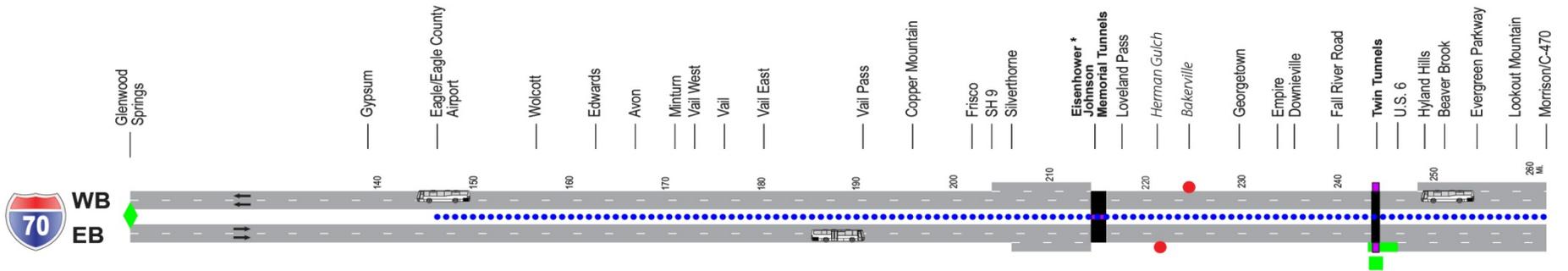
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|--|---------------------------|
| | Completed |
| | Non-Infrastructure |
| | AGS |
| | Specific Improvements |
| | Other Improvements |
| | Maximum Program additions |

I-70 MOUNTAIN CORRIDOR PREFERRED ALTERNATIVE- NON INFRASTRUCTURE COMPONENTES



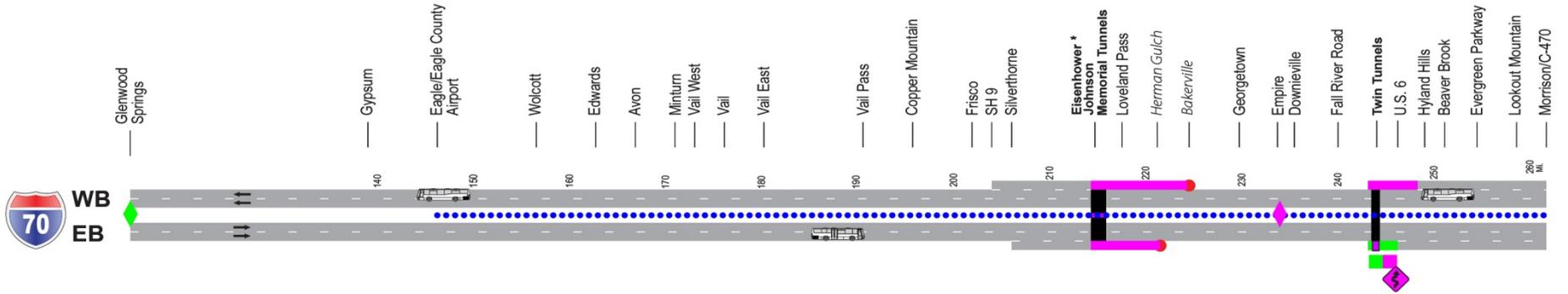
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|--|---------------------------|
| | Completed |
| | Non-Infrastructure |
| | AGS |
| | Specific Improvements |
| | Other Improvements |
| | Maximum Program additions |

I-70 MOUNTAIN CORRIDOR PREFERRED ALTERNATIVE- ADVANCED GUIDEWAY SYSTEM



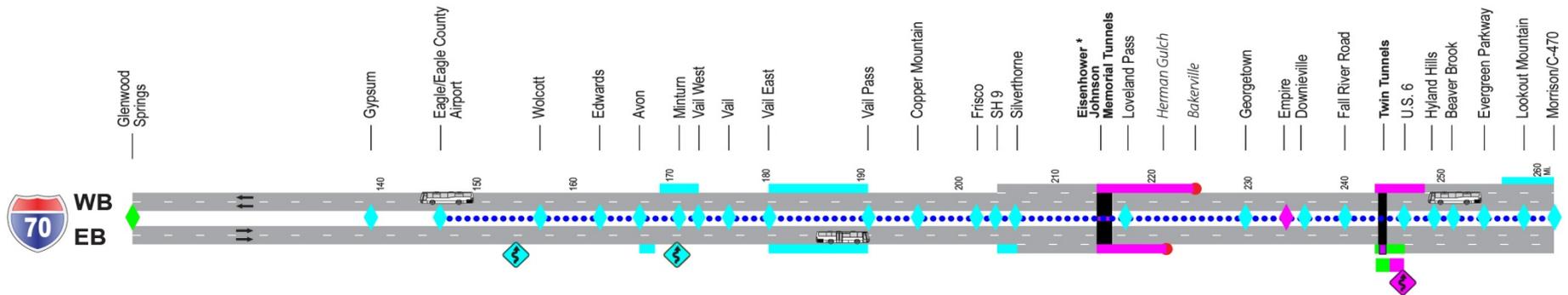
- Completed
- Non-Infrastructure
- AGS
- Specific Improvements
- Other Improvements
- Maximum Program additions

I-70 MOUNTAIN CORRIDOR PREFERRED ALTERNATIVE- SPECIFIC IMPROVEMENTS



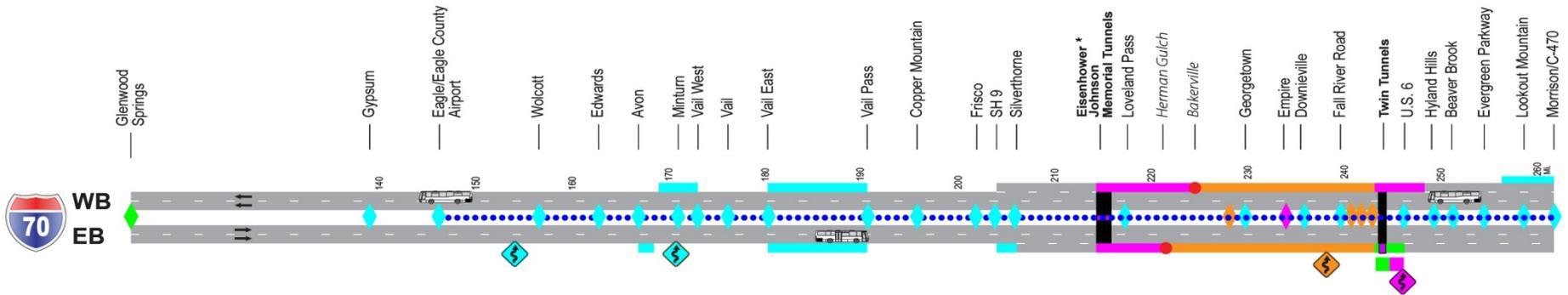
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| | Completed |
| | Non-Infrastructure |
| | AGS |
| | Specific Improvements |
| | Other Improvements |
| | Maximum Program additions |

I-70 MOUNTAIN CORRIDOR PREFERRED ALTERNATIVE- OTHER IMPROVEMENTS



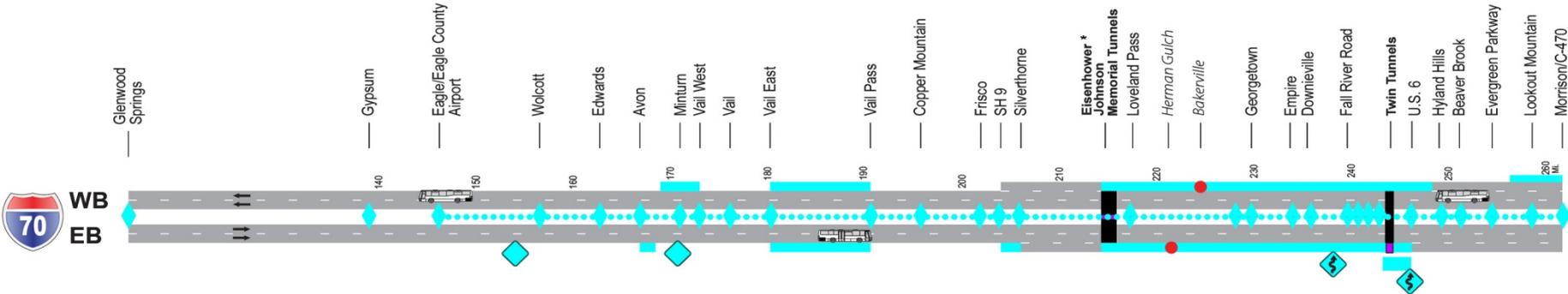
- | | |
|--|---------------------------|
| ■ | Completed |
| ■ | Non-Infrastructure |
| ■ | AGS |
| ■ | Specific Improvements |
| ■ | Other Improvements |
| ■ | Maximum Program additions |

I-70 MOUNTAIN CORRIDOR PREFERRED ALTERNATIVE- MAXIMUM PROGRAM IMPROVEMENTS



- | | |
|--|---------------------------|
| | Completed |
| | Non-Infrastructure |
| | AGS |
| | Specific Improvements |
| | Other Improvements |
| | Maximum Program additions |

PREFERRED ALTERNATIVE WITH MAXIMUM PROGRAM OF IMPROVEMENTS



- Completed
- Non-Infrastructure
- AGS
- Specific Improvements
- Other Improvements
- Maximum Program additions

Final Remarks and Next Steps

- Final Remarks
- Next PLT Meeting



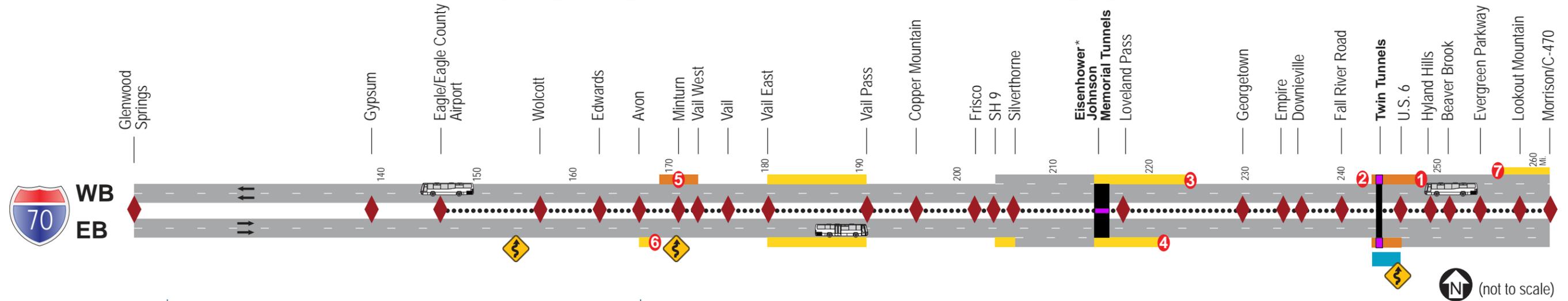
ADDENDUM
PLT Meeting Minutes
May 29, 2013

At the May 29, 2013 meeting, a question was raised to FHWA (Melinda Urban) asking if the third bore associated with –Eisenhower/Johnson Memorial Tunnels (EJMT) in the Minimum Program of Improvements is intended solely for transit or to accommodate automobile traffic as well.

Melinda provided the following explanation to CDOT on June 14, 2013:

After internal discussions at FHWA and review of the ROD, we concluded the I-70 Tier 1 PEIS did not decide on a third bore at EJMT as part of the minimum program of improvements. The Tier 1 only made three decisions- travel mode, general location, and capacity. There were several assumptions made that were needed in order to complete the comparative analysis of alternatives. There are also several options that are still on the table, which the Tier 1 did not eliminate or decide on. Section B.2.2 in the ROD states what Tier 2 decisions will still need to be made, such as design speed (55/65mph) and design for specific improvements, such as tunnels or interchange types. The Tier 1 did not decide whether a third bore at the EJMT was needed for the minimum program. Also, a third bore at the EJMT was not part of the specific highway improvements listed in the ROD. The ROD did specify a westbound auxiliary lane from Bakerville to EJMT.

BASE CASE - MINIMUM PROGRAM OF IMPROVEMENTS

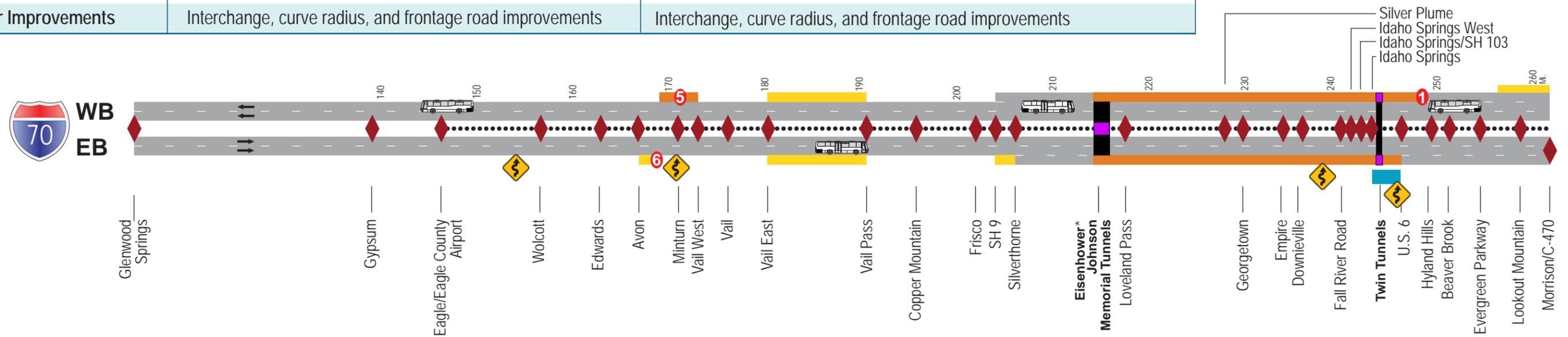


	<i>Minimum Program of Improvements</i>	<i>Maximum Program of Improvements</i>
Highway Capacity Limits	Floyd Hill through the Twin Tunnels	Floyd Hill through the Eisenhower Johnson Memorial Tunnel
Lane Configuration	One additional general purpose lane both eastbound and westbound (two total) near Twin Tunnels only	One additional general purpose lane both eastbound and westbound (two total)
Tunnel – EJMT	New third bore may be needed	New third bore to accommodate AGS and Automobile Traffic
Tunnel – Twin	New third bore or widen existing	New third bore or widen existing
Tunnel – Floyd Hill	Included for 65 mph option only	Included for 65 mph option only
Tunnel – Dowd Canyon	Included for 65 mph option only	Included for 65 mph option only
Transit	AGS from C-470 to Eagle	AGS from C-470 to Eagle County Airport
Auxiliary Lanes	Only in specified locations	Auxiliary lanes are replaced by the general purpose lanes
Other Improvements	Interchange, curve radius, and frontage road improvements	Interchange, curve radius, and frontage road improvements

LEGEND

- Frontage Road Improvements
- ① Floyd Hill
- ⚡ Curve Improvements
- ② Idaho Springs
- ⋯ Advanced Guideway System (AGS)
- ③ Bakerville
- Auxiliary Lanes
- ④ Herman gulch
- Providing Six Lane Highway Capacity
- ⑤ Dowd Canyon
- New Tunnel – Location and Size TBD
- ⑥ Post Boulevard
- ◆ Interchange Improvements
- ⑦ Chief Hosa
- Locations Specified in Specific Highway Improvements

Note: Non-Infrastructure components are included in both Programs.



SPECIFIC HIGHWAY IMPROVEMENTS + "OTHER" HIGHWAY IMPROVEMENTS +
 ADVANCED GUIDEWAY SYSTEM + NON-INFRASTRUCTURE COMPONENTS
 = MINIMUM PROGRAM

MINIMUM PROGRAM + ADDITIONAL HIGHWAY CAPACITY IMPROVEMENTS =
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I-70 Traffic and Revenue Project Leadership Team				
Organizataion	Name	Title	Email	Notes
1 CDOT I-70 Mtn Corridor	Jim Bemelen	I-70 Mtn Corridor Program Engineer	james.bemelen@state.co.us	
2 CDOT Project Manager	Benjamin Acimovic	I-70 Mtn Corridor Professional Engineer I	benjamin.acimovic@state.co.us	
3 CDOT Environmental	David Singer	I-70 Mtn Corridor Environmental Manager	david.singer@state.co.us	
4 CDOT Division of Operations	Ryan Rice	Director of Operations	ryan.rice@state.co.us	cc Sue Swartout
5 CDOT - DTR	Mark Imhoff	Director of DTR	mark.imhoff@state.co.us	cc David Krutsinger
6 CDOT Traffic	Saeed Sobhi	CMTC Manager	saeed.sobhi@state.co.us	
7 CDOT Government Relations	Angie Drumm	Local Govt Liaison	angie.drumm@state.co.us	
8 CDOT HPTE	Nick Farber	HPTE Project Manager	nicholas.farber@state.co.us	
11 FHWA	Melinda Urban	Operations Engineer	melinda.urban@dot.gov	cc: Randy Jensen
12 Parsons	Ralph Trapani	Project Manager, Parsons	Ralph.Trapani@parsons.com	cc Brad Doyle
13 I-70 Coalition	Stan Zemler	Chair, I-70 Coalition	SZemler@vailgov.com	cc: Margaret Bowes
14 Clear Creek County	Tim Mauck	Commissioner, Clear Creek County	Tim@timmauck.com	cc Clear Creek County Commissioners
15 Summit County	Dan Gibbs	Summit County Commissioner	dang@co.summit.co.us	cc Summit County Commissioners
16 Eagle County	Jill Ryan	Eagle County Commissioner	jill.ryan@eaglecounty.us	cc: Eva Wilson
17 Jefferson County	Casey Tighe	Jefferson County Commissioner	commish2@jeffco.us	cc: Scott Burton
18 Idaho Springs	Jack Morgan	Idaho Springs Mayor	morganmkt@comcast.net	cc: Cindy Condon
19 Georgetown	Thomas Hale	Georgetown Town Administrator	gtownadmin@earthlink.net	cc: Craig Abrahamson
20 CASTA	Elena Wilken	CASTA	elenaw@coloradotransit.com	
21 Frisco	Bill Efting	Frisco Town Manager	bille@townoffrisco.com	
22 Dillon	Joe Wray	Dillon Town Manager	jwray@townofdillon.com	
23 Silverthorne	Kevin Batchelder	Silverthorne Town Manager	kbatch@silverthorne.org	
24 Silverplume	Nicholas Regester	Silver Plume Representative	nregester@gmail.com	cc: townofsilverplume@msn.com

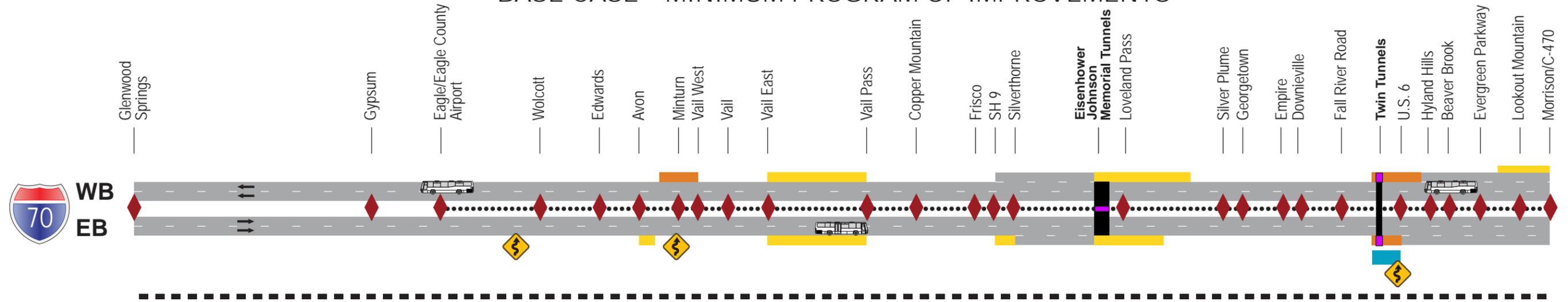
I-70 Traffic and Revenue: Other Contacts				
Organizataion	Name	Title	Email	Notes
1 HPTE	Jane Hickey	HPTE Executive Assistant	jane.hickey@state.co.us	
2 CDOT R1	Tony DeVito	Region 1 Director	anthony.devito@state.co.us	
3 CDOT R3	Dave Eller	Region 3 Director	david.eller@state.co.us	
4 CDOT Division of Operations	Sue Swartout	DOO Program Assistant II	sue.swartout@state.co.us	under PLT cc
5 Clear Creek County	Tim Mauck	Clear Creek County Commissioner	tim@timmauck.com	PLT
6 Clear Creek County	Tom Hayden	Clear Creek County Commissioner	clearcreektom@aol.com	under PLT cc
7 Clear Creek County	Phil Buckland	Clear Creek County Commissioner	madcreek@ieee.org	under PLT cc
8 Clear Creek County	Cindy Neely	CCC Alternate	cneely@yahoo.com	
9 Clear Creek County	Beth Luther	Clear Creek County Executive Assistant	bluther@co.clear-creek.co.us	
10 I-70 Coalition	Margaret Bowes	I-70 Coalition	mbowes@i70solutions.org	under PLT cc
11 Summit County	Karn Stiegelmeier	Summit County Commissioner	karns@co.summit.co.us	under PLT cc
12 Summit County	M.J. Griffin	Summit County Administrative Manager	mjgriffin@co.summit.co.us	under PLT cc
13 Summit County	Thomas Davidson	Summit County Commissioner	thomasd@co.summit.co.us	under PLT cc
14 City of Idaho Springs	Cindy Condon	Idaho Springs City Administrator	admin@idahospringsco.com	under PLT cc
15 Jefferson County	Scott Burton	Jefferson County Planner	sburton@jeffco.us	under PLT cc
16 Eagle County	Eva Wilson	Eagle County Engineer	eva.wilson@eaglecounty.us	under PLT cc
17 Georgetown	Craig Abrahamson	Georgetown Mayor	mayor.craigabrahamson@earthlink.net	under PLT cc
18 FHWA	Randy Jensen	FHWA Operations	randy.jensen@dot.gov	under PLT cc
19 Parsons	Brad Doyle	Parsons Project Team	Brad.Doyle@parsons.com	under PLT cc
20 Parsons	Steve Smith	Parsons Project Team	Steven.Smith@parsons.com	
21 CDOT DTR	David Krutsinger	DTR Environmental	david.krutsinger@state.co.us	under PLT cc
22	Gary Wilkinson	Mayor of Frisco	garywilkinson68@aol.com	
23 CDOT	Dick Bauman	CDOT T&R Consultant	rdeab278@aol.com	
24 CDOT	Robert Smith	CDOT	robert.smith@state.co.us	
27 Parsons/IMPA	Tom Schilling	Parsons Project Team	tschill@intermountain.com	
28 Parsons/Wilson	Larry Sly	Parsons Project Team	larry.sly@wilsonco.com	
29 Parsons	Wendy Wallach	Parsons Project Team	wendy.wallach@parsons.com	
30 Parsons	Joseph Kracum	Parsons Project Team	joseph.kracum@parsons.com	
31 Silver Plume	Earl Ballard	Silver Plume	earl_ballard@comcast.net	

I-70 Traffic and Revenue Study Project Leadership Team

May, 2013

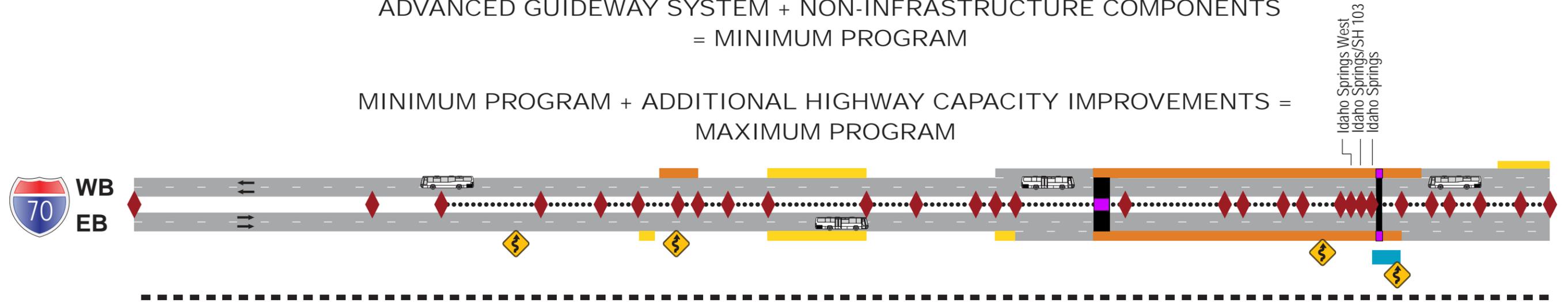
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CDOT HPTE	Nick Farber	HPTE Project Manager
FHWA	Melinda Urban	Operations Engineer
Parsons	Ralph Trapani	Project Manager, Parsons
I-70 Coalition	Stan Zemler	Chair, I-70 Coalition
Clear Creek County	Tim Mauck	Commissioner, Clear Creek County
Summit County	Dan Gibbs	Summit County Commissioner
Eagle County	Jill Ryan	Eagle County Commissioner
Jefferson County	Casey Tighe	Jefferson Country Commissioner
Idaho Springs	Jack Morgan	Idaho Springs Mayor
Georgetown	Thomas Hale	Georgetown Town Administrator
Frisco	Bill Efting	Frisco Town Manager
Dillon	Joe Wray	Dillon Town Manager
Silverthorne	Kevin Batchelder	Silverthorne Town Manager
Silver Plume	Nicholas Register	Silver Plume Representative

BASE CASE - MINIMUM PROGRAM OF IMPROVEMENTS



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LEGEND

- Frontage Road Improvements
- ◆ Curve Improvements
- ⋯ Advanced Guideway System (AGS)
- Auxiliary Lanes*
- Providing Six Lane Highway Capacity*
- New Tunnel – Location and Size TBD
- ◆ Interchange Improvements*
- Non-Infrastructure Components

* Components of these options are identified in the Minimum Program.



5c. Ralph Trapani (Parsons) stated that Parson is now under contract, making progress with CDOT and financials with Ernst and Young. This study will be closely coordinated with the AGS Study and the Interconnectivity Study.

5d. Nick Farber (HPTE) stated that T&R contract is not complete. HPTE contracts have been sent to State Controller's Office, which is very backlogged. There are 32 contracts ahead of this one.

5e. Next meeting will be June 26 (4th Wednesday of the month) – location to be determined – possibly in Silverthorne.

I-70 Traffic and Revenue Study
Project Leadership Team (PLT) Meeting #2
Meeting Minutes
May 29, 2013
Golden, CO – Trail Ridge Conference Room

Handouts for the meeting included:

- Agenda
- Description of Minimum/Maximum Program Improvements and Non-Infrastructure Components
- Graphic/Map - depicting the Base Case – Minimum Program of Improvements.
- I-70 Traffic and Revenue study Project Leadership Team Members

Agenda Item 1 - Introductions

1a. Ben Acimovic opened the Project Leadership Team's (PLT) second meeting with welcoming remarks and a request for self-introductions. The meeting was handed over to the facilitators. Joe Kracum (Parsons) started with a review of some ground rules and etiquette for the meetings. PLT meeting members are to be seated at the tables with other attendees seated around. PLT members are encouraged to be engaged and participate in discussions. Commit to listen. Let people speak, being open and honest. Avoid speculation, rumors etc. and express concerns in appropriate manner. Controversial points should be spoken respectfully, including body language. Maintain a willingness to understand.

1b. Joe reviewed the agenda and indicated that Item 3 *Critical Success Factors and Core Values* would be moved to the next PLT meeting. It was indicated that the one of the first steps was to agree upon the Minimum and Maximum improvements developed in the Record of Decision. Wendy Wallach (Parsons) Referring to the agenda for the meeting, Item #3 – Critical Success Factors and Core Values, will be discussed in greater detail at the next meeting in June 2013.

Agenda Item 2 Project-Context / Mission

2a. Wendy reviewed the revised context statement with the group (see the attached Powerpoint). The last bullet on slide consolidates several items. While there was a suggestion to refer specifically to Clear Creek, the project team felt the project will affect everyone in the region. Topographic constraints affect the whole corridor.

Cindy Neely, of Clear Creek County, replied that the Context Statement written for project must consider where the project is to be constructed. Not sure of project boundaries or termini, three different termini have been referred to in Jefferson County, Clear Creek, and Summit. (Top bullet)

2b. Upon suggestions from the group, Ralph Trapani (Parsons) agreed to change the following:

- Revise the last bullet to say "All build scenarios WILL impact..." (instead of "may")
- Revise the 4th bullet – to say "multi-modal"
- Revise title to say "overview" instead of "Final Draft"

No one disagreed with the revisions to the Context Statement and Parsons will distribute the revised Statement by email for ratification by the PLT members.

Agenda Item 3 Core Values and Critical Success Factors

3a. This item has been moved to the June PLT agenda. Wendy Wallach (Parsons) stated “Critical Success Factors and Core Values” will be the focus of the June meeting in order to have it ready for July and Berger. Cindy Neely stated the importance of determining these “up front” in the CSS process, Wendy Wallach and David Singer to work on these prior to the June Meeting.

Agenda Item 4 Improvement Packages

4a. Wendy Wallach (Parsons) repeated a comment from the first PLT meeting “based on the last meeting the Preferred Alternative can mean 25 different things to different people”. Before this group can move forward we need to have concurrence on the Minimum/Maximum program. We want to have a good basis to work from when determining Core Values.

Wendy reviewed what is identified in the Record of Decision for the Minimum Program of Improvements, with the caveat that these may change based on changing conditions and direction from the Collaborative Effort group. The Min. Program consists of:

1. Non-infrastructure components –These are listed in the ROD and included on table in the handouts; these could consist of entire range of projects in the corridor, as part of the Minimum and Maximum Program.
2. Advanced Guideway System (AGS) – in place as part of both the min/max program.
3. Specific project improvements – This includes improved interchanges, 6 lane capacity in certain areas, bike lanes and frontage roads and specific locations and auxiliary lanes., These projects before “Other projects” happen or the Maximum Program is initiated..
4. Other projects – This includes curve safety improvements, operational improvements, additional capacity in select places, and a number of interchange improvements.

4b. Wendy Wallach (Parsons) asked if there were any questions regarding the Minimum Program of Improvements.

Cindy Neely (Clear Creek County) asked Melinda Urban (FHWA) if the third bore associated with –Eisenhower/Johnson tunnel in the Minimum Program is intended solely for transit or to accommodate automobile traffic as well. Melinda Urban (FHWA) answered that the ROD is not clear, the cost appendix included in the FEIS denotes that the tunnel is for AGS only, Brad Doyle (Parsons) reiterated that based on the cost estimates in the EIS, the cost of the tunnel does NOT include accommodating auto traffic in the Minimum Program.

Melinda will send out clarification regarding the third bore with the meeting minutes for PLT review.

Melinda provided the following explanation to CDOT on June 14, 2013:

After internal discussions at FHWA and review of the ROD, we concluded the I-70 Tier 1 PEIS did not decide on a third bore at EJMT as part of the minimum program of improvements. The Tier 1 only made three decisions- travel mode, general location, and capacity. There were several assumptions made that were needed in order to complete the comparative analysis of alternatives. There are also several options that are still on the table, which the Tier 1 did not eliminate or decide on. Section B.2.2 in the ROD states what Tier 2 decisions will still need to be made, such as design speed (55/65mph) and design for specific improvements, such as tunnels or interchange types. The Tier 1 did not decide whether a third bore at the EJMT was needed for the minimum program. Also, a third bore at the EJMT was not part of the specific highway improvements listed in the ROD. The ROD did specify a westbound auxiliary lane from Bakerville to EJMT.

For modeling purposes, CDOT will model a third EJMT bore as part of the maximum program, because the Maximum Program does add capacity (third lane) to the EJMT.

4c. Protocol for meeting minutes will include initial review of DRAFT meeting minutes by project team, including CDOT and FHWA and then distribution of the draft minutes to the PLT. Wendy Wallach is the PLT coordinator and will be coordinating this.

4d. David Krutsinger (Alternate for Mark Imhoff, DTR) needed to leave for another meeting but provided update on the status of the AGS study underway:

There are four alternatives under consideration for the system, all of them have AGS and highway tunnels separate due to speed and fire suppression issues.

4e. Wendy Wallach (Parsons) continued with a review of the Minimum and Maximum Program graphics. The Maximum Program includes additional capacity and interchange improvements between Eisenhower Johnson Memorial Tunnels and Twin Tunnels, if deemed warranted by the Collaborative Effort. Tunnels at Floyd Hill and Dowd Canton are only included if a 65-mile per hour option is selected.

Wendy Wallach (Parsons) asked if there were any questions regarding the Maximum Program of Improvements.

Cindy Neely (Clear Creek County) clarified that the additional capacity between Mileposts 241 and 221 is not specified as lane "widening" as it is tightly constrained in that area and a "community lies there". The intent of the Max Program is to accommodate the same number of travelers as a six-lane highway in this section would accommodate.

Jack Morgan (Idaho Springs) had questions regarding the Minimum and Maximum Program graphics. He asked why Bakerville and Herman's Gulch are called "municipalities" since there is no supporting population. Cindy Neely also noted that MP 240 is the center of Idaho Springs – not Fall River Road.

Wendy Wallach (Parsons) responded to the concerns by reiterating that the map is not to scale and will NOT be used for analysis or design. Herman Gulch and Bakerville are called out because they are specifically identified in the Record of Decision's description of the preferred alternative in ROD. Melinda Urban suggested the team add Dowd Canyon and any other

“places” specified in the Preferred Alternative in the ROD. Wendy will add Dowd Canyon to the map and revise the map. Wendy will send out a revised map with meeting minutes and send as a draft.

Cindy Neely made a comment regarding Auxiliary Lanes in Min/Max table - Change from “Only in critical locations” to “only in specified location”

Also in the Min/Max table included in the handouts it states under “Transit” that the bus could be an “interim solution” before AGS. This is erroneous. Elena Wilken (CASTA) and others had understood that this was part of the Preferred Alternative. It is not specified in the ROD. Wendy Wallach (Parsons) confirmed that it is not specified in the ROD and will remove it from the table. She noted that Bus in Mixed Traffic is included as one of the Non-Infrastructure Components.

Cindy noted that decisions regarding tunnel/no tunnel will have enormous cost implications.

5. Open Discussion

5a. Ben Acimovic (CDOT) talked briefly about the Traffic and Revenue Study Process. The Traffic and Revenue Study (T&R) is being conducted to evaluate the technical and financial feasibility of the recommendations included in the Record of Decision (ROD) for the I-70 Mountain Corridor. The study includes a two-tiered process, Level 1 and Level 2 Screening.

The Level 1 Study will use existing data to evaluate options selected in the ROD, the 2 and 3 lane reversible multi-modal express lane options under consideration by CDOT, as well as new options recommended by the Project Team, including the PLT. Level 1 Study recommendations will include identification of “Candidate Corridor options” to be carried forward for detailed analysis in Level 2.

Updated data will be used to perform Level 2 analyses that are more extensive, including modeling the remaining options. The T&R Study will conclude with the reporting of the Level 2 results and will include recommendations to advance options that best meet study objectives into Tier 2 analysis, including NEPA (National Environmental Policy Act). The process reduces the range of financially feasible options for improvements to I-70 to a set of Candidate Options best meet the criteria based on the Core Values and the Critical Success Factors.

Wendy Wallach (Parsons) and Ralph Trapani (Parsons) will generate a graphic and a narrative with some uniform nomenclature to describe this process. This will be discussed in greater detail at the next meeting in June.

5b. Jack Morgan (Idaho Springs) expressed concern about the role of the PLT and whether technical issues (such as the detailed T and R process) should be discussed in depth at these meetings. Cindy Neely noted that the PLT should understand assumptions used for the study and although concepts may be confusing, the PLT needs to understand them.

Joe Kracum (Parsons) affirmed that we all will review the process and move towards consistency.

5c. Ralph Trapani (Parsons) stated that Parson is now under contract, making progress with CDOT and financials with Ernst and Young. This study will be closely coordinated with the AGS Study and the Interconnectivity Study.

5d. Nick Farber (HPTE) stated that T&R contract is not complete. HPTE contracts have been sent to State Controller's Office, which is very backlogged. There are 32 contracts ahead of this one.

5e. Next meeting will be June 26 (4th Wednesday of the month) – location to be determined – possibly in Silverthorne.

Traffic and Revenue
Project Leadership Team
Meeting #2 May 29, 2013
Golden, CO - Trail Ridge Conference Room
Meeting Attendees

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