

**I-70 Traffic & Revenue Study  
Preliminary Information Package  
Joint Project Leadership Team & Technical Team Meeting  
25 Sep 2013**

*Sheraton West, Bergen Room  
360 Union Blvd., Lakewood, CO*

**Agenda**

9:00 Project Leadership Team & Technical Team Joint Meeting

- Welcome
- Process Flow Chart - PLT / TT / ITF / CDOT / FHWA / HPTE / Consultants
- Review, Edit, & Ratify Performance Measures
- Finalize ITF roles, responsibilities, tasks
- Issue Task Forces Introduction
  - Alternatives ITF; Cost Estimating ITFs: Roadway, Structures, Transit, Tunnels
  - Other Issue Task Forces
- Next Meetings

12:00 Lunch served

**Attachments:**

**Performance Measures DRAFT 2013 09 18** - A draft of the current thinking on Performance Measures for Level 1 & Level 2 Screening. There are a few other measures under consideration and will be presented for review and comment at the meeting. These changes will be clearly highlighted from the attached draft.

**Issues Task Force Initial Package** - Issue Task Forces (below) are in draft form and will be discussed at the meeting. These first five will have their first meeting the afternoon of 25 Sep and these are attached for your review. Other ITF's will be discussed at the meeting and be scheduled for Oct, Nov, etc.

*Alternatives*

*Roadway Cost Estimating*

*Structures Cost Estimating*

*Transit Cost Estimating*

*Tunnel Cost Estimating*

Mitigation

ALIVE

SWEEP

Historic

Finance

Permitting

Tolling

Traffic Modeling

Traffic Operations & Maintenance

I-70 Traffic and Revenue Study  
Combined  
Project Leadership Team (PLT) Meeting #5  
Technical Team (TT) Meeting #2  
Meeting Minutes  
September 25, 2013  
Lakewood, CO – Sheraton – Bergen Room

Handouts for the meeting included:

An information packet was sent to PLT & TT members on September 19 that included the following: Agenda; Chart with Core Values, Critical Issues, Critical Success Factors, and draft Performance Measures; and drafts of the tasks for each of the Issues Task Forces.

### **Welcome and Opening**

Jim Bemelen (CDOT) opened the combined PLT and TT meeting with welcoming remarks and a request for self-introductions.

### **Agenda**

Wendy Wallach (Parsons) summarized the items on the agenda for the I-70 Traffic & Revenue study.

#### Status of CSS and Review of Critical Success Factors and the Critical Issues

She then began with a review of the draft performance measures and explained how they will be used in the analysis. The team is following the I-70 Mountain Corridor (CSS) Context Sensitive Solutions process, they are beginning step 3 the– Establish Criteria, of the 6-step process. Agreement is needed from the PLT and TT on the Qualitative Performance Measures that will be used. The alternatives will be evaluated against these measures, in order to determine which alternatives have the best opportunity to meet the Critical Success Factors. The meeting today is to evaluate the Draft Qualitative Performance Measures for Level 1 screening and to gain feedback to attain ratification by the PLT.

Wendy reviewed the Core Values, the Critical Issues (CI) and Critical Success Factors (CSF) as background. Wendy reminded everyone that since many of the values and issues are inter-related so there will be some redundancy in the measures.

During the review of the Critical Success Factors and the Critical Issues with input from the PLT/TT the following are changes were made:

- Safety – Modify the CSF to read - ...emergency responders **to/from and through** the corridor...
- Mobility – no changes
- Constructability – no changes
- Sustainability – no changes
- Decision making Process – no changes
- Community (Local, Regional, Statewide) – no changes
- Historic Context – no changes

- Healthy Environment – no changes
- Fiscal Responsibility – no changes

### **Agenda Item 1 – Review, Edit, & Ratify Performance Measures**

The Parsons Team (Joe and Wendy) presented the Draft Level 1 Screening of the Qualitative Performance Measures. Edits were made real time and are attached.

#### **Safety:**

Discussion:

- Regarding the first measure- Does the alternative meet minimum design standards (AASHTO, CDOT, etc) of cross section, curvature, sight distance and grades?

Cindy Neely, Clear Creek County (CCC) expressed concern that if we're not designing alternatives, how do we know what if it is meeting design standards? Brad Doyle (Parsons) stated that we are doing conceptual level design only in order to develop the cost estimate. At this point it is very "high-level" design so that we can screen. Cindy Neely (CCC) expressed concern saying how can there be a conceptual design for each alternative and yet the PLT has not seen or discussed the alternatives. Ralph Trapani (Parsons) said the PLT has seen (and ratified) the list of options that are being considered, he added that the Issues Task Forces (ITF) have a potential to add additional alternatives.

Cindy also was concerned that we may be determining the design by defining the performance measures and performing incremental analysis, while group may agree to each step, at the end of the process, it is possible an alternative may emerge that the group is not comfortable with because they have not seen it in its entirety. She added that she doesn't want it implied that each stakeholder would be in agreement to the design. Tim Mauck (CCC) reiterated the concern with the design. Tim expressed a desire to be involved in the conceptual design process because he is concerned with where this will lead.

Melinda Urban (FHWA) asked CCC if they are concerned that this Qualitative Performance Measure may be too specific.

Cindy Neely (CCC) answered "no" but it raises other concerns that she has explained. David Singer (CDOT) restated that the purpose of Level 1 is to keep analysis at a high level with Fatal flaw type of questions.

Ralph Trapani (Parsons) requested that CCC be involved in the Alternatives ITF. The Task Forces are just getting started and there is a kick off meeting for five of the ITF's following the PLT/TT meeting.

Ben Acimovic (CDOT) stated that the purpose of the Level 1 screening is to identify what will move forward at a basic level and that the Level 2 screening will be much more detailed and require more conversation.

The group discussed the additional Safety Measures. Nicolena Johnson (CC-EMS) – wants the performance measures to assess the safety for incident responders. Jill Scott (CDOT ITS)

wanted the Level 1 Performance Measures to address the potential to reduce crashes. As a result the following was added.

Changes or Additions to Safety Performance Measure:

- New - Does the alternative provide protection for incident responders?
- New - Does the alternative have the potential to reduce crashes?

### **Mobility:**

In review of the mobility measures, Joann Sorensen (CCC) asked if there was a Level 1 Performance Measure to address concern for mobility on the local road system. Art Ballah (CMCA) – would like the QPM to address mobility for all users and also for all users both on and off the interstate. As a result the following was added:

Changes or Additions to Mobility QPM:

- Does the alternative reduce travel times for long distance trips **for all users**?
- Does the alternative reduce the travel time for short distance **trips for all users both on and off the Interstate?**
- New – does the alternative provide for incident management?

### **Constructability**

The group agreed to change the first Level 1 Performance Measure to read.... financially feasible with **minimal** funding.

Cindy Neely (CCC) questioned the relevance the third bullet- which reads “Is the Alternative technically feasible” .The group stated that any of the alternatives that we will be analyzing would be technically feasible and it would not be a differentiator in the analysis and the measure was removed.

A question was raised about O& M cost considerations, the way the questions are written it looks like only capital cost will be considered. Ralph Trapani (Parsons) responded that O&M is in the cost assumptions but agreed we should call it out separately.

Changes or Additions to Constructability Level 1 Performance Measure:

- New – Does the alternative have a positive impact on operations and maintenance?

### **Engineering Criteria and Aesthetic Guidelines**

Discussion:

Cindy Neely (CCC) expressed concern that the Level 1 Performance Measure addresses engineering considerations more than aesthetics. Also the measure should specifically cite the I-70 Mountain Corridor specific engineering and aesthetic guidelines.

Changes or Additions to Engineering Criteria and Aesthetic Guidelines Level 1 Performance Measure:

- New – Does the alternative adhere to the I-70 CSS Mountain Corridor Guidelines and specific design criteria?

## **Sustainability**

Discussion:

JoAnn Sorensen (CCC) expressed concern that the measure doesn't consider economic sustainability, only the sustainability of natural resources. Wendy pointed out that economic considerations are included in a different Core Value consideration and including it here will give it extra "weighting" The group discussed the issue as to whether protection was being duplicated. No change was made.

Someone from the group said that the Critical Issue of maintenance is not addressed at Level 1 so the group added a question about O&M.

Changes or Additions to Sustainability Performance Measure:

- New - Does the alternative protect existing natural resources?
- New - Does the alternative have the potential to improve operations and maintenance?

## **Decision Making Process**

Discussion:

- Jill Scott (CDOT ITS) had a question about the Level 1 Performance Measure which reads "Does the alternative provide opportunities for enhancements (i.e. recreational, community, environmental)? She asked why operations are not called out as a consideration. Wendy and David stated that this question is only considering mitigation required for NEPA, which is more natural resource focused.
- Also the group pointed out that "Public Acceptance: is a Critical Issue but not captured in the measures, so the group added an additional Level 1 Performance Measure.

Changes or Additions to Decision Making Process QPM:

- New - Does the alternative have a minimal risk of public or political opposition?

## **Community**

Discussion:

Cindy Neely (CCC) expressed concern that the Level 1 Performance Measure gives equal consideration to local, regional and state and that local should be emphasized because it is the local communities bearing most of the impacts. Wendy and David Singer (CDOT) said the

Performance Measure should consider all three levels as issues on the Corridor affect all three levels of stakeholders. The group modified the measure to address the question for all three levels.

Changes or Additions to Community Level 1 Performance Measure:

- Does the alternative have the potential to improve livability and vitality **locally, regionally, and statewide?**

### **Historic Context**

Discussion: Cindy Neely correctly pointed out that all of the previous Level 1 Performance Measures which are also answered “yes/no” have the answer “yes” as a positive correlation with the alternative, as stated this one is opposite. The PLT/TT revised this Performance Measure to match the others.

Changes or Additions to Historic Context QPM:

- Does the alternative have the ability **to protect** Historic Districts and Landmarks?
- Does the alternative have opportunities for mitigation **and/or enhancement to historic districts and landmarks?**

### **Healthy Environment**

Discussion:

Wendy referred to the previous discussion on Sustainability Measures where we considered whether additional weight was being added to environmental when it is already addressed in Sustainability (i.e.: *Does the alternative use existing natural resources efficiently to generate improvements in efficiency and mobility?*) The group rephrased the questions to have the answer “yes” as a positive correlation with the alternative. The PLT/TT is okay with leaving both in due to the level of concern for the environment throughout the corridor.

Changes or Additions to Healthy Environment Level 1 Performance Measure:

- Does the alternative have the potential to **avoid immitigable** environmental impacts?

### **Fiscal Responsibility**

Discussion:

The group reviewed the Level 1 Performance Measures associated with this Core Value:

Regarding “*Does the alternative have the ability to be financially self sustaining?*” Cindy Neely (CCC) asked if an alternative does not meet the Level 1 criteria would it “drop dead” and not be able to move past Level 1 since this is a traffic and revenue study she thought the PLT agreed if an alternative couldn’t pay for itself it was screened out. Wendy Wallach said she did remember

this discussion. Since the modeling and analysis will be an iterative process, it may not be eliminated at first level due to just this Performance Measure. .

Ralph Trapani (Parsons) discussed cost and revenue as far as modifying an alternative. As we go through the Level 1 revenue analysis, we may be able to “tease out” revenue options that may sustain the alternative. Ralph restated that the fact is that it would need to pay for itself. The team would Evaluate the outcome if answer is “no”, what is needed to make a “yes”?

Melinda Urban (FHWA) asked if we are referring to ...financially self-sustaining for construction only or after it's built too? She stated a need to capture operations and maintenance. Wendy said O&M is assessed separately.

Changes or Additions to Fiscal Responsibility Performance Measure:

- Does the alternative have the ability to be financially self-sustaining in terms of capital and operations and maintenance costs with minimal public funding?

## **General Discussion**

Wendy asked if there were any questions. Cindy Neely (CCC) asked if there was a certain number or a set threshold of yes/no's at Level 1, which would determine elimination. For an example-- If there were 5 no's would an alternative be kicked out? Jim Bemelen (CDOT) clarified that results will be looked at as a group and assessed relative to each other. . However, overall if there is no funding – why would we continue to look at it? David Singer (CDOT) stated that CDOT would make an informed decision after the group discusses.

Wendy asked of the group felt that they could ratify the Level 1 measures at this meeting so that we can stay on schedule. The group generally agreed to ratify the measures but felt they needed additional info on the process. Cindy Neely (CCC) would like to know the application of measures and how the Performance Measures will be used.

Wendy responded that Ralph will discuss the “Work Flow Process” which will provide additional detail.

Melinda Urban (FHWA) asked to make sure the Screening Process is expressly included in the Meeting Minutes that are distributed. This is being written and will be included as an addendum

## **BREAK**

### **Agenda Item 2 – Process Flow Chart:**

Ralph Trapani (Parsons) described the Level 1 Workflow Process and each of the components, the flow, and responsibilities of each group.

### **Agenda Item 3 – Finalize ITF Roles, Responsibilities, and Tasks**

Joe Kracum (Parsons) presented the Issues Task Force categories including methodologies and membership rosters.

Cindy Neely (CCC) had questions regarding how to proceed with ITF's, she felt that the PLT was not as involved as they should be. The CSS guidance states that the PLT will help in development and application of the process. Ralph briefly summarized the ITF process completed to date and clarified that today is a "kick-off" meeting with some of the groups. We will discuss background of project and issue and no decisions will be made. There are plenty of opportunities to refine groups or refine membership.

Also regarding the meeting this afternoon with combined ITF's and what is the charge to estimating group with four (4) different estimating task forces.

Joe Kracum (Parsons) explained that the group will look at cost estimating assumptions associated with each category and who is represented for each task force. Aside from the combined (Roadway, Transit, Tunnel, & Structures) Cost Estimating ITF, there is a meeting of the Alternatives ITF, their purpose is to verify the alternatives and see if other alternative should be included

Cindy Neely (CCC) expressed concern about not just having people in each task force but making sure that people who need to be there are there. Ralph Trapani (Parsons) explained that people were given the opportunity to sign up based on their own skill set and interest in the individual task force categories. Cindy Neely (CCC) would like place holders for each county to be in each ITF category. Ralph Trapani (Parsons) stated that the group may have a basic set of questions and may add to it. The purpose is to present ideas and work through them.

Parsons stated efforts have recently started and that they contacted counties and individuals with invitations to participate and Draft ITF descriptions to determine who the best person is to represent their individual groups' interests and also who has time available for meetings.

Dan Gibbs (Summit) stated they received materials preceding this meeting and Eva Wilson (Eagle County) added that they did as well, but are so short staffed relying on PLT for input opportunities.

Melinda Urban stated that because of all the flooding areas and people affected that there are those who still want to participate but are not able to attend the meeting. Keeping the train moving is still important.

The PLT agreed that ratification of the ITF's could be made by email within the next few weeks.

### **Agenda Item 4 – Issue Task Force (ITF) Introduction**

Joe Kracum (Parsons) began going through each of the ITFs and the responsibilities of each ITF. The Chairperson will be the point-of-contact and will also guide the responsibilities of the group.

As previously discussed, two ITF groups meeting this afternoon are: Alternatives ITF and the Cost Estimating ITF. The Cost Estimating ITF is divided into 4 sub-groups that will have the

opportunity to meet separately based on their specific charge. The sub-groups are: Transit, Roadway, Structures, and Tunnels. The Cost Estimating ITF will meet together to start and sub-groups may meet together as needed.

Ben Acimovic (CDOT) stressed that each ITF will be transparent about what is discussed in each of their meetings. The ITFs are open to input and comments. Meetings will move around as needed and are meant to be fluid and dynamic.

### **Transit ITF Review**

JoAnn Sorensen (CCC) stated that a representative from Clear Creek County should be included, as it does not have a transit authority like in Summit and Eagle Counties. She asked whom or how would the system be governed. Wendy answered right now there is no transit governance; the PEIS suggested this be studied more Council of Governments. Joanne said it suggested the Denver Regional Council of Governments (DRCOG) should be at the table for this group. Summit County made a request made to put the I-70 Coalition on each of the ITFs.

### **Roadway ITF Review**

Cindy Neely (CCC) asked what design concept is being established for each alternative and to what extent will these alternatives help determine costs.

Cindy would like to issue a charge: define design concepts that will be used for each alternative and be able to demonstrate and explain to the PLT. The I-70 Coalition should be added to the membership roster.

### **Structures ITF Review**

Joe briefly reviewed the ITF goals. Both Clear Creek County and USFS remarked on the need to address wildlife movement. This group will be closely coordinated with the ALIVE Task force. There was a suggestion to prepare a design concept for each alternative considered for review by this group.

The I-70 Coalition should be added to the membership roster.

### **Tunnels ITF Review**

Joe explained the methodology, which includes costing, based on review of cross-sections and considerations for north or south side tunnel options. Specific consideration will be given to an additional bore at Eisenhower-Johnson Memorial Tunnels, where geology is not favorable and tunnel is constrained on either side

The I-70 Coalition should be added to the membership roster.

After the formal presentation was completed, the group discussed the ITF approach in general. All together there are 14 ITF groups. Some may meet only twice. Kick offs are occurring this month. Alternatives and Cost Estimating groups are to meet later today.

Cindy Neely would like a copy of the listing of the ITF groups and participants to be sent with meeting minutes.

The Project Team mentioned that a number of the ITF's which have not convened yet and membership has not been finalized including the Mitigation, ALIVE, Historic and SWEEP Issue Task Forces. These meetings should be scheduled in the near future.

### **Mitigation ITF Review**

Cindy Neely (CCC) stated that in her experience CSS highways have cost more. Experience on national level. Ralph Trapani suggested that was not his experience.

Ralph Trapani (Parsons) –stated that 2 conceptual designs will be presented, one designed with I 70 aesthetic guidelines and one without. This would allow the PLT/TT and ITF's to better understand the costs and technical issues.

Ralph asked Brad Doyle to elaborate how the Aesthetic guidelines are getting incorporated into the Alternative Development process. Brad Doyle explained that the CSS criteria are “overlaid” onto each of the alternatives and “ areas” that cannot initially meet the criteria are re-examined to look at how guidelines can be integrated through design exemptions.

### **Permitting ITF**

The Issue Task Force will help establish a list of permits and approvals that will likely be needed if one of the Alternatives is forwarded for additional study. This group will also advise the other teams on to what extent if any; the alternative complies with the Record of Decision for I-70 Mountain Corridor. After Level 2 screening is complete, they will help identify issues and processes to move ahead with NEPA studies.

Cindy Neely requested that Idaho Springs be added to permitting agencies. The I70 Coalition also needs to be added to the list.

### **SWEEP ITF**

This group or a similar profile has convened on a number of occasions, as they were signatories on a Programmatic Agreement with a process in place to protect water resources along the Corridor. This group will also help determine that the cost estimates for water quality protection are accurate. The group suggested the following editorial suggestions to the presentation. Clear Creek County suggested edits (clarifications) to the membership roster:

- First bullet – remove “this” before SWEEP recommendations
- Clarify that SWEEP doesn't actually permit activities.

Paul Winkle from Colorado Parks and Wildlife, Phyllis Adams UCCWA, Gary Frey– Colorado Trout Unlimited, DAvid Holm – CC Watershed Foundation need needs to be added to newest distribution

### **ALIVE ITF**

Ralph Trapani said we have reviewed some of the prior recommendations from the PEIS and the team understands the necessity of mitigating impacts to wildlife passage. This ITF will help update PEIS cost data.

Cindy remarked that this group has been working together since the development of Programmatic Agreement and should be familiar with h task and tools. David Singer (CDOT) added that lots of ground work has already been completed and may benefit other ITF groups. The following edits and additions were suggested to the membership roster:

Ty Peterson from Colorado Parks and Wildlife needs to be added to newest distribution. JoAnn Sorensen's email needs to be filled in; the CPW representative should be Janet George.

### **Historic ITF**

Wendy Wallach reviewed the goals of the Historic ITF and asked the group given where we are in the study. It is early in the process and data required for detailed analysis will not be available nor it is required this early. The group felt it could be beneficial to have the data available if we need it and likely it would help with cost estimates.

The following edit was suggested for the goals: Define Area of Potential Effect.

Other edits include:

Wendy Wallach (Parsons) addressed the membership; Wendy will review the 106 Programmatic Agreement and identify signatories to include in the membership roster. Cindy Neely requested that membership be limited to the counties affected. Summit County requested to attend.

### **Traffic Operations & Maintenance ITF**

After review of the goals for this ITF, Cindy Neely asked how the differences in O&M for options considered will be identified. Will costs for active passive management and temporary type of fixes such as Peak Period Shoulder Lanes? The group suggested the following edits:

Add the following to the goals: Define the various levels of management and their costs Jefferson County and Summit County should be added to the membership roster.

### **Tolling ITF**

No changes to goals were suggested at this time.

The following representatives should be invited to the ITF: Danny Katz from CoPirg, representatives from Colorado Ski Country and/or Vail, and Idaho Springs.

### **Traffic Modeling ITF**

After review of the ITF goals, Cindy Neely (CCC) asked what “network assumptions” are?. The PLT would like to understand and review of all assumptions for the model. A suggestion was made to produce a report to the PLT summarizing the Traffic Modeling information in terms so all can understand.

Al Racciatti (Louis Berger) responded that elements in modeling include – existing vs. future conditions, build vs. no build,, number of lanes, speed etc.. . Al agreed that the information, maps tables, graphs etc. should be in terms that can be easily understood.

Edits to the ITF goals include:

Delete Friday/Monday...from bullet item.

Phil Buckland, DRCOG, Vail Resorts, CO Ski Country should be included in the membership roster.

### **Finance ITF**

After initial review of the ITF goals, Joe Kracum (Parsons) stated that Finance is a very large component of the study and suggested that the PLT/TT mull this over a little more than just today. Phil Armstrong (Parsons) along with Ernst & Young developed the structure of these criteria.

Melinda Urban (FHWA) inquired if the large analysis effort will be performed for each alternative. Ralph Trapani (Parsons) responded that a lot of these items will be considered for each option.

Al Raccatti (Louis Berger) replied that the purpose was to set basic parameters for financial model. Cindy Neely (CCC) expressed similar concerns to those she had with the Traffic Modeling ITF, i.e. that the Finance ITF will be difficult to understand. The acronym “VFM” – Value for money must be spelled out.

Joe Kracum (Parsons) suggested using the same wording as the Traffic Modeling ITF groups that information gathered will be in a basic language or layman terms that will be understood by all. Melinda Urban (FHWA) suggested to Cindy Neely (CCC) to also take advantage of webinars that are available to get better acquainted with terms and concepts in the Finance area.

### **Wrap Up**

The PLT and TT both agreed that they would rather ratify the QPM by e-mail than schedule a special meeting. There may be additional items that may come up in the afternoon meeting of the ITF today (9-25-13) that may be added to the e-mail for the PLT/TT to ratify.

**Agenda Item 5 – Next Meetings**

The 4<sup>th</sup> Wednesday schedule the PLT/TT has been working with, conflicts with upcoming holidays in November and December. The following dates should be reserved:

**December 5, 2013** (Thursday) 1:00 – 4:00 pm

**January 22, 2014** (Wednesday) – This will be a joint meeting between PLT/TT/ITF groups.

Meeting adjourned.

# I-70 Traffic & Revenue Study

Project Leadership Team Meeting # 5

Technical Team Meeting #2

September 25, 2013



# I-70 Traffic & Revenue Study Agenda

- Welcome
- Review, Edit, & Ratify Performance Measures
- Process Flow Chart: Project Leadership Team(PLT)/ Technical Team (TT) /Issue Task Force (ITF) /Federal Highway Administration (FHWA), High Performance Tolling Enterprise (HPTE), Colorado Dept. of Transportation (CDOT), Consultants
- Finalize ITF roles, responsibilities, tasks
- Issue Task Force Introduction
  - Alternatives ITF; Cost Estimating ITF's: Roadway, Transit, Structures, Tunnels
  - Other ITF's
- Next Meetings

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
<b>Safety</b>	<ul style="list-style-type: none"><li>• Safe Traffic Operations</li><li>• Emergency Response</li><li>• Incident Management</li></ul>	<p>Enhancing safety for all is a priority. Balance the anticipated needs of capacity and safety improvements with minimized impacts.</p> <p>Provide reliable access and protection for emergency responders to accident/incident scenes</p>

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
<b>Mobility</b>	<ul style="list-style-type: none"><li>•Travel Time Reliability</li><li>•Slow Moving Vehicles</li><li>•Modal Choice</li><li>•Local Mobility</li><li>•Incident Management</li></ul>	Provide a multimodal solution that improves mobility, reliability, increases person trips, efficiently manages slow moving vehicles, provides incident response access, and reduces travel time .

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
<b>Constructability</b>	<ul style="list-style-type: none"><li>•Funding</li><li>•Efficiency of Operations &amp; Maintenance</li></ul>	Develop funding priorities to construct financially feasible improvements that use innovative and efficient practices which have the greatest ability to preserve, conserve and maintain existing environment and future improvements. Must be “buildable”.

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
<b>Engineering Criteria and Aesthetic Guidelines</b>	<ul style="list-style-type: none"><li>•Aesthetics</li><li>•Adherence to Accepted Design Standards</li></ul>	Use the I-70 Mountain Corridor CSS process to create and assess financially feasible infrastructure improvements that adhere to acceptable engineering standards and are inspired by the natural surroundings and provide the best value for their life-cycle while not

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
<b>Sustainability</b>	<ul style="list-style-type: none"><li>•Preserve Future Transportation Options</li><li>•Energy Use</li><li>•Maintenance</li><li>•Impact of No Action</li></ul>	Address the continuing decline of mobility and accessibility along the corridor by developing long- term multi-modal transportation solutions that are compatible with the natural surroundings and minimize the use of non-renewable resources.

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
Decision Making Process	<ul style="list-style-type: none"><li>•CSS Guidance</li><li>•Stakeholder Support</li><li>•Public Acceptance</li><li>•Identify &amp; Prioritize Mitigation and Enhancement Opportunities</li></ul>	<p>Conduct a transparent (fair, open, equitable and inclusive) CSS process utilizing relevant and defensible data and a consistent set of assumptions.</p> <p>Obtain general agreement by the public, the Project Leadership Team, and stakeholders of the study</p>

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
<p>Community (Local, Regional, Statewide)</p>	<ul style="list-style-type: none"><li>•Enhance Recreational Opportunities</li><li>•Enhance Community Values</li><li>•Improve Economic Vitality &amp; Livability</li></ul>	<p>Advance a solution that improves local, regional and statewide livability and economic vitality.</p>

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
Historic Context	Preservation & Enhancement of Historic Elements & Landscape	Enable a positive experience for local residents and tourists through preservation and enhancement of historic elements and landscape.

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
Healthy Environment	<ul style="list-style-type: none"><li>•Environmental Sensitivity</li><li>•Ability to Mitigate</li></ul>	Identify solutions that avoid, minimize, enhance and/or mitigate environmental impacts.

# Core Values, Critical Issues and Critical Success Factors

<b>Core Values</b>	<b>Critical Issues</b>	<b>Critical Success Factors</b>
Fiscal Responsibility	<ul style="list-style-type: none"><li>•Life Cycle Considerations</li><li>•Benefit - Cost</li></ul>	Assure fiscal responsibility through sustainable revenue generation and minimized public funding.

# **Qualitative Performance Measures Level 1 Screening**

# Qualitative Performance Measures

## Level 1 Screening (1 of 5)

### Safety

- Does the alternative meet minimum design standards (AASHTO, CDOT, etc) of cross section, curvature, sight distance and grades?
- Does the alternative provide safe reliable access?

### Mobility

- Does the alternative reduce travel times for long distance trips?
- Does the alternative reduce the travel time for short distance trips?
- Does the alternative offer competitive modal choices with reliable travel times?
- Does the alternative allow for increased person trips?

# Qualitative Performance Measures

## Level 1 Screening (2 of 5)

### **Constructability**

- Is the construction of the alternative financially feasible with the proposed funding?
- Does the alternative provide flexibility for future expansion and modification?
- Is the alternative technically feasible?

### **Engineering Criteria and Aesthetic Guidelines**

- Does the alternative provide opportunities to balance aesthetics with engineering?

# Qualitative Performance Measures

## Level 1 Screening (3 of 5)

### Sustainability

- *Does the alternative use existing natural resources efficiently to generate improvements in efficiency and mobility?*

### Decision Making Process

- Does the alternative provide opportunities for enhancements (i.e. recreational, community, environmental)?
- Is the alternative consistent with the Record of Decision?

# Qualitative Performance Measures

## Level 1 Screening (4 of 5)

### Community (Local, Regional, Statewide)

- Does the alternative improve access to key destinations along the corridor, including recreation areas?
- Does the alternative have the potential to improve livability and vitality?

### Historic Context

- Does the alternative have the potential for unavoidable Adverse Effects to Historic Districts and Landmarks?
- Does the alternative have opportunities for mitigation (for example, pullouts with interpretation signage at key areas)?

# Qualitative Performance Measures

## Level 1 Screening (5 of 5)

### Healthy Environment

- Does the alternative have the potential for immitigable environmental impacts?

### Fiscal Responsibility

- *Does the alternative have the ability to be financially self sustaining?*

# Quantitative Performance Measures Level 2 Screening

- Drafts of Measures were completed recently
- Anticipated to be completed in concert with Technical Team and PLT in Fall/Winter 2013

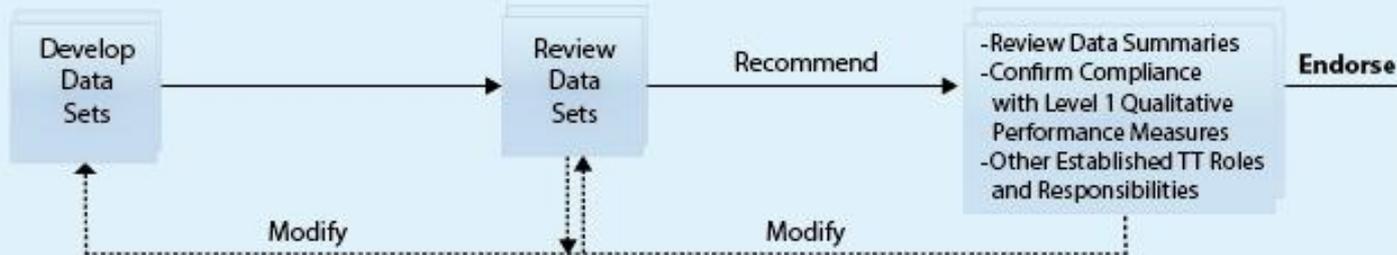
# Level 1 Workflow Process

CDOT/Consultant Workgroups

Issue Task Forces

Technical Team  
(with Periodic Check-in from PLT)

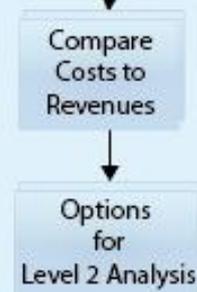
Data Development & Compliance with I-70 Context Sensitive Solutions Process (Through October 2013)



Cost Analysis & Estimating (October-January 2014)



Comparison of costs/revenues and Level 1 screening (January/February 2014)



# Traffic & Revenue Study Issues Task Forces

- *Alternatives*
- *Roadway Cost Estimating*
- *Structures Cost Estimating*
- *Transit Cost Estimating*
- *Tunnels Cost Estimating*
- Tolling
- Traffic Modeling
- Finance
- Traffic Operation & Maintenance
- Mitigation
- Permitting
- ALIVE
- SWEEP
- Historic

# Proposed Issue Task Forces

- Works through the elements of the identified issue in order to reach a recommendation to be taken forward to the Project Leadership Team (PLT), the Technical Team, or the Project Staff.
- Develops information and data to support recommendations
- Develops and works from a plan that outlines the actions needed to make a recommendation within a given timeframe.
- Responsible for documenting the process and making recommendations.

# Issue Task Forces

## Alternatives (proposed)

- Verify alternatives selected for Level 1 Analysis
  - Logical termini
  - Elements of each alternative, including transit component
- Development of possible additional alternatives/options relative to the I-70 Mountain Corridor core values, criteria, and performance measures.

# Issue Task Forces

## Transit Cost Estimating (proposed)

- What is the cost and operational elements of the bus feeder system to connect the Advanced Guideway System (AGS) terminus in Breckenridge to the Intermodal center at I 70/Silverthorne?
- Verify the assumptions and costs for the Bus Rapid Transit (BRT) and AGS components.

# Issue Task Forces

## Roadway Cost Estimating (proposed)

- Verify quantities and unit prices.
- Verify cross-section assumptions
- Verify lengths and configurations of merge lanes for ingress/egress to the express lanes.
- Develop conceptual structure delineation (wall and bridge locations).

# Issue Task Forces

## **Structures Cost Estimating (proposed)**

- Verify quantities and unit prices based on conceptual structure delineation from Roadway ITF.

# Issue Task Forces

## Tunnels Cost Estimating (proposed)

- Tunnel design will focus on third bores at Eisenhower Johnson Memorial Tunnels, and the Twin Tunnels location east of Idaho Springs for the roadway and AGS. Evaluations include:
  - Tunnel cross section
  - Costs for tunneling
  - Costs for systems
- For level 1 analysis, costs will be used from comparable tunnel facilities recently bid or constructed and related to the proposed structures on I-70.

# Issue Task Forces

## Mitigation

- Evaluate costs for mitigation elements. (Note: Utilize established mitigation strategies as laid out in the 2011 Record Of Decision and other existing documents/tools such as interpretative plans, Sediment Control Action Plans (SCAP), ALIVE recommendations, 106 Programmatic Assessment, etc) along the corridor that can help inform the mitigation costs.
- Evaluate costs associated with aesthetic treatments such as color, concrete texture, and structural shapes. Ensure that these costs are included in pricing for structures and roadway elements.

# Issue Task Forces

## Permitting (proposed)

- Develop list of necessary permits and identify costs and risks (including schedule risks) associated with the permitting.
- Verify assumptions used for development of costs and risks for NEPA documentation and approval.
- After level 2 screening is complete, identify issues and processes to move ahead with NEPA studies.

# Issue Task Forces

## **SWEEP (proposed)**

- Develop list of necessary permits and identify costs and risks (including schedule risks) associated with that permitting.
- Identify specific elements of the SWEEP programmatic agreement as related to study options.
- Verify that costs assigned for water quality are reasonable.

# Issue Task Forces

## **ALIVE (proposed)**

- Develop and identify list of specific elements of the ALIVE programmatic agreement relative to each study options.
- Identify existing tools
- Verify/update assigned costs.
- Identify and Prioritize recommendations relative to Linkage Interference Zones

# Issue Task Forces

## Historic (proposed)

- Identify specific elements of the Section 106 Programmatic Agreement as related to study options.
- Verify that costs assigned are reasonable.
- Define Area of Potential Effect

# Issue Task Forces

## **Traffic Operations & Maintenance (O&M) (proposed)**

- Identify specific costs for O&M including (but not limited to):
  - Evaluate assumptions used for develop of O&M costs.
  - Once those assumptions are confirmed, develop O&M costs for all options.
- Identify issues related to maintenance operations in a combined CDOT/private facility.

# Issue Task Forces

## Tolling

- What are the costs for the tolling equipment? Tolling costs must consider:
  - Capital costs of equipment and install;
  - Annual cost of collection.
  - Secure typical hardware and collection costs (perhaps E470?) from other systems and assume the vendor will be selected through a competitive procurement.
  - What are the costs of license plate tolling?
- Are the assumed values for tolling consistent with other projects and acceptable for this Study?
- Pricing strategies, should Optimum Rate Analyses be conducted for both managing demand in the express lanes to assure stable travel times, and maximizing revenues ?

# Issue Task Forces

## Traffic Modeling (proposed)

- Modeling software
  - Network assumptions and the speed assumptions including speed assumptions during congestion in both the free lanes and the managed lanes.
  - Varying levels of congestion and varying use of the managed lanes on each day and for varying time of day and season.
- Verify demand growth rates used by LBG (Parsons assumed - (Years 1-5, 4%) (Years 6-10, 3%) (Years 11-50, 2.7%)

# Issue Task Forces

## Finance (1 of 6) I-70 Potential Project Delivery Models

- Potential financial delivery models strategies
  - Public/ Private Partnership (P3) - Availability Payment Structure
  - P3 - Toll Risk Concession Structure
  - Public Agency Finance

*Note: Suggest a detailed discussion of each method including potential risks and opportunities for each delivery method.*

- Designing a VFM analysis for the I-70 project
- What risks does CDOT retain under each delivery method?
- Any delivery models that CDOT wants to eliminate at this stage?

# Issue Task Forces

## Finance (2 of 6) I-70 Potential Operations & Maintenance Strategies

- Potential Operations & Maintenance Strategies
  - Sharing of corridor O&M responsibilities?
  - Qualified management O&M contracts
  - Optimum toll collection strategies for I-70?

# Issue Task Forces

## Finance (3 of 6) I-70 Toll Revenue Considerations

- Minimum and maximum toll rates
- What parts of I-70 corridor are eligible to toll?
- Dynamic pricing assumptions
- Growth rates & latent demand

# Issue Task Forces

## Finance (4 of 6) Potential Financing Assumptions (1 of 2)

- Overall financing structure overview
  - Estimated construction period and financing term
  - Project Costs financed through combination of non-recourse senior toll revenue bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) subordinated debt?
  - Other potential financing techniques for the project

# Issue Task Forces

## Finance (5 of 6) Potential Financing Assumptions (2 of 3)

- Reserve Accounts
  - Debt Service Reserve Account
  - Construction Fund Account
  - Capitalized Interest Fund
  - Rehabilitation Reserve Account
  - Project Trust Account
  - Interest earned on cash balances

# Issue Task Forces

## Finance (6 of 6) Potential Financing Assumptions (1 of 3)

- Senior Debt Assumptions
  - Comprised of a combination of CIBs and CABs?
- TIFIA Assumptions
  - Assume available for I-70 project?
  - Minimum debt service coverage ratio
  - Assume 33% or 49% of overall debt?
  - Base Interest Rate assumption?
  - Assume an investment grade rating to eliminate the 50% total debt constraints

# I-70 T&R Study Level 1 Screening Project Leadership Team & Technical Team Schedule

## October – December

- Wednesday 23 October, PLT
- 4<sup>th</sup> Wednesdays are both holidays
- Suggest Wednesday 4 Dec, 1 – 4 PM
- PLT / TT General Meeting w/ ITF Updates
- All ITF's will have had 2 meetings

## January 22, 2014

- Presentation on Level 1 Results
- Combined PLT / TT / ITF's Meeting

# I-70 T&R Study Level 1 Screening Issue Task Forces Schedule

## **Alternatives; Cost Estimating; Transit; Roadway; Structures; Tunnels**

- 25<sup>th</sup> Sep, 1 to 4 PM – Initial Meeting
- Prior to 8 Nov – Second Meeting – ITF schedules date

## **Mitigation; Permitting; SWEEP; ALIVE; Historic**

- 23<sup>rd</sup> Oct, 9 to Noon - Initial Meeting – (or ITF schedules prior to 23<sup>rd</sup> Oct)
- Prior to 22 Nov – Second Meeting - ITF schedules date

## **Traffic Operations & Maintenance; Tolling; Traffic Modeling; Finance**

- 23<sup>rd</sup> Oct, 1 to 4 PM - Initial Meeting
- 4<sup>th</sup> Dec, 9 to Noon – Second Meeting

**22<sup>nd</sup> Jan, 1 – 5 PM - Level 1 Screening Results – combined PLT / TT / ITF's Meeting**

# I-70 T&R Study Meeting Schedule

	Sep	Oct	Nov	Dec	Jan
Project Leadership Team	25	23		4	22
Technical Team	25			4	22
Alternatives ITF	25		*		22
Transit Cost Estimating ITF	25		*		22
Roadway Cost Estimating ITF	25		*		22
Structures Cost Estimating ITF	25		*		22
Tunnel Cost Estimating ITF	25		*		22
Mitigation ITF		*		*	22
Permitting ITF		*		*	22
SWEEP ITF		*		*	22
ALIVE ITF		*		*	22
Historic ITF		*		*	22
Traffic Operations & Maintenance ITF		23		4	22
Tolling ITF		23		4	22
Traffic Modeling ITF		23		4	22
Finance ITF		23		4	22

**\* ITF Independently Schedules Dates**

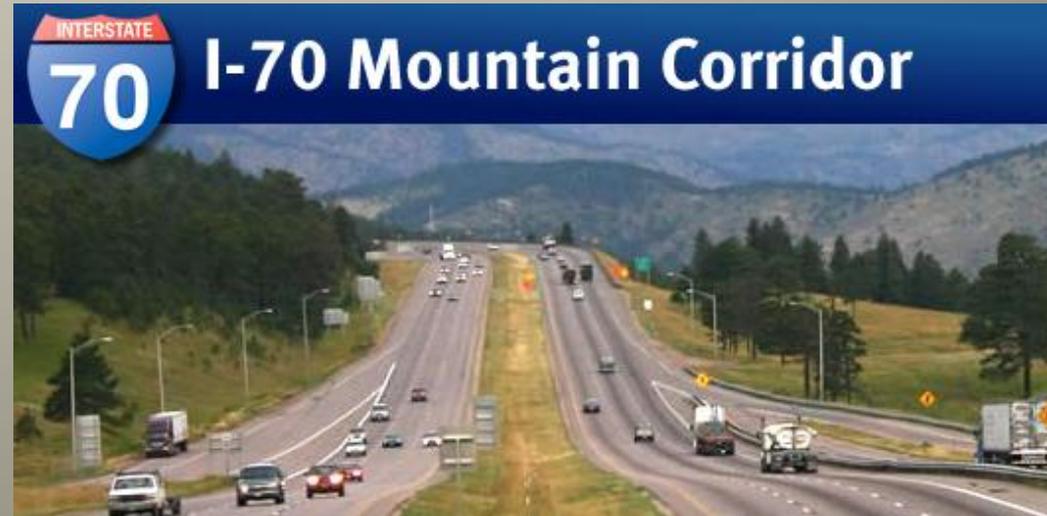
# Wrap up & Action Items Review

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# Next Meeting Agenda

4 Dec 2013

- Traffic & Revenue Study Update
- Reports from Issue Task Forces
- Update on Level 1 Screening Process
- Action Items & Wrap-up



# I-70 Traffic & Revenue Study

## Core Values, Critical Issues, Critical Success Factors & DRAFT Performance Measures

Ratified			DRAFT Performance Measures	
Core Values	Critical Issues	Critical Success Factors	Level 1 Qualitative	Level 2 Quantitative
Safety	Safe Traffic Operations Emergency Response Incident Management	Enhancing safety for all is a priority. Balance the anticipated needs of capacity and safety improvements with minimized impacts.  Provide reliable access and protection for emergency responders to accident/incident scenes.	Does the alternative meet minimum design standards (AASHTO, CDOT, etc) of cross section, curvature, sight distance and grades?  Does the alternative provide reliable access?	How many CDOT/FHWA design exceptions are required?  What is the anticipated emergency response time?
Mobility	Travel Time Reliability Slow Moving Vehicles Modal Choice Local Mobility Incident Management	Provide a multimodal solution that improves mobility, reliability, increases person trips, efficiently manages slow moving vehicles, provides incident response access, and reduces travel time	Does the alternative reduce travel times for long distance trips?  Does the alternative reduce the travel time for short distance trips?  Does the alternative offer competitive modal choices with reliable travel times?  Does the alternative allow for increased person trips?	What is travel time for this alternative for peak periods by mode? How long does the alternative allow for a level of service (LOS C) or better during peak periods?  How much does the alternative affect mobility in the general purpose lanes?

Ratified			DRAFT Performance Measures	
Core Values	Critical Issues	Critical Success Factors	Level 1 Qualitative	Level 2 Quantitative
Constructability	Feasibility Efficiency of Operations & Maintenance	Develop funding priorities to construct financially feasible improvements that use innovative and efficient practices which have the greatest ability to preserve, conserve and maintain existing environment and future improvements. Must be "buildable".	Is the alternative financially feasible?  Does the alternative provide flexibility for future expansion and modification?  Is the alternative technically feasible?	How much does the alternative cost to construct?  How much time does the alternative take to construct?  How much risk is associated with the alternative?
Engineering Criteria and Aesthetic Guidelines	Aesthetics Adherence to Accepted Design Standards	Use the I-70 Mountain Corridor CSS process to create and assess financially feasible infrastructure improvements that adhere to acceptable engineering standards and are inspired by the natural surroundings and provide the best value for their life-cycle while not precluding future opportunities.	Does the alternative provide opportunities to balance aesthetics with engineering?	How well does the alternative minimize conflicts with the I-70 Mountain Aesthetic Guidelines?  How well does the alternative minimize conflicts to accepted minimum design standards?

Ratified			DRAFT Performance Measures	
Core Values	Critical Issues	Critical Success Factors	Level 1 Qualitative	Level 2 Quantitative
Sustainability	<p>Preserve Future Transportation Options</p> <p>Energy Use</p> <p>Maintenance</p> <p>Impact of No Action</p>	<p>Address the continuing decline of mobility and accessibility along the corridor by developing long- term multi-modal transportation solutions that are compatible with the natural surroundings and minimize the use of non-renewable resources.</p>	<p>Is the alternative financially sustainable?</p>	<p>What is the VMT per capita for the alternative, in terms of recreation, work, and commercial?</p>
Decision Making Process	<p>CSS Guidance</p> <p>Stakeholder Support</p> <p>Public Acceptance</p> <p>Identify &amp; Prioritize</p> <p>Mitigation and Enhancement Opportunities</p>	<p>Conduct a transparent (fair, open, equitable and inclusive) CSS process utilizing relevant and defensible data and a consistent set of assumptions.</p> <p>Obtain general agreement by the public, the Project Leadership Team, and stakeholders of the study process and results.</p>	<p>Do the PLT and TT generally support the alternative?</p> <p>Does the alternative provide opportunities for enhancements?</p> <p>Is the alternative consistent with the Record of Decision?</p>	<p>How much opportunity for enhancements does the alternative provide?</p>

Ratified			DRAFT Performance Measures	
Core Values	Critical Issues	Critical Success Factors	Level 1 Qualitative	Level 2 Quantitative
Community (Local, Regional, Statewide)	Enhance Recreational Opportunities Enhance Community Values Improve Economic Vitality & Livability	Advance a solution that improves local, regional and statewide livability and economic vitality.	Does the alternative improve access to key destinations along the corridor, including recreation areas?  Does the alternative have the potential to improve livability and vitality?	How much opportunity for economic development does the alternative have?
Historic Context	Preservation & Enhancement of Historic Elements & Landscape	Enable a positive experience for local residents and tourists through preservation and enhancement of historic elements and landscape.	Does the alternative have the potential for unavoidable Adverse Effects to Historic Districts and Landmarks?  Does the alternative have opportunities for mitigation (for example, pullouts )with interpretation signage at key areas)?	To what extent does the alternative have potentially Adverse Effects to known historical resources?
Healthy Environment	Environmental Sensitivity Ability to Mitigate	Identify solutions that avoid, minimize, enhance and/or mitigate environmental impacts.	Does the alternative have the potential for immitigable environmental impacts?	How many regulated natural resources are potentially impacted by immitigable environmental impacts?  How many community resources are potentially impacted by immitigable environmental impacts?

Ratified			DRAFT Performance Measures	
Core Values	Critical Issues	Critical Success Factors	Level 1 Qualitative	Level 2 Quantitative
Fiscal Responsibility	Life Cycle Considerations Benefit - Cost	Assure fiscal responsibility through sustainable revenue generation and minimized public funding.	Does the alternative have the ability to be funded through means other than public funding?	<p>What percentage of the alternative can be funded through means other than public funding?</p> <p>What percentage of the cost to operate and maintain can be funded through means other than public funding?</p>

## **ALTERNATIVES Issue Task Force (ITF)**

### **Mission, Roles and Responsibilities\***

The Alternatives Issue Task Force is a multidisciplinary team that includes stakeholders and experts in the Core Values surrounding development of alternatives. As a team member, it is your responsibility to work through the elements of the identified issues in order to reach a recommendation to be taken forward to the Project Leadership Team (PLT), the Technical Team, or the Project Staff.

Issues to be analyzed for Level 1 for all options (with explanatory notes) include;

- Verify alternatives selected for Level 1 Analysis
  - Logical termini
  - Elements of each alternative, including transit component
- Development of possible additional alternatives/options relative to the I 70 Mountain Corridor core values, criteria, and performance measures.

This issue list is dynamic, and at the discretion of CDOT/FHWA, other items may be added as the Study proceeds.

In most cases, CDOT and Consultant staff will prepare deliverable materials for the ITF to share, discuss, review/edit, and act move ahead to the PLT/TT. Meetings will be structured for open conversations and information sharing. Consultant staff will distribute materials to the ITF for review prior to the meeting, for discussion at the meeting.

Task force member Ralph Trapani (Parsons) will be responsible for documenting the process and making recommendations to the PLT/TT (with assistance from other ITF members).

*\*(adapted from the <http://www.coloradodot.info/projects/contextsensitivesolutions/docs/decision-making/collaboration-and-communication/issue-task-force> website)*

## **TRANSIT Issue Task Force (ITF)**

### **Mission, Roles and Responsibilities\***

The Transit Issue Task Force is a multidisciplinary team that includes stakeholders and experts in the Core Values surrounding costs and operational characteristics of transit systems. As a team member, it is your responsibility to work through the elements of the identified issues in transit in order to reach a recommendation to be taken forward to the Project Leadership Team (PLT), the Technical Team, or the Project Staff.

Issues to be analyzed for Level 1 for all options (with explanatory notes) include;

- What is the cost and operational elements of the bus feeder system to connect the AGS terminus in Breckenridge to the Intermodal center at I 70/Silverthorne?
- Verify the assumptions and costs for the BRT and AGS components.

This issue list is dynamic, and the discretion of CDOT/FHWA, other items may be added as the Study proceeds.

In most cases, CDOT and Consultant staff will prepare deliverable materials for the ITF to share, discuss, review/edit, and act move ahead to the PLT/TT. Meetings will be structured for open conversations and information sharing. Consultant staff will distribute materials to the ITF for review prior to the meeting, for discussion at the meeting.

Task force member Phil Hoffman (Parsons) will be responsible for documenting the process and making recommendations to the PLT/TT (with assistance from other ITF members).

*\*(adapted from the <http://www.coloradodot.info/projects/contextsensitivesolutions/docs/decision-making/collaboration-and-communication/issue-task-force> website)*

## TUNNELS COST Issue Task Force (ITF)

### Mission, Roles and Responsibilities\*

The Tunnels Cost Issue Task Force is a multidisciplinary team that includes stakeholders and experts in the Core Values surrounding costs of tunnels. As a team member, it is your responsibility to work through the elements of the identified issues in tunnel costs in order to reach a recommendation to be taken forward to the Project Leadership Team (PLT), the Technical Team, or the Project Staff.

Issues to be analyzed for Level 1 for all options (with explanatory notes) include;

- Tunnel design will focus on third bores at Eisenhower Johnson Memorial Tunnels, and the Twin Tunnels location east of Idaho Springs for the roadway and AGS. Evaluations include:
  - Tunnel cross section
  - Costs for tunneling
  - Costs for systems
- For level 1 analysis, costs will be used from comparable tunnel facilities recently bid or constructed and related to the proposed structures on I-70.

This issue list is dynamic, and the discretion of CDOT/FHWA, other items may be added as the Study proceeds.

In most cases, CDOT and Consultant staff will prepare deliverable materials for the ITF to share, discuss, review/edit, and act move ahead to the PLT/TT. Meetings will be structured for open conversations and information sharing. Consultant staff will distribute materials to the ITF for review prior to the meeting, for discussion at the meeting.

Task force member Ralph Trapani (Parsons) will be responsible for documenting the process and making recommendations to the PLT/TT (with assistance from other ITF members).

*\*(adapted from the*

<http://www.coloradodot.info/projects/contextsensitivesolutions/docs/decision-making/collaboration-and-communication/issue-task-force> website)

## STRUCTURES COST Issue Task Force (ITF)

### Mission, Roles and Responsibilities\*

The Structures Cost Issue Task Force is a multidisciplinary team that includes stakeholders and experts in the Core Values surrounding costs of bridges and walls. As a team member, it is your responsibility to work through the elements of the identified issues in structures costs in order to reach a recommendation to be taken forward to the Project Leadership Team (PLT), the Technical Team, or the Project Staff.

Issues to be analyzed for Level 1 for all options (with explanatory notes) include;

- Please verify quantities and unit prices based on conceptual structure delineation from Roadway ITF.

This issue list is dynamic, and the discretion of CDOT/FHWA, other items may be added as the Study proceeds.

In most cases, CDOT and Consultant staff will prepare deliverable materials for the ITF to share, discuss, review/edit, and act move ahead to the PLT/TT. Meetings will be structured for open conversations and information sharing. Consultant staff will distribute materials to the ITF for review prior to the meeting, for discussion at the meeting.

Task force member Julia Barker (Parsons) will be responsible for documenting the process and making recommendations to the PLT/TT (with assistance from other ITF members).

*\*(adapted from the <http://www.coloradodot.info/projects/contextsensitivesolutions/docs/decision-making/collaboration-and-communication/issue-task-force> website)*

## ROADWAY COSTS Issue Task Force (ITF)

### Mission, Roles and Responsibilities\*

The Roadway Costs Issue Task Force is a multidisciplinary team that includes stakeholders and experts in the Core Values surrounding roadway design and estimating. As a team member, it is your responsibility to work through the elements of the identified issues in roadway costs in order to reach a recommendation to be taken forward to the Project Leadership Team (PLT), the Technical Team, or the Project Staff.

Issues to be analyzed for Level 1 for all options (with explanatory notes) includes;

- Verify quantities and unit prices.
- Verify cross-section assumptions
- Verify lengths and configurations of merge lanes for ingress/egress to the express lanes.
- Develop conceptual structure delineation (wall and bridge locations).

This issue list is dynamic, and the discretion of CDOT/FHWA, other items may be added as the Study proceeds.

In most cases, CDOT and Consultant staff will prepare deliverable materials for the ITF to share, discuss, review/edit, and act move ahead to the PLT/TT. Meetings will be structured for open conversations and information sharing. Consultant staff will distribute materials to the ITF for review prior to the meeting, for discussion at the meeting.

Task force member Brad Doyle (Parsons) will be responsible for documenting the process and making recommendations to the PLT/TT (with assistance from other ITF members).

*\*(adapted from the <http://www.coloradodot.info/projects/contextsensitivesolutions/docs/decision-making/collaboration-and-communication/issue-task-force> website)*