



## ***I-70 Mountain Corridor Project Management Team Meeting***

**ATTENDEES:** Bill Scheuerman/CDOT  
Michelle Li/CODT  
Flo Raitano/I-70 Coalition  
Monica Pavlic/FHWA  
Pat Noyes/Pat Noyes & Assoc  
George Garcia/CH2M HILL  
Mary Jo Vobejda/CH2M HILL

Brian Pinkerton/CDOT  
Pete Kozinski/CDOT  
Cynthia Neely/Clear Creek County  
Kevin Shanks/THK  
Andrea Garcia/CH2M HILL  
Dave Stevenson/CH2M HILL

**DATE:** May 15, 2007  
**LOCATION:** CDOT Golden Residency  
**PROJECT  
NUMBERS:** CDOT Project # 15613 CMS 07-028 Code 15954.10.50  
CH2M HILL # 358654

### **INTRODUCTION**

These meeting notes reflect the decisions and action items agreed on at this meeting. Please advise Mary Jo Vobejda as soon as possible if your meeting notes reflect any substantial differences from these notes.

### **AGENDA**

The agenda for the meeting is attached and the meeting followed this format.

### **DISCUSSION**

#### **Public Information**

The media protocols were distributed and discussed. The general direction is to direct media coordination to Bob Wilson/CDOT and Tom Schilling.

#### **Key Messages**

To begin the key messages discussion, the group gave the following answers to the question, "What is your goal as a member of the I-70 CSS Project Management Team?"

Be involved in the best possible solution for the corridor

The stakeholders to come together on the corridor

Need to form partnerships

Need a precisely defined process to arrive at collaborative decisions

Corridor wide process that balances all of the interests and manages expectations

A process this is clearly defined and seen as fair and equitable and repeatable

Process that will function for all of the Tier 2 documents, therefore it must be flexible and ensure that Tier 2 decisions fit into the recommended solution

Process needs to be bigger than Tier 2 documents, it needs to address design and construction. It is almost an attitude that needs to be instilled in the corridor

Principle driven process

All processes can then subscribe to the principles set forth by CSS

There is an expectation that the CSS project is 'product', while it is a process to produce a product, we will need to manage that and all expectations

The process needs to be organic, not static, and replicable

CDOT plans to use CSS on all projects

This project needs to be coordinated with the PEIS.

We need performance measures

Need to determine how far reaching is this process

Get something done, move forward

Want the products to stand the test of time. 50 years from now we want to be viewed as having done this right!

Want to outline the process

Want to move forward

Want the Western Slope to get more integrated into this process and see how important this project is to everyone on the corridor

Want products from the project

Want everyone to feel good about what we are doing and their encounters with the CSS project

Want people to feel they impacted the outcome

Want to capture feedback consistently throughout the process

This is a different way of doing business for transportation and we all need to take the time to rethink how we are doing our work.

Want to link the CSS guidance to NEPA

Want I-70 to be seen around the country as a showcase process and become the standard for excellence in the state and country for CSS projects

Want I-70 to lead the way into a new approach to transportation projects, into the world of integrated planning, holistic solutions, and partnerships in ownership/maintenance

The I-70 project can be an incredible teaching tool in schools, a way to give back to the community. It can teach the importance of transportation in everyone's life. It can teach personal involvement and responsibility in transportation decisions.

The team discussed and suggested edits to the FAQ. These updates will be made and distributed at the next PMT meeting.

### **Logos**

Several options for I-70 CSS logos were discussed. The updated logo will be presented at the next PMT meeting.

### **Scope of Work**

The team discussed what projects on the corridor would interact with the CSS project. It was agreed that all projects that constitute a change in the corridor would have some interaction with the CSS project. For example, an overlay does not change the corridor width or alignment; therefore overlay projects would not need to interact with the CSS project. Another example is ongoing rock-fall mitigation projects would not interact with the CSS project.

The CSS team needs to be involved as early as possible in projects to be effective. Projects must give the CSS project the time to do our work.

The following status of current projects was discussed:

East Eagle Interchange – is using private dollars, has an active outreach program, construction is expected in March of 2008.

West Vail Pass – is getting ready to screen alternatives, has had public meetings

Wildlife Crossing – has limited funds, will collect data to site location

When the CSS core values are completed they will help direct all future projects. The team discussed the benefit of moving ahead with the context and core values for the CSS projects. The team agreed that moving forward, perhaps late summer with the CSS kick-off meeting and the CSS training and Context Workshop might facilitate the PEIS.

One goal of the Collaborative PEIS effort will be to develop early action projects. The development of context and core values could also help the PEIS identify these early action projects.

The difference between the CSS project results and other projects was discussed. The CSS project is not deciding what the alternative should be, that is the individual projects responsibility. The CSS project will establish the process to use to determine the alternative. The CSS project will develop the context and core values from which criteria will be established for project decisions.

### **Debrief of the April 17<sup>th</sup> Workshop**

The team discussed the benefits of debriefing the April 17<sup>th</sup> Chain Station Workshop. It was agreed that that 2 different outcomes could result from debriefing.

First the CSS team should discuss how the actual process of the workshop went. What to do in future CSS meetings and what not to do.

Secondly, a larger debrief of the workshop and the resulting construction project could be informative. This debrief would involve the Chain Station design team and community members who attended the workshop. This type of meeting would not be held until the project bid is awarded.

The report for the Chain Station Workshop must include the final solutions.

# ***I-70 CSS***

## ***Project Management Team Meeting***

CDOT Project Number 15613 CMS 07-028 CDOT Code 15954.10.50

CH2M HILL Project Number 358654

Tuesday May 15, 2007

9:00 a.m. to noon

### **AGENDA**

#### **1. Schedule for Upcoming Meetings:**

<b>Date</b>	<b>Time</b>	<b>Location</b>	<b>Description/Purpose</b>
May 15, 2007	9:00 a - noon	Golden Residency	Project Management Team
June 19, 2007	9:00 a - noon	Golden Residency	Project Management Team
July 17, 2007	9:00 a - noon	Golden Residency	Project Management Team
August 21, 2007	9:00 a - noon	Golden Residency	Project Management Team

#### **2. Public Information**

Media protocols

Key Messages

Training

#### **3. Logos**

#### **4. Scope of Work**

List of projects on the corridor, CSS interaction, and parameters for level of interaction

Interviews for CSS project

Schedule

Corridor Team members

#### **5. Debrief Plan for the April 17<sup>th</sup> Workshop**

When

Who

General Agenda