COLLABORATIVE EFFORT (CE)
FUTURE ACTIONS STEP 4 WORK PLAN
November 18, 2020 (revised December 16, 2020)

The following 2020 Reassessment Work Plan was adopted by the CE on November 18, 2020. Minor edits and formatting revised the document on December 16, 2020. The Work Plan is organized by the components of the Preferred Alternative: Non-Infrastructure Elements, AGS, and Highway Elements. In addition, the Work Plan includes tools and processes related to the goals or implementation of the Preferred Alternative; these are described first in the Work Plan.

CE Tools and Processes

Corridor Demand and Capacity Goals

Review travel demand and capacity goals of the ROD.

Verify the model assumptions and inputs and agree on the appropriate use of the model.

Coordinate and apply the statewide travel model.

> **Action Item:** Create CE Subcommittee
>
> **Action Item:** Meet with Chris Primus (HDR) to review capacity goals and travel demand modeling background
>
> **Action Item:** Identify the capacity goals of the ROD and discuss implications of those goals; assess the ability to meet those goals
>
> **Action Item:** Determine what part of the ROD capacity goal can be achieved with the implementation of the minimum and maximum program of improvements. Distinguish between capacity and increasing travel demand.
>
> **Action Item:** Identify transit ridership goals. Identify the mode share or ridership growth number % and establish a yardstick for future evaluation (5, 10, 15 year goals).
>
> **Action Item:** Coordinate with CDOT DTD

Subcommittee Members: Cindy Neely, Greg Hall, Randy Wheelock, Eva Wilson, and Tracy Sakaguchi

CSS Process Review

Gather lessons learned and benefits of use of the CSS process; refine and review path and success of CSS going forward.

> **Action Item:** Project PLT members should ensure lessons learned are considered at the end of projects, consistent with the CSS Step 6 process to review and document lessons learned.
>
> **Action Item:** For ongoing projects in the corridor, PLT members should report out at CE meetings how the CSS process is working, especially for large projects. This would be a standing agenda item for future CE meetings.

Environmental Review

Review environmental goals.

Analyze the environmental impact and effectiveness of environmental mitigation for implemented improvements in the corridor (including travel demand management [TDM] and non-infrastructure elements such as the Mountain Express Lanes [MEXLs]).

Address the question: how have the transportation improvements impacted the environment (air quality /water/noise/wildlife/aquatic) in the corridor?

> **Action Item:** Form CE Subcommittee
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> **Action Item:** Create environmental baseline and compare environmental conditions after implementing projects
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> **Action Item:** Facilitate continued coordination with Water Quality working groups in the corridor
>
> **Action Item:** Review all relevant project documents combining the environmental impacts/mitigation in one location
>
> **Action Item:** CE indicate to CDOT the importance of filling corridor environmental specialist
>
> **Action Item:** Report to CE as needed.

Subcommittee Members: Amy Saxton, Cindy Neely, Gary Frey, Becky English, and Town of Vail staff (to be named). Support from Tamara Burke.

Outreach and Communication

Provide outreach to educate local communities and the Front Range residents regarding the entire Preferred Alternative/ROD, non-infrastructure, AGS, and highway elements of the ROD Preferred Alternative.

Action Item: Form a CE Outreach and Communication Subcommittee

Action Item: Develop a roadshow from the CE update to the Transportation Commission, CDOT and FHWA executive management, and communities on the corridor and progress of the CE/ROD

Action Item: Develop strategies to engage Front Range residents in support of non-infrastructure improvements, supporting I-70 Coalition

Action Item: Identify ways to engage front range population and build support for the effort

Subcommittee Members: Margaret Bowes, Tracy Sakaguchi, Mary Jane Lovelie, Danny Katz, Amy Saxton, and Chris Linsmayer

Non-Infrastructure Work Plan Items

Maximize the use of non-infrastructure strategies and incrementally implement transit solutions in the near term and build support for high-speed transit in the future.

Transit

Advance the use of micro-transit and other roadway technologies (e-vehicle/autonomous).

Improve transit connections, integrate final mile solutions to get riders to their ultimate destination, and support high quality local transit.

Incentivize the use of transit services within existing highway infrastructure.

Action Item: Forecast maximum ridership from Bustang/Snowstang in general purpose lanes as well as micro transit vehicles in the Express Lanes etc.

Action Item: Define characteristics of vehicles that could use MEXL and advocate for their use

Action Item: Continue engagement between CDOT's Office of Innovative Mobility and I-

70 Coalition regarding Bustang/Snowstang use in the corridor and other transit initiatives

Action Item: Increase engagement with sustainability coordinators throughout the corridor to promote transit use

Action Item: Provide CE updates on I-70 Coalition's outreach efforts

Action Item: Support ongoing monitoring and encourages transit connection improvements

Action Item: Identify transit ridership goals. Identify the mode share or ridership growth number % and establish a yardstick for future evaluation (5, 10, 15-year goals)

Action Item: Discuss and develop strategy and approach for incentivizing and increasing transit service

Action Item: Discuss and develop ways to support and improve Bustang/Snowstang in the corridor with the Transportation Commission in a way that supports local transit

Action Item: Outline ways to change the car culture and build transit ridership

Travel Demand Management

Engage and support I-70 Coalition TDM work plan efforts and expand TDM services

Action Item: Provide education to change driver behavior

Action Item: CE members join and support the I-70 Coalition TDM Committee

Action Item: Monitor and discuss TDM implementation at CE meetings.

Corridor Management

Consider corridor management tools, approaches, and best management practices (BMPs).

Serve as a clearinghouse of information regarding tools and approaches.

Action Item: Consider parking management strategies to change driver behavior

Action Item: Consider congestion fees to disincentivize driving

Action Item: Pilot alternative traffic management strategies

Action Item: Create clearinghouse of information regarding corridor management tools, approaches, and BMPs

Technology

Implement and advance the use technology to maximize the use of the existing infrastructure and systems to optimize corridor mobility, operations, safety, and innovation.

Improve real-time and predictive traveler information- more robust, timely road information.

Action Item: Assess and understand any technology advances that may meet the requirements of the ROD (building off information presented in Reassessment Step 2)

Action Item: Continue engagement between I-70 Coalition and CDOT's Office of Innovative Mobility to advance technology use

Action Item: Support monitoring and encourage the use of up-to-date technology tools

AGS Work Plan Items

Support the implementation of AGS component of the Preferred Alternative.

Identify champions for AGS.

Clarify the AGS vision and educate elected officials, staff, and businesses on what AGS is and how it can serve the corridor.

AGS Subcommittee

Action Item: Form an AGS Subcommittee to lead AGS Work Plan

Action Item: Establish a regular AGS Subcommittee meeting schedule

Action Item: Develop an AGS work plan, based on the goals in this Work Plan, to guide the effort. AGS Subcommittee members should be open to new ideas and be willing to question previous assumptions

Action Item: Include AGS Subcommittee reports at CE meetings

Subcommittee Members: Margaret Bowes, Eva Wilson, Mike Riggs, Danny Katz, David Krutsinger, Randy Wheelock, Mary Jane Lovelie, Greg Hall, Becky English, and Dennis Royer.

Create a community and agency vision for AGS

Action Item: Articulate a community and agency vision for AGS

Action Item: Work with local governments (towns and counties) to facilitate decisions about land use and other community amenities that would support the AGS vision (station, TOD areas, and ROW)

Action Item: Evaluate and address concerns related to growth in the corridor and station locations

Reevaluate AGS Financial Feasibility

Action Item: Discuss with private equity investors and HPTE the community vision and what it can offer to private sector

Action Item: Identify revenue for initial capital investments. Determine how much money can be generated by communities (ROW, TOD, etc.). Determine how to monetize the economic benefits to generate revenue stream. Depending on results, move to an investment grade study.

Action Item: Model the total riders, % of person trips aim to divert, consider assumptions regarding what people will pay for a trip and identify a reasonable range of revenue

Action Item: Determine how to attract private investment for AGS

Reevaluate AGS Technology

Action Item: Review and revisit AGS technology advances

Action Item: Assess and understand any technology advances that may meet the requirements of the ROD (building off information presented in Step 2)

Consider Role of AGS in Large Highway Projects

Action Item: Provide more detailed assessment of how 'precluding AGS' is addressed in highway projects. Needs to be beyond an overlay and include implications for costs/ constructability (easier/hard etc.).

Action Item: Include high-speed transit specialists on Technical Teams for major highway projects

Action Item: Coordinate with Travel Demand and Capacity Subcommittee regarding AGS

forecasts, travel demand, and mode shift assumptions

Highway Work Plan Items:

Ensure specific topics of the work plan are engaged and understood during each Highway project development and these items also include the CSS and Environmental Work Plan items and clarifications from Reassessment Step 3 on six-lane capacity.