

**I-70 Collaborative Effort**  
**May 31, 2017**  
**Summit County Community and Senior Center, Frisco, CO**

**Meeting Summary**

**Members Present:** Carol Kruse, Shaun Cutting, Paul Jesaitis, Greg Hall, Jill Ryan, Tim Mauck, Dan Gibbs, Thad Noll, Danny Katz, Margaret Bowes, Mizraim Cordero, Mary Jane Loevlie, Chris Linsmayer.

**Alternates Present:** Adam Bianchi, Alicia Nolan, Randy Wheelock, Tracy Sakaguchi.

**Meeting Notes:**

Chair Mauck called the meeting to order at 9:00 a.m.

**1. Business Items**

- September 9, 2016 Meeting Summary – APPROVED
- Operating Protocols  
Co-Chair Mauck asked for a discussion and approval of the Operating Protocols. Carol Kruse suggested changing references from “EIS” to “Record of Decision (ROD)”. With that change, the Operating Protocols were APPROVED.
- Membership Update  
Co-Chair Mauck indicated that Colorado Ski Country will be represented by Chris Linsmayer, the I-70 Coalition will be represented by Margaret Bowes, Jefferson County will be represented by Casey Tighe, Mike Riggs will represent transit/Advanced Guideway System interests. The updated membership with APPROVED.

**2. Summary of the I-70 Coalition**

Margaret Bowes gave a presentation on the I-70 Coalition, which began in September 2004 to participate in the environmental analysis of the I-70 mountain corridor. After the Record of Decision, the Coalition is a forum for corridor jurisdictions and stakeholders to advocate for I-70 improvements, information sharing and outreach, and travel demand management. The Coalition partners with businesses, local governments, chambers of commerce, CDOT, Colorado State Patrol and Colorado Motor Carriers Association to advance travel demand management efforts.

**3. Technology**

Peter Kozinski, CDOT RoadX Program Director, introduced efforts being undertaken by the CDOT RoadX program. Technology in transportation is coming with major advances that will change transportation. The RoadX partnership with Panasonic will identify opportunities to integrate technology into the transportation system.

Panasonic Enterprise Solutions Company’s Jarrett Wendt, Executive Vice Present-Strategic Initiatives and Chris Armstrong, Director of Smart Mobility, provided an overview of their efforts. They discussed the Smart City initiative that is integrating technology in

communities to create sustainability and resiliency and described the 400 acre Pena Station in Denver. They also discussed V2X (connected vehicle) Deployment Program in the I-70 corridor.

Connectable and connected vehicles are already rolling off assembly lines and technology is mandated by 2021. The Panasonic/CDOT partnership seeks to deploy connected vehicle technology in the I-70 corridor from Golden to West Vail. The goal is to improve safety, reduce congestion, and save fuel. Ultimately, the system will allow CDOT to collect data about travel conditions, process that data, and communicate information to vehicles and travelers in real time. The program will focus on 1,500 to 2,500 vehicles to be equipped with vehicle to infrastructure technology. The first phase is system planning and design with end-to-end deployment anticipated in 2019.

Discussion:

- Important consideration moving forward in thinking about the future of the I-70 corridor.
- The relationship between vehicle technology and transit/AGS is unknown at this time.
- Connected vehicles will become the foundation for car-sharing and shared trips over time.
- Need to coordinate efforts with the East Vail Pass Environmental Assessment process.
- There is a post-deployment opportunity to integrate data with smart infrastructure.

#### **4. Westbound PPSL and Floyd Hill**

Steve Harelson provided an update on the concept development process that began in fall of 2016. The corridor was evaluated in three segments: Floyd Hill through the Veterans Memorial Tunnels, from the tunnels through Idaho Springs, and west of Idaho Springs to Empire Junction.

The segments from the tunnels to Empire Junction propose a westbound peak period shoulder lane utilizing the existing pavement section as much as possible. The Context Sensitive Solution (CSS) process will be used to finalize the ultimate cross-section, which will be developed by examining the corridor “foot-by-foot” starting with existing infrastructure and identify appropriate needs and opportunities for selective widening for adequate safety and operations. The final design consultant (HDR) has been hired. The final design effort is expected to be completed in fall 2018.

Several alternatives for the Floyd Hill mainline and interchange improvements were developed and will be carried forward through the environmental review process. CDOT plans to move into NEPA this summer and complete the process in 2 ½ years.

#### **5. Transportation Funding**

Ron Papsdorf provided an update on transportation funding measures considered during the 2017 Legislative session. SB17-267 was passed by the Legislature and authorizes approximately \$1.8 billion in lease-purchase backed certificates of participation (COPs) for transportation improvements by CDOT to be issued in installments over four years

beginning no earlier than July 1, 2018. Repayment will be from \$50 million per year of existing CDOT revenues and up to \$100 million per year of State General Funds subject to annual appropriations. Of the total authorized for CDOT, 10% must be allocated for transit projects and 25% must be used in rural areas (counties with populations of 50,000 or less).

## **6. Next Steps**

The members identified a desire for the next meeting in October or so. Some topics of interest to the group include:

- AGS Update
- 2020 and Record of Decision Triggers
- RoadX Update
- Legislative/Ballot/Funding Status
- Risk and Resiliency Update (if ready)

The group asked for an update and status of corridor projects that are included in the Record of Decision.