



**Sustainability Working Group  
September 4, 2008  
1:00 – 3:00 pm  
Golden Residency**

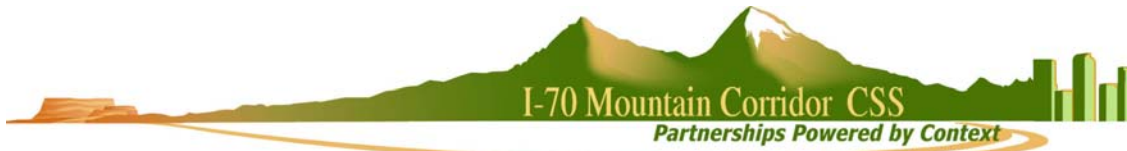
**Attendees:**

|                 |                           |
|-----------------|---------------------------|
| Angie Drum      | CDOT                      |
| Art Ballah      | Colorado Motor Carriers   |
| Sara Fisher     | Eagle County Commissioner |
| Simon Montague  | DRCOG                     |
| Angie Hamm      | CASTA                     |
| Bill Scheuerman | CDOT                      |
| Mary Jo Vobdja  | CH2M Hill                 |
| Harry Dale      | RMRA                      |
| Thad Noll       | Summit County             |

1. Amy Kennedy asked the Working Group members to introduce themselves and briefly summarize what sustainability in the Mountain Corridor meant to them.
2. Angie Drum noted that she felt a part of sustainability in the corridor includes “do no harm”. Art Ballah commented on the trucking industry’s effort to increase efficiency and reduce the amount of resource utilization including goals of reduced idle time and increased safe parking. Sara Fisher noted a desire to maintain and enhance the quality of life of the mountain communities including provision of affordable housing, multi-modal transportation system, and protection of the mountains. Simon Montague suggested a balanced decision making process and noted that I-70 is the primary arterial for both Denver and the mountains so it needs to be managed to sustain economies. Angie Hamm talked about efficient use of resources and need for transit to be a part of the solution. Bill Scheuerman stated that sustainability also allowed for better decision making and more efficient use of resources. Thad Noll reiterated his statements from the first WG meeting that sustainability also meant making sure that we aren’t using up all of our resources and expressed concern for continuing “business as usual”.
3. On the topic of land use and transportation, Thad drew a simple diagram illustrating that both access and growth are inter-related. Bill asked what CDOT’s role was in that relationship. He noted that CDOT uses local plans to project travel demand and this is used in the transportation planning. Bill also wondered what strategy should be used in prioritizing projects.
4. Thad emphasized the need for a statewide land use plan that included a vision. Bill asked if that couldn’t done for the corridor and suggested that the counties could be the lead on the effort. Simon noted that DRCOG undergoes a similar process for the area within its Urban Growth Boundary. Harry Dale described the “Envision Utah” process that Utah implemented to examine three or four possible



- scenarios. Simon indicated that a software called “Metroquest” looks at different growth scenarios to allow governments to shape their future and plan for desired outcome.
5. Bill pointed out that each effort in the Corridor has their own vision. Amy has received vision summaries from the agencies in the corridor and will review these, along with the CSS, PE, and PEIS visions for common themes and areas of agreement.
  6. Sara Fisher presented the Eagle County Community initiative highlighting the coordination and that the result will be an IGA amongst the municipalities. She and Thad offered summaries of how the programs in their area were developed. Thad indicated that when Summit County began creating a Sustainable Building Code they tried to use and modify existing examples but in the end put together a think tank comprised of many disciplines to outline what could be done, level of difficulty, and an approach for organizing the point system.
  7. Amy noted that a benefit of a system similar to Summit’s is that it is scalable and has flexibility to consider changes. By identification of a panel, the mechanism for updates and changes is already in place and agreed upon.
  8. Bill asked the WG if they felt a sustainable transportation code could be created for the corridor. The members agreed that this was possible.
  9. Harry stated that he felt that the Mountain Corridor needs to be its own program area that can prioritize projects in conjunction with sustainability. This suggestion is already under consideration by CDOT.
  10. Bill asked if the approach would be to identify areas of concern and develop checklists around these areas. For example, identifying trade-offs between night and day closures, full and partial closures, etc...
  11. Thad suggested setting a point requirement for each project.
  12. Mary Jo Vobedja suggested that there are two aspects of sustainability under discussion – 1) that big decisions are made in the most sustainable way and 2) that once projects are identified sustainability needs to be optimized within that project. She pointed out that CE agreement requires a re-evaluation of the transportation system needs in 2020 and that this gave the team time to develop a vision for the corridor that could then be used in that re-evaluation. The WG agreed that this was an attractive idea.
  13. Simon noted the need for any vision to be adaptive in response to changing needs and circumstances in the future. She commented that transportation and land use are the conduits for economic activity and also that there is a disconnect between the regulatory requirements to update plans and the need to re-visit the vision that spawned that plans in the first place.
  14. Thad replied that this again indicated a need for a statewide plan and Angie Hamm noted that CASTA is working on a statewide vision; the effort started in May 2008.
  15. Harry wondered if DOLA might need to be involved in the planning efforts and commented on the limited budget of the coalition. Given the funding, the coalition is likely unable to take on additional responsibilities. Harry added that the coalition did have a good composition for planning but doubted that members



- had the time or desire to head up a state wide planning effort and that what was really needed is a MPO for the Corridor.
16. Bill asked the group what the next steps were to keep moving forward and the members agreed that checklists both for selecting projects as well as implementation suggestions for incorporating sustainability into projects was desired. Mary Jo also noted the need to develop measures of success to review projects once they are complete.
  17. Sara asked where the work the group is completing goes next. Amy noted that it would be taken back to the Corridor Team, incorporated into the CSS Manual, and the PEIS.
  18. Harry re-iterated that a vision should be developed for the Corridor that included metrics where possible. Amy indicated that the Context Statement and Core Values were a foundation to build on for the vision. Bill stated that the work was very applicable to the PEIS in terms of a way to re-evaluate the improvements in 2020, especially with the use of metrics.

#### Action Items

Amy has received vision summaries from the agencies in the corridor and will review these, along with the CSS, PE, and PEIS visions for common themes and areas of agreement.