I-70 Mountain Corridor PEIS Public and Agency Involvement Technical Report

August 2010

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Section 1. Introduction and Background

This *I-70 Mountain Corridor PEIS Public and Agency Involvement Technical Report* supports the information contained in Chapter 6, Public and Agency Involvement, of the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS).

This report describes the public and agency involvement program undertaken for this project. The public input to the PEIS is an integral component of the National Environmental Policy Act (NEPA) process to assist the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) (lead agencies) in making informed decisions for future transportation planning in the Corridor. The objectives of the program are to communicate with the public and agencies, document those issues, and identify and incorporate any issues into the planning and decision making process. The lead agencies accomplished these objectives in scoping, alternative family identification, alternatives packaging, impacts assessment, preferred alternative groupings, and the preferred alternative recommendations.

Section 2. Notification and Public Scoping

2.1 Notification

The NEPA process for the PEIS began with the publication of a Notice of Intent (NOI) in the *Federal Register* by FHWA on January 13, 2000. In the NOI, the lead agencies committed to a public involvement program to keep federal, state, and local agencies; organizations; and interested individuals informed and to provide opportunities for such agencies, organizations, and the public to participate throughout the PEIS process.

2.2 Scoping, Issues, and Comments

The lead agencies conducted scoping activities at the early stages of the project to provide opportunities to the public and agencies to participate and provide their input and perspectives on the issues in the initial development of the PEIS. Four public scoping meetings and four open houses that began in January 2000 and ended in June 2000 produced a total of 1,251 comments. The scoping process is documented in the *Scoping Report*, which is contained in the project record. **Table 1** summarizes issues identified during the public scoping.

Table 1. Public Scoping Issues Summary

Resource Topic	Issues
Climate and Air Quality	• Motor vehicle emissions • Motor vehicle direct particulate matter emissions, including re-entrained dust from highway and street sanding and unpaved roads • Visibility in and near Class I and II Wilderness Areas
Biological Resources	**Vegetation issues** • Loss of vegetative cover • Loss of sensitive and rare plant communities • Effect of winter maintenance • Introduction and spread of noxious weeds **Wildlife issues** • Barriers to wildlife movement and mortality from animal-vehicle collisions • Direct habitat loss and fragmentation • Intensified impacts on adjacent habitats (road effect zone) • Indirect effects of increased population growth and land use change on habitats

Resource Topic	Issues
Threatened, Endangered, and Other Special Status Animal and Plant Species	• Species that are federally listed as threatened or endangered, and those that are proposed or are candidates for listing as such, in accordance with the Endangered Species Act • Species listed by the Colorado Division of Wildlife as threatened, endangered, or species of concern • Species included on sensitive species lists developed by Region 2 of the U.S. Forest Service or by the Bureau of Land Management • Species identified by the Colorado Natural Heritage Program as rare or endangered
Water Resources	**Direct impacts** • Impact of highway runoff and winter roadway maintenance activities on water quality • Disturbance of historic mine waste materials due to highway construction activities that might cause the release of contaminants (such as heavy metals) to streams • Potential additional impacts on water quality impaired streams and streams with classifications and standards requiring special consideration • Effect on stream stability, hydrologic function, system health, and riparian system **Indirect impacts** • Spills and hazardous materials transport possibly releasing contaminants into nearby waterways • Development and urbanization possibly resulting in impacts on water quality and streams • Channelization and other changes to stream morphology
Fisheries	• Effect on Gold Medal fisheries and "high-value" fisheries as identified by Colorado Division of Wildlife • Effect on fish and benthic invertebrate habitat, including impact on stream structure, seasonal and spawning habitat, and organic material supply • Impact of water quality and quantity to riparian areas, aquatic habitat, and fisheries • Impacts of sedimentation to aquatic organisms' reproductive success, biodiversity, and biomass • Effects of altered water temperature from construction and operation of roadway modifications on sensitive coldwater species
Wetlands, Other Waters of the U.S., and Riparian Areas	• Loss of wetlands, springs/fens, other waters of the U.S., and riparian areas • Reduced function of wetlands, springs/fens, other waters of the U.S., and riparian areas • Changes in hydrology and water quality (for example, inflows, sedimentation, winter maintenance) that result in loss of either area or function
Geologic Hazards	• Potential to exacerbate existing geologic hazards and adversely affect safety, service, and mobility due to rockfalls, debris flows, mudflows, avalanches, landslides, and other hazards • Potential to intersect areas of geologic instability and create geologic hazards • Engineering constraints due to limitations on stability of slope angles • Soil erosion, erosion control, and reclamation potential
Regulated Materials and Historic Mining	• Properties contaminated by hazardous waste or petroleum products • Acquired land possibly containing hazardous material that must be cleaned up before construction activities begin • Highway crashes potentially releasing environmental contaminants into adjacent land and streams • Potential for contamination from mine tailings and wastes from historic mines in the Corridor
Social and Economic Values	• Projected doubling in population growth and buildout in housing in Corridor counties and towns • Correlation between population growth and growth in I-70 traffic • Employment and commuting: resort counties in the tourism-driven Corridor communities importing workers from adjacent counties • Economics and tourism: existing and projected I-70 congestion levels adversely affecting Corridor economic conditions

Resource Topic	Issues
Land Use	**Direct impacts: Effects of alternatives on communities, related to alternative footprint and construction:** • Property encroachment (alternative would require use of a portion of property) • Structure loss (a structure is required to be removed to accommodate the alternative) • Effect on property function • Change in property access • Effects on federal lands **Indirect impacts: Effects of alternatives on communities, related to growth:** • Growth and development in Corridor counties and towns • Effects on land use and patterns of development • Induced growth effects on environmental quality • Effects on federal lands
Environmental Justice	• Potential displacement/relocation of low-income and minority residents • Availability of affordable housing and low-income housing • Impact to local commute times and availability of public transportation • Increase in noise levels • Potential for separating or bisecting low-income and/or minority communities and neighborhoods
Noise	**Direct impacts:** • Increases in Corridor noise levels from project alternatives due to: ♦ Increased traffic volumes ♦ Addition of buses and rail systems ♦ Construction **Indirect impacts:** • Increased traffic on major access routes to highway interchanges and transit stations • Noise from growth in general
Visual Resources	• Change to landscape setting and scenery • Change within sensitivity viewsheds: ♦ Adjacent to the interstate (views from communities and recreation areas) ♦ From the interstate itself (views from I-70) • Compliance with U.S. Forest Service and Bureau of Land Management visual resource management prescriptions
Recreation Resources	• Recreation sites within the Corridor are important destination areas for the state of Colorado and the nation • Several areas of national significance (Aspen, Vail, Eagles Nest and Ptarmigan Wilderness Areas, Continental Divide National Scenic Trail) are accessed by the Corridor • Fifteen major ski areas and resorts are accessed from the Corridor (out of 26 ski resorts statewide) • The White River National Forest and Arapahoe & Roosevelt National Forest are among the top 10 most highly visited forests in the nation • Direct access to the Corridor area from Denver International and Eagle County airports contributes to the Corridor-area recreation sites being major destinations of travelers around the U.S. and abroad • "Increasing demands for unconfined recreation have exceeded the agency's (Forest Service) ability to manage for high quality recreation opportunities within the capabilities of land and budget." (U.S. Department of Agriculture [USDA] 2004)
Historic Sites and Native American Consultation	**Direct and indirect impacts on:** • Properties listed on or eligible for the National Register of Historic Places • National Historic Landmarks • Properties on or eligible for the State Register of Historic Places • Local landmarks and sites of local interest • Traditional cultural properties of concern to Native Americans
Section 4(f) and 6(f) Evaluation	• Avoiding and minimizing harm to public parks, recreation areas, wildlife or waterfowl refuges, or public or private historic properties • Identifying and mitigating impacts on properties for which Land and Water Conservation funds were used

Resource Topic	Issues
Paleontological Resources	**Direct and indirect impacts on nonrenewable paleontological resources, including:** • Fossil remains of vertebrates, invertebrates, and plants • Fossil footprints and trace fossils • Paleontological sites • Taphonomic (conditions and processes of fossilization) context • Stratigraphic record
Energy	• Energy used during construction of transportation facilities, including manufacture and transport of materials and equipment, and operations of construction equipment • Energy used during facility operation: fuel and electricity used to power vehicles using the transportation facility

Section 3. Public Involvement Program

Public access to project information and participation was provided through the project website, newsletters, PEIS decision process programs, committees, public outreach programs, and coordination and planning meetings, as summarized below.

- **Website** – The I-70 Mountain Corridor website (www.I70mtncorridor.com) provides project information and an opportunity for the public to ask questions, request information, or be added to the mailing list through email. Colorado Department of Transportation maintains this website.
- **Telephone information line –** The telephone information line (1-877-408-2930) was established to allow the public to ask questions, request information, or add their names to the project mailing list.
- **Media –** To establish a working relationship with the news media early in the PEIS process, CDOT representatives met with newspaper reporters to introduce and clarify the project and planning process. Fifteen articles about the project have appeared to date in newspapers along the Corridor and in Denver.
- **Newsletters –** The lead agencies mailed six newsletters to approximately 1,300 individuals on the project mailing list. The first newsletter, issued in December 1999, introduced the project and provided background and history, a map of the project area, a statement about the need for the project, an explanation of the planning process, a schedule, and information about opportunities for public involvement. The second newsletter, issued in September 2000, covered topics such as the need for transportation improvements, a discussion about the families of alternatives, summaries of agency and public comments, Level 1 alternatives analysis screening results, and current CDOT transportation improvement projects. The third newsletter, issued in March 2001, discussed purpose and need, Level 1 screening results, and Level 2 screening criteria. The fourth newsletter, issued in June 2001, presented the Level 2 screening results and advisory committee updates. The fifth newsletter, issued in May 2003, listed alternatives retained for full evaluation in the PEIS. The sixth newsletter, issued in July 2007, provided a project overview, summary of alternatives analyzed in the 2004 Draft PEIS and estimated costs, and frequently asked questions. All newsletters are included in **Appendix E**.
- **PEIS decision process programs –** Stakeholders were engaged in the decision process through strategic programs, including: Context Sensitive Solutions, Collaborative Effort, Project Leadership Team, and Issue Task Forces.
- **PEIS committees –** The lead agencies engaged stakeholders in the PEIS process by following a decision process through several committees formed by the Colorado Department of Transportation, including:
  - A Landscape Level Inventory of Valued Ecosystem Components Committee (ALIVE)

- Stream and Wetland Ecological Enhancement Program (SWEEP)
- Technical Advisory Committee (TAC)
- Mountain Corridor Advisory Committee (MCAC)
- Federal Interdisciplinary Team
- 4(f) and 6(f) Ad Hoc Committee
- Finance Committee
- Peer Review Committee
- Native American Consultation

- **Public outreach programs –** The lead agencies also engaged the public through open houses and an environmental justice outreach program. These activities are described later in this Technical Report.
- **Overview of agency and public involvement meetings –** Public involvement meetings were conducted throughout the PEIS process, including scoping, community interviews, Native American consultation, special interest group meetings, and coordination and planning meetings. The following sections describe these activities.

3.1 PEIS Decision Process-Related Programs

3.1.1 Context Sensitive Solutions Program

The lead agencies adopted the I-70 Mountain Corridor Context Sensitive Solutions process to consider the total "context" of the proposed transportation projects—not just the study's physical boundaries. The lead agencies based the I-70 Mountain Corridor Context Sensitive Solutions Guidance on the concepts articulated in FHWA's definition of Context Sensitive Solutions (CSS), which is:

> *. . . a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.*

In 2007 CDOT formed an I-70 Mountain Corridor Context Sensitive Solutions team that included 150 public and agency stakeholders to develop Context Sensitive Solutions Guidance for the Corridor. The team developed a Context Statement and Core Values for the Corridor that capture the important and respected elements for the Corridor. The team also developed a six-step process that can be used for all projects at any phase of the project life cycle as a part of the Context Sensitive Solutions Guidance. The decision making process incorporates the Core Values during all life cycles of a project.

The I-70 Mountain Corridor Context Sensitive Solutions Guidance commits to implement Context Sensitive Solutions and to form collaborative stakeholder teams, called Project Leadership Teams, on all Corridor projects. The Project Leadership Team provides guidance on the project with the intent of moving the project forward. The Project Leadership Team is also the champion of Context Sensitive Solutions for the specific project and helps enable the decision making. The I-70 Mountain Corridor Context Sensitive Solutions Guidance authorizes Project Leadership Teams to create Issue Task Forces to address specific issues outside the Project Leadership Teams' area of expertise. The I-70 Mountain Corridor Context Sensitive Solutions Guidance document is available on the project website at www.i70mtncorridorcss.com, and may be amended to remain flexible to address and incorporate innovations, new techniques, advanced technologies, and emerging trends in the Corridor.

Appendix A describes the I-70 Mountain Corridor Context Sensitive Solutions decision process.

3.1.2 Collaborative Effort Program

The Colorado Department of Transportation commenced a Collaborative Effort team to address the public involvement, the stakeholders' lack of trust, and the stakeholders' desire to be involved in the selection of the Preferred Alternative. The Colorado Department of Transportation worked with the U.S. Institute for Environmental Conflict Resolution to establish a selection committee made up of diverse stakeholders and to select a facilitator. The Colorado Department of Transportation chose the Keystone Center to facilitate the effort. The Keystone Center interviewed more than 50 stakeholders throughout the Corridor in August 2007 to identify stakeholder issues and make recommendations regarding a process for developing consensus on a preferred alternative. Stakeholders voiced a range of procedural interests, concerns, and suggestions, ranging from a lack of trust and confidence in agency decision making, to acknowledgement that not all stakeholder groups have identical interests and a desire to better reflect factors that have changed since publication of the 2004 Draft Programmatic Environmental Impact Statement (2004 Draft PEIS).

The Colorado Department of Transportation formed a 27-member Collaborative Effort team to reach a consensus recommendation for Corridor transportation solutions that address these stakeholder issues. The Collaborative Effort team first met in November 2007. In June 2008, the Collaborative Effort team used a process consistent with the 2004 Draft PEIS Purpose and Need Statement to identify a "Consensus Recommendation" that included a multi-modal solution, an incremental and adaptive approach to transportation improvements, and a commitment to continued stakeholder involvement. The lead agencies committed to adopt the alternative identified by full consensus of the Collaborative Effort team as the Preferred Alternative in the Final PEIS. As members of this team, the lead agencies participated in the consensus process, ensuring that the Consensus Recommendation met purpose and need, state and federal laws, regulations, and policies. As a result, the lead agencies are able to adopt the Consensus Recommendation as the Preferred Alternative

The decision-making process relied on consensus, meaning that everyone around the table had to compromise by reviewing analysis results, deliberating issues and reaching understandings all members could live with. The Close Out Report of the Collaborative Effort team is located in **Appendix B**.

The Collaborative Effort team will convene at key project milestones during completion of the Revised Draft PEIS (DPEIS) and the Final PEIS, and will continue to meet through 2020. The Collaborative Effort team included representatives of the following entities:

- Blue River Group, Sierra Club
- City of Idaho Springs
- Clear Creek County
- Colorado Association of Transit Agencies
- Colorado Dept. of Transportation (2)
- Colorado Environmental Coalition
- Colorado Motor Carriers Association
- Colorado Rail Passenger Association
- Colorado Ski Country USA
- Colorado Trout Unlimited
- Denver Mayor's Office
- Denver Metro Chamber of Commerce
- Eagle County
- Federal Highway Administration
- Federal Transit Administration
- Garfield County
- Rocky Mountain Rail Authority
- Sierra Club, Rocky Mountain Chapter
- Summit Chamber
- Summit Stage
- Town of Frisco
- Town of Georgetown, Georgetown Trust
- Town of Vail
- U.S. Army Corps of Engineers
- U.S. Forest Service
- Vail Resorts

Appendix B describes the group's mission, key discussion items, group protocols, and group members. It also includes the Collaborative Effort Process Closeout Report and Consensus Recommendation**.**

3.1.3 I-70 PEIS Project Leadership Team Program

In accordance with the I-70 Mountain Corridor Context Sensitive Solutions Guidance, CDOT formed the I-70 PEIS Project Leadership Team to facilitate completion of the NEPA process. The Project Leadership Team's objectives were to efficiently and effectively complete an easily understood, publicly supported, and legally sufficient Revised DPEIS, Final PEIS, and Record of Decision (ROD).

The I-70 PEIS Project Leadership Team first met in October 2008, with representatives from FHWA, CDOT, the U.S. Forest Service, Trout Unlimited, I-70 Coalition, Garfield County, Eagle County, Summit County, Clear Creek County, and Jefferson County. Initially, the Project Leadership Team focused on broad issues related to the PEIS, such as the comments on the 2004 Draft PEIS and format for the Revised DPEIS. The team then further developed a four-step process of issue identification, assessment, reporting, and verification.

The I-70 PEIS Project Leadership Team identified critical issues to be addressed, provided guidance for development of the comparative analysis, and provided insights about what was important to stakeholders to present in the Final PEIS. These enduring documents represent the best direction for future generations, and provide a "state-of-the-art" project.

The I-70 PEIS Project Leadership Team also developed and reviewed materials for the June 2009 Collaborative Effort meeting, provided guidance on the level of detail desired in the PEIS, and created three Issue Task Forces to address mitigation concerns. The three task forces are described in more detail in **Section 3.1.4** of this Technical Report.

The I-70 PEIS Project Leadership Team will remain active through the Record of Decision. Future projects along the Corridor will have Project Leadership Teams. **Appendix C** contains the team's complete charter, operating principles, and member list.

3.1.4 Issue Task Force Program

As described in the I-70 Mountain Corridor Context Sensitive Solutions Guidance, Project Leadership Teams have the authority to create Issue Task Forces to address specific issues, generally of a technical nature that the Project Leadership Team feels is outside their areas of expertise. During the identification and assessment step, the I-70 PEIS Project Leadership Team created three Issue Task Forces to help develop potential mitigation strategies for impacts to resources identified in the 2004 Draft PEIS for Tier 2 processes. Issue task forces were developed to address environmental, community value, and cultural resource impacts. Project Leadership Team members identified Issue Task Force members and invited them to join. All followed the same general process of reviewing issues identified by the Project Leadership Team, in some cases adding to the list, and suggesting mitigation strategies to address those concerns and potential impacts. The suggested mitigation strategies range from existing CDOT practices to encouragement for the use of yet to be developed technologies and enhanced partnerships.

The Cultural Resources Issue Task Force met once because there is a Programmatic Section 106 Agreement in place that provides the framework for how impacts on cultural resources will be addressed during Tier 2 processes. The Environmental Issue Task Force met twice, while the Community Values Issue Task Force met three times between August and November 2009. The Environmental and Community Values Issue Task Forces reported the results of their work in November 2009 to the Project Leadership Team. The lead agencies will incorporate the suggested mitigation strategies into the Final PEIS. This does not indicate that all strategies will be implemented—the decision on appropriate mitigation will be made on a project-by-project basis during Tier 2 processes.

Appendix D contains meeting materials, Issue Task Force report materials, and member lists**.**

3.2 PEIS Committees

The following sections summarize the project committees that CDOT formed to provide regulatory, technical and stakeholder input to the PEIS preparation.

3.2.1 A Landscape Level Inventory of Valued Ecosystem Components (ALIVE) Committee

The ALIVE Committee is composed of wildlife professionals from federal and state agencies who identified wildlife habitat of high ecological integrity, wildlife habitat linkages, and barriers to wildlife crossings along the Corridor. They developed a landscape-based ecosystem approach for consideration of wildlife needs and conservation measures, and identified measures to improve existing aquatic and terrestrial ecosystem connectivity across the I-70 Mountain Corridor between Denver and Glenwood Springs. In April 2008, CDOT, FHWA, U. S. Fish and Wildlife Service, the U.S. Department of Agriculture Forest Service, Bureau of Land Management, and Colorado Department of Natural Resources Division of Wildlife signed a Memorandum of Understanding documenting their commitment to identify mitigation and conservation measures during future Tier 2 processes to increase the permeability of the I-70 Mountain Corridor to terrestrial and aquatic species. **Table 2** summarizes the ALIVE Committee meetings. Committee membership includes the following agencies and organizations:

- Arapaho and Roosevelt National Forests
- Colorado Department of Transportation
- Colorado Division of Wildlife
- Federal Highway Administration
- U.S. Bureau of Land Management
- U.S. Fish and Wildlife Service
- White River National Forest

Table 2. ALIVE Committee Meetings

Date	Discussion Topics
Feb. 9, 2001	• Understanding and agreement on the intent of ALIVE
Mar. 15, 2001	• Background and purpose of subcommittee • Type and scope of environmental documentation • I-70 separate actions, definition, assumptions, goals, and target species • Type and scope of environmental documentation, consultation, approval required, review and ranking of separate action projects • Separate action recommendations to committee
Apr. 19, 2001	• Overview of I-70 independent projects • Prioritization of I-70 separate actions • Presentation of PEIS Level 2 screening
May 23, 2001	• Goals and focus of ALIVE Noxious Weed Program SWEEP tour
Aug. 15, 2001	• Discussion of ALIVE purpose • Update on ALIVE conservation measures • Update on I-70 wildlife crossing issues
Nov. 27, 2001	• Discussed PEIS, coordinated responsibilities
Mar. 15, 2002	• Discussed ALIVE meetings related to PEIS, subsequent action, and earlier action
Oct. 28, 2002	• Draft Memorandum of Agreement
Nov. 20, 2002	• Discussed wildlife crossing areas
Jan. 14, 2003	• Prioritized linkage interference zones
Mar. 3, 2003	• Discussed mitigation strategies

Date	Discussion Topics
May 21, 2008	• Discuss signed ALIVE Memorandum of Understanding and initiate development of program to implement the Memorandum of Understanding
Jul. 17, 2008	• Review entire list of Linkage Interference Zone s and agree on top priorities
Oct. 2, 2008	• Review updated Linkage Interference Zone information and discuss CDOT 2008 projects

3.2.2 A Stream and Wetland Ecological Enhancement Program (SWEEP) Committee

This committee is composed of representatives from federal and state agencies, watershed associations, and special interest groups. Members identified and addressed environmental issues related to the improvement of wetlands, streams, and fisheries in the Corridor. This committee developed a SWEEP Memorandum of Understanding and matrix of Stream and Wetland Ecological Enhancement strategies. **Table 3** summarizes SWEEP meetings. The committee membership includes the following agencies and organizations:

- Clear Creek County
- Colorado Department of Public Health and Environment
- Colorado Department of Transportation
- Colorado Division of Wildlife
- Federal Highway Administration
- Trout Unlimited
- Upper Clear Creek Watershed Association
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture Forest Service
- U.S. Forest Service
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

Table 3. SWEEP Committee Meetings

Date	Discussion Topics
Apr. 12, 2001	• Tier 1 and Tier 2 Clear Creek Model water resource issues
May 17, 2001	• Toured I-70 Corridor between Idaho Springs and the Eisenhower Tunnel, viewed and discussed mining, tailing, discharge, erosion, and noise along the Corridor • Discussed SWEEP's goals and how to best accomplish them within the allotted timeframe
Jul. 13, 2001	• Discussed existing water conditions, approach for the SWEEP document, comments on the document
Nov. 20, 2001	• Preliminary review of document outline and level of detail
Jan. 15, 2002	• Discussed draft document *An Inventory of I-70 Mountain Corridor Water Resource Related Issues*
Mar. 6, 2002	• Wildlife crossing • Lasky Gulch • CDOT Statewide Habitat Linkage Model • Future land use • Water resources • Field trip GIS data • Sediment Control Action Plans • Fisheries resources • Alternatives under consideration: Fixed Guideway Transit and alternatives west of Eisenhower-Johnson Memorial Tunnels (Fixed Guideway Transit, Dowd Canyon, Vail Pass Climbing Lanes, key interchanges) • Approach for assessing impacts on wildlife, threatened and endangered species, aquatic • Impacts and issues
May 21, 2008	• Develop a guidance policy to be used for future decisions made for projects along the Corridor

Date	Discussion Topics
Jul. 17, 2008	• Discuss drafting of the Memorandum of Understanding
Aug. 11, 2008	• Initiate drafting of the Memorandum of Understanding, upcoming project update
Oct. 27, 2008	• Discuss the draft Memorandum of Understanding
Jul. 24, 2009	• Discuss draft Memorandum of Understanding and implementation matrix

3.2.3 Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) included a cross-section of local, state, and federal agencies, counties, municipalities, community associations, and special interest groups with various affected interests. The TAC provided technical expertise relevant to the project and knowledge about resource areas and issues. In addition to its committee meetings, the TAC also met with the Mountain Corridor Advisory Committee (MCAC) (see **Section 3.2.4** of this Technical Report). They commented on the PEIS process, and the agencies actively participated in the development of the program forum and selection of topics for discussion. By the February 21, 2001 meeting, the TAC was informally merged with the MCAC membership. **Table 4** summarizes the MCAC and TAC Committee meetings. The TAC committee membership included the following agencies and organizations:

- Clear Creek County Planners and Engineers
- Colorado Department of Public Health and Environment
- Colorado Department of Transportation
- Colorado Geological Survey
- Colorado Intermountain Fixed Guideway Authority
- Colorado Passenger Rail
- Colorado Public Utilities Commission
- Denver Regional Council of Governments
- Eagle County Planners and Engineers
- Environmental Protection Agency
- Federal Highway Administration
- Federal Railroad Administration
- Garfield County Planners and Engineers
- Jefferson County Highways and Transportation
- Jefferson County Planners and Engineers
- Regional Transportation District
- Summit County Planners and Engineers

3.2.4 Mountain Corridor Advisory Committee (MCAC)

Members of the MCAC included representatives from counties, municipalities, community associations, and special interest groups with various affected interests. The MCAC provided input from diverse points of view representing an inclusive and balanced array of affected interests. MCAC members were selected through interviews based on their knowledge of the area, willingness to participate in the working relationship, and ability to commit to the process. The Mountain Corridor Advisory Committee was instrumental in the decision making process. **Table 4** summarizes the MCAC and TAC Committee meetings. The committee membership included the following agencies and organizations:

- Bicycle Colorado
- Canyon Area Residents for the Environment (CARE)
- City and County of Denver
- Clear Creek County Citizen
- Clear Creek County Commissioner
- Club 20
- Colorado Association of Realtors
- Colorado Association of Ski Towns
- Garfield County Commissioner
- Garfield County Planning
- Georgetown Local Historic Resource Representative
- Gilpin County Commissioner
- Idaho Springs Local Historic Representative
- Idaho Springs Mayor
- Independence Institute

- Colorado Association of Transit Agencies
- Colorado Department of Transportation
- Colorado Highway Users Association
- Colorado Motor Carriers Association
- Colorado Public Interest Research Group
- Colorado Rail Passenger Association
- Colorado Ski Country USA
- Colorado Tourism Office
- Eagle County
- Eagle County Citizen
- Eagle County Commissioner
- Federal Highway Administration
- Jefferson County Citizen
- Jefferson County Commissioner
- Sierra Club, Rocky Mountain Chapter
- Silverthorne Public Works Department
- Summit County Citizen
- Summit County Commissioner
- Summit County Engineer
- Summit County Planning
- Summit Stage
- Town of Aspen
- Town of Silverthorne Planning
- Town of Vail
- Transportation Commissioner
- Trout Unlimited

Table 4. Summary of MCAC and TAC Meetings

Committee	Date	Discussion Topics
TAC #1	Jun. 28, 2000	• Officially convened the TAC and defined the purpose of the group • Presented information about the PEIS work done to date and obtained feedback from the TAC members
MCAC #1	Jun. 29, 2000	• Officially convened the MCAC and defined the purpose of the group • Presented information about the PEIS work done to date and obtained feedback from the MCAC members
TAC #2	Jul. 27, 2000	• Completed the description of the alternative families • Discussed the purpose and need • Finalized Level 1 screening • Introduced the travel forecasting model
MCAC #2	Jul. 27, 2000	• Completed the discussion of the families of alternatives and screening criteria begun at the previous meeting • Introduced the travel forecasting model • Conclusively discussed and agreed on expanding the MCAC membership
TAC #3	Oct. 25, 2000	• Purpose and need • Study approaches • Environmental vision • Level 2 screening • Travel demand model and growth assumptions
MCAC #3	Oct. 25, 2000	• Various project issues • Focus on purpose and need and study approaches
TAC #4	Dec. 13, 2000	• Travel demand forecast • PEIS products • Second level screening criteria • Questions or concerns expressed by members
MCAC #4	Dec. 13, 2000	• Travel demand forecast • PEIS products • Second level screening criteria • Questions or concerns expressed by members
TAC & MCAC "Advisory Committee Workshops"	Jan. 16, 2001 Jan. 17, 2001	• Discussion of approach and process for Level 2 screening to help ensure that this part of the pre-draft EIS analysis is appropriately organized as the activity is initiated • Team seeking input as well

Committee	Date	Discussion Topics
TAC #5 MCAC #5	Feb. 21, 2001	• Level 2 screening example • Ridership survey • Modification of Highway Alternatives • Elimination of alternate routes • Addition of existing rail systems to Level 2 screening • Meetings with local officials regarding growth projections
TAC #6	Mar. 19, 2001	• Getting familiar with the Level 2 screening report • Technical background on how families are being evaluated for Level 2 screening
MCAC #6	Mar. 21, 2001	• Getting familiar with the Level 2 screening report • Technical background on how families are being evaluated for Level 2 screening
TAC & MCAC #7	Apr. 25, 2001	• Screening update • Fixed Guideway Transit recommendations and discussion • Rubber Tire Transit recommendations and discussion
TAC & MCAC #8	May 16, 2001	• Level 2 screening recommendations • Highway Alternatives • Aviation Alternatives • Transportation system management • Travel demand model and ridership survey update
TAC & MCAC #9	Aug. 29, 2001	• Update from team on project status • Status of Fixed Guideway Transit alignment study • Status of Finance committee • Summary of peer review meeting for travel demand model and ridership survey • Draft approach of cumulative assessment methodology
TAC & MCAC #10	Sept. 26, 2001	• Review of Fixed Guideway Transit and Highway alignments • Programmatic level of detail • Status of alternatives development • Presentation of Fixed Guideway Transit alignments • Video presentation of a guided busway system
TAC & MCAC #11	Jan. 30, 2002	• Colorado Intermountain Fixed Guideway Authority after the November vote • Application of environmental assessment methods to one alternative option • Update on travel demand model • Year 2025 projections
TAC & MCAC travel demand workshop	Jul. 16, 2002	• Travel demand model results • Year 2025 projections • Projection approach beyond 2025 • Induced travel demand
TAC & MCAC #12	Apr. 16, 2003	• Alternatives dropped during engineering and environmental analysis of Draft PEIS • Key highlights of Transit and Highway Alternatives • Induced and suppressed travel demand • Transportation management component, transportation operation management systems and slow-moving vehicle component of Minimal Action Alternative

Committee	Date	Discussion Topics
TAC & MCAC Technical Workshop	Apr. 30, 2003	**Descriptions of assessment methodology** • Direct impacts • Indirect impacts • Cumulative impacts **Policy, regulations, and guidance** • Definitions • Direct impacts 40 Code of Federal Regulations 1508.8 • Indirect impacts 40 Code of Federal Regulations 1508.8 • Cumulative impacts 40 Code of Federal Regulations 1508.7 **Background** • Project purpose and need • 2025 baseline projections • Alternatives
TAC & MCAC Technical Workshop	May 8, 2003	• Review of environmental findings • Cumulative impacts • Panel discussion of growth and economics • Panel discussion of construction impacts, air, water quality, and noise
TAC & MCAC #13	Jun. 25, 2003	• Actions taken as a result of comments received at the April/May workshops • Plans for listening forum • Handout and discussion of preliminary environmental criteria and data package • Handout and discussion of model assumptions, ridership and survey technical papers
TAC & MCAC #14	Sept. 4, 2003	• Handout of *Summary of Preliminary Findings* • Discussion on how to use and find information contained in the report
TAC & MCAC #15	Sept. 23, 2003	• Listening Forum: members of MCAC/TAC were provided the opportunity to express their views and concerns for alternatives under consideration in the PEIS with FHWA and CDOT decision makers
TAC & MCAC #16	Nov. 18, 2003	**Response to major issues** • Termini of the project • Alternatives being examined • Meeting underlying need and consideration of purposes • Ability to pursue early actions before the Final PEIS **Federal decision making process being followed** **Preferences for grouping alternatives** • Value of input from the Listening Forum • Preferred grouping • Consideration for the selection of a Transit Alternative • Early actions • Next steps

3.2.5 Federal Interdisciplinary Team

A Federal Interdisciplinary team was formed to gain a multiagency view of the needs of various federal agencies and to provide a forum to understand the project from a larger viewpoint and policy perspective. The committee was composed of decision makers from federal and state agencies, who provided expertise relevant to the resources managed by their respective agencies.. The team met at key milestones to review the findings of the alternative screening process, packaging of alternatives, impact analysis methods, preferred alternatives, and identification of early mitigation action. **Table 5** summarizes the Federal Interdisciplinary Team meetings. The team membership included the following agencies and organizations:

- Advisory Council on Historic Preservation
- Colorado Department of Transportation
- Colorado Division of Wildlife
- Federal Aviation Administration
- Federal Highway Administration
- Federal Railroad Administration
- Federal Transit Administration
- State Historic Preservation Officer
- U.S. Army Corps of Engineers
- U.S. Bureau of Land Management
- U.S. Department of Agriculture Forest Service
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

Table 5. Federal Interdisciplinary Team Meetings

Date	Discussion Topics
Jan. 25, 2001	• Review of PEIS • Proposal for structure of the federal interdisciplinary team • Participation of federal interdisciplinary team
Apr. 3, 2001	• Agency status reports on coordination activities, issues • Input on Level 2 screening results
Aug. 7, 2001	• General approach • PEIS outline • Cumulative effects approach • Packaging of alternatives • 4(f) 6(f) update • Preliminary draft PEIS review • SWEEP and ALIVE update • Agency comment • Next steps
Dec. 5, 2001	• Updated team on progress of PEIS • Provided examples of Highway and Transit Alternative footprints and tunnel options • Obtained comments on resource assessment methodology
Mar. 11, 2003	• Environmental impact analysis of alternatives
Sept. 24, 2003	• Obtained perspective of the cooperating agencies on the grouping of preferred alternatives

3.2.6 4(f) and 6(f) Ad Hoc Committee

A 4(f) and 6(f) Ad Hoc Committee was composed of representatives of state, federal, tribal, and historic entities who identified and inventoried Section 4(f) and Section 6(f) properties within the Corridor. Section 4(f) properties include public parks, recreation lands, wildlife and waterfowl refuges, and historic sites; Section 6(f) properties include public park and recreation areas that were developed with assistance from the Land and Water Conservation Fund program.

The committee provided guidance on the appropriate level of detail for the PEIS. This effort provided the basis for determining alternative impacts on a protected site. The intent was to ensure that there are no other feasible or prudent alternatives that would have less impact and that all measures to minimize harm have been considered. Clear Creek County representatives participated in some meetings to discuss resources potentially affected in Clear Creek County. **Table 6** summarizes the 4(f) and 6(f) Ad Hoc Committee meetings. The committee membership included the following agencies and organizations:

- Advisory Council on Historic Preservation
- Colorado Commission of Indian Affairs
- Colorado Department of Transportation
- Federal Highway Administration
- National Park Service
- State Historic Preservation Officer
- U.S. Department of Agriculture Forest Service
- U.S. Department of Interior

Table 6. 4(f) and 6(f) Committee Meetings

Date	Discussion Topics
Apr. 2, 2001	• Input and advice regarding identifying and analyzing properties
Jun. 29, 2001	• Provided direction on coordination with interested parties, identification, methodology, and inventory of Tier 1 4(f) properties • Tier 1 and Tier 2 approach and potential mitigation process • Future meetings
Jul. 16, 2001	• Proposed methodology and potential mitigation measures that will be applied at the programmatic level
Sept. 13, 2001	• Indirect impact findings and proposed analysis approach
Oct. 5, 2001	• Noise and visual effects on 4(f) cultural sites
Nov. 8, 2001	• Georgetown-Silver Plume National Historic Landmark, direct impacts, noise and visual impacts, and geologic constraints
Dec. 14, 2001	• Approach to identifying potential 4(f) properties
Jul. 2, 2002	• 4(f) evaluation approach, National Park Service perspective on areas of influence for direct, indirect, and cumulative impacts
Feb. 27, 2003	• Methodology and impact analysis, potential 4(f) properties
Mar. 14, 2003	• Potential 4(f) properties

3.2.7 Finance Committee

The Finance Committee was composed of representatives of state, federal, and county agencies. Finance Committee members explored the potential affordability of the alternatives and the economical feasibility of the Preferred Alternative. The committee worked to explore and identify different funding sources and associated availability relative to the alternatives being studied in the PEIS. **Table 7** summarizes the Finance Committee meetings. The committee membership included:

- Colorado Department of Transportation
- Colorado Governor's Office
- Colorado Intermountain Fixed Guideway Authority representative
- Colorado Ski Country USA
- Federal Highway Administration
- Federal Transit Administration
- Summit County Commissioner
- Transportation Commissioner

Table 7. Finance Committee Meetings

Date	Discussion Topics
Jan. 23, 2001	• Overview of PEIS • Fixed Guideway Transit family • Ridership survey • Alignment study • Colorado Intermountain Fixed Guideway Authority study and how it relates to the NEPA document
Nov. 5, 2001	• Funding sources
Dec. 19, 2001	• Identification of FHWA funding, Federal Transit Administration (FTA) funding, public and private, 20-year funding • Review of Finance committee parameters
Jan. 23, 2002	• Review and discussion of Funding Scenario Matrix

Date	Discussion Topics
Mar. 13, 2002	• Introduction of Funding Scenario Matrix • Innovative funding sources, money available for I-70, funds for aviation • Glenwood Canyon budget • Federal money change • Prediction of doubled growth • Regional Transportation District pursuit of FTA funds, technology-specific Bus Rapid Transit (BRT) funds • Higher registration fees for overweight trucks • Voter support of visitor-oriented taxes • Innovative funding sources • Traffic volumes for tolls
Apr. 3, 2002	• Funding Sources Matrix; discussion of draft outline for Finance chapter
May 1, 2002	• Review of Draft PEIS Finance chapter
May 26, 2002	• Review of Finance chapter comments, discussion of alternatives and funding scenarios

3.2.8 Peer Review Committee

The Peer Review Committee provided guidance and offered suggestions on inputs to the travel demand model as it was being developed, and reviewed model outputs. The committee consisted of professionals from:

- University of California-Davis
- Massachusetts Institute of Technology
- University of Colorado-Denver
- Denver Regional Council of Governments
- Portland Metro
- Federal Highway Administration (Washington, DC, office)

Each committee member was regarded as an expert in their technical field. Review categories included:

- Model structure
- Discrete choice
- Study area
- Time horizon (25 and 50 years)
- Trip purposes
- Trip distribution and stated preference study
- Land use interaction scenarios
- Latent growth demand

The Peer Review Committee met during the model development and at the Transportation Research Board annual meeting in January 2003 to provide an independent analysis of the modeling process and to allow for modifications in the model before making ridership and mode choice predictions. **Table 8** summarizes the Peer Review Committee meetings.

Table 8. Peer Review Committee Meetings

Date	Discussion Topics
Jun. 22-23, 2000	• Model structure • Understanding of Corridor • Evaluation process
Feb. 23, 2001	• Results of current model using I-70 user survey, Denver Regional Council of Government model, and Roaring Fork model • Model structure • Ridership preference survey • 20-year socioeconomic and land use forecasts
Aug. 13-14, 2001	• Model structure and calibration
Mar. 7-8, 2002	• Validation of segment-specific mode choice model to existing ridership counts

3.3 Native American Consultation

As part of the identification of traditional and cultural properties under Section 106 of the National Historic Preservation Act, Native American consultations have been conducted and will continue as a dynamic process throughout the Tier 2 NEPA processes. Consultation with Native American tribes recognizes the government-to-government relationship between the federal government and tribal groups.

The lead agencies contacted the 16 federally recognized tribes with an established interest in one or more of the counties bisected by the Corridor between west Denver and Glenwood Springs. Of the 16 tribes contacted, 11 tribes requested consulting party status for the project, and included:

- Kiowa
- Northern Arapaho
- Northern Cheyenne
- Northern Ute
- Rosebud Sioux
- Standing Rock Sioux
- Southern Arapaho
- Southern Cheyenne
- Southern Ute
- Ute Mountain Ute
- White Mesa Ute

In January 2002, the lead agencies met with representatives from nine of the eleven tribes, United States Forest Service, Bureau of Land Management, the Colorado Commission of Indian Affairs, and the Colorado State Archaeologist.

Table 9 summarizes the Native American Consultation Meeting.

Table 9. Native American Consultation Meeting

Date	Discussion Topics
Jan. 16, 2002	• Overview of PEIS goals and objectives, specifically issues related to sites and/or places of tribal interest • Known archaeological sites within and near the Corridor—disposition, management, and preservation of these properties in the context of proposed transportation improvements • Possible inadvertent discoveries of Native American sites during future construction projects, including human remains and associated funerary objects • Identification of and respect for traditional cultural properties and sacred sites

On September 18 and 19, 2002, a field trip was conducted along the Corridor to inform the tribes about the nature and extent of proposed improvements, and how future projects may affect the natural and

cultural environment. The tour included representatives from eight tribes, United States Forest Service, Bureau of Land Management, and Colorado Commission of Indian Affairs. No specific sites of importance were identified during this first tier.

In 2003, a Programmatic Agreement was drafted to formalize the consultation process and address issues pertinent to both the agencies and tribes, and was signed in 2004. All of the consulting agencies, as well as the Southern Ute Indian Tribe, the Cheyenne and Arapaho Tribes of Oklahoma, and the Kiowa Tribe of Oklahoma signed the agreement; other consulting tribes may, at their discretion, elect to sign the Programmatic Agreement prior the Record of Decision being executed. The Programmatic Agreement ensures a consistent approach to Section 106 and other relevant compliance and coordination with the consulting tribes for all future Tier 2 processes in the Corridor.

Please refer to the *I-70 Mountain Corridor PEIS Historic Properties and Native American Consultation Technical Report* (CDOT, August 2010) for more detailed information.

3.4 Open Houses

Four sets of open houses were held at locations throughout the Corridor to provide opportunities for the public to comment or to ask questions about the project process. These informal open houses allowed members of the public to talk individually with project team members. Prior to the public open houses, CDOT issued 23 press releases to newspapers to announce their locations, dates, and times. In addition, paid advertisements were submitted and printed in local newspapers to ensure that the open houses would be widely announced. The open houses are summarized below and in **Table 10**:

- The first set of open houses, held during the months of February and April 2000, solicited input on the issues and alternatives to be studied, and provided a project overview and information on the PEIS process and project schedule.
- The second set of open houses, held in July 2000, presented an overview of the project process and schedule, a summary of issues resulting from scoping, the draft purpose and need, alternative families, and the initial Level 1 screening. They also provided a forum for soliciting input on issues and alternatives.
- The third set of open houses, in March and April 2001, provided information and solicited comments on which alternatives within each family should continue to be examined in the PEIS.
- The fourth set of open houses, in October 2001, provided information and solicited comments on Level 2 screening results and recommendations and on the packaging of alternatives and proposed study approach. Transportation alternative families included Highway, Fixed Guideway Transit, Rubber Tire Transit, Transportation System Management, and Aviation.

Table 10. Open Houses

Location	Attendance	Date
First Group: Project overview and information on PEIS process		
Denver Marriott West, Golden	100	Feb. 5, 2000
Four Points Sheraton, Silverthorne	54	Feb. 12, 2000
Country Inn, Grand Junction	14	Feb. 26, 2000
Hotel Colorado, Glenwood Springs	15	Apr. 1, 2000
Idaho Springs	27	May 20, 2000

Location	Attendance	Date
Second Group: Overview of project process, schedule, summary of issues and draft purpose and need, alternative families and initial Level 1 screening		
Eagle County Offices, Eagle	20	Jul. 6, 2000
Idaho Springs Town Hall, Idaho Springs	90	Jul. 12, 2000
Sheraton Hotel, Lakewood	53	Jul. 13, 2000
Third Group: Solicitation of comments on which alternatives within each family should continue to be examined in the PEIS		
Avon Public Library, Avon	60	Mar. 6, 2001
Rocky Mountain Village, Clear Creek County	63	Apr. 4, 2001
Denver Marriott West, Golden	39	Apr. 7, 2001
Four Points Sheraton, Silverthorne	43	Apr. 11, 2001
Gypsum Town Hall, Gypsum	19	Apr. 26, 2001
Adams Mark Hotel, Grand Junction	14	Apr. 28, 2001
Fourth Group: Solicitation of comments on second-level screening results and recommendations and on the packaging of alternatives and study approach		
Rocky Mountain Village, Clear Creek County	37	Oct. 10, 2001
Silverthorne Branch Library, Silverthorne	12	Oct. 11, 2001
Denver Marriott West, Golden	27	Oct. 13, 2001
Hotel Colorado, Glenwood Springs	23	Oct. 16, 2001
Eagle County Offices, Eagle	23	Oct. 17, 2001

3.5 Environmental Justice Outreach Program

To ensure public involvement opportunities for both minority and/or low-income populations, the lead agencies implemented an environmental justice outreach program. The outreach efforts included a variety of formats, timeframes, and approaches providing opportunities for low-income and minority populations to participate in the planning process. The outreach methods included:

- Scoping meetings
- Community interviews
- Community profile research
- Geographic characterization of the Corridor
- Environmental justice interviews
- Community outreach meetings
- Newsletters and event participation

The outreach included a bilingual supplement inserted in the March 21, 2001 newsletter distributed either by mail or by hand to the communities within the Corridor. More than 900 newsletters were distributed to the following locations:

- Chambers of Commerce
- Family and Intra-Cultural Resource Center
- Hotels
- Housing authorities
- Libraries
- Media
- Mobile home parks
- School districts
- Social Services
- Thrift stores

Issues identified for environmental justice during scoping included the following:

- Potential displacement/relocation of low-income and minority residents
- Availability of affordable housing and low-income housing
- Impact on local commute times and availability of public transportation
- Increase in noise levels
- Potential for separating or bisecting low-income and/or minority communities and neighborhoods

Please refer to the *I-70 Mountain Corridor PEIS Environmental Justice Technical Report* (CDOT, August 2010) for more detailed information.

3.6 Community Interviews

Approximately 16 interviews were conducted in May 2000, with citizens from Jefferson, Clear Creek, Summit, Eagle, and Garfield counties to help identify issues, opinions, and ideas at the community level and to begin developing relationships with the communities. These interviews also elicited ideas for structuring the public involvement program, including identifying potential members for the MCAC. Interviewees consisted of individuals who were identified through past involvement in the Major Investment Study, elected officials, and individuals recognized or designated as community leaders, for example an opinion leader, spokesperson for the community, or head of an organization. A summary of the community interviews is included in **Appendix E**. Some concerns expressed by interviewees included:

- Public input and participation is a necessity
- Mass transit system and alternate routes are needed
- Funding sources need to be considered
- A combination of alternatives needs to be considered
- Short- and long-term improvements need to be considered
- Tolling tunnels or certain parts of highway need to be considered
- Noise impacts and mitigation are a concern
- Wildlife, threatened and endangered species, and ecology are important issues
- Preserving historic character is important
- Air quality impacts are a concern
- Water quality impacts are a concern

3.7 Coordination and Planning Meetings (Including Special Interest Groups)

The lead agencies held approximately 89 internal coordination and planning meetings with interested stakeholders and federal, local, and state agencies to help facilitate and provide NEPA guidance and coordination during development of the Draft PEIS.

Special interest group meetings were held to represent recreation, tourism, homeowners, and transportation interests in the Corridor. These meetings introduced the PEIS process to the groups and solicited comments specific to the special interests represented. In addition, a tour was held in Clear Creek County, per Clear Creek County's request, on August 18, 2000 with representatives from FHWA, CDOT, and Clear Creek County, as well as local officials and citizens. The tour purpose was to gain insight into Clear Creek County's specific concerns and issues related to the Corridor. Comments and issues focused on environmental and geologic hazards, noise, safety, parking, and alternate routes.

After publication of the Draft PEIS and public hearings, the I-70 Mountain Corridor Context Sensitive Solutions Program was initiated. Agencies and interested stakeholders continued their involvement in the project through the specialized issue-focused groups that were formed under that program, including the Project Leadership Team, the Issue Task Forces, and the regrouping of the ALIVE and SWEEP committees.

Table 11 summarizes the coordination and planning meetings, and special interest group meetings. Participating agencies and organizations included:

- Bus Operators
- Canyon Area Residents for the Environment
- Clear Creek County
- Colorado Department of Local Affairs
- Colorado Department of Public Health and Environment
- Colorado Intermountain Fixed Guideway Authority
- Colorado Motor Carriers Association
- Colorado State Economist
- Denver Regional Council of Governments
- Eagle County
- Fall River Homeowners Association
- Federal Railroad Administration
- Federal Transit Administration
- Floyd Hill Homeowners Association
- Floyd Hill/Beaver Brook Subregion
- Georgetown
- Idaho Springs
- Independence Institute
- Jefferson County
- Lawson, Dumont, and Downieville
- National Park Service
- Northwest Colorado Council of Governments
- Regional Transportation District
- Ski Association/Tourism Special Interest Group
- State Historic Preservation Officer
- Summit County
- Transit Special Interest Group
- Upper Clear Creek Watershed Association
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture Forest Service
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

Table 11. Special Interest Group Meetings and Planning and Coordinating Meetings

Date	Discussion Topics
Federal Transit Administration/Federal Railroad Administration	
Feb. 22, 2001	Discussed aviation and rail Transit Alternatives; overview of the PEIS/objectives for Fixed Guideway Transit, questions for agencies
Forest Service	
Jan. 4, 2001	Arapaho and Roosevelt National Forests coordination, collection agreement, overview of PEIS, scoping comments, U.S. Forest Service input, assistance needed to support PEIS
Jan. 11, 2001	White River National Forest coordination, collection agreement, overview of PEIS, scoping comments, U.S. Forest Service input, assistance needed to support PEIS
Jan. 25, 2001	U.S. Forest Service concerns, scope of work
Aug. 9, 2001	Review of U.S. Forest Service PEIS analysis requirement

Date	Discussion Topics
Sept. 10, 2001	Cumulative impact assessment
Sept. 20, 2001	Fixed Guideway Transit alignment (for Arapaho and White River National Forests areas)
Oct. 1, 2001	Socioeconomic impacts, U.S. Forest Service sampling procedure, recreation and the four-step model, development in the upcoming years, the forest plan in the counties, summer and winter activities, and land exchange regarding access
Feb. 12, 2002	U.S. Forest Service compliance, tunneling issues, participation in assessment, forest use trends
Apr. 2, 2002	Overview of I-70 PEIS and project alternatives, Loveland Basin 4(f) requirements and NEPA responsibilities, timeframe, tunnel issues, alternatives in Loveland Ski Area, and field trip
Oct. 15, 2002	Alternative preference for new north bore at Continental Divide
Jan. 15, 2003	Recreation-related impacts
June 11, 2003	Biological evaluation and assessment
Oct. 7, 2003	Preferred alternatives, preparation for listening forum
U.S. Army Corp of Engineers (USACE)	
Dec. 26, 2001	Wetlands, 404 (b) 1 requirements
Feb. 1, 2001	USACE and Environmental Protection Agency update status meeting
Feb. 15, 2003	Discussion of wetlands impacts
U.S. Fish and Wildlife Service (Also, see ALIVE in Section 3.2.1)	
Oct. 28, 2002	Memorandum of Agreement
National Park Service	
Apr. 2, 2001	Identification of level of documentation required for Tier 1 analysis
June 29, 2001	Coordination with interested parties, Tier 1 approach-methodology and inventory of properties, Tier 1 mitigation processes, future meetings, and field trip
Feb. 27, 2003	Recreation, Historic Properties, and 4(f) Evaluation Methodology table; tunnel alternative between Georgetown and Silver Plume
State Historic Preservation Officer [Also, see 4(f) 6(f) Ad Hoc Committee]	
June 29, 2001	Coordination with interested parties, Tier 1 approach-methodology and inventory of properties, Tier 1 mitigation processes, future meetings, and field trip
Sept. 13, 2001	Indirect impact analysis, reconnaissance survey, Native American consultation, noise and visual analysis
Nov. 8, 2001	Overview of the issues, alternatives, general approach; tours of Idaho Springs Historic District, Georgetown Historic District, Silver Plume Historic District, and summary of tour and work plan
Dec. 14, 2001	Inventory methods and reconnaissance survey
Feb. 27, 2003	Recreation, Historic Properties, and 4(f) Evaluation Methodology table; tunnel alternative between Georgetown and Silver Plume
Environmental Protection Agency (EPA)	
Sept. 13, 1999	Discussed and addressed a letter from Clear Creek County requesting that CDOT reconsider its approach to the I-70 NEPA studies
Dec. 26, 2001	Discussed 404(b) 1 process; wetland inventory methods; wetland and aquatic assessment methods; alternative analysis; direct, indirect, and cumulative impacts
Mar. 26, 2003	Discussed air quality issues

Date	Discussion Topics
Colorado Department of Public Health and Environment	
Jan. 26, 2001	Discussed air quality analysis; location of air quality monitoring
Feb. 16, 2001	Discussed options for using MOBILE5 or MOBILE6 model for air quality analysis
Mar. 26, 2003	Discussed air quality issues.
Colorado Intermountain Fixed Guideway Authority (CIFGA)	
July 9, 2001	Discussed Apr. 23 letter issues; June 18 letter issue; alignment issues; Memorandum of Understanding update; feasibility data; CIFGA cost data; CIFGA's intent for the November ballot; the Black Hawk/Central City connection; extension to Eagle Airport; and creating standardized footprint of multifamily alternatives
Aug. 17, 2001	Reviewed ridership survey results; recommendation on Keystone route and Eagle Airport
Sept. 19, 2001	Discussed approach
May 7, 2002	Discussed alternatives being evaluated under Fixed Guideway Transit family
Northwest Colorado Council of Governments (NWCCOG)	
Jan. 29, 2001	Discussion of PEIS approach
Jan. 24, 2002	Presentation of economic and land use projections; forecasting considerations, approach, and process expectations and capacity; accounting for future levels and patterns; example of outcomes; growth rates, and issues to consider
July 16, 2002	Population projections
Mar. 27, 2003	Growth-related impacts
Eagle County	
Feb. 7, 2001	Dowd Canyon Feasibility Study Kickoff meeting
Feb. 15, 2001	Discussion of growth issues: preliminary travel forecasts, zone system boundaries, 2000 estimates by towns/counties, future development projects by developers, 2020 estimates by towns/counties, long-term future vision direction (post-2025), potential stops for Fixed Guideway Transit, suggestions, request for local review by Mar. 1, 2001
Aug. 2, 2001	Population projections for 2025
Aug. 29, 2002	Meeting held with towns of Vail, Avon, and Minturn to review the three alternatives from the Dowd Canyon Feasibility Study
Sept. 25, 2002	Review of the Dowd Canyon Feasibility Study with Eagle County
Jan. 9, 2003	Pre-community meeting to ensure PEIS team's effective outreach to the community and to identify the various venues that would prove most effective in the community
Mar. 28, 2003	Meeting with ECO Transit to discuss alternatives under consideration/potential effects on ECO, and assistance in developing a Public Outreach Program
May 15, 2003	Description of alternatives under evaluation, decision making process and anticipated schedule, and public outreach activities and issues
Summit County	
Feb. 15, 2001	Discussed growth issues
Aug. 2, 2001	Conducted two-day meeting to discuss population projections for 2025
Aug. 3, 2001	Discussed populations projections for 2025
July 19, 2001	Discussed the modeling assumptions and data sources; discussed the 2025 trend versus projections

Date	Discussion Topics
Nov. 26, 2002	Met with County Commissioners to brainstorm and discuss the need for possible community meetings, identification of whom to meet with and the type of venue that will best foster attendance and effective feedback
Clear Creek County (including Commissioners and representatives from Idaho Springs, Georgetown, Silver Plume, Lawson, Downieville, and Dumont)	
May 25, 1999	Discussed issues with Clear Creek County
Feb. 26, 2001	Discussed the January Advisory Committee meetings, the potential for park-and-ride at U.S. 6 and Floyd Hill, and an overview of the Clear Creek County transit grant
Sept. 19, 2001	Discussed the project with Clear Creek County and the Major Investment Study Task Force
Oct. 19, 2001	Discussed early action projects, local highway alternatives, no action baseline, and packaging of alternatives
Feb. 14, 2002	Reviewed the Fixed Guideway Transit alignment
Sept. 4, 2002	Obtained feedback for the Commissioners on the Corridor project alternatives, followed up on modeling workshop, updated tunneling issues
Apr. 26, 2002	Discussed tunnel alternatives at the Continental Divide, Combination Alternatives: Fixed Guideway Transit/Highway; Fixed Guideway Transit alone Alternatives; discussed updates, rockfall project, fencing issues, enhancement projects, Black Hawk tunnel
Oct. 27, 2002	Discussed Clear Creek relocation
Jan. 29, 2003	Discussed cumulative impacts
Mar. 6, 2003	Discussed noise and air quality
Mar. 7, 2003	Met with Tom Norton and Clear Creek County to review status of alternatives
June 26, 2003	Provided an update on project activities, Clear Creek County coordination meetings, local transportation modeling studies, economic studies, and simulations
Nov. 25, 2003	Discussed Clear Creek Metro Recreation District and the Clear Creek Master Plan, alternative impacts on recreation facilities including baseball diamond at east end of town.
Jefferson County	
Nov. 13, 2002	Pre-community meeting to ensure PEIS team's effective outreach to the community and to identify the various venues that would prove most effective in the community
Lawson, Downieville, and Dumont, CO	
Nov. 18, 2003	Preferred grouping of alternatives, project schedule, and future public involvement
Idaho Springs, CO	
Oct. 22, 2002	Discussed relocation of Clear Creek
Nov. 7, 2002	Pre-community meeting to ensure PEIS team's effective outreach to the community and to identify the various venues that would prove most effective in their community
Oct. 20, 2003	Preferred alternatives, simulation of alternatives, and results in September Draft Summary of Preliminary Findings
Dec. 1, 2003	Grouping of preferred alternatives, response to questions on design features of alternatives
Georgetown, CO	
Nov. 19, 2002	Met with the Mayor of Georgetown to identify the various venues that would prove most effective in their community

Date	Discussion Topics
Floyd Hill/Beaver Brook Subregion Open House	
July 12, 2000	Meeting focused on planning issues
Floyd Hill Home Owners Association	
Feb. 23, 2000	Reviewed the PEIS approach, purpose and need, project termini, existing traffic conditions, public involvement program, independent projects
Feb. 27, 2002	Reviewed PEIS, alternatives under study, results of Level 2 screening, and status of Black Hawk Tunnel
Fall River Homeowners Association	
May 20, 2000	Project overview, process and schedule, public involvement program (committee structure), and transportation/traffic studies.
Upper Clear Creek Watershed Association (UCCWA)	
Sept. 9, 1999	Discussed water monitoring
Oct. 12, 2000	Provided a brief presentation for addressing water quality
Mar. 3, 2000	Meeting held to coordinate with the Colorado Motor Carriers Association (CMCA)
Apr. 13, 2000	Meeting held to review project overview, process and schedule, transportation/traffic (study components and peer group review) and alternatives identification
Dec. 12, 2002	Discussed water quality monitoring
Ski Association/Tourism Special Interest Group	
Mar. 6, 2000	Meeting to review the PEIS, discuss alternatives, and seek input and issue identification
Apr. 21, 2000	Meeting to bring specialists up to date on the project and provide an opportunity to comment
Sept. 8, 2003	Colorado Tourism Board Selection of preferred alternatives, preparation for listening forum
Transit Special Interest Group	
Apr. 21, 2000	Meeting to bring specialists up to date on the project and provide an opportunity to comment
Regional Transportation District	
Jan. 24, 2001	Discussed Fixed Guideway Transit alignment, possible locations for stations, travel demand model, user survey
Sept. 9, 2003	Preferred alternatives, results of September Draft Summary of Preliminary Findings
Denver Regional Council of Governments	
Jan. 24, 2001	Discussed Fixed Guideway Transit alignment, possible locations for stations, travel demand model, user survey
Sept. 9, 2003	Preferred alternatives, results of September Draft Summary of Preliminary Findings
Bus Operators	
Mar. 23, 2001	PEIS approach and consideration of bus and commuting issues in Corridor
Colorado Motor Carriers Association (CMCA)	
Apr. 19, 2000	Meeting to provide CMCA providers an opportunity to learn more about the PEIS
Sept. 8, 2000	Meeting to obtain input from the freight industry
Apr. 3, 2003	Discussed slow-moving vehicle plan

Date	Discussion Topics
Coordination with Independence Institute	
Apr. 13, 2001	Meeting to allow coordination between the project team and the Independence Institute
Canyon Area Residents for the Environment (CARE)	
Mar. 19, 1999	Reported on progress and initial findings of Hogback Parking Facility Environmental Assessment
Aug. 12, 1999	Discussed possible expansion/improvement of four public parking lots surrounding intersection of I-70 at Morrison exit and C-470 at Hogback and at head of Mount Vernon Canyon
Aug. 14, 2003	Presentation of alternatives being evaluated for the I-70 PEIS

Section 4. Public Review of the 2004 Draft PEIS

4.1 Notice of Availability

The I-70 Mountain Corridor Draft Programmatic Environmental Impact Statement and Section 4(f) Evaluation (Volume I), Resource Maps and Appendices (Volume II) were released for public review and comment with the publication of the Notice of Availability (NOA) in the *Federal Register* on Friday, December 10, 2004. Notices announcing the availability of the 2004 Draft PEIS were sent to more than 11,000 recipients. Advertisements of the NOA were published in 38 regional and local newspapers.

The 2004 Draft PEIS was originally slated for a 90-day comment period with a closing date of March 10, 2005. The comment period was extended an additional 75 days, with the official close of the comment period moved to May 24, 2005. The amended NOA was published in the *Federal Register* on February 25, 2005, noting the extension of the comment period. Postcards announcing the extension were sent to more than 11,000 recipients. The website was also used to notify the public about the extension of the comment review period. Referenced notices are located in **Appendix E**.

4.2 Distribution of 2004 Draft PEIS

Distribution efforts involved the placement of the 2004 Draft PEIS in 37 locations in and around the Corridor, including 17 libraries, 4 county offices, and 5 community centers, as well as other locations, thereby providing the public access to the 2004 Draft PEIS. Hard copies of the two-volume 2004 Draft PEIS were distributed to 13 federal agencies and 6 Colorado state agencies. Thirty-one elected officials received copies of the executive summary. Seventy-five MCAC/TAC members were offered copies of the 2004 Draft PEIS and all received a compact disk (CD) version of the Draft.

The 2004 Draft PEIS was posted on the project website at www.i70mtncorridor.com for public review. This also allowed the public access to the 2004 Draft PEIS throughout the comment period, to download the 2004 Draft PEIS files, or to request a CD version of the 2004 Draft PEIS.

4.3 Public Hearings

In January and February 2005, 10 hearings were held at various locations throughout the Denver metropolitan area and the I-70 mountain communities (see **Table 12**). Notices announcing the public hearings were sent to more than 11,000 recipients. Public hearings were advertised in 38 regional and local newspapers, depending on public hearing location. The public hearings were also announced on Comcast cable channels and on 14 radio stations. Public notices are located in **Appendix E**. The public hearings included both open house and formal public hearing formats. This provided opportunities for citizens to review the 2004 Draft PEIS materials before and after a formal presentation and to attend as much or as little of the public hearing as desired. Representatives from FHWA, CDOT, and J.F. Sato and

Associates attended to answer questions. The 30-minute presentation provided an overview of project alternatives and findings. A stenographer was available to record formal comments. A total of 817 attendees participated in the public hearings. The open house offered the public the opportunity to discuss project aspects with project representatives and included stations with presentation materials on the following topics:

- Project orientation
- Project need
- Mobility and congestion
- Cost
- Alternative comparison
- Cumulative
- Air quality
- Wildlife
- Water quality
- Geologic hazards
- Economics
- Land use
- Environmental justice
- Noise
- Visual resources
- Recreation resources
- History

Table 12. Public Hearings

Date and Time	City	Number of Attendees	Number of Oral Comments
Wednesday, January 12, 2005 5:00 PM to 8:00 PM	Clear Creek High School 185 Beaver Brook Canyon Road Evergreen, CO 80439 Phone: 303.679.4601	219	34
Saturday, January 15, 2005 1:00 PM to 4:00 PM	Westin Hotel 10600 Westminster Boulevard Westminster, CO 80020 Phone: 303.410.5030	48	23
Wednesday, January 19, 2005 4:00 PM to 7:00 PM	Country Inn of Grand Junction 718 Horizon Drive Grand Junction, CO 81506 Phone: 970.243.5080	22	11
Wednesday, January 26, 2005 4:00 PM to 7:00 PM	Avon Municipal Building 400 Benchmark Road Avon, CO 81620 Phone: 970.748.4035	64	14
Wednesday, February 2, 2005 4:00 PM to 7:00 PM	Marriott Denver South at Park Meadows 10345 Park Meadows Drive Littleton, CO 80124 Phone: 303.728.5936	41	13
Wednesday, February 9, 2005 4:00 PM to 7:00 PM	Rocky Mountain Village/Easter Seals Handicamp Genesee Room 2644 Alvarado Road Empire, CO 80438 Phone: 303.569.2333	152	34
Saturday, February 12, 2005 1:00 PM to 4:00 PM	Hotel Colorado Roosevelt Room 526 Pine Street Glenwood Springs, CO 81601 Phone: 970.945.6511;1.800.544.3998	22	9
Wednesday, February 16, 2005 4:00 PM to 7:00 PM	Jefferson County Fairgrounds Exhibit Hall #3 15200 West 6th Avenue Golden, CO 80401 Phone: 303.271.6600	131	36

Date and Time	City	Number of Attendees	Number of Oral Comments
Wednesday, February 23, 2005 4:00 PM to 7:00 PM	La Quinta Inn (formerly Four Point Sheridan) Boreas Room 560 Silverthorne Lane Silverthorne, CO 80498 Phone: 970.468.6200	81	21
Saturday, February 26, 2005 1:00 PM to 4:00 PM	Vintage Hotel Timbers Rooms A&B 100 Winter Park Drive Winter Park, CO 80482 Phone: 970.726.8801;1.800.472.7017	37	18

At each public hearing, a formal presentation was made and boards were displayed showing key findings on topics that included environmental sensitivity, community values, mobility, cumulative impacts, and others. The presentation and boards were posted on the project website. A fact sheet was also distributed at the public hearings (see **Appendix E**).

4.4 Comment Period

During the comment review period, 766 individual comments were received from the public; municipal, county, state, and federal agencies; and associations and special interest groups. Comments were received online through the project website; through letters, phone records, and email messages; from transcripts of public hearings; and from comment sheets distributed at public hearings.

4.4.1 Comments Received on the 2004 Draft PEIS and How They Were Addressed

Consistent themes emerged from the comments received on the 2004 Draft PEIS. This section discusses common concerns expressed by the public, and how these concerns influenced CDOT's approach to identify a preferred alternative and proceed with preparing a Revised DPEIS. The Colorado Department of Transportation modified the process to complete the Revised DPEIS and revised the content of the Revised DPEIS in response to these comments.

- **Use of the $4 billion threshold:** Numerous comments surrounded the use of the $4 billion threshold for defining the reasonableness of the preferred grouping of alternatives analyzed in the 2004 Draft PEIS. The comments asserted that this threshold was an arbitrary way to screen alternatives and unfairly biased against Transit Alternatives. In addition, comments reflected that a $4 billion threshold as the basis for the Preferred Alternative was inappropriate and was unfairly limited the alternatives for a multimodal solution on the Corridor. The lead agencies agreed that, for the Tier 1 decision, the ability to fund the alternative should not be the basis of a preferred alternative. The Colorado Department of Transportation modified the approach for identifying a preferred alternative to include a collaborative stakeholder process (see Section 3.1.2) and did not use a cost threshold in the decision making.
- **Planning timeframe:** A primary area of comment on the 2004 Draft PEIS was the need for a longer-term horizon with full consideration of solutions for the long term. In response to these comments, the lead agencies decided to change the future timeframe to year 2050, looking at the need for improvements and possible alternatives to address that need. In addition, the preferred alternative is responsive and adaptive to future trends within the Corridor.
- **NEPA process:** Concerns were expressed about the transparency of the NEPA process used for the project. The Colorado Department of Transportation developed a transparent process with stakeholders and used the I-70 Mountain Corridor Context Sensitive Solutions process to assist

identifying the Preferred Alternative and move the documentation process forward. See **Appendix A** for a summary of the I-70 Mountain Corridor Context Sensitive Solutions Guidance.

- **Connectivity and segmentation of the western and eastern project termini:** Questions were raised about the connectivity and segmentation of the western and eastern project termini. The western terminus is Glenwood Springs, based on the reduced level of congestion experienced west of Glenwood Springs. The eastern end terminates at a point on the existing I-70 alignment where mass transit systems do not exist today. The eastern terminus for the project is the C-470 interchange because of the change of travel patterns from highly recreational west of this location to highly urban to the east.

  The basis of the termini established by the purpose and need focuses on problems that need to be addressed. The length between the termini is sufficient and provides the ability to address environmental matters on a broad scope without restricting consideration of alternatives for reasonably foreseeable needed transportation improvements. Projects connecting eastward may proceed separately and likely have a different purpose and need than this process.
- **Project funding and cost estimate:** Numerous comments were received about funding information provided for transit and the cost estimating methodology. The Revised DPEIS includes updated costs for the alternatives and an updated funding chapter.
- **Climate change:** In response to the concerns expressed about climate change, the Revised DPEIS contains information about energy consumption, the uncertainties associated with future oil supply, and possible future changes in travel associated with those trends.
- **Insufficient information on environmental impacts:** Some comments requested a more detailed analysis of environmental impacts. The Revised DPEIS includes anticipated environmental impacts on wildlife, water quality, geologic hazards, mineral resources, noise, cumulative, community, and historic resources.
- **Mitigation commitments:** In response to questions about mitigation commitments made in the 2004 Draft PEIS, the Revised DPEIS contains information about mitigation strategies and planned processes for determining how these strategies are incorporated into Tier 2 processes and activities.

Following the 2004 Draft PEIS public review period, the Colorado Department of Transportation undertook a higher level of involvement with representatives of cities and counties and other interested stakeholders along the Corridor. The Colorado Department of Transportation:

- Developed a Context Sensitive Solutions process to be used as the I-70 project is defined and specific projects are identified (see **Section 3.1.1** and **Appendix A**),
- Formed a Collaborative Effort team to identify a preferred alternative (see **Section 3.1.2** and **Appendix B**),
- Developed a Programmatic Agreement identifying how Section 106 of the National Historic Preservation Act is applied to historic properties for Tier 2 NEPA processes, and
- Formed a Project Leadership Team to keep the process moving forward (see **Section 3.1.3** and **Appendix C**).

A coordinated effort combining results from the Project Leadership Team, the lead agencies, and Issues Task Forces focused on incorporating specific issues into the process, including as much in the documentation of the Revised DPEIS as possible.

The continuing role of the Collaborative Effort is discussed in **Section 5**.

Section 5. Remaining Public and Agency Involvement

The remaining steps to complete the first tier NEPA process for the I-70 Mountain Corridor PEIS are summarized below:

- Distribute the Revised Draft PEIS.
  - Issue Notice of Availability
  - Hold public hearings
  - Provide 60-day public comment period
- Prepare Final PEIS, including responses to individual comments received during the public comment period.
  - Issue Notice of Availability
  - Hold public hearings
  - Provide 30-day public comment period
- Hold I-70 PEIS Project Leadership Team and Collaborative Effort team meetings through completion of the ROD, as appropriate.
- Prepare ROD, the final decision document that concludes the NEPA process for this Tier 1 study.

The lead agencies anticipate the following public and agency involvement during future Tier 2 processes:

- The lead agencies will complete site-specific Tier 2 processes for future projects in the Corridor and develop public and agency involvement programs for each study, including scoping meetings, public open houses, project information distribution, public and agency document review and comment, and public hearings. The level of public involvement depends on the NEPA action undertaken (Environmental Impact Statement, Environmental Assessment, or Categorical Exclusion). The lead agencies will follow the I-70 Mountain Corridor Context Sensitive Solutions Guidance for each project.
- A Collaborative Effort Committee using the Collaborative Effort team member profile will meet at least once every two years through 2020 to review the status of Tier 2 processes and consider the need for additional capacity improvements based on specific milestones or "triggers" included in the Consensus Recommendation.
- The lead agencies will continue stakeholder engagement through completion of the Final PEIS and ROD, and site-specific Tier 2 processes. An assessment will be performed in 2020 to evaluate the overall purpose and need and the effectiveness of implementation of the programmatic decision. At that time, CDOT and the Collaborative Effort stakeholder committee may consider improvements from the Preferred Alternative Maximum Program, consider other alternatives fully evaluated in the Final PEIS, or pursue a new process because the context in which this Tier 1 decision was made is so changed that none of the alternatives evaluated in the Final PEIS meet future transportation needs. Global, regional, and local trends such as peak oil, climate change, technological advances, and changing demographics could affect these future transportation needs.
- The lead agencies are committed to follow I-70 Mountain Corridor Context Sensitive Solutions Guidance for future Tier 2 processes on the Corridor to maintain ongoing stakeholder involvement in future decisions to help foster partnerships and communication sharing.

Appendix A
Overview of the Context Sensitive Solutions Decision Process

This appendix provides an overview of the I-70 Context Sensitive Solutions principles, the context statement, and Corridor core values.

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List of Exhibits

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Appendix A. I-70 Mountain Corridor PEIS Context Sensitive Solutions

A.1 Introduction to Context Sensitive Solutions

A.1.1 What is Context Sensitive Solutions?

The Federal Highway Administration defines Context Sensitive Solutions (CSS) as:

> *Context Sensitive Solutions is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.*

The following excerpt is from the National Cooperative Highway Research Program 480: A Guide to Best Practices for Achieving Context Sensitive Solutions:

> *A consensus of the research and practitioners … confirms that there are four essential aspects to achieving a successful CSS project. These include effective decision-making and implementation, outcomes that reflect community values and are sensitive to environmental resources, and ultimately, projects solutions that are safe and financially feasible.*

It is recognized that government agencies cannot cede statutory or regulatory responsibilities.

The principles of CSS apply to any transportation project aiming to bring the full range of stakeholder values to the table and actively incorporate them into the design process and final results.

Context sensitive solutions begin early and continue throughout the entire project development process – from project concepts through alternative studies and into construction, and beyond into maintenance and monitoring improvements. Context sensitive solutions mean maintaining commitments to communities.

Context sensitive solutions recognizes that highway and transit projects are not just the responsibility or concern of engineers and constructors. For that matter, they are not only the responsibility of the Department of Transportation or transportation agency. Rather, CSS calls for the interdisciplinary collaboration of technical professionals, local community interest groups, landowners, facility users, and the general public—including any and all stakeholders who live and work near the road, and those who will use it. It is through this process and this team approach that the owning agency gains an understanding and appreciation of community values and strives to incorporate or address these values in the evolution of its projects.

Context sensitive solutions apply essentially anywhere and everywhere because every project has a context as defined by terrain and topography, communities, users, and surrounding land use.

A.1.2 Why do Context Sensitive Solutions on the I-70 Mountain Corridor?

CSS provides guidance on future studies, designs, and construction projects to ensure that planners, designers, and constructors incorporate stakeholder values into their decisions on the I-70 Mountain Corridor.

After years of mistrust and disagreements among Corridor stakeholders, the Colorado Department of Transportation at the request of the Corridor citizens agreed to develop the CSS guidance for the I-70 Mountain Corridor. This agreement marked the creation of a unique set of guidance, built from common goals in a true collaboration of the stakeholders.

This guidance is the "how" to build the I-70 Mountain Corridor. Starting with agreement of what to protect and developing guidance for future planners, designers, and contractors on how to protect what matters most, this guidance set the precedence, the direction, and the inspiration for the Corridor.

The Context Sensitive Solutions project brought together a multidisciplinary, multi-interest stakeholder group to discuss, debate, and capture what they respect and will work to preserve in the Corridor.

The Context Statement and the Core Values provide direction to achieve improvements that exceed expectations by incorporating goals for agencies, communities, and users. The Context Statement and the Core Values represent a vision and goals for the Corridor.

Processes have been developed for use on future studies, designs, and construction projects to ensure that planners, designers, and constructors incorporate these values into their decisions.

To provide further depth and support to studies, designs, and construction projects on the Corridor, strategies consistent with the Context Statement and Core Values have been included for engineering, aesthetics, mitigation, and construction. These strategies are proposed or suggested as methods consistent with the Context Statement and the Core Values.

The Corridor stakeholders, the authors of this material, want the best and newest ideas – consistent with our vision and goals – to be used on the Corridor. To ensure flexibility to address and/or incorporate innovations, new techniques, advanced technologies, and emerging trends, an Amendment Process has been designed for revising and updating the Context Statement, the Core Values, and proposed guidance throughout the website.

A.1.3 The Commitment to Context Sensitive Solutions on the I-70 Mountain Corridor

The Colorado Department of Transportation has made the commitment to use the principles of CSS on all projects on the I-70 Mountain Corridor. To reach this end, the CSS website has been developed, (i70mtncorridorcss.com).

As described on the CSS website, the commitment has been made by the Colorado Department of Transportation and Federal Highway Administration to include a project leadership team on all of the projects on the Corridor. The formation of the project leadership team is done in collaboration with the county local to the project.

This commitment further includes direction for all Corridor projects to use the Decision Process and to be guided by the Context Statement and Core Values.

A.1.4 Amending the I-70 Mountain Corridor Context Sensitive Solutions Guidance

The overarching Core Value of Sustainability demands that the I-70 Mountain Corridor CSS Guidance have balance —today and for future generations. The Amendment Process allows for the best and newest ideas, consistent with our vision and goals, to be used on the Corridor. To ensure flexibility to address and/or incorporate innovations, new techniques, advanced technologies, and emerging trends, this Amendment Process has been designed to revise and update the Context Statement, the Core Values, and the proposed strategies.

The Amendment Process respects the CSS principles outlined in the 6-Step Process and ensures a collaborative and open approach to maintaining dynamic Guidance on the I-70 Mountain Corridor. To initiate the Amendment Process, contact the Colorado Department of Transportation's I-70 Mountain Corridor or Region 1 leadership.

A.1.5 How We Got Here: The History of Context Sensitive Solutions on the I-70 Mountain Corridor

In October 2005, the Colorado Department of Transportation's chief engineer made the first step in leading Colorado Department of Transportation toward the full adoption of Context Sensitive Solutions with the issuance of "Policy Memo 26, Context Sensitive Solutions Vision for Colorado Department of Transportation." The memo defined CSS and offered a vision for its implementation.

In the spring of 2008, a Programmatic Agreement was signed in which Colorado Department of Transportation committed to initiating the development of design guidelines and historic context(s) for the I-70 Mountain Corridor. The agreement, which was developed over several years, stated that

Colorado Department of Transportation would complete this work prior to any Tier 2 undertakings. The guidelines would be consistent with the principles of CSS and Colorado Department of Transportation's Policy Memo 26 and, along with the historic context, would guide the development of Tier 2 undertakings on the Corridor.

Colorado Department of Transportation initiated the I-70 Mountain Corridor CSS project to provide effective guidelines for all future planning, design, and construction projects along the 144-mile Corridor. Colorado Department of Transportation's goal was to have the Corridor become the nation's standard for collaboration, partnerships, transportation innovation, and environmental sustainability.

The principles of CSS are detailed in the National Cooperative Highway Research Program Report 480, titled *A Guide to Best Practices for Achieving Context Sensitive Solutions (2002)*. Further guidance is captured in the NCHRP manual titled *Performance Measurement in Context Sensitive Design* (2004).

The I-70 Mountain Corridor Programmatic Environmental Impact Statement was ongoing as the CSS project was being advanced. One element of the CSS project has been coordination with the I-70 Mountain Corridor PEIS.

In the fall of 2006, proposals for the CSS project were requested from consultants with CSS experience. This effort was led by the selection committee with representatives from Colorado Department of Transportation, the Federal Highway Administration, the I-70 Coalition, and Clear Creek County.

As a part of the CSS Guidance development, the project staff and the project leadership team came together to define the goals and desired outcomes from the project. These discussions were the foundation for the teams, working groups, public meetings, and workshops described below.

The Corridor Team

During the development of the CSS Guidance for the Corridor, the project team worked with seven counties; 27 towns; two National Forests; one ski corporation; six ski resorts; and thousands of residents, business owners, truckers, and commuters to develop the CSS design guidelines—the ground rules for building the planned improvements. The inclusive group of stakeholders became the CSS Corridor Team.

The first Corridor Team Meeting was held October 26, 2007. The stakeholders came together to discuss, debate, and agree on what they respected and wanted to preserve in the Corridor. The Context Statement and Core Values were drafted. The group also discussed how the CSS Corridor Team and the Collaborative Effort would interact and support each other's work.

Additional Corridor team meetings were held in December 2007, March 2008, October 2008, and September 2009.

Public Open Houses

In November 2007, the I-70 Mountain Corridor CSS project team held public meetings in three locations along the Corridor to introduce the project, which will provide guidance for all future transportation studies, designs, and construction projects conducted along the I-70 Mountain Corridor. The public meetings included a short presentation, a small group discussion session, and informational displays explaining the process and schedule for the I-70 Mountain Corridor CSS effort.

The Collaborative Effort

The Context Sensitive Solutions project team worked with the Collaborative Effort, which was an element of the PEIS. The Collaborative Effort was designed to facilitate the Corridor stakeholders in discussions about the recommended alternatives for the I-70 Mountain Corridor. The Collaborative Effort Team included representatives of local governments; highway users; and transit, environmental, business

and recreation interests; as well as state and federal agencies. Working with independent facilitators from the Keystone Center, the Collaborative Effort completed their work in the spring of 2008 by coming to agreement on a recommended alternative to be used in the I-70 Final Programmatic Environmental Impact Statement.

The Project Leadership Team

A Context Sensitive Solutions project leadership team was formed at the onset of the CSS project. The project leadership team's mission was to move world-class solutions forward by designing a principle-driven process that involved everyone, produced decisions, and resulted in projects that would stand the test of time.

A project leadership team will be formed for every project on the I-70 Mountain Corridor. The project leadership team will be scaled to fit the size and type of each project and their role will be to lead projects, champion CSS on projects, and enable decision-making. Project leadership team will always include public stakeholders and are one avenue for public input.

Working Groups

Several working groups were formed to tackle some of the detailed issues along the Corridor:

CSS Process Working Group

The CSS Process Working Group developed decision steps and methods for Tier 2 design project and construction projects processes. The group developed the methods to be used in the future for considering new ideas, practices, and technologies. A 6-Step Process and five Life Cycle Phases for use on all subsequent Corridor projects were adopted and the roles and responsibilities of future project teams were vetted.

Chain Station Working Group

The Chain Station Working Group used the CSS Decision-Making Process in the planning of chain stations. More than fifty stakeholders—including community members, jurisdictions, and agencies—were involved in the chain station decision process.

Stream and Wetland Ecological Enhancement Program (SWEEP)

The SWEEP program focuses on efforts to integrate water resource needs (such as water quality, fisheries, wetlands, and riparian areas) with design elements for construction activities and long-term maintenance and operations of the transportation system. The working group will develop a Memorandum of Understanding establishing the management framework to assure the protection of water resources throughout the life cycle of projects in the I-70 Mountain Corridor.

A Landscape Level Inventory of Valued Ecosystems (ALIVE)

The ALIVE Working Group provided an opportunity to address issues related to improving wildlife movement and reducing habitat fragmentation in the Corridor. An inventory of Linkage Interference Zones (LIZ) where evidence suggests that the highway's barrier effect impedes important wildlife migration or movement routes or zones of dispersal has been developed and prioritized. A Memorandum of Understanding between Colorado Department of Transportation, Federal Highway Administration, Colorado Division of Natural Resources –Division of Wildlife, United States Fish and Wildlife Service, United States Department of Agriculture Forest Service, and the Bureau of Land Management established a program of cooperation. Its purpose is the early and full implementation of corrective actions to solve permeability problems in identified LIZs, and to streamline the Section 7 consultation process under the Endangered Species Act for the I-70 Mountain Corridor Tier 2 processes.

Sustainability Working Group

The Sustainability Working Group was formed to discuss more specifically what sustainability means in the Corridor, to provide definition to criteria and measures of success in relation to sustainability of the Core Values, and to develop potential strategies for sustainability in the Corridor.

Historic Context Working Group

The Historic Context Working Group developed a multi-property document form for the I-70 Mountain Corridor. This document will be used in all future National Environmental Policy Act documents as part of the Section 106 process. It will ensure that the preservation of historic resources in the communities along the I-70 highway is taken into consideration when planning and constructing future projects.

Aesthetics Working Groups

The Aesthetic Working Groups were formed to assist the Corridor and consultant teams in preparing the Aesthetic Guidance. These working groups were formed around four geographic Design Segments that collectively include the entire I-70 Mountain Corridor.

The four Design Segments include:

- Front Range Foothills
- Mountain Mineral Belt
- Crest of the Rockies
- Western Slope Canyons and Valleys

Design and aesthetic objectives and strategies were developed for each segment to guide the design of future improvements.

Idaho Springs Visioning Workshop

Idaho Springs sits in one of the narrowest canyons in the Corridor and transportation improvements—both highway and transit—have the potential to severely impact the town. The Idaho Springs Visioning Workshop brought together Idaho Springs' citizens and business owners for a day and a half to discuss and determine what must be protected and enhanced as transportation improvements are developed through the town.

A.2 The Evolution of the CSS Guidance

As originally conceived and described, the CSS Guidance would:

- Direct all Tier 2 processes in the Corridor
- Ensure that CSS principles were employed
- Direct an open, comprehensive, and fair public process for each project
- Reflect the unique context of the Corridor and direct future designs
- Support the identification and protection of historic resources through the Historic Context

The CSS Guidance has been delivered in an interactive website that delivers the above objectives and further:

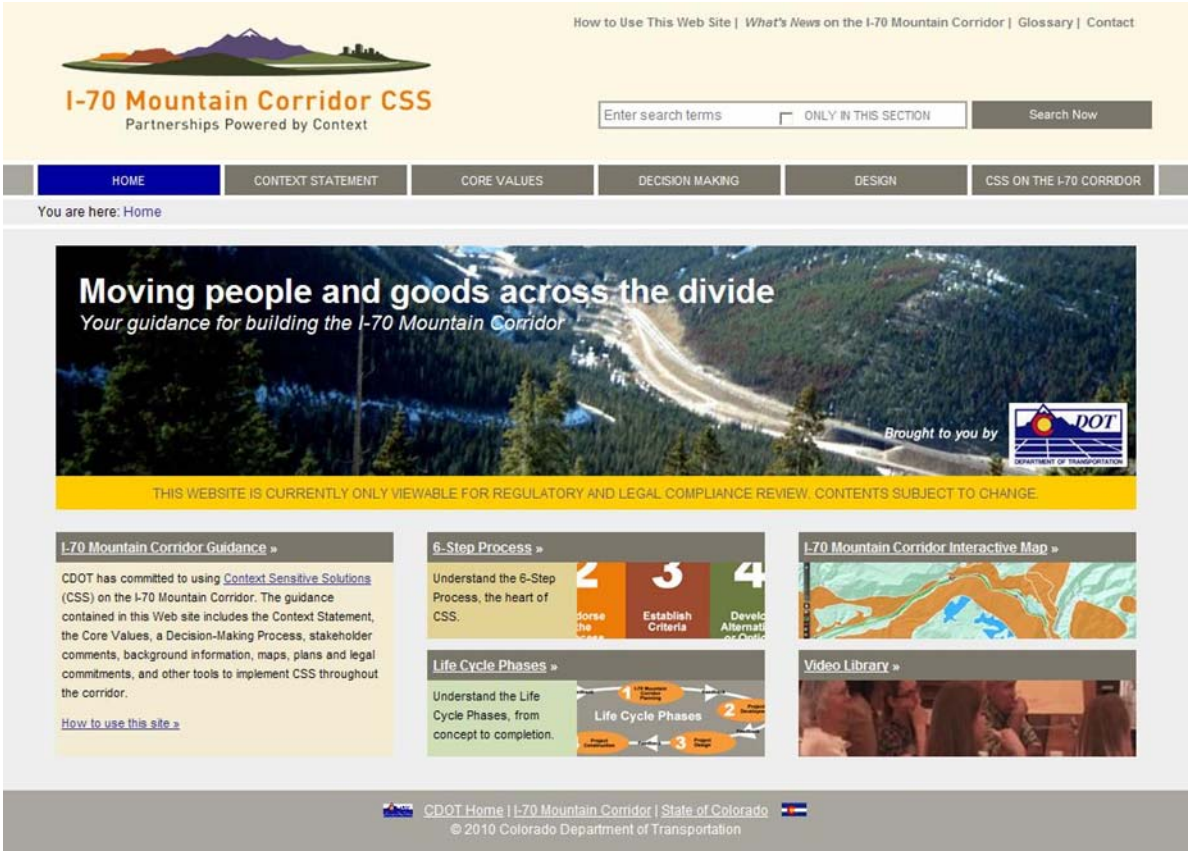
- Presents the Corridor Context Statement and Core Values
- Delineates the decision-making process to be used on projects
- Defines the design criteria
- Organizes Corridor environmental data on maps
- Indexes the PEIS data by mile marker
- Provides tools, templates, photos, exercises, and ideas for project managers

- Makes available all Corridor agreements
- Captures years of stakeholders comments and concerns
- Links to other relevant materials

A.2.1 The Elements of the CSS Guidance

The CSS Guidance website (shown in **Exhibit 1)** provides information, guidance, and tools to implement CSS on the Corridor. It supports project managers and project leadership teams in guiding a project through the CSS decision-making process.

Exhibit 1. I-70 Mountain Corridor CSS Landing Page



The website goes further and provides background through resource maps, connections to the resource data developed for the PEIS, lists of stakeholders and stakeholder comments, relevant Corridor agreements.

Included in this document are detailed descriptions of the:

- Context Statement
- Core Values
- Decision Process

A.3 The Context Statement and Core Values

The I-70 Mountain Corridor Context Statement, in concert with the Core Values, represents a vision and goals for the I-70 Mountain Corridor.

A.3.1 What is a Context Statement?

A context statement seeks to capture in words the special qualities and attributes that define a place as unique. A context statement should capture in words that which was true 50 years ago and that which must be considered during the development of improvements in order to sustain truth in those same words for fifty years to come.

A.3.2 The I-70 Mountain Corridor Context Statement

The I-70 Mountain Corridor Context Statement

The I-70 Mountain Corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features.

The integration of these diverse elements has occurred over the course of time.

This corridor is a recreational destination for the world, a route for interstate and local commerce, and a unique place to live.

It is our commitment to seek balance and provide for twenty-first-century uses.

We will continue to foster and nurture new ideas to address the challenges we face.

We respect the importance of individual communities, the natural environment, and the need for safe and efficient travel.

Well-thought-out choices create a sustainable legacy.

A.3.3 The I-70 Mountain Corridor Core Values

What is a Core Value?

A Core Value describes something of importance to stakeholders—something they respect and will work to protect and preserve.

Core Values must be honored and understood. Decisions and choices made along the I-70 Mountain Corridor should be influenced by and support the Core Values.

The I-70 Mountain Corridor Core Values

Sustainability is an overarching value that creates solutions for today that do not diminish resources for future generations. Ideal solutions generate long-term benefits to economic strength, scenic integrity, community vitality, environmental health, and ecosystems.

Methods for **decision making** must be fair, open, equitable, and inclusive. Collaboration moves decision making beyond individual and agency interests. New ideas will always be considered with respect and an open mind.

Enhancing **safety** for all is paramount in all decisions.

A **healthy environment** requires taking responsibility to preserve, restore, and enhance natural resources and ecosystems.

Humankind's past has contributed to the sense of place. The broad **historic context** is foundational to the corridor's character and must be a part of every conversation.

We must respect the individuality of **communities** in a manner that promotes their viability. The character of the corridor is realized in the differences and commonalities of its communities.

Mobility and Accessibility must address local, regional, and national travel by providing reliability, efficiency, and inter-connectivity between systems and communities.

Aesthetics will be inspired by the surroundings, protect scenic integrity, and incorporate the context of place. Timeless design continues the corridor's legacy.

A.3.4 The Core Values Defined

Sustainability

Sustainability *is an overarching value that creates solutions for today that do not diminish resources for future generations. Ideal solutions generate long-term benefits to economic strength, scenic integrity, community vitality, environmental health, and ecosystems.*

Sustainability Principles:

These principles further define sustainability and the role it plays in implementing all of the Core Values. Specific strategies to reach some principles have been included. Achieving these principles requires partnerships and commitments by all Corridor stakeholders.

- Maintain the regional conversation through expanded collaboration with responsible agencies and stakeholder partnerships.
- Improve regional planning to promote responsible managed growth and development.
- Utilize holistic planning to minimize redesign and reconstruction of major elements.
- Encourage responsible individual transportation choices.
- Improve safety.
- Preserve, protect, and improve public lands, the natural environment, and outdoor recreation opportunities in the I-70 Mountain Corridor for future generations to enjoy.
- Minimize fossil fuel consumption.
- Pursue renewable energy-based transportation alternatives to respond to the potential of peak oil.
- Improve energy efficiency in transportation, homes, and businesses.
- Reduce greenhouse gas emissions.
- Respond to current state and national climate action plans.
- Respond and adapt to broader global trends and future technologies.
- Improve the conservation of all resources.
- Preserve and protect the historic and cultural resources of communities.
- Provide quality access to and from resources and communities.
- Respect the role natural resources played in building communities and continue this legacy for future generations.
- Sustain and improve Corridor economic health.
- Support viable and vital communities through the responsible use of the available resources and quality access.
- Enhance mobility by integrating modes of transportation that accommodate multiple user needs.
- Develop new and improve existing multimodal transportation alternatives.
- Improve efficiency of freight movement.
- Provide accessibility that meets the needs and expectations of users, residents, and responsible agencies.
- Encourage timeless designs that provide lasting value, are financially responsible, and are accountable to future generations.
- Preserve visual and scenic integrity.
- Protect view sheds.

Safety

*Enhancing **safety** for all is paramount in all decisions.*

Eliminating fatalities and reducing injuries and property damage are measures of enhanced safety. All users must be considered and protected: wildlife, first responders, Corridor workers, trail users, automobiles, and commercial carriers. All types of safety must be considered: vehicle collisions, weather, rockfalls, construction, and wildlife crossings.

The I-70 Mountain Corridor is a unique section of interstate that passes through mountainous terrain. The Corridor cuts through rock formations that are prone to rock slides. Weather conditions in the Corridor also play a role in safety. In the winter, frequent snowstorms impact driving conditions and traveler safety. Additionally, the current I-70 Mountain Corridor design includes steep vertical grades and/or sharp horizontal curves. The speed limit varies throughout the Corridor.

As alternatives to improve the I-70 Mountain Corridor are developed, improving the safety of the Corridor should be paramount; and design should address the unique conditions of the Corridor. The Evaluation Guidance details how I-70 Mountain Corridor alternatives will be evaluated. The Alternative Evaluation Guidance documents how safety criteria will be used to determine how well an alternative is able to enhance the safety of the I-70 Mountain Corridor. Criteria are provided for use at each level of alternative analysis.

During the I-70 Mountain Corridor Context Sensitive Solution Workshops, the stakeholders developed a list of critical issues to be considered during all future work on the Corridor. The stakeholders further provided a list of safety strategies that should be considered when developing and refining alternatives.

Healthy Environment

*A **healthy environment** requires taking responsibility to preserve, restore, and enhance natural resources and ecosystems.*

To maintain a healthy environment, it is paramount to know the environment, the terrain, and the ecosystems; how they interact; and what makes these natural systems healthy. Philosophically, a healthy environment should sustain itself. Human intervention in maintenance should be minimal, and mitigation should restore natural systems to a level that is self-sustaining.

The I-70 Mountain Corridor passes through three national forests and some of Colorado's most pristine mountain environment. The Corridor is home to many animals, including elk, mule deer, big horn sheep, and threatened and endangered species such as the lynx. These animals live along the Corridor and many migrate across the I-70 highway. The Corridor crosses over and provides access to a number of streams, lakes, and riparian habitat areas. The unique balance between preserving, restoring, and enhancing the

natural resources and ecosystem must be measured as alternatives to improve the I-70 Mountain Corridor are considered.

The following key resource areas should be considered when developing and analyzing I-70 Mountain Corridor alternatives to determine whether alternatives are compatible with a healthy environment:

- Biological Resources
- Climate and Air Quality
- Hazardous Materials
- Wetlands and Water Resources
- Wildlife

During the I-70 Mountain Corridor Context Sensitive Solution Workshops, the stakeholders developed a list of critical issues to be considered during all future work on the Corridor. The stakeholders further provided a list of healthy environment strategies that should be considered when developing and refining alternatives.

Historic Context

*Humankind's past has contributed to the sense of place. The broad **historic context** is foundational to the Corridor's character and must be a part of every conversation.*

The historic context of this Corridor centers on human interaction with the environment and its resources: trapping, hunting, fishing, mining, hiking, and skiing. People have economically benefited from these resources over time. An interest in these past activities continues to bring economic benefit and a strong sense of place. New interests in the resources of this Corridor may develop. To honor this Core Value, projects must contribute to a positive historic context, even as they create history.

The following principles further define the historic context and provide specific ways to identify and reach the Core Value.

Historic Context Principles

- Connect to the historic setting and harmonize with the cultural landscape.
- Draw upon historic context for design input that shapes project solutions.
- Use the I-70 Mountain Corridor Historic Context as the definitive historic framework resource for future projects in the Corridor.
- Support heritage tourism and historic preservation.

Communities

We must respect the individuality of **communities** in a manner that promotes their viability. The character of the Corridor is realized in the difference and commonalities of its communities.

Communities are the pulse of the Corridor and they must be respected and supported in their efforts to remain viable and vital. Understanding what is truly important in a local area can be found only by engaging with the community – understanding their definition of what is unique and what makes them a "community." Plans and designs must support and integrate local area efforts.

The following principles further define communities and provide specific ways to identify and reach the Core Value.

Community Design Principles

- Celebrate, enhance, and protect the individual identities of the Corridor communities.
- Improve the quality of life for current and future residents.
- Integrate alternatives with community plans.
- Engage communities in the decision-making process.
- Support economic diversity and sustainability.
- Provide mobility choices.
- Provide community vitality through access and connectivity.
- Strive to balance local community interests with regional interests.
- Support Corridor-wide planning.
- Maximize community benefits from transportation improvements.

The natural environment has shaped the development pattern of the communities along the I-70 Mountain Corridor. Community economics and quality of life are based on the wealth of resources found in the Rocky Mountains. Responsible use of and access to these resources are necessary to sustain communities and are the basis for all community design principles. Understanding how community resources are influenced by the I-70 highway improvements is necessary in each step of the 6-Step Process. Community resources found in the I-70 Mountain Corridor are discussed in the I-70 PEIS. Additional data from the PEIS can be found on the Interactive Map.

Mobility and Accessibility

Mobility and accessibility *must address local, regional, and national travel by providing reliability, efficiency, and the interconnectivity between systems and communities.*

Mobility and accessibility on the Corridor are served by promoting and providing options that best fit a variety of travel and access needs. Remain open to and consider new approaches and technology that advance mobility and accessibility.

The I-70 Mountain Corridor is an important part of our national interstate system and a vital route for the travelers and truckers who cross our nation. It provides access for Coloradoans statewide who wish to access the Rocky Mountains and the national forests, ski areas, and recreation areas in the Corridor. The I-70 Mountain Corridor provides critical links to and between the communities along the Corridor. An unprecedented number of vehicles travel through the Eisenhower/Johnson Memorial Tunnels, and the Corridor is frequently congested. Because many travelers and communities depend on I-70 Mountain Corridor, mobility and accessibility must be considered with any improvements in the I-70 Mountain Corridor.

The Evaluation Guidance details how I-70 Mountain Corridor alternatives will be evaluated. The Alternative Evaluation Guidance documents how mobility and accessibility criteria will be used to determine how well an alternative is able to address local, regional, and national travel while providing a reliable and efficient transportation system that is interconnected with communities. Criteria are provided for use at each level of alternative analysis.

During the I-70 Mountain Corridor Context Sensitive Solution Workshops, the stakeholders developed a list of critical issues to be considered during all future work on the Corridor. The stakeholders further provided a list of mobility and accessibility strategies that should be considered when developing and refining alternatives.

Aesthetics

***Aesthetics** will be inspired by the surroundings, protect scenic integrity, and incorporate the context of place. Timeless design continues the Corridor's legacy.*

Aesthetics will be inspired by the surroundings, protect scenic integrity, and incorporate the context of place. Timeless design continues the Corridor's legacy.

The following principles further define aesthetics and provide specific ways to identify and reach the Core Value.

Aesthetic Principles:

- Connect to the setting; harmonize with the surroundings; and be a light touch on the land, subservient to the landscape.
- Reflect the I-70 highway as a major regional and national transportation Corridor.
- Celebrate crossing the Rocky Mountains with a high-country travel experience.
- Respect urban, rural, and natural settings.
- Draw upon and regenerate the context of place.
- Aesthetic design treatments shall:
  - Support safety and mobility.
  - Support communities and regional destinations by providing direct and subliminal messaging for gateways, connections, access, and identification.
  - Maintain a sense of the greater whole.

- Respect the current time and place.
- Integrate with functional elements.
- Borrow materials from the landscape.
- Showcase key views while buffering inconsistent views.
- Include maintenance considerations and responsibilities.

A.4 The Decision-Making Process

A.4.1 Overview

The I-70 Mountain Corridor Decision-Making Process is consistent with the following Colorado Department of Transportation manuals: The *National Environmental Policy Act Manual*, the *Planning and Environmental Linkages Program*, and the *Life Cycle Phases for Project Management*.

The Colorado Department of Transportation National Environmental Policy Act Manual includes guidance on incorporating CSS into the process. In Section 3.3, the manual states that "CSS represents an evolution in the philosophical approach to transportation and supports the social, economic, and environmental context of the facility... It should be reflected in the way the National Environmental Policy Act process is implemented."

I-70 Mountain Corridor Context Sensitive Solutions is built on a commitment to collaborative decision-making. The key principles of collaborative decision-making are:

- Principle-based
- Outcome-driven
- Multidisciplinary

To achieve a truly collaborative process, the I-70 Mountain Corridor Context Sensitive Solutions Team developed a 6-Step Process that can be used for all projects at any phase of the project life cycle. This process is based on the three principles above and uses the constructs of Decision Science to guide effective, collaborative decision-making.

Principle-Based

The Corridor Team developed the Context Statement and Core Values for the I-70 Mountain Corridor. These form the principles on which the 6-Step Process is based. These provide a touchstone for every decision that is made in the Corridor to ensure its consistency with stakeholder principles.

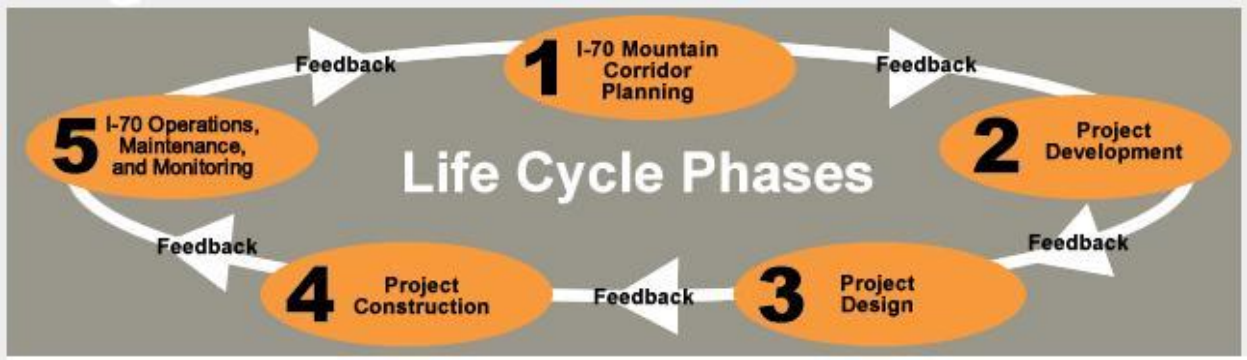
Outcome-Driven

The Life Cycle Phases and 6-Step Process provide clearly defined, repeatable decision-making steps. Early and continuous involvement of stakeholders in a fair and transparent process is a critical component of CSS and promotes the development of recommendations with strong support. Work in each of the phases will be carried out using the 6-Step Process for decision-making. Each phase has its own set of requirements and expectations, and the products developed at each phase provide inputs to the subsequent phases.

Multidisciplinary

The project leadership team, Technical Team, and Issue Task Forces are structured to provide multidisciplinary-involvement on each project. This structure supports a more robust definition of the issues and desired outcomes and leads to recommendations with broad support by the stakeholders.

A.5 Life Cycle Phases



The Colorado Department of Transportation defines the life cycles of the I-70 Mountain Corridor in five phases:

Phase 1: I-70 Mountain Corridor Planning, using the 6-Step Process, integrates with statewide planning efforts and develops plans for Corridor-wide resources.

Phase 2: Project Development, using the 6-Step Process, brings improvement concepts, environmental documents, and mitigation strategies to completion. Examples include Tier 2 documents and feasibility studies.

Phase 3: Project Design, using the 6-Step Process, develops construction plans for a project.

Phase 4: Project Construction, using the 6-Step Process, safely builds a functional transportation facility.

Phase 5: I-70 Mountain Corridor Operations, Maintenance, and Monitoring, using the 6-Step Process, will inspect, monitor, assess, manage, and maintain completed facilities.

These five phases are consistent with the process that the Colorado Department of Transportation uses throughout the state to plan, design, construct, maintain, and operate its facilities. Work in each of the phases can be carried out using the 6-Step Process for decision-making. Each phase has its own set of requirements and expectations, and the products developed at each phase provide inputs to the subsequent phases.

A.5.1 Life Cycle Phase 1: I-70 Mountain Corridor Planning

Using the 6-Step Process, I-70 Mountain Corridor Planning integrates with statewide planning efforts and develops plans for Corridor-wide resources.

I-70 Mountain Corridor Planning integrates with statewide planning efforts, champions regional planning, and promotes consistency among planning efforts. The Corridor Planning phase includes broad traffic and planning studies, such as the PEIS, that set the course for the Project Development phase.

Section 3.2 of the Colorado Department of Transportation NEPA Manual refers to Planning and Environmental Linkages as “an approach to transportation decision-making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction.” The I-70 Mountain Corridor Context Sensitive Solutions 6-Step Process is consistent with the Planning and Environmental Linkages approach. The 6-Step Process considers Core Values that address environmental, community, and economic goals. Each of the activities shown in the Planning and Environmental Linkages Corridor Planning Process Flow Chart are included in the CSS 6-Step Process, and reinforce the importance of clear and consistent decision-making processes.

Planning studies include a public and agency outreach component that engages stakeholders in the planning process. The Colorado Department of Transportation will continue to involve public and agency stakeholders throughout the Life Cycle Phases for projects on the I-70 Mountain Corridor.

Types of projects in Phase 1 include the PEIS, the Section 106 Programmatic Agreement, the Landscape Level Inventory of Valued Ecosystem Components Memorandum of Understanding, the Stream and Wetland Ecosystem Enhancement Program Memorandum of Understanding, the Historic Context Report, the Aesthetic Plan, and other Corridor-wide planning studies.

A.5.2 Life Cycle Phase 2: Project Development

Life Cycle Phase 2 – Project Development – brings improvement concepts, environmental documents, and mitigation strategies to completion.

Project Development brings improvement concepts, environmental documents, and mitigation strategies to completion. Following the 6-Step Process, Project Development identifies a project leadership team, reviews the initial project scope and inputs from previous Corridor Planning efforts, and clarifies project outcomes. The project leadership team and project staff ensure that the subsequent steps of the 6-Step Process are followed and that each step is documented. These and other teams are defined in **Section 7, Collaboration and Communication**.

The requirement of the Colorado Department of Transportation to include public and agency outreach in NEPA documents is consistent with CSS and the 6-Step Process. The Colorado Department of Transportation National Environmental Policy Act Manual includes guidance on incorporating CSS into the National Environmental Policy Act Process. Colorado Department of Transportation has made a commitment to include community representation on selection committees and project leadership teams for all projects, including site-specific Environmental Impact Statements and Environmental Assessments. The CSS approach encourages partnerships with local, regional, and state entities.

During Project Development, the project staff develops a Project Work Plan, Project Schedule, Stakeholder Involvement Plan, and Context Map checklist for review and approval by the project leadership team.

Types of projects included in Phase 2 include Tier 2 processes (Environmental Impact Statement, Environmental Assessment, Categorical Exclusions), subsequent National Environmental Policy Act Decision Documents, environmental clearances, and feasibility studies. Documents generated in this phase often include conceptual design.

A.5.3 Life Cycle Phase 3: Project Design

Life Cycle Phase 3, Project Design, develops construction plans for a project.

Project Design develops construction plans for a project. In this phase, the project staff ensures that the final design is consistent with the conceptual design and commitments made during the Project Development phase. The project staff continues to coordinate with the public, as well as with the agencies having jurisdiction in the project limits. This coordination occurs through project teams, public outreach, and one-on- one meetings with property owners to address issues such as access and design refinements. Project Design may include value engineering for more complex projects and may initiate right-of-way acquisition if right-of-way is required for Project Construction. Project Design will review environmental mitigation/sustainability commitments and ensure that they are included in the construction design/specifications/bid package. Construction phasing is considered during Project Design, particularly for larger projects that may not be fully funded.

Deliverables include project design plans, construction plans, specifications, and cost estimates. The project staff will complete environmental permits/certifications such as 404 permits and Senate Bill 40 certifications during this phase.

A.5.4 Life Cycle Phase 4: Project Construction

Life Cycle Phase 4, Project Construction, safely builds a functional transportation facility

Project Construction safely builds a functional transportation facility. In this phase, the Colorado Department of Transportation bids the project, selects the contractor, and manages construction. Project Construction ensures completion of environmental conditions/permits. The project staff coordinates with local, regional, and state governments and interest groups during the Project Construction Phase.

The Project Work Plan must include commitments to provide public information about construction activities, detours, and delays. Any construction modifications will be developed following the 6-Step Process as shown in the Sample Tasks and Documentation Matrix.

Deliverables include completion of the physical improvements, work acceptance, as-built drawings, and project closure documents.

A.5.5 Life Cycle Phase 5: I-70 Mountain Corridor Operations, Maintenance, and Monitoring

Life Cycle Phase 5 – I-70 Mountain Corridor Operations, Maintenance, and Monitoring – will inspect, monitor, assess, manage, and maintain completed facilities.

I-70 Mountain Corridor Operations, Maintenance, and Monitoring includes inspection, monitoring, assessment, management, and maintenance of completed facilities. Deliverables from this phase provide feedback to Phase 1: I-70 Mountain Corridor Planning and Phase 2: Project Development for consideration on future projects. The Colorado Department of Transportation maintains a Maintenance Management System inventory list of roadway features along state roadways. This list includes items such as surface type, ditch length, and culvert count to assist in the development of maintenance projects. If a maintenance activity is part of an ongoing program or plan, the 6-Step Process must be used to update or revise any existing plans and/or programs as outlined in the Sample Tasks and Documentation Matrix. Traveler information and traffic management are important aspects of this phase and should be addressed in plans or programs.

Stakeholders in the I-70 Mountain Corridor identified sustainability as an overarching value. Tracking the success of sustainability efforts is a major function of this life cycle phase. Sustainability Success Tracking efforts are detailed in the sustainability Core Value.

Deliverables include monitoring feedback, site-specific maintenance best management practices, and program documents such as traffic incident management plans, mowing and paving programs, and safety inspection reports.

A.6 Overview of the 6-Step Process

The 6-Step Process used for all projects on the I-70 Mountain Corridor was developed to ensure collaboration. It is consistent with Decision Science principles and can be followed for all decisions from Corridor-wide planning to construction change orders.

The 6-Step Process is used for projects on the I-70 Mountain Corridor to ensure collaboration. It is consistent with Decision Science principles and can be followed on all projects from Corridor-wide planning to construction change orders. Established plans, such as emergency plans, do not require that implementation decisions use the 6-Step Process.

The 6 Steps are:

Step 1: Define Desired Outcomes and Actions. Using the CSS Guidance and other relevant materials, this step establishes the project goals and actions. It also defines the terms to be used and decisions to be made.

Step 2: Endorse the Process. This step establishes participants, roles, and responsibilities for each team. The process is endorsed by discussing, possibly modifying, and then finalizing with all teams the desired outcomes and actions to be taken.

Step 3: Establish Criteria. This step establishes criteria, which provides the basis for making decisions consistent with the desired outcomes and project goals. The criteria measure support for the Core Values for the I-70 Mountain Corridor.

Step 4: Develop Alternatives or Options. The project staff works with the project leadership team, stakeholders, and the public to identify alternatives or options relevant to the desired outcomes, project-specific vision, and goals.

Step 5: Evaluate, Select, and Refine Alternative or Option. The process of analyzing and evaluating alternatives applies the criteria to the alternatives or options in a way that facilitates decision-making. This may be a one-step or multi-step process depending on the complexity of the alternatives and the decision.

Step 6: Finalize Documentation and Evaluate Process. Documentation should be continuous throughout the process. Final documentation will include each of the previous steps, final recommendations, and the process evaluation.

These steps are intended to provide a clear and repeatable process that is fair and understandable. The order of the steps is as important as the activities within each step.

A.6.1 Step 1: Define Desired Outcomes and Actions

Step 1 establishes the project goals and actions. It also defines the teams to be used and decisions to be made. Using the CSS Guidance and other relevant materials, this step establishes the project goals and actions. It also defines the teams to be used and decisions to be made. Relevant material may include the Statewide Transportation Improvement Program, previously developed plans or commitments, environmental documents, and current program documents. These provide the initial input into establishing the goals for the project. If the project is in the Project Design phase, for example, the desired outcomes should reflect those documented in the Project Development phase and the CSS Guidance.

During Step 1 in Life Cycle Phase 1: I-70 Mountain Corridor Planning, a project leadership team is established and should be carried through all subsequent phases of a project. By using the 6-Step Process framework, the project leadership team will develop the specific process to be used during decision making, including teams, team roles and responsibilities, and interactions during the project.

Sample tasks and documentation matrices have been developed for each of the Life Cycle Phases to guide the 6-Step Process in each phase.

A.6.2 Step 2: Endorse the Process

Step 2 establishes participants, roles, and responsibilities for each team. The process is endorsed by discussing, possibly modifying, and then finalizing with all teams the desired outcomes and actions to be taken. Endorsing the process includes clarifying teams and expectations for use in the process, developing a schedule, and confirming the project-specific decision process.

During Step 2 of a project in the Project Development phase, for example, the project leadership team and the project staff may form a Technical Team to support the project. The project leadership team leads the effort to gain endorsement of the process.

A.6.3 Step 3: Establish Criteria

Step 3 establishes criteria, which provides the basis for making decisions consistent with desired outcomes and project goals. The criteria support the Core Values and previously developed agreements and commitments, as well as design standards and other state and federal requirements.

The project staff will review the Context Statement, Core Values, Issues by Core Value, and CSS Evaluation Guidance for every project or study to identify criteria and guidance relevant to the decisions that will be made on the project. The project staff will work with the project leadership team, county representatives, and the public to establish project-specific vision, goals, and criteria. This activity is initiated with Scoping on National Environmental Policy Act projects. On smaller, less complex projects, the development of a project vision and project-specific goals and criteria can be accomplished in focused working sessions with the project leadership team, project staff, county representatives, and the public.

The purpose of establishing criteria is to support a structured decision-making process and ensure that decisions made and alternatives selected support the desired outcomes and actions, as well as the Core Values. In order to establish a fair process that reflects the stated outcomes and project goals, it is important to determine the criteria prior to developing potential alternatives.

Step 3 tracks how concerns and issues are used in the formation of criteria, allowing stakeholders and affected parties to see how their interests will be considered and permitting them to monitor the outcome in a meaningful way.

It is important to represent the needs of all stakeholders in the criteria – including local, state, and federal priorities and requirements, as well as previous comments and concerns identified through earlier efforts in the Corridor. Criteria should reflect the range of stakeholder interests, including community, interest group, and local needs and priorities. It is critical that the full range of interests and requirements be incorporated into criteria to support an evaluation process that meets requirements and interests in a clear and transparent manner.

Applicable legal and policy requirements must also be incorporated into the criteria to ensure their inclusion in alternative evaluation and selection. Such requirements may include American Association of State Highway and Transportation Officials and Colorado Department of Transportation design standards and National Environmental Policy Act criteria.

A good criterion is measurable and relevant to the project decision, and it distinguishes between alternatives or options.

A.6.4 Step 4: Develop Alternatives or Options

In Step 4, the project staff works with the project leadership team, stakeholders, and the public to identify alternatives or options relevant to the desired outcomes, project-specific vision, and goals. This work includes the review of commitments previously made for improvements, options outlined in the CSS Guidance, and brainstorming options to meet the desired outcome, vision, and goals for the project.

Engaging the public and other interested parties in this step provides an opportunity to identify and consider a wide range of alternatives and ideas in a structured approach. Ideas introduced at this step can be evaluated and documented in a way that all interested parties can track and understand. This minimizes new ideas brought forward in later steps and creates a streamlined and transparent process. Strategies developed in past Corridor efforts have been captured in Strategies by Core Value and will supplement the brainstorming effort.

Alternatives or options may include complete alternatives that address the desired outcomes and project goals. They may also be smaller parts of a solution that can be combined into a package of options to form an alternative or elements of an alternative. The important aspect of the brainstorming exercise is to allow all ideas to be captured. They will all be considered and documented in Step 5: Evaluate, Select, and Refine Alternative or Option.

A.6.5 Step 5: Evaluate, Select, and Refine Alternative or Option

Step 5 evaluates, selects, and refines an alternative or option. The process of analyzing and evaluating alternatives applies evaluation criteria to alternatives or options in a way that facilitates decision-making. This may be a one-step or multi-step process, depending on the complexity of the alternatives and the decision. The evaluation process may include refining alternatives to develop the final alternative or option. A critical element in this step is the evaluation of all ideas using all previously established criteria.

Effective use of criteria in the evaluation and selection of alternatives applies the criteria at appropriate levels of the decision-making process. If the decision or the criteria are complex, the process may be iterative, applying a series of criteria at differing levels of detail. For example, a three-level process may use broad criteria to screen out unrealistic or unfeasible alternatives and apply more detailed evaluation criteria in subsequent evaluation steps. This helps to streamline the evaluation by focusing data collection and analysis on viable alternatives. Multi-level evaluation also provides an opportunity to refine options or alternatives to meet the desired goals or outcomes more effectively with a greater understanding of the alternative's strengths and weaknesses in each criterion.

The project staff must clearly document how evaluation criteria are applied to all ideas to provide an easily accessible record of how each idea generated through brainstorming was evaluated and possibly modified.

A.6.6 Step 6: Finalize Documentation and Evaluate Process

Step 6 finalizes documentation and evaluates the process. Continuous documentation should take place throughout the 6-Step Process. Step 6 compiles, summarizes, and references the documentation from the previous steps. It also debriefs and evaluates the process, compiling lessons learned and best practices. Final documentation will include the outcome from each of the previous steps, final recommendations, and the process evaluation. Documentation will provide strategies, exercises, and successes for use in future studies.

A.7 Collaboration and Communication

Collaboration and Communication explains project teams and partnerships necessary for project completion.

A.7.1 Ongoing Collaboration and Communication

The Colorado Department of Transportation will partner with county agencies and stakeholders to convene County-Wide Coordination Meetings. These include county, city, and town representatives who will meet on an agreed-upon schedule in order to discuss upcoming projects, ongoing projects, and maintenance activities. Federal and state agencies and special interest groups may also be involved in these meetings.

Additionally, Colorado Department of Transportation will organize public meetings that will be open to all stakeholders when their input is needed or when information is available for discussion.

A.7.2 Project Collaboration and Communication

Every project in the I-70 Mountain Corridor will form a project leadership team to lead the project. The project leadership team is a collaborative stakeholder team that focuses on the decision-making process and moving the process forward.

The project staff is a multidisciplinary team that includes experts in planning, design, public process, and communication. This team focuses on the day-to-day work of the project.

Optional Project Teams

Technical Teams are multidisciplinary teams that include experts in each of the Core Values. Projects with multiple issues and stakeholders may require Technical Teams. The project staff may act as the

Technical Team for smaller projects or projects that address a single issue, such as rock fall mitigation or pavement overlays.

Issue Task Forces are multidisciplinary teams that include stakeholders and experts in the Core Values surrounding a single issue. When a single or focused issue arises during a project, the project may require an Issue Task Force. The Issue Task Force will report its recommendations to the project leadership team or the project staff, after which the Issue Task Force will be dissolved. The project staff may be the Issue Task Force for a project addressing a single issue, such as updating a traffic incident management plan.

A.7.3 Project Leadership Team

Every project in the I-70 Mountain Corridor will form a project leadership team to lead the project. The project leadership team is a collaborative stakeholder team that focuses on the decision-making process and moving the process forward.

Roles and Responsibilities

Lead the Project: The project leadership team will identify all relevant materials for the project – such as the CSS Guidance, Programmatic Environmental Impact Statement, other environmental documents, and local plans. The project leadership team will discuss and establish project outcomes and will identify the actions and decisions needed to reach those outcomes. Furthermore, the project leadership team may develop a request for proposals using those outcomes, actions, and decisions.

The project leadership team will also determine the teams needed to reach the project outcomes and will identify the members needed for each team. If consultants are used on the project, the Colorado Department of Transportation project manager and community leaders will join the consultant selection team.

Along with the project staff and attendees at County-Wide Coordination Meetings, the project leadership team will assist in staffing the other teams needed for the project.

Champion CSS: The project leadership team will ensure that the CSS Guidance, the Context Statement, the Core Values, and the 6-Step Process are integrated into the project. The project leadership team will identify CSS checkpoints as events in the project timeline upon completion of a formal review for consistency with CSS.

The project leadership team will have primary responsibility for ensuring that Step 1: Define Desired Outcomes and Actions and Step 2: Endorsing the Process are accomplished with all project stakeholders.

The project leadership team will review and endorse required CSS elements such as Project Work Plans and associated Project Schedule, the Project Manager checklist, Context Map Reviews, the Stakeholder Involvement Plan, and the Public Information Plan.

Enable Decision-Making: The project leadership team will approve the project-specific decision-making process for its project. This process will detail the interaction between teams, the Stakeholder Involvement Plan, and the Project Communication Plan. The project leadership team will be responsible for keeping the project on track with each of these plans.

When policy issues arise that cannot be resolved within the project teams, the project leadership team will identify and implement the steps needed to resolve the issue and make a decision. The project leadership team is not empowered to make policy decisions. Instead, it is responsible for identifying who must be involved in making the decision, bringing the decision-makers together, and facilitating solutions or approaches to keep the project moving forward.

The project leadership team will facilitate formal actions required by councils, boards, and/or commissions to keep the project moving forward.

Membership:

- The project leadership team is the leader of the project and consists of the FHWA, Colorado Department of Transportation, and Corridor leaders. The following entities will have representation on the project leadership team:
  - Federal Highway Administration (1 – 2)
  - Colorado Department of Transportation program engineer (1)
  - Colorado Department of Transportation project manager (1)
  - Community leaders (1 – 2)
  - Colorado Department of Transportation environmental lead (1)
  - Open seat based on individual project needs (1)
  - Contractor project manager, added during the construction phase of a project (1)
  - Consultant project manager as facilitator
  - Consultant staff for technical expertise as needed

If a consultant is engaged for the project, the consultant project manager will facilitate this team.

Forming the Project Leadership Team

The project leadership team should include representatives from each of the entities listed above. Every effort should be made to keep the members of the project leadership team consistent throughout all phases of the project. Each of the agencies and affected communities should be contacted early in the project initiation and asked to identify its representative(s) for the project leadership team. Outreach to county officials and local municipalities should occur prior to finalizing a scope or advertising for consultant services to ensure the involvement of community leaders in developing the request for proposal and selecting the consultant or contractor.

Members of the project leadership team should make every effort to attend all meetings in person rather than appoint alternate members and should be able to adequately represent their agency's interests on the project leadership team.

Meetings

The project leadership team will meet regularly, perhaps monthly, through active times of the project. The project leadership team will remain intact through all the phases of the project. Periods of low activity may occur, particularly between Life Cycle Phases.

Every effort will be made to keep the members of the project leadership team consistent throughout all phases of the project.

A.7.4 Project Staff

The project staff is a multidisciplinary team that includes experts in planning, design, public process, and communication. This team focuses on the day-to-day work of the project.

Roles and Responsibilities

- Implement Context Sensitive Solutions.
- Develop the project-specific decision-making process, which will detail the interaction between teams, the Project Work Plan, the Stakeholder Involvement Plan, and the Public Information Plan.

- Set goals for the project, identify the actions and decisions needed to reach those goals, and support the County-Wide Coordination Meetings used in staffing the Technical Team.
- Lay out alternatives and options.
- Analyze alternatives and options.
- Plan and hold team meetings identified in the Project Work Plan.
- Plan and hold all public meetings identified in the Stakeholder Involvement Plan.
- Document the project.

The project staff will have primary responsibility for accomplishing Step 3: Establish Criteria; Step 4: Develop Alternatives or Options; Step 5: Evaluate, Select, and Refine Alternative or Option; and Step 6: Finalize Documentation and Evaluate Process.

Membership

The project staff will include the Colorado Department of Transportation staff and consultant staff needed to reach the project goals. The project leadership team will guide the project staff.

The project managers and the project staff will have the following skills:

- Understanding of the I-70 Mountain Corridor Context Sensitive Solutions Guidance.
- Understanding of the Context Statement and Core Values.
- Previous use of Context Sensitive Solutions on a transportation project.
- Previous use of structured decision processes.

Meetings

The project staff will meet frequently, perhaps weekly.

A.7.5 Technical Team

The Technical Team will be a multidisciplinary team that includes experts in all of the Core Values.

Roles and Responsibilities

The roles and responsibilities of the Technical Team include:

- Assuring that local context is defined and integrated into the project.
- Recommending and guiding methodologies involving data collection, criteria, and analysis.
- Preparing and reviewing technical project reports.
- Supporting and providing insight with respect to community and agency issues and regulations.
- Assisting in developing criteria.
- Assisting in developing alternatives and options.
- Assisting in evaluating, selecting, and refining alternatives and options.
- Coordinating and communicating with respective agencies.

Documents provided for review will identify what input is needed, how the input will affect the project, and the timeframe requested for response.

Membership

The Technical Team will be comprised of experts in the Core Values relevant to the project goals. These may include, but are not limited to, technical staff such as planners, engineers, maintenance personnel, historians, emergency providers, and environmental specialists.

Technical Team membership will be comprised of representatives from:

- Cities and towns within the project limits.
- Counties encompassed by the project limits.
- Non-governmental organizations relevant to the project goals.
- Federal and state agencies with responsibilities relevant to the project.

The project manager will be responsible for organizing and facilitating the Technical Team.

Meeting Topics/Format

The Technical Team's meeting topics will generally parallel the project-specific decision-making process. This process will detail the interaction between teams, the public participation plan, and the project communication plan.

The meeting format will be structured for open conversations and information sharing.

A.7.6 Issue Task Force

Issue Task Forces are multidisciplinary teams that include stakeholders and experts in the Core Values surrounding a single issue.

Roles and Responsibilities

The roles and responsibilities of an Issue Task Force will include working through the elements of the identified issue in order to reach a recommendation to be taken forward to the project leadership team, the Technical Team, or the project staff.

The project leadership team, the Technical Team, or the project staff may form an Issue Task Force as needed to reach the project goals. An Issue Task Force will have focused topics and will work from a plan that outlines the actions needed to make a recommendation within a given timeframe.

The Issue Task Force will be responsible for documenting the process and making recommendations.

Membership

The Issue Task Force will be comprised of stakeholders and experts in the Core Values relevant to the identified issue.

Meeting Format

Meetings will be structured for open conversations and information sharing. When appropriate, the Issue Task Force will distribute materials for review prior to the meeting for discussion at the meeting.

Examples of Issue Task Force Topics:

- Develop the mitigation needed for an impacted city park.
- Develop the way-finding signage plan for a stretch of the I-70 highway with reconfigured interchanges.
- Update a traffic incident management plan.

A.8 Conclusion

A.8.1 Why CSS for the I-70 Mountain Corridor?

The I-70 Mountain Corridor is unique in the world. It is the gateway to the Colorado Rockies, one hundred forty- four miles of mountains and valleys, towns and scenic views, places to stop and linger, destinations and activities, places to live, history to experience, a world of snow, wildlife and people. If you ski, hike, camp, fish, hunt, gamble, mountain bike, love history, or just like clean air then the I-70 Mountain Corridor is a place you will want to visit.

Sounds like travel advertising, but this is the I-70 Mountain Corridor. And it deserves unique and world class planning, design and construction. That was the thinking of all of the stakeholders as they embarked on the development of the CSS Guidance.

During the development of the CSS Guidance, trust has been rebuilt among the corridor stakeholders. The Colorado Department of Transportation has shown they are listening and adapting their approach in the corridor. Agencies and communities are talking about shared solutions. Using the CSS Guidance will streamline all of these future plans and designs.

The corridor stakeholders, the authors of this material, want the best and newest ideas -- consistent with the Corridor vision and goals—to be used on the corridor.

A.8.2 The CSS Guidance is the Implementation Strategy for the Corridor

The I-70 Mountain CSS Guidance is the how-to-get-it-done-right instructions on the Corridor for all future Tier 2 processes, all design projects, and all future construction.

The Colorado Department of Transportation initiated the I-70 Mountain Corridor CSS project to provide effective guidelines for future planning, design, and construction projects. The goal was to have the corridor become the nation’s standard for collaboration, partnerships, transportation innovation, and environmental sustainability.

The guidance website, a one-of-a-kind collection of the work completed-to-date on the Corridor, includes technical work, analysis, mapping of resources, and thousands of stakeholder comments, concerns and strategies. Captured on this website are the dreams and goals of stakeholders from agencies to users.

A.8.3 Partnerships: The Hidden Treasure of the CSS Process

CSS recognizes that transportation projects are not only the responsibility or concern of engineers and constructors – or, for that matter, only the responsibility of the Colorado Department of Transportation. CSS calls for the collaboration of technical professionals, local community interests groups, landowners, facility users, the public, and, essentially, any and all stakeholders who live and work near or use the facility.

It is through the CSS team approach that an understanding is gained of the stakeholder values for the project. With this understanding, stakeholders strive to incorporate these values into the project solutions. This approach begins conversations among the agencies and groups that have plans and responsibilities for resources within the area of a project. This discovery leads to solutions that meet both the common and unique goals for a multitude of stakeholders. Partnerships are forged through recognizing everyone’s goals, developing solutions that support all goals, and joining together to implement the solutions.

The I-70 Mountain Corridor CSS Guidance is an efficient and effective use of public resources, by realizing the goals for all of the responsible agencies with a multiplied benefit to the Corridor.

Appendix B
Collaborative Effort Materials and Consensus Recommendation

This appendix includes the initial Operating Agreement and Protocols for the I-70 Mountain Corridor Collaborative Effort; a modified Operating Agreement for use moving forward after the original mission to develop a recommended alternative had been accomplished; Keystone Center assessment of stakeholder input, opportunities for collaborative decision making for the project, and potential stakeholder groups to participate; Keystone Center report summarizing conclusions from initial work done to reach consensus on a recommended alternative; the Collaborative Effort's Consensus Recommendation, and participating organizations.

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DRAFT
Operating Agreement and Protocols for
The I-70 Mountain Corridor Collaborative Effort

Subject to review, revision, and agreement by Collaborative Effort members

1. Purpose

The purpose of the Collaborative Effort is to:

1) Identify remaining central questions, concerns and information needs required to build agreement around a recommended alternative for the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS).
2) Identify which questions, concerns and information needs are sufficiently met by previous analysis in the I-70 Mountain Corridor PEIS or which are best addressed in venues and decision making processes other than the PEIS or the Collaborative Effort.
3) Build agreement, to the extent possible, around which criteria and key considerations will be used to identify a recommended alternative for transportation modes, improvements and alignments.
4) To the extent possible, the group will build agreement around a recommended alternative which identifies modes of travel, transportation improvements, and mechanisms to protect or mitigate impacts to environmental, community and economic health and prosperity.
5) Agree on principles, guidelines and mechanisms for future analysis and decision making, consultation between lead and review agencies and stakeholders regarding transportation improvements beyond the Collaborative Effort.
6) Consider, and where appropriate, offer guidance on near-term projects that may be initiated before the completion of the PEIS or the Context Sensative Solutions (CSS) process.
7) Collaborative Effort discussions should be cognizant of larger regional, state, national and global issues. For example, fossil fuel availability and costs and carbon emissions are some of the larger sustainability issues that should help frame Collaborative Effort discussions.

3. Membership and Attendance

Members of the Collaborative Effort agree not to appoint alternate members and instead will strive to attend all meetings in person. Members agree that participation by phone or conference call is not desirable. If any member is unable to attend a meeting they can still contribute to the Collaborative Effort by providing agenda items for discussion and by reviewing appropriate materials so as to be prepared for discussions in subsequent meetings.

Weather Cancellation Policy: If a significant number of members are unable to attend due to weather, meetings will be cancelled. As a general guideline, if school busses are cancelled in the area of meeting location or in a number of member's areas, then so too will the meeting be cancelled.

4. Decision Making and Deliberation

The group's highest goal is consensus. A consensus agreement is one that all group members can support, built by identifying and exploring all parties' interests and by developing and outcome that satisfies these interests to the greatest extent possible. To enhance creativity during meetings, individuals are not expected to restrict themselves to the prior positions held by their organizations, agencies or constituencies. The goal of the meetings is to have frank and open discussion of the topics and alternatives in question. Therefore, ideas raised in the process of the dialogue, prior to agreement by the whole group, are for discussion purposes only and should not be construed to reflect the position of a member or to prematurely commit the group.

Formal voting will not be used by the group for decision making. Informal polling may be used during the process to assess the congruence of members on an issue or set of issues. If consensus is not possible, then the level of support and dissention will be noted and all deliberations and products of the Collaborative Effort will be considered by the lead agencies in their decision making.

The participants agree to use the Collaborative Effort venue to resolve questions associated with the PEIS. At the same time, the participants recognize that there are other venues for addressing their concerns, including the CSS process and formal comment periods associated with state and Federal environmental review processes. Participation in this Collaborative Effort process does not preempt participation in any other venue; however, participants in the mediation will be mindful of the impact of their comments in other venues, will refrain from undermining the work of the Collaborative Effort and will not speak for other parties or the collaborative group without explicit instructions from the group's members.

As necessary, the facilitator may call for a break or caucus sessions.

5. Recommended Alternative

The ultimate goal of the Collaborative Effort is to build agreement, to the extent possible, around a "recommended alternative" that identifies modes of travel, transportation improvements and mechanisms to protect or mitigate impacts to environmental, community and economic health and prosperity.

The lead agencies of the I-70 Mountain Corridor PEIS are responsible for identifying and selecting a "preferred alternative". Ideally, the recommended alternative and the preferred alternative will be identical. Lead agencies cannot delegate their responsibilities regarding decision making and selecting a preferred alternative. However, as equal and participating members of the Collaborative Effort, lead agencies are committed to crafting with all stakeholders a recommended alternative that can be supportive and consistent with a recommended alternative.

6. Document Review

The facilitators are committed to preparing agendas, meetings summaries and supporting materials for the Collaborative Effort which serve the breadth of interests of members and which are not inappropriately influenced by any particular stakeholder group or membership.

All changes, suggestions or edits to supporting documents will be submitted through the facilitators. Facilitators are responsible for posting relevant materials to the PEIS website.

Two types of meeting summaries will be prepared:

- "Summary Notes" will be a short summary of key points prepared during the meeting and reviewed by the group before adjourning.
- "Meeting Minutes" are also prepared by the facilitators, and are a more detailed account of meeting proceedings. Meeting Minutes will be circulated, reviewed and approved by e-mail in between meetings.

Approval of the Summary Notes or Meeting Minutes by group members is a testament that the summaries accurately reflect the discussions in the meeting. Approval of the summaries does not signify an official or binding agreement for any group member.

7. Email Communication

Email will be used for meeting scheduling and logistics, document review and agenda building. Email will not be used for discussion, deliberation or agreement building.

8. Independent Technical Support

The Collaborative Effort may seek to appoint a technical expert or resource to support decision making and deliberation. For example, a technical expert may provide insight on the application and interpretation of National Environmental Policy Act and environmental impact statements. If technical expertise is needed that cannot be adequately provided by existing resources available to the Collaborative Effort, Collaborative Effort group, or an agreed upon subset of the group, will assist directly in the selection of technical experts.

9. Public Attendance and Comment

Collaborative Effort meetings are dedicated working sessions for group members. As such, agendas for the Collaborative Effort will be designed to maximize the time for group discussion and deliberation. To promote transparency, thorough discussion and the inclusion of the breadth of interests and stakeholders, all meetings of the Collaborative Effort will be open for observation by interested members of the public and a brief public comment period will be provided in each meeting.

10. Communication with other organizations, individuals and the media

Collaborative Effort members wish to maintain an environment that promotes open, frank and constructive discussion. Members recognize that such an environment must be built on mutual respect and trust, and each commits to avoid actions that would damage that trust. In communicating about the group's work, including communicating with the press, each member agrees to speak only for herself or himself; to avoid characterizing the personal position or comments of other participants; and to always be thoughtful of the impact that specific public statements may have on the group and its ability to complete its work. No one will speak for any group other than their own, without the explicit consent of that group. Should anyone wish the Collaborative Effort to release information to the press, the group will do so through a mutually agreeable statement, drafted by consensus of all of that group's members.

11. Working Groups and Support for Stakeholder Groups

As necessary, subcommittees may be formally created by the group to address special topics in greater detail. These Working Group may be formed in conjunction with the CSS process, particularly when broader participation may be helpful.

In addition, facilitation or agenda building support may be offered to stakeholder groups to promote coordinated, informed and representative discussions by all members.

***More clarification on role of CSS and integration with CE.

12. Facilitation

The role of the facilitators is to assist the group in identifying issues and interests, narrowing options, and developing agreement where possible. They will do this by:

1. Ensuring that a broad range of perspectives are brought to bear on the decision-making processes, including the perspectives of those most affected by the decisions or policies at issue.

2. Remaining impartial on the substance of issues being discussed while ensuring that participants decide which issues are discussed.

3. Considering the entire group as the "client;" recognizing that any participant, not just the funder, can recommend that the facilitator is not acting as a neutral party and should be excused from his or her duties.

4. Fully disclosing the sources of funding and relationships and protocols with those funding facilitation services.

5. Reserving the right to withdraw from a process if the facilitator has just reason to believe participants are not participating in good faith.

6. Ensuring that decision-makers within the organization and our projects understand that they cannot use the facilitator to influence the outcome of any of our projects.

7. Encouraging decision-makers in our projects to use consensus wherever possible and appropriate.

8. Encouraging the fullest disclosure and exchange of information that may be vital to finding solutions while respecting that participants may choose to place constraints on what is made public and what remains proprietary.

9. Posting relevant meeting materials to a common website. www.i70mtncorridor.com

13. Schedule and Milestones

Members of the Collaborative Effort commit to efficient, effective discussions. All members agree up front to strive to meet the schedule they establish at the first meeting. Group discussion and deliberations may result in the intentional, formal adjustment of the schedule and milestones.

For example, the group may find that technical information required for an informed discussion on a central or critical topic is lacking or absent and required for inform discussion.

Members of the Collaborative Effort will seek agreement on which information needs or discussion items bear directly on the scope and decision making of the Effort and of the I-70 Mountain Corridor PEIS. It is likely that there will be discussion items or information needs that cannot be addressed within the timeframe of the Collaborative Effort schedule. For these concerns, the members of the Collaborative Effort will seek agreement on decision making principles and processes beyond the Collaborative Effort.

Operating Agreement and Protocols for
The I-70 Mountain Corridor Collaborative Effort
(Updated July 24, 2009)

1. Purpose

The ongoing purpose of the Collaborative Effort is to:

1) Ensure consistency with the Collaborative Effort's agreement, signed May, 2008;
2) Provide a forum to track policy level decisions and progress related to the I-70 Mountain Corridor PEIS;
3) Provide a mechanism for responding to the triggers identified in the Collaborative Effort Agreement, signed May, 2008.

The original purpose of the Collaborative Effort, achieved in May 2008 was to:

1) *Identify remaining central questions, concerns and information needs required to build agreement around a recommended alternative for the I-70 Mountain Corridor PEIS.*
2) *Identify which questions, concerns and information needs are sufficiently met by previous analysis in the I-70 Mountain Corridor PEIS or which are best addressed in venues and decision making processes other than the PEIS or the Collaborative Effort.*
3) *Build agreement, to the extent possible, around which criteria and key considerations will be used to identify a recommended alternative for transportation modes, improvements and alignments.*
4) *To the extent possible, the group will build agreement around a recommended alternative which identifies modes of travel, transportation improvements, and mechanisms to protect or mitigate impacts to environmental, community and economic health and prosperity.*
5) *Agree on principles, guidelines and mechanisms for future analysis and decision making, consultation between lead and review agencies and stakeholders regarding transportation improvements beyond the Collaborative Effort.*
6) *Consider, and where appropriate, offer guidance on near-term projects that may be initiated before the completion of the PEIS or the CSS process.*
7) *Collaborative Effort discussions should be cognizant of larger regional, state, national and global issues. For example, fossil fuel availability and costs and carbon emissions are some of the larger sustainability issues that should help frame Collaborative Effort discussions.*

2. Membership and Attendance

The entities listed below are members of the Collaborative Effort. Those entities must designate a person to serve as their representative on the Collaborative Effort. The general make-up of the Collaborative Effort should be maintained to ensure the balance of perspectives throughout the corridor are represented. Upon agreement of the Collaborative Effort members, additional organizations may join the Collaborative Effort after demonstrating they are a direct stakeholder in the corridor. The list of members may be modified in the future while continuing to maintain the balance of perspectives.

Members agree that participation by phone or conference call is not (desirable). If any member is unable to attend a meeting they can still contribute to the Collaborative Effort by providing agenda items for discussion and by reviewing appropriate materials so as to be prepared for discussions in subsequent meetings.

Weather Cancellation Policy: If a significant number of members are unable to attend due to weather, meetings will be cancelled. As a general guideline, if school busses are cancelled in the area of meeting location or in a number of member's areas, then so too will the meeting be cancelled.

3. Decision Making and Deliberation

The group's highest goal is consensus. A consensus agreement is one that all group members can support, built by identifying and exploring all parties' interests and by developing and outcome that satisfies these interests to the greatest extent possible. To enhance creativity during meetings, individuals are not expected to restrict themselves to the prior positions held by their organizations, agencies or constituencies. The goal of the meetings is to have frank and open discussion of the topics and alternatives in question. Therefore, ideas raised in the process of the dialogue, prior to agreement by the whole group, are for discussion purposes only and should not be construed to reflect the position of a member or to prematurely commit the group.

Formal voting will not be used by the group for decision making. Informal polling may be used during the process to assess the congruence of members on an issue or set of issues. If consensus is not possible, then the level of support and dissention will be noted and all deliberations and products of the Collaborative Effort will be considered by the lead agencies in their decision making.

The participants agree to use the Collaborative Effort venue to resolve questions associated with the Programmatic Environmental Impact Statement. At the same time, the participants recognize that there are other venues for addressing their concerns, including the CSS process and formal comment periods associated with state and Federal environmental review processes. Participation in this Collaborative Effort process does not preempt participation in any other venue; however, participants will be mindful of the impact of their comments in other venues, will refrain from undermining the work of the Collaborative Effort and will not speak for other parties or the collaborative group without explicit instructions from the group's members.

As necessary, the facilitator may call for a break or caucus sessions.

CE members will nominate and elect co-chairs. The role of the co-chairs is to assist with determining when meetings are needed and setting agendas. The co-chairs will be the point of contact for CE members. NOTE: will serve X year term?

4. Recommended Alternative

The Collaborative Effort's agreement on a recommended alternative shall provide the basis for ongoing discussions of the Collaborative Effort

Lead agencies cannot delegate their responsibilities regarding decision making. However, as equal and participating members of the Collaborative Effort, lead agencies are committed to crafting with all stakeholders decisions that can be supportive and consistent with the recommended alternative.

5. Document Review
The co-chairs, in conjunction with the facilitators (if present), are committed to preparing agendas, meetings summaries and supporting materials for the Collaborative Effort which serve the breadth of interests of members and which are not inappropriately influenced by any particular stakeholder group or membership.

All changes, suggestions or edits to supporting documents will be submitted through the facilitators. CDOT is responsible for posting relevant materials to the PEIS website.

Two types of meeting summaries will be prepared:

- "Summary Notes" will be a short summary of key points prepared during the meeting and reviewed by the group before adjourning.
- "Meeting Minutes" are also prepared by the facilitators, and are a more detailed account of meeting proceedings. Meeting Minutes will be circulated, reviewed and approved by e-mail in between meetings.

Approval of the Summary Notes or Meeting Minutes by group members is a testament that the summaries accurately reflect the discussions in the meeting. Approval of the summaries does not signify an official or binding agreement for any group member.

6. Email Communication
Email will be used for meeting scheduling and logistics, document review and agenda building. Email will not be used for discussion, deliberation or agreement building.

7. Independent Technical Support
The Collaborative Effort may seek to appoint a technical expert or resource to support decision making and deliberation. For example, a technical expert may provide insight on the application and interpretation of National Environmental Policy Act and environmental impact statements. If technical expertise is needed that cannot be adequately provided by existing resources available to the Collaborative Effort, Collaborative Effort group, or an agreed upon subset of the group, will assist directly in the selection of technical experts.

8. Public Attendance and Comment
Collaborative Effort meetings are dedicated working sessions for group members. As such, agendas for the Collaborative Effort will be designed to maximize the time for group discussion and deliberation. To promote transparency, thorough discussion and the inclusion of the breadth of interests and stakeholders, all meetings of the Collaborative Effort will be open for observation by interested members of the public and a brief public comment period will be provided in each meeting.

9. Communication with other organizations, individuals and the media
Collaborative Effort members wish to maintain an environment that promotes open, frank and constructive discussion. Members recognize that such an environment must be built on mutual respect and trust, and each commits to avoid actions that would damage that trust. In communicating about the group's work, including communicating with the press, each member agrees to speak only for herself or himself; to avoid characterizing the personal position or comments of other participants; and to always be thoughtful of the impact that specific public statements may have on the group and its ability to complete its work. No one will speak for any group other than their own, without the explicit consent of that group. Should anyone wish the Collaborative Effort to release information to the press, the group will do so through a mutually agreeable statement, drafted by consensus of all of that group's members.

10. Working Groups and Support for Stakeholder Groups
As necessary, subcommittees may be formally created by the group to address special topics in greater detail. These Working Group may be formed in conjunction with the CSS process, particularly when broader participation may be helpful.

In addition, facilitation or agenda building support may be offered to stakeholder groups to promote coordinated, informed and representative discussions by all members.

11. Facilitation
Should a professional facilitator be engaged, the role of the facilitators is to assist the group in identifying issues and interests, narrowing options, and developing agreement where possible. They will do this by:

1. Ensuring that a broad range of perspectives are brought to bear on the decision-making processes, including the perspectives of those most affected by the decisions or policies at issue.

2. Remaining impartial on the substance of issues being discussed while ensuring that participants decide which issues are discussed.

3. Considering the entire group as the "client;" recognizing that any participant, not just the funder, can recommend that the facilitator is not acting as a neutral party and should be excused from his or her duties.

4. Fully disclosing the sources of funding and relationships and protocols with those funding facilitation services.

5. Reserving the right to withdraw from a process if the facilitator has just reason to believe participants are not participating in good faith.

6. Ensuring that decision-makers within the organization and our projects understand that they cannot use the facilitator to influence the outcome of any of our projects.

7. Encouraging decision-makers in our projects to use consensus wherever possible and appropriate.

8. Encouraging the fullest disclosure and exchange of information that may be vital to finding solutions while respecting that participants may choose to place constraints on what is made public and what remains proprietary.

9. Posting relevant meeting materials to a common website. (front page: www.i70mtncorridor.com)

12. Schedule and Milestones

Per the Collaborative Effort agreement, the Collaborative Effort will convene at least every two years to review the current status of all projects and consider the Agreement triggers in evaluating the need for additional capacity improvements.

Further, in 2020 CDOT, in coordination with the Collaborative Effort, will conduct a thorough assessment of the overall purpose and need and effectiveness of implementation of these decisions. At that time, CDOT and FHWA, in conjunction with the stakeholder committee, may consider the full range of improvement options.

Members of the Collaborative Effort commit to efficient, effective discussions. All members agree up front to strive to meet the schedule they establish . Group discussion and deliberations may result in the intentional, formal adjustment of the schedule and milestones. For example, the group may find that technical information required for an informed discussion on a central or critical topic is lacking or absent and required for inform discussion.

Members of the Collaborative Effort will seek agreement on which information needs or discussion items bear directly on the scope and decision making of the Effort and of the I-70 Mountain Corridor PEIS. It is likely that there will be discussion items or information needs that cannot be addressed within the timeframe of the Collaborative Effort schedule. For these concerns, the members of the Collaborative Effort will seek agreement on decision making principles and processes beyond the Collaborative Effort.

Member Organizations

CE may change the organizations within each category.

Federal Agencies
- US Army Corps of Engineers
- US Forest Service
- Federal Highway Administration

State Agencies
- Colorado Department of Transportation

Local Government
- Town of Vail
- Garfield County
- Eagle County
- Clear Creek County
- City of Idaho Springs

Transit Agencies and Advocates
- Federal Transit Administration
- Rocky Mountain Rail Authority
- Summit Stage
- Colorado Rail Passenger Association
- CASTA

Environmental
- Trout Unlimited
- Sierra Club
- Blue River Chapter of the Sierra Club
- Colorado Environmental Coalition

Historic Preservation
- National Trust for Historic Preservation

Users
- I70 Coalition
- Colorado Motor Carriers Association

Front Range
- Denver Metro Chamber of Commerce
- Denver Mayor's Office

Mountain Business
- Vail Resorts
- Summit Chamber of Commerce
- Colorado Ski Country USA

Keystone Center Assessment:
Opportunities for Collaborative Decision Making in the Interstate 70 Mountain Corridor Programmatic Environmental Impact Study

Executive Summary of Key Findings

- There is a broadly recognized need for safety and mobility improvements in the I-70 Mountain Corridor.
- It is important that the Programmatic Environmental Impact Statement (PEIS) identify a preferred alternative and be completed in relatively short time frame.
- There remain issues of concern that may require additional information and analysis. Some of these issues can be considered within the Tier 1 PEIS. Some of these issues may need to be considered in Tier 2 or more detailed studies after the conclusion of the PEIS.
- It is recommended that a small, collaborative, working group be convened to build agreement on decision making and consultation processes and to identify a recommended alternative for transportation modes and improvements in the I-70 Mountain Corridor.
- If trust and confidence in agency leadership and collaborative decision making can be established, it may be possible to build a strong consensus around a broad alternative that identifies travel modes and transportation improvement priorities.

Background and Methodology for this Assessment

In spring of 2007, the Colorado Department of Transportation (CDOT) and the Federal Highways Administration (FHWA) developed a Request for Statements of Interest and Qualifications for an organization to design and facilitate a collaborative decision-making process to identify a recommended transportation alternative for the Interstate 70 Programmatic Environmental Impact Statement (PEIS). The US Institute for Environmental Conflict Resolution (USIECR) managed the selection process and convened a panel of key stakeholders previously involved in the PEIS that, in turn, selected The Keystone Center to develop a situation assessment, and if desirable and appropriate, design, convene and facilitate a collaborative decision making process.

In August of 2007, facilitators from The Keystone Center began interviewing key stakeholders, reviewing background materials and working with CDOT to understand its goals for the PEIS and any collaborative effort. Keystone conducted approximately sixty thirty-minute to two-hour interviews. The list of interviewees is included at the end of this document.

The following is a summary of findings from key stakeholder interviews and recommendations for a collaborative decision-making processes. The responses from all stakeholders have been summarized, condensed and rephrased by the facilitators.

Areas of General Agreement

The majority of interviewees expressed similar or compatible views about the following:

- There is a need for improving mobility and safety in the I-70 Mountain Corridor
- Decision making, consultation and public involvement processes related to the PEIS can be improved to be more inclusive and responsive.

- Clear Creek County and its communities face a disproportionate share of impacts from the roadway and from any future construction projects.
- The I-70 Mountain Corridor includes many opportunities for exemplary examples of regional transportation design and implementation.
- Any meaningful, effective solution will require extensive resources and the cooperation of all stakeholders.
- After seven years of study, it is time to identify a preferred alternative and complete the PEIS. Many share the desire to identify an alternative so that funding initiatives may be developed in time for upcoming elections.
- There is a complex interplay among safety, mobility, economic development, environmental protection and the protection of community and cultural resources. In addition, mountain environments complicate and constrain the design of transportation infrastructure. As such, there are few, if any, simple and inexpensive options to improve transportation in the mountain corridor.

Substantive Areas Requiring Additional Information, Study or Analysis

Though not true for all stakeholders, many felt that the Draft Environmental Imapct Statement (EIS) contains a substantial and adequate amount of information, data and analysis. Most reservations about the study are related to the interpretation of the data and the subsequent conclusions. However, interviewees indicated that the Draft EIS provides insufficient information in many areas. However, some environmental interests believe the environmental information is not sufficient and that a supplemental EIS is needed to address their concerns.

<u>Transit</u>

- Perspectives on the development of transit systems in the mountain corridor vary from "necessary" to "undesirable" to "impossible." This is due in part to the lack of a comprehensive transit feasibility study. There are several remaining questions about transit solutions including:
    - How to accommodate the collection and distribution of passengers.
    - Whether transit solutions meet the travel needs of mountain users and recreationalists.
    - Whether bus rapid transit (BRT) or other non-fixed-guideway transit solutions are desirable and feasible.
    - Whether fixed guideway technology exists that will function safely and efficiently in the mountain corridor.
    - Whether the best alignment for fixed guideway is in the highway right-of-way or is found elsewhere.
    - How a transit system would affect the population growth and land use patterns in mountain communities.
    - How to sequence highway improvements and transit construction to minimize travel delays and economic impacts to mountain communities.

<u>Economic Development and Community Impacts During Construction</u>

- While many acknowledge the analysis in the Draft PEIS regarding the potential economic impacts of different transportation alternatives at build-out, there remain many questions and concerns about the specific economic effects during the

construction phase of any transportation improvements. Given that the transportation improvements will take years to complete, many are concerned that impacts, including the lack of mobility within mountain communities and the loss of revenue, may severely affect the viability of some mountain communities.

Environmental Protection and Impact Mitigation

- Potential environmental impact and options for mitigation were identified as being of insufficient detail in the Draft PEIS in the following areas:
    - Ensuring that mitigation outlined in any CDOT planning process offers more than guidance but instead represents commitments as appropriate to a tired document.
    - Proper planning, design, analysis and construction best management practices to minimize the effects on water quality and aquatic ecosystems.
    - Assessment of potential impacts from disturbing roadbeds during construction. Mine waste tailings as roadbed material may contain contaminants.
    - Wildlife movement and the ability to cross any roadway or transit alignment.
    - Environmental Justice concerns include effects to low income and minority populations who travel to and from work in the corridor as well as health impacts to those who live closest to the highway or who might be displaced by any improvements.
    - Cumulative, secondary and large-scale environmental impacts such as air quality, carbon emissions and the effect of increased visitation to mountain ecosystems.

Developments Since the Draft PEIS was Published in 2004

The corridor and the region have changed since the Draft PEIS was published in 2004. The following changes have influenced stakeholder perspectives:

- The Denver area's Regional Transportation District (RTD) successfully passed a bond issue to fund the design and construction of FasTracks, a major regional transit and fixed guideway system. FasTracks has raised general awareness of transit options and when built out, will provide a network with which other transit systems can be integrated.
- Some stakeholders have identified new fixed guideway technologies that may have the potential to meet the design and performance parameters of the mountain corridor. If a fixed guideway alignment is contiguous with the highway corridor, weather, steep grades and contours preclude the effective use of most train and fixed guideway technologies.
- Since 2004, there has been a groundswell of concern and a shift in national and international perspectives on global climate change, carbon emissions and fossil fuel availability. For those that identify these as key issues, these issues greatly influence their perspectives on what are feasible and realistic transportation options in the future.
- Traffic, congestion and vehicle-miles traveled in the corridor have increased. Skiing and skier travel has increased. An all-time peak travel volume was recorded in August of 2007 on I-70 at the Eisenhower/Johnson tunnels. Traditionally congestion

on the I-70 mountain corridor was viewed as a "Friday afternoon to Sunday afternoon" problem. Greater volumes of travel now result in congestion and low levels of service on weekdays as well as weekends in both the summer and the winter, and this trend is expected to continue.

- The Blue Ribbon Panel on Transportation Finance and Implementation was established by the Governor's office, is underway and a report is expected near the end of 2007.
- Vail Pass studies and proposals, such as for additional climbing lanes, continue to be developed.
- In 2005 legislation was enacted, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. Many stakeholders felt that previous state administrations were not open to thorough assessments and analysis of fixed guideway and transit solutions and instead were focused on highway expansion and construction.
- The change in state leadership in the Office of the Governor and in the Department of Transportation has resulted in increased confidence that transit questions may be examined with diligence and rigor.

In addition, changes to the PEIS itself which may reframe I-70 discussions and may influence the selection of a preferred alternative in the Final PEIS.

- The range of recommended alternatives identified in the Draft PEIS was defined partly by a selection criterion that no solution or alternative could exceed $4 billion. This upper-limit budget constraint resulted in the elimination of the most ambitious transportation alternatives including all fixed guideway options. CDOT has since removed the $4 billion cap/screening criterion. It is important to note that there is virtual unanimity that there is not currently a sufficient funding source for any transportation solution in the I-70 Mountain Corridor.
- CDOT altered the Purpose and Need Statement for the PEIS to include a fifty-year vision in addition to the twenty-five-year planning horizon which was an important parameter in the modeling and analysis of alternatives. Most stakeholders agreed that it is difficult to identify assumptions about travel modes and behavior fifty years into the future with any confidence, accuracy or precision. However, most stakeholders suggest that in fifty years a multimodal solution may be necessary due to population growth in Colorado (and subsequent increase in travel demand), the effect of carbon emissions on global climate change or the availability of petroleum and other fossil fuels.

Range of Transportation Alternatives

The range of transportation alternatives under consideration is relatively small. Options for improving safety and mobility can be grouped into the following general categories:

- Focus on highway improvements first with a commitment to acquire and preserve the footprint for transit options. Initial focus on fixing highway "pinch points" and key safety issues. Highway expansion and lane additions are included in this category of options.
- Build a fixed guideway first then improve the highway as needed.

- Consider transit other than fixed guideway such as Bus Rapid Transit, Rail Buses or shuttles, with or without dedicated lanes.

Range of Procedural Interests

A range of procedural interests, concerns and suggestions were put forth by those interviewed. Any decision-making or consultative process should be cognizant of the range of opinions regarding decision making.

- Currently, trust and confidence in agency leadership and collaborative decision making is very low. Despite numerous public meetings and opportunities to comment, true dialogue among stakeholders and decision makers has been limited. Consultation in both planning and in project development could be improved.
- Not all stakeholder groups have identical interests or speak with one voice. Environmental groups, the ski industry and individual resorts and advocates for rail and fixed guideway solutions are all examples of stakeholder groups that hold a range of interests and favorite solutions, some of which may be competitive or contradictory.
- The Draft PEIS included cost estimates, screening criteria and consideration of environmental mitigation that indicate a bias towards highway solutions
- It has been two years since the Draft PEIS was published, and several important factors and considerations have changed since that time. Developing a Supplemental PEIS is identified as an established mechanism to update and supplement the PEIS.
- The data presented in PEIS are sufficient but were not appropriately or sufficiently used in screening or analysis of preferred alternatives.
- The data and analysis in the Draft PEIS are sufficient. Additional information and details can be included in Tier 2 studies. CDOT should identify a preferred alternative and complete the PEIS.

Range of Stakeholder Engagement Process Alternatives

Included below is a range of possible stakeholder engagement processes and models:

- No formal group convened: CDOT and FHWA can proceed with individual negotiations with stakeholder groups. Principles of collaboration and joint decision making can still apply to individual negotiations. Given past critiques of incomplete discussions and a lack of transparency in decision making, this model of decision making may not engender the greatest confidence, especially among those stakeholder groups who have felt most disenfranchised from previous processes.
- Small Collaborative Effort Convened: a small (15-30 member) but representative collaborative working group can be convened with the tasks of building agreement on decision-making and consultative processes and identifying a recommended alternative.
- Broad Public Involvement: Many large public meetings and outreach efforts could be used to poll affected and interested parties. Previous public involvement efforts, although substantial, have not been successful in building broad agreement for a preferred alternative. Some level of broad public engagement is likely necessary and will likely be a part of the Context Senstative Solutions (CSS) and other Tier 1 studies.

General Framework for Decision Making Processes

The following is a list of interests that need to be addressed for any model of decision making to be successful:

- Consultation with the affected public and key stakeholders should be inclusive and transparent.
- Decision-making processes and protocols should be dynamic and adaptive over the life of the PEIS, the Context Sensitive Solutions (CSS) process, and the design and build out of any transportation improvements.
- There needs to be greater definition in the areas of greatest disagreement or confusion including economic impacts of construction, environmental protection and mitigation and transit feasibility and performance.
- Any model of decision making should strive for the consensus around an alternative.

Recommendations for a Collaborative Process

Based on this assessment and interviews with key stakeholders, The Keystone Center recommends convening a Collaborative Effort Working Group. This working group should be large enough to be inclusive and small enough to accommodate meaningful, productive discussions. Given the range of stakeholders and process management limitations, we recommend that the collaborative effort include approximately 15-30 members, with options for alternate members to participate along with their primary representative. A list of potential stakeholder groups is included below. This list has been developed in consultation with stakeholders to determine representation of their interests. In addition, The Keystone Center will work with the representatives to facilitate conversations and input from the broader constituencies they are expected to represent.

Key Tasks of a Collaborative Effort

It will be important for a Collaborative Effort Working Group to identify the proper scope of work and range of issues to consider. Virtually all parties interviewed express a desire to complete the PEIS, and not to start over or disregard all of the work and analysis done in preparation of the Draft PEIS. The Keystone Center suggests that the Collaborative Effort Working Group take on the following key tasks:

- Build agreement on protocols and decision making for the collaborative effort
- Determine which questions, areas or issues have been addressed sufficiently in the PEIS, and which issues require further analysis. This includes identifying which issues can be addressed via the CSS process, Tier 1 analysis, Tier II studies, etc.
- Build agreement to the greatest extent possible on decision-making, consultative processes, and opportunities for public engagement after the collaborative effort sunsets and as further study, design and construction continues.
- Build agreement on a *recommended* alternative. Note that this is not the same as a *preferred* alternative, which will eventually be identified in the Final PEIS by the lead agencies of the study. Ideally, the recommended alternative and preferred alternative will be identical.

Criteria for Participation in Collaborative Effort Working Group

Any meetings of a Collaborative Effort Working Group should be dedicated to being productive working sessions for the participants. However, all meetings should be open to the public for

observation and may include short public comment sections. Participating members of the collaborative effort and their alternates should meet the following requirements for participation:

- Able to represent the breadth of views of their constituency, rather than just representing their personal views.
- Empowered as a decision maker within their organizations or constituencies or otherwise able to commit and bind their constituencies to any agreements of the collaborative effort.
- Familiarity with I-70, the previous processes and the range of issues.
- Open to a range of possible solutions.
- Able to be creative and help develop new alternatives and solutions.
- Able to be a statesman/diplomat--all members should be proactive about seeking areas of agreement and should look for mutually beneficial solutions.
- Able to commit the time necessary to attend all day-long meetings of the Collaborative Effort Working Group and to prepare for each meeting by examining supporting information and materials.

Factors That May Contribute to Successful Collaboration

Despite the long history of disagreement about transportation options in this corridor and while there remain significant, difficult questions about the future of I-70, its users and the mountain communities it serves. The Keystone Center facilitators believe there is room for building consensus around a broad, Tier 1 preferred alternative that identifies travel modes and transportation improvement priorities. The following factors, if present, can contribute to a successful collaboration and decision-making process.

- Given that different organizations or individuals within a set of philosophically aligned stakeholder groups hold sometimes competing or not complementary interests and solutions, it may be very helpful to offer facilitation support for stakeholder groups. Stakeholders representing environmental interests have expressed a specific desire for additional support to prepare and coordinate between Collaborative Effort Working Group meetings. Such support will likely increase the productivity and clarity of working group discussions.
- Issue specific workgroups may be convened to address those issues that are most contentious, have the greatest divergence of opinions, or require a finer level of detail to be considered before a broad agreement can be reached.
- Significant low levels of trust among the participants, all stakeholders, participants and interested parties will have to keep an open mind and allow time for trust and confidence building, and for reestablishing working relationships.
- All stakeholders must recognize that trust depends, in part, on transparency. Each needs to be forthcoming to communicate fully.
- Trust also depends on integrity. Follow-through and adherence to commitments is essential.
- A key factor for the success of a collaborative effort will be identifying an appropriate scope and mission. Consensus around a broad preferred alternative that identifies travel modes and transportation improvement priorities appears to be possible. However, some issues of concern may have to be examined in detail and some strong agreements on decision-making and consultative processes subsequent to the PEIS may be necessary.
- The CSS process offers many opportunities for stakeholder engagement, recruiting expertise and building partnerships for transportation solutions. However, trust and

confidence in decision making and consultation processes must be built before many stakeholder groups will be willing to defer detailed design and other important questions to the CSS processes.

- If all regulatory agencies affected by I-70 are aware and engaged, offering proactive and forthcoming opinions, concerns and guidance, there is a greater likelihood that any agreements developed in the Collaborative Effort will be durable and implementable.

Potential Stakeholder Groups for a Collaborative Effort

The following list includes potential stakeholder groups that may participate in a Collaborative Effort. Once a final list of participating organizations is set, The Keystone Center will work with each organization to designate the appropriate representative and alternate.

Stakeholders Interviewed in Preparation of this Assessment

First Name	Last Name	Title
Kevin	Batchelder	Town Manager, Town of Silverthorne
David	Beckhouse	FTA
Joe	Blake	Denver Metro Chamber
Ernie	Blake	Mayor of Breckenridge
John	Calhoun	Trustee, Town of Silver Plume
Ann	Callison	Concerned Citizen
Amy	Cole	National Trust for Historic Places
Harry	Dale	Clear Creek County Commissioner, Rocky Mtn Rail Authority
Don	Dempsey	Formerly CIFCA
Jon	Esty	Colorado Rail Passanger Association
Bob	French	Summit County Commissioner
Gary	Frey	Colorado Trout Unlimited
Greg	Fulton	President, Colorado Motor Carriers
Tim	Gagen	Brckenridge Town Manager
Greg	Hall	Public Works Director, Town of Vail
Betsy	Hand	Co-chair of the transportation committee, Sierra Club
Charmaine	Knighton	FTA
Carol	Krause	Arapaho-Roosevelt National Forest
Debrorah	Lebow	EPA
Carol	Legard	Advisory Council on Historic Preservation
Jim	Lindberg	National Trust for Historic Places
Mary Jane	Loevile	Local Historical Representative, City of Idaho Springs
Dennis	Lunbery	Mayor, City of Idaho Spring
Fred	Lyssy	Mayor, Town of Silver Plume
Karen	McGovan	DRCOG
Kim	McNaulty	Colorado Tourism Office, Office of Economic Development & International Trade
Bert	Melcher	Colorado Mobility Coalition
Melanie	Mills	Colorado Ski Country USA
Cindy	Neely	Town of Georgetown
Kevin	O'Malley	Clear Creek County Commissioner,
Michael	Penny	Town Manager, Town of Frisco and I-70 Coalition
Flo	Raitano	I-70 Corridor Coalition
Anne	Rajewski	Colorado Association of Transit Agencies

Michael	Ramsey	Federal Railroad Administration
Frederick	Rollenhagen	Planning Director, Clear Creek County
Peter	Runyon	Eagle County Commissioner
George	Schuernstuhl	DRCOG
JoAnn	Sorenson	Clear Creek County Planning
Paul	Strong	Colorado Association of Ski Towns
Liz	Telford	RTD
Mike	Turner	RTD
Jay	Ufer	Colorado Mountain Express
Bill	Wallace	Summit County Treasurer
David	Weaver	City and County of Denver
Randy	Wheelock	concerned citizen, Clear Creek County
Elena	Wilkin	Colorado Association of Transit Agencies
Bob	Wilson	Colorado Passenger Rail Association
Valdis "Zeke"	Zebauers	Highways and Transportation, Jefferson County
Stan	Zemler	Town Manager, Town of Vail
Bernie	Zimmer	Ranger Express
Michelle	Zimmerman	South Rockies Ecosystem Project

1. About this Report

This report represents the conclusion of the initial work done to reach consensus on a Recommended Alternative for the I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (PEIS). It includes a summary of the agreement reached, the process used to reach agreement, and factors that will contribute to on-going success or pitfalls that could undermine the agreement. It has been prepared by The Keystone Center and represents only the perspective of the facilitators involved in the effort. It is not a consensus document, and has not been edited by any members of the Collaborative Effort (CE).

2. Introduction

The consensus agreement of the I-70 Mountain Corridor Collaborative Effort has been described as “historic.” Indeed, the important work of this committee represents progress and a departure from decades of distrust, misunderstanding and contention about transportation planning, environmental protection and the economic vitality in and beyond this interstate highway corridor.

Key elements of the consensus agreement for a Recommended Alternative include:

-**A multi-modal solution:** Both transit and highway improvements are a part of the suite of transportation improvements in the corridor. There was strong agreement for the need to address a specific list of “safety and efficiency” improvements in the near term. By 2025, an “Advanced Guideway System” must be in place, unless determined to be infeasible and decisions about additional highway improvements will need to be made.

-**An incremental and adaptive approach to transportation improvements:** All recognized that future travel demand and behavior is uncertain. Also, the group allowed for the possibility that transit improvements may lessen or remove the need for certain highway improvements. Therefore, “don’t build unless you need to” became an overarching principle of the agreement, and specific milestones were attached to different transportation improvements.

-**Commitment to continued involvement among all stakeholders**: Throughout the work of the Collaborative Effort, relations among stakeholders evolved from suspicious and guarded discussion to creative problem solving. Of the many factors that contributed to this success, perhaps none were more important than the increasing willingness of all parties to engage in frequent, forthcoming and detailed conversations. Therefore, all parties have committed to ongoing collaboration in both formal and informal venues.

The Collaborative Effort consensus agreement, like the Programmatic Environmental Impact Statement that it informs, is a broad-level recommendation. The agreement, especially once incorporated into the study, will help set the tone and template for future studies that must be more specific and detailed in order to develop actionable plans and realize improvements. In this way, the Collaborative Effort did not answer all questions about transportation, land use planning and economic development in the Mountain Corridor. However, the recommendation does answer some of these questions for now, sets a positive tone for continued work and offers specific guidance for near-term priorities. The agreement is included in this report as Attachment A.

3. Overview of the Collaborative Effort Process

To initiate this process, FHWA and CDOT worked with the U.S. Institute for Environmental Conflict Resolution to establish a selection committee made up of diverse stakeholders and select a facilitator. After interviewing three teams, the selection panel chose The Keystone Center to facilitate the effort. The Keystone Center first interviewed over 50 stakeholders throughout the corridor to identify issues and make recommendations regarding a possible process for developing consensus on a preferred alternative. The Keystone Center presented several process options to the selection committee to consider.

The initiation, convening and development of the Collaborative Effort is addressed in detail in the Situation Assessment developed by The Keystone Center early in the CE process (please see Attachment B). This includes initial identification and interviews, the designing of the mission and composition of the group and highlighting key items for discussions. Attachment C includes the final list of members of the CE.

Once underway, the CE met once, sometimes twice, a month in full group. In addition, the CE empowered small working groups to take on tasks in between meetings. Initial meetings occurred in November 2007 and were concluded in May 2008. Significant discussion and meeting preparation took place in between meetings, initially at the encouragement and initiation of the facilitators. By the end of the process, virtually all participants were initiating problem solving discussions between and among each other.

The facilitation team initially outlined a strategy and sequence of discussions:

-Develop and find support for the mission of the Collaborative Effort
-Identify key issues for discussion, including initial areas of strong agreement and disagreement
-Develop protocols and principles for engagement, deliberation and decision making
-Agree on the criteria against which any suite of transportation alternatives will be evaluated by the group for desirability
-Identify data needs and questions about methods of analysis
-Examine the range of alternatives to be considered

-Narrow the range of alternatives and eventually select a suite of improvements based on the performance criteria -Clarify and any codify agreements.

All of these topics were eventually covered, and the general progression of the group roughly follows this outline. However, like many collaborative exercises, the discussions of this group included fits and starts, several tangents, some progress and several setbacks, and often facilitators worked right up until meetings to invent tools and mechanisms for discussion that would highlight agreement, and productively address disagreement, with mixed success. Though a few meetings in particular proved to be pivotal exceptions, group deliberations were often described as frustrating and fruitless by the participants. Many felt that "we have already tried this before". Some doubted the lead agencies' ability to be open minded, listen to stakeholder needs and honor agreements, especially informal ones. Agency representatives and others often doubted the ability of stakeholders to move off of old positions, suspicions and resentments, and to look for corridor-wide solutions.

Indeed, many of the key discussion items identified by the group and the facilitation team could not begin without extensive discussion about how the work of the CE might be used and considered by the lead agencies. Specifically, several members had specific questions about the application of the National Environmental Policy Act (NEPA) such as: what, if any agreements at a Tier 1, Programmatic level would be binding and offer guidance to future Tier 2 studies. The application of NEPA and next steps (moving from Draft PEIS to Final PEIS to Record of Decision) required considerable time and attention in and between group meetings early in the CE process, and again near the end of the process.

Two developments assisted the group in addressing questions regarding NEPA and the role of the CE. First, a letter was drafted from the lead agencies, Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT), which explicitly committed each agency to support and implement a consensus agreement, should the group be able to reach one. Second, a small working groups were empowered by the CE to identify, interview and select independent experts who could advise the CE on the application of NEPA, possible pitfalls and areas of litigation, how to strengthen and codify CE agreements, etc. With guidance and facilitation, the subcommittee in charge selected two independent advisors, met with them on several occasions throughout the CE process, and the advisors observed and contributed to CE deliberations and meetings.

Once discussions about transportation improvement and decision making were underway, there were some moments where discussions were decidedly forward-looking, were focused on problem solving, and which highlighted areas of common concern and agreement. Among the most notable was the January 29' 2008 meeting, where participants were divided into small working groups and asked, using maps and markers, to outline broadly which highway and transit improvements enjoyed broad support. At the end of this session, three maps were developed by participants, and one by observing

audience members, which showed a great deal of overlap and coincidence. Each working group outlined virtually the same near-term priority issues for “safety and efficiency improvements” to the highway system, and all maps highlighted the need for a fixed guideway system of transit in the corridor, looking out 50 years into the future. The map exercise also highlighted the biggest area of disagreement—whether highway widening is needed or desirable throughout the entire corridor.

Virtually all members of the Collaborative Effort left the January sessions with positive reactions, surprised at the degree of overlapping interests and with hope that it may be possible to identify common solutions. The facilitators note that this agreement about a broad-level suite of transportation solutions was not a new development. Early in the convening and stakeholder interviews, it was clear that most to all stakeholders supported a multi modal solution. However, the work of the CE was saddled with the same challenge faced by the PEIS: a lack of trust that the principles that underpin broad-level transportation solutions will hold true and guide future, more specific decisions about sequencing of improvements, community and environmentally sensitive design, cost sharing, etc.

As such, deliberations continued and many well-established frustrations and suspicions remained. It is possible that the momentum gained in, for example, the mapping exercise meeting, could have dissipated until frustration overwhelmed the group and closed down discussion. Two external factors may have been factors in keeping the group together and moving towards a solution: the Context Sensitive Solutions (CSS) process, and the development of I-70-focused legislation in the Colorado Congress.

CDOT, in conjunction with the prime contractor, CH2MHill, initiated a process to develop a guide for Context Sensitive Solutions, focusing on the I-70 Corridor. It is through this process which detailed, contextual, specific design and community and environmental protection and mitigation processes and solutions are to be developed. The intention was and is for the CSS and subsequent Tier 2 environmental studies to address the detailed, context sensitive designs for community and environmental protection through the study and build-out of transportation infrastructure.

Initially, like for the CE process, trust in the CSS process was low. Some of this distrust remains, as stakeholders anxiously wait to see if assurances of meaningful and open stakeholder engagement developed in the CE continues through the CSS process. Nonetheless, while some apprehension remained about the legitimacy of the CSS process, the ability to postpone some fine-scale detail questions (which were often of great importance to stakeholders), made it possible to keep the CE on task and focused on broad-level questions and recommendations appropriate for a programmatic study.

Additionally, in the spring of 2008, several bills were introduced to the Colorado legislature which involved identifying sources of funding for corridor improvements such as tolling travel or specific times and types of travel in the corridor. While highlighted as funding-focused, the specific legislation introduced, if passed, would have likely

influenced and/or restricted the types of transportation improvement possible in the corridor.

The existence of this legislation had several impacts on CE discussions. First, and perhaps most importantly, it highlighted that the transportation needs and problems in this corridor are of statewide concern and beyond. If the CE were unable to come to agreement about improvements, it was clear that others statewide were ready and even anxious to push problem solving on I-70 forward. Reports from CE participants seem to indicate that this added some urgency to CE discussions. In the end, this urgency may have contributed to the eventual success of the group reaching agreement. However, the legislation did also result in some short-term setbacks. First, meetings of the CE were disrupted as all participants were understandably keen to participate in legislative proceedings. In the end, urgency placed on answering I-70 questions seemed to outweigh the temporary disruptions for CE proceedings.

The introduction of legislation also resulted in somewhat diminished cohesion and integrity of the CE as a working group. It became clear that one delegation of the CE played a pivotal role in the authorship, introduction and support of the legislation. This added to latent distrust and lack of faith in the CE process, as many were concerned that CE members would seek to advance their interests outside the CE process, rather than engaging in forthcoming and genuine problem solving within the group. Indeed, several members raised concerns that working around and outside of the CE was in violation of the protocols of the group. In the end, the legislation was not passed and the CE continued with its work.

While the failed legislation may have added urgency to CE discussions, it did not necessarily add momentum nor help the group focus on areas of agreement or how to address areas of disagreement. In fact, deliberations in February, March and even into April often stalled and showed little progress. While broad-level agreement remained, significant and important differences also remained, especially regarding the sequencing and conditions under which highway widening could occur in the communities which are widely recognized as receiving the greatest impact from construction and simultaneously the least benefit from the improvements. Some argued enthusiastically that proper application of transit would reduce or remove the need for additional highway widening in these communities. Others contended with equal enthusiasm that even a multi-modal solution will not meet travel demand adequately, and that highway widening will be a necessity, with or without transit. Others advocated for an incremental and adaptive approach, pushing for immediate and meaningful movement towards transit development while also focusing on near term highway safety and efficiency improvements, and measuring the impacts of these improvements.

A two-day meeting was scheduled for the CE in April. At the end of the first day of work, it did not appear that an agreement was close-at-hand. It was only after informal, discussion in the evening of the first day that agreement appeared possible. CE members worked together to identify criteria, benchmarks and milestones through which improvements could start, communities could be protected, and the remaining questions

about the overall effectiveness of different solutions could be evaluated. These conditions were developed further in the second day of meetings in April, and preliminary agreement around a package of transportation improvements was developed. A small working group was empowered by the CE to refine and clarify these agreements, which they did, and the Recommended Alternative was ratified by consensus in the May 2008 meeting.

4. Factors that Contributed to Success:

From the facilitators' perspectives, there were several important elements which made success and a consensus agreement possible, including:

-**A new gubernatorial administration:** When Governor Bill Ritter was elected, he placed several contentious environmental studies on hold, and specifically asked for increased dialogue and collaborative problem solving. Relationships among stakeholders and the previous administration including appointed agency leadership were laden with distrust and resentment. The acknowledgement of conflict and the willingness to initiate and engage in collaborative discussion were critically important for initial exploratory discussions to begin. New leadership also allowed all stakeholders to "untrench" themselves from the dynamics that had developed over the previous negotiations and discussions

-**Initial reframing of the PEIS Purpose and Need:** The first Draft PEIS was published with two highly-contentious elements, a 25 year timeframe for the study, and a $4 billion cap on any preferred alternative. Both were seen as attempts to limit the range of possible alternatives, and more specifically, to make it so that only roadway expansion projects were the only likely outcomes of the PEIS. The inclusion of a 50 year timeframe initially added some comfort to those considering participation in the CE, as it appeared to enable more long-term, sustainable solutions. Interestingly, the group struggled throughout the process to identify useful and meaningful assumptions about travel demand and behavior 50 years into the future, and especially chose performance criteria in their agreement which focuses on shorter-term milestones.

-**Very well informed participants:** With few exceptions, the members of the CE have all spent years, in some cases decades, searching for sustainable and desirable transportation solutions for the Mountain Corridor. As a result, these persons carried with them many memories of past which often were formidable obstacles to productive discussion and trust-building. However, these same participants also carried extensive knowledge of the communities in the corridor, the analysis performed in the PEIS, the application of NEPA, transportation and transit planning, etc. When the group was prepared to engage, this knowledge allowed discussions to move quickly.

-**Diverse composition, independent facilitation**: CE members report almost unanimously that the inclusion of independent facilitation was critical for creating

a modicum of trust and initiating discussions. A well formed, diverse group ensured that broad range of interests were represented in CE deliberations.

-**Thorough and credible technical analysis:** Early, and with great clarity, many stakeholders expressed strong reservations primarily with *how* technical data and analysis in the Draft PEIS was developed and utilized. Also early in the CE process, long lists of needs for data and analysis to inform decision making were generated. However, as discussions proceeded, it became increasingly clear that there was confidence in the thoroughness and validity of technical analysis, and the primary issues where associated more with how the data was being used to support specific alternatives. This was invaluable in helping the CE focus on developing their recommendations for which assumptions and criteria should be used to interpret analysis and generate conclusions and recommendations, rather than spending additional time and resources redoing studies and analysis that already exists.

-**Willingness of participants to engage in collaborative problem solving:** The most important factor contributing to success was the willingness of CE members and the supporting cast to let go of old battles and resentments and to focus on creative problems solving. The reframing of the study, the inclusion of independent facilitation, the existence of a new administration and agency leadership and good technical analysis all contributed to success. However, consensus agreement was only possible because each CE member eventually chose to believe that decision making could improve and that a mutually beneficial transportation solution was possible and all members contributed to developing a solution that met the broadest range of interests possible.

5. Possible Pitfalls to be Avoided:

The agreement reached by the CE is just the beginning of the process of moving forward with possible solutions. There are several factors that may inhibit implementation if the stakeholders throughout the corridor are not able to continue to work together towards the agreement that was reached in June, 2008. These factors include the following.

-**Deconstruction of the CE agreement rather than additional problem solving:** The CE Recommended Alternative sets the tone and framework for initial work to begin. It also sets initial, broad milestones which will act as “triggers” and benchmarks for future decision making, specifically about highway widening in certain places in the corridor. Discussions throughout and subsequent to the CE process show that there remains important disconnects about these triggers. There is great and dangerous potential for this agreement to lose meaning or utility if parties try to search for specific triggers from a broad agreement. The Recommended Alternative codifies several agreements-in-principle, primarily:

- Don’t develop transportation infrastructure until and unless it is needed
- Make immediate and meaningful efforts towards analyzing (and if feasible, implementing) transit

- Leave room for future conditions to change regarding travel costs, demand, behavior, population growth, environmental health, etc.
- Continue to proactively engage a broad range of stakeholders on transportation decision making.

If individuals or groups attempt to deconstruct or parse the CE Recommended Alternative to show that "they won" or to use the agreement to further their interests, there is great risk that this agreement could unravel. Instead, this agreement can be most useful in setting a positive tone for future relations, defining a broad vision for the highway corridor and as a departure point for future, more specific, context-sensitive decisions. In short, the Collaborative Effort was successful because it was *collaborative*. And it is in collaboration that future success will be found.

-**Defining "Advanced Guideway System" prior to adequate transit studies**: Several studies are already underway that are the beginnings of transit evaluation and feasibility studies. These studies were not complete by the conclusion of the CE, nor will they likely be completed by the time the Final PEIS is published or a Record of Decision is issued. Given the broad focus of the CE and the lack of information and analysis regarding specific transit technologies performance and suitability, the CE Recommended Alternative intentionally defines transit broadly as an "Advanced Guideway System". This term was used by the group to discuss a transit system with its own fixed alignment (which may depart from the highway alignment), as opposed to more incremental transit approaches such as adding passenger busses in existing general purpose lanes (which is was identified by the group as a desirable short-term strategy.)

When it is time to rigorously ask "how best to implement transit in the corridor", it is critical that the scope and purpose of these studies are developed collaboratively, and without artificial restrictions, exclusions or advantages for certain transit technologies. Otherwise, these transit studies will be subject to similar criticisms born by the PEIS in terms of predetermined outcomes or unlevel fields of play.

-**Delay of CSS, Tier 2 and Transit Studies and fundraising efforts:** Many elements of the CE Recommended Alternative involve future study and context-specific decision making. A frequent refrain in CE deliberations was that any suite of suggested transportation solutions will only be viable if they enjoy broad and rigorous support. Should Tier 2 studies lag or stall, or should meaningful efforts to study and implement transit falter, there is great risk that the life-span and utility of this CE consensus agreement be diminished greatly.

-**Lack of cohesive corridor-wide vision:** As was pointed out by several participants, any of the CE discussions were inhibited by a lack of a corridor-wide vision for population growth, economic development environmental protection, and the transportation systems which will accommodate this vision. Some CE

participants pointed out that it is difficult to design a transportation system that meets desired demand, when it is not clear what the desired demand is. Unfortunately, a corridor-wide vision requires that each locality individually develop and eloquently define their vision for their communities, and then in turn to work with their neighbors and surrounding regions to develop a cohesive vision. It is of the utmost importance that questions about, for example, desired number of visitors to public lands, the desirability of mountain communities as bedroom communities, the type and location of economic and population growth, etc; be answered in advance of and parallel to transportation planning questions. As of yet, most of these questions remained unanswered. While these discussions are crucial they necessarily will need to look at a wide range of development and growth issues, and not just transportation. As such, the leadership to address them must come from the mountain community stakeholders rather than the transportation agencies.

-**Re-entrenchment and breakdown of discussions:** Perhaps most importantly diverse groups of stakeholders and decision makers must be empowered to continue in detailed, collaborative discussions. Inevitably, government, agency and stakeholder leadership will change and evolve. Those present to craft this agreement will hand off responsibility to newcomers. Even if not, many of the most difficult discussions about transportation improvements in the corridor will be around site-specific, context-relevant questions. Should some, any or all of the interested parties return to their respective corners, focus disproportionally on their own interests and not commit to future collaborative decision making (however cumbersome or uncomfortable), there is great risk that the significant and historic advances made in the Collaborative Effort will be for naught.

6. Conclusion

The I-70 Mountain Corridor Collaborative Effort made amazing progress in six short months. Many factors led to its success and others could have very easily led to its demise. In the end, it is the leadership of all of the stakeholders that allowed a collaborative agreement to emerge, and it is this continued leadership that will allow for a successful implementation.

CONSENSUS RECOMMENDATION

INTRODUCTION

The Collaborative Effort, a 27-member group representing varied interests of the corridor, was charged with reaching consensus on a recommended transportation solution for the I-70 Mountain Corridor. The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) were active participants in this group and committed to adopt the consensus recommendation in the I-70 Programmatic Environmental Impact Statement (PEIS).

VISION FOR THE I-70 MOUNTAIN CORRIDOR

The Collaborative Effort's vision for transportation in the I-70 Mountain Corridor is multi-modal. Transit and highway improvements are based on proven needs and will enhance the corridor, its environment and communities. The Collaborative Effort has not completed a corridor-wide vision for the future, thereby limiting the ability of the group to accurately determine future actions and needs. In order to adequately assess future transportation needs, local governments and communities, along with additional broad stakeholder participation, need to lead a discussion to develop a long-range corridor vision for growth, transportation, and mobility. One primary purpose of this endeavor would be used to assist in the evaluation of capacity improvements. All parties must take ownership in needed changes and continue to work together to achieve this vision.

The criteria below informed the Collaborative Effort's recommendation and will serve as criteria of effectiveness moving forward:

- The solution should improve safety and mobility for all users.
- The solution should be responsive and adaptive to broader global trends that will affect the way we make travel decisions into the future.
- The solution will meet the purpose and need and all environmental and legal requirements.
- The solution should preserve, restore and enhance community and cultural resources.
- The solution should preserve, and restore or enhance ecosystem functions.
- The solution should be economically viable over the long term.

The Collaborative Effort's solution recognizes the importance of providing meaningful recommendations, short-term direction, and the ability to adapt to future conditions and needs. The Collaborative Effort has not analyzed the potential environmental impacts of this recommendation. A comparative analysis must be made of the impacts of this alternative against all other alternatives identified in the Draft Programmatic Environmental Impact Statement. The CE understands that the agencies will make this comparison as required by the National Environmental Policy Act. The recommendation below captures the consensus of the Collaborative Effort.

RECOMMENDATION

The recommendation for I-70 through Colorado's mountain corridor is a multi-modal solution including non-infrastructure components, a commitment to evaluation and implementation of an Advanced Guideway System, and highway improvements. A reassessment of the improvements' effectiveness and reviews of study results and global trends shall be conducted prior to implementing additional capacity improvements. Continued stakeholder involvement is necessary for all tasks conducted on the I-70 transportation system.

The following describes the components of this recommendation:

Non-Infrastructure Related Components

Non-infrastructure related components can begin in advance of major infrastructure improvements to address some of the issues in the corridor today. These strategies and the potential tactics for implementation require actions and leadership by agencies, municipalities and other stakeholders beyond CDOT and FHWA. The strategies include but are not limited to the following:

- Increased enforcement.
- Bus, van or shuttle service in mixed traffic.
- Programs for improving truck movements.
- Driver education.
- Expanded use of existing transportation infrastructure in and adjacent to the corridor.
- Use of technology advancements and improvements which may increase mobility without additional infrastructure.
- Traveler information and other intelligent transportation systems.
- Shift passenger and freight travel demand by time-of-day and day-of-week.
- Convert day-trips to overnight stays.
- Promote high occupancy travel and public transportation.
- Convert single occupancy vehicle commuters to high occupancy travel and/or public transportation.
- Implement transit promotion and incentives.
- Other transportation demand management (TDM) measures yet to be determined.

Advanced Guideway System

An Advanced Guideway System (AGS)[1] is a central part of the recommendation and includes a commitment to the evaluation and implementation of AGS within the corridor, including a vision of transit connectivity beyond the study area and local accessibility to such a system.

Additional information is necessary to advance implementation of an AGS system within the corridor:

- Feasibility of high speed rail passenger service.
- Potential station locations and local land use considerations.
- Transit governance authority.
- Alignment.
- Technology.
- Termini.
- Funding requirements and sources.
- Transit ridership.
- Potential system owner/operator.
- Interface with existing and future transit systems.
- Role of AGS in freight delivery both in and through the corridor.

Several studies currently underway will provide further information to assist stakeholders with evaluation and implementation of AGS. CDOT is committed to provide funding for studies in support of the additional information needs to determine the viability of the AGS. The implementation plan will identify roles and responsibilities, including actions and leadership required by agencies, municipalities and other stakeholders in addition to CDOT and FHWA.

[1] As defined by the performance criteria identified by the I-70 Coalition.

Highway Improvements

The Collaborative Effort recognizes that highway improvements are needed to address current corridor conditions and future demands. These improvements must be planned considering all elements of the recommendation and must be consistent with local land use planning. The following safety, mobility, and capacity components are not listed in order of priority, are not subject to the parameters established for future capacity improvements identified in the latter part of this document, do not represent individual projects and may be included in more than one description. They are listed in two categories. All of the improvements in both categories are included in our recommendation. The "Specific Highway Improvements" are called out specifically for the triggers for the Future Highway and Non-AGS Transit Improvements:

Specific Highway Improvements

- A six-lane component from Floyd Hill through the Twin Tunnels including a bike trail and frontage roads from Idaho Springs East to Hidden Valley and Hidden Valley to U.S. 6.
- Empire Junction (U.S. 40/I-70) improvements.
- Eastbound auxiliary lane from the Eisenhower Johnson Memorial Tunnel (EJMT) to Herman Gulch.
- Westbound auxiliary lane from Bakerville to the EJMT.

Other Highway Projects

- Truck operation improvements such as pullouts, parking and chain stations.
- Safety improvements west of Wolcott.
- Eastbound auxiliary lane from Frisco to Silverthorne.
- Safety and capacity improvements in Dowd Canyon.
- Interchange improvements at the following locations:
    - East Glenwood Springs
    - Gypsum
    - Eagle County Airport (as cleared by the FONSI and future 1601 process)
    - Eagle
    - Edwards
    - Avon
    - Minturn
    - Vail West
    - Copper Mountain
    - Frisco/Main Street
    - Frisco/SH 9
    - Silverthorne
    - Loveland Pass
    - Georgetown
    - Downieville
    - Fall River Road
    - Base of Floyd Hill/U.S. 6
    - Hyland Hills and Beaver Brook
    - Lookout Mountain
    - Morrison
- Auxiliary Lanes:
    - Avon to Post Boulevard (eastbound)
    - West of Vail Pass (eastbound and westbound)

- Morrison to Chief Hosa (westbound)

Future Stakeholder Engagement

Ongoing stakeholder engagement is necessary because the aforementioned improvements may or may not fully address the needs of the corridor beyond 2025, and the recommendation does not preclude nor commit to the additional multi-modal capacity improvements. As such, CDOT and FHWA will convene a committee that retains the Collaborative Effort member profile. The committee will establish its own meeting schedule based on progress made against the approved triggers, with check-ins at least every two years. Such meetings will review the current status of all projects and will consider the following triggers in evaluating the need for additional capacity improvements.

Triggers for Additional Highway and Non-AGS Transit Capacity Improvements

Additional highway and non-AGS transit capacity improvements may proceed if and when:

- The "Specific Highway Improvements" are complete, and an AGS is functioning from the front range to a destination beyond the Continental Divide, or
- The "Specific Highway Improvements" are complete, and AGS studies that answer questions regarding the feasibility, cost, ridership, governance, and land use are complete and indicate that AGS cannot be funded or implemented by 2025 or is otherwise deemed unfeasible to implement, or
- Global, regional, local trends or events have unexpected effects on travel needs, behaviors and patterns and demonstrate a need to consider other improvements, such as climate change, resource availability, and/or technological advancements.

In 2020, there will be a thorough assessment of the overall purpose and need and effectiveness of implementation of these decisions. At that time, the lead agencies, in conjunction with the stakeholder committee, may consider the full range of improvement options.

The Collaborative Effort recommends that the Record of Decision for the PEIS require that Tier 2 processes comply with:

- The Section 106 Programmatic Agreement
- The Memoranda of Understanding for:
  - Stream Wetland Ecology Enhancement Project (SWEEP)
  - Minewaste
  - A Landscape-level Inventory of Valued Ecosystem Components (ALIVE)
- The Context Sensitive Solutions decision making process and guidance manual.

The lead agencies also will consider the principles of the Colorado Governor Ritter's *Climate Action Plan* within future environmental studies.

As indicated in the *Future Stakeholder Engagement* section of the Consensus Recommendation, the Collaborative Effort group will continue to meet regularly until at least 2020. The Collaborative Effort met in June 2009 to receive an update on activities since they had last met and to review and comment on how the Consensus Recommendation is defined and analyzed in the Revised Draft PEIS. The materials presented were developed in part by the Project Leadership Team. At the meeting there was disagreement on the characterization of the Recommendation's short and long-term implementation. The group agreed that the individuals with additional concerns would work offline.

It was also agreed at the June meeting that the Collaborative Effort would have two co-chairs in the future who would lead the group as Keystone Center phased out of the group. The Collaborative Effort will retain its composition and continue to meet regularly to examine improvements to the I-70 Mountain

Corridor. The revised protocols can be found in **Appendix B**. The ongoing purpose of the Collaborative Effort is to:

1. Ensure consistency with the Collaborative Effort's agreement, signed May 2008;
2. Provide a forum to track policy-level decisions and progress related to the I-70 Mountain Corridor; and

Provide a mechanism for responding to the triggers identified in the Collaborative Effort Agreement, signed May 2008.

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I-70 Corridor Collaborative Effort Team

Members:

Weldon Allen
Region 3 Transportation Director
Colorado Department of Transportation
Weldon.Allen@dot.state.co.us

Art Ballah
Colorado Motor Carriers Association
artballah@aol.com

Dave Beckhouse
Team Leader for Planning
Federal Transit Administration
David.beckhouse@dot.gov

TJ Brown
Field Director
Colorado Environmental Coalition
tj@cecenviro.org

Sara Cassidy
Director of Public Affairs
Denver Metro Chamber of Commerce
sara.cassidy@denverchamber.org

Shaun Cutting
Team Leader
Federal Highway Administration
Shaun.cutting@dot.gov

Harry Dale
Rocky Mountain Rail Authority
hjd173@wispertel.net

Jon Esty
President
Colorado Rail Passenger Association
Jonesty4@msn.com

Gary Frey
Transportation Coordinator
gbfrey@msn.com

Beth Ganz
Director of Public Affairs
Vail Resorts
Bganz@vailresorts.com

Tresi Houpt
Garfield County Commissioner
thoupt@garfield-county.com

Thad Noll
Summit Stage
thadn@co.summit.co.us

Carol Kruse
US Forest Service
ckruse@fs.fed.us

Jeff Kullman
Region 1 Transportation Director
Colorado Department of Transportation
Jeff.Kullman@dot.state.co.us

Dennis Lunbery
City of Idaho Springs
mayor@idahospringsco.com

Bert Melcher
Sierra Club, Rocky Mountain Chapter
A.Melcher@comcast.net

Melanie Mills
Vice President of Public Policy
Colorado Ski Country USA
mmills@coloradoski.com

Amy Mueller
Deputy Chief of Staff
Office of Denver Mayor John Hickenlooper
Amy.mueller@ci.denver.co.us

Cynthia Neely
Town of Georgetown, Georgetown Trust
ccneely@yahoo.com

Kevin O'Malley
Clear Creek County Commissioner
Komal102@msn.com

Michael Penny
Town Manager, Town of Frisco
michaelp@townoffrisco.com

Ann Rajewski
Director of Communications
CASTA
ann@coloradotransit.com

Peter Runyon
Eagle County Commissioner
msights@vail.net

Karn Stiegelmeier
Blue River Group, Sierra Club
BlueRiverGroup@comcast.net

Eric Turner
Summit Chamber
eturner@sovereignhospitality.com

Stan Zemler
Town of Vail
szemler@vailgov.com

Tim Carey
US Army Corps of Engineers
Timothy.T.Carey@usace.army.mil

Staff
Sarah Alexander
Director of Sustainability and Leadership Programs
The Keystone Center
salexander@keystone.org

Caelan McGee
Associate
The Keystone Center
cmcgee@keystone.org

Nikki Koszakla
Project Support Coordinator
nkoszalki@keystone.org

Appendix C
Project Leadership Team Materials

This appendix includes the roles and responsibilities of the I-70 Mountain Corridor Project Leadership Team; the Team Charter, Operating Agreement, and Protocols; chart illustrating the Project Leadership Team's work plan; and team membership.

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I-70 PEIS
Project Leadership Team

The Project Leadership Team (PLT) will be a collaborative stakeholder team that leads the completion of the Final PEIS for the I-70 Mountain Corridor.

Roles

The PLT's primary roles are to:

Lead the Project: Using the Scope of Work as a foundation, the PLT will discuss and establish project goals and will identify the actions and decisions needed to reach those goals. The PLT will approve the project work plan for the PEIS.

The PLT will determine the teams that are needed to reach the project goals and will identify the membership needed for each team.

Along with the Project Staff (PS) and attendees at County-Wide Coordination Meetings, the PLT will assist in staffing the other teams (if any) needed for the project.

Champion CSS: The PLT will ensure that the I-70 Mountain Corridor Context Statement, the Core Values, and the 6-Step Process are integrated into the project. The PLT will identify CSS checkpoints as events in the project timeline.

The PLT will have primary responsibility for developing a charter, ensuring that the desired outcomes, goals and actions, terms to be used, and decisions to be made are defined.

For each team: The PLT will establish participants, their roles and responsibilities, and commitments and accountability. Endorse the process by discussing, possibly modifying, and then finalizing with all teams the desired outcomes and actions to be taken. Clarify terms and expectations for use in the process.

Enable Decision Making: The Project Work Plan for the PEIS will detail the interaction between teams, the public participation plan, and the project communication plan. The PLT will be responsible for making the decisions necessary to keep the project on track with the Project Work Plan.

When policy issues arise that are broader than the project team's scope, the PLT will identify and implement the steps needed to resolve the issue and make a decision. The PLT will be responsible for identifying who must be involved in making the decision, bringing the decision makers together, and proposing solutions or approaches that keep the project moving forward.

The PLT will facilitate formal actions required by councils, boards, and/or commissions to keep the project moving forward.

Responsibilities

The PLT's responsibility is to:

Efficiently and effectively complete an easily understood, publicly supported, and legally sufficient Final PEIS and Record of decision.

The PLT will develop a charter to determine the actions needed to accomplish their responsibility.

It is expected that the PLT will identify critical issues that need to be addressed, provide guidance into the process for developing the comparative analysis, and insights into what is of importance to stakeholders to present in the Final PEIS.

Membership

The PLT is the leader of the project and consists of the Federal Highway Administration (FHWA), CDOT, and corridor leaders. The following entities will have representation on the PLT:

- FHWA
- CDOT program engineer
- CDOT project manager
- A Community leader from each of Garfield, Eagle, Summit, Clear Creek and Jefferson Counties
- CDOT environmental lead
- I-70 Coalition Leader
- Consultant Representative
- Consultant or CDOT Facilitator/CSS Champion

In order to efficiently move the completion of the PEIS forward, it is essential team members:

- Be able to commit the time needed to prepare and attend the monthly meetings.
- Understand the history of the process used to development of the recommended alternative.
- Have extensive familiarity with the Draft PEIS.
- Be familiar with CSS principles.

Meetings: The PLT will meet monthly for approximately 4 hours over a two year period. The PLT will remain in tact through the Record of Decision and every effort should be made to keep the members of the PLT consistent throughout the project.

Team Charter, Operating Agreement and Protocols for the I-70 PEIS Project Leadership Team

Subject to review, revision, and agreement by PLT members

1. Purpose of the I-70 PEIS Project Leadership Team

The purpose of the I-70 PEIS Project Leadership Team (PLT) is to lead, facilitate, and mediate the completion of the Final PEIS for the I-70 Mountain Corridor.

2. Established Vision and Goals for the Final PEIS Document

The vision for the Final PEIS document is one that is accurate, easily understood, publicly supported, and legally sufficient. The document will stand the test of time; represent the best direction for future generations; and be considered a "state-of-the-art" project of which all stakeholders can be proud.

To reach this vision, the document must achieve the following goals:

- Articulate the Collaborative Effort's recommendation as the preferred alternative.
- Capture and address community/stakeholders needs, concerns and interests.
- Provide a fair, honest and comprehensive evaluation of all the alternatives.
- Offer clear direction for Tier 2 environmental studies.
- Stand the test of time, documenting a balanced, flexible decision.
- Facilitate efficient and effective implementation of the preferred alternative.
- Meet all regulatory and National Environmental Policy Act (NEPA) requirements.
- Explain the policy decision in a readable, concise, balanced and clear manner.
- Defines the audience(s) for the document and write to an appropriate level
- Public understanding and acceptance.
- Be completed in an expeditious manner, adhering to an agreed-upon schedule.
- Represent consensus of stakeholders – even if takes longer.

The outcome identified in the Final PIES should be feasible, achievable and affordable.

3. Measuring the Success of the Final PEIS Document

The following criteria will be used by the PLT to measure the document's success in achieving these goals:

- Consistent with the intent and language of the CE recommendation.
- Offered decisive guidance and flexible decision-making.
- The number of total comments received on the Final PEIS, including a tally of supportive and unsupportive comments.
- Mitigates conflict
- Clearly show public comments and responses.
- Gains federal approval.
- Weighs less than 28 pounds or less than two volumes (the specifications of the current draft).
- Condensed with supporting information, such as appendices.
- Written at sixth grade level
- Achieved schedule milestones.
- Resolved outstanding issues in productive manner.
- Seek/find efficiencies
- Legally defensible and/or not litigated.
- Compliant/permitable
- Balanced with NEPA
- Relevant for the future.
- Has a "Wow" factor
- Functional for Tier 2 studies to begin immediately.
- Popular (not unpopular) = able to gain funding
- Balance goals of stakeholders with accurate assessment of preferred alternative.

4. Membership and Attendance

The PLT is the leader of the project and consists of the Federal Highway Administration (FHWA), Colorado Department of Transportation (CDOT), and corridor leaders. The following entities will have representation on the PLT:

- FHWA

- CDOT program engineer
- CDOT project manager
- A Community leader from each of Garfield, Eagle, Summit, Clear Creek and Jefferson Counties
- CDOT environmental lead
- I-70 Coalition Leader
- Consultant Representative
- Consultant or CDOT Facilitator/CSS Champion

Members of the PLT agree not to appoint alternate members and instead will strive to attend all meetings in person. Members agree that participation by phone or conference call is not desirable. If any member is unable to attend a meeting they can still contribute to the PLT by providing agenda items for discussion and by reviewing appropriate materials so as to be prepared for discussions in subsequent meetings.

Weather Cancellation Policy: If a significant number of members are unable to attend due to weather, meetings will be cancelled. As a general guideline, if school busses are cancelled in the area of meeting location or in a number of member's areas, then so too will the meeting.

5. Roles & Responsibilities

The PLT's primary roles are to:

- Lead and Manage the Project. Using the Scope of Work as a foundation, the PLT will discuss and establish project goals and will identify the actions and decisions needed to reach those goals. The PLT will approve the project work plan for the PEIS. The PLT will determine the teams that are needed to reach the project goals and will identify the membership needed for each team.

  Along with the Project Staff (PS) and attendees at County-Wide Coordination Meetings, the PLT will assist in staffing the other teams (if any) needed for the project.

- Champion CSS: The PLT will ensure that the I-70 Mountain Corridor Context Statement, the Core Values, and the 6-Step Process are integrated into the project. The PLT will identify CSS checkpoints as events in the project timeline. The PLT will have primary responsibility for developing a charter, ensuring that the desired outcomes, goals and actions, terms to be used, and decisions to be made are defined. For each team: The PLT will establish participants, their roles and responsibilities, and commitments and accountability. Endorse the process by discussing, possibly modifying, and then finalizing with all teams the desired outcomes and actions to be taken. Clarify terms and expectations for use in the process.

- Enable and Facilitate Decision Making: The Project Work Plan for the PEIS will detail the interaction between teams, the public participation plan, and the project

communication plan. The PLT will be responsible for making the decisions necessary to keep the project on track with the Project Work Plan.

When policy issues arise that are broader than the project team's scope, the PLT will identify and implement the steps needed to resolve the issue and make a decision. The PLT will be responsible for identifying who must be involved in making the decision, bringing the decision makers together, and proposing solutions or approaches that keep the project moving forward.

The PLT will facilitate formal actions required by councils, boards, and/or commissions to keep the project moving forward.

The PLT's responsibility is to:

- Efficiently and effectively complete an easily understood, publicly supported, and legally sufficient Final PEIS and Record of Decision in a transparent manner.
- Develop a charter to determine the actions needed to accomplish their responsibility.
- Identify critical issues that need to be addressed, provide guidance into the process for developing the comparative analysis, and insights into what is of importance to stakeholders to present in the Final PEIS.
- Identify opportunities to reach agreement on the PEIS and reach the goals set forth for the team. The PLT will strive to focus on relevant issues.
- Approve the project work plan and help develop a realistic schedule for completion of the PEIS.

6. Team Performance Assessment

The PLT identified key areas and performance measures to ensure the success of the team. These include:

Maintaining Momentum

- Stay on task and schedule.
- Focus on established common ground.
- Don't revert to posturing or positioning.
- Keep stakeholder support for established process.

Engaging Stakeholders

- Retain public and elected official backing for PLT concept.
- Engage other stakeholders and constituents in process.
- Inclusive and "no surprises" process.

Interacting as a Team

- Meet commitments, disseminating information and gaining feedback in timely manner.

- Communicate.
- Grow and maintain trust between agencies and stakeholders.
- Follow a transparent process.
- Conduct selves with a high level of integrity.
- Respect differences in perspectives.
- Resolve differences in a productive manner.
- Understand regional issues and regulatory constraints.

7. Discussions and Deliberations

The PLT will use a consensus-building process. A consensus is an agreement built by identifying and exploring all parties' interests and assembling a package agreement that satisfies these interests to the greatest extent possible. A consensus is reached when all parties agree that their major interests have been taken into consideration and addressed in a satisfactory manner.

Consensus does not necessarily mean unanimity. Some parties may strongly endorse a particular recommendation while others may accept it as a workable agreement. Members can participate in the consensus without embracing each element of the agreement with the same fervor as other members or having each interest fully satisfied. During deliberations and discussions, the PLT will seek to balance community values, project goals and technical information.

To enhance creativity during meetings, individuals are not expected to restrict themselves to the prior positions held by their organizations, agencies or constituencies. The goal of the meetings is to have frank and open discussion of the topics and issues in question to lead the project and enable decision making.

8. Email Communication

Email will be used for meeting scheduling and logistics, document review, meeting summaries and agenda building. Email may be used for discussion, comment, deliberation or agreement building.

9. Schedule and Milestones

Members of the PLT commit to efficient, effective discussions. All members agree up front to strive to meet the schedule, goals and action plans they establish at the first meeting. Additional teams identified by the PLT will meet as needed, in order to address specific issues and provide recommendations to the PLT. Group discussion and deliberations may result in the intentional, formal adjustment of the schedule and milestones.

10. Meeting Summaries

PLT staff will draft a meeting summary following each meeting of the PLT highlighting action items and decisions. The meeting summary will be distributed to PLT for review and approval. All meeting summaries will be considered drafts until adopted by the PLT.

11. Public Coordination

In order for the PLT to fulfill its purpose, work sessions must be focused and manageable. These work sessions will be open to the public; any participation of public observers will be at the discretion of the PLT Chair. Consistent with established project goals, the PLT will identify the actions and decisions needed to reach those goals, such as issue and/or technical teams or public information activities. PLT members will serve as conduits for communication between their stakeholders and the PLT.

12. Communication with other organizations, individuals and the media

PLT members wish to maintain an environment that promotes open, frank and constructive discussion. Members recognize that such an environment must be built on mutual respect and trust, and each commits to avoid actions that would damage that trust. In communicating about the group's work, including communicating with the press, each member agrees to speak only for herself or himself; to avoid characterizing the personal position or comments of other participants; and to always be thoughtful of the impact that specific public statements may have on the group and its ability to complete its work. No one will speak for any group other than their own, without the explicit consent of that group. Should anyone wish the PLT to release information to the press, the group will do so through a mutually agreeable statement, drafted by consensus of all of that group's members.

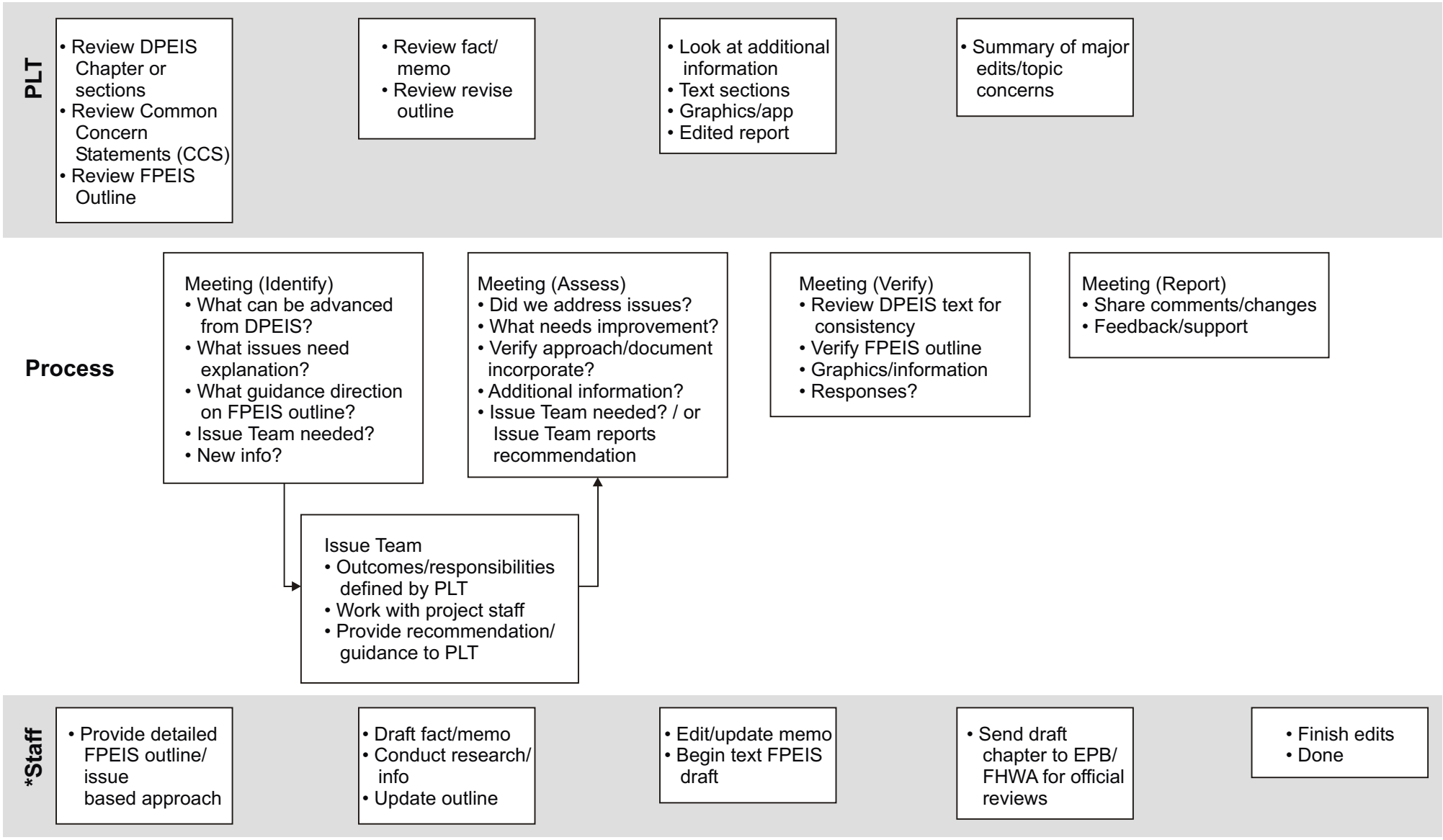
13. Constituent Communication

Members of the PLT who represent agencies or constituencies will inform their constituents on an ongoing basis about the issues under discussion and the progress being made in the consensus problem-solving meetings. They will represent the interests of their constituent group and bring their constituents' concerns and ideas to the deliberations. Materials developed for the PLT can be shared with their constituency; stakeholder comments on these materials should be relayed to the PLT.

14. Meeting Products

In communicating with the general public, agencies, organizations or constituencies, a clear distinction should be made among preliminary information, concept papers, and proposals under consideration, agreements in principle, and final agreements. It is important to differentiate between discussions and decisions. Preliminary documents will be marked with "DRAFT" or "FOR DISCUSSION PURPOSES ONLY."

PLT Work Plan



**Staff includes*
- *CDOT Regions*
- *Consultant Team*
- *CDOT Headquarters expertise (Environmental Programs Branch)*
- *Federal Cooperating Agencies*

01/23/09

I-70 Mountain Corridor PEIS

Project Leadership Team Membership List

NAME	ORGANIZATION
Cynthia Neely	Clear Creek County
Eva Wilson	Eagle County
David Pesnichak	Garfield County
Harry Dale	I-70 Coalition
Jeanie Rossillon	Jefferson County
Bill Linfield	Summit County
Monica Pavlik	FHWA
Carol Kruse	USFS
Bill Scheuerman	CDOT Region 1
Tammie Smith	CDOT Region 3
Tim Tetherow	J.F. Sato & Associates
Michelle Halstead	CDOT
Amy Kennedy	HDR - PLT Staff Support
Gary Frey	Environmental Community

Appendix D
Issue Task Force Materials

This appendix includes a summary of Issue Task Forces purpose and role, working expectations and protocols, and list of members for each Issue Task Force formed.

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I - 70 Mountain Corridor

Issue Task Forces (ITF)
DRAFT Purpose and Role

Preliminary Environmental Impact Study (PEIS) Background
In June 2008, the 27-member I-70 Collaborative Effort (CE) Group recommended an alternative of a multi-modal transportation solution for the I-70 Mountain Corridor including non-infrastructure components and a commitment to evaluate and implement an Advanced Guideway System (AGS) and highway improvements within the context of the Consensus Recommendation. The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) were active participants in this group and committed to adopt this consensus recommendation in the I-70 PEIS.

PEIS Project Leadership Team
A new decision-making process, developed through the Context Sensitive Solutions (CSS) effort and adopted by CDOT, utilizes a Project Leadership Team (PLT) – a collaborative, multi-stakeholder team for individual projects. A PLT is one way to make certain local communities are engaged from the beginning of a project.

The purpose of the I-70 PEIS PLT is to lead, facilitate and manage the completion of the Final PEIS for the I-70 Mountain Corridor.

The PLT is responsible for ensuring the efficient and effective completion of an easily understood, publicly supported and legally sufficient Final PEIS and Record of Decision (ROD). The PLT also has the authority to create Issue Task Forces (ITF) around specific topics in the PEIS identified as needing additional consideration and discussion with regard to mitigation.

Issue Task Force Role and Deliverable – Tier 1 PEIS
The PLT has identified a need for ITFs on the following topic areas:

- Community Values
- Environmental Resources
- Cultural Resources/Recreation

The role of each Tier 1 PEIS ITF will be to develop and recommend mitigation measure strategies for inclusion in the Final PEIS, and analysis and selection during Tier 2 projects. Each ITF will:

- Review and discuss the mitigation measure strategies identified to date and evaluate opportunities to augment, revise or change this information, if doing so would better address the impacts identified by the PLT.
- Prioritize specific mitigation measure strategies.
- Identify recommendations at a policy or programmatic level (if necessary) that would need to be discussed with the transportation agencies.
- The final deliverable of the Tier 1 PEIS PLT process includes submittal of the following for inclusion in the Final PEIS:
    - A list of impacts identified in the DPEIS and potential mitigation measure strategies for each identified impact
    - ITF prioritization of the identified mitigation measure strategies for each impact
    - Rationale behind ITF prioritization (to fully inform Tier 2 NEPA analysis)

- List of additional considerations (input/data to assist in the Tier 2 NEPA screening process)

Issue Task Force Resources

The ITFs will use the Draft PEIS, CSS process, and applicable information developed since the Draft PEIS as the basis for discussion including:

- Type of impacts
- Mitigation measures already identified
- Common Concern Statements that provide summaries of the comments received on that topic in the Draft PEIS
- Any new analysis or updated material since the Draft PEIS

The Draft PEIS is meant to serve as a starting point for the discussion and is not intended to limit discussion or recommendation of other mitigation measure strategies.

To assist with the discussion and prioritization process, the ITFs will also be provided with the standard national NEPA criteria and definitions used by CDOT and FHWA to evaluate specific mitigation measure strategies statewide. These criteria, listed below, will be used to inform ITF discussions and at Tier 2 to refine and ultimately select mitigation measure strategies.

- **Compliance/Permits -** Decisions and recommendations provided by stakeholders should pass a simple permit test before they are given further consideration.
- **Community Support**—Decisions and recommendations provided by stakeholders should be consistent with local planning.
- **Relevance to Project—**Decisions and recommendations should be related to the project. For example, alternatives must be within the context of the purpose and need of the NEPA document (PEIS). Mitigation measures related to impacts caused by proposed project actions.
- **Consistent with Current Laws, Policy, and Procedures** – Decisions and recommendations should not conflict with current practice or legal requirements. Requests by stakeholders to change current policy or law can be pursued outside of the NEPA process.
- **Cost Effectiveness**—Cost is reasonable and in proportion with the level of impact.
- **Constructible** – Decisions and recommendations should pass a "constructability" test.
- **Based on Sound Science, Safe Design, and Engineering** –The CEQ regulations make note that conclusions should be based on sound science. Recommendations will be considered in this context.
- **Pass the Mitigation Test** – Mitigation measures recommended for one environmental resource should not result in impacts to another resource.

The ITF will also be provided any applicable criteria from different agencies such as the U.S.D.A. Forest Service, U.S. EPA, etc.

Issue Task Force Membership

The ITFs will have a diverse membership that includes subject matter experts from impacted stakeholders, including local and CDOT representatives.

Issue Task Force Process and Expectations

The ITFs will meet monthly, at a minimum, for a three-month period, with the possible exception of the Cultural Resources/Recreation ITF. The facilitator will focus these meetings according to the directions of the PLT. The following draft meeting schedule is designed to ensure the ITF deliverables are included in the Final PEIS.

- Meeting 1: Chartering Meeting, August 2009, week of the 24th – The chartering meeting will include all three ITF groups. This meeting will be used to discuss expectations, clarify background materials and establish the dates of the next two working meetings for each ITF. It is expected that the ITF members will have reviewed the background materials related to the identified issues before the August meeting. This facilitated exercise will result in the ground rules that will serve as the basis for ITF interactions, meetings and completion of their respective missions. This first meeting will provide an opportunity for ITF members to request additional materials or guidance so they can proceed directly into creating a list of potential mitigation measure strategy recommendations at the second meeting. The chartering meeting will also include a break-out portion for each ITF to begin the discussion on mitigation strategy recommendations for Tier 2 NEPA projects.

- Meeting 2: September 2009, week of the 21st – The second meeting will focus on the mitigation measure strategy recommendations related to the issues the PLT has asked the ITF to address, as prioritized in the first meeting. Each ITF will hold one meeting to identify mitigation measure strategy recommendations and considerations for the Tier 2 NEPA project approach related to their subject area. The information developed in the Draft PEIS and via subsequent efforts will be a starting point for these discussions. The facilitator will track all suggestions and any additional comments. All participants are expected to contribute and come to the meetings with an open mind and desire to work together.

- Meeting 3: October 2009, week of the 19th – Each ITF will meet (if needed) to continue to identify mitigation measure strategy recommendations and considerations and prioritize recommendations as appropriate for the Tier 2 NEPA project approach related to the ITF subject area.

- Meeting 4: November 5 2009 – The final meeting will be planned in conjunction with a November PLT meeting to include three consecutive sessions (one by each ITF) to report on the respective ITF deliverables as outlined above, as well as additional suggestions, identification of any overlap, complementary approaches and areas that require further focus. This format allows interested individuals to attend multiple sessions.

It is essential that all Issue Task Force members are able to:
- Commit to meeting at least once a month for the next three months
- Review the materials provided prior to each meeting
- Actively seek to engage their constituents and represent these interests at the meetings
- Work to efficiently to develop mitigation recommendations within a three-month time frame

PLT Process and Follow-Up

Following the report from each of the ITFs, project staff will spend the next several months preparing a snapshot analysis of each of the mitigation measure strategy recommendations suggested by each ITF for inclusion in Tier 1 documentation and the Final PEIS. The focus of the PLT will be to use the CDOT screening criteria to disclose any factors that may require additional Tier 2 review, as well as to reinforce the ITF prioritization for consideration at Tier 2.

Following the completion of that process (anticipated a minimum of six months), the PLT intends to reconvene each ITF for a follow-up meeting to:
- Ensure the ITF deliverable continues to represent the perspectives of the ITF
- Share the snapshot analysis to be included with the final ITF deliverable for incorporation into the Final PEIS document

- Communicate how the ITF deliverable will be incorporated and analyzed in the Tier 2 NEPA project process
- Identify opportunities for future partnerships to further explore mitigation measure strategies

The priority of this meeting will be to ensure that there are no surprises in the Tier I NEPA documentation and Final PEIS and what will occur in the Tier 2 NEPA project process.

ISSUE TASK FORCE
WORKING EXPECTATIONS AND PROTOCOLS

The following working expectations and protocols have been established to assist in creating a productive and meaningful Issue Task Force (ITF) process. Please review prior to the kick-off meeting on Thursday, August 27, 2009. These expectations and protocols also will be reviewed with the full group at the kick-off meeting.

WORKING EXPECTATIONS

Expectations of the Project Leadership Team (PLT)

ITF members can expect the PLT to:

- Help prepare each ITF member to participate in upcoming meetings by sending study materials out at least one week in advance of each meeting
- Capture and record all prioritized ITF recommendations, to be included in the Final PEIS document
- Remain sensitive to the needs of communities in our study area, understanding that any differences can be addressed and resolved by communicating effectively with one another
- Ensure project and technical resources are available for the ITF as needed
- Be willing to respectfully engage as both an active listener and participant in ITF meetings

Expectations of Issue Task Force (ITF) Members

The PLT can expect ITF members to:

- Commit to meeting at least once per month (as necessary) for the next three months Review all documents and messages sent out prior to meetings, and arrive prepared to discuss thoughts and proposed solutions
- Actively seek to engage the constituents each member represents and fully represent their interests at ITF meetings
- Be willing to respectfully engage as both an active listener and participant in ITF meetings
- All questions outside of meetings should be sent to the meeting facilitator, who will seek answers and provide responses back to the entire ITF.

WORKING PROTOCOLS

1. ITF Representative Roles

Representatives of each ITF are responsible for considering mitigation measure strategies for impacts generated by the Consensus Recommendation from both a jurisdiction-specific and corridor-wide perspective and making prioritized ITF recommendations. Any outside materials provided by ITF members need to include the source for NEPA documentation purposes.

2. Constituent Communications
ITF members who represent agencies or constituencies will inform and represent their constituents on an ongoing basis about the issues under discussion and the progress being made in the ITF meetings.

3. Participation/Attendance
Accomplishing the ITF deliverables in a timeframe that will ensure the input is included in the Final PEIS requires consistent attendance, and there is a strong expectation that ITF members will make all reasonable efforts to attend all meetings. If a schedule conflict does arise, the ITF member should designate an alternate representative to attend the work session. Both members and designated alternates are responsible for staying current with any sessions they are unable to attend. The group is not obligated to use meeting time to backtrack and accommodate those who have not attended a prior meeting.

4. Meeting Schedule
Each ITF will establish a predictable meeting schedule during the kick-off meeting breakout session, necessary to meet the needs of the group to achieve its deliverables by November 2009. The ITFs will meet, as needed, in order to address specific issues and provide recommendations to the PLT.

5. Facilitation
Communication Infrastructure Group (CIG) will provide facilitation services to the ITF groups. The CIG facilitator will create work session agendas and use discussion procedures to help the ITF remain focused on its deliverables. The facilitator will remain unbiased toward the substance of the issues under discussion and will not advocate for any particular outcome or provide substantive advice. They will conduct work sessions, make suggestions as to how ITF discussion can move forward productively, and prepare task force discussion summaries. The facilitators will remain responsible to the ITF process and not to one member or interest group.

6. Meeting Summaries
CIG will draft a meeting summary following each ITF meeting, highlighting action items and decisions. The meeting summary will be distributed to the ITF within one week following each meeting for review and approval. All meeting summaries will be considered drafts until adopted by the ITF.

7. Meeting Products
In communicating with the media, general public, agencies, organizations or constituencies, a clear distinction should be made among preliminary information and final ITF deliverables or products. Preliminary documents will be marked with "DRAFT" or "FOR DISCUSSION PURPOSES ONLY."

8. External Initiatives
ITF members will disclose to the full group any potential initiatives or activities (e.g., legislative, agency or local government initiatives) that could impact the functioning of the group, including jurisdiction decision-making needs and timelines.

Cultural Resources & Recreation Issues

Name	Affiliation	Info	Sent Invite	Responded to Invite	On Dan Jepson's List	Phoned Invite	RSVP	Email	Address	Phone Number	Cell	Notes
~~Mary Allman-Koernig~~	Colorado Preservation, Inc.	n	~~X~~		~~X~~		Bounce	~~mkoernig@coloradopreservation.org~~		970-328-7104		
Bob Wilson	CDOT	n					M	bob.wilson2@dot.state.co.us				
Patrick Eidman								peidman@coloradopreservation.org				Replaced Jonas Landes in e-mail dated 9/3/09
Bill Scheuerman	CDOT PM	n	X	X			T	William.Scheuerman@dot.state.co.us	425 Corporat Circle, Golden, CO	720.373.4732		
Lisa Schoch	Colorado Department of Transportation (CDOT)	n	X				T	Lisa.schoch@dot.state.co.us				
Scott McDaniel	CDOT R1	n	X				T	scott.mcdaniel@dot.state.co.us		303-365-7201		
Tim Tetherow	JFSA	n	X	X			T	Ttetherow@jfsato.com	5298 South Rapp Street, Littleton, CO 80120	720.299.6651		
Clifford Simonton	Eagle County	n			X		Y	Clifford.Simonton@eaglecounty.us				Replaced Robert Narracci per updated JFSato list on 7/30/09
Mary Jane Loevlie	Historical Society of Idaho Springs	n	X		X		Y	mloevlie@aol.com rtbowland@clearcreekwireless.com		303-569-2887		
Amy Cole	National Trust for Historic Preservation Mountai	n	X				Y	Amy_cole@nthp.org				
Amy Pallante	State Historic Preservation Officer (SHPO)	n	X				Y	Amy.pallante@chs.state.co.us				
Carol Kruse	USFS	n	X	X			Y	ckruse@fs.fed.us		970.295.6663		
Susan Collins	State Historic Preservation Officer (SHPO)	n	X				Y	Susan.collins@chs.state.co.us				
Susan Struthers	USFS	n	X				Y	sstruthers@fs.fed.us				Interested in this final meeting
Joseph Bell	Colorado Historical Society	n	X		X			joseph.bell@chs.state.co.us		303-567-4100		
Lee Behrens	Georgetown Silver Plume Historic District Public Lands Commission	n	X		X			mining-the-west@worldnet.att.net		303-271-8734		
Sally Hopper	Historic Georgetown, Inc.	n	X		X		N	shopper@intellinetusa.com				Not available, but will be at subsequent meetings if they take place
Sharon Rossino	Historic Georgetown, Inc.	n	X		X		N	preservation@historicgeorgetown.org				Not available, but will be at subsequent meetings if they take place
Cindy Condon	Idaho Springs	n						admin@idahospringsco.com				Added per request from JoAnn Sorensen on 8/11/09
Eva Wilson	Eagle County	n						evawilson@eaglecounty.us	PO Box 850, 500 Broady	(970) 328-3560		Added to all ITFs per her e-mail request on 8/11/09
Trent Hyatt	Clear Creek Planner	n						thyatt@co.clear-creek.co.us				Added per request from JoAnn Sorensen on 8/12/09
~~Gayle Drury-Murphy~~		x	~~X~~		~~X~~			murph1503@aol.com				
Cynthia Neely	Town of Georgetown	x	X	X	X		N	ccneely@yahoo.com		303-569-2530		Will state availability after returning to the office after 8/7/09
Gretchen Ricehill	Glenwood Springs Design & Review Commission	x	X		X		N	gericehi@ci.glenwood-springs.co.us		9703846428		
Dan Jepson	Colorado Department of Transportation (CDOT)	x	X				T	Daniel.Jepson@dot.state.co.us				
JoAnn Sorensen	Mill Creek Valley Historical Society	x	X	X	X		Y	jsorensen@co.clear-creek.co.us murph1503@aol.com		303-679-2409 303-567-4494		
Cindy Olsen	City of Idaho Springs	x	X		X			mayor@idahospringsco.com		970-453-3161		
Claire Mootz	Town of Silver Plume	x	X		X			trvlnmoose@comcast.net				
Fred Rollenhagen (Planning Director)	Clear Creek County	x	X		X			frollenhagen@co.clear-creek.co.us		303-569-2363		
Monica Pavlik	FHWA	n					M	monica.pavlik@fhwa.dot.gov		720.963.3012		
Jo Ann Sorensen	Clear Creek County						Y	jsorensen@co.clear-creek.co.us				

Community Values ITF Members

Name	Email	Affiliation	Address	Phone Number	Cell
Amy Ito	aito@jeffco.us	Jefferson County Open Space		303-271-5925	
Amy Kennedy	Amy.Kennedy@HDRInc.com	HDR Inc.	303. East 17th Avenue, Denver, CO 80203		
Ann Marie Sandquist	amsandquist@silverthorne.org	Summit County Council		970-468-4881	
Bill Scheuerman	William.Scheuerman@dot.state.co.us	CDOT PM	425 Corporate Circle, Golden, CO	720.373.4732	
Bob Wilson	Bob.j.wilson@dot.state.co.us	CDOT			
Carol Kruse	ckruse@fs.fed.us	FS I-70 project coordinator for WR and AR NFs		970.295.6663	
Chuck Attardo	Chuck.attardo@dot.state.co.us	CDOT R1	18500 East Colfax Avenue, Aurora, CO 80111	303.365.7041	
Cindy Neely	ccneely@yahoo.com	Georgetown Historian/PLT			
Clifford Simonton	Clifford.Simonton@eaglecounty.us	Eagle County			
Don Cohen	dcohen@economiccouncil.biz	Edwards/Eagle County Economic Council	PO Box 1705, Edwards, CO 81632		970.376.2211
Eva Wilson	evawilson@eaglecounty.us	Eagle County	PO Box 850, 500 Broadwa	(970) 328-3560	
Greg Hall	ghall@vailgov.com	Town of Vail		970-479-2160	
Gretchen Ricehill	gericehi@ci.glenwood-springs.co.us	Planner		970-384-6428	
Jeff Peterson	jeff.peterson@dot.state.co.us	CDOT EPB			
Jennifer Strehler	jstrehler@avon.org	Town of Avon			
JoAnn Sorenson	jsorensen@co.clear-creek.co.us	Clear Creek County, Land Use Division Director	PO Box 2000, Georgetown, CO 80444	303.679.2409	
Larry Brooks	lbrooks@avon.org	Town of Avon			
Mary Jane Loevlie	MLoevlie@aol.com				
Peggy Stokstad	clearcreekec@earthlink.net			303/569-2133	
Ross Morgan	Ross@TownofGypsum.com	Gypsum		970-524-1751	
Scott McDaniel	scott.mcdaniel@dot.state.co.us	CDOT R1		303.365.7201	
Sharleen Bakeman	sharleen.bakeman@dot.state.co.us	CDOT EPB		303.757.9813	
Tim Tetherow	Ttetherow@jfsato.com	JFSA	5298 South Rapp Street, Littleton, CO 80120	720.299.6651	
Tom Daugherty	tomd@townofbreckenridge.com	Town Engineer			

Environmental Resources ITF

Name	Email	Affiliation	Address	Phone Number	Cell
Alison Michael	alison_michael@fws.gov	Fish & Wildlife			
Amy Kennedy	amy.kennedy@hdrinc.com	HDR			
Betsy Hand	bjhandco@comcast.net	Sierra Club, RM Chapter	880 Sixth Street, Boulder, Co 8	303.447.8073	303.887.0573
Bill Andree	bill.andree@state.co.us	DOW		970.390.2240	
Bill Scheuerman	William.Scheuerman@dot.state.co.us	CDOT PM	425 Corporate Circle, Golden, CO	720.373.4732	
Bob Wilson	bob.wilson2@dot.state.co.us	CDOT			
Brian Pinkerton	brian.pinkerton@dot.state.co.us	CDOT			
Carl Chambers	cchambers@fs.fed.us	FS Hydrologist		(970) 295-6633	
Carol Kruse	ckruse@fs.fed.us	FS I-70 project coordinator for WR and AR NFs		970.295.6663	
Christine Hirsch	chirsch@fs.fed.us	FS Fisheries		(970) 945-3243	
Chuck Attardo	Chuck.attardo@dot.state.co.us	CDOT R1	18500 East Colfax Avenue, Aurora, CO 80111	303.365.7041	
Cindy Neely	ccneely@yahoo.com	Clear Creek Co.			
Dave Pesnichak	Dave Pesnichak@garfield-county.co.us	Garfield Co			
Eva Wilson	evawilson@eaglecounty.us	Eagle County	PO Box 850, 500 Broadway, E	(970) 328-3560	
Gary Frey	gbfrey@msn.com				
Harry Dale	hjd173@wispertel.net	I-70 Coalition			
Jeanie Rossillon	jrossill@jeffco.us	Jefferson Co.			
Jeff Peterson	jeff.peterson@dot.state.co.us	CDOT EPB		303.512.4959	
Jeff Witcosky	jwitcosky@fs.fed.us	FS Ecologist		(303) 236-9541	
Jill Schlaefer	jill.schlaefer@dot.state.co.us	CDOT			
Jim Eussen	james.eussen@dot.state.co.us	CDOT R1			
JoAnne Sorensen	jsorensen@co.clear-creek.co.us	Clear Creek Co.			
Justin Anderson	jkanderson@fs.fed.us	FS Hydrologist			
Karn Stiegelmeier	karns@co.summit.co.us	County Commissioner		970.453.3412	
Kelly Larkin	kllarkin@fs.fed.us	FS Fisheries		(970) 887-4146	
Lynne Deibel	lcdeibel@fs.fed.us	FS Wildlife		(970) 295-6638	
Mark Weinhold	mweinhold@fs.fed.us	FS Hydrologist		(970) 945-3306	
Michelle Halstead	michelle.halstead@dot.state.co.us	CDOT HQ PA			
Monica Pavlik	monica.pavlik@fhwa.dot.gov	FHWA			
Nicole Kurd	nicole.kurd@dot.state.co.us	CDOT			
Peter Kozinski	peter.kozinski@dot.state.co.us				
Rebecca Pierce	rebecca.pierce@dot.state.co.us	CDOT			

Rick Warren	rick_warren@mtnclimbers.com	Blue River Sierra Club			
Scott McDaniel	scott.mcdaniel@dot.state.co.us	CDOT R1		303.365.7201	
Sharleen Bakeman	sharleen.bakeman@dot.state.co.us	CDOT EPB	CDOT HQ corner of Louisiana and Birch	303.757.9813	303.359.3355
Stephanie Thomas	stephanie@cecenviro.org	Colorado Environmental Coalition (CEC)		(303) 405-6710	
Steve Popovich	sjpopovich@fs.fed.us	FS Botanist		(970) 295-6641	
Tammie Smith	tammie.smith@dot.state.co.us				
Tim Tetherow	Ttetherow@jfsato.com	JFSA	5298 South Rapp Street, Littleton, CO 80120	720.299.6651	
William Linfield	wlinfield@silverthorne.org	Silverthorne/Summit Co.			

FS Community Values ITF Members

Name	Email	Affiliation	Address	Phone Number	Cell
Amy Kennedy	Amy.Kennedy@HDRInc.com	HDR Inc.	303. East 17th Avenue, Denver, CO 80203		
Bill Scheuerman	William.Scheuerman@dot.state.co.us	CDOT PM	425 Corporat Circle, Golden, CO	720.373.4732	
Bob Wilson	bob.wilson2@dot.state.co.us			CDOT	
Brian Lorch	brianl@co.summit.co.us	Summit County Open Space		970-668-4067	
Carol Kruse	ckruse@fs.fed.us	FS I-70 project coordinator for WR and AR NFs		970.295.6663	
Chris Sporl	cfsporl@fs.fed.us			303.275.5168	
Erich Roeber	eroeber@fs.fed.us			970.295.6612	
Frank Young	fyoung@co.clear-creek.co.us	Clear Creek Open Space			
Jeff Peterson	jeff.peterson@dot.state.co.us	CDOT EPB		303.512.4959	
Kevin Colby	kcolby@fs.fed.us			970.295.6613	
Kris Aoki	Kris.Aoki@eaglecounty.us	Eagle County Open Space/Planner		970.328.8752	
Martha Tableman	mtableman@co.clear-creek.co.us	Clear Creek Open Space			
Matt Robie	robie@clearcreekrecreation.com	Clear Creec Rec District		3035674822	
Pete Helseth	phelseth@co.clear-creek.co.us	Clear Creek Open Space			
Rich Doak	rdoak@fs.fed.us			970.945.3267	
Scott McDaniel	scott.mcdaniel@dot.state.co.us	CDOT R1		303.365.7201	
Sharleen Bakeman	sharleen.bakeman@dot.state.co.us	CDOT EPB		303.757.9813	
Tim Tetherow	Ttetherow@jfsato.com	JFSA	5298 South Rapp Street, Littleton, CO 80120	720.299.6651	
Tom Ford	tford01@fs.fed.us			970.295.6610	

Appendix E
Public Involvement Materials

This appendix includes public notices, community interview summary, public meeting and public hearing presentation materials, and fact sheet.

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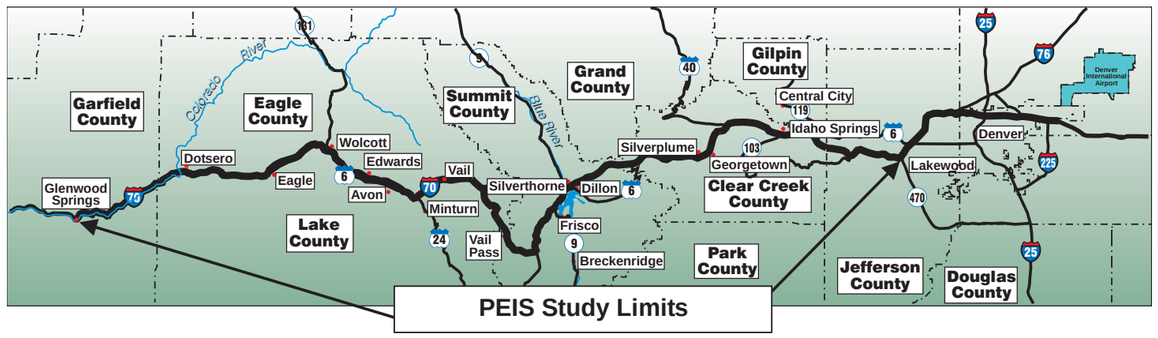
December 1999

I-70 Mountain Corridor

All About Transportation Improvements on the I-70 West Mountain Corridor

I-70 Mountain Corridor Update
Programmatic Environmental Impact Statement Announced



Since our last I-70 Mountain Corridor newsletter…

The Colorado Department of Transportation (CDOT) has decided to prepare a Programmatic Environmental Impact Statement (PEIS) for the I-70 Mountain Corridor from C470 to Glenwood Springs. The purpose of the PEIS is to take a broad view of the transportation issues and alternative solutions to assist in identifying safety and mobility improvements and reducing congestion on the I-70 Mountain Corridor. The PEIS will examine proposed solutions and reasonable alternatives for the I-70 Mountain Corridor in accordance with the National Environmental Policy Act (NEPA).

CDOT and the Federal Highway Administration (FHWA) are the Lead Agencies for the PEIS. The Lead Agencies have the responsibility and authority to make the final decisions on the recommendations of the PEIS. The decisions will set the policy for the site-specific environmental studies and their implementation. In addition, CDOT and FHWA are charged with the responsibility to ensure that the PEIS is in compliance with NEPA and that their decisions are made based on the environmental consequences associated with the proposed action(s).

This update summarizes the direction that has been established in the last several months by CDOT and briefly describes the PEIS. A more detailed summary will be available in our first I-70 Mountain Corridor Newsletter, anticipated to be published early next year.

Why has CDOT decided to perform a PEIS?

CDOT's earlier approach (outlined in the last newsletter May 1999) was to prepare a site-specific Environmental Impact Statement from U.S. 40 to Floyd Hill in conjunction with a Secondary and Cumulative Impact Study of the I-70 Mountain Corridor. CDOT had pursued this course in order to preserve the Vision that surfaced from the Major Investment Study (MIS), meet the objectives of the MIS, and streamline the NEPA process.

CDOT has decided to perform a PEIS in response to public concern that all secondary and cumulative impacts be thoroughly evaluated prior to commencing with individual projects unless the projects meet FHWA's criteria of independent utility (page 2). The PEIS will be a policy document that is adopted by FHWA in contrast to the MIS that serves as a planning document requiring no formal acceptance.

The initiation of the PEIS will delay the implementation of some highway improvements.

What will the PEIS study?

A PEIS is a broad environmental study, performed in accordance with NEPA, that accomplishes location studies and makes recommendations subject to approval by the Lead Agencies (CDOT and FHWA), on how best to proceed with site-specific environmental studies. The decisions rendered in the PEIS will be the foundation for the I-70 Mountain Corridor improvements and will serve to identify the following features of the site-specific environmental studies:

- location
- mode of transportation
- critical environmental receptors
- mitigation policy

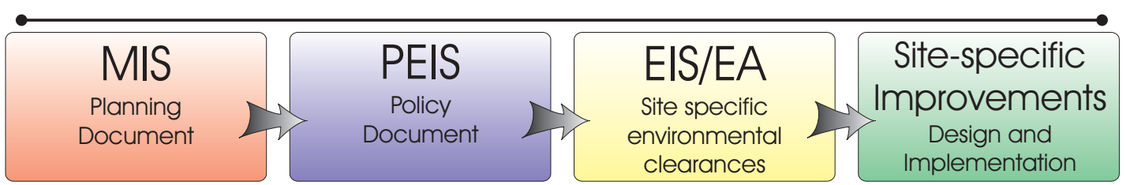
The I-70 Mountain Corridor PEIS will focus on the cumulative effects of the alternatives. The alternatives to be examined include:

- highway improvements
- Fixed Guideway Transit (FGT)
- improved rubber tire transit
- aviation services
- any reasonable alternatives identified through scoping

What will result from the PEIS?

- A 20-year Transportation Plan
- A 50-year Transportation Vision

The PEIS will set the direction/policy for the improvements to the I-70 Mountain Corridor. It will develop a 20-year Transportation Plan, which is fiscally constrained, and a 50-year Vision that balances the competing interests and uses of the corridor. Approval of the recommended improvements will lead to individual environmental studies for site-specific projects.



Colorado Department of Transportation
Region 1
Planning & Environment
18500 East Colfax Avenue
Aurora, Colorado 80011

I-70 Mountain Corridor

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I-70 Mountain Corridor News
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What other studies are on-going or will be occurring along the I-70 Mountain Corridor?

- Hogback Park-n-Ride Environmental Assessment (EA)
- Eagle County Airport Interchange EA
- Participation with the Colorado Intermountain Fixed Guideway Authority (CIFGA) on a possible demonstration project between Frisco and Silverthorne.

Additional projects may also be implemented during the PEIS if they meet FHWA's criteria of:

- connecting to logical termini
- addressing environmental concerns
- showing independent utility
- not restricting the consideration of other reasonably foreseeable transportation improvements

When will the PEIS be completed?

The PEIS is anticipated to be completed in late 2002.

I-70 Mountain Corridor PEIS Team

Cecelia Joy, CDOT Region 1 Planning and Environmental Manager, is the Project Manager and Brian Pinkerton, CDOT Region 1, is the Program Engineer.

The Colorado Department of Transportation (CDOT) has retained J.F. Sato and Associates (JFSA) to perform the Programmatic Environmental Impact Statement for the I-70 Mountain Corridor. JFSA brings more than 20 years of environmental and engineering expertise to this project.

Shawn Han is the Project Director for the I-70 Mountain Corridor PEIS, Tim Tetherow is the Project Manager for the I-70 PEIS, and Michelle Li is the Public Involvement Manager.

PEIS Public Involvement Program

Integral to the NEPA process for the PEIS is a comprehensive Public Involvement Program (PIP) to solicit comments and suggestions that will be valuable in shaping the process and alternatives to be addressed in the PEIS. CDOT firmly believes in the value and importance of input from all of the interested parties and those who may be affected by the decisions made as a result of the PEIS.

The intent of the PIP is to broadly distribute information about the project and to encourage an understanding of the process, studies, and analysis, and to provide ample opportunities for the public to comment and provide input. To accomplish this, CDOT has planned a series of informative newsletters, a website with a means to e-mail comments, a telephone information line, multiple open houses along the corridor and public review and comment on the Draft PEIS (including public hearings).

How to Get Involved

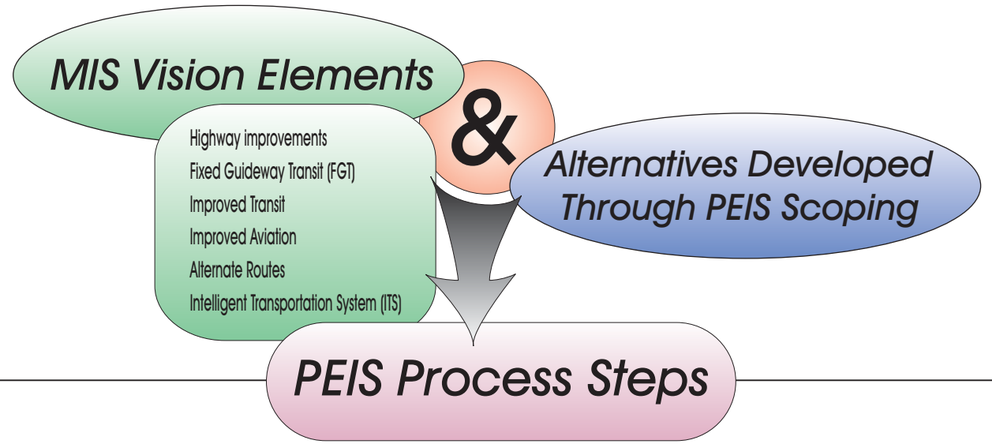
To be added to the I-70 Mountain Corridor mailing list, or if you have any questions or comments, please contact us either by mail: I-70 PEIS c/o J.F. Sato, 5898 S. Rapp St., Littleton, CO 80120 or e-mail: I-70PEIS@jfsato.com.

Next Steps

Look for your newsletter in the beginning of 2000 for the I-70 Mountain Corridor containing:

- our website address
- information line number
- details on the PEIS environmental studies and future involvement opportunities

The following diagram outlines the PEIS steps and describes the activities associated with each:



Early 2000

Scoping & Public Involvement

Scoping and Public Involvement

Scoping is an open public process initiated at the beginning of the PEIS to help identify the public's concerns and possible solutions. The Public Involvement Program, which is on-going throughout the PEIS, provides opportunities for public participation in refining the Purpose and Need of the project, the range of alternatives to be considered and the issues to be addressed. CDOT will provide a wide range of forums to encourage agency and public involvement throughout the PEIS.

Mid 2000-Mid 2001

Alternative Analysis

Alternative Analysis

Alternatives proposed in the MIS Vision and through the scoping process will be screened to determine how well each meets the project's Purpose and Need. Evaluation criteria developed in the MIS and through PEIS scoping as well as by agency and public involvement, will be used to screen the alternatives. Alternatives examined during the Alternative Analysis stage either will be screened out or advanced to the Environmental Analysis stage of the PEIS.

Mid 2001-Early 2002

PEIS
Environmental Analysis
Draft PEIS
Final PEIS

PEIS

Alternatives advanced through the Alternative Analysis process will be studied at an appropriate PEIS level, relative to the environmental issues and according to the NEPA process. In addition, impact assessment will include both a secondary and cumulative impact study of the human and natural environment. The Draft PEIS (DPEIS) will document all aspects of the PEIS process. A period for agency and public review will follow the publication of the DPEIS. All comments submitted concerning the DPEIS will be addressed in the Final PEIS (FPEIS) and the document will be submitted for final agency and public review and comment. During this stage, alternatives will be narrowed to a 20-year Transportation Plan and a 50-year Vision.

Late 2002

Record of Decision

Record of Decision

The Federal Highway Administration, as the Lead Federal Agency, will provide a Record of Decision (ROD) on the recommended action and mitigation plan. The ROD will set the policy for the 20-year Transportation Plan and the 50-year Vision for the I-70 Mountain Corridor. This will establish the prioritization of the alternatives to be studied for site-specific environmental clearances.

Community Interviews

Project representatives interviewed 17 individuals representing each of the 5 Corridor counties on the following days:

- May 10, 2000, in Georgetown, Avon, and Edwards
- May 15, 2000, in Idaho Springs, Georgetown, and Silver Plume
- May 16, 2000, in Lakewood and Glenwood Springs
- May 18, 2000, in Gypsum and Eagle

The purposes of the community interviews included the following:

- To identify issues, opinions, and ideas at the community level
- To begin to develop relationships with the communities
- To elicit ideas for structuring the public involvement program, including identifying potential members of the Mountain Corridor Advisory Committee (MCAC)
- To enhance CDOT's and FHWA's credibility, by showing their interest in the community and the concerns of the community constituents

Interviewees provided information on the following topics:

- Participation in community activities
- Knowledge of the area
- Reactions and suggestions about the I-70 Mountain Corridor PEIS
- Views and opinions regarding I-70

Interviewees expressed concerns and comments as follows:

- There is a need for a mass transit system and for alternate routes.
- There are bottlenecks at the tunnel and concerns for emergency response along I-70.
- Public input is a necessity.
- Funding sources for highway improvements need consideration.
- Communities understand the intensity of the PEIS and the necessity to adhere to federal regulations
- Need to look at a combination of alternatives, not just highway widening
- Very few people care about I-70 unless they are stuck in traffic
- The Major Investment Study process provided no reasonable alternatives
- Fixed Guideway transit could be a long-term solution but cannot solve the current congestion problem
- General public did not have the opportunity to participate in the Major Investment Study process and should be given the opportunity to participate in the EIS process.
- CDOT has not been honest with the general public in Idaho Springs.
- Need to look at both short- and long-term improvements to I-70 Mountain Corridor.
- Tolling tunnels or certain parts of the highway should be considered.
- During the Major Investment Study, CDOT/FHWA made decisions on their own, not soliciting input from the general public.
- The construction of I-70 wiped out one-third of Idaho Springs in the early 1970s.
- Reduction of noise is the main concern of the citizens of Clear Creek County.
- Wildlife, threatened and endangered species, and ecology is an important issue.

- People in Clear Creek County do not want any improvements to change the current footprint of I-70.
- CDOT needs to develop a vision for future transportation plan.
- CDOT never came to the local communities for the identification of solutions.
- The deceleration and acceleration of trucks at the weighing station has often created congestion on I-70. CDOT should consider lengthening the entrance lane for the weighing station so that heavy trucks would not be in the way of other fast-moving vehicles.
- In the community meeting process, the facilitator must be flexible in handling suggestions. There cannot be too many representatives from CDOT, consultants, and other agencies. Programmatic EIS team should only be there to answer questions, not to participate in discussions
- Roadway closures should be done more often when weather is bad or the road condition is poor. Keeping the road open when driving on I-70 is not safe can cause more accidents and therefore creating more delays than closing the road and give the maintenance crew time to make the road safe.
- Clear Creek County has the highest accident rate per capita in the nation. But Clear Creek County received no assistance from CDOT or any other agencies for emergency services. Most of the emergency services the County provided were for I-70 travelers.
- Noise, water quality, and air quality have been a concern in Silver Plume.
- Preserve the historical character of Silver Plume. Maintain the Silver Plume footprint.
- Need sound walls.
- Reduce the number of cars on I-70, such as building rail, or encourage HOV and RTT.
- Avoid travel on I-70 during peak hours.
- Should have flex lane, passing lane, and widening the footprint as the short-term alternatives.
- Should consider fixed guideway transit as a long-term solution.
- Should consider all alternatives such as double-decking, rail, flexible lanes, toll road during peak hours, HOVs, etc.
- Should preserve the historical character of Idaho Springs.
- Should have fixed guideway transit and highway improvement studies conducted concurrently.
- Federal Highway Administration seems more reasonable than CDOT.
- Train should go to DIA to serve tourists.
- Concerned that the auto industry will oppose programs and projects that encourage people to give up their cars.
- Asked if there will be flexibility to modify the 20-year plan after the Record of Decision is issued; for example, if there is a break-through in technology.
- A critical issue is reduced growth from improvements. Growth along the corridor is extreme and improvements will only bring more growth and development.
- Asked if the Mountain Corridor Advisory Committee format would be a working group or debate forum.
- Concerned that widening will increase congestion.
- Concerned about air quality resulting from congestion will not receive adequate attention.
- I-70 to Summit County - Denver to Evergreen – biggest bottleneck.
- CDOT is very well received. Gypsum community has improvements done by CDOT (e.g., bridge improvement)

I-70 Mountain Corridor
All About Transportation Improvements on the I-70 Mountain Corridor
Vol. 1 Number 2
September 2000

Current CDOT Transportation Improvement Plans

In response to some of the needs identified in the I-70 Major Investment Study (MIS), a number of individual improvement projects along the I-70 Mountain Corridor are proceeding concurrently with, but independent of, the PEIS. These projects are: the Hogback Park-n-Ride, Eagle County Airport Interchange, Eisenhower Tunnel Lighting Improvements, Georgetown Hill Rockslide Mitigation Project, Eagle-Vail Half Diamond Interchange, West Vail to Eagle -Vail Feasibility Study, and the Hidden Valley Interchange. For more information about these projects, visit the project website at www.i70mtncorridor.com or call the telephone information line at 1-877-408-2930.

How to Comment on What You've Learned in this Newsletter

Your comments are still welcome regarding your views of this project, particularly the first level of alternatives analysis screening results, screening criteria, summaries of comments, and the purpose and need.

Public involvement is critical to the success of this PEIS, and your input will be sought at virtually every step of this study. Here are the easiest ways to interact with the I-70 Mountain Corridor PEIS:

- **Call the toll-free telephone information line, 1-877-408-2930** to find out when meetings are scheduled, to leave your thoughts and questions, or ask to be added to the mailing list via voice mail.
- **Send a letter** to Michelle Li, I-70 PEIS, J.F. Sato and Associates, 5898 South Rapp Street, Littleton, CO 80120.
- **Check out the PEIS website at www.i70mtncorridor.com**, and use the built-in e-mail to send your comments.
- **Come to public open houses** and community briefings throughout the process, which will be publicized in your local media, on the website, and through other announcements.
- **Read the newsletter,** which will arrive in your mailbox at key milestones during the PEIS process. Expect to hear from us regularly, because **we want to hear from you!**

PEIS Information Resources

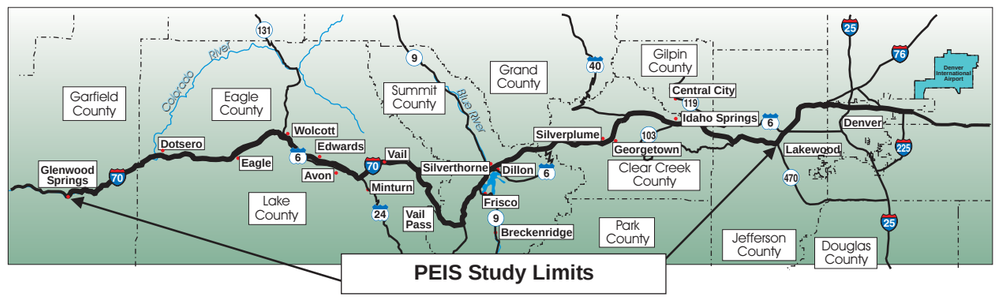
CDOT, Region 1:	**Project Manager** Cecelia Joy (303) 757-9112 **Program Engineer** Brian Pinkerton (303) 757-9651
FHWA, Colorado:	**Environmental and Right-of-Way Manager** Edrie Vinson (303) 969-6730 **ISO/Operations Engineer** Scott Sands (303) 969-6730
J.F. Sato and Associates:	**Project Director** Shawn Han (303)797-1200 **Project Manager** Tim Tetherow (303) 797-1200 **Public Involvement Manager** Michelle Li (303) 797-1200
Website:	www.i70mtncorridor.com
E-mail address:	i-70peis@jfsato.com
Telephone information line:	1-877-408-2930

To obtain information, to be added to the project mailing list, or to update your mailing address, please call the telephone information line.

Upcoming Open Houses...

October 14, 2000 in Glenwood Springs
November 8, 2000 in Clear Creek County
November 15, 2000 in the Denver Metro Area

Open house locations will be announced though the project website, mailings and in local newspapers. **Please plan to attend!**



Colorado Department of Transportation
Region 1
Planning & Environment
18500 East Colfax Avenue
Aurora, Colorado 80011

I-70 Mountain Corridor

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I-70 Mountain Corridor News
Please Take One - FREE

Need for Transportation Improvements

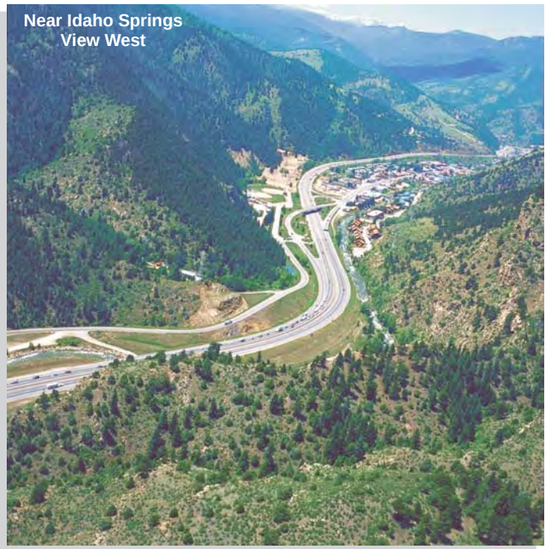
The need for the transportation improvements is evident from existing traffic conditions, projected future growth, and corresponding traffic volumes. The I-70 Mountain Corridor, a major east-west route through the rugged Rocky Mountains of Colorado, is significant for both interstate and intrastate travel and exhibits somewhat unique patterns of use. It accommodates interstate travelers and freight transportation, and summer and winter recreationists from across the nation and abroad. Intrastate, it accommodates Colorado residents for summer and winter recreationists to and from mountain destinations, freight transportation to and from businesses in the mountain communities, as well as commuters to and from jobs in the Front Range and mountain communities. Also, with the increasing growth in the formerly rural area, the Mountain Corridor is evidently becoming urbanized with more commuting among the mountain communities for goods, services, and employment.

Need to reduce congestion, improve mobility, improve safety, accommodate existing and future travel demand.

Considering the growth in the state and along the I-70 Mountain Corridor, population, traffic congestion, mobility, and safety have become an increasingly difficult problem, primarily on weekends. From the results of previous studies, it is evident that continued population growth and the attractiveness of the Colorado mountain area for recreation and development have caused annual increases in traffic from 2 to 7 percent.

Based on the type of growth, annual travel demand forecasts suggest that the conditions that exist today will continue to worsen. Furthermore, the duration of congestion at critical locations is projected to increase over the next 20 years and extend beyond the weekend hours into the weekdays.


Approximate Mileposts
255 to 254
near Genesse
View West


Near Idaho Springs
View West

Addressing Transportation Needs for 2020

This "programmatic" Environmental Impact Statement (PEIS) is broad in scope and conducted in accordance with the National Environmental Policy Act (NEPA). The PEIS will enable the FHWA and CDOT to address the transportation problems of the I-70 Mountain Corridor and the potential alternative solutions comprehensively. It is the first tier of a sequence of environmental statements or analyses. While the PEIS will not result in the environmental clearance of any I-70 transportation-related improvements, it will identify a preferred alternative that addresses expected travel conditions in the year 2020, develop an environmental mitigation program and create guidelines for implementing the preferred alternative. Subsequent environmental clearances will be required to implement the future actions resulting from the PEIS.

Population Growth

The 140-mile stretch of corridor passes through five counties - Jefferson, Clear Creek, Summit, Eagle, and Garfield - and more than 20 communities. The table below indicates that, between 1980 and 2000, the population in the state increased by about 46 percent and between 2000 and 2020, the population is projected to increase by approximately 41 percent. The I-70 Mountain Corridor counties of Clear Creek, Summit, Eagle, and Garfield more than doubled, representing approximately 4.3 percent of the total growth in Colorado between 1980 and 2020. Projecting ahead, between 2000 and 2020, the data indicates that the same counties will increase by approximately 66 percent, representing approximately 4.2 percent of the total growth in Colorado.

POPULATION GROWTH 1980-2020

COUNTY	1980	1990	2000	2010	2020
COLORADO TOTAL	2,889,735	3,294,473	4,227,389	5,059,914	5,942,414
Jefferson County	371,753	438,430	524,391	569,366	611,736
Clear Creek County	7,308	7,619	9,267	11,534	15,338
Summit County	8,848	12,881	21,102	29,927	37,388
Eagle County	13,120	21,928	36,306	47,862	56,958
Garfield County	22,514	29,974	43,039	56,672	72,149

Source: Colorado Department of Local Affairs, July 1998

What's in this Edition?

Forecasting Travel Demand

In order to determine what transportation improvements are needed, transportation planners and engineers are analyzing the current situation and project what the situation will be in the future. The characteristics of the current situation (e.g., roadway characteristics, existing transportation facilities, problematic areas) are identified and analyzed to define the problems. Future conditions are being projected through travel demand forecasting, which is used to establish the future use of the transportation system.

Travel demand forecasting for the I-70 Mountain Corridor is complex. Demand for travel is influenced by three primary factors: the location and intensity of land use (a primary determinant); the socioeconomic characteristics of the population and employment of the area; and the extent, cost, and quality of available transportation services. Regarding existing and planned land use, the amount of traffic generated by a parcel of land depends on how the land is used: shopping centers, residential areas, resorts, office complexes, each results in different traffic patterns. Socioeconomic characteristics (e.g., population, income, employment projections) of the people living in the area influence the way in which people use their resources for travel. The availability of transportation facilities and services also influences whether to travel at all or which mode to use.

Forecasting travel for the PEIS will be done with computer models that will calculate trips generated from each area, where they will go, which mode of transportation that they will choose to use, and which route they will choose.

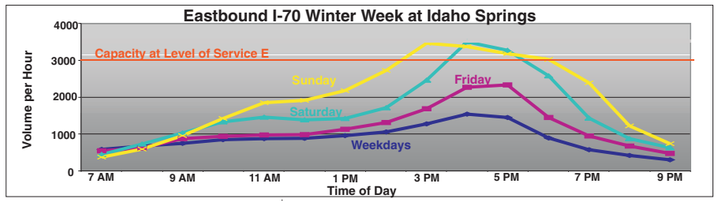
Characteristics of I-70 Mountain Corridor Traffic

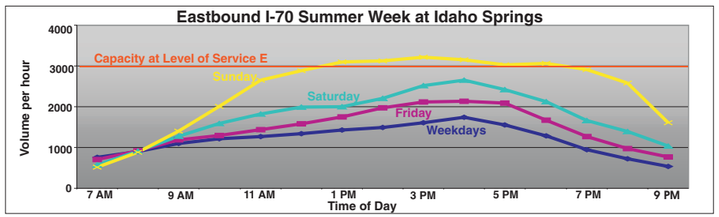
According to the *I-70 User Survey, Denver to Vail, Summer 1999 and Winter 2000* (June 2000), which created a snapshot of I-70 users, most travelers prefer to use a private vehicle for transportation. The reasons given include: convenience, lack of availability of other transportation modes, need for a vehicle at the destination, and cost. Although the preference is to use private vehicles, transit is used extensively in the winter months. On a winter weekend, transit accommodates approximately 13,000 persons, approximately 14% of the person trips along the corridor.

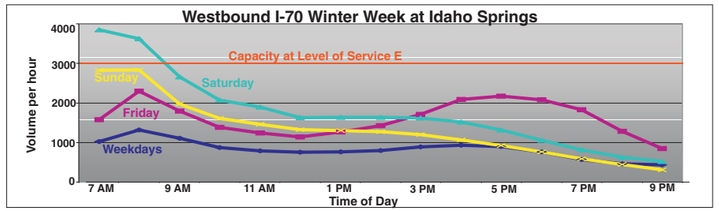
Trip Characteristics According to the User Study, most of the users were taking long trips of 50 miles or more and the average duration of a trip was 2.5 days for summer survey respondents and 2.1 days for winter survey respondents. The purpose of the trips include recreation (more than 50 percent), visits to family and friends (nearly 20 percent), work, shopping, and eating out.

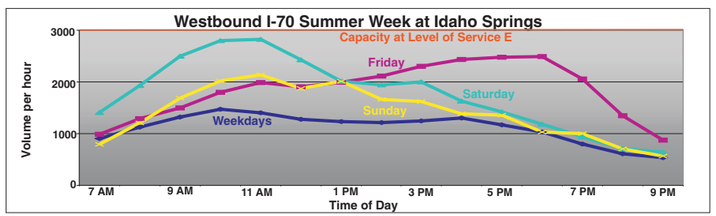
Peak Periods The peak periods of travel occur predominantly on weekends. The peak hours occur on Friday PM and Saturday AM with users entering the corridor heading westbound, and on Sunday PM with users exiting the corridor going eastbound. The four graphs show an example of the peak hour characteristics for winter and summer by direction of travel at Idaho Springs. According to the *User Study* (2000) during winter 2000 at Idaho Springs, 21% of the travelers were from Denver, 14% from Jefferson, 10% from Arapahoe, 39% from other counties, and 19% from out of state. During summer 1999 at Idaho Springs, 19% were from Denver, 13% from Jefferson, 10% from Arapahoe, 47% from other counties, and 10% from out of state.

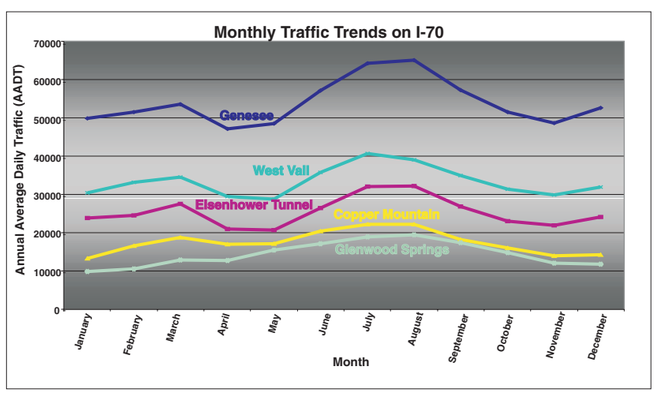
Accidents More than 5,600 accidents were recorded during a three-year period for a daily average of approximately five accidents. The accidents claimed 81 lives and injured 2,407 people.











Seasonal Variations The I-70 Mountain Corridor is more heavily used on weekends during the summer months than on weekends during the winter months. The *Monthly Trends* graph shows the higher summer usage in the corridor.

Potential solutions for improvements face many challenges.

Potential solutions for improvements to the problem have been and continue to be addressed. However, potential solutions involve the complexities, challenges, and consideration of restrictive mountainous terrain, high altitude, sensitive natural environment, and the locations of communities along the I-70 Mountain Corridor.

(Level 1 Screening Results cont'd)

Transportation Management Family

Alternatives	Screening Criteria: Safety	Screening Criteria: Mobility	Alternatives Retained for Level 2 Screening
Transportation System Management (TSM): • Highway improvements • Flex lanes • HOV lanes • Curve smoothing • Slow-moving vehicle lanes • Interchange improvements (longer acceleration and deceleration ramps) • Incident Management Program • Trucking Operations Plan • Improved maintenance • Access management • TSM for Transit • Skier express service • Private shuttle service • Local transit operations • Intermountain bus service • Amtrak Ski Train	Does the alternative meet safety standards as specified by FHWA/CDOT and the American Association of State Highway and Transportation Officials (AASHTO)/ Manual of Uniform Traffic Control Devices (MUTCD)?	Is the alternative compatible with CDOT's long term TSM/TDM/ITS plan?	P
Travel Demand Management (TDM): • Marketing of alternate modes • Intermodal transfer centers • Park-n-ride lots (places to meet and carpool) • Parking management programs • Time-of-use restrictions • Congestion pricing • Land use strategies			P
Intelligent Transportation Systems (ITS): • Traveler information • Traffic management • Vehicle control • Commercial vehicle systems • Public transport • Emergency management systems • Electronic transactions • Safety systems			P

Fixed Guideway Transit (FGT) Family

Alternatives	Screening Criteria: Safety	Screening Criteria: Mobility	Alternatives Retained for Level 2 Screening
Automated Guideway Transit (AGT) These systems (powered by either electric traction or linear induction motor) include: conventional rail, concrete guideway or monorail.	Does the alternative meet passenger safety and security standards?	Does the alternative meet the following criteria: • Meet the maximum theoretical capacity (passenger /hour). • Provide sufficient access to mountain corridor communities. • Average vehicle speed (mph), with and without stops, must be capable of transversing the 127-mile corridor from C-470 to Dotsero in less than 3.5 hours.	This group has been divided into 2 subgroups: long haul and short haul. Short haul systems were screened out because they are not suited for the Mountain Corridor environment. Long haul systems will be retained for Level 2 Screening; however, they will be included under the HRT alternatives.
Rail Transit Diesel Multiple Unit (DMU) on a single track with passing sidings or on a double track			P
Light Rail Transit (LRT) Either on a single track with passing siding or on a double track			P
Heavy Rail Transit (HRT) Either on a single track with passing sidings or on a double track			P
Passenger Railroad • Diesel locomotive train on a single track with passing sidings or on a double track • Electric locomotive train on a single track with passing sidings or on a double track • Electric Motor Unit (EMU) on a single track with passing sidings or on a double track			P
Advanced Guideway Systems • Monorail • Magnetic Levitation (Maglev) attraction based or repulsion based			Monorail systems are retained for Level 2; however, maglev systems were screened out due to curve/grade limitations. It would be difficult to serve all corridor communities.

Rubber Tire Transit (RTT) Family

Alternatives	Screening Criteria: Safety	Screening Criteria: Mobility	Alternatives Retained for Level 2 Screening
Bus in mixed traffic	Does the alternative meet passenger safety and security standards (measured by the presence of an operator)?	Does the alternative meet the following criteria: • Meet the maximum theoretical capacity (passenger /hour). • Provide sufficient access to mountain corridor communities. • Average vehicle speed (mph), with and without stops, must be capable of transversing the 127-mile corridor from C-470 to Dotsero in less than 3.5 hours.	P
Bus in High Occupancy Vehicle (HOV) Lanes Either in a marked lane (peak direction only or both directions) or a separated lane (peak direction only or both directions)			All options will be retained for Level 2 screening. The initial recommendation was to screen out the bus in separated HOV (both directions) because the excessive capacity is not needed in non-peak directions.
Bus in a separated transitway All options include peak direction only or both directions by: traditional bus, hybrid electric bus (HEB) or electric buses			P
Bus in guideway • Hybrid electric bus (HEB) (peak direction only or both directions) • Traditional or electric bus (both directions)			P
Bus Rapid Transit (BRT)			P
Improved Van Operation			P

Level 1 Alternatives Analysis Screening Results

The alternative development process (described on page 3) includes developing the criteria, applying the criteria to each alternative, and obtaining general public support (as expressed through the advisory committees and public meetings). No families are eliminated as a result of this process. The purpose of the Level 1 Alternative Development Process is to identify options within the six families of alternatives that can meaningfully reduce congestion and improve safety and mobility in the I-70 Mountain Corridor. Level 1 Screening is nearly complete; the results are categorized below (details can be viewed by going to the website or requested through the information line). The Level 2 Alternative Development Process will screen out alternatives based on technology, constructability, and cost, as well as safety and mobility. The Level 2 Screening Process is currently in development and will be presented at future open houses.

Highway and Interchange Elements Family

Alternatives	Screening Criteria: Safety	Screening Criteria: Mobility	Alternatives Retained for Level 2 Screening
Adding Standard Lanes	Will the alternative reduce the following safety problems: • Roadway Geometry – Horizontal curves – Vertical curves • Accident Prone Areas – High number of incidents – Rock fall zones – Ice build–up/snow pack areas – Inclement weather areas	Will the alternative reduce traffic congestion at problematic areas? Problematic areas are defined as: • A low Level of Service (LOS E or F for 2000). LOS F occurs when uniform traffic flow cannot be maintained. The flow conditions are such that the number of vehicles that can pass a point is less than the number of vehicles arriving at that point. • Where there is extensive traffic delay caused by roadway geometry constraints (i.e., steep grades or lane drop areas).	P
"Smart" Widening			P
"Flex" Lanes *			P
Reversible Lane with Fixed Barrier			P
Moveable Barrier			P
Idaho Springs Parallel Route			P
Curve Smoothing *			P
Climbing Lane *			P
Tunnel Capacity Improvement			P
New Tunnel from Downieville to Silverthorne			P
Interchange Reconfiguration/Access Consolidation *			P
Local Access Improvement *			P
Structured Lanes (alternative concept)			P
Covered Lanes (alternative concept)			P
Structured lanes specifically for trucks *			P

* These alternatives are also considered Transportation Systems Management, which is specified under the Transportation Management Family.

Alternate Routes Family

Alternatives	Screening Criteria: Safety	Screening Criteria: Mobility	Alternatives Retained for Level 2 Screening
1 - Fort Collins to Wolcott via Walden (includes SH 14 and SH 131)	Does the alternative meet highway standards?	• Does the alternative route provide a shorter or equal to travel distance than a trip via I-70?	Screened out since travel time is not competitive with congested I-70 and travel distance is 20 miles more than-I-70. Low percentage (1.9%) of travelers originating from the area does not meaningfully reduce the I-70 congestion.
2 - Fort Collins to Wolcott via Kremmling (includes US 34)			Screened out due to the low percentage (1.9%) of travelers originating from the area.
3 - Fort Collins to Copper Mountain via Kremmling (includes US 34 and SH 9)			Screened out due to the low percentage (1.9%) of travelers originating from the area.
4 - Denver to Wolcott via Moffat Tunnel (includes SH 72, US 40, and US 34)			Screened out since travel time is not competitive with congested I-70 and travel distance is 20 miles more than I-70.
5 - Denver to Copper Mountain via Moffat, Berthoud and Jones Pass Tunnels (includes SH 72 and SH 9)			Screened out since travel time is not competitive with congested I-70 and travel distance is 20 miles more than I-70.
5a - Denver to Winter Park via Moffat Tunnel (includes SH 72)			P
6 - Denver to Wolcott via Berthoud Pass Tunnel (includes US 40 and US 34)		• Does the alternative route provide a shorter or equal to travel time than a trip via I-70?	Screened out since travel time is not competitive with congested I-70 and travel distance is 20 miles more than I-70.
7 - Denver to Copper Mountain Jones Pass Tunnel (includes SH 9)			Screened out since travel time is not competitive with congested I-70 and travel distance is 20 miles more than I-70.
8a - Denver to Copper Mountain via Hoosier Pass (surface) (includes US 285 and SH 9)			Screened out since travel time is not competitive with congested I-70 and travel distance is 20 miles more than I-70.
8b - Denver to Copper Mountain via Georgia Pass Tunnel (includes US 285)			P
9 - Denver to Minturn via Buena Vista (includes US 285 and US24)		• Does the alternative route have the potential to significantly reduce the traffic flow on an extended segment of I-70?	Screened out since travel time is not competitive with congested I-70 and travel distance is 20 miles more than I-70.
10a - Colorado Springs to Copper Mountain via Hoosier Pass (surface) (includes US 24 and SH 9)			Screened out due to the low percentage (2.7%) of travelers originating from the area.
10b - Colorado Springs to Copper Mountain via Hoosier Pass Tunnel (includes US 24 and SH 9)			Screened out due to the low percentage (2.7%) of travelers originating from the area.
11 - Colorado Springs to Minturn via Buena Vista (includes US 24)			Screened out due to the low percentage (2.7%) of travelers originating from the area.
12 - Colorado Springs to Copper Mountain via Buena Vista (includes US 24 and SH 91)			Screened out due to the low percentage (2.7%) of travelers originating from the area. Travel time not competitive with congested I-70 and travel distance is 20 miles more than I-70.
13a - Pueblo to Copper Mountain via Hoosier Pass (surface) (includes US 50 and SH 9)			Screened out due to the low percentage (0.3%) of travelers originating from the area.
13b - Pueblo to Copper Mountain via Hoosier Pass Tunnel (includes US 50 and SH 9)			Screened out due to the low percentage (0.3%) of travelers originating from the area.

Aviation Family

Alternatives	Screening Criteria: Safety	Screening Criteria: Mobility	Alternatives Retained for Level 2 Screening
Develop new airports in the mountain corridor	Is the location relatively free of major topographical and meteorological conditions that would hamper air traffic activity expansion?	• Is there sufficient and appropriate land available for construction and expansion? • How viable is the location of the airport? • Is the location in reasonable proximity to the major activity centers of the corridor? • Would this alternative have a significant, positive impact on I-70 Vehicle Miles Traveled (VMT) and/or Vehicle Hours Traveled (VHT)?	Screened out since there are no sponsors or air travel demand, and it is difficult to site.
Develop heliport and short take-off-and-landing (STOL) facilities			Screened out because the smaller aircraft that could use the facilities: carry too few passengers and are less equipped to deal with weather and mountain terrain.
Improve existing commercial service aviation facilities			P
Improve existing general aviation facilities to accommodate commercial operations			P
Develop Walker Field (the Grand Junction airport) into a West Slope regional hub airport			Screened out since Walker Field is already under utilized. It is not in the travel trend because Hayden, Rifle, and Glenwood Springs Airports are successful for general aviation purposes.
Develop aviation systems management and subsidy programs			P

The Letter and Spirit of the Law

The I-70 PEIS is being prepared in compliance with the National Environmental Policy Act (NEPA) (40 CFR Parts 1500-1508). NEPA is our Nation's basic charter for protection of the environment. It establishes policy, sets goals, and provides means for carrying out the policy. The provisions to ensure that federal agencies and their agents act according to the letter and spirit of the law are the Council on Environmental Quality's (CEQ) Regulations for implementing the procedural provision of NEPA.

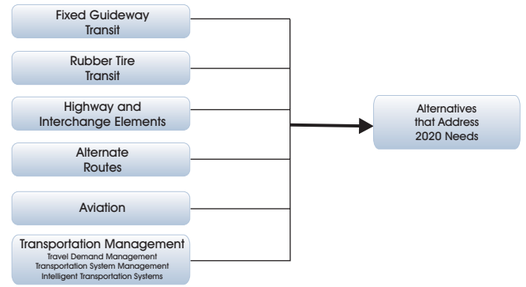
These regulations have been interpreted and implemented by FHWA in accordance with FHWA's mission and mandate, and are found in 23 CFR. As the lead federal agency in the preparation of the I-70 Mountain Corridor PEIS, FHWA, in cooperation with CDOT, has the authority and responsibility to make the final decisions. In addition, a number of associated environmental regulations will serve as guidance in preparing the PEIS.

In an effort to address and incorporate other agencies issues, policies, and regulations, as applicable, FHWA and CDOT have encouraged early communication with agencies and to continue throughout the process. As one result, FHWA and CDOT have consulted with the Environmental Protection Agency (EPA) and Army Corps of Engineers (COE) to facilitate the integration of NEPA regulations with the Clean Water Act's (CWA) 404(b)(1) guidelines at the Tier 1, programmatic level. This integration will ensure alternative(s) presented in the PEIS will include those that are both reasonable and practicable, that environmental consequences are identified, and that the least damaging practicable alternative to aquatic resources is identified.

Families of Alternatives

Based on the vision elements that resulted from CDOT's Major Investment Study (1998) and comments received during scoping, transportation alternatives were identified that fall into six categories, as shown in the figure. Within each "family" of alternatives there are several options for alternatives. Descriptions of each option can be found either on the website at www.i70mtncorridor.com or by contacting Michelle Li at (303) 797-1200.

In addition, a no action alternative will be addressed in the PEIS. This no action alternative would maintain the I-70 Mountain Corridor under current and committed transportation improvements, which would include road maintenance. The primary purpose of the no action alternative is to provide a baseline condition for comparison of all alternatives, in addition to its consideration as an option.



*The no action alternative will also be included in the PEIS. The random order of the alternatives presented in this diagram do not reflect a prioritization.

Staging the Analysis Of Alternatives

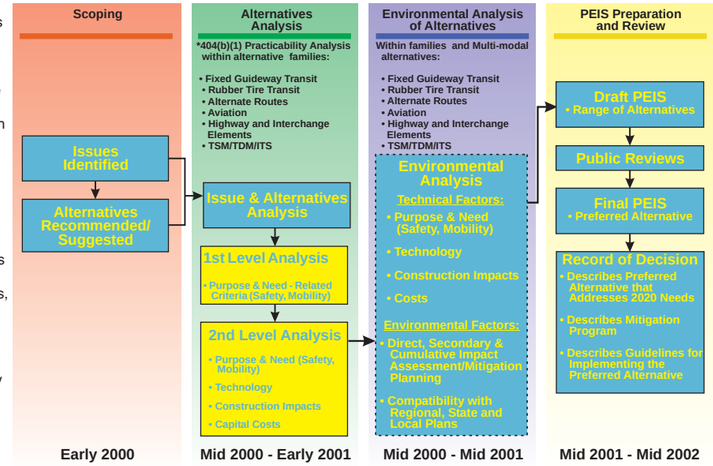
Based on the issues and alternatives identified during scoping, two levels of alternatives analysis are being conducted to determine which alternatives meet the purpose and need sufficient for examination in the PEIS. Criteria have been established to evaluate, screen, and systematically narrow the range of alternatives to be considered in the PEIS. Alternatives examined will be eliminated either through screening or advanced to environmental analysis for the PEIS. The two levels are briefly described below and are shown in the flow diagram.

•First level of analysis

Initial analysis is focusing on criteria related to the purpose and need for the project (improved mobility, reduced congestion and safety). This stage of analysis is developing alternatives within individual modes of transportation (i.e., highway and interchange elements, fixed guideway transit, rubber tire transit, alternate routes, transportation management, aviation).

•Second level of analysis

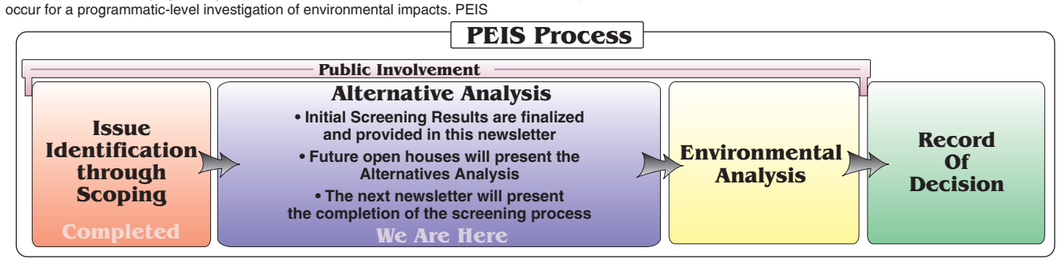
The next level of analysis will build on the first level by further refinement of the remaining alternatives within families. The criteria that will be used for the second level of analysis relate to purpose and need, construction impacts, and capital costs. This stage also will focus on individual modes of transportation.



Where We Are in the Process

The PEIS process is organized into four, sequential and systematic stages as shown on the diagram below. The Scoping process identified issues through public and agency comment. Through the Alternatives Analysis, a process is being conducted to select alternatives from within "families" to carry forward into the environmental analysis. One or more alternatives from each family is expected to progress in the Environmental Analysis stage of study where further refinement and packaging of single modes into multi-modal combinations will occur for a programmatic-level investigation of environmental impacts. PEIS preparation will provide documentation and disclosure of broadly-defined direct, indirect, and cumulative environmental impacts and mitigation for the proposed action and other alternatives.

Since the start of the PEIS in January 2000, the PEIS team has completed the initial PEIS scoping and is nearing completion of the first level of Alternatives Analysis.



What's Been Learned From the Agencies and Public So Far

The first step of the NEPA process and public involvement program was scoping. The purpose of scoping was to inform and educate the public about the PEIS and to solicit input in order to identify issues and perspectives that the public, agencies, and special interest groups may have at this early stage of the project. Since the beginning of the PEIS process in January 2000, several meetings have been conducted and include the following:

- Meetings with federal, state, regional, county, and local agencies
- Two sets of public open houses held along the corridor (at which nearly 330 people total attended)
- Special interest group meetings (including: Colorado Ski Country Groups, Water Quality Interest Groups, Colorado Motor Carrier Association, Ski Associations and Tourism, Transit Groups, Environmental Groups, Growth and Commerce Interests)
- Interviews with members of the I-70 Mountain Corridor communities

The meetings were designed to provide project-related information, as well as identify issues and ideas to be addressed, gather input, and provide for future coordination as the project progresses.

More than 1,000 comments have been received regarding the I-70 Mountain Corridor PEIS between early January and late July 2000. The comments were reviewed, organized by topic, and entered into a computer-assisted database to facilitate retrieval and tracking through the environmental analysis. The database will be reviewed periodically throughout the process to ensure that the comments for the public and agencies are addressed through the analyses and in the PEIS. The comments are summarized below.

Summaries of Agency and Public Comments Received

Comments from the first set of open houses are summarized below. Actual comments that were received are available on the project website at www.i70mtncorridor.com.

PURPOSE AND NEED

The purpose and need statement should address the following: range of mobility/travel options; capacity; congestion; cost effectiveness; quality of life (including local communities); potential human and natural environmental impacts; distribution of benefits (local and state wide); future needs; maximize the use of existing infrastructure; a wide range of mobility options, including the no-action alternative, to recommend alternatives that are sustainable; and account for indirect effects and cumulative effects, including induced development, pollution and habitat fragmentation.

SAFETY

Consider timely emergency response for traffic accidents and geologic hazards: improve traffic updates for these events; better monitoring and law enforcement of existing regulations; separating different types of traffic (i.e., trucks, recreation, intra-corridor travel, bike/pedestrian); improve signage, re-paint surfaces and use reflective surfaces; reduce headlight glare from on-coming vehicles; include an Incident Management Plan (IMP). Examine potential modification of roadway design and speed limits. Provide areas or lanes for truckers to use specifically for attaching chains and enforce chain laws. Know that truck drivers are professionally trained; the accident rate for trucks is less than that of automobiles. Trucks are a safety risk when moving at high speeds descending downhill grades, especially at night and in inclement weather.

Advisory Committees Convened

Two advisory committees have been formed to advise the I-70 Mountain Corridor PEIS team as it identifies, studies, and develops alternatives to address congestion and safety issues.

With approximately 35 members, comprised of local elected officials, special interest groups, and local citizens, the Mountain Corridor Advisory Committee (MCAC) members were invited by CDOT to serve based on their knowledge of the area; on their ability to develop and maintain working relationships with others on the committee; and commitment to participate throughout the 2.5-year timetable. The MCAC will review project information, and advise CDOT and FHWA on the alternatives under examination.

The Technical Advisory Committee (TAC), composed of federal, state, and local agency representatives, will provide technical input and expertise to the PEIS team. The TAC will help foster interagency communication throughout the development and content of the draft and final PEISs.

In addition to the MCAC and TAC, a Peer Review Committee is providing extra quality assurance for the travel demand modeling for the study. Made up of four professionals - each regarded as an expert in his or her technical field -- the group will supplement the PEIS team's capabilities with regional knowledge of growth and demographics, execution of the TransCAD software, and by providing an independent review of travel demand modeling.

These committee structures will give the PEIS team effective, insightful interaction with technical experts, local residents and officials, interest groups, and other agencies throughout the process. FHWA will consider the advice of these committees, along with direction provided by federal and state regulatory agencies and the general public, in making their decision on the preferred alternative. More information can be found on the project website at www.i70mtncorridor.com or by request through the information line at 1-877-408-2930.

TRAFFIC AND TRANSPORTATION

Alternatives should go beyond traditional highway improvements (i.e., transportation systems management (TSM)/ transportation demand management (TDM)/ intelligent transportation system (ITS), bike/pedestrian, rail transit, rubber tire transit, adding lanes, reversible lanes). Need to address potential latent and induced traffic. Local access must be considered. Consider effects on the local Emergency Medical Service, fire and police in response to I-70 situations. Analyze traffic patterns and accommodate them accordingly, i.e., west/eastbound, weekends, winter and summer months.

TRUCKS/FREIGHT

Address slow moving vehicles (SMV) by implementing the following: installing dedicated SMV lane; regulating and/or offering incentive for off-peak travel and/or limited travel days; restrict SMV to right lane, however, consider ramp access or left turn lane access for cars; regulating speed by weight; better law enforcement. The trucking industry is important to the economy; travel limitations may impact the efficiency of trips. Consider unifying shipping regulations with other states. Consider the advantages/disadvantages for using rail for moving people and goods along the I-70 Mountain Corridor.

ALTERNATIVES

Rubber Tire Transit (bus, van, shuttle)
The study should identify ways to encourage behavior change toward the use of buses, vans, shuttles and park-n-rides including subsidies of these alternatives. Consider alternate fueled vehicles and subsidizing service. Address the feeder service needed between fixed route alternatives and the ultimate destinations in both the Denver metropolitan area and the mountain areas. Evaluation of bus alternatives needs to identify and address immediacy of needs and environmental impacts (i.e., air quality).

Alternate Routes
Address existing and potential new alternate routes, including tunnels, to ensure ability to travel to and from Denver when there are disruptions on I-70. Address alternate routes to accommodate current and existing truck and recreational traffic. Suggestions for specific areas of study included the following: south to Colorado Springs; north to Ft. Collins; US 40; Moffat Tunnel and Tennessee Pass; US 285; CO 9 to Breckenridge; US 6.

Transportation Management
This family includes three main categories:
Transportation System Management (TSM)
Travel Demand Management (TDM)
Intelligent Transportation Systems (ITS)
Suggestions include the following: tolls; ramp metering; user fees; variable messaging system (VMS); time and lane restrictions for trucks; incentives for off-peak travel; rest areas; park-n-rides; opportunities to use economic incentives to encourage nonpeak travel; incentives for industries to consider alternative work schedules. There was also strong sentiment that tolls should not be considered as an alternative to be further studied due to the fact that an existing highway should not be tolled and the commuting mountain residents should not be subject to such a burden.

Highway and Interchange Elements
Address potential impacts to land adjacent to the highway (Forest Service and community land). Problem areas include the following: eastbound I-70 near US 40 (third lane suggested); route to Copper (third lane suggested); Floyd Hill to Empire; Berthoud Pass; Exit 216 to MP 218; curves; bottlenecks; tunnels; Dumont to Idaho Springs. Recommendations: double decking; adding lane(s); reversible lanes; runaway truck ramps; use of tunnels at "choke points"; improve existing tunnels. Address cumulative impacts of improvements/ construction to other routes; immediacy of need for improving highway congestion; access to and from the north Front Range; maintenance/upkeep of current highway.

Fixed Guideway Transit (Rail)
Address benefits among local users, recreational travelers and tourists; feasibility of rail including the following: public and private financial investment, cost of use for individuals, local community impacts and practicality of implementation. Address a variety of system technologies including existing and developing. Address potential financial, environmental and social impacts of station location. Address rail alternatives both within the right-of-way (ROW) and outside of the ROW. There were general statements supporting and opposing highway widening versus rail. Address safety when evaluating rail technologies. User needs are as follows: intra- versus inter-corridor travel; employment; tourism; amenities; facilities at stations, including shops and eateries; system ability to transport recreational equipment/baggage; inconvenience of users hauling equipment/baggage; ability to reach recreational areas.

Aviation
Include the evaluation of air service and the possibility of an airport in the Fairplay/Alma area.

(Summaries of Comments cont'd)

ENVIRONMENTAL

Air and Climatology
The proposed action should improve air quality. Special sources of concern include sand/particulates and carbon monoxide, particularly during periods of heavy traffic congestion, stalling and high winds. Plans to alter terrain should take into account meteorological analysis of wind and storm effects.

Geologic Hazards
Proposed action should have minimal impact on geological features and should address the need for rock slide and avalanche control.

Hazardous Materials
I-70 Mountain Corridor is not suited for the transportation of nuclear waste. There is a need to remediate open pit mines along I-70, particularly in Clear Creek County.

Water Quality and Hydrology
Alternatives should maximize protection of water quality, riparian corridor, wetlands and upland habitat. Evaluate potential sources of pollution to water quality: waste rock drainage; sanding sedimentation; magnesium chloride; stormwater runoff; construction and development. Address the following: increase creek channel sinuosity; better cross drainage; larger culverts; use of debris racks; use of settling basins; physical barriers. Specific technical water quality evaluation criteria should be used.

Ecology
Alternatives should minimize negative impacts to the following: wildlife travel; corridors, crossings and linkages; sustainable ecosystems; wildlife communities; habitats, including seasonal/breeding. Specific technical wildlife evaluation criteria should be used. Minimize potential adverse distribution of noxious weeds.

Threatened and Endangered Species
Alternatives should avoid adversely affecting threatened and endangered species (i.e., lynx, goshawk, and boreal toad) and should include interagency coordination. Alternatives should address sustainable ecosystems in addition to threatened and endangered species.

Land Use/Right-of-way
Alternatives need to address possible land acquisitions for exit expansions, parking and trail head access for recreation sites along I-70. Alternatives should minimize ROW acquisitions that adversely impact the smaller towns such as Lawson, Dumont and Downieville. Alternatives should be coordinated with Forest Service and community plans and goals; and explore land trade opportunities with federal agencies.

Wetlands
Wetlands should be mapped to identify quality and quantity of potentially affected wetlands.

Growth
Current statistics and growth projections should guide development of alternatives including local, state and national growth trends. More lanes lead to sprawl, which is undesirable. However, some communities want the opportunity to grow. Alternatives need to address the direct and indirect effects of population growth on the communities and the environment. Mountain communities may need to consider more compact growth patterns in order to accommodate population growth and prevent sprawl. Long-term planning, controlled growth and use restrictions should be considered during development of alternatives.

Socioeconomics
Alternatives should minimize negative effects on mountain communities and the Front Range (including cultural resources, historical resources, lifestyles, induced growth and development, loss of land, fragmentation of communities) and should take into account the economic impacts of recreation, tourism, construction and construction-related growth on mountain communities. Alternatives should include specific technical socioeconomic and lifestyle evaluation criteria (i.e., cost of living and housing); improve community environment whenever possible; and address cumulative socioeconomic effects.

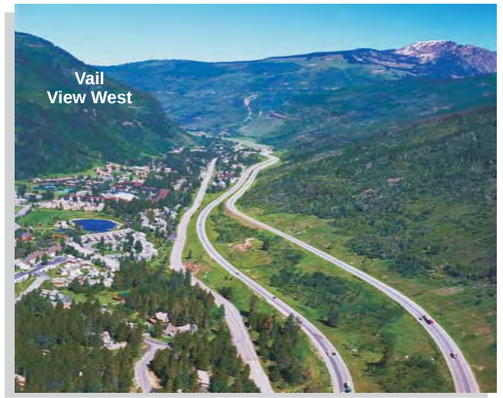
Energy/Utilities
Alternatives should address sources of energy and utility provisions, and should take into account future facility siting and infrastructure for utility providers.

Environmental Justice
Alternatives should address environmental justice issues including the following: income disparity; affordable housing; ethnic/racial minority issues.

Noise
Noise impacts including truck noise are a major concern of the residents in the corridor (i.e., jake brakes). Specific technical noise evaluation criteria should be used and alternatives must include options to minimize noise impacts, including roadway design improvements. Noise barriers should blend with and contribute to existing community values and quality of life objectives.

Visual Impacts/Aesthetics
Alternatives should minimize adverse visual impacts to preserve the scenic beauty of the mountains and canyons. Alternatives should feature consistent and unobtrusive design elements and consider the visual and shading impacts of elevated alternatives.

History/Archeology/Paleontology 4(f)
Alternatives should address specific technical historical and cultural evaluation criteria; minimize adverse impacts to historical and cultural resources; and address direct and secondary impacts (i.e., construction, increased visitation).



SCHEDULE

Coordinate the NEPA and Clean Water Act, Section 404 processes. Complete PEIS before initiating site-specific improvements in Clear Creek County.

APPROACH

The PEIS is redundant; CDOT is wasting money by conducting the Major Investment Study (MIS) and PEIS; alternatives discarded in the MIS should be included in the PEIS. Diversity of the communities, their goals, regulations and issues should be noted. Announce who makes the final decision and what is the result of the Record of Decision (ROD). Include technologies that are not currently in use. Effort should focus on long-term solutions with the least impacts. Consider the mountain destinations need for a 50 year vision. Study must be interdisciplinary and include short- and long-term, direct, indirect and cumulative impacts. Allow for issues to be converted into evaluation criteria. Make the study realistic. Utilize adequate mitigation for unavoidable impacts.

STUDY AREA

Study area should incorporate public transportation from Denver to Glenwood Springs; from Vail to Frisco; areas outside the corridor that may be indirectly affected; and parallel corridors that may help address problems on I-70 (e.g., SH 6). The study area should be based on travel behavior, destination points and peak movement.

PUBLIC INVOLVEMENT

The Mountain Corridor Advisory Committee (MCAC) should have wide representation, including citizens and elected officials. The committee should have authority and be actively involved in the decision-making process, including the development of evaluation criteria.

General statements were made regarding the format of the first round of open houses; suggestions include having group discussions, speakers/formal presentations and video. Support included praise of the graphics and informed staff. Provide continued, and a variety of, avenues for broad public involvement throughout the process. The process must be fair and objective and relay the concerns and ideas of participants to the decision-makers in the political arena. Avoid using technical terms and acronyms during presentations. Make the documentation understandable to the public.

COSTS

Cost should not be considered during the initial screening phase since viable alternatives may be discarded. Make it clear if the 20-year plan is fiscally constrained and the 50-year vision is not.

Costs should include mitigation and permitting costs of the alternatives; and the costs to cities and counties for emergency services and responses. Ski areas and tourist attractions should share or subsidize the cost. Funds allotted for highway improvements should not pay for Fixed Guideway Transit. Financial support should be provided for communities to handle emergency response, transit system needed to support I-70 improvements, water quality impacts due to the highway and maintenance of the corridor after rock and mudslides due to I-70 past and future upgrades. Need to disclose how much the improvements are really going to cost and how will they be funded. Rubber tire transit (RTT) should be subsidized. Project costs should be shared by users and hosts.

I - 70 Mountain Corridor

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Coordination with the Forest Service

Approximately 31 miles of the 140 mile stretch of I-70 that is part of the PEIS study area passes through Forest Service land. There are two forests involved, Arapaho National Forest in the east and White River National Forest in the west. The study team has invited the United States Department of Agriculture, Forest Service to be a cooperating agency on the PEIS and has held several coordination meetings with Forest Service representatives. The team has reviewed the forest service plans and is working together to ensure that the PEIS process and decisions are in harmony with these plans.

How to Submit Your Comments

We welcome your comments regarding this project, particularly the Purpose and Need Statement, screening criteria and results and public involvement.

Here are the easiest ways to interact with the I-70 Mountain Corridor PEIS:

- **Call the toll-free telephone information line, 1-877-408-2930** for updated meeting information.
- **Send a letter** to Michelle Li, I-70 PEIS, J.F. Sato and Associates, 5898 South Rapp Street, Littleton, CO 80120.
- **Check out the PEIS website at www.i70mtncorridor.com,** and use the built-in e-mail to send your comments.
- **Come to public open houses,** which will be publicized in your local media, on the website, and through other announcements.
- **Read the newsletter,** which will arrive in your mailbox at key milestones during the PEIS process. Expect to hear from us regularly, because we want to hear from you!

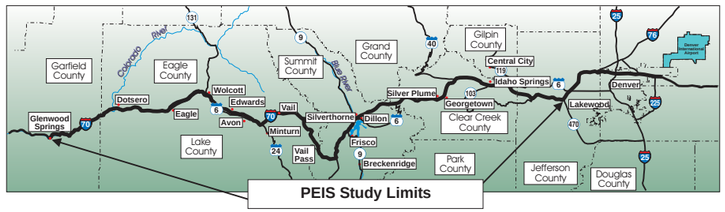
PEIS Information Resources

CDOT, Region 1:	**Project Manager** Cecelia Joy (303) 757-9112 **Program Engineer** Brian Pinkerton (303) 757-9651
FHWA, Colorado:	**Environmental and Right-of-Way Manager** Edrie Vinson (303) 969-6730 **ISO/Operations Engineer** Scott Sands (303) 969-6730
J.F. Sato and Associates:	**Project Director** Shawn Han (303)797-1200 **Project Manager** Tim Tetherow (303) 797-1200 **Public Involvement Manager** Michelle Li (303) 797-1200
Website:	www.i70mtncorridor.com
E-mail address:	I-70peis@jfsato.com
Telephone information line:	1-877-408-2930

To obtain information, to be added to the project mailing list, or to update your mailing address, please call the telephone information line.

Upcoming Open Houses...

2001 Three open houses will be held along the I-70 Mountain Corridor. The dates are April 4th, in Clear Creek County, 4-7 p.m.; April 7th, in Jefferson County, 1-3 p.m.; and April 11th, in Summit County, 4-7 p.m.. Exact locations will be announced through the project website, mailings and in local newspapers. Representatives from the Gaming Area EIS Team will also be present to share updated project information.



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I-70 Mountain Corridor News
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Summary Purpose and Need Statement
I-70 Mountain Corridor Programmatic EIS

The Purpose and Need Statement will be the basis for ultimately identifying the preferred alternative (package of modal alternatives) which meets the underlying need and best achieves the purposes and environmental goals to be attained for the I-70 Programmatic Environmental Impact Statement (PEIS) between C-470 and Glenwood Springs, Colorado. The Purpose and Need Statement will also serve as the scope of the decision factors for the selection of the preferred alternative in the Record of Decision (ROD).

Congestion along I-70 Eastbound near Georgetown Labor Day 2000

Statement of Need for the Proposed Action

There is significant traffic congestion occurring along the I-70 Mountain Corridor in the mountainous portions of Colorado, primarily during the weekends. Corridor congestion is expected to increase over the next 20 years and beyond. The need to increase corridor capacity is acute for the travelers seeking access between the Denver metro area and U.S. 40, along I-70 to S.H. 9, and in the Vail Valley. During weekdays the Vail Valley is experiencing commuter-like traffic patterns that are expected to become more congested over time. The need is predominantly due to the number of Front Range users and tourists desiring access to the mountains for purposes of recreation. Due to the growth projected to occur within the corridor, residents and second homeowners residing within the mountain corridor would also compound the congestion problem. Current congestion degrades accessibility for the mountain residents and businesses, as well as the mobility of interstate traffic. The motor carriers providing freight services necessary to serve residents, businesses and visitors to the mountains, and interstate commerce also add to the corridor traffic. ***Therefore, the underlying need for the proposed action is to increase the corridor capacity, address the congestion issue, as well as improve accessibility and mobility for the users of the I-70 West Mountain Corridor.***


Aerial of I-70 View East near Georgetown

Statement of Purposes to be Attained While Meeting the Underlying Need

There are four primary purposes to be attained, to the degree possible, by the preferred alternative, while meeting the underlying need to increase capacity, address the congestion issue, as well as improve accessibility and mobility for the I-70 Mountain Corridor users. These purposes are 1) Environmental Sensitivity, 2) Adherence With Community Values, 3) Safety, and 4) Implementation of the Preferred Alternative.

1) Environmental Sensitivity
In compliance with the National Environmental Policy Act (NEPA) and other applicable regulations, the environmental purpose is to pursue a preferred alternative which best addresses such problems as stream sedimentation, wildlife crossings, and impacts to wetlands. An environmental mitigation program will identify measures not only to minimize or avoid direct, indirect and cumulative impacts, but also to improve existing environmental conditions (i.e. wildlife habitat, and other sensitive natural environments within the corridor). The I-70 PEIS provides the opportunity to assess the types of potential direct, indirect and cumulative impacts to the I-70 Mountain Corridor associated with the alternatives. As a result, cumulative impacts will become an integral aspect of the impact assessment and mitigation planning process.

2) Adherence With Community Values
The preferred alternative will be responsive to air quality, historic resources, and noise level goals, minimize infringement to the mountain communities, and understand the growth which may occur depending upon the ease or difficulty of access to and from the mountains.

3) Safety
The preferred alternative will address problematic roadway geometric conditions (i.e. tight curves and lane drops), improve operations, and emphasize safety characteristics of the modes of travel. There are several geologic hazard areas along the I-70 Mountain Corridor that represent potential danger to motorists on the highway as well as physical damage to the highway itself. In addition, wildlife crossings will be evaluated to identify opportunities to alleviate the conflict between animals and vehicles.

4) Implementation
Important components of the proposed action include: affordability in terms of capital cost, maintenance and operation costs, users costs, and environmental mitigation costs. All modes of transportation will be fairly evaluated. Alternative modes will need to be technically feasible, locally supported and have an affordable cost per new rider.

Please see PURPOSE and NEED on Page 2

What's in this Edition?

Environmental Goals

PURPOSE and NEED from Page 1

I-70 traverses the rugged terrain and outstanding scenery of the Rocky Mountains, including the steep grades leading up to the Continental Divide and Vail Pass, and narrow steep-walled Clear Creek and Glenwood Canyons between C-470 and Glenwood Springs. There are numerous rivers and creeks along I-70 within the Clear Creek, Blue River, Eagle River, and Upper Colorado watersheds. The complexities of the high altitude ecosystems create a sensitive natural environment as a backdrop to the mountain communities along the corridor. Both the historic and recreation oriented communities, and the recreation areas within the White River and Arapaho National Forests are destinations for summer and winter recreationists from Colorado, other parts of the U. S. and from around the world.

While the I-70 Mountain Corridor provides the major east-west travel across the Colorado Rocky Mountains, over the initial 30 years of operation, the presence of the road and increasing highway congestion have affected the adjacent environment and communities in a variety of ways, both beneficial and detrimental. The interstate has provided stimulation to local economies, improved access to and from the Colorado Rocky Mountains, and enhanced highway users' driving experience in Colorado (i.e., Vail Pass and Glenwood Canyon). The I-70 Mountain Corridor also provides a spine for a network of statewide and regional pedestrian and bicycle trails of value to local communities, tourists, and the citizens of Colorado. However, the construction of I-70 has also led to dust and vehicle emissions, truck and traffic noise, disruption to historic resources, and stresses on local community resources such as emergency responses to highway accidents. Roadside erosion and winter maintenance practices have also affected the water quality of streams and wetlands, and the interstate has affected adjacent wildlife habitat and animal movement corridors that cross the interstate.

To address the sensitivity of the environment, as well as the current issues within the I-70 Mountain Corridor, the following environmental goals have been identified.

Initiate environmental improvement programs - Both the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) are committed to identifying and establishing programs to enhance and potentially improve existing aquatic and terrestrial habitats. A Stream and Wetland Ecosystem Enhancement Program (SWEEP), and A Landscape Level Inventory of Valued Ecosystem Components (ALIVE) program will be established by CDOT. The role of SWEEP is to develop a plan for the management practices and enhancement of the ecosystems (including fisheries) associated with the streams, wetlands, riparian areas, and watersheds in the corridor. The ALIVE program will target management strategies for high value conservation sites to wildlife, including federally endangered and candidate species, and develop cooperative agreements with regulatory and resource agencies. In addition, resource agencies have defined high priority wildlife crossings needed in the corridor. The Record of Decision (ROD) will develop a plan for the implementation of these programs.

The Role of the Purpose and Need Statement in the PEIS

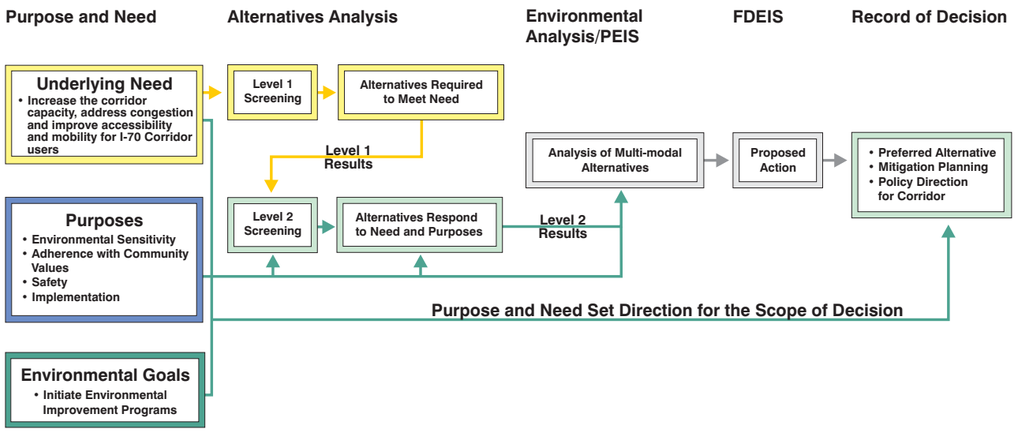
The first step in preparing the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) has been to establish the underlying purpose and need. Determining the purpose and need is important because it defines the relevance of the issues, the range of the alternatives to be considered, the extent of the environmental analysis needed, and consequently, greatly influences whether an action is likely to have a significant effect.

The diagram below shows how the purpose and need establishes the scope of the PEIS analysis and the decision process. The underlying need for the project is the reason that project has been undertaken and alternatives that are studied must address this need in order to be relevant. Those that do not meet the need are discarded during Level 1 and Level 2 Screening. The purposes are goals from which to compare alternatives that meet the need of the project. This criteria is applied during the Level 2 Screening (please refer to pp. 6 and 7). Criteria related to both the purpose and need are also applied, only in greater detail, during the environmental analysis stage of the PEIS.

FHWA and CDOT have also included environmental improvements as a goal. This reflects the importance of the environment, both natural and human along the 140 mile stretch of I-70 between Glenwood Springs and C-470. The corridor passes through many diverse and sensitive ecosystems and communities where the potential for enhancement will be an integral aspect of the PEIS. Together the purpose and need identifies the alternative that best meets the transportation goals of the project while minimizing negative impacts to the environment.

A summary of the Purpose and Need Statement has been prepared for the I-70 Mountain Corridor PEIS and is published on p.1 and top of p.2. This statement is carefully worded to express the underlying reason for initiating the study and was developed in cooperation with federal, state and local agencies, and Advisory Committees to incorporate agency and public comments received since the initiation of the project in January 2000.

I-70 Mountain Corridor PEIS Process
Decision Process



Alternative Families	PURPOSES: Environmental Sensitivity	PURPOSES: Adherence With Community Values
No Action Alternatives Highway & Interchange Elements Fixed Guideway Transit (FGT) Rubber Tire Transit (RTT)	**AIR QUALITY** **Measures -** • Qualitative - Potential to minimize emissions • Probability of conflict - ○◒● (L M H) **WATER QUALITY** **Measures -** • Qualitative/least damaging - Map types of water resource and identify water quality concerns: 0 Acid rock areas 0 Mine tailings/waste sites 0 TMDL areas at risk 0 Effects of maintenance practices • Description of issues and mitigation opportunities • Probability of conflict - ○◒● **WETLANDS** **Measures -** • Qualitative/least damaging - Map general wetlands and identify: 0 Loss of wetlands 0 Fragmentation of wetlands • Probability of conflict - ○◒● **WILDLIFE HABITAT** **Measures -** • Qualitative/least damaging - Map key features and identify: 0 Vegetation communities 0 Critical habitats (including Threatened & Endangered Species) 0 Known wildlife crossings and movement corridors • Probability of conflict - ○◒● **FISH HABITATS** **Measures -** • Qualitative/least damaging - Map known fish habitats and identify: 0 Disruption to high value fisheries • Probability of conflict - ○◒● **GEOLOGIC HAZARDS/MINING** **Measures -** • Qualitative - Potential risk to alternatives • Probability of conflict - ○◒●	**NOISE** **Measures -** • Predictive/qualitative - identify noise levels for 5 population centers: 0 Existing noise levels 0 Potential noise levels 0 Duration • Probability for conflict - ○◒● (L M H) **LAND USE** **Measures -** • Qualitative - Map existing and future general land use and recreation areas, identify: 0 Loss of use areas 0 Disruption/fragmentation to use areas • Probability for conflict - ○◒● **PUBLIC LANDS** **Measures -** • Qualitative/compatibility - Review FS and BLM plans to determine compatibility of use • Probability for conflict - ○◒● **CULTURAL RESOURCES - Historic and Archaeological** **Measures -** • Qualitative - Conduct literature review and map National and State Registers and local landmarks to identify potential conflicts • Probability for conflict - ○◒● **TRADITIONAL CULTURAL PROPERTIES (TCPs)** **Measures -** • Initiate contact with appropriate Native American groups for TCPs document issues • Report on results of initial contacts **VISUAL RESOURCES** **Measures -** • Qualitative - identify: 0 Scenic features (Class A) based on FS & BLM criteria 0 Key views from I-70 travel corridor 0 FS and BLM visual management classes/objectives • Probability of conflict - ○◒● **ENVIRONMENTAL JUSTICE** **Measures -** • Assemble block group (low income and minority) data • Determine where the potential Environmental Justice communities are located along the corridor • Conduct cursory level potential impact analysis to low income and minority populations • Report of results of initial contacts
Alternate Routes	**WETLANDS** **Potential wetland conflicts** **Measure -** • Review available wetland data **WILDLIFE HABITAT** (See above)	**PUBLIC LANDS** (See above) **Measure -** • Qualitative evaluations of compatibility
Transportation Management (TSM/TDM/ITS)	**AS APPROPRIATE**	**AS APPROPRIATE**
Aviation	**AS APPROPRIATE**	**AS APPROPRIATE**

○ L = Low
◒ M = Moderate
● H = High

Level 1 Screening Results

In the September 2000 Newsletter, we shared the initial recommendations for Level 1 Screening. As a result of review by the public, agencies, and the Advisory Committees, the final results were modified to retain the following alternatives for inclusion in Level 2 Screening in addition to the alternatives originally recommended for inclusion: bus in separated High Occupancy Vehicle (HOV) lanes for both east and west bound traffic (originally had been recommended for elimination because the excessive capacity is not needed in non-peak directions) and long haul versions of the Automated Guideway Transit (AGT) as a part of Heavy Rail Transit option.

Level 2 Screening Criteria

Level 2 Screening is the second and final step of the Alternatives Analysis phase of the PEIS. The purpose of this step is to identify transportation options within each of the six alternative families (Fixed Guideway Transit (FGT), Rubber Tire Transit (RTT), Highway and Interchange Elements, Alternate Routes, Aviation, and Transportation Management) that meet the need of the project and will be retained for full NEPA analysis. As shown in the Decision Process figure on p.2, selected alternatives will be carried forward into the Draft PEIS for an in-depth environmental analysis. At that phase single mode options retained from the alternative families will be combined to form multi-modal packages for investigation. The Draft PEIS phase will incorporate a comprehensive range of environmental receptors in an analysis of potential direct, indirect, and cumulative impacts related to each multi-modal alternative.

Purpose and need are the basis for Level 2 Screening and provide a strong indication of an option's potential to meet the goals of the project. Although need related criteria was applied during Level 1 Screening in general terms, Level 2 Screening will involve a more in-depth analysis that focuses not only on capacity, mobility, accessibility, and congestion but also includes a qualitative assessment, safety and implementation (cost, constructibility analysis, and technology), environmental sensitivity (air quality, water quality, wetlands, wildlife and fish habitats, and geologic hazards/mining) and community values (noise, land use, public lands, cultural resources, traditional cultural properties, visual resources, and environmental justice).

The inclusion of environmental sensitivity and community values in Level 2 Screening is an addition to the Alternatives Analysis process presented previously. These categories of criteria were incorporated in response to the development of the Purpose and Need Statement. The chart below indicates the specific criteria for each of the receptors and how it will be applied to the alternative families. These details have been shaped in part by the Advisory Committees and public/agency comment. Results of the Level 2 Screening will be available for your comment at the Open Houses scheduled for April 4th, 7th and 11th, 2001 in three different locations along the corridor.

	NEED	PURPOSES	
Alternative Families	**Capacity, Mobility & Accessibility**	**Safety**	**Implementation**
No Action Alternatives	Analysis of current and forecasted problematic areas assuming the no action alternative	Analysis of problematic areas	**COST** Capital costs for rehab, repair, resurfacing and restoration **CONSTRUCTIBILITY** Secondary impacts on I-70 during construction **MITIGATION COSTS**
Highway & Interchange Elements	**VOLUME TO CAPACITY RATIO** **Measure -** • Level of Service (LOS) **TRAVEL TIME** **Measure** • Percent of free-flow time **DURATION OF CONGESTED HOURS** **Measure -** • Number of hours per day	**PROBLEMATIC ACCIDENT AREAS** **Measures -** • Weighted Hazard Index	**COST** **Measures -** • Capital costs • General mitigation costs • Operation and Maintenance (O & M) Costs **CONSTRUCTIBILITY ANALYSIS** **Measures -** • Range of difficulty in maintaining traffic during construction
Fixed Guideway Transit (FGT) **Rubber Tire Transit (RTT)**	**SYSTEM CAPACITY** **Reasonable capacity based on rational operating scenarios** **Measures -** • Number of seats available (average and peak hour) **AVERAGE SPEED** **Measures -** • Average speed of transit vehicles in MPH including stops and dwell times **DEGREE AND EASE OF CONNECTIVITY** **Measures -** • Availability of connection to other modes - ○◒● L M H **FEEDER/DISTRIBUTION SYSTEM REQUIREMENTS** **Measure -** • Number of vehicles or vehicle miles	**VEHICLE CRASH WORTHINESS** **Measures -** • Meets current standards for type of service and environment - (yes/no)	**COST** **Measures -** • Capital cost to construct (includes rolling stock) • Costs of associated interstate improvement transit alternative • Cost of collector/distributor requirements • Operations cost • Infrastructure maintenance costs • Relative cost **TECHNOLOGY** **Reasonable expectation of implementation in the corridor** **Measures** • Is it currently in service or can it be adapted to operate effectively in the corridor - ○◒● L M H **Measures -** • Traction-Starting and stopping distances under adverse weather and climate conditions - ○◒● **OPERATING WAIVER REQUIREMENT** • Required • Likelihood of obtaining same - ○◒●
Alternate Routes	**DISTANCE AND TRAVEL TIME (origin to destination)** **Measures -** • Distance and travel time to complete trip is compared to using I-70 • Potential to direct traffic off of I-70 measured as a volume	**LENGTH OF ROADWAY** **Measures -** • Miles of roadway requiring upgrading or new construction	**COSTS** Capital construction costs
Transportation Management (TSM/TDM/ITS)	Analyze compatibility with current or future characteristics of the I-70 Mountain Corridor	Analyze the potential to reduce the risk of accidents in relation to the problematic areas	**COSTS** Capital costs **TECHNOLOGY** Available technology
Aviation	**Added capacity**	**AS APPROPRIATE**	**COSTS** Capital costs **TECHNOLOGY** Available technology

Clear Creek County Tour

As part of the continuing I-70 Mountain Corridor Public Involvement Program, FHWA, CDOT with their consultant, J.F. Sato and Associates, toured Clear Creek County with County representatives, local officials and citizens on August 18, 2000.

The purpose of this tour was to gain insight into Clear Creek County's specific concerns and issues related to the I-70 Mountain Corridor. Their comments and issues were presented in three areas; issues identified in the county-wide survey, general concerns and specific interstate related issues.

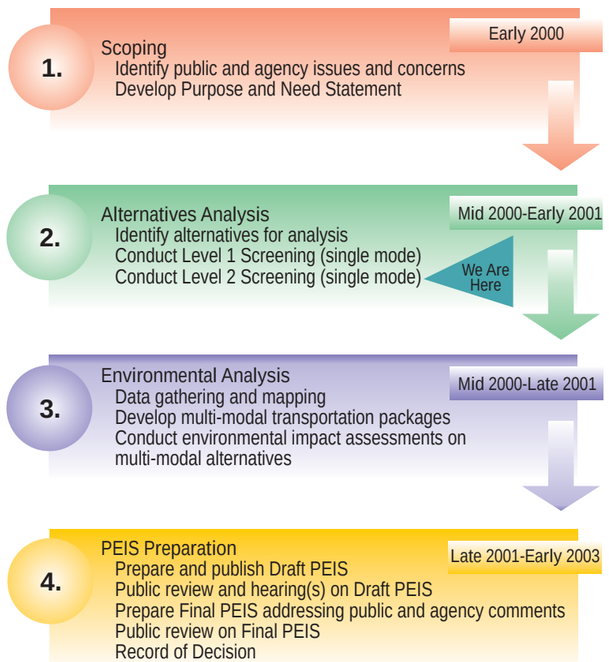
The concerns from the Clear Creek survey are: air quality, water quality, rural and community values and noise pollution. The County survey also ranked the citizen interest in transportation modes expressing a desire to pursue the possibility of a fixed guideway/monorail, followed by highway lane expansion and alternate routes.

General concerns encompassed financial impacts from the interstate, provision of emergency response services, maintenance issues, aesthetics, community values, historic districts, noxious weeds, substandard bridges, poorly configured interchanges and local infrastructure in the interstate right of way.

Comments raised by the representatives focused on environmental issues, geological hazards, noise, safety, parking and alternate routes. These comments are being further analyzed and reviewed by CDOT and the project team members as the PEIS progresses. Specific interstate issues were identified at Floyd Hill, U.S. 6 and I-70, Hidden Valley, Twin Tunnels, the east exit of Idaho Springs, Fall River Road, Downieville, Empire Junction, Georgetown, Silver Plume, Bakerville to Loveland and the Loveland Exit.

Clear Creek County (CCC) Tour Participants

Above from left to right - Edrie Vinson, FHWA; Cindy Neely, MCAC Member; JoAnn Sorensen, CCC Commissioner; Don Middleton, Superintendent CCC School District; Cecelia Joy, CDOT; Bob Jones, Upper Clear Creek Watershed Association; Michelle Li, JFSA; Rick Gaubatz, MCAC Alternate; Brian Pinkerton, CDOT; Tim Tetherow, JFSA; Lori Short, Mayor of Empire; Dow Markin, MCAC Member; Earl Ballard, Silver Plume Resident; and Greg Heine, Mayor of Silver Plume.



Where We Are in the Process

The PEIS is composed of four sequential and systematic phases beginning with Scoping, followed by Alternatives Analysis and Environmental Analysis and culminating in the preparation of the PEIS document and the identification of a Preferred Alternative in the Record of Decision (ROD). The PEIS process was initiated in January 2000 and the study team has completed Scoping and the first level of Alternatives Analysis (summarized in the September 2000, Volume 1, Number 2 Newsletter). The study team has been working closely with federal, state and local agencies and members of the public to establish criteria for the second level of screening in the Alternatives Analysis phase. The criteria for the second level of screening has been modified during this process to include environmental criteria that are applicable at a single mode level of examination. The second level of screening is expected to be completed in Spring 2001, later than announced in the last Newsletter due to the revisions in criteria. Preliminary results will be presented for your review at the Open Houses to be held along the corridor on April 4th, 7th and 11th, 2001(see p. 8).

After the Alternatives Analysis phase is completed, the Environmental Analysis of multi-modal transportation packages will begin. Alternatives that have been selected through the screening process will be combined into multi-modal packages for further analysis. The expected schedule is that the preparation of a Draft PEIS will follow the Alternatives Analysis and be available in early 2002 for public and agency comment. A Final PEIS would follow in late 2002 addressing comments received. A Record of Decision (ROD) from the Federal Highway Administration is anticipated in early 2003.

Advisory Committees

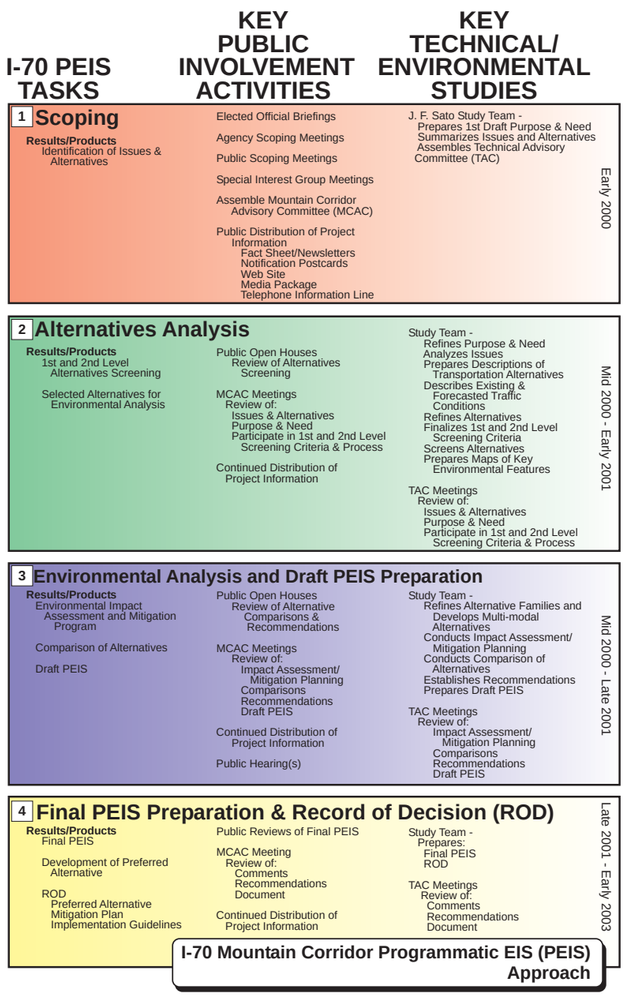
As noted in the September 2000 Newsletter, the Mountain Corridor Advisory Committee (MCAC) and the Technical Advisory Committee (TAC) were formed to advise FHWA and CDOT on concerns and issues of the communities and citizens along the I-70 Mountain Corridor. There have been four committee meetings held over the past seven months with the last meeting being held on December 13, 2000. Meetings are planned for project milestones to solicit input from advisory committees and the next meeting is scheduled for February 21, 2001.

Topics discussed at these meetings have included: Scoping, Purpose and Need, PEIS Approach, Level 1 Screening Criteria and Results, and Level 2 Screening Process and Criteria. Issues introduced by committee members have encompassed a variety of concerns, some unique to their communities, others applicable throughout the corridor.

Two workshops were held in January, 2001. The meeting on January 16th focused on transit alternatives, environmental criteria for Level 2 Screening, highway and interchange elements and the travel demand model. The workshop on January 17th focused on alternate routes, aviation and transportation management systems.

I-70 Legislative Reports

A quarterly progress report was recently provided to members of the General Assembly, i.e., Senate and House Districts. Senate Districts included: 4, 8,13 and 22. House Districts included: 25, 56, 57, 61 and 62. The legislative report contained updated information regarding the PEIS project and process, the public outreach program and key decisions.



Examination of Grade Limitations for Fixed Guideway Transit

Fixed Guideway Transit (FGT) is one of six alternative families being evaluated as a part of the PEIS. As a part of the process, and in response to interest expressed by the public, the study team is investigating the ability of different types of FGT to operate in the I-70 Mountain Corridor. The study area, between Glenwood Springs and C-470, traverses terrain that is characterized by beautiful mountain views accompanied by curves and grades. The curves (often greater than three degrees and reaching a maximum of eight degrees between the Twin Tunnels and the interchange for U.S. 6) and grades (up to 6.7 percent for a short distance near the Eisenhower Tunnel) present challenges to constructing and operating a FGT system.

Railroad construction on grades at or less than 3% would not present any unusual operating challenges, grades between 3 and 6% are near the upper limit for standard passenger rail construction, but are within the parameters for rail transit (light and heavy rail). Grades greater than 6% would require a carefully designed alignment and special performance vehicles, including high performance motors and brakes.

Numerous considerations must be taken into account when comparing the multiple FGT systems identified for study in the PEIS. Energy/fuel requirements, safety, areas that the system could provide service for, land required for the alignment and construction will all be evaluated in identifying systems that could best meet the purpose and need of the PEIS.

The Programmatic Environmental Impact Statement and Record of Decision

Many have asked, "What is the PEIS?" The I-70 Major Investment Study (MIS), completed in 1998, identified the need for the Programmatic EIS as the "Next step". The PEIS will address environmental issues in the Alternatives Analysis and in the selection of the preferred alternative. The I-70 Mountain Corridor PEIS is a Tier 1, or first Tier document, as described in the FHWA regulations for Environmental Impact and Related Procedures 23 CFR 771 (g) and the National Environmental Policy Act (NEPA) 40 CFR 1502.20. As a Tier I document, the purpose of the PEIS is to establish the framework for transportation improvement(s) in the I-70 Mountain Corridor in broad terms.

The Record of Decision (ROD) for the I-70 PEIS will document the selection process and the preferred alternative (multi-modal), mitigation planning and implementation strategies. FHWA requirements (23 CFR 771.127), and NEPA guidelines (40 CFR 1505.2) define the specific regulatory requirements for the content of the ROD. Tier II NEPA requirements will also be identified as a part of the I-70 PEIS ROD. The diagram below illustrates how the Tier I and Tier II processes complement each other, and the level of detail that can be anticipated at each tier. The major decisions of the I-70 PEIS to be documented in the ROD include the following:

A. PEIS - Tier I Report Decision and Products of the ROD	B. Tier II - Site-Specific Environmental Clearances (EIS, EA or CatEx)
1. What shall any modifications to the I-70 Corridor transportation system be comprised of (i.e., modal components, location(s) of changes, preliminary alignment(s) of the preferred alternative)?	1. Depending upon types of preferred alternative components selected in A.1., where shall the system components be located (i.e., refined alignment)?
2. What are the immediate (Early Action), planned (20 year) and longer range modifications to be pursued?	2. Tier II NEPA documentation will be pursued to environmentally clear early action and 20 year improvements.
3. What are the general characteristics of the modes, which shall comprise the transportation system? • If mode is FGT, or RTT, define critical components of the system (general speed, elevated system (or not), capacity of system, necessary local transit support systems). • If mode is highway, define type of improvement: (e.g. 6 lane reduced width, 6 lane full width, stacked widening, reversible lane, etc.). • If mode is TSM/TDM, define elements to be included. • If mode is aviation, define improvements. • If mode is alternative route, define route and general characteristics (no. of lanes, from where to where).	3. Define detailed characteristics of the site-specific component of the system: • If mode is FGT or RTT, define B.1. as well as specific technology. Continue to refine transit support systems. • If mode is highway, define B.1. • If mode is TSM/TDM, define more specifically the improvements. • If mode is aviation, work with Division of Aeronautics on implementation. • If mode is alternative route, define B.1.
4. What are the impacts (direct, indirect, and cumulative)of the preferred alternative, defined to a programmatic, Tier 1 level? State the preferred alternative and basis for decision, identify all alternatives considered, and document Section 4(f) and other regulatory requirements. What is the environmentally preferred alternative?	4. Regarding a site-specific alignment or other components of the preferred alternative, what are the site-specific impacts of the preferred alternative elements under study?
5. State means to avoid or minimize environmental harm and commitment to mitigation. What general environmental, safety and maintenance mitigation, and monitoring will occur along the corridor? Pursue programmatic agreements with resource agencies on implementation.	5. More exactly, where will mitigation, monitoring and enforcement occur and what will the extent of mitigation be? Pursue site-specific permits. Also see B.6.
6. What is the 'reasonable budget' Colorado can expect for the transportation and mitigation plans?	6. Align 20-year long-range constrained plan with "reasonable budget" determined in A.6.
7. What is the implementation plan, specifically, the priority of improvements, for the transportation system determined in A.1?	7. Begin implementation plan by programming projects into the six year STIP.
8. Who are the responsible parties for the implementation of various elements (i.e., lead agency responsibilities, transportation elements, mitigation measures)?	8. Work with responsible parties to ensure timely implementation of elements.
9. What is the level of Tier II environmental studies (i.e., EA*, EIS**, CatEx***, project limits, etc.)?	9. Pursue the appropriate environmental clearances. (See B.2)

(Please note that, e.g., represents EXAMPLES only, these examples are not intended to suggest a predetermined outcome, they are merely provided to add examples of what the outcome of the PEIS might look like.)
*EA = Environmental Assessment
** EIS = Environmental Impact Statement
***CatEx = Categorical Exclusion

I - 70 Mountain Corridor

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Please Take One - FREE

How to Submit Your Comments

We welcome your comments regarding the I-70 PEIS. Below are numerous ways in which to submit comments or discuss the project with the Project Team.

- **Call the toll-free information line, 1-877-408-2930** for updated meeting information or to leave a message.
- **Send a letter** to Michelle Li, I-70 PEIS, J.F. Sato and Associates, 5898 South Rapp Street, Littleton, CO 80120.
- **Check out the PEIS website at www.i70mtncorridor.com**, and use the built in e-mail to send your comments.
- **Request a small group meeting** by calling, writing or e-mailing the Project Team.
- **Read the newsletter**, which will arrive in your mailbox at key milestones during the PEIS process. Expect to hear from us regularly, because we want to hear from you!

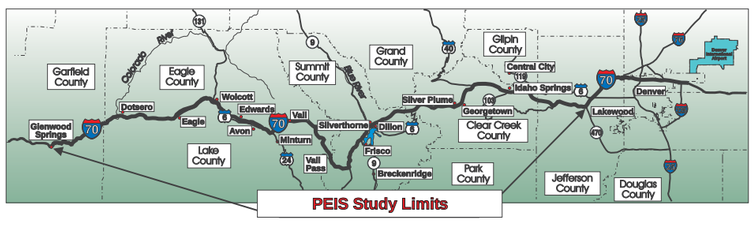
Future Open Houses

The Project Team anticipates holding another round of Open Houses in September 2001 to discuss how alternatives from different modes are being combined, new developments in the travel model, and initial Ridership Survey results. These Open Houses will be announced in local newspapers, the project website, and through postcard mailings to everyone on the project mailing list.

PEIS Information Resources

CDOT, Region 1:	**Project Manager** Cecelia Joy (303) 757-9112 **Program Engineer** Brian Pinkerton (303) 757-9651
CDOT, Region 3:	**Planning/Environmental Manager** Tammie Smith (970) 248-7226
FHWA, Colorado:	**Environmental and Right-of-Way Manager** Edrie Vinson (303) 969-6730 Ext. 378 **ISO/Operations Engineer** Scott Sands (303) 969-6730 Ext. 362
J.F. Sato And Associates:	**Project Director** Shawn Han (303)797-1200 **Project Manager** Tim Tetherow (303) 797-1200 **Public Involvement Manager** Michelle Li (303) 797-1200
Website:	**www.i70mtncorridor.com**
E-mail address:	I-70peis@jfsato.com
Telephone information line:	1-877-408-2930

To obtain information, to be added to the project mailing list, or to update your mailing address, please call the telephone information line.



Colorado Department of Transportation - Region 1
Planning & Environment
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I-70 Mountain Corridor

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I-70 Mountain Corridor News
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What is a PEIS?

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) began a Programmatic Environmental Impact Statement (PEIS) in January 2000 to identify ways to improve mobility and reduce congestion in the I-70 mountain corridor between C470 and Glenwood Springs. This study follows the completion of the Major Investment Study (MIS) in December 1998 for the corridor which outlined a vision for improvements and recommended the initiation of a PEIS. The PEIS will be conducted in accordance with the National Environmental Policy Act (NEPA) and will result in a Record of Decision (ROD) by the Lead Agency, FHWA, on the preferred alternative. The no action alternative will be considered throughout the study as required by NEPA. If the selected alternative is to initiate improvements in the corridor, it will be a general outline of the types of improvements to be made, the time frame or prioritization, and the range of impacts, and mitigation costs. It may be a single mode option or it could be a multi-modal package.

The study will not provide environmental clearances nor lead directly to major improvements that are anticipated to have significant environmental impacts. While some changes could be made as a result of the PEIS (such as improved traveler information), major improvements identified will progress into site-specific studies. It is the site specific environmental studies that will provide greater design detail and quantification of impacts and mitigation resulting in NEPA clearances and actual implementation of the selected alternative component(s). The PEIS is expected to conclude with a ROD in 2004 (schedule on p. 2).

Project Summary & Introduction

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are conducting a Programmatic Environmental Impact Statement (PEIS) to determine the future transportation system for the I-70 mountain corridor. Alternatives to address the mobility issues of the I-70 mountain corridor reflect input from public and government agency meetings and stakeholders' workshops on the screening criteria, process and results. Level 1 Screening occurred during the late Summer and early Fall of 2000, and Level 2 Screening concluded in May 2001. During this time numerous Mountain Corridor Advisory Committee (MCAC) and Technical Advisory Committee (TAC) meetings, Open Houses, workshops, and small group meetings were held for both the public and discipline specialists. In addition, there has been on-going coordination with local, state and federal agencies including: Environmental Protection Agency (EPA), Corps of Engineers (COE), Bureau of Land Management (BLM), US Forest Service (USFS), US Fish and Wildlife Service (USFWS), Federal Transit Authority (FTA), Federal Railroad Administration (FRA), Federal Aviation Authority (FAA), State Historic Preservation Office (SHPO), Colorado Department of Public Health and Environment (CDPHE), and Colorado Department of Wildlife (CDOW).

The goal of Level 1 Screening was to identify options within each alternative family that would meet the project need to meaningfully reduce congestion in the I-70 corridor. Alternative families include Fixed Guideway Transit (FGT), Rubber Tire Transit (RTT), Highway and Interchange Elements, Transportation Management (TM), Aviation, and Alternate Routes. These alternative families were organized in response to the I-70 Major Investment Study (MIS) vision. Level 1 Screening criteria focused on options that would address mobility and reduce congestion in the I-70 corridor. The Alternate Routes family was screened out as an intermediate step between Level 1 and Level 2 screening because it was determined that it does not provide adequate congestion reduction to improve travel conditions on I-70. All other alternative families were carried forward for Level 2 Screening.

The goals of the Level 2 Screening were: 1) To analyze the options within each alternative family using criteria for need, safety, implementation, environmental sensitivity and community values, and 2) To select the most suitable options within the families of alternatives that will be incorporated into the I-70 Draft PEIS (DPEIS). Alternatives were screened out if they did not provide any potential to meaningfully reduce congestion or improve mobility in the I-70 corridor.

The second level of screening builds on the first level by incorporating criteria that address the need for the project (system capacity, congestion, and mobility) and the purposes of the project (safety, implementation, environmental sensitivity and community values). Implementation includes cost, technology and constructability. Assumptions used for the criteria are briefly summarized below. Please contact a project team member for a more detailed description of each criterion.

Capacity	Does the alternative provide capacity to accommodate future demand?
Safety	Does the alternative provide safety measures appropriate to each family of alternatives?
Implementation	Are alternatives reasonable, practical, and feasible?
Environmental Sensitivity	How well do the alternatives avoid environmental issues?
Community Value	How well do the alternatives address issues identified by the public and agencies?

What's in this Edition?

Project Summary & Introduction contd.

Specific criteria were developed to provide a uniform and common performance basis with which to evaluate the options within each alternative family. It should be noted that the criteria used within each alternative family are family specific, and were not intended to compare the differences between families. The Level 2 Screening process made extensive use of available data and mapping, a Geographic Information Systems (GIS) database, and TransCAD and VISSIM modeling for mobility and congestion analysis. Additional information on the I-70 screening process has been presented in previous newsletters. The second newsletter (September 2000) described the results of the Level 1 Screening. The third newsletter (March 2001) described the rationale for the Level 2 Screening criteria. Previous newsletters can be found on the I-70 website.

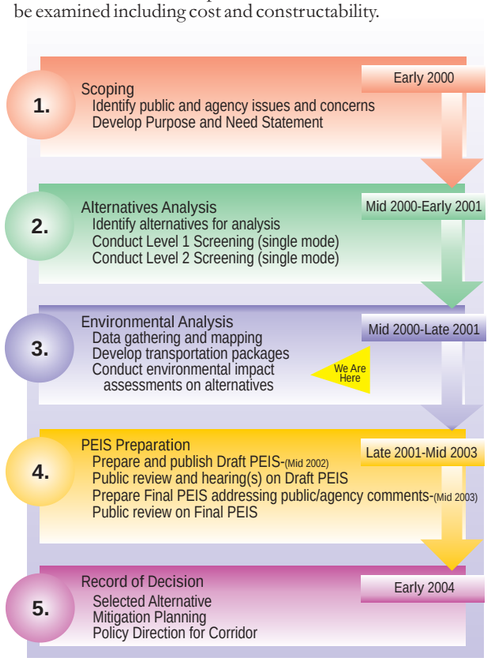
Screening is an integral part of the National Environmental Policy Act (NEPA) process and meets the intent of the law by providing the following:

- **Systematic interdisciplinary approach**
- **Concentrates on issues pertaining to mobility and congestion**
- **Provides a broad range of alternatives**
- **Responds to agency and public input gained through the scoping process and early and on-going public involvement**

Section 404(b)(1) of the Clean Water Act, Section 4(f) of the Department of Transportation Act and Section 6(f)(3) of the Land and Water Conservation Fund Act regulatory requirements pertaining to wetlands and wildlife/waterfowl refuges, historic properties, and public parks or recreational areas have been considered throughout the screening process.

Where Are We in the Process?

The I-70 Programmatic Environmental Impact Statement (PEIS) is a sequential process. The project was initiated in January 2000 with Scoping and was followed by Alternatives Analysis. The Alternatives Analysis stage was completed in May 2001, and we are currently entering the Environmental Analysis stage. During Alternatives Analysis, single-mode options within the five alternative families were screened to identify those that had the best potential to help relieve congestion and mobility along the I-70 corridor. These single-mode options will now be evaluated either as stand alone options or in combination with other modes to investigate their ability to improve travel in the corridor as well as to identify any associated natural and human environmental impacts. During this step the full range of considerations for the implementation of the alternatives will be examined including cost and constructability.



The Project Team has been working closely with interested stakeholders as well as local, state, and federal agencies throughout the Alternatives Analysis and will continue to do so during the Environmental Analysis. The Team anticipates holding another round of Open Houses along the corridor in September of 2001. After completing the Environmental Analysis and gathering input from the committees, cooperating agencies and public, a Draft PEIS will be available for public and agency review in mid 2002. You will receive notice of the review period and will be invited to comment on the document. All comments received will be addressed in the Final PEIS and made available for public and agency review in mid 2003. After the reviews are complete and the FHWA has weighed all the findings and input, a Record of Decision (ROD) will be issued on the selected alternative. This is anticipated in early 2004.

Level 2 Screening Results contd.

Transportation Management (TM) Alternatives Screened Out and Those Retained for Further Study

Transportation Management emphasizes a non-highway widening approach to help address congestion and mobility issues. The three main components of this family are Transportation Systems Management, which focuses on monitoring, improving and maintaining the overall physical operation of the highway; Travel Demand Management, which involves the reduction or temporal displacement of travel demand by influencing travel behavior; and Intelligent Transportation Systems, which includes a broad range of driver information and communications programs. Concepts generally include:

1. **Ramp Metering**
2. **Travel Demand Shifting (Peak spreading incentives)**
3. **Park-n-ride Lots**
4. **Enhanced Traveler Information**
5. **Bicycle Route Improvements**
6. **Frontage Road Transit (limited access)**
7. **Mountain Corridor Parking Operations Plan**
8. **Winter Park Ski Train**
9. **Buses in Mixed Traffic**
10. **Enhanced Incident Management**
11. **Slow Moving Vehicle Plan (Including Georgetown Hill and Vail Pass)**

Level 2 Screening Result:

- Retain TM alternatives for further study.

Aviation Alternatives Screened Out and Those Retained for Further Study

The primary concept for improving the efficiency of aviation travel to destination points in the western portion of the corridor is to improve the instrumentation at Aspen-Pitkin County Airport, Eagle County Airport and Hayden Airport. Improved detection through aviation surveillance radar would increase the number of flight landings, particularly during incumbent weather. Seat subsidy programs to ensure the highest level of airline use will be retained for further study.

Level 2 Screening Result:

- Retain aviation alternatives for further study

Advisory Committees

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) established two Advisory Committees in the Summer of 2000 to help review and advise during the PEIS process. The Mountain Corridor Advisory Committee represents local communities and stakeholders along the corridor and the Technical Advisory Committee adds the views of the agencies and discipline specialists (environmental and transportation). These committees have attended joint meetings monthly during the Spring of 2001 and have worked together with the Project Team during the Level 2 Screening process.

The Advisory Committees are representatives from the following agencies, communities and organizations (in no particular order): Rocky Mountain Chapter of the Sierra Club, U.S. Fish and Wildlife Service, Bureau of Land Management, Colorado Motor Carriers Association, Colorado Association of Realtors, Jefferson, Summit, Clear Creek, Eagle, and Gilpin County Citizen Representatives, Colorado Division of Wildlife, Colorado Association of Ski Towns, Silverthorne Public Works Department, City of Idaho Springs, Colorado Department of Public Health and Environment, Summit Stage, Bicycle Colorado, Environmental Protection Agency, Local Historic Resource Representative, Jefferson, Summit, Clear Creek, Eagle, Garfield, and Gilpin County Commissioners, U.S. Forest Service Clear Creek County Ranger District, U.S. Forest Service Dillon Ranger District, Denver Regional Council of Governments, Colorado Intermountain Fixed Guideway Authority, Garfield County Planning, Town of Vail, Colorado Association of Transit Agencies, Jefferson County Highways and Transportation, Colorado Public Research Interest Group, Colorado Ski Country USA, Colorado Passenger Rail, Independence Institute, State Historic Preservation Office, Trout Unlimited, Office of Economic Development and International Trade, Club 20, Colorado Water Quality Control Commission, Town of Silverthorne Planning, Pitkin County, Colorado Geological Survey, City and County of Denver Transportation and Planning, Colorado Highway Users Association, Colorado Public Utilities Commission, Denver Regional Transportation District.

SH9 & SH119 Update

State Highway 9 Frisco to Breckenridge Environmental Impact Statement: The SH 9 Draft EIS should be ready for publication this Fall and then available for public review. The four alternatives under consideration by CDOT and FHWA are: 4-lane with standard median that will not preclude future transportation options, a 4-lane with standard median with a designated bus/HOV lane, a 4-lane with a reduced section with narrower shoulders and median, an enhanced 2-lane option, and a No Action. All the build alternatives include potential Transportation Demand Management strategies and include the redesignation of SH 9 in Breckenridge from Main Street to Park Avenue. The project team held a public open house in May at the Summit County Commons to solicit comments on the proposed alternatives and on the potential social, economic and environmental impacts associated with each option. For more information, see the project website at: www.hwy9friscotobreck.com or contact Lisa Kassels at CDOT at (303) 757-9156 or via email at Lisa.kassels@dot.state.co.us or Jeanette Lostracco at Carter Burgess at 303-820-5240 or via email at lostraccoj@c-b.com.

Access to Gaming Areas Environmental Impact Statement: Currently this EIS project is undergoing a second level of screening of alternatives. Improvements to the existing highway, a new tunnel, new roadway alignments, Transportation Demand Management strategies, ITS, and transit and safety improvements are all being considered as potential options. The Technical Advisory Team regularly meets to provide input and advice to CDOT and FHWA on the proposed alternatives. This Summer, the project team will collect background data to assess the potential environmental, social and economic impacts of the alternatives. A Draft EIS should be available for public review in the Winter of 2002. For more information on this project, see the project website at: www.accesstogamingeis.com or contact Lisa Kassels at CDOT at (303) 757-9156 or via email at lisa.kassels@dot.state.co.us or Lisa Pine at URS at (303) 694-2770 or via email at Lisa Pine@URScorp.com.

Level 2 Screening Results contd.

Primary Highway Alternatives Screened Out and Those Retained for Further Study

The focus of the Level 2 Screening for the primary highway alternatives is between Eisenhower Tunnel and Floyd Hill (MP 214 to MP 247) due to the significant congestion in this area. The following indicates which highway alternatives have been screened out during Level 2 Screening and which alternatives have been retained for further study in the Draft PEIS.

- **Tunnel Capacity Improvements (TCI)**
  - Retain TCIs for the Eisenhower and Twin Tunnels.
- **6 - Lane Horizontal Widening**
  - Limit the use of a grassy median 12' shoulder option to the stretches of I-70 between the Eisenhower Tunnel and Silver Plume and also between east of Georgetown and Empire Junction.
  - Limit the barrier separated median 12' shoulder option to the stretches of I-70 between the Eisenhower Tunnel and Silver Plume, east of Georgetown to Empire Junction, east Idaho Springs to the west portal of the Twin Tunnels, and U.S. 6 to Floyd Hill.
  - Retain a variable shoulder width option (i.e. not less than 8') for the stretch of highway between the Eisenhower Tunnel and the west portal of the Twin Tunnels and also between the east portal of the Twin Tunnels and Floyd Hill.
- **6 - Lane Terrace Widening** (Overlapping highway lanes to reduce overall roadway width, similar to Glenwood Canyon. This technique includes structured/elevated lanes, tunneled lanes or cantilevered walls.)
  - Retain the terraced lane widening options for the stretches of I-70 between Silver Plume and Georgetown, Empire Junction and the west portal of the Twin Tunnels, and the east portal of the Twin Tunnels and Floyd Hill.
- **Moveable Median** (Addition of one new lane with a movable median that allows the lane to be used for either east or west bound traffic depending on the peak direction.)
  - Retain the movable median for the stretches of I-70 between Empire Junction and the west portal of the Twin Tunnels and between the east portal of the Twin Tunnels and Floyd Hill
- **Reversible Lanes** (Two new lanes that are both used for either east or west bound traffic, depending on the peak direction.)
  - Retain the concept of reversible lanes for all segments, including both the Eisenhower and the Twin Tunnels.
- **HOV and HOT Lanes** (High occupancy vehicles) and (High occupancy toll)
  - Retain HOV and HOT lanes for further study.
- **Local Access Improvements**
  - Retain the local access improvement concept for further study.
- **Flex Lane** (16' shoulder that is used as a 12' travel lane with a 4' shoulder during peak volumes in the peak direction.)
  - This option was screened out for all segments because the 4' shoulder during peak travel times does not meet the standard design criteria.
- **Silverthorne Tunnel** (New tunnel between Empire Junction and Silverthorne to avoid grades at the Continental Divide.)
  - This option was screened out because it is not a cost-effective option.
- **Parallel Routes**
  - Construction of a two-lane multi-purpose roadway north of Idaho Springs between Fall River Road and the Hidden Valley Interchange was screened out because it does not meet the need criteria of reducing congestion between the Eisenhower Tunnel and it is not cost-effective.

Localized Highway Improvements

Several potential localized modifications have been identified between Glenwood Springs and C470. These alternatives were not included in the Level 2 Screening. Instead, each will be screened separately. These modifications include curve smoothing, climbing lanes and interchange improvements. Potential locations of these modifications (identified to date) are illustrated on the map shown on pages 4 and 5.

Alternate Routes Screened Out

Over a dozen alternate routes were identified during Level 1 Screening, of which only two showed any potential to address mobility and congestion concerns along the I-70 mountain corridor. One route was along US 40 from Denver to Winter Park along US 40 via the Moffat Tunnel, and the other was from Denver to Summit County via the Georgia Pass along US 285. After gathering initial data to be used in the Level 2 Screening, it become apparent that neither route would remove enough traffic from the I-70 mountain corridor to improve travel conditions. In addition, the improvements to the existing roadways and the new roads and tunnels that would be required would result in large social and environmental impacts as well as economic costs. This information was presented at public workshops in January 2001, and at MCAC/TAC Meetings in February 2001, with the recommendation that alternate routes be screened out at the beginning of Level 2 Screening. This recommendation was endorsed by attendees at each forum; therefore, alternate routes have been screened out.

Level 2 Screening Results

The application of the Level 2 Screening Criteria resulted in the narrowing of options within each alternative family. Those that best meet the purpose and need with the potential to minimize environmental and community impacts have been identified and will be taken into the Draft PEIS for determination of which alternatives have the greatest potential of becoming the selected alternative (either as a stand alone alternative or packaged with other modes). In addition, the regulatory requirements of the Section 4(f) of the Department of Transportation Act, Section 6(f)(3) of the Land and Water Conservation Fund Act, and the 404(b)(1) guidelines from the U.S. Army Corps of Engineers have been incorporated into the Level 2 Screening. The results of this screening are displayed graphically on the next two pages and are briefly described below. Illustrations of the alternatives can be found on the I-70 website.

Fixed Guideway Transit (FGT) Alternatives Screened Out and Those Retained for Further Study *

A review of the FGT alternatives developed in the Level 2 Screening for the I-70 PEIS shows some clear patterns that provide a rationale for screening the options to be studied in the Draft PEIS. These patterns are summarized below:

FGT Alternatives Retained

Highway Grade

- Diesel Light Rail, Double Track
- Electric Diesel Light Rail, Double Track
- CIFGA Elevated Monotrail

6% Grade

- Electric Heavy Rail Transit, Double Track
- Passenger Railroad Electric Multiple Unit
- Advanced Guideway System (Conventional Monorail) Double Track
- Intermountain Connection

- **The Electric Rail Alternatives** - Light Rail Transit (LRT), Heavy Rail Transit (HRT), and Passenger Railroad Electric Multiple Unit (PRR-EMU) carry a substantial cost burden for the electric power that is required for either a single track with passing sidings or a double track alignment. Since capacity nearly doubles for a two-track alignment, analyses indicate that this corridor would best be served by a double track alignment for any electric rail alternative. Therefore, double track electric rail options have been retained for further study and single track electric rail options have been screened out.
- **The Electric Rail Alternatives** performed equally well at 6% or 4% grades with little difference in speed or capacity. Since the 4% grade requires significant tunneling, all electric rail alternatives on 4% grades have been screened out and 6% electric rail options have been retained for further study.
- **The Colorado Intermountain Fixed Guideway Authority (CIFGA) proposed Monorail train** has been retained and will be investigated on the highway grade, as reduction in grade did not provide improvement in operation.
- **Advanced Guideway System** (conventional monorail) double track, on 6% grade will be retained for further study.
- **Intermountain Connection** between Vail and Eagle will be examined in the Draft PEIS.
- **The Diesel Rail Alternatives** (except Light Rail Transit) did not perform well and, in some cases, not at all on the 6% grade alignment. Due to the high tunneling costs and the lack of any substantial improvement in operational characteristics, all 4% grade double track options have also been screened out. Therefore the only diesel FGT option that has been retained for further study is the Light Rail Transit option on highway grade.
- **The Light Rail Transit (LRT) System** had the lowest capacity but the fastest speed among the rail alternatives (except for Monorail) and can be relatively less expensive to construct. It is the only mode that theoretically could share a lane through the existing Eisenhower Tunnel. It also operated successfully on the existing highway grade on the simulator. Therefore, the double track, electric and diesel versions of LRT operating on the highway grade have been retained for further study.

RTT Alternatives Retained

Transitway

- Diesel Bus, Both Directions, BRT
- Dual Mode Bus (Diesel/Electric), Both Directions, BRT

Guideway

- Diesel Bus, Peak Direction
- Diesel Bus, Both Directions, BRT
- Dual Mode Bus (Diesel/Electric), Peak Direction
- Dual Mode Bus (Diesel/Electric), Both Directions

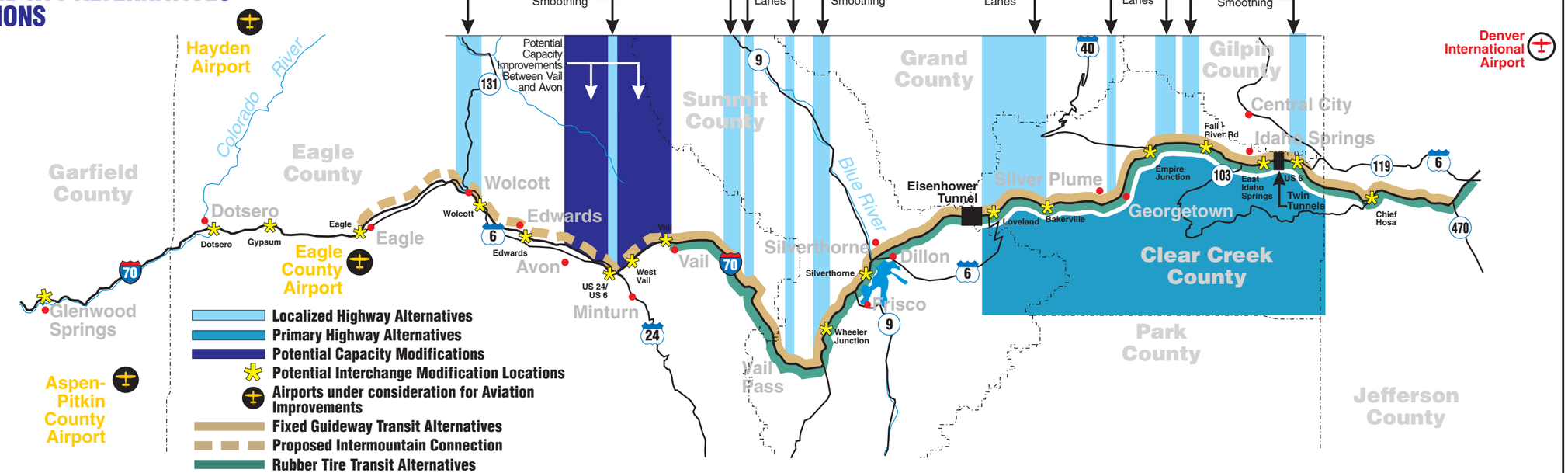
Rubber Tire Transit (RTT) Alternatives Screened Out and Those Retained for Further Study *

A review of the RTT alternatives developed in Level 2 Screening for the I- 70 PEIS shows some clear patterns that provide a rationale for screening the options to be studied in the Draft PEIS. These patterns are summarized below:

- The **Bus in Mixed Traffic** alternative produced average speeds below the Level 1 Screening minimum. Based on preliminary data from the I-70 User Survey, it is unlikely that this mode would attract sufficient ridership to make any significant impact on highway congestion. Therefore, Bus in Mix Traffic is screened out except between Glenwood Springs and Eagle as Glenwood Canyon is not being evaluated for any highway modifications requiring construction. This option will be evaluated as a part of the Transportation Management family during the Draft PEIS.
- The **Bus in High Occupancy Vehicle (HOV) lanes** can be combined with the Highway HOV analyses. The HOV lanes would not be built solely for RTT use as private vehicles would also use the facility therefore, this alternative has been combined with the Highway Alternative family and is retained for further evaluation.
- The mountain communities to be served by the RTT plan are very close to the I-70 alignment, therefore **transitway**, (electric, diesel & dual mode) in both directions and **guideway** options in peak/both directions (electric, diesel & dual mode) with on-line Bus Rapid Transit (BRT) type stations will be retained for further evaluation. BRT allows the bus to pull off to the side of the route to quickly load and unload passengers rather than travel off the transitway or guideway to reach a station off route.
- The **Electric Bus** alternatives for both the transitway and guideway require two separate transfers for passengers since they cannot operate off of the corridor. Unlike the rail options in the FGT plan, they cannot even operate on RTD or other mountain corridor systems. For the above stated reasons, this option has been screened out.

***** *The feeder/distribution systems for each transit system will be evaluated in the Draft PEIS.*

HIGHWAY AND INTERCHANGE, FGT AND RTT ALTERNATIVES LOCATIONS



LEVEL 2 SCREENING RESULTS

HIGHWAY AND INTERCHANGE ALTERNATIVES

PRIMARY HIGHWAY ALTERNATIVES

EISENHOWER TUNNEL
- Tunnel Capacity Improvement

EISENHOWER TUNNEL TO SILVER PLUME
- Horizontal Widening - Open Median
- Horizontal Widening - Barrier Separated
- Horizontal Widening - Variable Shoulder
- Reversible Lanes
- Flex Lanes

SILVER PLUME TO GEORGETOWN
- Horizontal Widening - Variable Shoulder
- Terraced Lane Widening
- Reversible Lanes
- Flex Lanes
- Horizontal Widening - Barrier Separated

GEORGETOWN TO EMPIRE JUNCTION
- Horizontal Widening - Open Median
- Horizontal Widening - Barrier Separated
- Horizontal Widening - Variable Shoulder
- Terraced Lane Widening
- Reversible Lanes
- Flex Lanes

EMPIRE JUNCTION TO WEST IDAHO SPRINGS
- Horizontal Widening - Barrier Separated
- Horizontal Widening - Variable Shoulder
- Movable Median
- Reversible Lanes
- Flex Lanes

WEST IDAHO SPRINGS TO EAST IDAHO SPRINGS
- Horizontal Widening - Variable Shoulder
- Terraced Lane Widening
- Movable Median
- Reversible Lanes
- Flex Lanes
- Parallel Routes
- Horizontal Widening - Barrier Separated

EAST IDAHO SPRINGS TO TWIN TUNNELS
- Horizontal Widening - Barrier Separated
- Horizontal Widening - Variable Shoulder
- Terraced Lane Widening
- Movable Median
- Reversible Lanes
- Flex Lanes
- Parallel Routes

TWIN TUNNELS
- Tunnel Capacity Improvement

TWIN TUNNELS TO U.S. 6
- Horizontal Widening - Variable Shoulder
- Terraced Lane Widening
- Movable Median
- Reversible Lanes
- Flex Lanes
- Parallel Routes
- Horizontal Widening - Open Median

U.S. 6 TO FLOYD HILL
- Horizontal Widening - Barrier Separated
- Horizontal Widening - Variable Shoulder
- Terraced Lane Widening
- Movable Median
- Reversible Lanes
- Flex Lanes

- Silverthorne Tunnel
- HOV/HOT Lanes - Retained For Further Study

LOCALIZED HIGHWAY ALTERNATIVES

Interchange Improvements
- East Glenwood (No. 116)
- Dotsero (No. 133)
- Gypsum (No. 140)
- Eagle (No. 147)
- Wolcott (No. 156)
- Edwards (No. 163)
- Avon (No. 167)
- US 24/US 6, Minturn (No. 171)
- West Vail (No. 173)
- Vail (No. 176)
- Wheeler Junction (No. 196)
- Silverthorne (No. 205)
- Loveland (No. 216)
- Bakerville (No. 221)
- Empire Junction (No. 232)
- Fall River Road (No. 238)
- East Idaho Springs (No. 241)
- US 6 (No. 244 - 247)
- Chief Hosa (No. 253)

Curve Smoothing
- Wolcott (MP 155.7)
- Minturn (MP 170 - 172)
- Vail Pass (MP 185 - 188)
- Dowd Junction (MP 191 - 193)
- Fall River Road (MP 237)
- East of Twin Tunnels (MP 241.5 - 245)

Climbing Lanes
- Vail Pass (2 locations)
- WB Approach to Eisenhower Tunnel
- Silver Plume
- Georgetown Hill

POTENTIAL INCREASED CAPACITY
- Vail to Avon

FIXED GUIDEWAY TRANSIT (FGT) ALTERNATIVES

Highway Alignment - Diesel Power
- Light Rail Transit - Double Track
- Light Rail Transit - Single Track

Highway Alignment - Electric Power
- Light Rail Transit - Double Track
- CIFGA Elevated Monorail
- Light Rail Transit - Single Track

6% Grade Alignment - Diesel Power
- Light Rail Transit - Single Track
- Light Rail Transit - Double Track
- Heavy Rail Transit - Single Track
- Heavy Rail Transit - Double Track
- Passenger Railroad - Locomotive Hauled - Single Track
- Passenger Railroad - Locomotive Hauled - Double Track

6% Grade Alignment - Electric Power
- Heavy Rail Transit - Double Track
- Passenger Railroad Electric Multiple Unit - Double Track
- Advanced Guideway System - Conventional Monorail - Double Track
- Light Rail Transit - Single Track
- Light Rail Transit - Double Track
- Heavy Rail Transit - Single Track
- Passenger Railroad Electric Multiple Unit - Single Track

4% Grade Alignment - Diesel Power
- Light Rail Transit - Single Track
- Light Rail Transit - Double Track
- Heavy Rail Transit - Single Track
- Heavy Rail Transit - Double Track
- Passenger Railroad - Locomotive Hauled - Single Track
- Passenger Railroad - Locomotive Hauled - Double Track

4% Grade Alignment - Electric Power
- Light Rail Transit - Single Track
- Light Rail Transit - Double Track
- Heavy Rail Transit - Single Track
- Heavy Rail Transit - Double Track
- Passenger Railroad Electric Multiple Unit - Single Track
- Passenger Railroad Electric Multiple Unit - Double Track
- Advanced Guideway System - Double Track

- Passenger Railroad - Winter Park Service
- Passenger Railroad - Glenwood Springs Service

- Intermountain Connection

RUBBER TIRE TRANSIT (RTT) ALTERNATIVES

Bus/Van in Mixed Traffic
- Bus/Van in Mixed Traffic - Moved to Transportation Management *

Transitway
- Diesel Bus - Both Directions/BRT
- Dual Mode Bus (Diesel/Electric) - Both Directions/BRT
- Dual Mode Bus (Diesel/Electric) - Peak Direction
- Diesel Bus - Both Directions
- Electric Bus - Both Directions

Guideway
- Diesel Bus - Peak Direction
- Diesel Bus - Both Directions/BRT
- Dual Mode Bus (Diesel/Electric) - Peak Direction
- Dual Mode Bus (Diesel/Electric) - Both Directions/BRT
- Electric Bus - Both Directions
- Electric Bus - BRT Station
- Diesel Bus - Both Directions
- Dual Mode Bus (Diesel/Electric) - Both Directions

TRANSPORTATION MANAGEMENT ALTERNATIVES

- Ramp Metering - at (9) principal Interchanges - Frisco to US 6
- Travel Demand Shifting (Peak Spreading Incentives) - Avon to C470
- Park-n-ride Lots - (10) located throughout the Corridor
- Enhanced Traveler Information
- Bicycle Improvements
- Frontage Road Transit (limited access)
- Mountain Corridor Parking Operations Plan
- Winter Park Ski Train
- * Buses in Mixed Traffic - Throughout the entire Corridor
- Enhanced Incident Management
- Slow Moving Vehicle Plan - at approaches to Eisenhower Tunnel/ Including Georgetown Hill and Vail Pass

AVIATION ALTERNATIVES

Hayden Airport
Eagle County Airport
Aspen-Pitkin County Airport

- Improve Existing Operations to Allow Additional Flight Landings
- Develop System Management and Subsidy Programs

Retained For Further Study

Screened Out

I-70 MOUNTAIN CORRIDOR - TRAMO DE C-470 A GLENWOOD SPRINGS

Introduccion

En el mes de Enero del año 2000 el Colorado Department of Transportation (CDOT) inicio el proceso PEIS (Programmatic Environmental Impact Statement) para el corredor de la carretera I-70 desde C-470 a Glenwood Springs. El proceso PEIS enfocará en forma panorámica las cuestiones de trasporte y soluciones alternativas para identificar mejoras de tránsito y seguridad, y reducción de la congestión existente en el corredor. La Federal Highway Administration (FHWA) es la Entidad Principal del proyecto. El proceso PEIS se hace de acuerdo a la National Environmental Policy Act (NEPA). El proceso PEIS permitirá a CDOT y FHWA enfocar para varias alternativas los impactos ambientales en zonas problemáticas del corredor como parte de todo el sistema de transporte en el I-70 Mountain Corridor.

Resumen de la Declaración de Propósito y Necesidad del I-70 Mountain Corridor PEIS

La Declaración de Propósito y Necesidad definirá finalmente la alternativa preferida que satisface la necesidad y que es la mejor forma de alcanzar los propósitos y fines ambientales del I-70 PEIS entre C-470 y Glenwood Springs, Colorado. La Declaración de Propósito y Necesidad también definirá los alcances de los factores de decisión para la selección de la alternativa preferida en el documento Record of Decision (ROD).

Declaración de Necesidad de la Acción Propuesta

Actualmente existe mucha congestión en el I-70 Mountain Corridor en Colorado, especialmente durante los fines de semana. Es de esperar que la congestión aumente en los próximos 20 años y despues. La necesidad de mayor capacidad en el corredor es intensa en los conductores que necesitan acceso a I-70 entre Denver y U.S. 40, en I-70 hasta S.H. 9, y en el valle de Vail. Durante dias de semana el tránsito de vehiculos en el valle de Vail se parece al tránsito en areas urbanas - suburbanas, y se espera que la congestion se agrave en los próximos años.

La necesidad de mayor capacidad en el corredor se debe principalmente al gran número de residentes del Front Range y turistas que desean acceso a las montañas con fines de recreación. Debido al desarrollo que ocurrirá en el corredor, los nuevos residentes y no residentes dueños de casas de recreo en las zona, aumentarán la congestion en el corredor. La congestion actual deteriora la accesibilidad a residencias y negocios, asi como el tránsito inter-estatal. Los servicios de transporte de carga que sirven a residentes, visitantes, negocios y comercio interestatal tambien aumentan el tránsito en el corredor. Por lo tanto, la necesidad fundamental de la acción propuesta es aumentar la capacidad del corredor, tratar sobre la cuestión de congestion, asi como mejorar la accesibilidad y movilidad de los usuarios del I-70 West Mountain Corridor.

Declaración de Propósitos a Alcanzar Mientras se Satisface la Necesidad Fundamental

Hay cuatro propositos primarios que la alternativa preferida debe alcanzar al maximo posible, al mismo tiempo que satisfacer la necesidad de aumentar la capacidad, tratar sobre la cuestion de congestion, asi como mejorar la accesibilidad y movilidad de los usuarios del I-70 Mountain Corridor. Los cuatro propósitos son: 1) Sensibilidad Ambiental, 2) Adherencia a los valores de la counidad, 3) Seguridad, y 4) Ejecución de la alternativa preferida

Comentarios y Temas de Ciudadanos son Parte Integral del Proceso.

CDOT es muy conciente de las condiciones sociales y de las diferencias económicas que existen en el corredor y le gustaria escuchar a los ciudadanos que usan I-70 para ir a su trabajo. Sus comentarios y preocupaciones son una parte importante de este proceso y nos gustaria eschucharles. Nuestra tercera serie de Reunionees Públicas tendra lugar en Abril en tres sitios diferentes ubicados a lo largo del Corredor. Si su comunidad quisiera tener una reunion de un grupo pequeño paras discutir cualquier tema o cuestion, podemos organizar una reunion en un lugar que se facilmente accesible a personas de su comunidad. Personal bilingúe siempre esta dispuesto a participar de ser necesario. Las fechas y sitios para las próximas reuniones públicas son:

Colorado Department of Transportation
C/O J.F. Sato and Associates
5898 South Rapp Street
Littleton, Colorado 80120

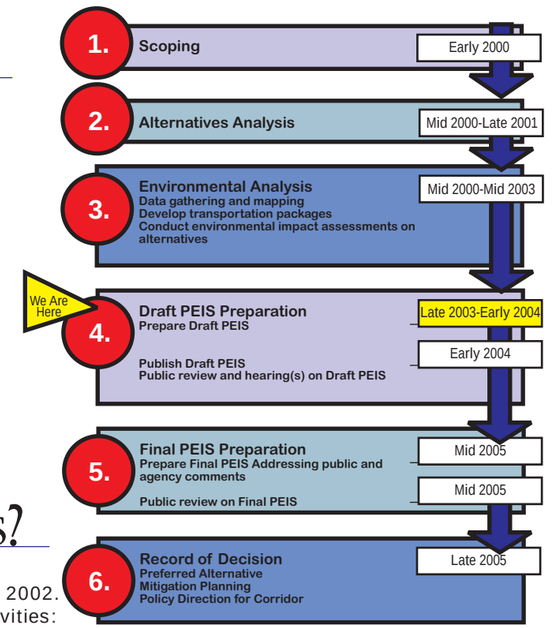
I - 70 Mountain Corridor

Vol. 3 Number 1
May 2003

Transportation Changes to the I-70 Mountain Corridor

Project Overview

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) began conducting a Programmatic Environmental Impact Statement (PEIS) in January 2000 to define future transportation needs for the I-70 Mountain Corridor. The alternatives being considered in this study are described on pages 2 and 3. The PEIS will identify ways to address the underlying need: concerns about congestion, mobility, and accessibility for the users between Glenwood Springs and C-470. The purposes to be achieved while meeting this need are: environmental sensitivity, community values, safety, and ability to implement. A summary of the purpose and need statement and an explanation of its role in the PEIS can be found in the March 2001 newsletter (all newsletters are available on the project website at www.i70mtncorridor.com).



Where are we in the process?

The I-70 PEIS team has been working on the Draft PEIS during 2002. Since our last newsletter we have completed the following activities:

- Refinement of the alternatives, including alignments for all options and operating characteristics for transit options
- Conducted Environmental Assessment Methodology Workshop in January 2002
- Assessment of potential environmental impacts for each alternative
- Regular meetings with the Forest Service on current and future forest uses
- Continued work with federal and state wildlife resource agencies to identify, protect, and (if possible) restore wildlife areas, including the connections between areas within the corridor (ALIVE Committee)
- Continued work with federal and state wildlife resource agencies and local watershed groups to identify, protect, and potentially mitigate past effects on water quality of streams and wetlands (SWEEP Committee)
- Meetings with Clear Creek County to discuss alternatives, impact assessment methodology, and study findings
- Extensive coordination with local, regional, and state governments and organizations to develop 2025 growth projections for population and employment
- Ongoing Native American and cultural consultations (Native American meetings in January and September 2002)
- Travel Demand Modeling Workshop in July 2002
- Creation of Finance Committee and monthly meetings in spring and summer 2002. The Finance Committee was formed to provide information about funding options to those responsible for making policy level decisions on the PEIS as the Record of Decision will present a fiscally constrained preferred alternative. The committee researched existing and potential future funding sources to identify a range of total dollars that the Corridor may be able to attract.
- Writing the initial Draft PEIS: an intense effort of compiling extensive research from sources to present a comprehensive comparison of the alternatives, including No Action. Includes describing:
  - affected environment, with a discussion of historic uses
  - alternatives: identification, development, screening, and refinement
  - assessment of current and potential future travel conditions in the Corridor, with and without each alternative
  - environmental analysis of alternatives and effects on a broad range of natural, social, economic, and cultural receptors (direct, indirect, and cumulative impacts and potential mitigation measures)
  - investigation of alternatives' cost and possible funding scenarios
  - cumulative impacts associated with the past, present, and future impacts
- Hosting a series of Advisory Committee meetings to share updated information on alternatives, cost, technical issues, and environmental effects

Other CDOT Studies in the I-70 Mountain Corridor

CDOT, Region 1 is preparing the Gaming Area Access Draft EIS for access to the Black Hawk/Central City area. Publication is expected in the summer of 2003 and will be followed by a formal public hearing. For more information, visit the project website at www.accesstogamingeis.com. To be added to the mailing list, contact Lisa Kassels (CDOT) at 303-757-9156 or lisa.kassels@dot.state.co.us.

CDOT, Region 1 is preparing the State Highway 9 Frisco to Breckenridge Final EIS. Publication is expected in 2003 and will be followed by a public comment period of thirty days. For more information, visit the project website at www.hwy9friscotobreck.com. To be added to the mailing list, contact Lisa Kassels (CDOT) at 303-757-9156 or lisa.kassels@dot.state.co.us.

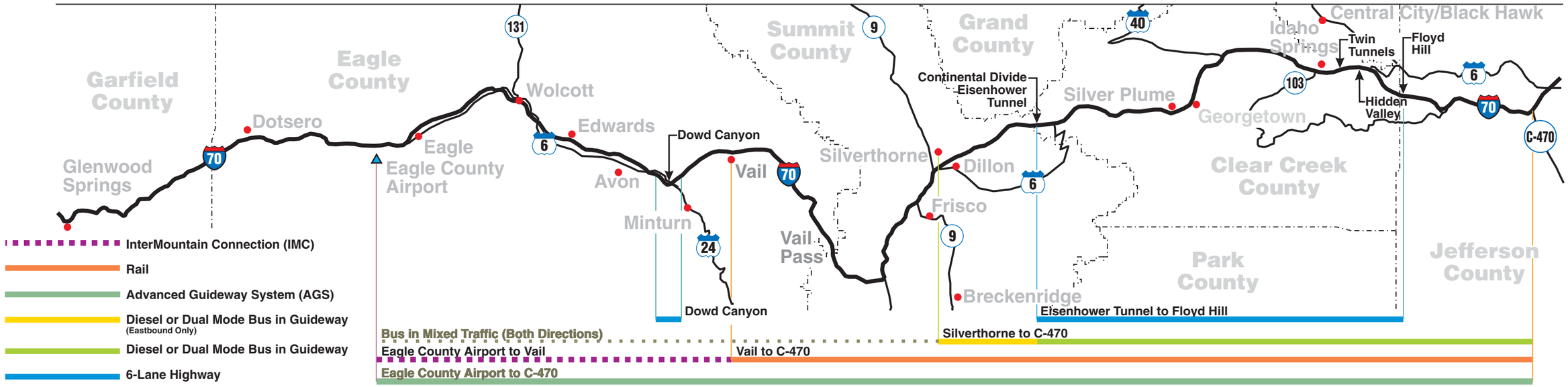
CDOT, Region 3 is currently completing the Eagle Airport Interchange EA. Publication is scheduled for summer 2003 and will be followed by a thirty-day public comment period. For more information, please visit the project website at www.i70-eagle-airport-interchange-ea.com. To be added to the mailing list contact Kathy Moser (JFSATO) at 303-797-1200 or kmoser@jfsato.com.

How to Submit Your Comments

As always, your comments and questions are welcome. Please feel free to contact us in any of the following ways:

- Call the toll-free information line at 1-877-408-2930
- Visit the PEIS website at www.i70mtncorridor.com
- Write to Michelle Li, I-70 PEIS, J.F. Sato and Associates, 5898 South Rapp Street, Littleton, CO 80120
- Attend the public hearings to be publicized in your local media
- Read the project newsletter

I - 70 Mountain Corridor



The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) began conducting a Programmatic Environmental Impact Statement (PEIS) in January 2000 to define future transportation needs for the I-70 Mountain Corridor. The PEIS will identify ways to address the underlying need: concerns about congestion, mobility, and accessibility for the users between Glenwood Springs and C-470. The purposes to be achieved while meeting this need are: environmental sensitivity, community values, safety, and ability to implement.

Three stages of alternative analysis have been done: Level 1 and Level 2 Screening and subsequent alignment/technical/environmental studies.

A listing of the alternatives retained for full evaluation in the Draft PEIS are listed below with recent refinements highlighted:

Alternatives Retained for Full Evaluation	
Alternative	*Description*
No Action Alternative	New access to Blackhawk/Central City gaming area Eagle County Airport Interchange Planned Park-n-Ride facilities Ongoing system preservation, safety, and maintenance activities
Minimal Action Alternative	Aviation Transportation management Limited highway changes including; interchange modifications, auxiliary lanes, and curve safety modifications Winter maintenance Bus in mixed traffic (Continuous through corridor)
Transit Alternatives* (Utilizing the existing highway grade - maximum of 7%)	Rail transit (Vail to C470) with intermountain connection between Eagle County Airport and Vail Advanced Guideway System (AGS) (Eagle County Airport to C470) Bus in guideway (dual-mode or diesel)(Silverthorne to C470) with bus in mixed traffic elsewhere InterMountain Connection (IMC) (Eagle Co. Airport to Vail)
Highway Alternatives*	6-lane highway widening (Dowd Canyon and Continental Divide to Floyd Hill) Reversible Lanes/HOV/HOT (Continental Divide to Floyd Hill) 65 new mph local tunnels (Dowd Junction, Twin Tunnels to Hidden Valley, and Floyd Hill)
Combination Alternatives*	6-lane highway, rail and IMC 6-lane highway and AGS 6-lane highway and diesel bus 6-lane highway and dual-mode bus All combination alternatives under examination include building either the 6-lane highway with preservation for transit , or building the transit with preservation for the 6-lane highway

* Transit, Highway, and Combination Alternatives include a new tunnel bore at the Continental Divide near the existing bores of the Eisenhower-Johnson Memorial Tunnels and at the Twin Tunnels.

The alternatives that have been dropped from further consideration as a result of the alignment/technical/environmental studies are listed in the table below. The explanation shows the basic rational for why the alternatives were eliminated.

*Alternatives Eliminated Since the Second Level Screening**	
Minimal Action Alternatives	*Rationale for Eliminating Alternative*
Bicycle improvements (expected to be a part of mitigation strategies)	Would not remove significant traffic volume from I-70
Frontage road transit	Would not remove significant traffic volume from I-70; travel time
Transit Alternatives	
7% Alignment - Light rail transit double track	Limited system capacity; and slower travel speed
6% Alignment - Conventional monorail; passenger rail multiple unit; heavy rail	Slower travel speed; grade problems west of Silverthorne; alignment conflicts with local land uses
Diesel or dual-mode bus in transitway	Wider footprint than bus in guideway
Diesel or dual-mode bus in guideway (single direction for peak flow)	Schedule dependability
Highway Alternatives	
Structured lanes except in Idaho Springs	Narrower footprint not warranted given cost and avoidance of impacts
Horizontal widening in Idaho Springs	Impacts to wetlands; to water quality; historic preservation
Moveable median	Slower travel time; schedule dependability
Highway widening limited to Empire Junction to Floyd Hill	Slower travel time; lack of reduction in congestion
* See www.i70mtncorridor.com for alternatives eliminated during 1st and 2nd Level Screening	

Please contact Cecelia Joy, CDOT Project Manager, at 303.757.9112, or Michelle Li, JFSA Public Involvement Manager, at 303.797.1200 with questions or comments. Additional information can be found at: www.I70MtnCorridor.com

July 2003

I-70 Mountain Corridor PEIS

Alternative Update

This one page update is a supplement to the May 2003 Newsletter and is meant to provide you with information on changes to the alternatives currently under study. The No Action, Minimal Action, highway widening only, rail only, Advanced Guideway System (AGS) only, diesel bus only and dual mode bus only alternatives are still under evaluation resulting in 21 alternatives for evaluation in the PEIS. The changes are to the western terminus of the AGS and the addition of variations to the combination alternatives to explicitly consider building the transit and highway portions at different times (phasing). These changes are a result of working closely with the Advisory Committees and our agency partners on the project.

- **AGS extension to Eagle Valley Airport** – previously we were considering only providing AGS service to Vail where the Intermountain Connection would then provide service to and from the Eagle Valley Airport; this has been changed so that AGS's western terminus is at the Eagle Valley Airport and the eastern terminus remains C470.

The following alternatives have been added to the study:
6-lane highway widening with AGS – the original alternative was to build both highway and AGS at the same time. The following two variations have been added for consideration.

- **6-lane highway widening with AGS** –AGS with highway preservation
- **6-lane highway widening with AGS** – highway with AGS preservation

6-lane highway widening with Rail – the original alternative was to build both highway and rail at the same time. The following two variations have been added for consideration.

- **6-lane highway widening with Rail** – rail with highway preservation
- **6-lane highway widening with Rail** – highway with rail preservation

6-lane highway widening with diesel mode bus in guideway – the original alternative was to build both highway and diesel mode bus at the same time. The following two variations have been added for consideration.

- **6-lane highway widening with diesel mode bus –** diesel mode with highway preservation
- **6-lane highway widening with diesel mode bus –** diesel mode with highway preservation

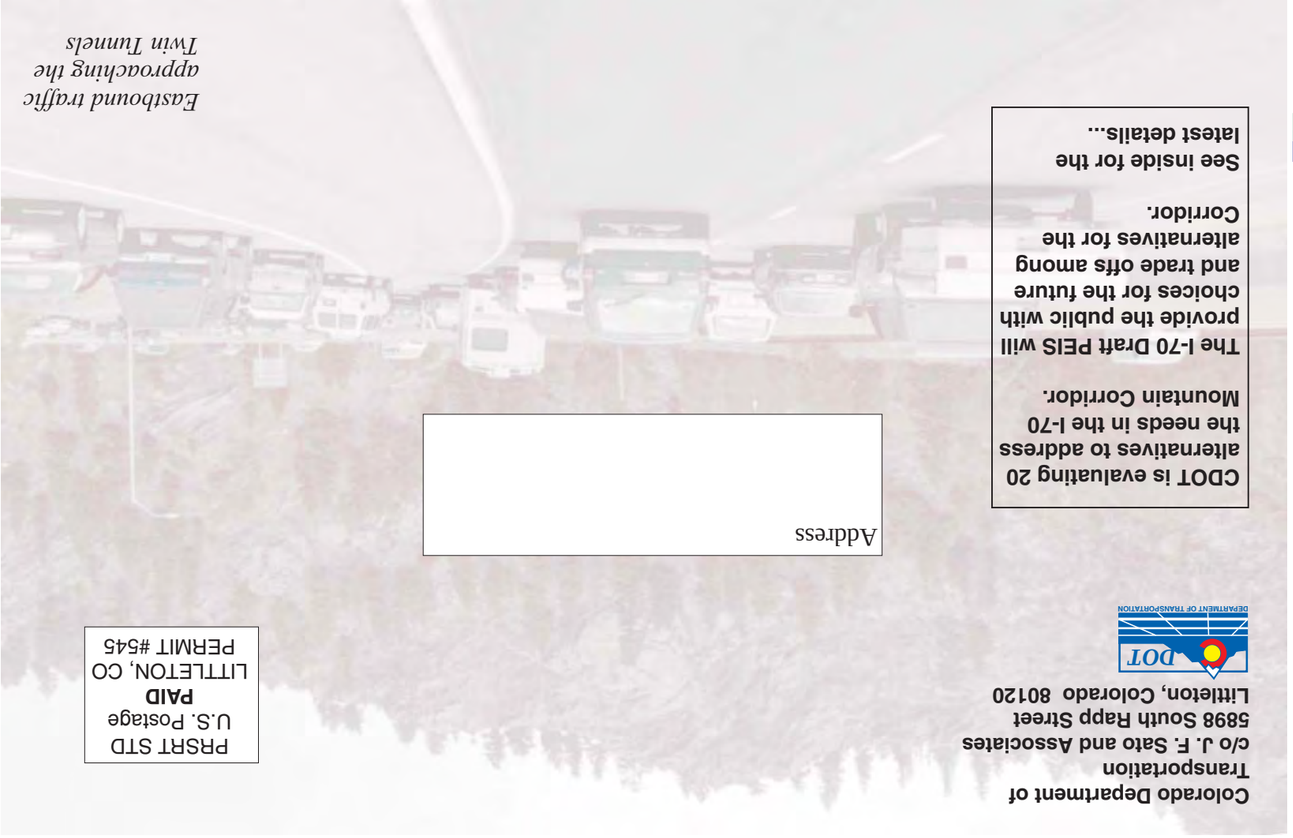
6-lane highway widening with dual mode bus in guideway – the original alternative was to build both highway and dual mode bus at the same time. The following two variations have been added for consideration.

- **6-lane highway widening with dual mode bus –** dual mode with highway preservation
- **6-lane highway widening with dual mode bus –** dual mode with highway preservation

Definition of Preservation - Definition of Alternatives with Preservation: For purpose of the Tier I PEIS, the environmental impact analysis for the alternatives with preservation will be similar to the combination (highway and transit) alternatives, which are based on the total footprint of both highway and transit components. However, since the preserved component is not constructed in the first phase, several travel related impact analysis for the alternatives with preservation will only be based on the constructed portion of the alternatives (see table on the back of this. If the alternative with preservation were to be selected as the preferred, a Tier II study would need to be conducted for the constructed component and another Tier II conducted when the second component was to be built.

Treatment of Impacts Associated with Combination / Preservation Alternatives

Common to both Combination and Preservation Alternatives	**Preservation Alternatives for Build Portion Only**
Environmental Sensitivity	**Environmental Sensitivity**
Wildlife Linkage Interference Zones	Winter Maintenance
Wildlife	Stormwater Runoff
Threatened & Endangered Species	**Community Values**
Wetlands & Other Waters of the US	Growth Effects
Riparian Areas	Tourism Income and Jobs
Fishery Resources	Noise
Streams	Air Quality
Community Values	**Transportation Systems**
Currently Developed Lands	Mobility Analyses
Right of Way	Safety
Visual Resources	Implementation
4 (f) Evaluation (publicly owned recreation areas, refuges and historic properties)	Cost (capital, user, maintenance and operation)



Colorado Department of Transportation
c/o J. F. Sato and Associates
5898 South Rapp Street
Littleton, Colorado 80120

CDOT is evaluating 20 alternatives to address the needs in the I-70 Mountain Corridor.

The I-70 Draft PEIS will provide the public with choices for the future and trade offs among alternatives for the Corridor.

See inside for the latest details...

Address

PRSRT STD
U.S. Postage
PAID
LITTLETON, CO
PERMIT #545

Construction along I-70 Corridor, Summer 2004

I-70 Hidden Valley to Idaho Springs: Paving, Sunday - Thursday, 7:00 p.m. to 6:00 a.m. through October 2004.

I-70 Eisenhower Tunnel: Tunnel Lighting, Sunday - Thursday, 7:00 p.m. to 6:00 a.m. through November 2005.

I-70 Eisenhower Tunnel to Silverthorne: Seeding, Monday - Thursday, 7:00 a.m. to 7:00 p.m. through June 2004.

US 6 Clear Creek Canyon (SH 119 to Golden): Bridge Deck Replacement, Monday - Thursday, 8:00 a.m. to 3:30 p.m. and Friday until noon through October 2004, full closure 24/7 from September 7 to early October.

US 40 Berthoud Pass, east side: Widening, Monday - Thursday, 7:00 a.m. to 6:00 p.m. and Friday until noon, through October 2004.

SH 9 north of Silverthorne (MP 105 - 107): Paving, Monday - Thursday, 7:00 a.m. to 7:00 p.m. and Friday until noon, through June 2004.

SH 9 Summit County line north to MP 138.9: Paving, Monday - Friday, 7:00 a.m. to 7:00 p.m. through August 2004

US 24 Red Cliff: Bridge reconstruction and detour, Monday - Friday 7:00 a.m. to 7:00 p.m. through October 2004, with full closure April 5 - July 3.

I-70 Georgetown Hill: Rockfall mitigation, fall 2004.

Colorado Blvd in Idaho Springs: June 2004 through October 2005 with winter hiatus.

I-70 Vail Pass: Sedimentation control, through October 2004.

I-70 Jefferson County line to west of Eisenhower Tunnel: Fiber optics installation, June 2004 through August 2005 with winter hiatus.

SH 9 Breckenridge Roundabout, Main Street: September 2004 through October 2005.

Toll-Free 24-Hour Road Condition Hotline: 1-877-315-7623

For additional information or if you have questions, please contact Bob Wilson, CDOT, 303-757-9431.

I - 70 Mountain Corridor

July 2004

Project Overview

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) began conducting a Programmatic Environmental Impact Statement (PEIS) in January 2000 to define future transportation alternatives for the I-70 Mountain Corridor. The alternatives are shown on pages 2 and 3 of this newsletter. The PEIS will identify ways to address the underlying need to reduce congestion and to improve mobility and accessibility between Glenwood Springs and C-470. The purposes to be achieved while meeting these needs are: environmental sensitivity, community values, safety, and ability to implement. A summary of the preliminary purpose and need statement can be found in the March 2001 newsletter. (All newsletters are available on the project website at www.i70mtncorridor.com). The project schedule and general tasks are shown below.

Key Frequently Asked Questions

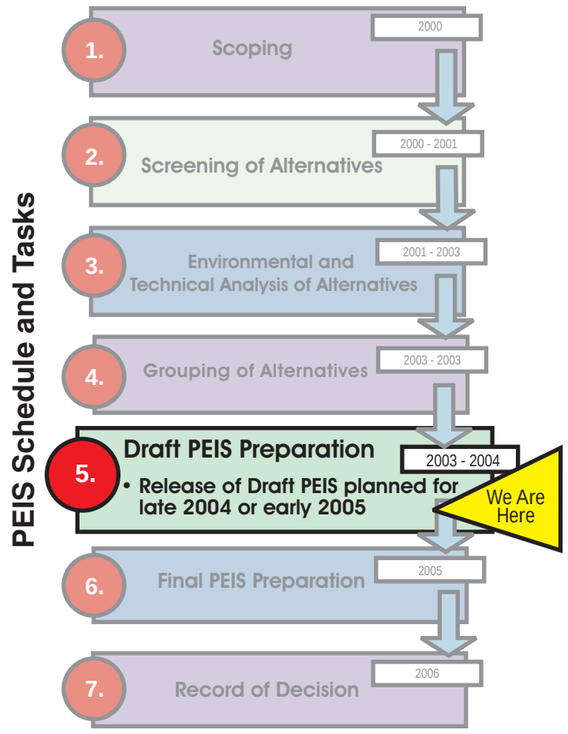
Through the public involvement program we have been asked to address several issues and concerns. The following are responses to some of the key questions we have been asked.

How has the sunsetting of CIFGA effected the monorail alternative?

The Draft PEIS will include an evaluation of an Advanced Guideway System (AGS) alternative. This alternative represents the technology originally supported by Colorado Intermountain Fixed Guideway Authority (CIFGA) as well as the magnetic levitation technology. This technology would extend from C-470 to the Eagle County Airport and would interface with transit systems in the Denver Metro and Eagle County areas.

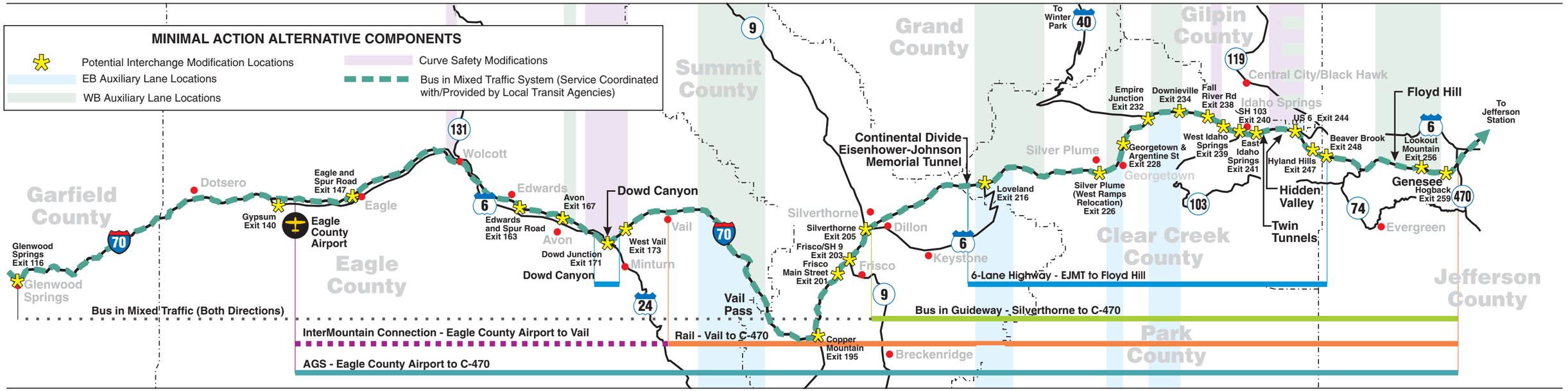
Can some improvements be made immediately?

Through over 250 public meetings held to date, CDOT and FHWA have been repeatedly asked whether some actions could be taken prior to the completion of the PEIS process and subsequent environmental studies. Opportunities that would not preclude future PEIS alternatives have been investigated for early action. Options such as local interchange improvements, acceleration/deceleration lanes, transportation management systems, and other environmental mitigation options have been explored. The opportunities to implement early action projects or programs would be depend on the availability of funds and would require environmental clearances.



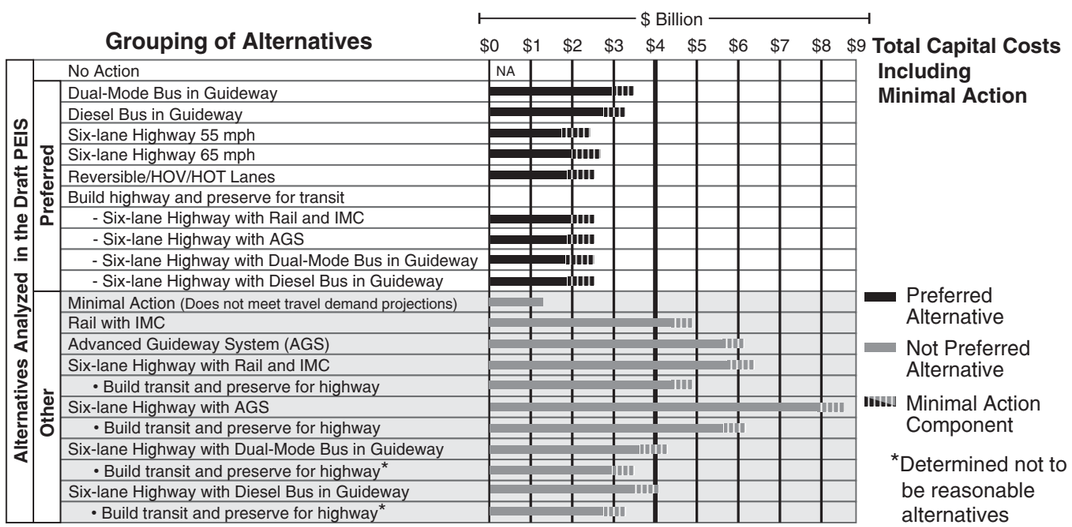
How has the affordability of alternatives been determined?

The Transportation Commission has committed approximately $1 to $1.6 billion of the Strategic Corridor Investment Program to the I-70 Mountain Corridor. Additional funds necessary for implementation of I-70 alternatives beyond these amounts remain undetermined. Depending upon the decision on the Preferred Alternative for I-70, other potential future funds may be allocated to this Corridor if and when other funding becomes available. Although the likelihood exists that a number of other strategic corridors throughout the state may have a higher priority for allocation of these funds, the $1 to $1.6 billion amount represents the funding that may be available over the next 20 years. A $4 billion amount has been set as a cost threshold for evaluating alternatives in terms of reasonableness from an affordability point of view. This threshold was set to avoid precluding alternatives that may be affordable if funding sources over and above $1.6 billion were to be secured.



Preferred and Other Alternatives - Alternatives will be described in the Draft PEIS to offer travel choices for the future of the I-70 Mountain Corridor. An extensive screening process evaluated alternatives with project purpose and need criteria, and focused attention on alternatives that will be fully evaluated in the Draft PEIS (see map). Conceptual design studies emphasize reducing the physical footprint of alternatives to reduce impacts.

The National Environmental Policy Act requires that reasonable alternatives be offered and addressed and that the preferred alternative(s) be disclosed when known. To comply, the 20 alternatives under study have been grouped into those that are preferred and those that are not ("other" grouping), based on the economic reasonableness of each alternative which is defined as $4 billion or less in capital costs, and the ability to accommodate 2025 travel demand projections. All alternatives, including the No Action Alternative, will be evaluated in the Draft PEIS. If new information surfaces between the Draft and Final PEIS an alternative in the "other" group could be considered for selection as the Preferred Alternative.



Trade Offs Among Alternatives -The Draft PEIS will provide analyses of the trade offs between alternatves, based on travel demand, costs, safety, construction, community, and environmental impacts. Direct, indirect, and cumulative environmental impacts will be analyzed for each alternative. The ranking of preferences among alternatives will range from least to greatest impact, and will be provided for public review in the Draft PEIS and used in the selection of the Preferred Alternative in the Final PEIS. Comparison factors for alternatives are listed below.

Comparison Factors

- Highway Travel Time (minutes)
- Transit Travel Time (minutes)
- Annual Hours of Congestion
- Ability to Accommodate Travel Growth
- Costs
  - Capital Costs
  - Operating Subsidy for Transit and Highway Alternatives
  - Cost-effectiveness: total costs evaluated by person-miles traveled
- Availability of System Operator
- Safety: accidents (property damage, injury, and fatality)
- Construction Impacts: traffic management, duration, earthwork, and construction management
- Air Quality
- Biological Resources (vegetation and wildlife)
- Threatened, Endangered and Other Special Status Species
- Water Resources
- Fisheries
- Wetlands, Other Waters of the US and Riparian Areas
- Geologic Hazards
- Regulated Materials and Mining Waste
- Social and Economic Values
- Land Use
- Noise
- Visual Resources
- Recreation Resources
- Historic Properties and Native American Consultation
- Paleontological Resources
- Energy

How to Submit Your Comments

As always, your comments and questions are welcome. Please feel free to contact us in any of the following ways:

- **Call the toll-free information line at 1-877-408-2930**
- Visit the PEIS website at www.i70mtncorridor.com
- Write to Michelle Li, I-70 PEIS, J. F. Sato and Associates, 5898 South Rapp Street, Littleton, CO 80120

On December 3, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by Board of County Commissioners of Pinellas County was substantially complete within the requirement of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 16, 2005.

The following is a brief overview of the application.

PFC Application No.: 05–01–C–00–PIE.

Level of the proposed PFC: $3.00.

Proposed charge effective date: April 1, 2005.

Proposed charge expiration date: October 1, 2007.

Total estimated net PFC revenue: $3,357,639.

Brief description of proposed project(s): Overlay of Terminal Ramp and Taxiways A, C, & D; Water Rescue Craft Acquisition & Firehouse Expansion; Airfield Guidance Signs Installation; Airport & Airfield Lighting Control Panel Relocation; 107.14 Security Access System Installation; Terminal Building Expansion & Renovation (Phases 1 & 2); Taxiway T Relocation; Runway 17–35 Lighting Rehabilitation (Plans and Specifications—Phase 1 & 2); Baggage Claims Expansion (Phase 1); Security Fence Improvement; Runway 17–35 Marking; Runway 17L–35R Environmental Assessment Study; 2003 Master Plan Update, Stormwater Plan, & Benefit-Cost Analysis for Runway Extension; Runway 17L–35R Threshold Relocation; Land Acquisition—Runway 35R; Security Fencing & Enhancements; Runway 17L–35R Rehabilitation; Terminal Apron Rehabilitation, ARFF Fire Trucks, Rescue Boat, and Airport Sweeper; Additional Environmental Assessment & Pre-Permitting Runway 17L–35R Extension; Runway 17L–35R Extension/Safety Areas & Related Land Acquisition; Taxiway M Lighting Rehabilitation; Security Enhancements; Environmental Assessment & Benefit Cost Analysis for Parallel General Aviation Runway; Terminal Expansion—Baggage Processing Area; PFC Application No. 1 Development and PFC Audits.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operator (ATCO) Filing FAA Form 1800–31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT.**

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Board of County Commissioners of Pinellas County.

Issued in Orlando, Florida on December 3, 2004.

W. Dean Stringer,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 04–27095 Filed 12–9–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Draft Programmatic Environmental Impact Statement; Garfield, Eagle, Summit, Clear Creek and Jefferson Counties, CO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of availability.

SUMMARY: In compliance with the National Environmental Policy Act of 1969, the FHWA, in cooperation with the Colorado Department of Transportation (CDOT), have prepared a Draft Programmatic Environmental Impact Statement (PEIS)—a Draft Tier 1 EIS—for proposed transportation improvements to Interstate 70 (I–70) between Glenwood Springs and C–470, traversing five counties in north-central Colorado: Garfield, Eagle, Summit, Clear Creek and Jefferson from approximately mileposts 116 to 260. The Draft PEIS identifies 20 Build Alternatives and the No-Action Alternative, and evaluates their associated environmental impacts. Interested citizens are invited to review the Draft PEIS and submit comments. Copies of the Draft PEIS may be obtained by telephoning or writing either of the contact persons listed below under **FOR FURTHER INFORMATION CONTACT.** Public reading copies of the Draft PEIS are available at the locations listed under **SUPPLEMENTARY INFORMATION.**

DATES: A 90-calendar-day public review period will begin on December 10, 2004, and conclude on March 10, 2005. Written comments on the Draft PEIS to be considered must be received by CDOT by March 10, 2005. A series of ten public hearings to receive oral and written comments on the Draft PEIS will be held across the corridor at the locations listed under **SUPPLEMENTARY INFORMATION.**

FOR FURTHER INFORMATION CONTACT: To request information or copies of the Draft PEIS, and to submit written comments on the Draft PEIS, contact Cecelia Joy, Project Manager, Colorado Department of Transportation, Region 1, 18500 East Colfax Avenue, Aurora, CO 80011, telephone (303) 757–9112; or Jean Wallace, Senior Operations Engineer, Federal Highway Administration, 12300 West Dakota Avenue, Suite 180, Lakewood, CO 80228, telephone (720) 963–3015. Written comments may also be submitted via the project Web site at *http://www.i70mtncorridor.com.* Please see the **SUPPLEMENTARY INFORMATION** section for a listing of the available documents, distribution policy and formats in which they may be obtained. The **SUPPLEMENTARY INFORMATION** section also lists locations where copies of the Draft PEIS are available for public inspection and review.

SUPPLEMENTARY INFORMATION: Hearing Dates and Locations:

- Wednesday, January 12, 2005, Clear Creek High School, 5 p.m. to 8 p.m., Evergreen, Colorado.
- Saturday, January 15, 2005, 1 p.m. to 4 p.m. at the Westin Hotel, Westminster, Colorado.
- Wednesday, January 19, 2005, 4 p.m. to 7 p.m. at County Inn of Grand Junction, Grand Junction, Colorado.
- Wednesday, January 26, 2005, Avon Municipal Building, 4 p.m. to 7 p.m., Avon, Colorado.
- Wednesday, February 2, 2005, Marriott Denver South at Park Meadows, 4 p.m. to 7 p.m., Littleton, Colorado.
- Wednesday, February 9, 2005, Rocky Mountain Village/Easter Seals Handicamp, 4 p.m. to 7 p.m., Empire, Colorado.
- Saturday, February 12, 2005, Hotel Colorado, 1 p.m. to 4 p.m., Glenwood Springs, Colorado.
- Wednesday, February 16, 2005, Jefferson County Fairgrounds, 4 p.m. to 7 p.m., Golden, Colorado.
- Wednesday, February 23, 2005, Four Points Sheraton, 4 p.m. to 7 p.m., Silverthorne, Colorado.
- Saturday, February 26, 2005, The Vintage Hotel, 1 p.m. to 4 p.m., Winter Park, Colorado.

Copies of the Draft PEIS are available in hard copy format for public inspection at:

- CDOT Headquarters, Public Information Office, 4201 E. Arkansas Ave., Denver, CO 80222; (303) 757–9228.
- CDOT Region 1, 18500 E. Colfax Ave., Aurora, CO 80011; (303) 757–9371.
- Irving Street Library, 7392 Irving Street, Westminster, CO 80030; (303) 430–2400, ext. 2303.
- Aurora Central Library, Recreation & Cultural Services, 14949 E. Alameda

Parkway, Aurora, CO 80012; (303) 739–6600.

• Denver Public Library, Central Branch, 10 W. Fourteenth Ave. Parkway, Denver, CO 80204; (720) 865–1733.

• Auraria Campus Library, 1100 Lawrence St., Denver, CO 80204; (303) 556–3532.

• Highlands Ranch Library, 9292 Ridgeline Blvd., Highlands Ranch, CO 80129, (303) 791–7703.

• Philip S. Miller Library, 100 S. Wilcox, Castle Rock, CO 80104; (303) 688–7700.

• FHWA Offices, 12300 W. Dakota Ave., Suite 180, Lakewood, CO 80228; (720) 963–3000.

• USDA Forest Service, Regional Office, 740 Simms, Lakewood, CO, 80401; (303) 275–5427.

• Jefferson County Offices, 100 Jefferson County Parkway, Suite 3500, Golden, CO 80419; (303) 271–8470.

• Commissioner's Office, 405 Argentine, Georgetown, CO 80444; (303) 679–2310.

• Tomay Memorial Library, 605 6th Street, Georgetown, CO 80444; (303) 569–2620.

• Clear Creek County Planning Office (Library), 405 Argentine St., Georgetown, CO 80444; (303) 679–2455.

• Gateway Visitor Center, 1491 Argentine St., Georgetown, CO 80444; (303) 569–0289.

• Idaho Springs Heritage Museum and Visitor's Center; 2060 Miner Street, Idaho Springs, CO 80452; (303) 567–4382.

• Idaho Springs Public Library, 219 14th Ave., Idaho Springs, CO 80452; (303) 567–2020.

• U.S. Forest Service, Clear Creek Ranger District, 101 Chicago Creek Road, Idaho Springs, CO 80452; (303) 567–3000.

• Clear Creek High School (Library), 185 Beaver Brook Canyon Road, Evergreen, CO 80439; (303) 679–4601.

• Silver Plume Small Town Hall, 285 Main St., Silver Plume, CO 80476; (303) 569–2363.

• Historic Dumont School House, 150 Dumont Lane, Dumont, CO 80436; open by appointment, (303) 771–3078.

• Fraser Valley Library, 421 Norgren Rd., Fraser, CO 80442; (970) 726–5689.

• Summit County Planning Office, Summit County Commons Bldg. 1st Floor, 37 County Road 1005, Frisco, CO 80443; (970) 668–4200.

• Summit County Public Library, Main Branch, Summit County Commons Bldg., 37 County Road 1005, Frisco, CO 80443; (970) 668–5555.

• Summit County Public Library, North Branch, 651 Center Circle, Silverthorne, CO 80498; (970) 468–5887.

• USDA Forest Service, Dillon Ranger District, 680 River Parkway, Silverthorne, CO 80498; (970) 468–5400.

• Eagle County Engineering Office, 500 Broadway, Eagle, CO 81631; (970) 328–3560.

• Avon Municipal Building, 400 Benchmark Rd., Avon, CO 81620; (970) 748–4035.

• Vail Public Library, 292 W. Meadow Dr., Vail, CO 81657; (970) 479–2185.

• Lake County Public Library, 1115 Harrison Ave., Leadville, CO 80461; (719) 486–0569.

• Pitkin County Library, 120 North Mill St., Aspen, CO 81611; (970) 925–4025.

• CDOT, Region 3, 202 Centennial St., Glenwood Springs, CO 81601; (970) 384–3332.

• Glenwood Springs Public Library, 413 9th St., Glenwood Springs, CO 81601; (970) 945–5958.

• USDA Forest Service, 900 Grand Ave, Glenwood Springs, CO 81602; (970) 945–2521.

• CDOT, Region 3, 222 S. 6th St., Grand Junction, CO 81501; (970) 248–7223.

• Grand Junction Public Library, 530 Grand Ave., Grand Junction, CO 81501; (970) 683–2429.

In addition to the above public repositories, the policy for distribution will be as follows:

• A 2-volume compact disc set will be provided to each entity represented on the Mountain Corridor Advisory Committee (MCAC)/Technical Advisory Committee (TAC), Section 106 consulting parties, and the I–70 Coalition. Upon request, one hard copy of the document will be provided to each entity represented on the MCAC/TAC, the Section 106 consulting parties, and the I–70 Coalition.

The Draft PEIS will also be available for review in the following formats:

• Compact Disc—2 volume set—PDF format (by request).

• Executive Summary only—hard copy (by request).

• The PEIS Web site at *http://www.i70mtncorridor.com.*

Background

This Draft PEIS focuses on broad approaches to address travel demand and performance of transportation systems within the context of the I–70 corridor communities and environmental setting. At this Tier 1 level of analysis, the Draft PEIS provides an evaluation of a broad range of mode choices and general locations of proposed transportation improvements for I–70 between Glenwood Springs and C–470. The study area extends approximately 144 miles across Garfield, Eagle, Summit, Clear Creek and Jefferson Counties. This Draft PEIS includes an examination of the purpose and need, alternatives under consideration, travel demand, and consistent with a programmatic level of analysis, describes the affected environment, environmental consequences, and identifies mitigation policies for the proposed transportation systems under consideration. Twenty build alternatives and a No-Action Alternative are presented in the Draft PEIS. Of these, a group of nine preferred alternatives have been identified and are under consideration by FHWA and CDOT in the Draft PEIS. After a preferred alternative has been identified in the Final Programmatic EIS, and an alternative is selected in the Record of Decision, subsequent design, environmental analysis, documentation, and review will be prepared in a Tier 2 document, which will include site-specific, project level details.

Comments from interested parties on the Draft PEIS are encouraged and may be presented verbally at a public hearing or may be submitted in writing to the CDOT and/or the FHWA.

The FHWA and CDOT invite interested individuals, organizations, and federal, state, and local agencies to comment on the evaluated alternatives and associated social, economic, or environmental impacts related to the alternatives.

Issued on: December 3, 2004.

Douglas Bennett,

Assistant Division Administrator, Federal Highway Administration, Lakewood, Colorado.

[FR Doc. 04–26921 Filed 12–9–04; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking approval of the following information collection activities. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA

I-70 West Draft Programmatic Environmental Impact Statement (PEIS)

Ready for Review and Comment!

Please see inside for more details...

Public Hearings Coming Soon...

A series of nine public hearings will be held along the Corridor during January and February 2005.

At a Location Near You...

For more information on public hearing dates, times, and locations, please watch for:

- ✓A flyer in your mail
- ✓Announcements in local newspapers
- ✓Radio announcements
- ✓Or visit the project website at http://www.i70mtncorridor.com

Whom to Contact...

Please contact one of the following individuals for questions about document availability.

Cecelia Joy, Project Manager
CDOT, Region 1
18500 East Colfax Avenue
Aurora, CO 80111
303-757-9112
I70WdraftPEIS@dot.state.co.us

Jean Wallace, Senior Operations Engineer
Federal Highway Administration
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3015
jean.wallace@fhwa.dot.gov

U.S. Department of Transportation
Federal Highway Administration

Public Notice

DEPARTMENT OF TRANSPORTATION

In compliance with the National Environmental Policy Act of 1969, the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed a Draft Programmatic Environmental Impact Statement (EIS), a Draft Tier 1 EIS, for the I-70 West Mountain Corridor for proposed transportation improvements to Interstate 70 (I-70) between Glenwood Springs and C-470. The Draft PEIS identifies 20 build alternatives and the No Action alternative and evaluates the associated environmental impacts.

Document Availability

When and where the Draft PEIS document will be available to the public for review and comment:

Beginning December 10, 2004, interested citizens are invited to review the Draft PEIS. The 90-day review and comment period will begin on December 10, 2004 and end on March 10, 2005.

A review copy of the document will be available at the locations listed below.

Arapahoe County

CDOT, Region 1
18500 East Colfax
Aurora, CO 80011
303-757-9371

Aurora Central Library, Recreation & Cultural Services
14949 East Alameda Parkway
Aurora, CO 80012
303-739-6600

Douglas County

Philip S. Miller Library
100 South Wilcox
Castle Rock, CO 80104
303-688-7700

Highlands Ranch Library
9292 Ridgeline Boulevard
Highlands Ranch, CO 80129
303-791-7703

Denver City and County

CDOT Headquarters
Public Relations Office
4201 East Arkansas Avenue
Room 277
Denver, CO 80222
303-757-9228

Denver Public Library
10 West 14th Avenue Parkway
Denver, CO 80204
720-865-1733

Auraria Campus Library
1100 Lawrence Street
Denver, CO 80204
303-556-3532

Adams County

Irving Street Library
7392 Irving Street
Westminster, CO 80030
303-430-2400, ext. 2303

Jefferson County

Federal Highway Administration
(Front Desk)
12300 West Dakota Avenue
Suite 180
Lakewood, CO 80228
720-963-3015

USDA Forest Service Regional Office
740 Simms Street
Lakewood, CO 80401
303-275-5427

Jefferson County Office of Highways and Transportation
(Front Desk)
100 Jefferson Parkway, Suite 3500
Golden, CO 80419
303-271-8470

Clear Creek High School Library
185 Beaver Brook Canyon Road
Evergreen, CO 80439
303-679-4601

Clear Creek County

Historic Dumont School House
150 Dumont Lane
Dumont, CO 80436
303-771-3078
(by appointment only)

Idaho Springs Heritage Museum and Visitor's Center
2060 Miner Street
Idaho Springs, CO 80452
303-567-4382

Idaho Springs Public Library
219 14th Avenue
Idaho Springs, CO 80452
303-567-2020

USDA Forest Service Office
Clear Creek Ranger District
101 Chicago Creek Road
Idaho Springs, CO 80452
303-567-3000

Gateway Visitor Center
1491 Argentine Street
Georgetown, CO 80444
303-569-0289

Clear Creek County
Commissioner's Office
405 Argentine Street
Georgetown, CO 80444
303-679-2310

Tomay Memorial Library
605 6th Street
Georgetown, CO 80444
303-569-2620

Clear Creek Planning Office
405 Argentine Street
Georgetown, CO 80444
303-679-2455

Silver Plume Small Town Hall
285 Main Street
Silver Plume, CO 80476
303-569-2363

Summit County

Summit County Public Library
(North Branch)
651 Center Circle
Silverthorne, CO 80498
970-468-5887

USDA Forest Service
Dillon Ranger District
680 River Parkway
Silverthorne, CO 80498
970-468-5400

Summit County Public Library
(Main Branch) 2nd floor
Summit County Commons Bldg.
37 County Road 1005
Frisco, CO 80443
970-668-5555

Summit County Planning Office
Summit County Commons Bldg.
1st Floor
37 County Road 1005
Frisco, CO 80443
970-668-4200

Eagle County

Vail Public Library
292 West Meadow Drive
Vail, CO 81657
970-479-2185

Avon Municipal Building
400 Benchmark Road
Avon, CO 81620
970-748-4035

Eagle County Engineering Office
500 Broadway
Eagle, CO 81631
970-328-3560

Garfield County

Glenwood Springs Public Library
413 9th Street
Glenwood Springs, CO 81601
970-945-5958

USDA Forest Service Office
900 Grand Avenue
Glenwood Springs, CO 81602
970-945-2521

CDOT, Region 3
(Front Desk)

Other ways to review the Draft PEIS are:
- ✓ http://www.i70mtncorridor.com
- ✓ Comprehensive Executive Summary (upon request)
- ✓ Compact Disc set (upon request)

We look forward to hearing from you!

Notice of Document Availability

U.S. Department of Transportation
Federal Highway Administration

DOT
DEPARTMENT OF TRANSPORTATION

I-70 West Draft
Programmatic Environmental Impact Statement (PEIS)
a Draft Tier 1 EIS

In compliance with the National Environmental Policy Act of 1969, the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed a Draft Programmatic Environmental Impact Statement (EIS), a Draft Tier 1 EIS, for the I-70 West Mountain Corridor for proposed transportation improvements to Interstate 70 (I-70) between Glenwood Springs and C-470. The Draft PEIS identifies 20 action alternatives and the No Action alternative and evaluates the associated environmental impacts.

DPEIS Document Availability - December 10, 2004

Beginning December 10, 2004, interested citizens are invited to review the Draft PEIS. The 90-day review and comment period will begin on December 10, 2004, and end on March 10, 2005.

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970-328-3560

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Glenwood Springs, CO 81601
970-945-5958

USDA Forest Service Office
900 Grand Avenue
Glenwood Springs, CO 81602
970-945-2521

CDOT, Region 3
(Front Desk)
202 Centennial Street
Glenwood Springs, CO 81601
970-384-3332

Mesa County

CDOT, Region 3
222 South 6th Street
Grand Junction, CO 81501
970-248-7223

Grand Junction Public Library
530 Grand Avenue
Grand Junction, CO 81501
970-683-2429

Other ways to review the Draft PEIS:
- ✓ http://www.i70mtncorridor.com
- ✓ Comprehensive Executive Summary (upon request)
- ✓ Compact Disc set (upon request)

Ways to Comment

Comments can be mailed to either Cecelia Joy or Jean Wallace (addresses listed below) or electronically submitted to the project website at http://www.i70mtncorridor.com

Please contact one of the following individuals for questions about document availability

Cecelia Joy, Project Manager
CDOT, Region 1
18500 East Colfax Avenue
Aurora, CO 80011
303-757-9112
e-mail address: I70WdraftPEIS@dot.state.co.us

Jean Wallace, Senior Operations Engineer
Federal Highway Administration
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3015
e-mail address: jean.wallace@fhwa.dot.gov

Public Hearings - Coming Soon

A series of nine public hearings will be held along the Corridor during January and February 2005. For more information on public hearing dates, times, and locations, please watch for:

- ✓ A flyer in your mail
- ✓ Announcements in local newspapers
- ✓ Radio announcements
- ✓ Or visit the project website at http://www.i70mtncorridor.com

requirements; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

Dated: February 17, 2005.

Gregory A. Green,

Acting Director, Office of Air Quality, Planning, and Standards.

[FR Doc. 05–3683 Filed 2–24–05; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–6660–8]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7167 or *http://www.epa.gov/compliance/nepa/.* Weekly receipt of Environmental Impact Statements filed February 14, 2005, through February 18, 2005, pursuant to 40 CFR 1506.9.

EIS No. 050065, Final EIS, AFS, MT, North Belts Travel Plan and the Dry Range Project, Provision of Motorized and Non-motorized Recreation, Helena National Forest, Broadwater, Lewis and Clark and Meagher Counties, MT, Wait Period Ends March 28, 2005, Contact: Beth Ihle (406) 266–3425.

EIS No. 050066, Draft EIS, FAA, MA, New Bedford Regional Airport Improvements Project, To Enhance Aviation Capacity, Air Traffic, Jet Traffic, Air Cargo and General Aviation Traffic, Southeastern Massachusetts Region, City of New Bedford, Bristol County, MA, Comment Period Ends: April 20, 2005, Contact: John C. Silva (781) 238–7602.

EIS No. 050067, Final EIS, FHW, OR, U.S. 101/Oregon Coast Highway Reconstruction, Pacific Way in the City of Gerhart to Dooley Bridge in the City of Seaside, Funding and COE Section 404 Permit, Clatsop County, OR, Wait Period Ends: March 28, 2005, Contact: John Gernhauser (503) 399–5749.

EIS No. 050068, Draft EIS, AFS, AK, OK, Quachita National Forest, Proposed Revised Land and Resource Management Plan, Impementation, several counties, AR and LeFlore and McCurtain Counties, OK, Comment Period Ends: April 11, 2005, Contact: Bill Pell (501) 321–5320. This document is available on the Internet at: *http://www.aokforests.com/.*

EIS No. 050069, Final Supplement, BLM, NV, Pipeline/South Pipeline Pit Expansion Project, Updated Information on Modifying the Extending Plan of Operations (Plan), Gold Acres Mining District, Launder County, NV, Wait Period Ends: March 28, 2005, Contact: Pam Jarnecke (775) 635–4144.

EIS No. 050070, Final EIS, FHW, LA, Kansas Lane Connector Project, Construction between U.S. 80 (Desiard Street) and U.S. 165 and the Forsythe Avenue Extension, U.S. Army COE Section 10 and 404 Permits Issuance, City of Monroe, Quachita Parish, LA, Wait Period Ends: March 31, 2005, Contact: William C. Farr (225) 757–7615.

EIS No. 050071, Final EIS, FHW, MI, I–94/Rehabilitation Project, Transportation Improvements to a 6.7 mile portion of I–94 from east I–96 west end to Conner Avenue on the east end, Funding and NPDES Permit, City of Detroit, Wayne County, MI, Wait Period Ends: March 28, 2005, Contact: Abdelmoez Abdalla (517) 702–1820.

EIS No. 050072, Draft EIS, FHW, CA, 1st Street Viaduct and Street Widening Project, To Replace Two Traffic Lanes on the 1st Street Viaduct between Vignes Street and Mission road, Funding, in the City and County of Los Angeles, CA, Comment Period Ends: April 11, 2005, Contact: Cindy Vigue (916) 498–5042.

EIS No. 050073, Final EIS, AFS, ID, South Bear River Range Allotment Management Plan Revisions, Continued Livestock Grazing on Ten Allotments, Caribou-Targhee National Forest, Montpelier Ranger District, Bear Lake and Franklin Counties, ID, Wait Period Ends: March 28, 2005, Contact: Heidi Heyrend (208) 847–0375.

EIS No. 050074, Draft EIS, NAS, FL, New Horizons Mission to Pluto, Continued Preparations and Implementation to Explore Pluto and Potentially the Recently Discovered Kuiper Belt, Cape Canaveral Air Force Station, FL , Comment Period Ends: April 11, 2005, Contact: Kurt Lindstrom (202) 358–1588.

EIS No. 050075, Draft EIS, FRC, NJ, DE, PA, Crown Landing Liquefied Natural Gas Terminal, Construct and Operate in Gloucester County, NJ and New Castle County, DE; and Logan Lateral Project, Construct and Operate a New Natural Gas Pipeline and Ancillary Facilities in Gloucester County, NJ and Delaware County, PA, Comment Period Ends: April 18, 2005, Contact: Magalie R. Salas (202) 502–8371. The Federal Energy Regulatory Commission and U.S. Army Corps of Engineers are Joint Lead Agencies for the above Project.

EIS No. 050076, Draft EIS, NOA, ME, RI, CT, Atlantic Large Whale Take Reduction Plan, Proposed Amendments to Implement Specific Gear Modifications for Trap/Pot and Gillnet Fisheries, Broad-Based Gear Modifications, Exclusive Economic Zone (EEZ), ME, CT and RI , Comment Period Ends: April 26, 2005, Contact: Mary Colligan (978) 281–9328.

EIS No. 050077, DRAFT EIS, AFS, AR, Ozark-St. Francis National Forests, Proposed Revised Land and Resource Management Plan, Implementation, Several Counties, AR, Comment Period Ends: May 26, 2005, Contact: Cary Frost (479) 864–7507.

Amended Notices

EIS No. 040554, Draft EIS, FHW, CO, Programmatic–I–70 Mountain Corridor Tier 1 Project, from Glenwood Springs and C–470 Proposes to Increase Capacity, Improve Accessibility and Mobility, and Decrease Congestion, Colorado, Garfield, Eagle, Summit, Clear Creek and Jefferson Counties, CO, Comment Period Ends: May 24, 2005, Contact: Jean Wallace (720) 963–3015.

Revision of FR Notice Published on 12/10/04: CEQ Comment Period Ending 03/10/2005 has been Extended to 05/24/2005.

Dated: February 22, 2005.

Robert W. Hargrove,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 05–3686 Filed 2–24–05; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–6660–9]

Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared pursuant to the Environmental Review Process (ERP), under section 309 of the Clean Air Act and Section 102(2)(c) of the National Environmental Policy Act, as amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at (202) 564–7167.

An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in the **Federal Register** dated April 2, 2004 (69 FR 17403).

Time Extension for Review of the I-70 Mountain Corridor Draft PEIS

The review period for providing comments now extends a total of 165 days, ending on May 24, 2005.

Ten public hearings were held throughout the corridor in January and February 2005, and provided an avenue to participate and comment on the I-70 Mountain Corridor Draft PEIS. You may still participate and provide comments online or in writing.

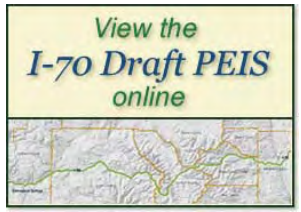
The following individuals may be contacted for additional information concerning the I-70 Mountain Corridor Draft PEIS:

Cecelia Joy, Project Manager
Colorado Department of Transportation
Region 1
18500 East Colfax Avenue
Aurora, CO 80011
303.757.9112

or

Chris Paulsen, Deputy Project Manager
303.757.9156

Jean Wallace, P.E.
Senior Operations Engineer
Federal Highway Administration
12300 West Dakota Avenue
Lakewood, CO 80228
720.963.3015



www.i70mtncorridor.com

Copies of the Draft PEIS are available at 37 locations along the corridor. Information regarding these public repositories can be viewed on the project website. The project website has recently been updated, and provides technical reports, on topics such as alternate routes and historic resources. Additional information will be provided on the website as the project progresses.

Thank you for participating!

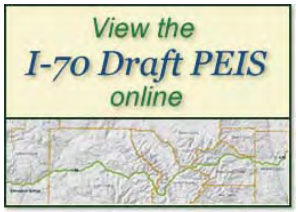
I-70 Mountain Corridor Project Team

I - 70 Mountain Corridor

Please submit comments as soon as possible. The 165-day review period for providing comments ends on May 24, 2005.

STATE OF COLORADO
Department of Transportation
c/o J.F. Sato and Associates
5898 South Rapp Street
Littleton, CO 80120

PRSRT STD
U.S. POSTAGE
PAID
LITTLETON, CO
PERMIT#545



www.i70mtncorridor.com

We encourage your comments

Comment period extended to May 24, 2005

I-70 Draft Programmatic Environmental Impact Statement (PEIS), a Draft Tier I EIS

Public Hearings

Please see inside for more details on a hearing location nearest you!

Colorado Department of Transportation
c/o J.F. Sato and Associates
5898 South Rapp Street
Littleton, CO 80120

U.S. Department of Transportation
Federal Highway Administration

Notice of Public Hearings

DEPARTMENT OF TRANSPORTATION

In compliance with the National Environmental Policy Act of 1969, the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed a Draft Programmatic Environmental Impact Statement (PEIS), a Draft Tier 1 EIS, for the I-70 West Mountain Corridor for proposed transportation improvements to Interstate 70 (I-70) between Glenwood Springs and C-470. The Draft PEIS identifies 20 action alternatives and the No Action alternative and evaluates their associated environmental impacts.

Public Hearings to Be Held...

In **January and February 2005**, 10 hearings will be held at various locations throughout the Denver metropolitan area and the I-70 mountain communities. Interested citizens are invited to attend a hearing at any of the locations listed below and you can stay for as little or as long as desired. However, we encourage you to attend the presentation.

Purpose of the Public Hearings...

The purpose of the public hearings is to provide citizens with additional opportunity to review and comment on the Draft PEIS.

Why It Is Important for You to Attend...

Your participation is invaluable as we take a step closer to identifying a preferred alternative. As always, FHWA and CDOT welcome your comments and suggestions during this public review period. Your comments and suggestions will be evaluated, analyzed, and responded to in the subsequent Final PEIS as we move forward to the next step in the process.

Clear Creek High School Library
185 Beaver Brook Canyon Road
Evergreen, CO
303-679-4601
Wednesday, **January 12, 2005**
Time: 5:00 to 8:00 pm
Presentation at: 6:00 pm

Country Inn of Grand Junction
718 Horizon Drive
Grand Junction, CO
970-243-5080
Wednesday, **January 19, 2005**
Time: 4:00 to 7:00 pm
Presentation at: 5:30 pm

Marriott Denver South at Park Meadows
10345 Park Meadows Drive
Littleton, CO
303-728-5936
Wednesday, **February 2, 2005**
Time: 4:00 to 7:00 pm
Presentation at: 5:30 pm

Hotel Colorado
526 Pine Street
Glenwood Springs, CO
970-945-6511
Saturday, **February 12, 2005**
Time: 1:00 to 4:00 pm
Presentation at: 2:00 pm

Four Points Sheraton
560 Silverthorne Lane
Silverthorne, CO
970-468-2685
Wednesday, **February 23, 2005**
Time: 4:00 to 7:00 pm
Presentation at: 5:30 pm

Westin Hotel
10600 Westminster Boulevard
Westminster, CO
303-410-5030
Saturday, **January 15, 2005**
Time: 1:00 to 4:00 pm
Presentation at: 2:00 pm

Avon Municipal Building (Town Hall)
400 Benchmark Road
Avon, CO
970-748-4035
Wednesday, **January 26, 2005**
Time: 4:00 to 7:00 pm
Presentation at: 5:30 pm

Rocky Mountain Village/Easter Seals Handicamp
2644 Alvarado Road
Empire, CO
Wednesday, **February 9, 2005**
Time: 4:00 to 7:00 pm
Presentation at: 5:30 pm

Jefferson County Fairgrounds
15200 West 6th Avenue
Exhibit Hall 2
Golden, CO
303-271-6600
Wednesday, **February 16, 2005**
Time: 4:00 pm to 7:00 pm
Presentation at: 5:30 pm

The Vintage Hotel
100 Winter Park Drive
Timbers Meeting Rooms A and B
Winter Park, CO
970-726-8801
Saturday, **February 26, 2005**
Time: 1:00 to 4:00 pm
Presentation at: 2:00 pm

Public Hearing Format...

- You can view display boards.
- **A 15-minute presentation will be given (please note different times).**
- Verbal and written comments will be accepted.
- A court reporter will be available to record verbal comments.
- Representatives from FHWA, CDOT, and J.F. Sato and Associates will be available to answer questions.
- You can attend as much or as little of the public hearing as desired.

In compliance with the Americans with Disabilities Act, all meeting locations are accessible to disabled persons. For more information, or for those who require accommodations for disabilities or a language interpreter, please call Ellen House at 303-797-5045.

Ways to Comment...

You can submit verbal or written comments at any of the public hearing locations.
If you are unable to attend one of the hearings, we invite you to view the Draft PEIS document online, and provide electronic comments to **http://www.i70mtncorridor.com**.

Or...

You can mail comments to either of the individuals listed below:

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303-757-9112

Jean Wallace, Senior Operations Engineer
Federal Highway Administration
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3015

Please Note:

Three additional repository sites have been identified to assist in the review of the Draft PEIS document.

Pitkin County Library
120 N. Mill Street
Aspen, CO 81611
970-925-4025

Fraser Valley Library
421 Norgren Avenue
Fraser, CO 80442
970-726-5689

Lake County Public Library
1115 Harrison Avenue
Leadville, CO 80442
719-486-0569

U.S. Department of Transportation
Federal Highway Administration

Public Hearings

on the

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303-679-4601
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- A court reporter will be available to record verbal comments.
- Representatives from FHWA, CDOT, and J.F. Sato and Associates will be available to answer questions.
- You can attend as much or as little of the public hearing as desired.

In compliance with the Americans with Disabilities Act, all meeting locations are accessible to disabled persons. For more information, or for those who require accommodations for disabilities or a language interpreter, please call Ellen House, Administrative Assistant J.F. Sato & Associates at 303-797-5045.

Ways to Comment...

You can submit verbal or written comments at any of the public hearing locations. If you are unable to attend one of the hearings, we invite you to view the Draft PEIS document online and provide electronic comments to http://www.i70mtncorridor.com.

Or...

You can mail comments to either of the individuals listed below:

Cecelia Joy, Project Manager
CDOT, Region 1
18500 East Colfax Avenue
Aurora, CO 80011
303-757-9112

Jean Wallace, Senior Operations Engineer
Federal Highway Administration
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3015

U.S. Department of Transportation
Federal Highway Administration

I - 70 Mountain Corridor

DOT

Draft Programmatic Environmental Impact Statement (PEIS), a Tier I EIS
January and February 2005 Public Hearings

Comment Sheet

Your comments on this PEIS are important to FHWA and CDOT as they move forward in identifying the Preferred Alternative in the Final PEIS.

You can submit your comments in any or all of the following ways:

- ✓ Fill out this sheet today and place in the comment box
- ✓ Fill out this sheet later and return it by mail (postage paid)
- ✓ Submit comments on the project website **www.i70mtncorridor.com**.
- ✓ Oral comments can also be provided at each public hearing

For your comments to be considered, they must be received by CDOT no later than ~~March 10, 2005~~ May 24.

Name _____

Street _____

City _____

State _____ Zip _____

Email address _____

Please add me to the mailing list ☐

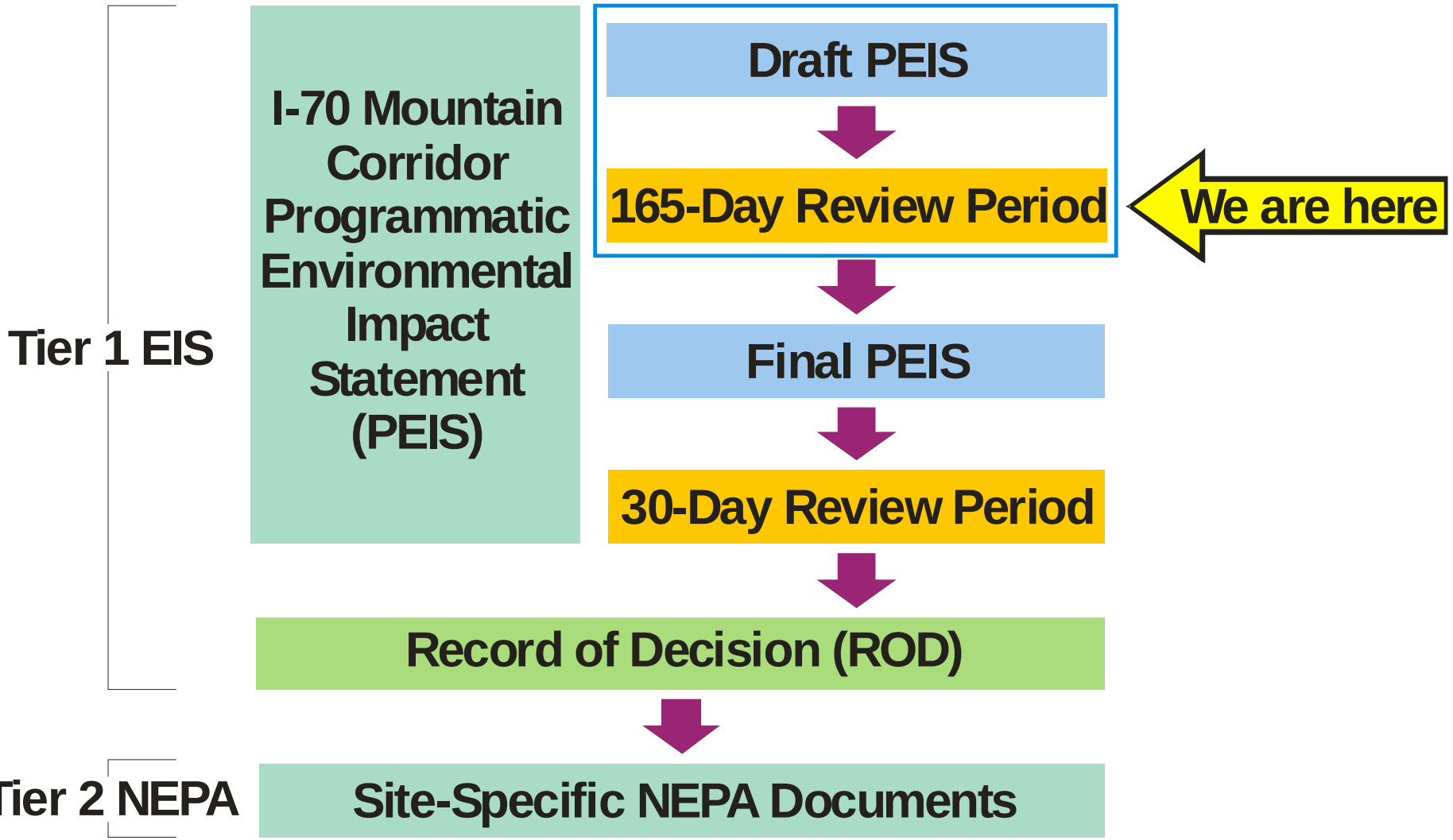
Date of Public Hearing

I-70 Mountain Corridor Draft PEIS

Public Hearing

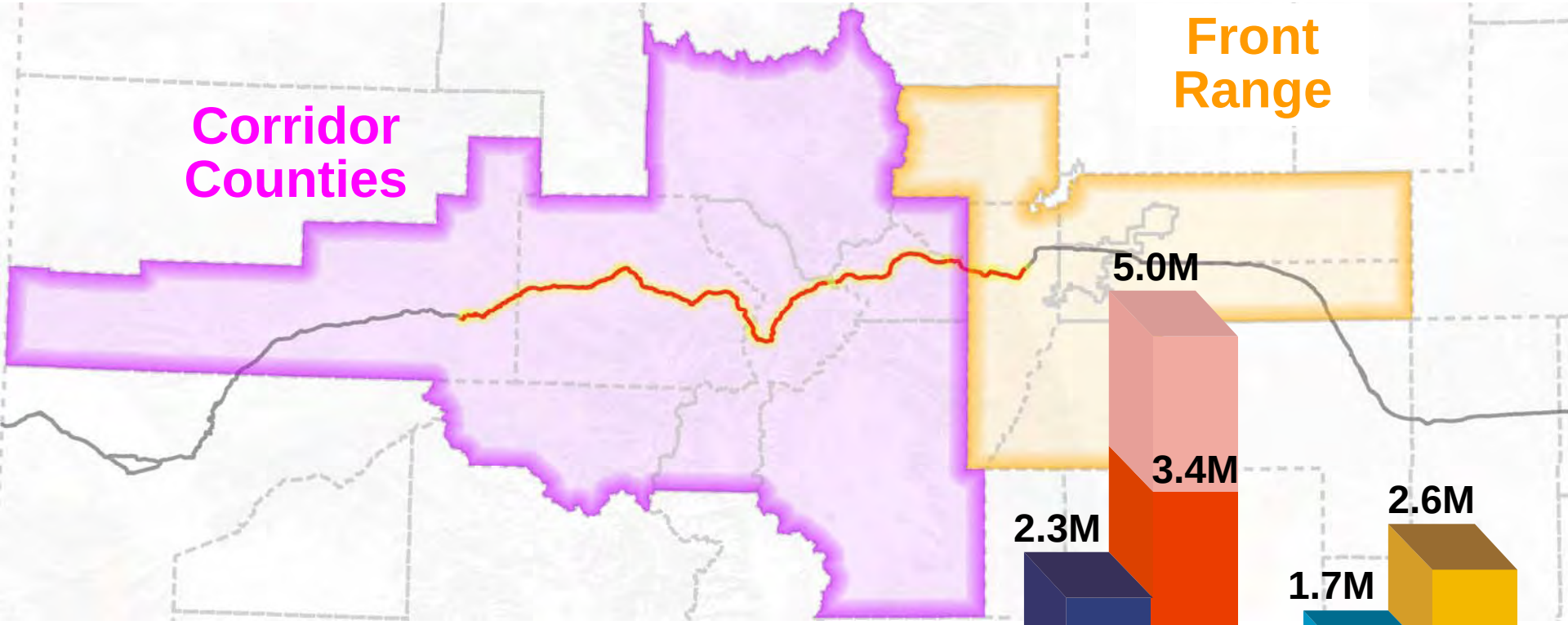
Availability of the Draft PEIS

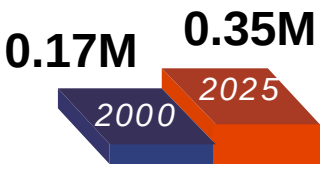
- Notice of Availability published in Federal Register on December 10, 2004
- 165-day review to May 24, 2005
- Notification of hearings in papers and mail outs
- www.i70mtncorridor.com
  - Review Draft PEIS online
  - Provide Comments online
- Public Repositories (see handout)



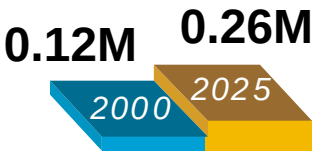
Tier Policy Level Document

Population & Employment Increases

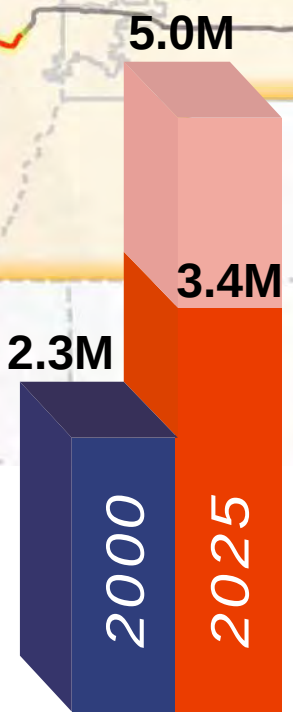




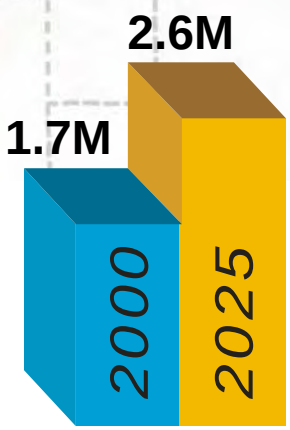
101% Population



109% Employment



46.0% Population



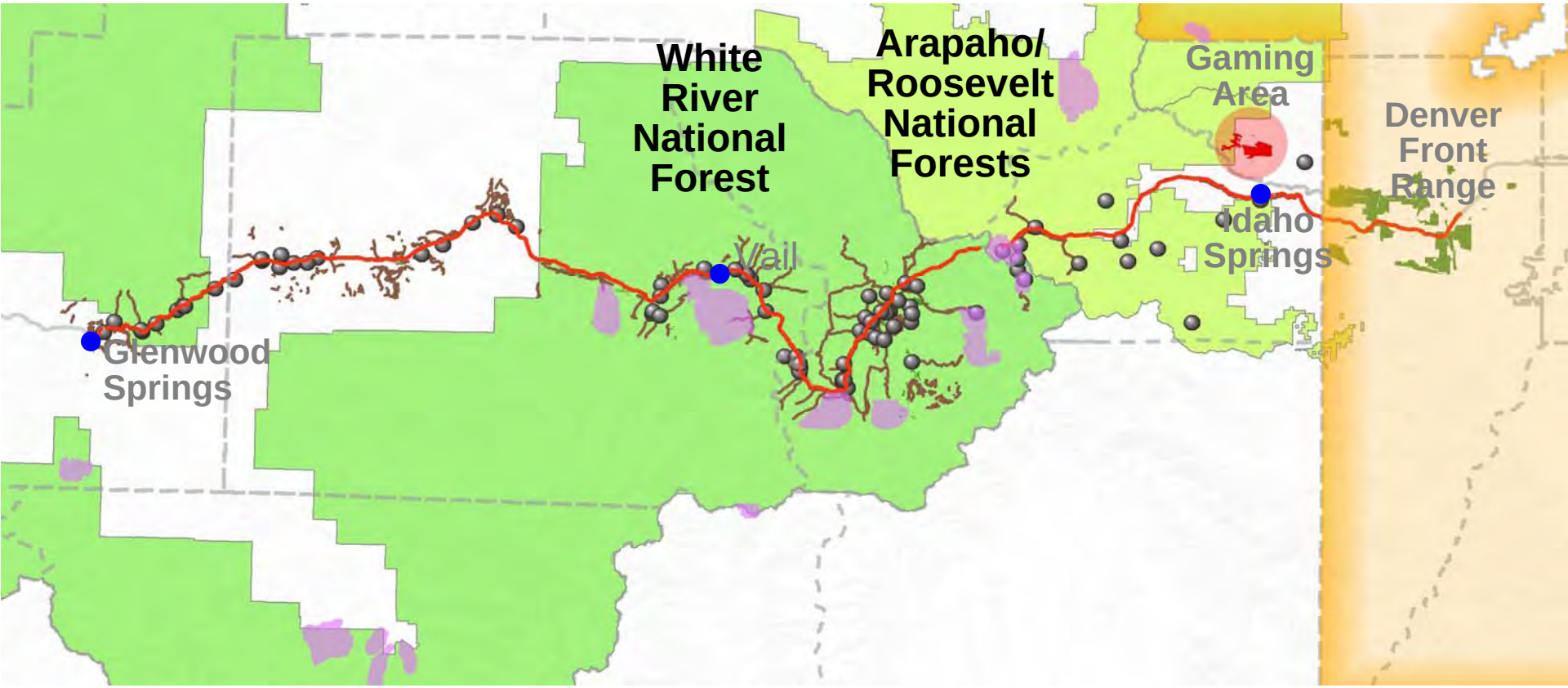
54.2% Employment

Recreation and Tourism Uses

- White River and Arapaho - 2 of the most highly visited forests in the US

'Tourism is Colorado's Second Largest Industry'

224 Recreation Sites within 3 Miles



- 15 of 26 Major Colorado Ski Resorts via I-70

'1st in Nation for Overnight Ski Trips'

Travel Demand at Eisenhower Tunnel

Person Trips

30.6M

18.5M

2000

2025

65% Increase

Eisenhower Tunnel

17.5M

10.3M

2000

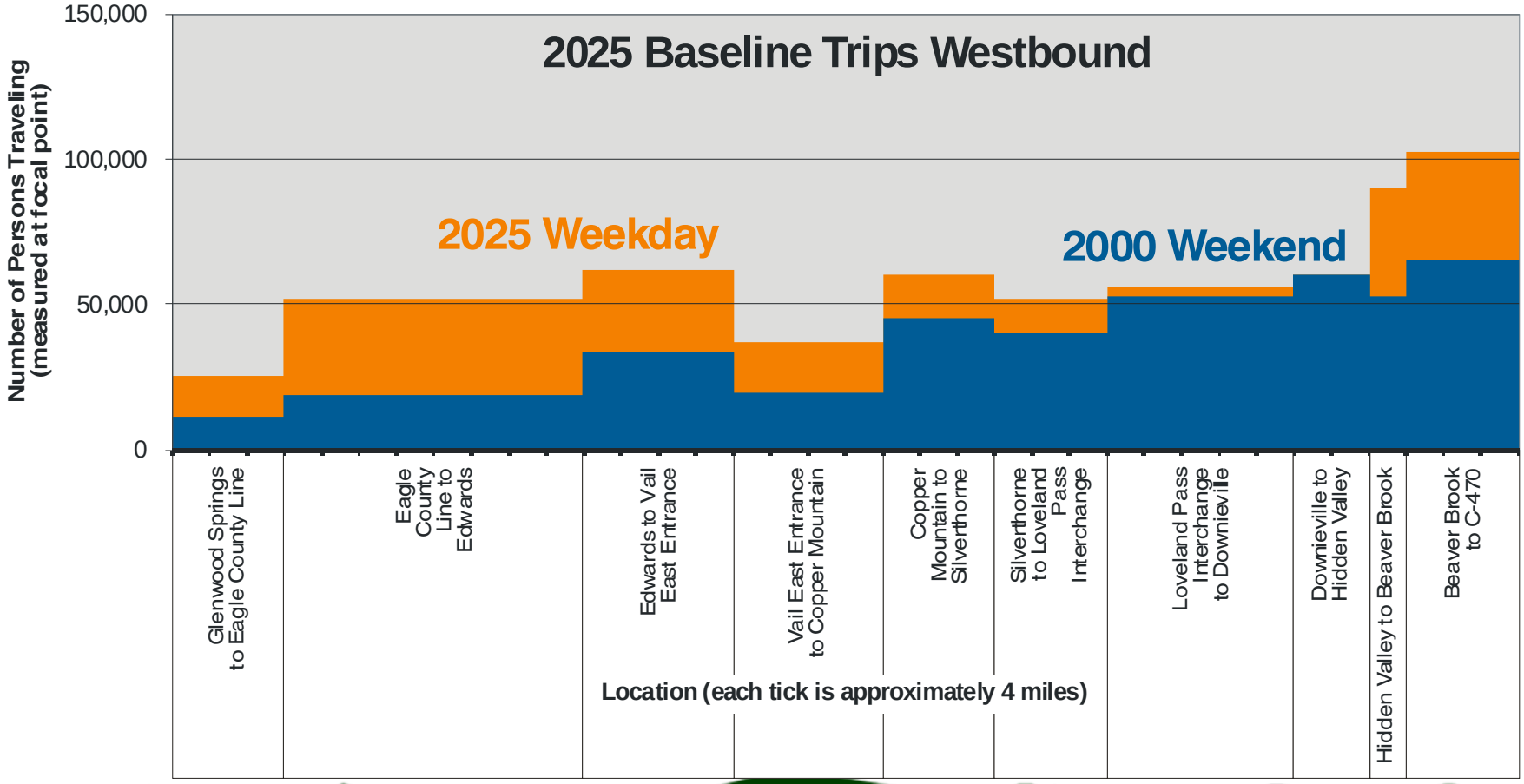
2025

70% Increase

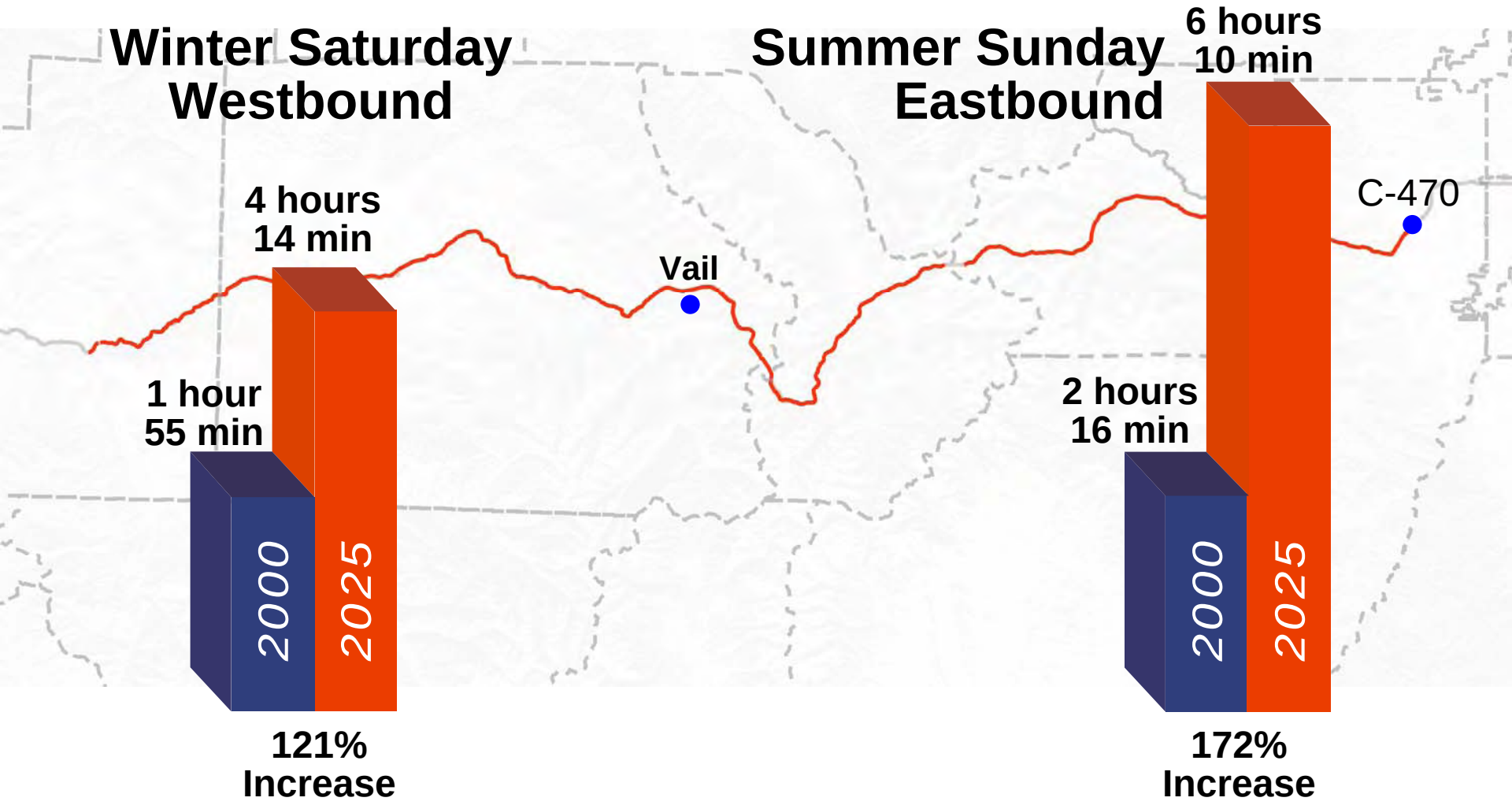
Vehicle Trips

2025 Weekday Travel

- By 2025 weekday traffic will mirror 2000 weekend traffic



Change in Travel Time - C-470 to Vail

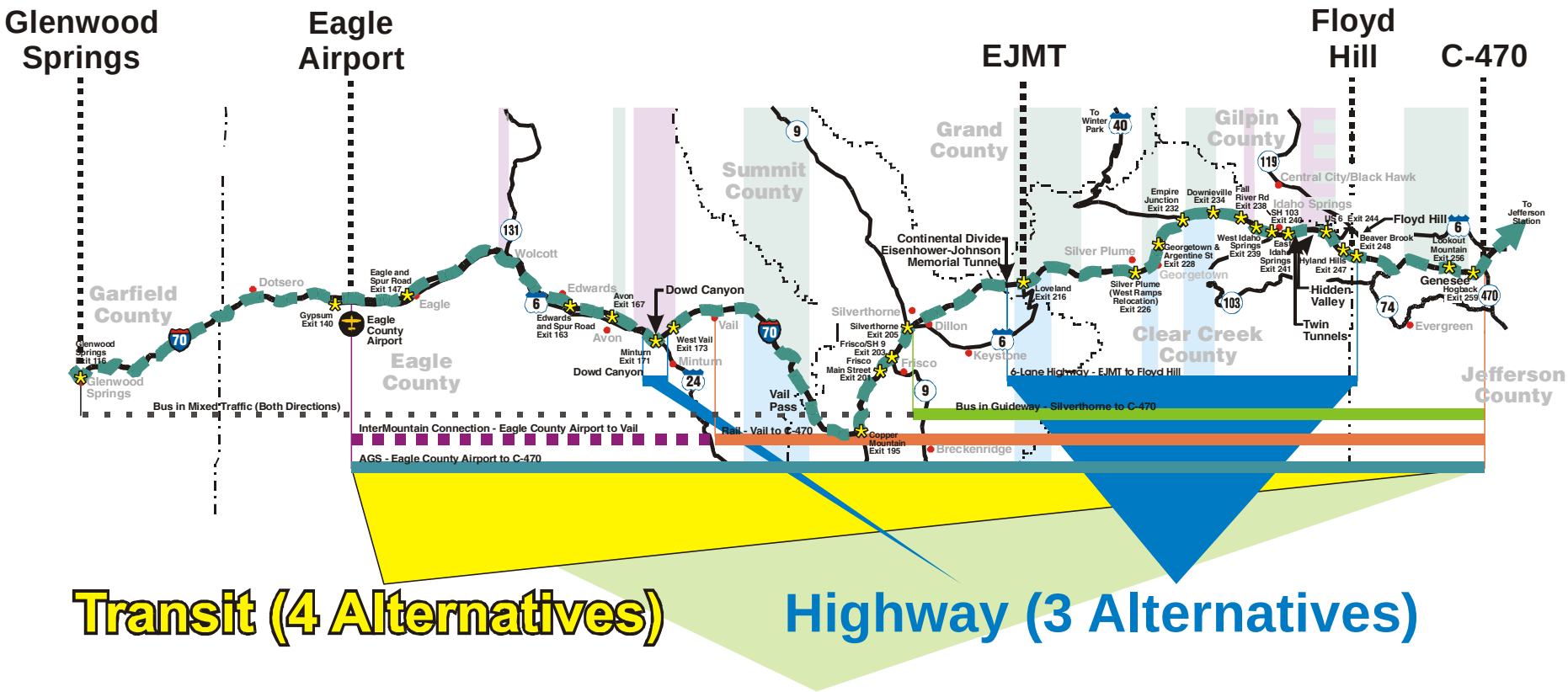


Need Statement

- To increase capacity, improve accessibility and mobility, and decrease congestion.
  - accommodate 2025 travel demand
  - also address growth beyond 2025

- Over 125 Alternatives and design options screened
- 20 alternatives and No Action fully evaluated

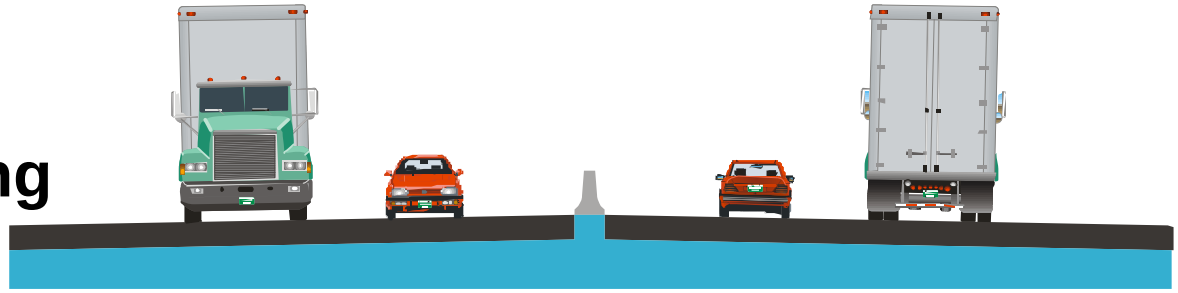
Project Alternatives



No Action, Minimal Action

- No Action
  - Ongoing Highway Maintenance
  - Access to Gaming Area
  - Hogback Parking Facility
  - Eagle County Airport Interchange
  - SH 9 – Frisco to Breckenridge
- Minimal Action
  - Interchange Modifications
  - Auxiliary Lanes
  - Curve Safety Modifications
  - Bus in Mixed Traffic System

Existing

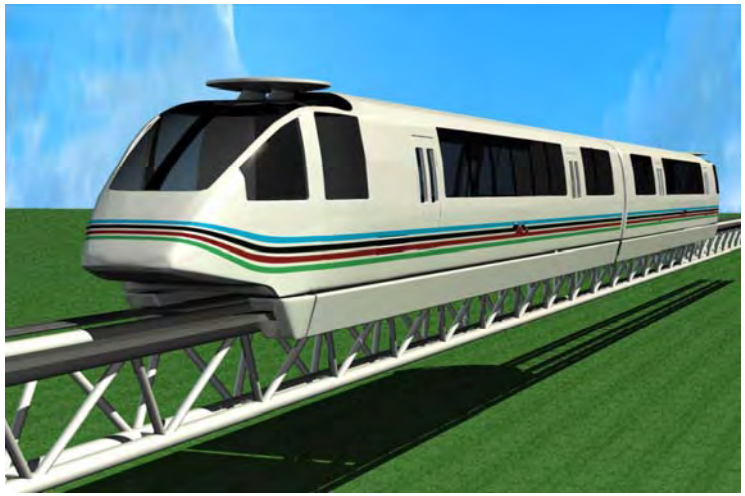


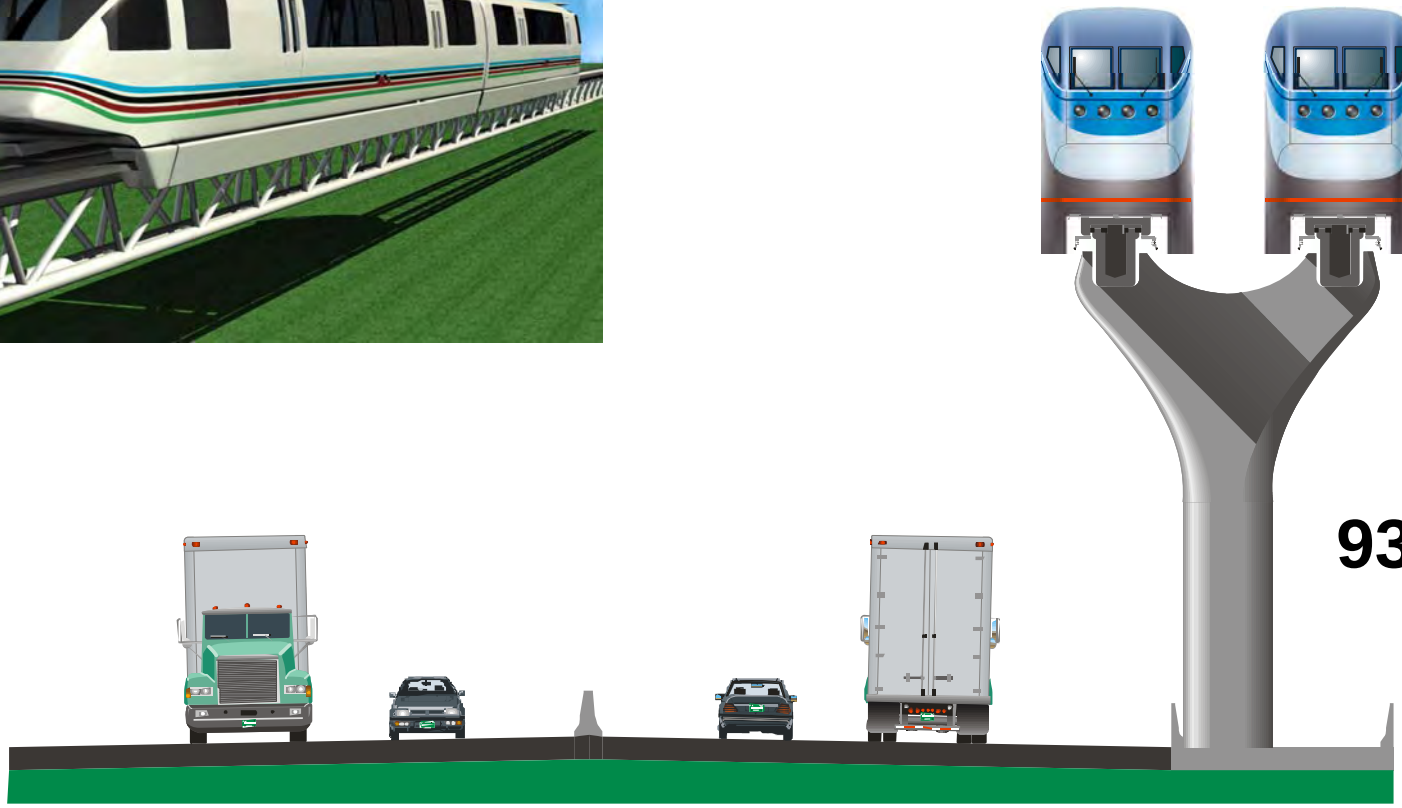
78 – 104’

Rail with IMC

93 – 112’

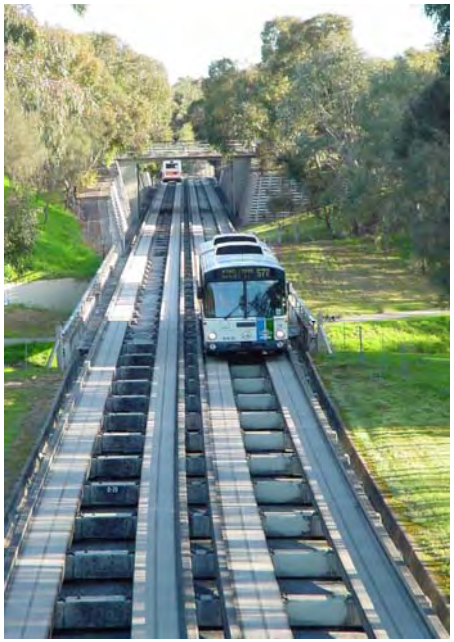
Advanced Guideway System (AGS)





93 – 104’

Bus in Guideway



82 – 104’

Transit Share and Subsidy

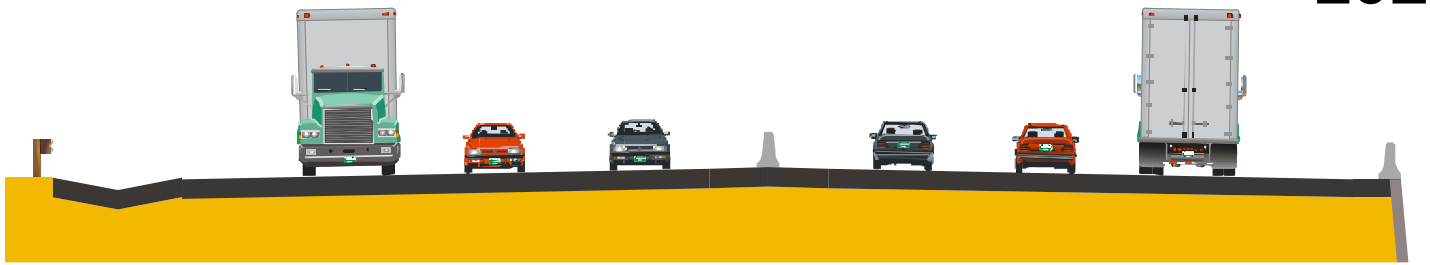
		No Action/Minimal Action	Transit	Combination
Transit Share	Summer Sunday (EB)	1 - 4%	15 - 20%	14 - 19%
	Winter Saturday (WB)	2 - 6%	25 - 29%	21 - 24%
	Summer Thursday (WB)	0.2 - 1.6%	7 - 10%	7 - 11%

System	Transit Subsidy	Highway O & M
No Action and Minimal Action	$16M	$17M
Bus in Guideway	$20M to $30M	$17M
AGS	$95M	$17M
Rail with IMC	$52M	$17M
Highway	$0	$20M to $25M
Combination	$9M to $25M	$20M

Need to identify transit operator and revenue stream

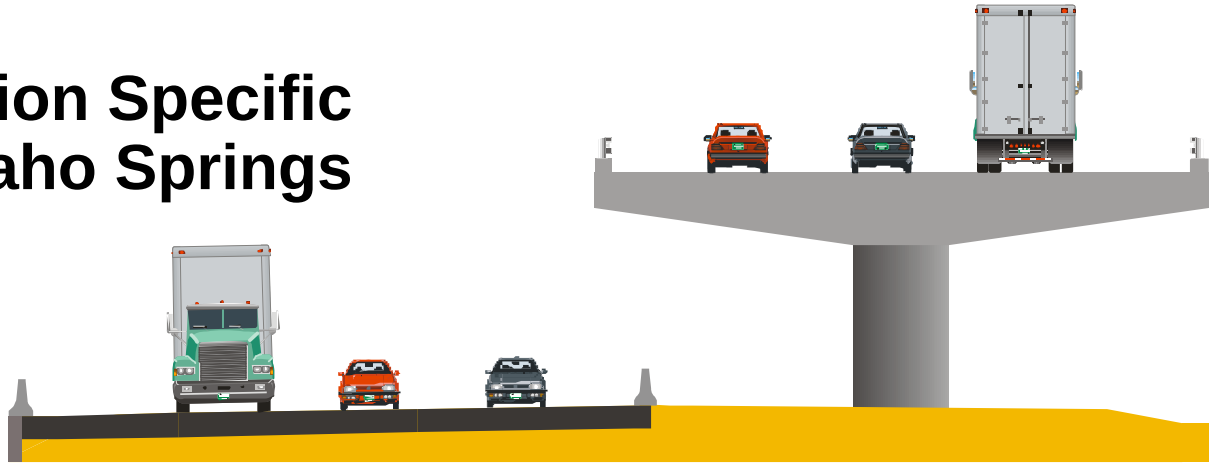
Highway – Six-Lane Highway 55 mph

102 – 111’



Minimization Specific to Idaho Springs

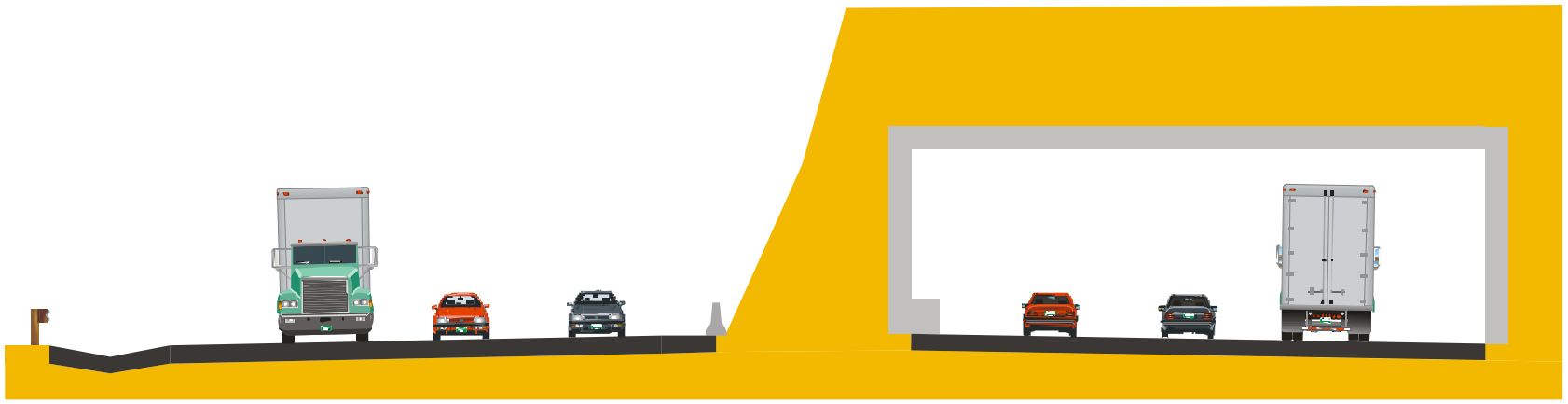
94’



Six-Lane Highway 65 mph

- Additional Use of Tunnels
  - Dowd Canyon
  - East of Idaho Spring

94 – 111’

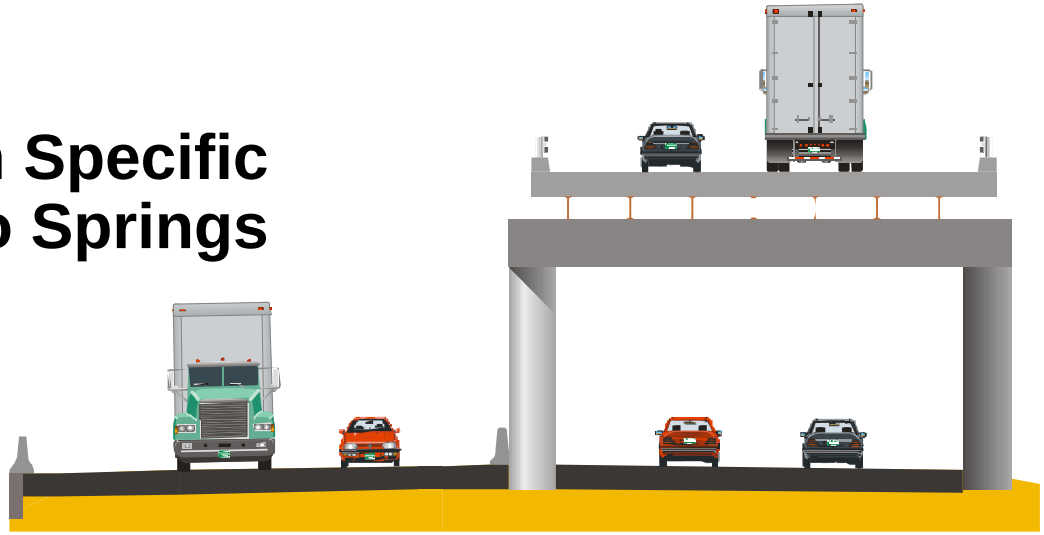


Reversible/HOV/HOT Lanes

116 – 125’

Minimization Specific to Idaho Springs

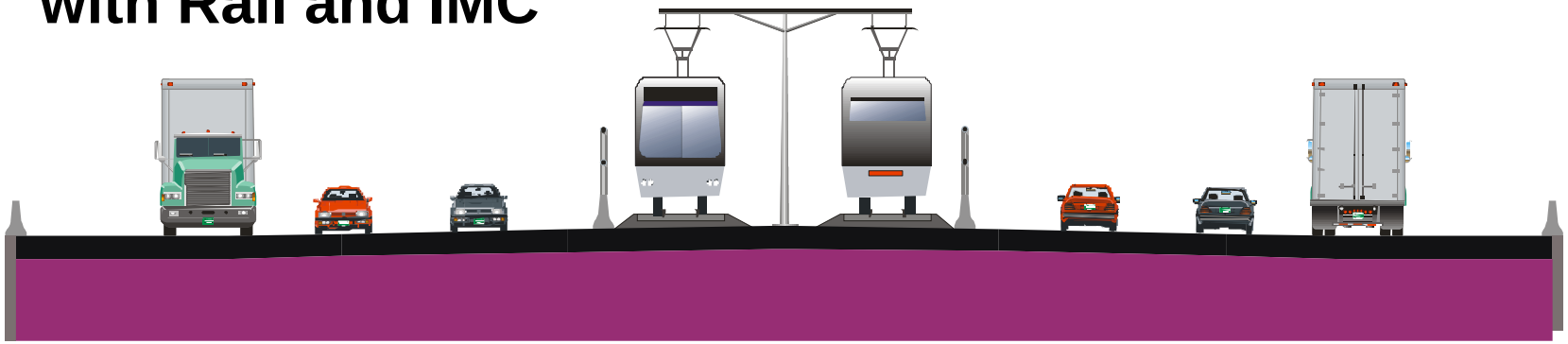
82’



Combination

Six-Lane Highway with Rail and IMC

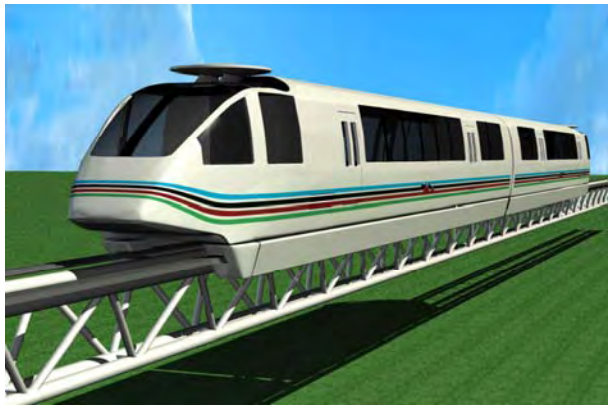
94 – 143’

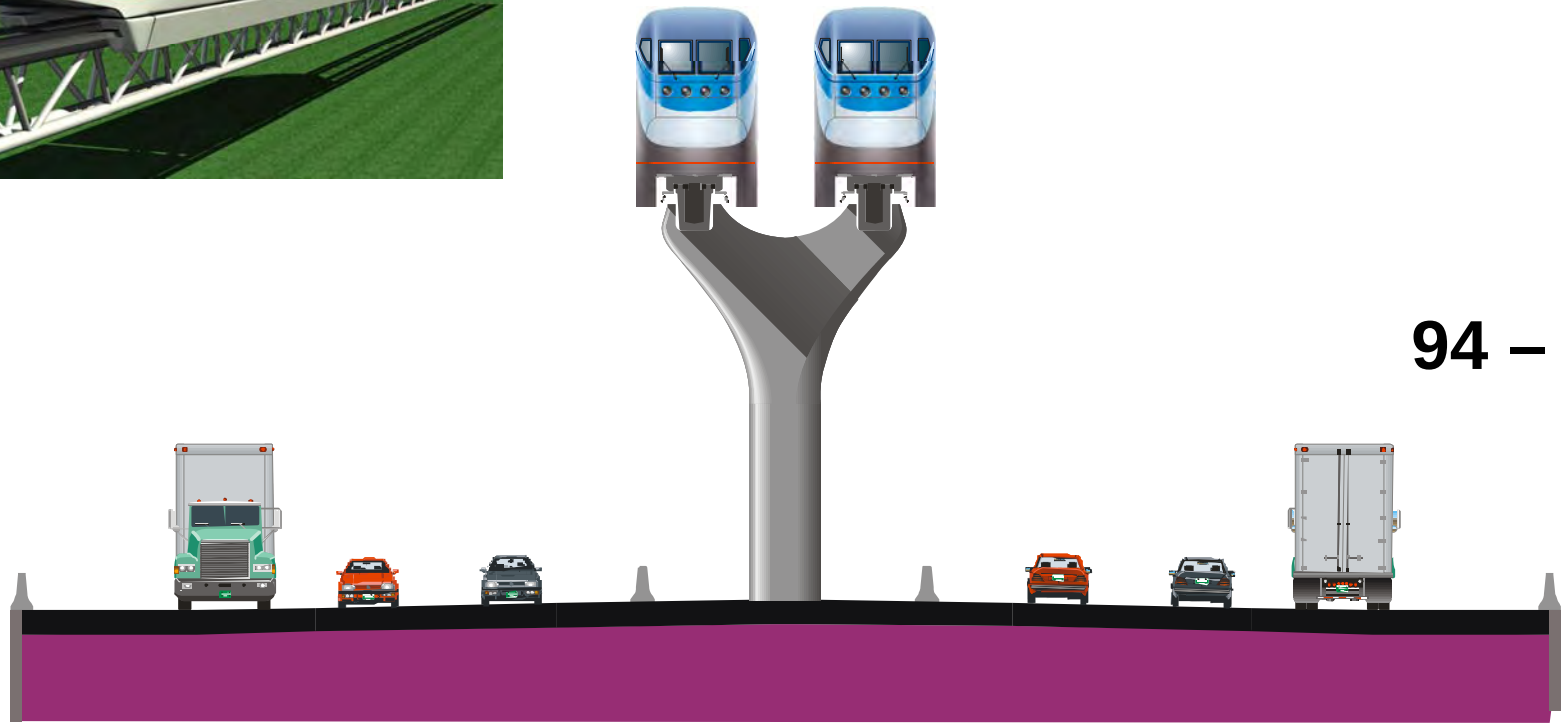


Six-Lane Highway with Bus in Guideway

94 – 134’

Combination Six-Lane Highway with AGS

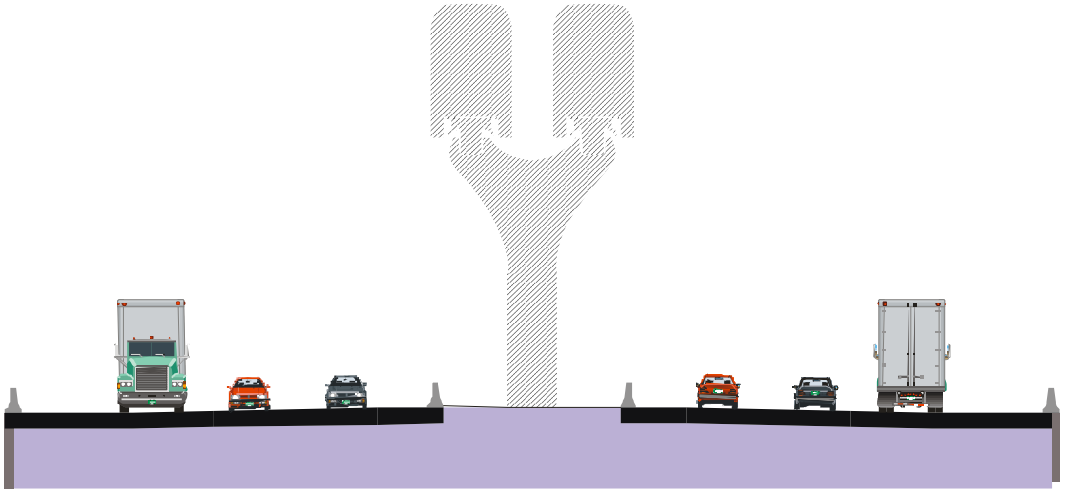




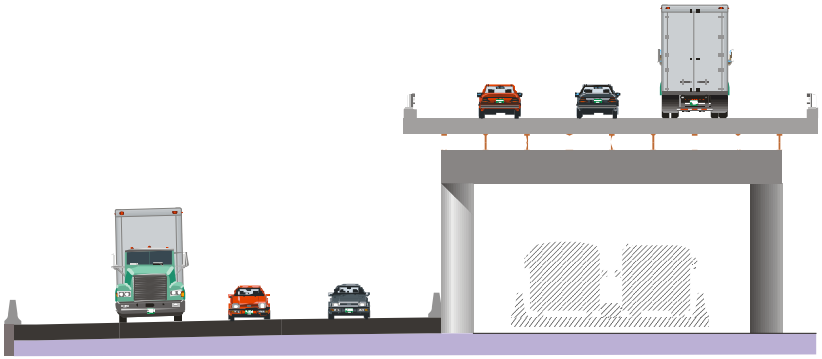
94 – 135’

Preservation/Build Highway Non-Preclusion

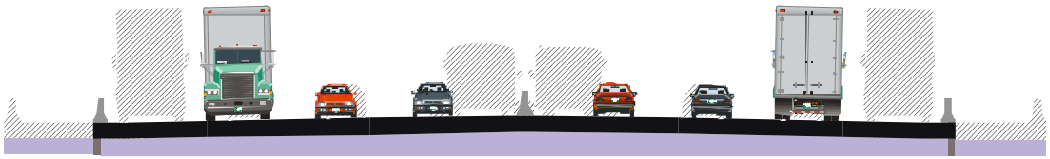
Six-Lane with AGS



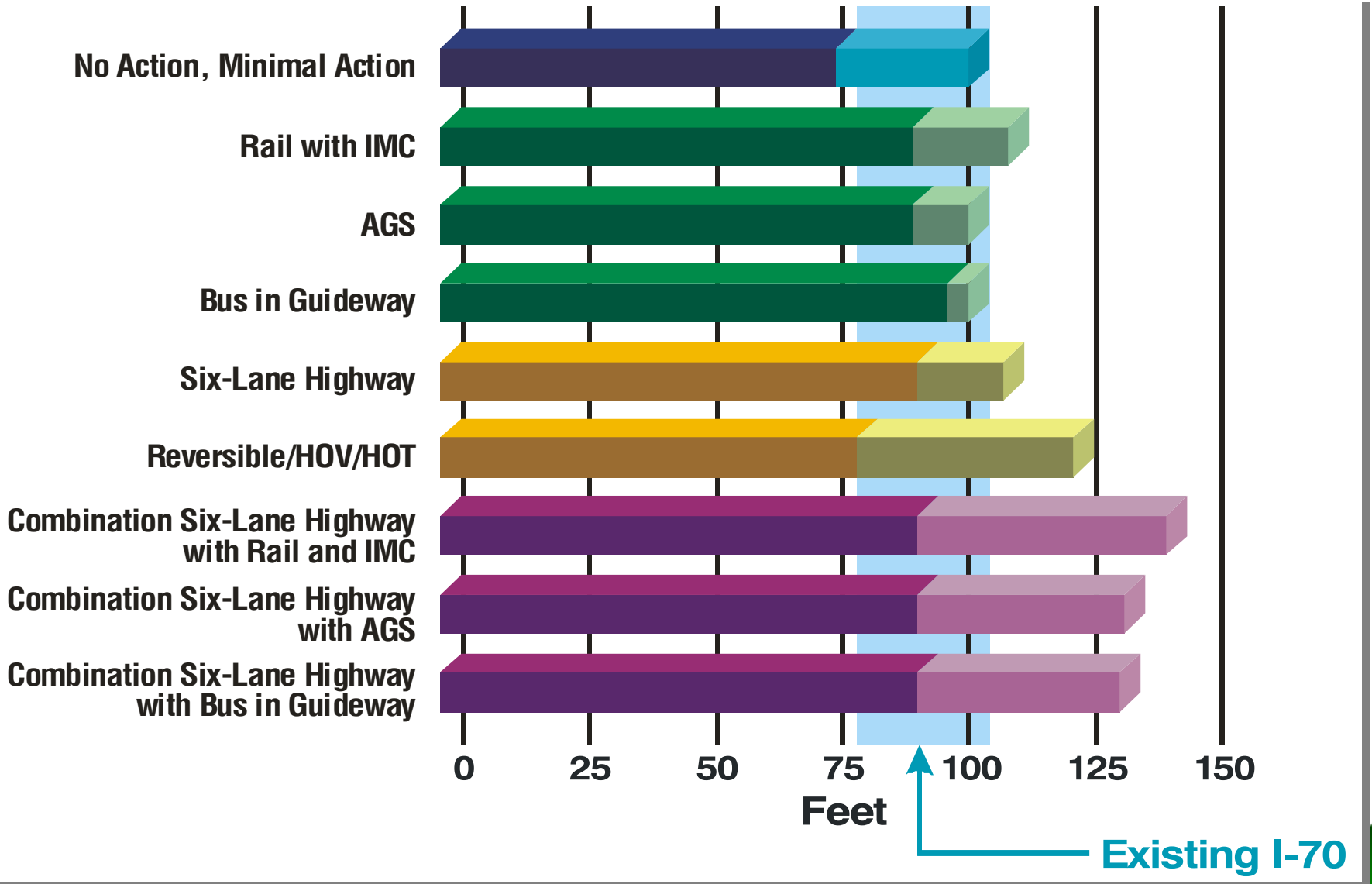
Six-Lane with Bus Guideway



Six-Lane with Bus in Guideway Non-Preclusion



Footprints


No Action, Minimal Action
Rail with IMC
AGS
Bus in Guideway
Six-Lane Highway
Reversible/HOV/HOT
Combination Six-Lane Highway with Rail and IMC
Combination Six-Lane Highway with AGS
Combination Six-Lane Highway with Bus in Guideway
0
25
50
75
100
125
150
Feet
Existing I-70

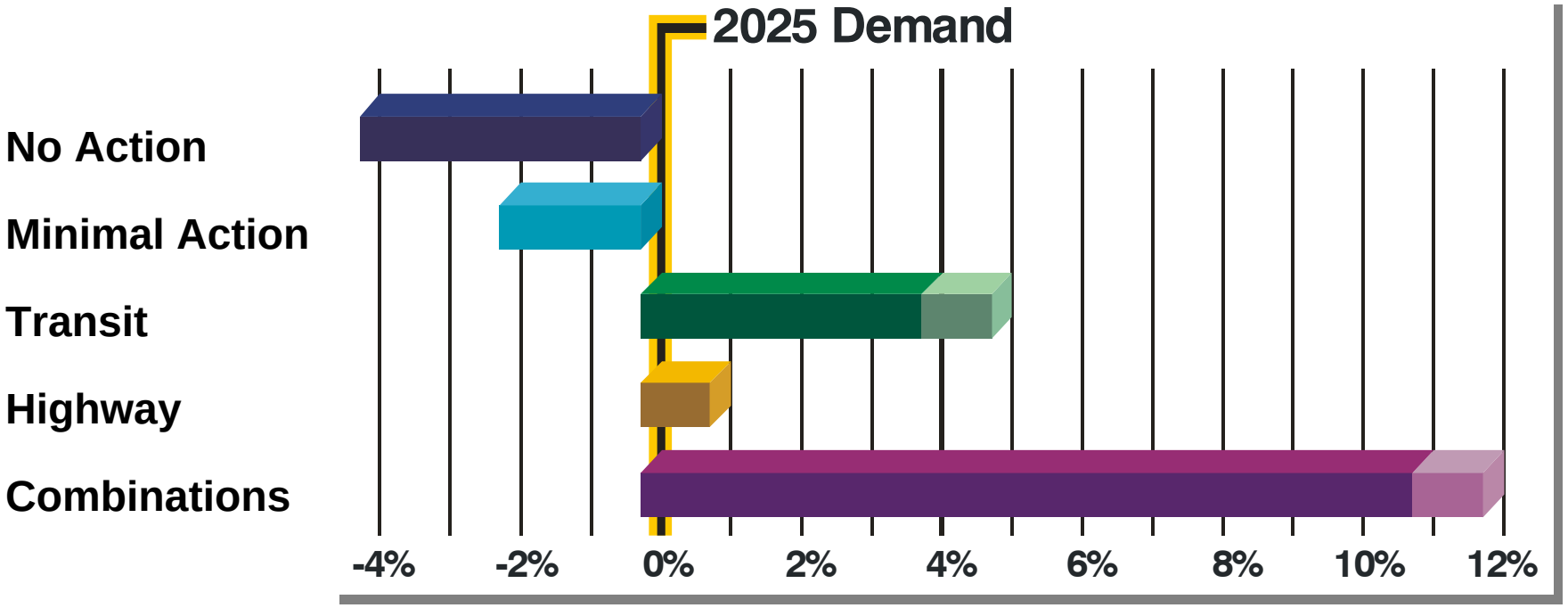
Impacts on Structures in Clear Creek County

	Minimal Action	Transit	Highway	Combination
Lawson	0	0-1	0-7	0-7
Georgetown	0	0-1	0-1	0-1
Idaho Springs	0-9	0-12	0-9	0-9
Silver Plume	0	0	0	0
Unincorporated	0-2	0-3	0-3	0-3
Tier 1 Total*	0-11	0-16	0-20	0-20

*Based on preliminary Tier 1 designs, which will be refined at Tier 2.

Ability to Meet Baseline Travel Demand

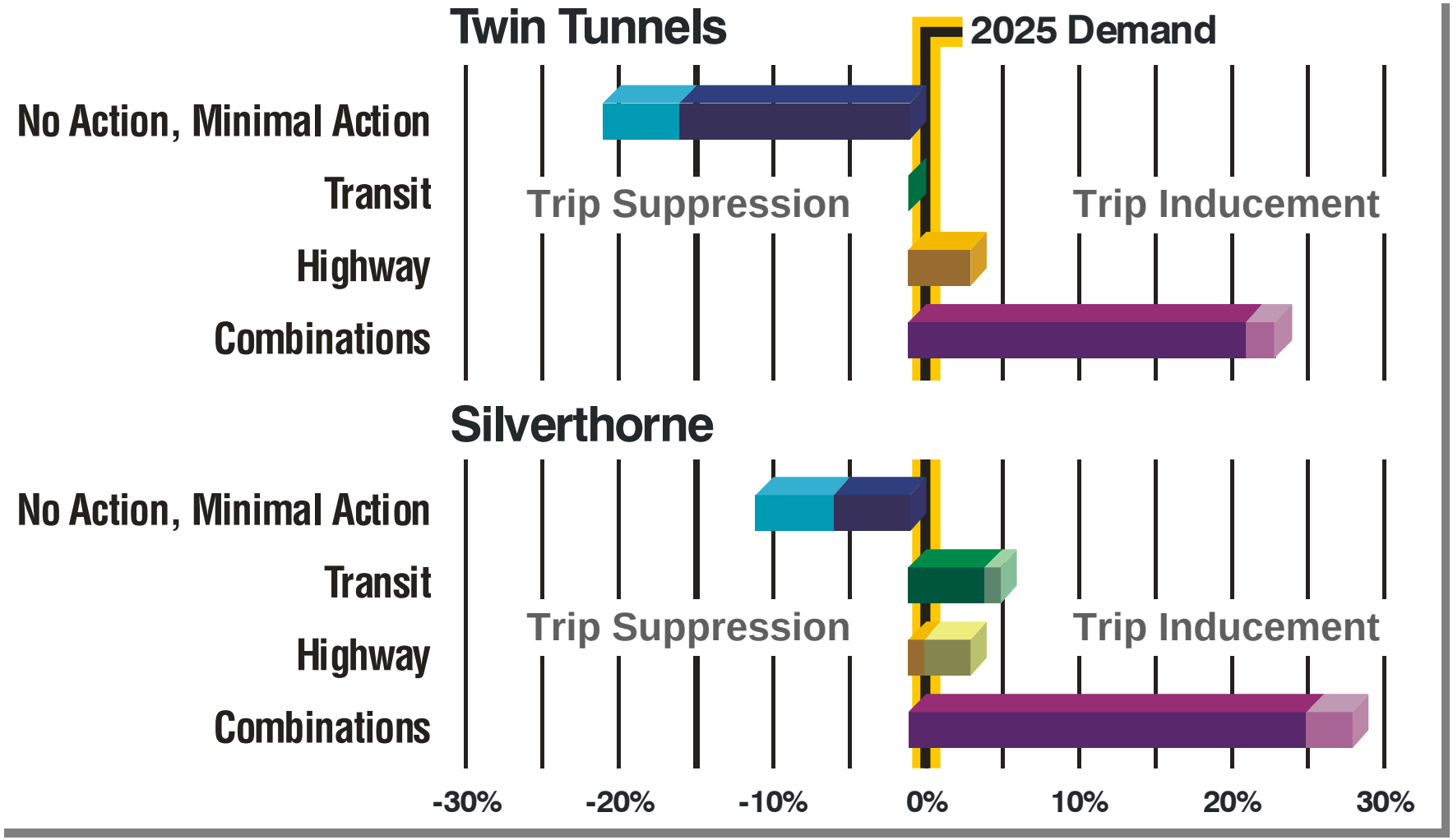
- Annual



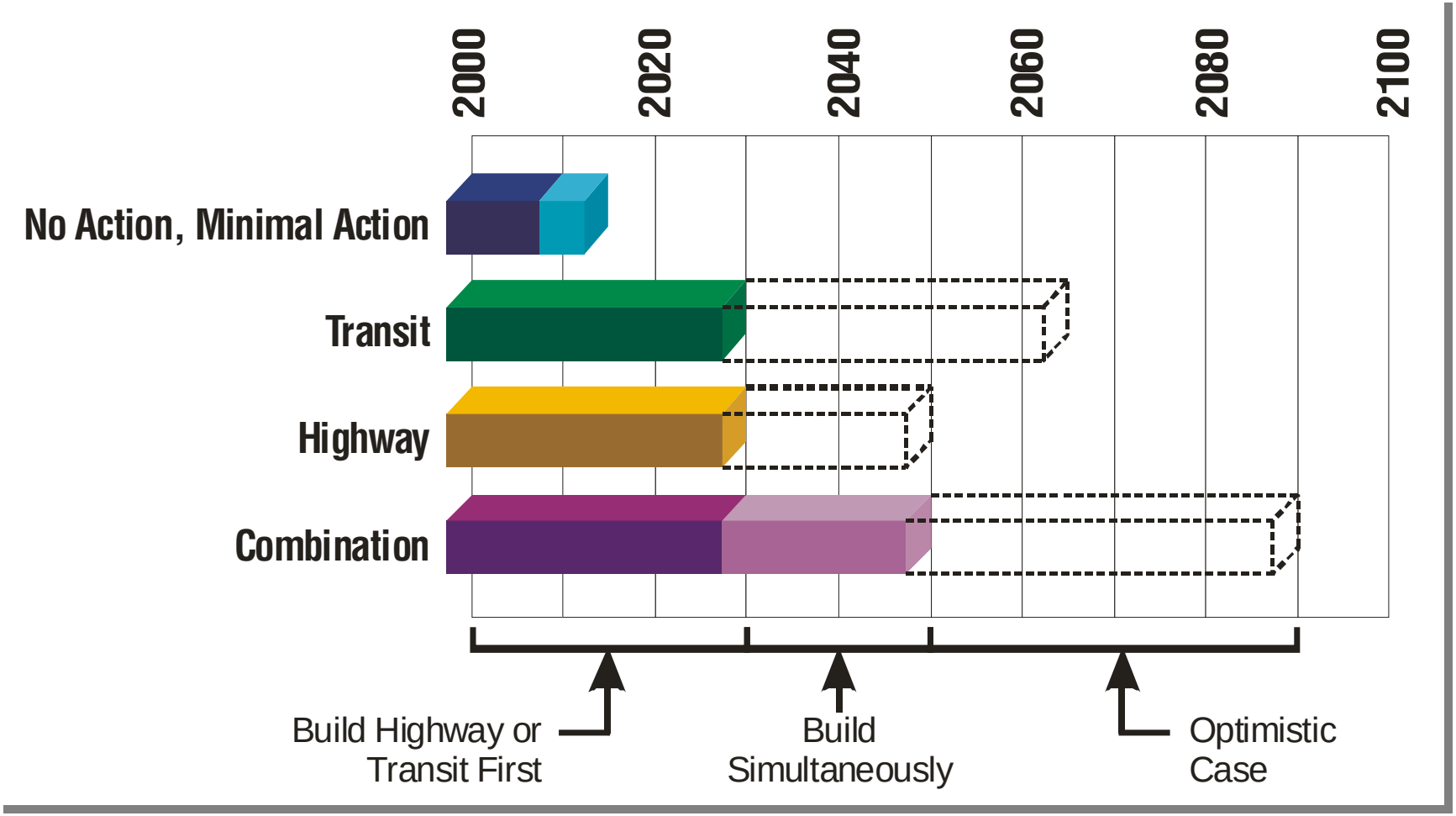
Do Not Accommodate Demand

Do Accommodate Demand

Suppressed/Induced Demand



Capacity Beyond 2025



Purposes

The overall purpose of the proposed action is to address the underlying need, while providing for and accommodating:

- Environmental Sensitivity
- Community Values
- Safety
- Ability to Implement

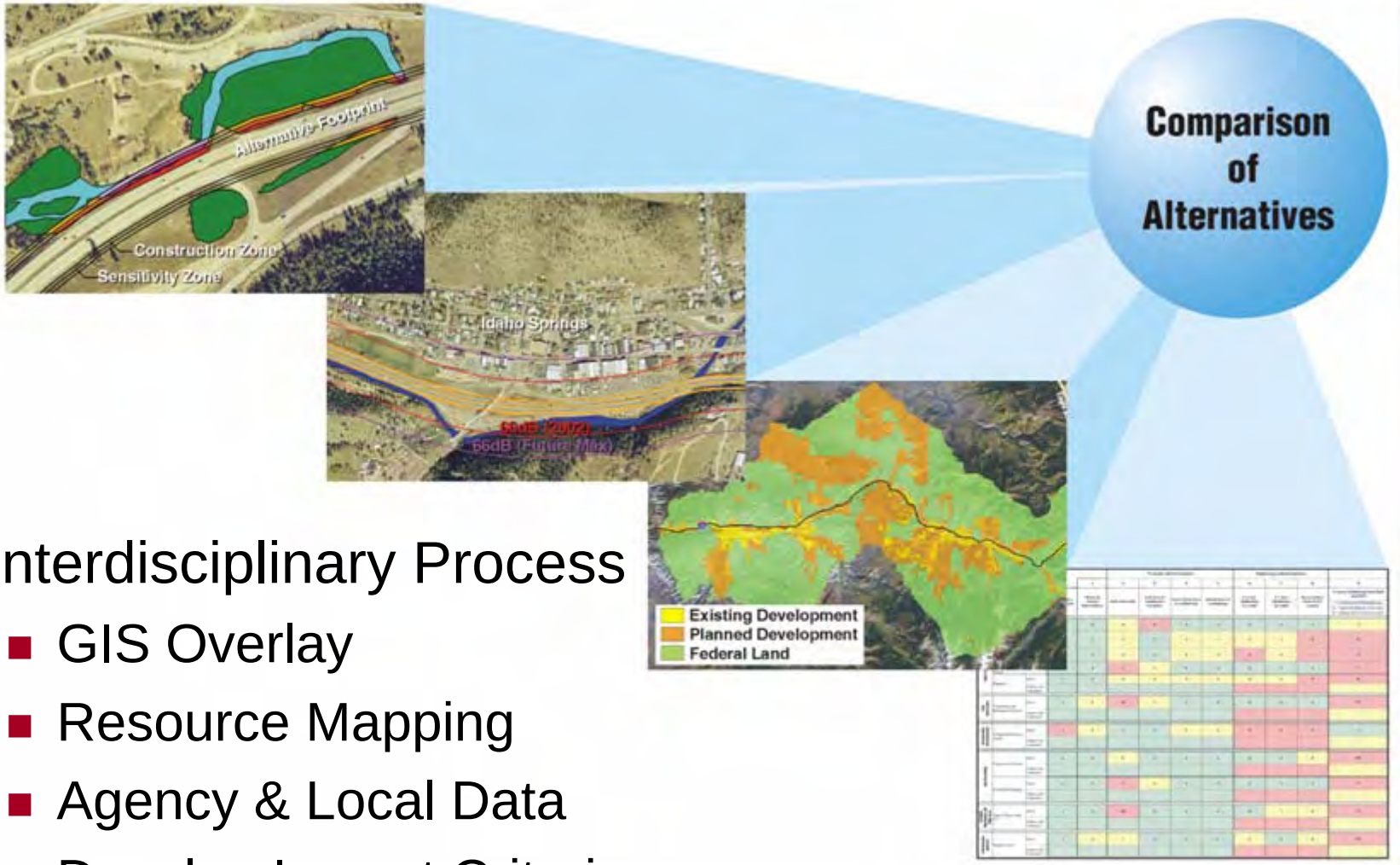
Environmental Sensitivity Resources

- Biological Resources
  - Habitat
  - Wildlife Movement
  - Vegetation
- Water Resources
  - Water Quality
  - Streams
  - Stormwater Runoff
  - Winter Maintenance
  - Mine Waste
- Wetlands
  - Other Waters of the US
  - Riparian Areas
  - Springs/Fens
- Fisheries
  - Gold Medal and High Value Habitat
- Threatened and Endangered Species
  - Animal
  - Plant
- Geologic Hazards
- Regulated Materials and Historic Mining
- Paleontological Resources
- Cumulative Assessment

Community Value Resources

- Climate and Air Quality
- Environmental Justice
- Noise
- Visual Resources
- Energy
- Social and Economic Values
  - Population Growth
  - Economics and Tourism
- Land Use
  - Currently Developed Lands
  - Right-of-Way Requirements Recreation Resources
  - Forest Management
- Historic Properties and Native American Consultation
  - Section 106 Consultation
- Section 4(f) Evaluation
  - Recreation Resources
  - Historic Properties
- Cumulative Assessment

Impact Assessment Process



- Interdisciplinary Process
  - GIS Overlay
  - Resource Mapping
  - Agency & Local Data
  - Develop Impact Criteria

Efforts to Avoid and Minimize Environmental and Community Impacts

- Used existing I-70 corridor
- Reduced template width
- Added sediment control features
- Detailed planning in restrictive locations
  - EJMT
  - Silver Plume
  - Georgetown
  - Idaho Springs
  - Wildlife crossing opportunities

Greatest/Least Impact Summary

	Minimal Action	Transit			Highway		Combination		
		Rail	AGS	Bus	6-Lane	Rev	with Rail	with AGS	with Bus
Wildlife Habitat									
Threatened & Endangered Species									
Aquatic Resources									
Streams									
Stormwater Runoff									
Land Use - ROW									
Visual Resources									
Recreation									
Historic Resources									
Socioeconomics									

Among the Least Impacts

Among the Greatest Impacts

Greatest/Least Impact Summary

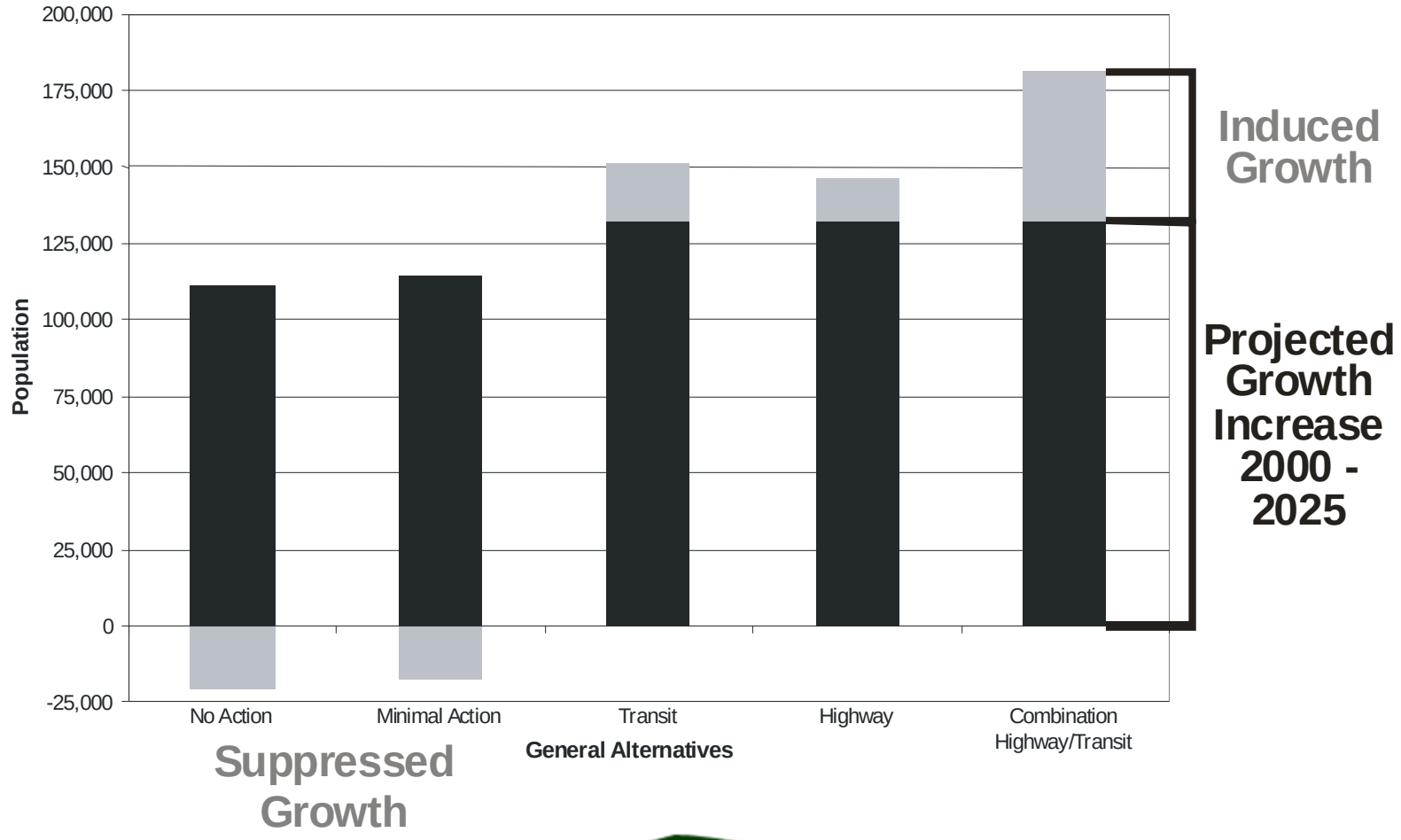
	Minimal Action	Transit			Highway		Combination		
		Rail	AGS	Bus	6-Lane	Rev	with Rail	with AGS	with Bus
Noise									
Dowd Canyon									
Vail									
Dillon Valley									
Silver Plume									
Georgetown									
Lawson, Downieville, Dumont									
Idaho Springs									
Air Quality									
CO									
Entrained Dust									
Visibility									

Among the Least Impacts

Among the Greatest Impacts

Corridor Counties Planned Growth

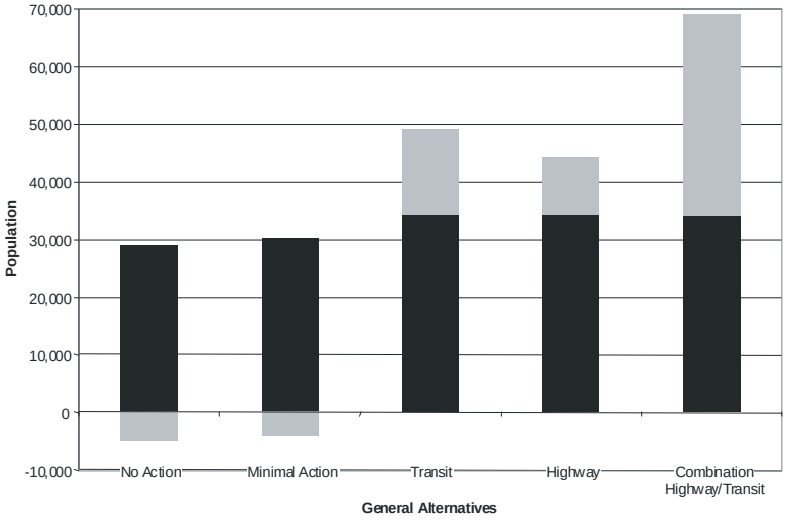
- Change due to Alternatives



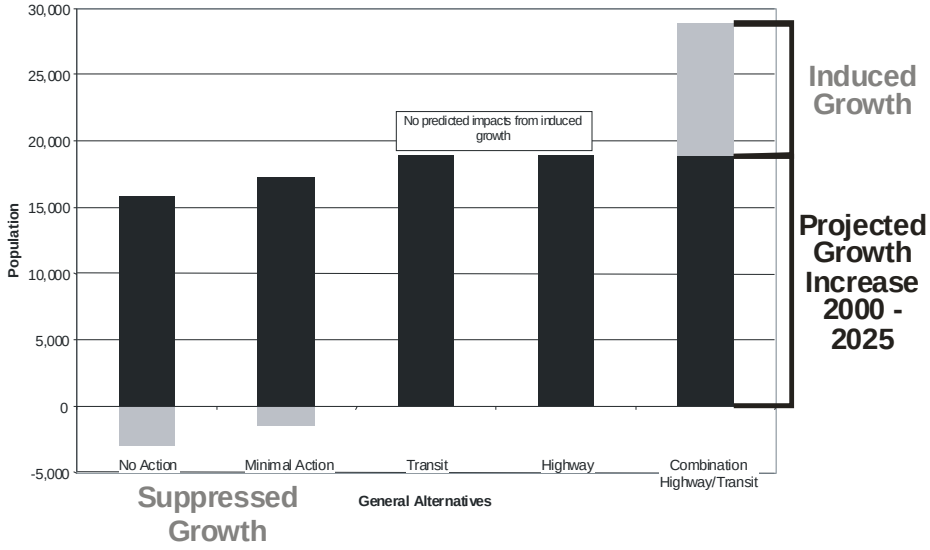
Susceptibility to Growth

- Change due to Alternatives

Eagle County

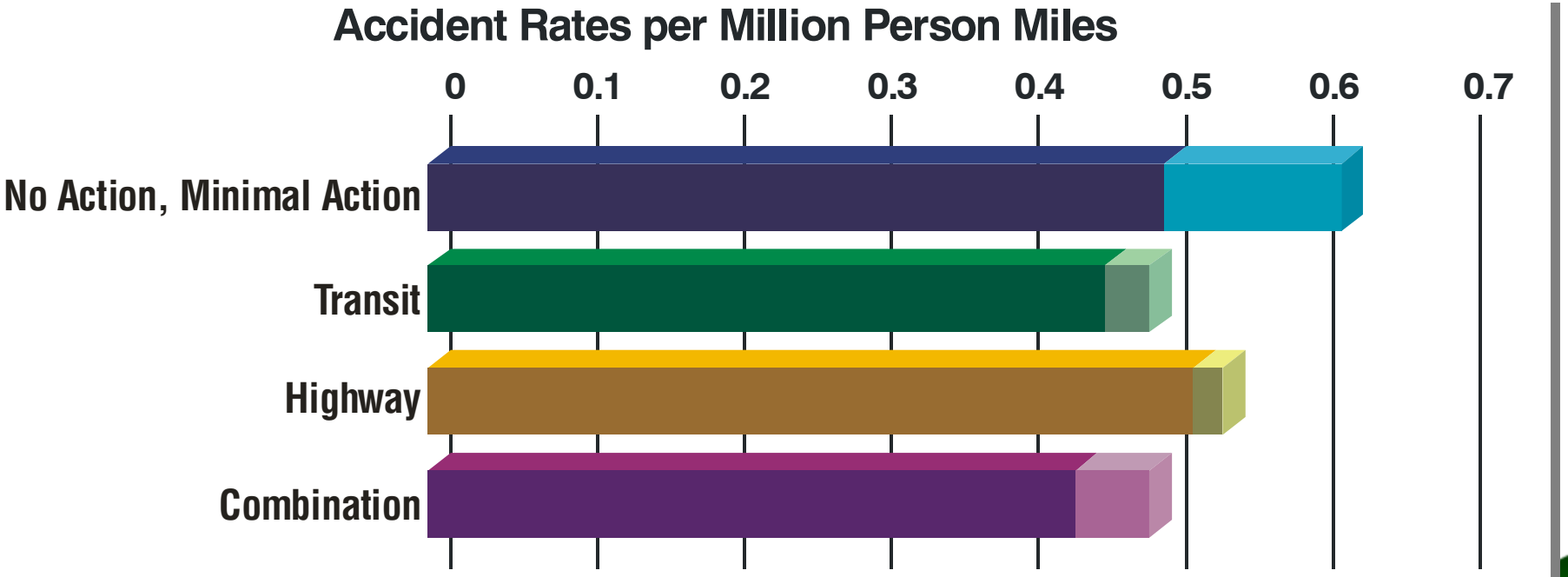


Summit County

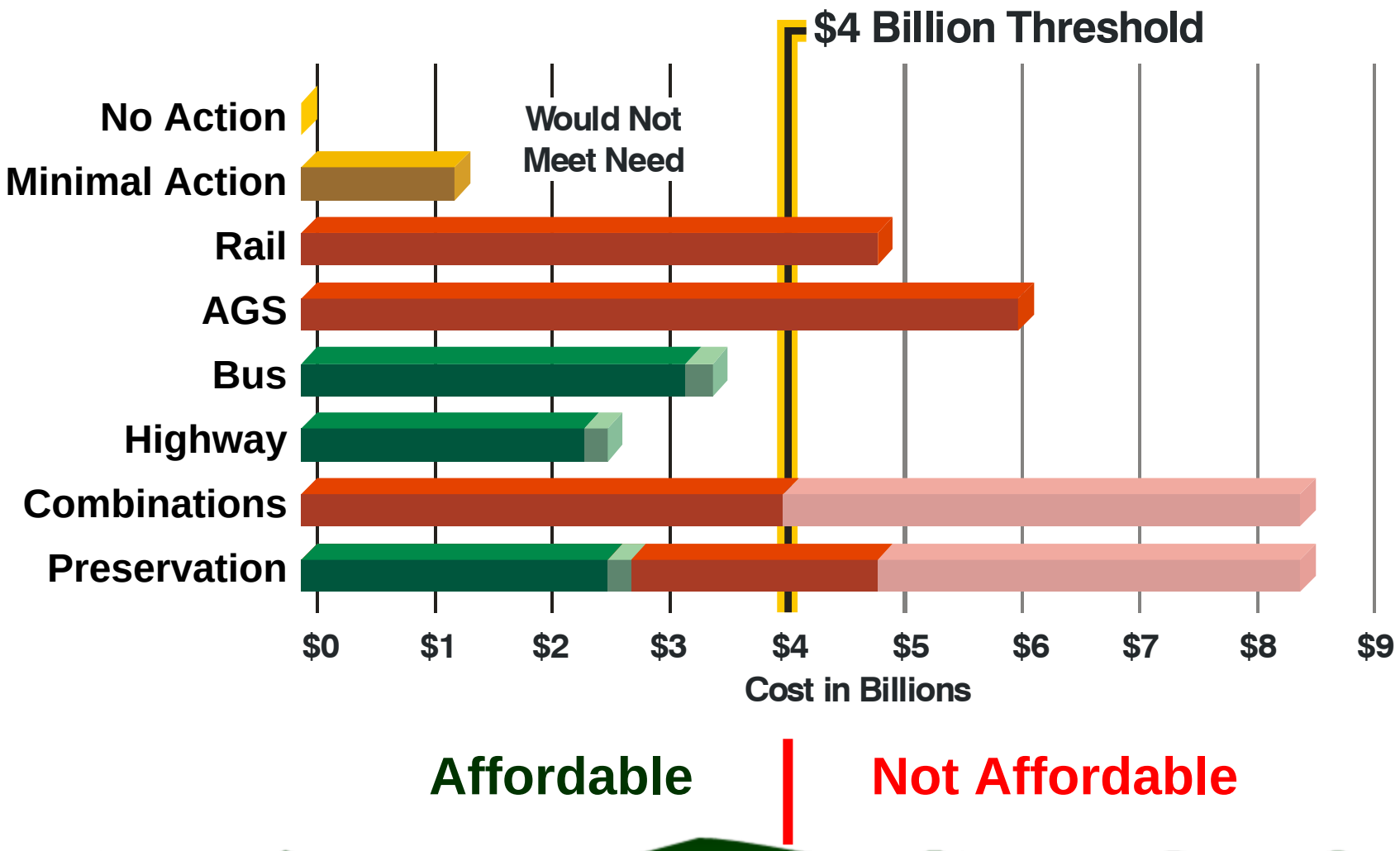


Safety

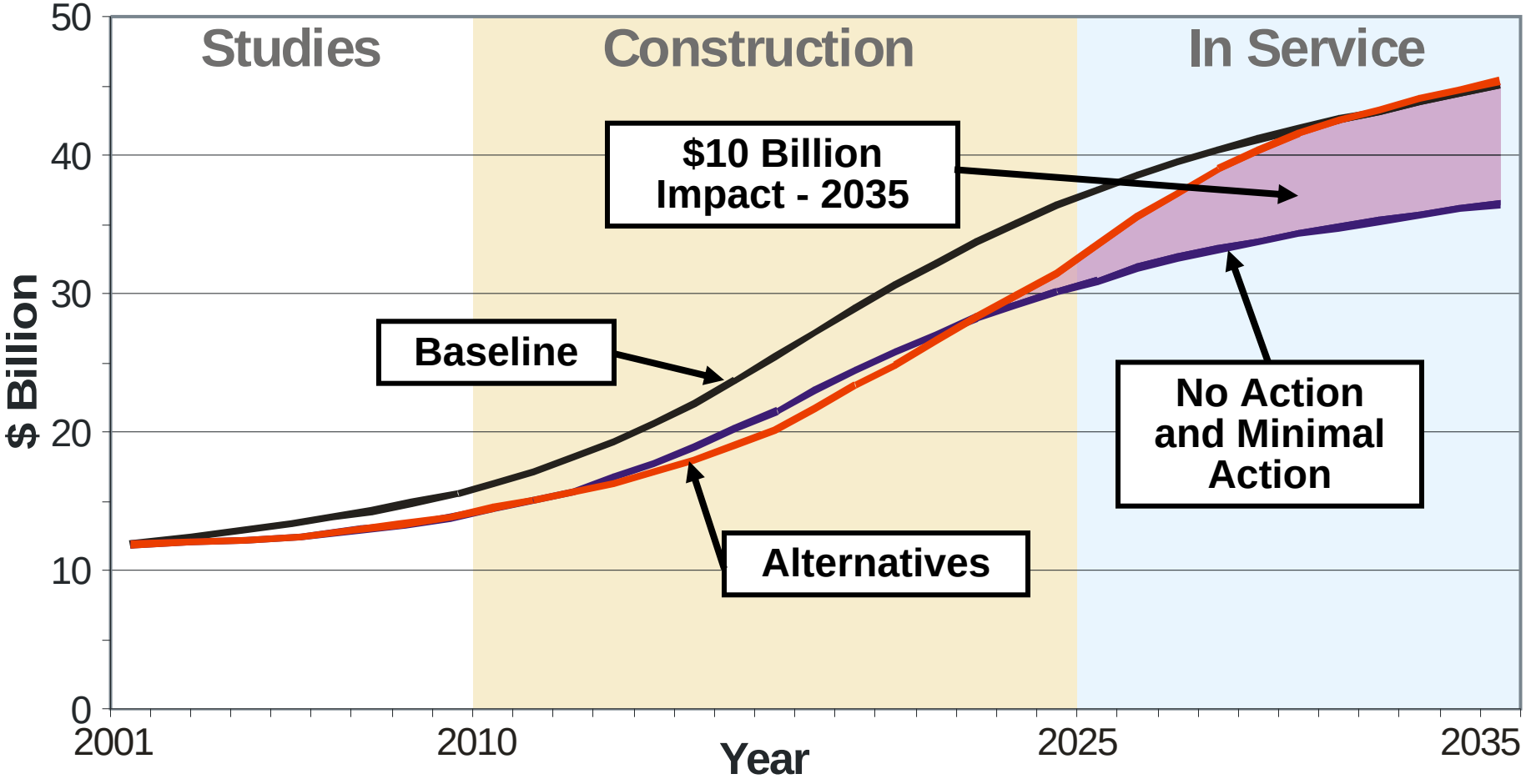
- Minimal Action components designed to address key safety concerns
- Alternatives evaluated for changes to projected crash rates



Ability to Implement



Implementation Scenario



9 County Gross Regional Product

Tier 1 Construction Assumptions

Access

- Priority Access for Emergency Vehicles
- Amend the I-70 corridor incident plan as construction progressed to ensure effective emergency response
- No lane restrictions during Peak Directions of Travel

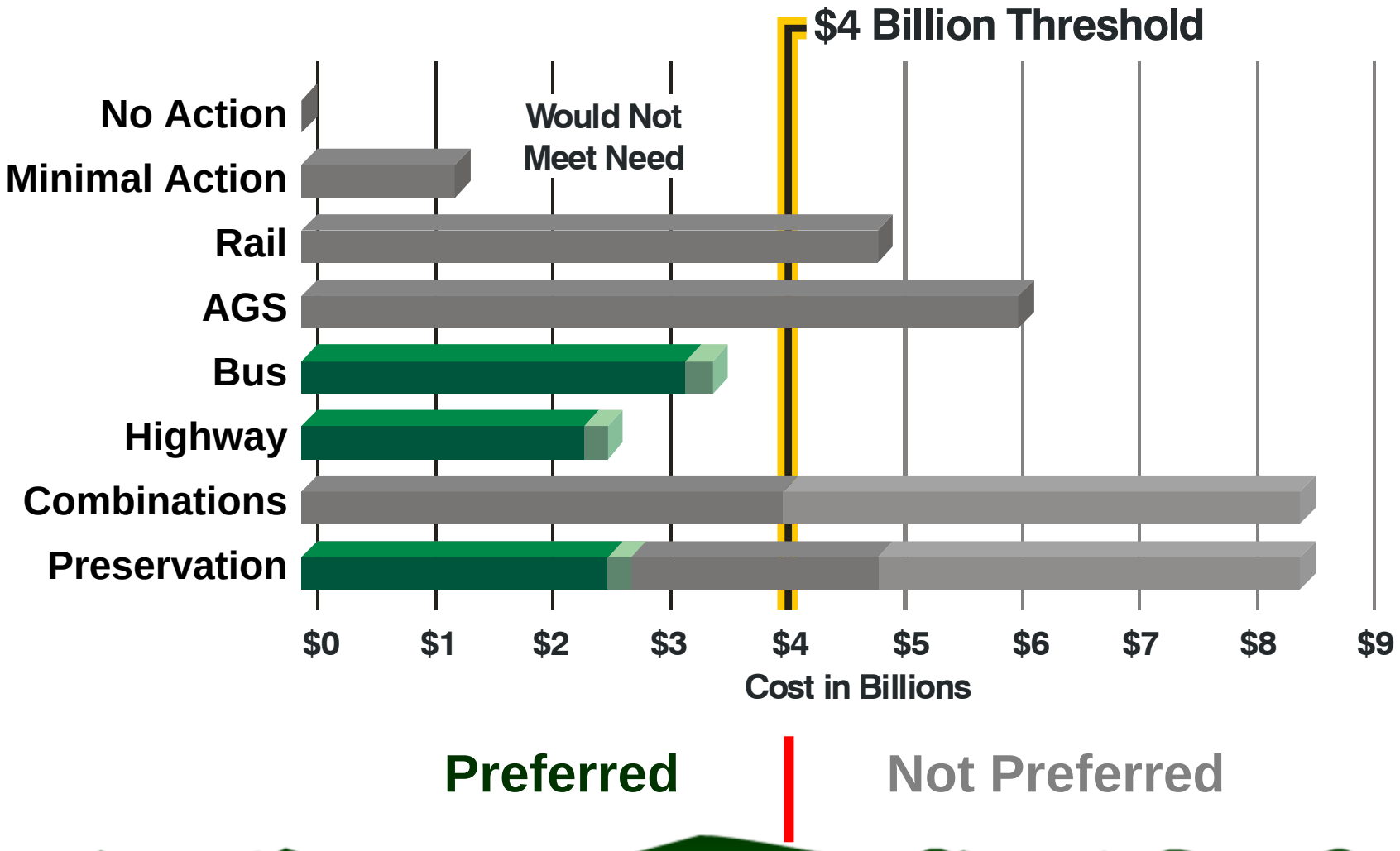
Duration

- Rock cuts would require interruptions to traffic
- 15 year construction timeframe assumes entire corridor

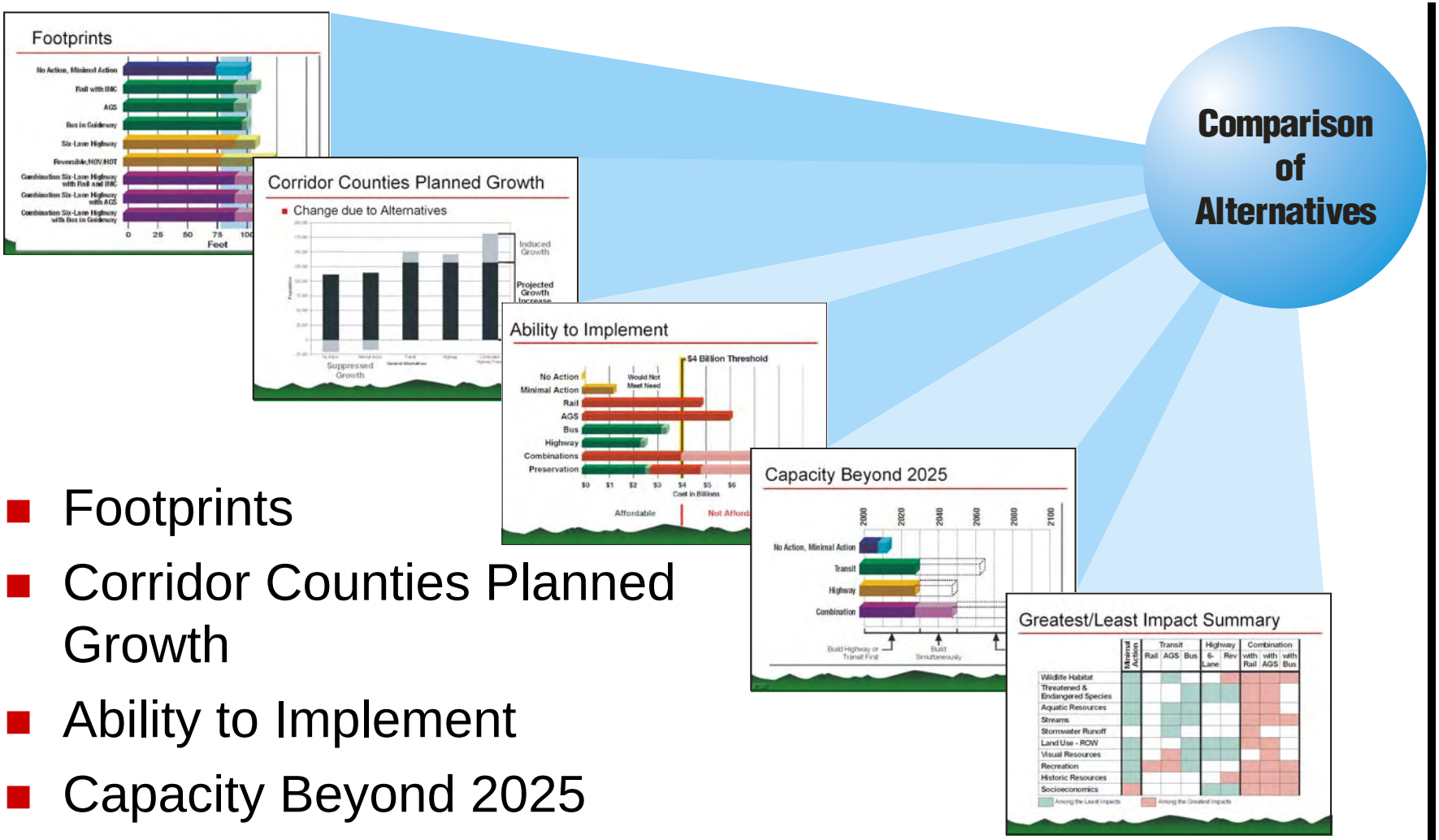
Community Involvement

- Communities would be consulted for construction in their area
- Nighttime construction concerns include construction noise and lights
- Intensive public involvement to coordinate the specific needs of businesses and communities

Preferred Alternatives



Tradeoffs



- Footprints
- Corridor Counties Planned Growth
- Ability to Implement
- Capacity Beyond 2025
- Greatest/Least Impact Summary

Mitigation Policies

- Employ design strategies to further minimize impacts
  - Seek context sensitive design options for the selected alternative
  - Use standard design parameters but consider variances to reduce impacts
  - Determine noise mitigation with affected communities
  - Integrate permanent stormwater and winter maintenance controls into template

Mitigation Policies

- Coordinate mitigation strategies with the communities
- Apply conditions of the Section 106 Programmatic Agreement of the NHPA
- Fulfill wildlife responsibilities (ALIVE)
- Comply with 404b(1) guidelines of the Clean Water Act
- Develop public information system during construction
- Develop agreement with CDPHE for handling historic mine waste

Public Comment Period

- Comment in writing to FHWA or CDOT
- Comment at Public Hearings (recorded)
- Comment through I-70 website
- Comments will be accepted up to May 24, 2005
- See handout for details

Federal Highway Administration

I - 70 Mountain Corridor

The I-70 Mountain Corridor

Welcome to the Colorado I-70 Mountain Corridor website.

I-70 Mountain Corridor Project Team encourages you to become involved in this PEIS effort. Through this website, we will keep you abreast of what is happening in the I-70 Mountain Corridor, where the process stands, and how your voice can truly make a difference.Our team is committed to ensure that your community has every opportunity to be involved as we continue to move through this process.

Through public outreach programs, we have taken the pulse of I-70 host communities on this issue and will continue to do so throughout the process. Although public open houses have occurred along the Corridor, additional opportunities to participate and become involved are available, and it is easy to get involved. We encourage you to provide comments by selecting Comments and Mailing List and to visit the Public Involvement or Current Activities page for other opportunities to participate.

Notice of Document Availability

I-70 West Draft Programmatic Environmental Impact Statement (PEIS) a Draft Tier 1 EIS

I-70 Draft Programmatic Environmental Impact Statement (PEIS), a Draft Tier 1 EIS

Public Hearings

View Hearings Schedule

Click below to review the I-70 Draft PEIS

We look forward to your continued involvement and input.

Please note that this is an ongoing project and that the information on these pages may change as the project proc
Thanks for visiting!

I-70 Mountain Corridor Project Team

back to top

All Comments are Given the Same Weight:

- Written comments received today
- Publicly spoken comments at today's hearing
- Spoken comments made in private to the court reporter
- Written comments received by mail
- Comments made to the website: www.i70mtncorridor.com

Deadline for comments: ~~March 10, 2005~~
extended to May 24, 2005

All comments will be evaluated and responded to in the Final PEIS

How to verbally comment

- ✓ Have you completed the Commentor Sign-in Card?
- ✓ How will your comment be recorded?
- ✓ How much time do you have to comment?
- ✓ Additional opportunities to comment

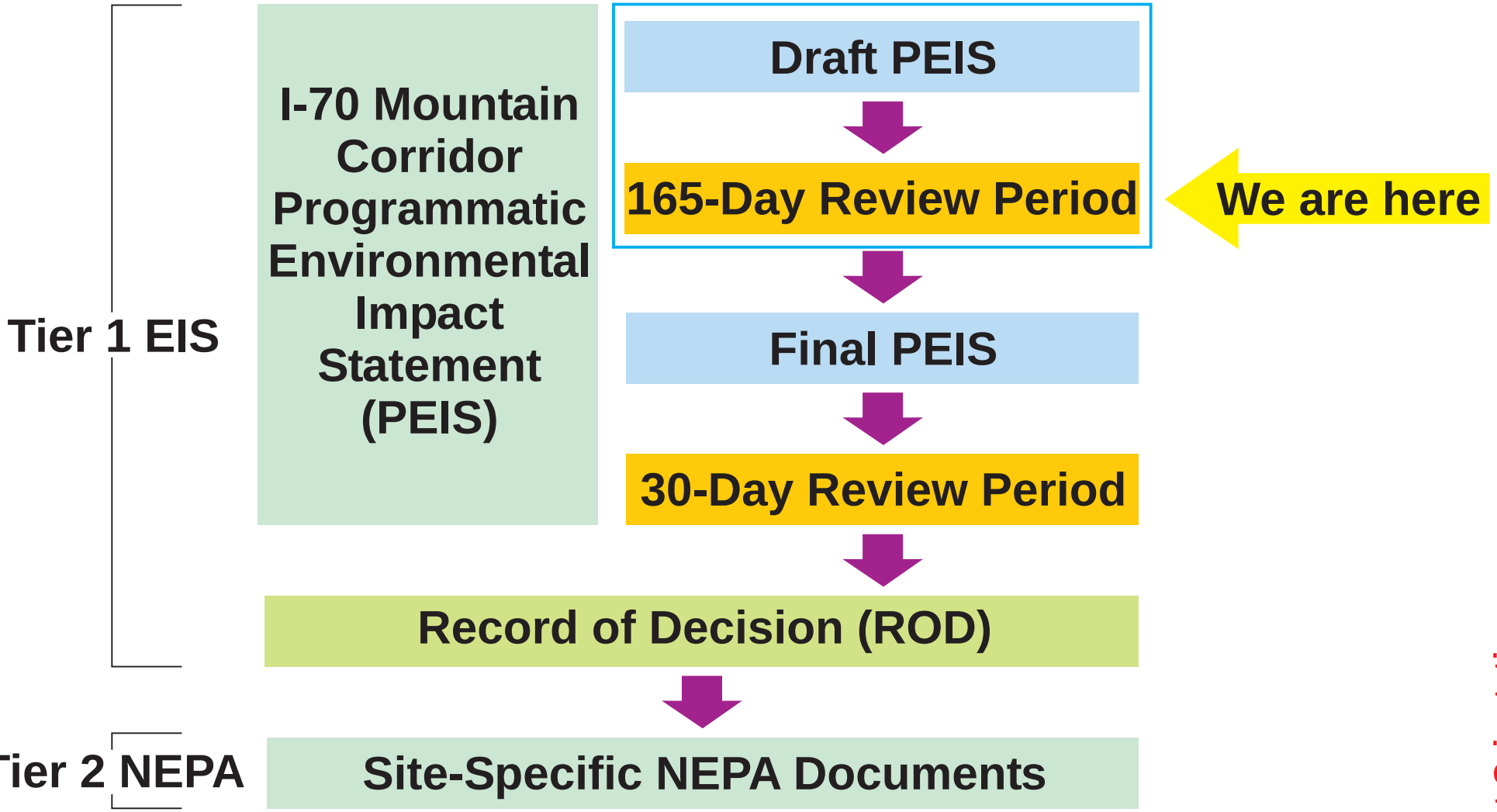
Public Comments Play an Integral Role in the I-70 Tier 1 NEPA Process

How to make effective comments:

Please:

- Focus on the PEIS document, if possible
- Be specific about a likely impact or concern
- Explain why you feel that way
- Be respective of others and diverse opinions

Steps to Complete the PEIS & NEPA Tiering



Tier 1 vs Tier 2

Tier 1 - PEIS

1. Tier 1 ROD presents the selected alternative, which defines modification to the I-70 Corridor transportation system (for example, modal components, location(s) of changes, preliminary alignment(s) of the selected alternative).

2. It determines the immediate, planned (20-year), and longer-range modifications to be pursued.

3. The PEIS describes the general characteristics of the modes that will make up the transportation system.
   - For Rail, AGS, or Bus modes, it defines critical components of the system (general speed, elevated or not, capacity of system, necessary local transit support systems).
   - For Highway mode, it defines type of improvement.
   - For Minimal Action, it defines elements to be included.

4. Impacts (direct, indirect, and cumulative) of project alternative are evaluated and defined to a programmatic, Tier 1 level. Selected alternative and basis for decision are stated, identifying all alternatives considered, and documenting Section 4(f) and other regulatory requirements. The environmentally preferred alternative is identified. Consistency with 404(b)1 guidelines of the USACE (least environmentally damaging, practicable alternative [LEDPA]) is identified.

5. Means to avoid or minimize environmental harm and commitment to mitigation are stated, as well as the general environmental, safety, and maintenance mitigation and monitoring that will be implemented in the Corridor. Programmatic agreements with resource agencies are pursued.

6. Tier 1 determines the reasonable investment Colorado can expect for the transportation and mitigation plans.

7. Tier 1 also determines the implementation plan and the priority of improvements for the transportation system.

8. At the Tier 1 level, it is determined which parties are responsible for implementation of various elements (for example, lead agency responsibilities, transportation elements, and mitigation measures).

9. The level of Tier 2 environmental studies for subsequent actions is determined (for example, Environmental Assessment, Environmental Impact Statement, Categorical Exclusion, project limits).

Tier 2 - Site-Specific Environmental Clearances

1. Depending on the types of alternative components selected in the Tier 1 PEIS, Tier 2 will determine where system components would be located (for example, refined alignment, interchanges, ramps, typical sections).

2. It will describe site-specific components of the system:
   If mode is Rail, AGS, or Bus in Guideway, specific technology will be determined. Transit support systems will continue to be refined.
   If mode is Highway, components will be defined.
   If mode is Minimal Action, the improvements will be defined more specifically.

3. Regarding a site-specific alignment or other components of the selected alternative, site-specific impacts of the selected alternative elements under study will be determined.

4. Tier 2 will determine more exactly where mitigation, monitoring, and enforcement will occur and what the extent of mitigation will be. Site-specific permits will be pursued.

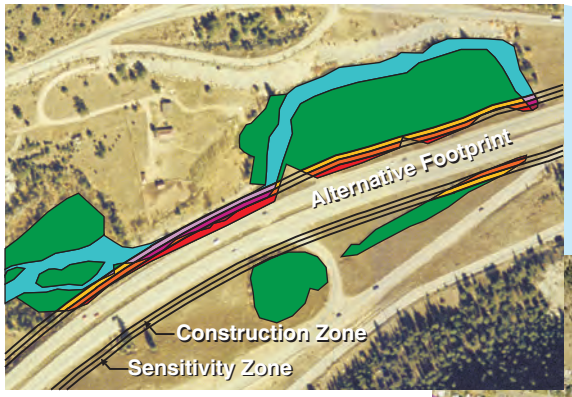
5. A 20-year long-range constrained plan will be aligned with investment determined for a 20-year period.

6. Implementation plan will begin by programming projects into the six-year Statewide Transportation Improvement Program (STIP).

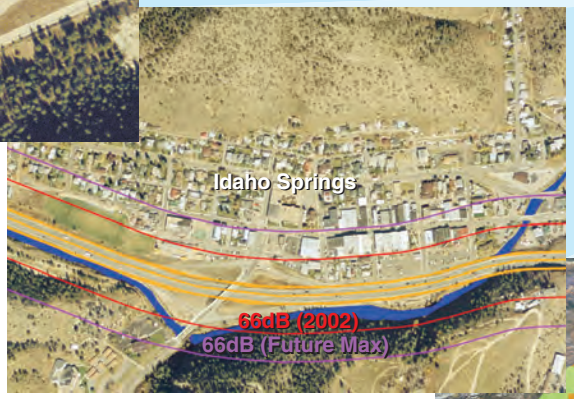
7. Responsible parties will ensure timely implementation of elements.

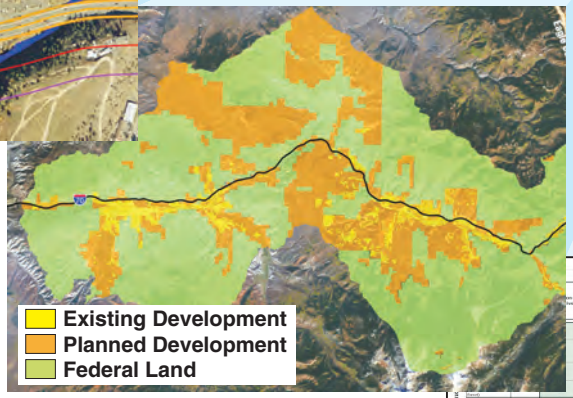
8. Appropriate environmental clearances will be pursued.

Impact Assessment Process

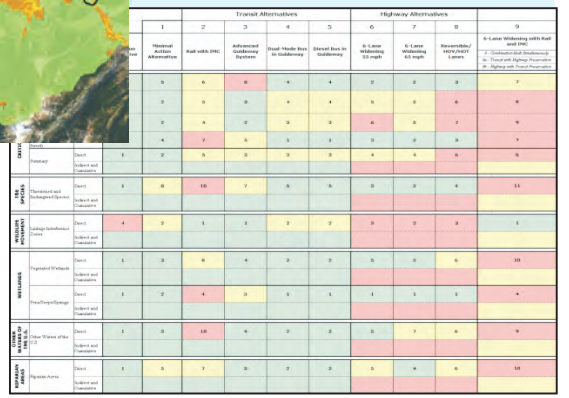


- Footprint
- Construction Disturbance
- Sensitivity Zone





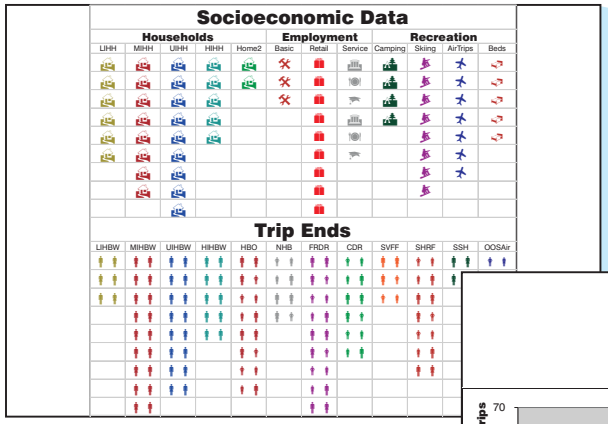
Comparison of Alternatives

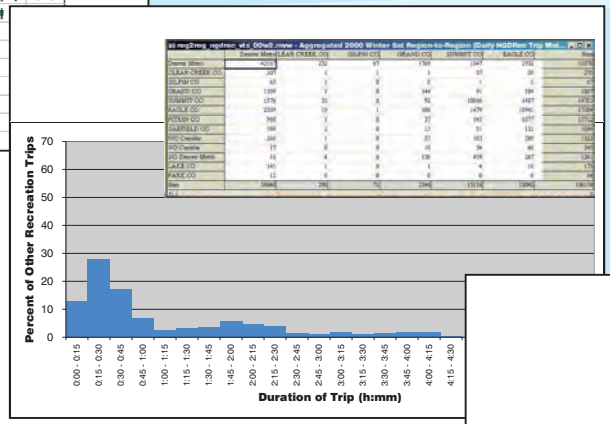


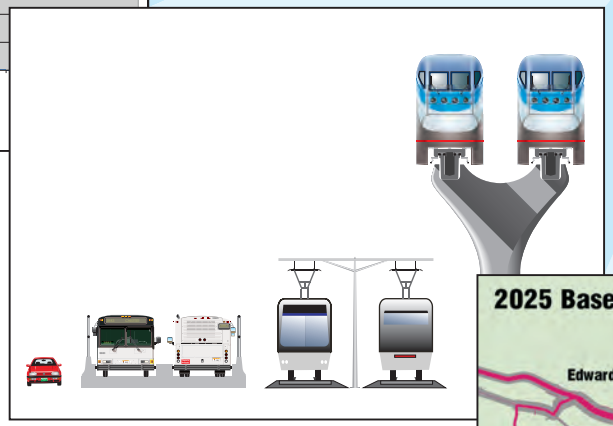
- Interdisciplinary Process
  - GIS Overlay
  - Resource Mapping
  - Agency & Local Data
  - Develop Impact Criteria

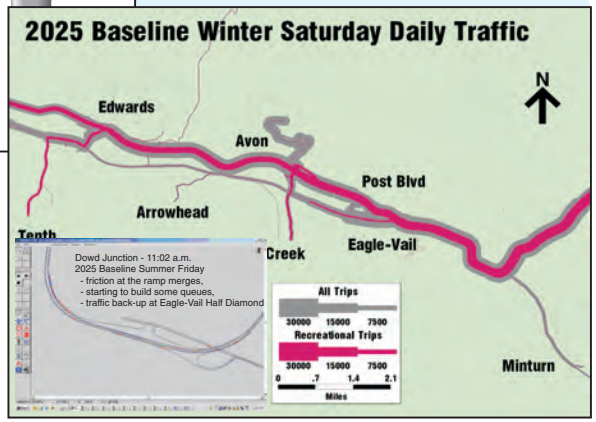
Project Orientation

Travel Demand Model Process









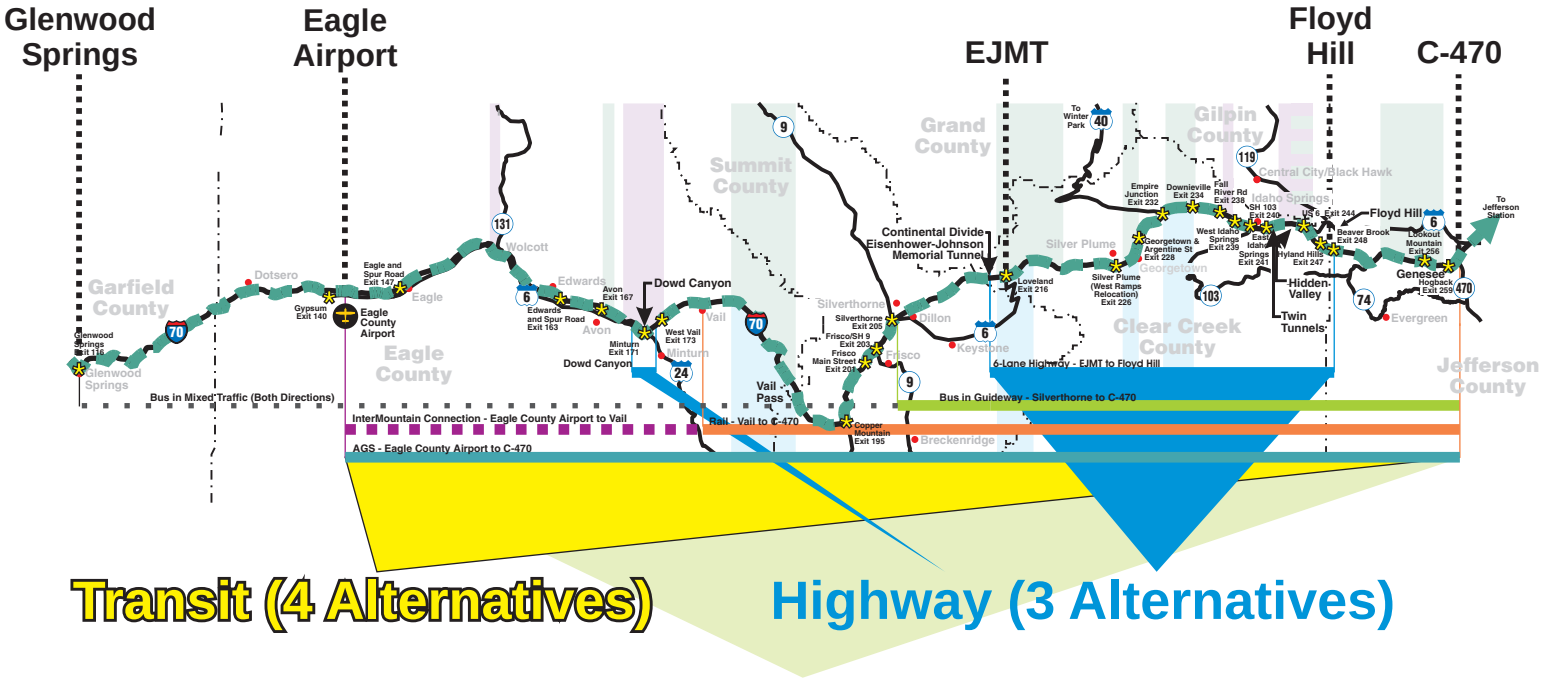
Steps in Modeling Process

- Travel Demand Steps
  - Trip Generation
  - Trip Distribution
  - Mode Choice
  - Trip Assignment

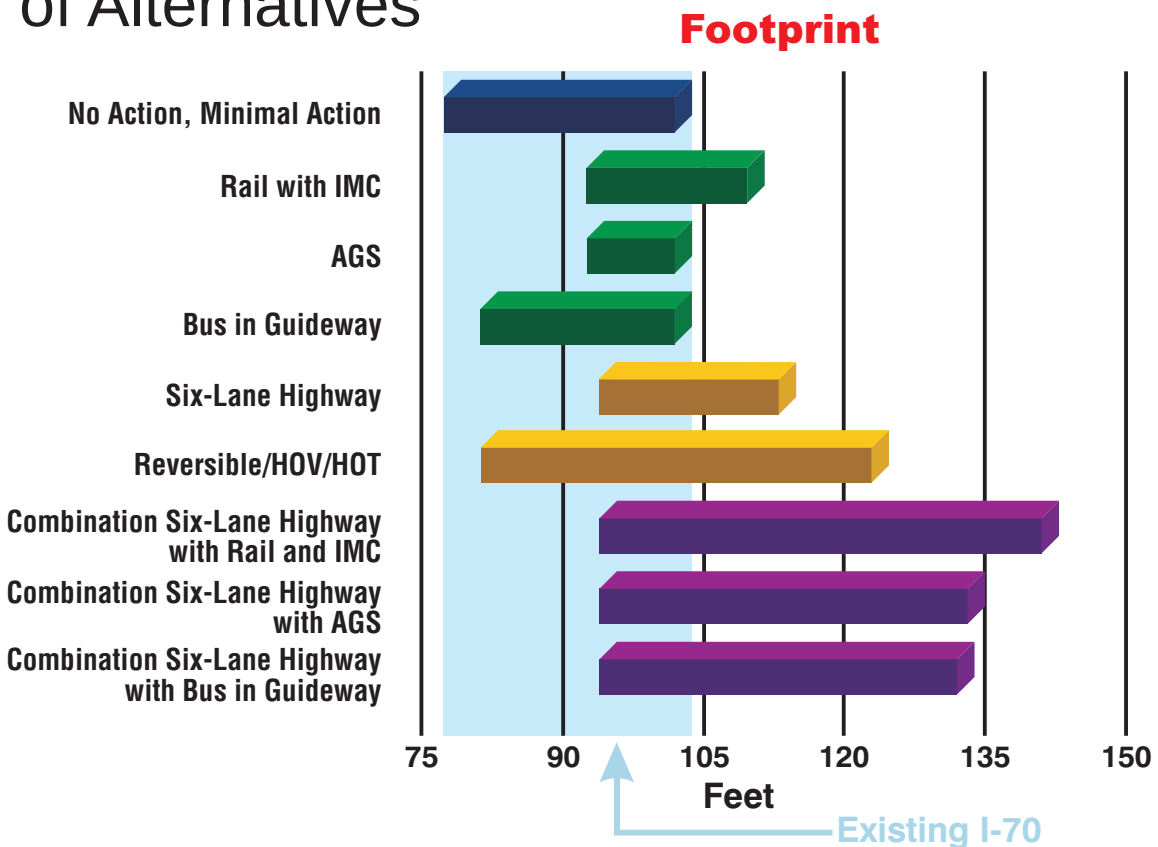
Project Orientation

Project Alternatives

Length of Alternatives



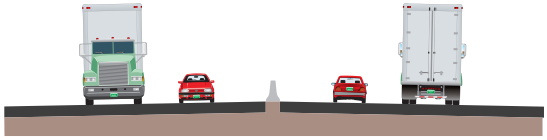
Width of Alternatives



Project Alternatives, Cross Section

No Action, Minimal Action

Existing

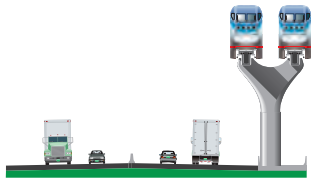


78 - 104’

- No Action
  - Ongoing Highway Maintenance
  - Access to Gaming Area
  - Hogback Parking Facility
  - Eagle County Airport Interchange
  - SH 9 - Frisco to Breckenridge
- Minimal Action
  - Interchange Modifications
  - Auxiliary Lanes
  - Curve Safety Modifications
  - Bus in Mixed Traffic System

Project Alternatives, Cross Sections

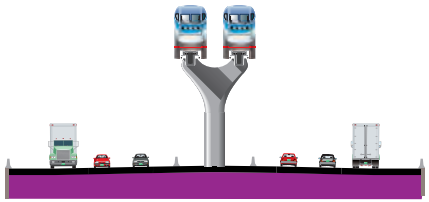
Transit

Existing		78 - 104’
Rail with IMC		93 - 112’
AGS		93 - 104’
Bus in Guideway		100 - 104’

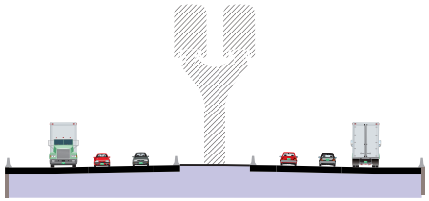
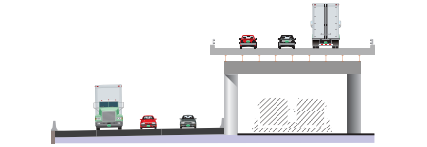
Highway

Existing		78 - 104’
Six-Lane Highway 55 mph		94 - 111’
Six-Lane Highway 65 mph		94 - 111’
Reversible/ HOV/HOT Lanes		82 - 125’

Combination

Existing		78 - 104’
Six-Lane Highway with Rail and IMC		94 - 143’
Six-Lane Highway with AGS		94 - 135’
Six-Lane Highway with Bus in Guideway		82 - 134’

Preservation

Existing	
Six-Lane Highway with AGS Preservation	
Six-Lane Highway with Bus in Guideway Preservation	
Six-Lane Highway with Reversible/HOV/HOT Lanes Non-Preclusion	

Project Orientation

Mitigation and Efforts to Avoid Harm

Efforts to Avoid and Minimize Environmental and Community Impacts

- Detailed planning to reduce the width of the alternative footprints
- Design of alternatives to use existing I-70 area
- Creation of snow storage areas to capture runoff and reduce impacts on adjacent ecosystems
- Detailed planning in restrictive locations:
  - Dowd Canyon
  - Eisenhower-Johnson Memorial Tunnels (EJMT) - constraints from Loveland Ski Area
  - Silver Plume - avoiding encroachment on community
  - Georgetown - avoiding rockfall hazard area
  - Idaho Springs - minimizing footprint to avoid community development and parks
  - Genesee Bridge - avoiding disruption of panoramic views at the bridge
  - Varying Rail and AGS alignments (north or south of I-70) based on nearness to sensitive features
- Avoiding impacts on wetlands
- Protecting historic properties

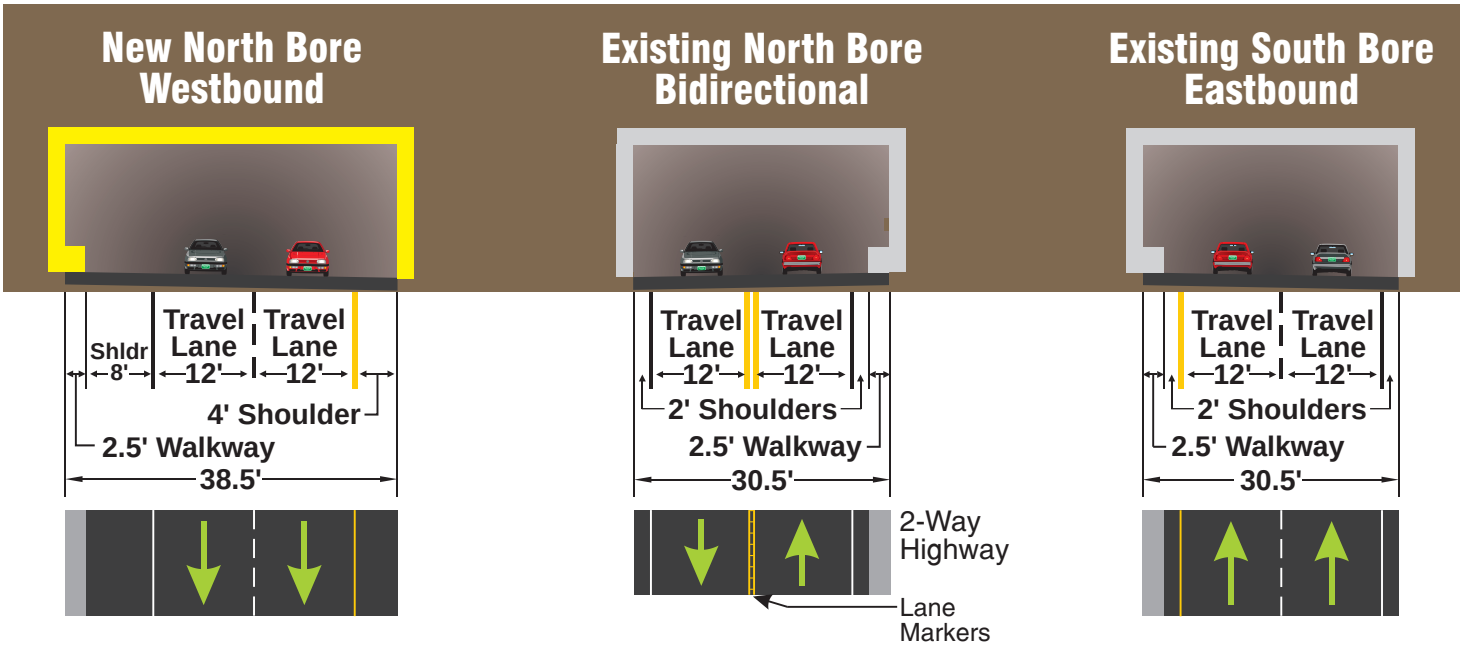
Mitigation Policies

The following mitigation policies will be implemented by CDOT and FHWA during Tier 2 studies:

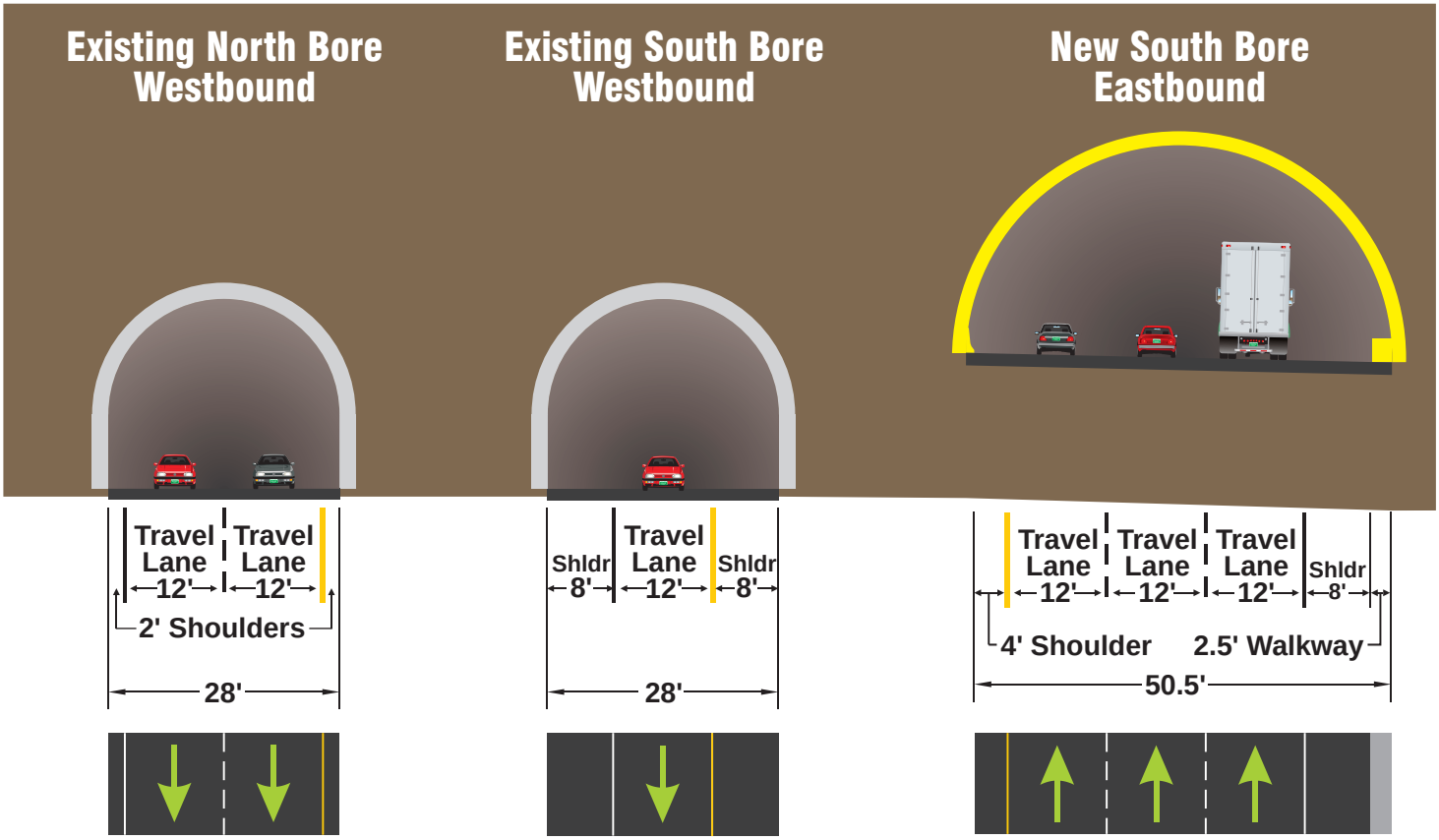
1. Employ design strategies to further minimize impacts on communities and the environment, including the following:
   - 1A. Utilize the general alignment and design elements selected during Tier 1 unless other reasonable and feasible alternatives with similar or fewer impacts surface.
   - 1B. Use standard design parameters. In isolated instances, consider variances from standard designs in order to further minimize impacts, as long as the resulting alternatives are reasonable and feasible.
   - 1C. Utilize the principles of "Context Sensitive Design," including significant involvement of affected communities in determining the ultimate footprint, aesthetic elements, and other features germane to the alternative.
   - 1D. Determine noise mitigation strategies with affected communities, residents, and businesses.
   - 1E. Encourage interested parties to develop and evaluate a list of reasonable design refinements to the selected alternative that would represent an affected community's ideal of aesthetically pleasing infrastructure.
2. Apply the conditions to be set forth in the Programmatic Agreement between the consulting parties involving Section 106 of the National Historic Preservation Act.
3. Fulfill responsibilities set forth in the ALIVE (A Landscape level Inventory of Valued Ecosystem components) agreement and the Biological Assessment to be developed in conjunction with USFWS. The ALIVE program provides opportunities to address issues related to improving wildlife movement and reducing habitat fragmentation in the Corridor.
4. Comply with the 404(b)(1) guidelines of the Clean Water Act. Engage stakeholders to continue the work of the Stream and Wetland Ecological Enhancement Program (SWEEP) committee in an effort to integrate water resource needs (such as water quality, fisheries, wetlands, and riparian areas) with design elements for construction activities and long-term maintenance and operations of the transportation system.
5. Integrate winter storm management and maintenance procedures into the template of the infrastructure. Highway alternative templates throughout Clear Creek County would include snow storage areas in select locations to capture snow and other roadway runoff to reduce impacts on adjacent ecosystems.
6. Implement the Sedimentation Control Action Plans (SCAPs) developed specifically for Straight Creek and Black Gore Creek to identify methods to control the existing transport of winter sanding materials. Consider other Corridor areas such as the upper reaches of Clear Creek for additional SCAP activity.
7. Develop information systems (such as advertising campaigns to support local businesses, signage with hours of operation, and detour plans) to inform affected communities, I-70 travelers, businesses, and homeowners about construction activities and schedules.

Tunnel Concepts

Eisenhower-Johnson Memorial Tunnels (EJMT)



Twin Tunnels



Project Orientation

Visual Simulation, Silver Plume

Existing Conditions

Rail Alternative Simulation

AGS Alternative Simulation

Six-Lane Highway Alternative Simulation with Sound Wall Mitigation

Visual Simulation, Georgetown

Existing Conditions

AGS Alternative Simulation

Six-Lane Highway Alternative Simulation

Visual Simulation, Lawson

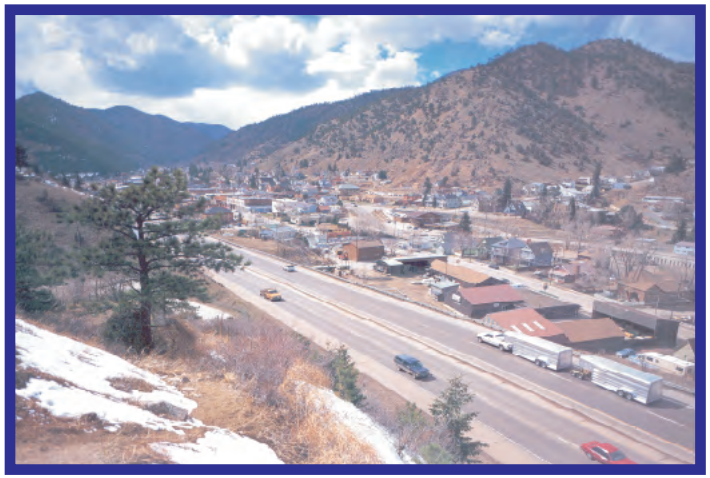
Existing Conditions

Six-Lane Highway Alternative

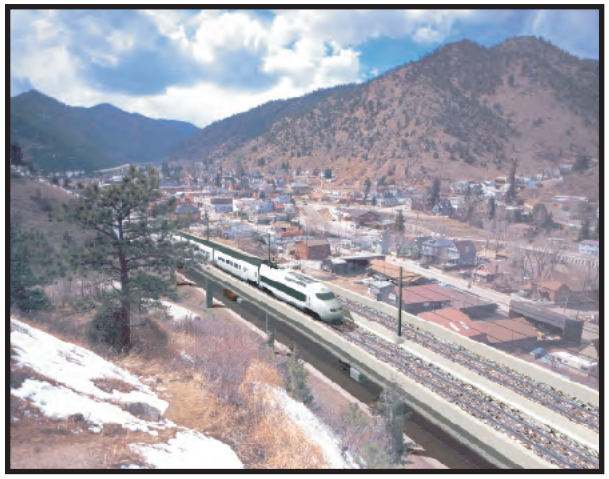
Diesel Bus in Guideway Alternative Simulation

Six-Lane Highway and
AGS Combination Alternative Simulation

Visual Simulation, Idaho Springs



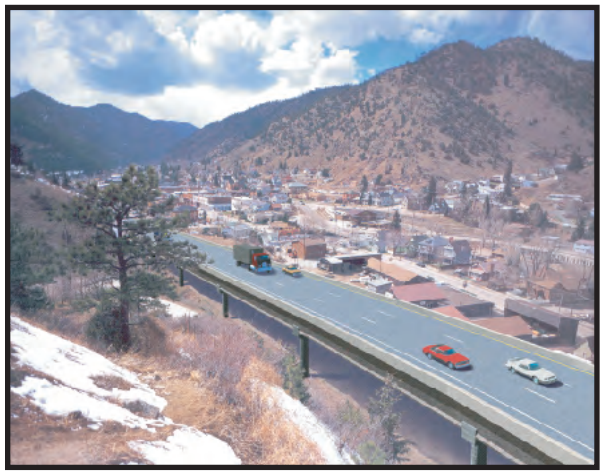
Existing Conditions



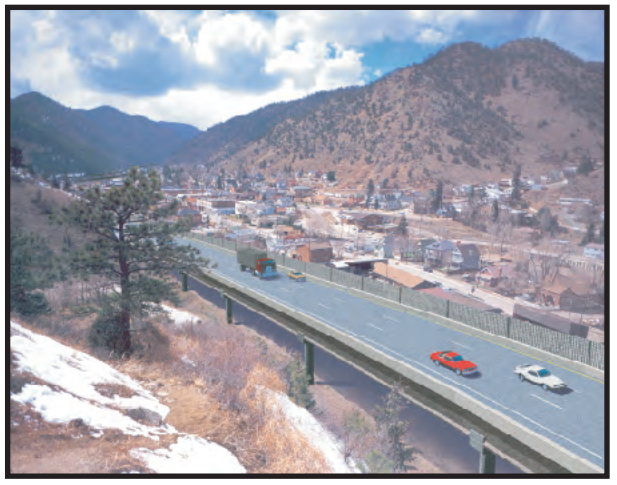
Rail Alternative Simulation

Rail Alternative with
Sound Wall Mitigation Simulation

AGS Alternative Simulation



Six-Lane Highway Alternative Simulation



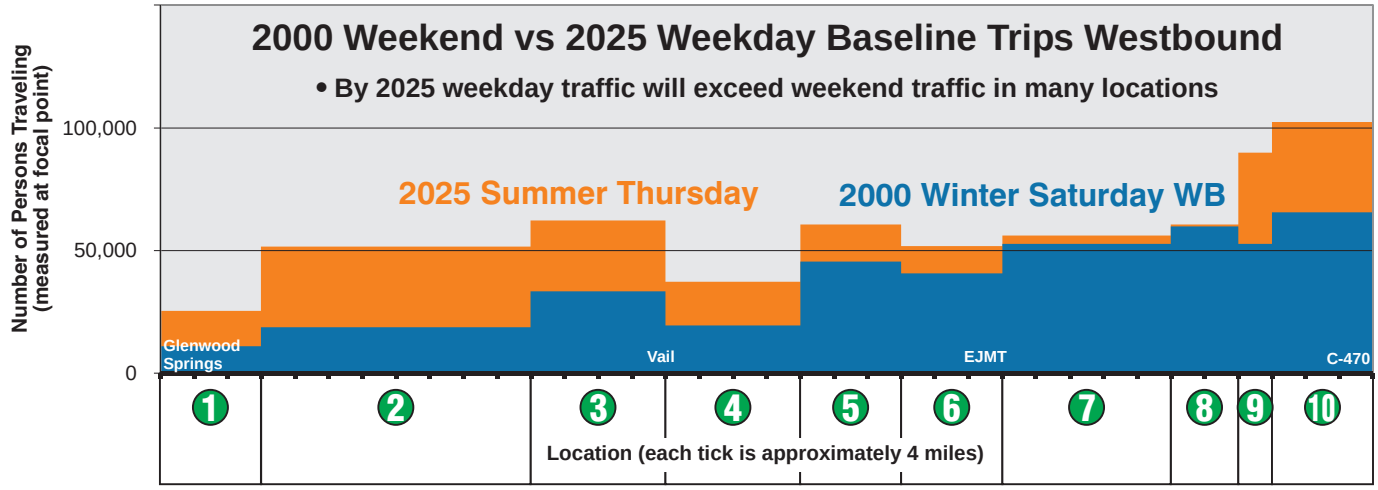
Six-Lane Highway Alternative
with Sound Wall Mitigation Simulation

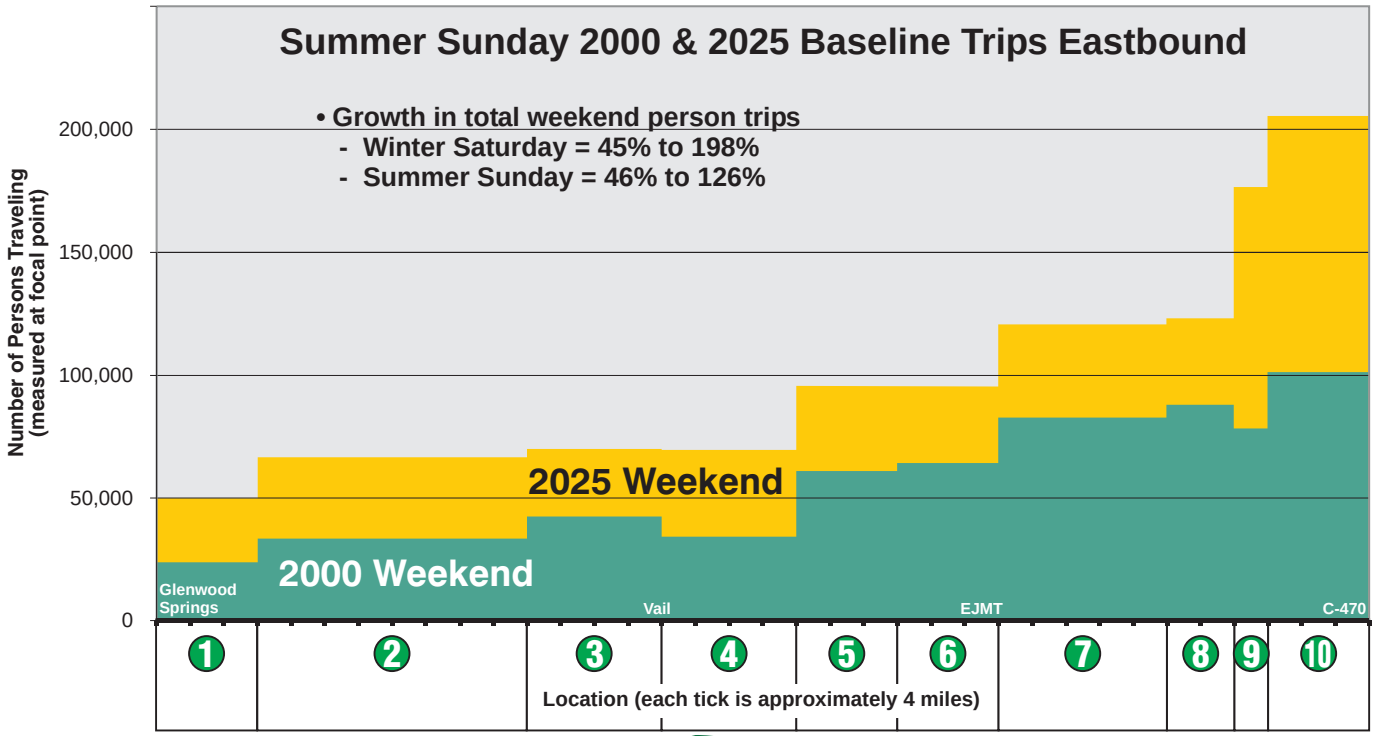
Project Orientation

Project Need

Project Need:
To increase capacity, improve accessibility and mobility, and decrease congestion.

Alternatives would meet the underlying need by addressing capacity deficiencies, providing I-70 users with transportation mode choices, reducing hours of congestion, and improving travel time, particularly during periods of peak use in the Corridor.





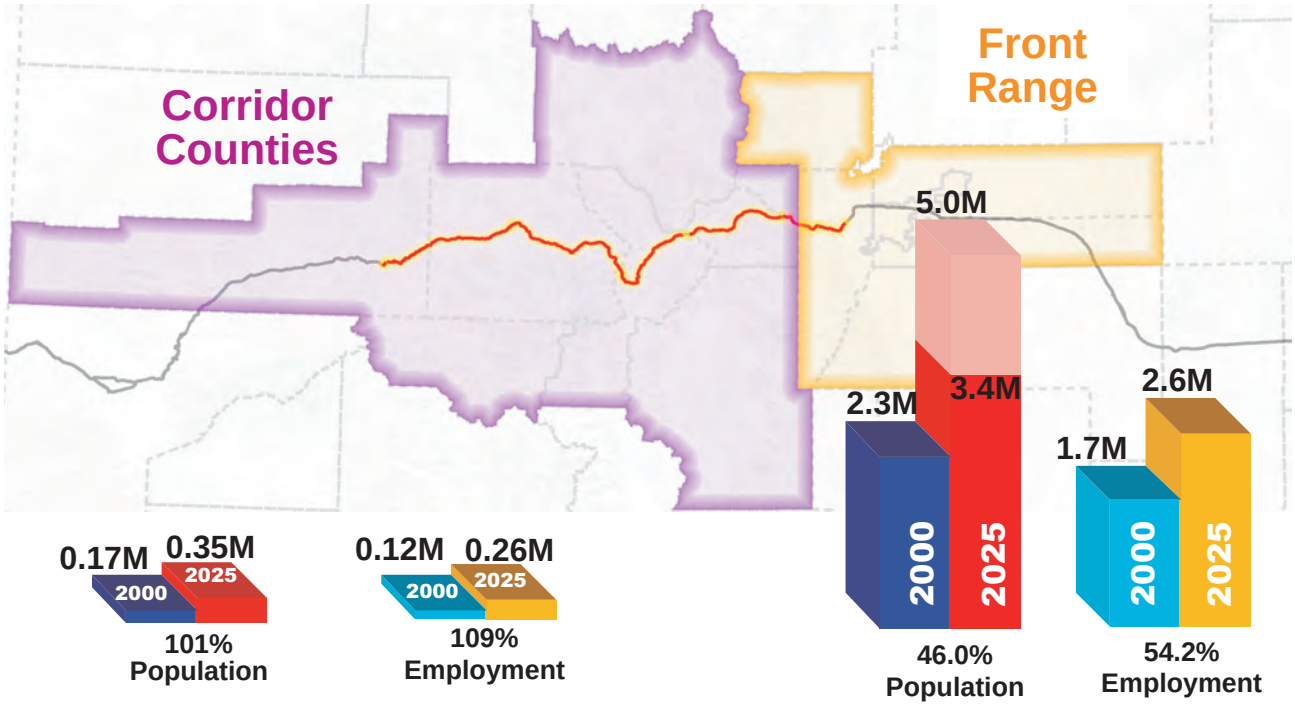
Project Purposes

The overall purpose of the proposed action will be to determine the future capacity, mode choice(s), and general location(s) for the future travel demand of the Corridor, in a manner that addresses the underlying need, while providing for and accommodating the listed purposes. The safety purpose as noted below is also integral to the underlying needs due to its association to roadway deficiencies.

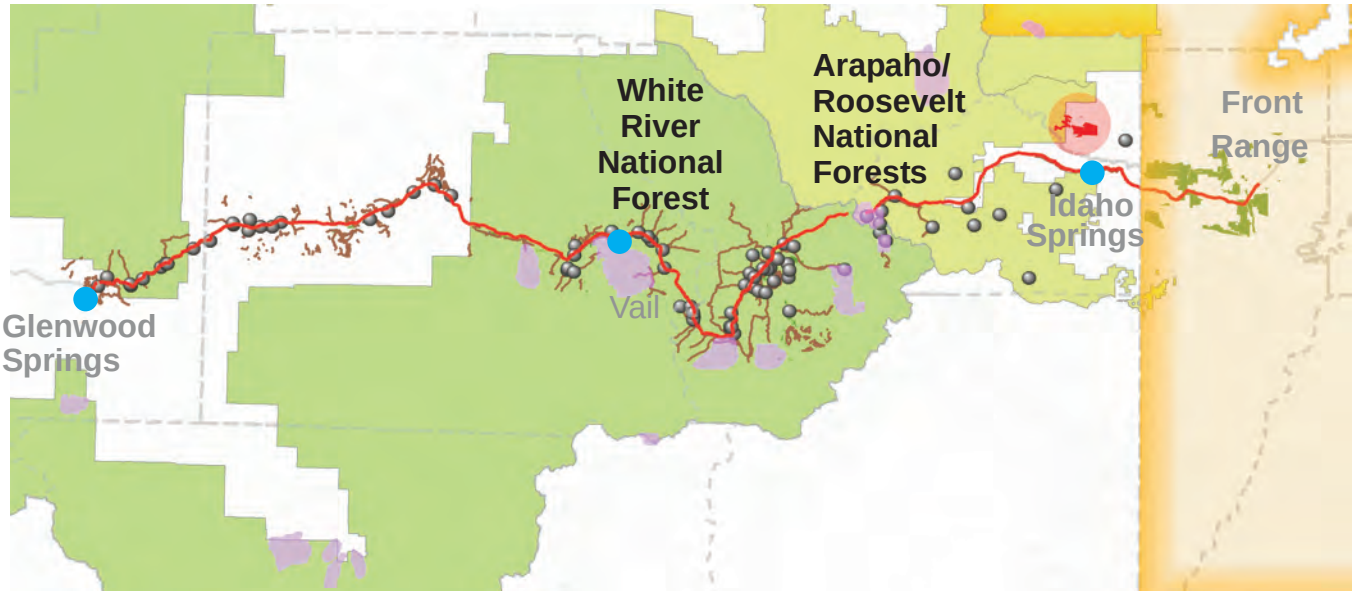
- **Environmental sensitivity.** A full spectrum of environmental resources, including stream sedimentation, water quality, wildlife crossings, and impacts on wetlands, will be considered in the selection of a preferred alternative.
- **Respect for Community Values.** Issues associated with air quality, historic resources, noise, visual resources, and social and economic values, as well as the impact of the transportation system's footprint on the mountain communities, will be considered in the selection of a preferred alternative. The possible growth changes and economic effects that might occur, depending on the ease of difficulty of access, will also be disclosed.
- **Safety.** Problematic roadway geometric conditions, such as tight curves and lane drops, as well as the safety characteristics of the modes of travel, will be considered in the selection fo a preferred alternative.
- **Ability to Implement.** Technical feasibility (that is, overall use of a mode and the feasibility of the technology), as well as affordability in terms of capital costs, maintenance and operational costs, user costs, and environmental mitigation costs, will be considered in the selection of a preferred alternative. Implementation includes consideration of construction impacts on existing mobility and the communities along the Corridor.

Growth and Recreation Demand

Population & Employment Increases



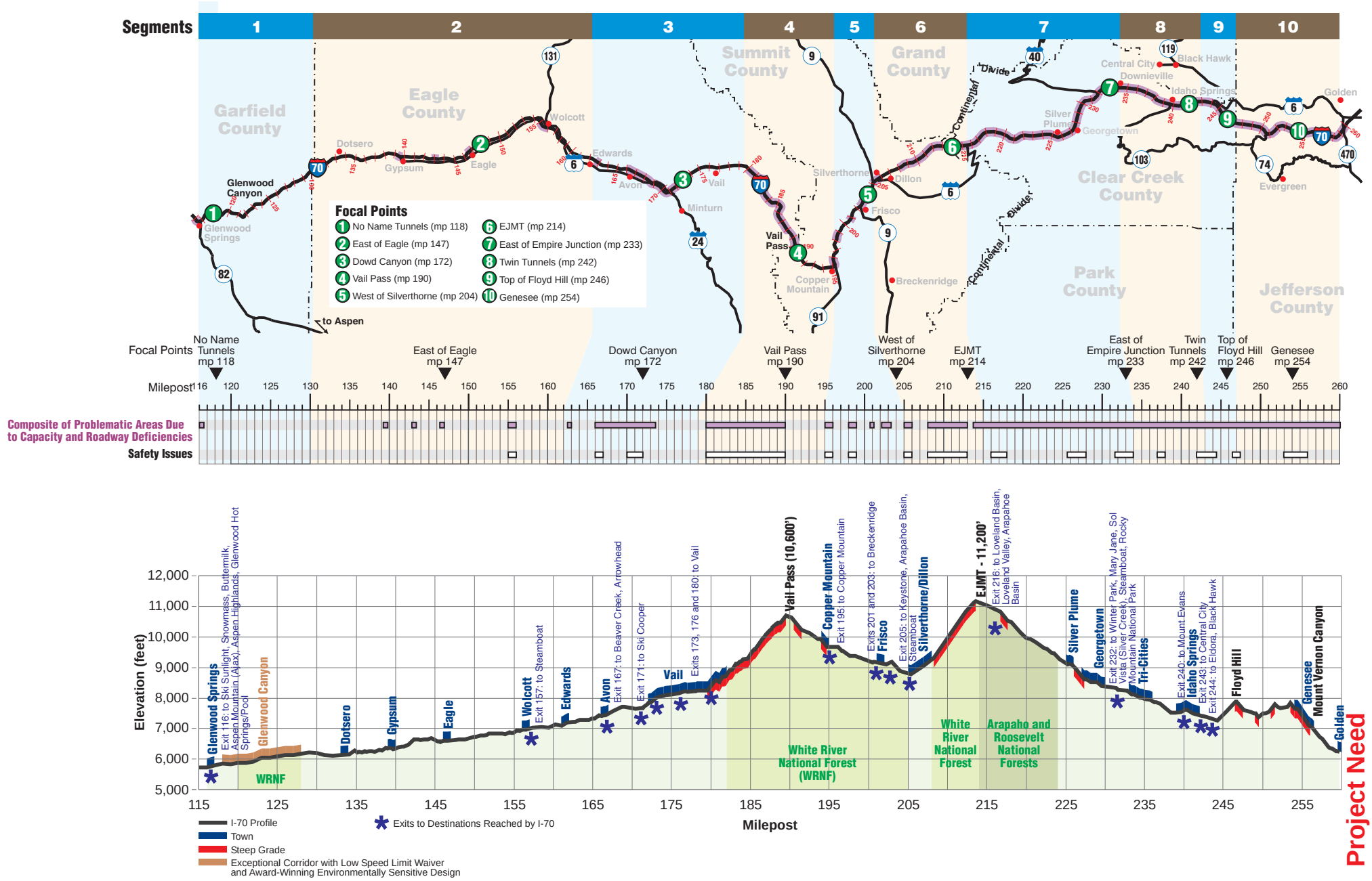
224 Recreation Sites within 3 Miles



Tourism is Colorado's second-largest industry
White River and Arapaho National Forests are two of the most highly visited forests in the US

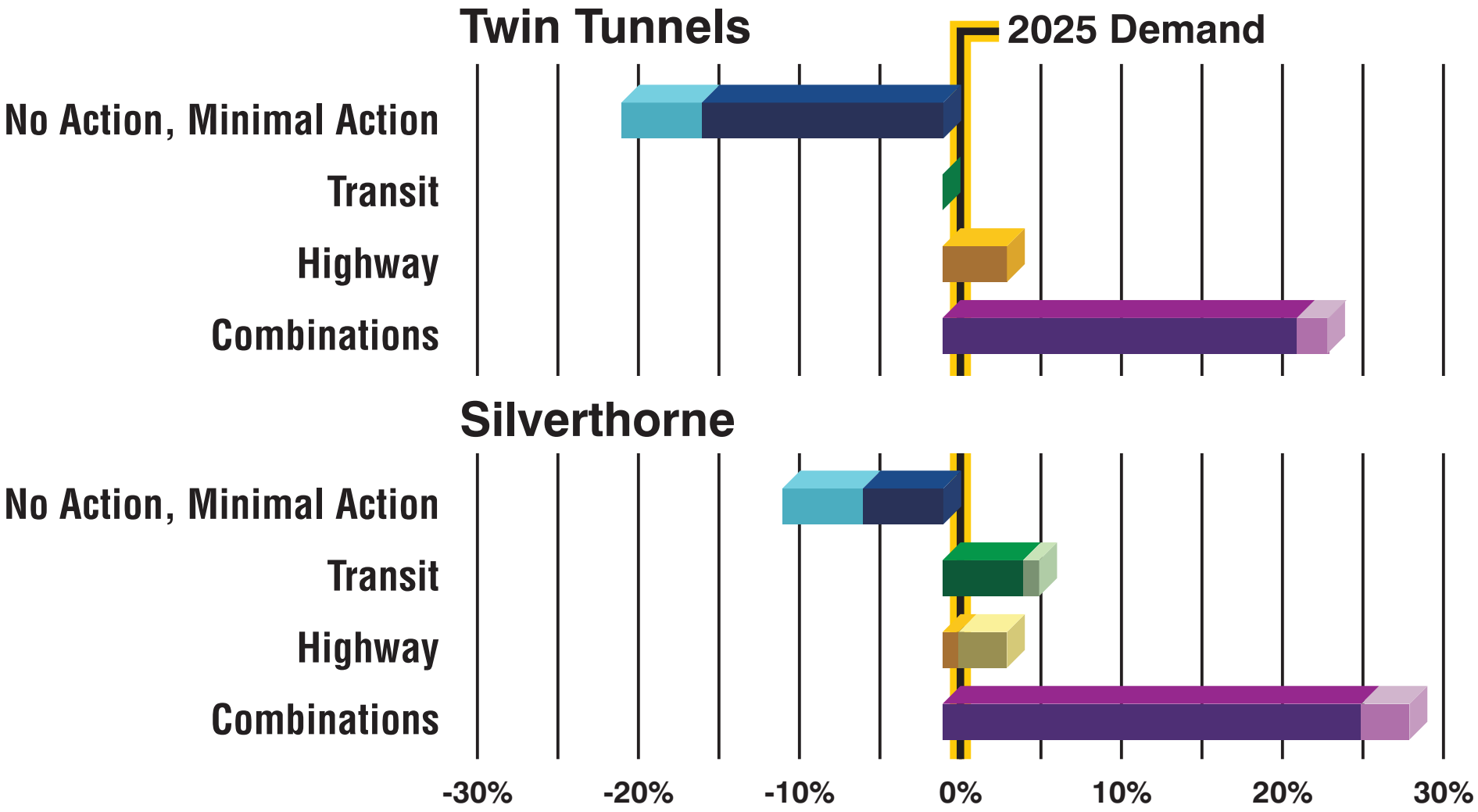
Project Need

Problematic Areas

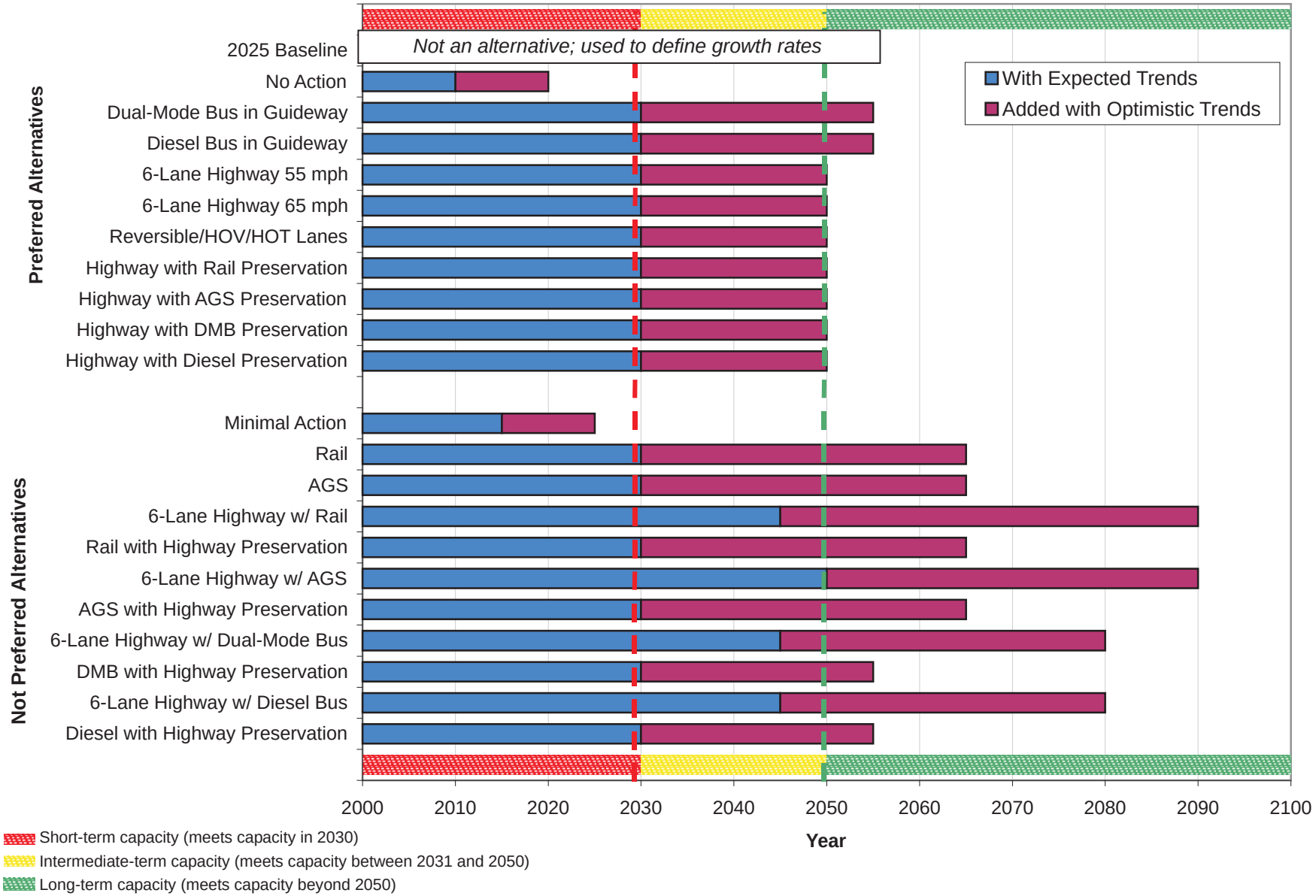


Project Need

Suppressed/Induced Demand Differences Between Twin Tunnels and Silverthorne



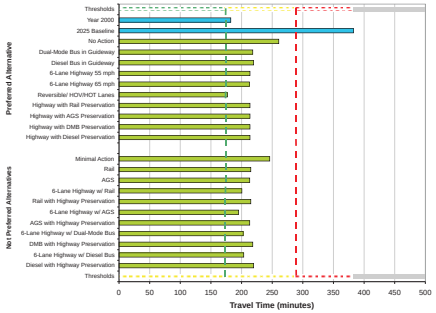
2025 vs Beyond 2025



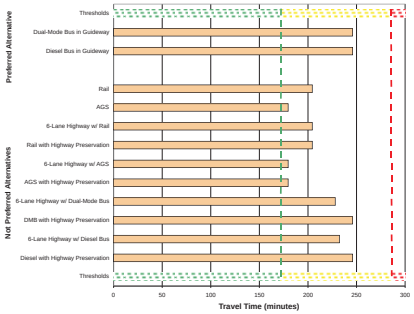
Mobility

Travel Time

Select Model Day, Peak-Hour Highway Travel Time (Westbound: C-470 to Glenwood Springs)

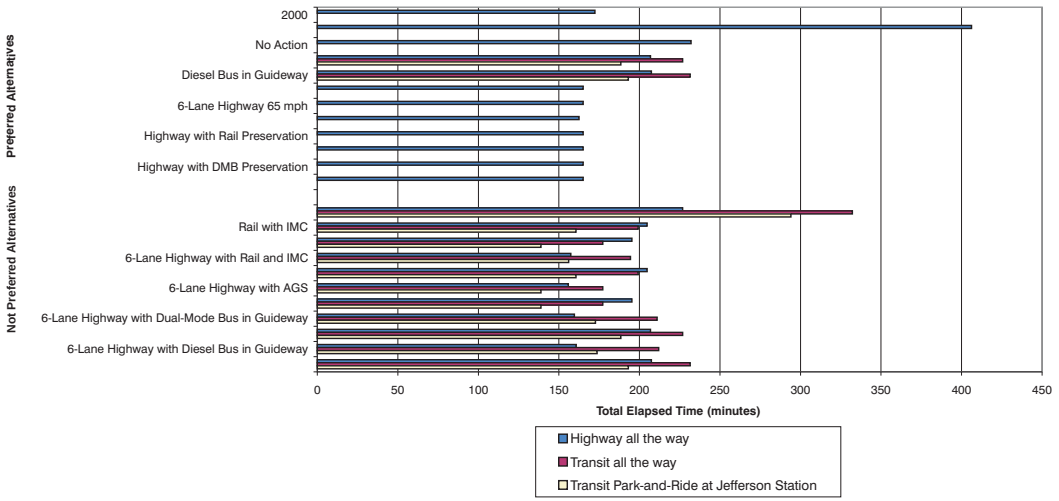


Select Model Day, Peak-Hour Transit Travel Time (Westbound: C-470 to Glenwood Springs)

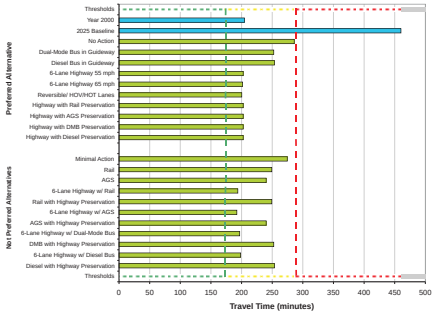


Threshold Legend
- Shortest travel time (avg. 50 mph or greater)
- Intermediate travel time (avg. 30 - 50 mph)
- Longest travel time (avg. 30 mph or lower)

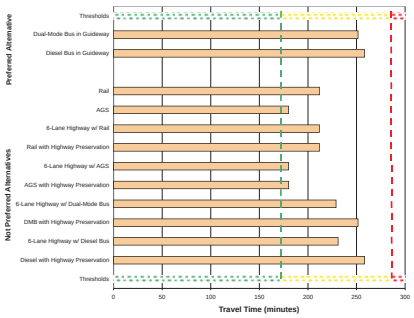
Comparison of Travel Time for Trips from Vail to Denver Technological Center - Summer Sunday Eastbound



Select Model Day, Peak-Hour Highway Travel Time (Eastbound: Glenwood Springs to C-470)

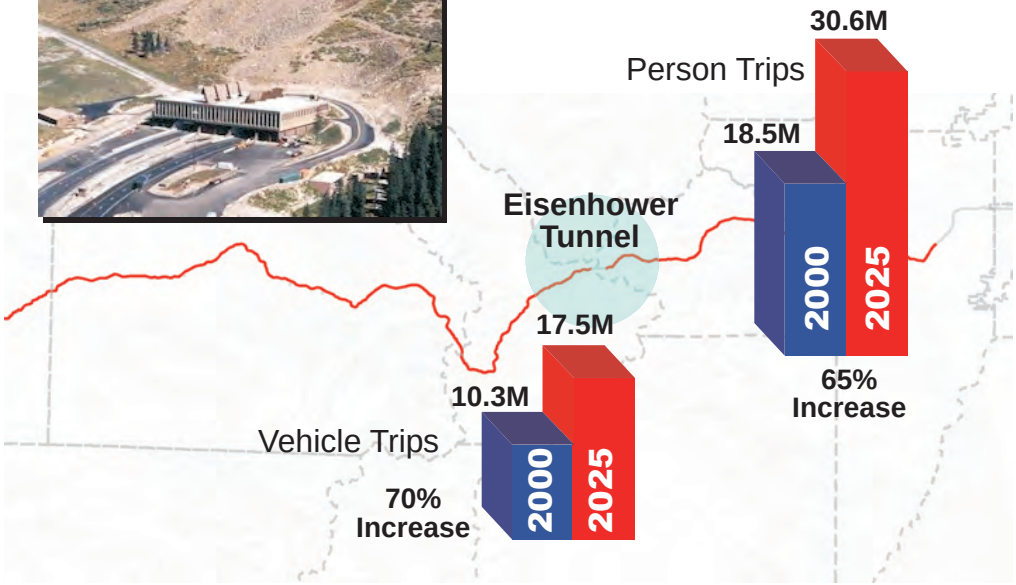


Select Model Day, Peak-Hour Transit Travel Time (Eastbound: Glenwood Springs to C-470)

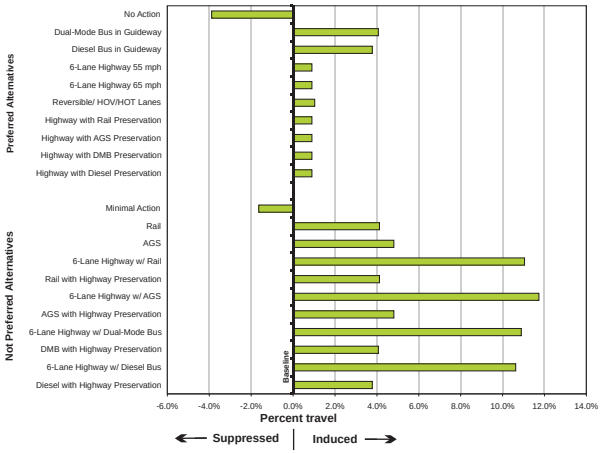


Mobility

Meeting the Demand

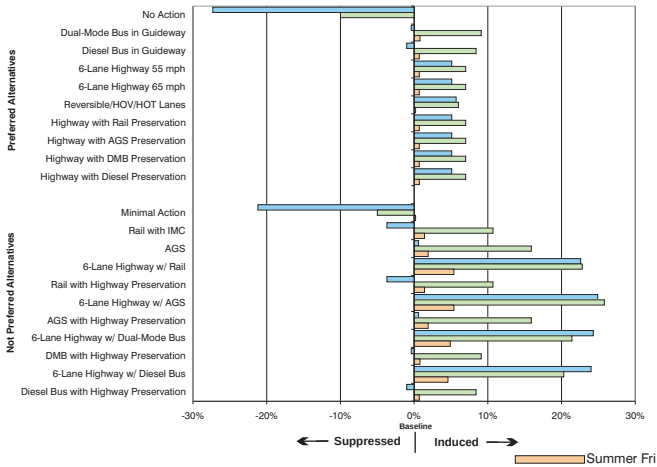


How would alternatives address annual travel demand?

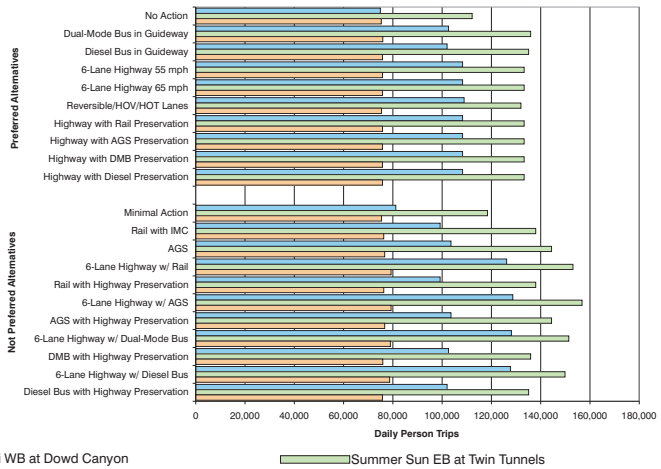


Definition of "Baseline": The Baseline scenario assumes that travel demand will grow in line with population and employment projections and recreation use, not considering the limitations of I-70.

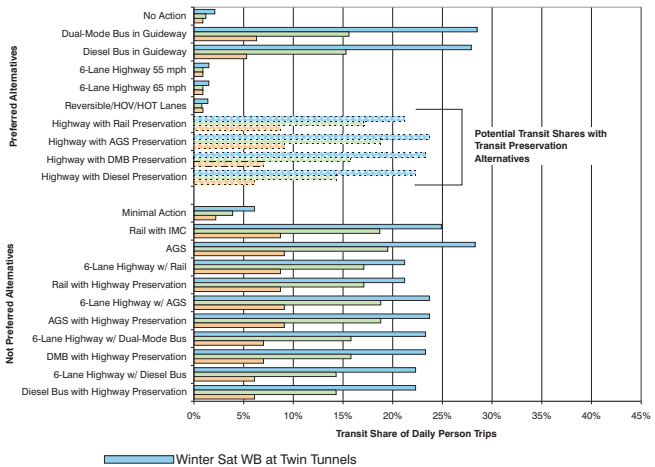
How would alternatives address peak travel demand?



How many total trips would alternatives accommodate?



How many transit trips would alternatives accommodate?



Summer Fri WB at Dowd Canyon
Summer Sun EB at Twin Tunnels
Winter Sat WB at Twin Tunnels

Mobility

Mobility Comparison

Mobility Comparisons

Element of Purpose and Need	Year 2000	2025 Baseline	No Action Alternative	1 Minimal Action Alternative	Transit Alternatives: 2 Rail with IMC	3 Advanced Guideway System (AGS)	4 Dual-Mode Bus in Guideway	5 Diesel Bus in Guideway	Highway Alternatives: 6 6-Lane Highway 55 mph	7 6-Lane Highway 65 mph	8 Reversible/ HOV/HOT Lanes	Combination Highway/Transit Alternatives: 9 6-Lane Highway with Rail and IMC	10 6-Lane Highway with AGS	11 6-Lane Highway with Dual-Mode Bus in Guideway	12 6-Lane Highway with Diesel Bus in Guideway
Effect on Annual Travel (average of all focal points combined)	N/A	N/A	-4%	-2%	+4%	+5%	+4%	+4%	+1%	+1%	+1%	9 - Build Combination Simultaneously: +11%	10 - Build Combination Simultaneously: +12%	11 - Build Combination Simultaneously: +11%	12 - Build Combination Simultaneously: +11%
												9a - Build Transit and Preserve for Highway: +4%	10a - Build Transit and Preserve for Highway: +5%	11a - Build Transit and Preserve for Highway: +4%	12a - Build Transit and Preserve for Highway: +4%
												9b - Build Highway and Preserve for Transit: +1%	10b - Build Highway and Preserve for Transit: +1%	11b - Build Highway and Preserve for Transit: +1%	12b - Build Highway and Preserve for Transit: +1%
Annual Average Peak-Hour Highway Travel Time (minutes)	153	236	207	193	171	170	175	176	167	167	164	9: 161	10: 160	11: 163	12: 164
												9a: 171	10a: 170	11a: 175	12a: 176
												9b: 167	10b: 167	11b: 167	12b: 167
Peak Hour of Selected Model Day Westbound Highway Travel Time (minutes)	182	383	261	246	215	213	218	220	214	213	177	9: 200	10: 195	11: 203	12: 203
												9a: 215	10a: 213	11a: 218	12a: 220
												9b: 214	10b: 214	11b: 214	12b: 214
Peak Hour of Selected Model Day Eastbound Highway Travel Time (minutes)	205	460	286	275	249	240	253	254	203	202	200	9: 194	10: 192	11: 197	12: 198
												9a: 249	10a: 240	11a: 253	12a: 254
												9b: 203	10b: 203	11b: 203	12b: 203
Network Capacity (Trend)	N/A	N/A	2010	2015	2030	2030	2030	2030	2030	2030	2030	9: 2045	10: 2050	11: 2045	12: 2045
												9a: 2030	10a: 2030	11a: 2030	12a: 2030
												9b: 2030	10b: 2030	11b: 2030	12b: 2030
Network Capacity (Optimistic)	N/A	N/A	2020	2025	2065	2065	2055	2055	2050	2050	2050	9: 2090	10: 2090	11: 2080	12: 2080
												9a: 2065	10a: 2065	11a: 2055	12a: 2055
												9b: 2050	10b: 2050	11b: 2050	12b: 2050
Annual Hours of Congestion (LOS F): Westbound	N/A	5,209	2,959	2,471	1,985	2,026	2,304	2,290	1,300	1,300	329	9: 1,158	10: 1,099	11: 1,183	12: 1,212
												9a: 1,985	10a: 2,026	11a: 2,304	12a: 2,290
												9b: 1,300	10b: 1,300	11b: 1,300	12b: 1,300
Annual Hours of Congestion (LOS F): Eastbound	N/A	3,068	2,430	1,655	1,052	1,009	1,218	1,205	1,936	1,936	1,965	9: 1,632	10: 1,560	11: 1,807	12: 1,846
												9a: 1,052	10a: 1,009	11a: 1,218	12a: 1,205
												9b: 1,936	10b: 1,936	11b: 1,936	12b: 1,936

Legend

Ability to Accommodate 2025 Baseline Demand

- Baseline Demand or Greater - more than 0 percent (Induced Trips)
- Less than Baseline Demand - less than 0 percent (Suppressed Trips)

Network Capacity

- Shortest travel time (average 50 mph or greater)[2] / Long-term capacity (2051 or beyond)
- Intermediate travel time (average 30 to 50 mph)[2] / Intermediate-term capacity (2031 to 2050)
- Longest travel time (average 30 mph or lower)[2] / Short-term capacity (2030 or earlier)

Mobility

Construction

Tier 1 Construction Assumptions and Future Considerations

Key Assumptions for Construction Timing, Phasing and Traffic Management

- Construction of any alternative retained for full evaluation in the PEIS would be accomplished between the years 2010 and 2025
- Construction in proximity to communities would occur in consultation with the affected communities
- Nighttime construction concerns would include construction noise and lights
- Construction phasing approach will be further refined during the Tier 2 design phase
- No lane restrictions during peak directions of travel

Construction Impact Assumptions

- Construction disturbance zone - 15 feet beyond the proposed permanent footprint for most alternatives
- AGS to be constructed within the footprint
- An additional 15-foot sensitivity zone beyond the construction disturbance zone (related to impacts affecting habitats and water resources)
- Exceptions anticipated in areas requiring tall rock cuts - between Fall River Road and the base of Floyd Hill (milepost 237 to 244)

Construction Timing Qualifications

- Factors that could influence the timing and sequencing:
  - Revenue stream annual availability of project funds
  - Necessity to maintain existing traffic operations
  - Seasonal factors, such as weather and temperature constraints, and the accommodation of recreational events
  - Compliance with environmental mitigation requirements

Summary Comparison of Potential Traffic Disruption during Construction

Least Construction Impacts

- No Action Alternative
  - Least construction impact on traffic
  - No changes in the I-70 footprint and alignment Minimal Action, Rail with IMC, and AGS Alternatives

Intermediate Construction Impacts

- Minimal Action Alternative
  - Intermediate range of traffic disruption
    - 24 interchanges
    - 39 total miles (eastbound and westbound) of auxiliary lanes
    - Four curve safety modifications locations
- Rail with IMC and AGS Alternatives
  - Intermediate range of traffic disruption
    - Approximately 92 miles of a new (partially elevated) rail system
    - Construction requirements for approximately 115 miles of an elevated AGS
    - New tunnel bores at the EJMT and Twin Tunnels
    - Would be constructed adjacent to the existing travel lanes of I-70, or in the median
    - Use of existing travel lanes during construction (except construction of transit structures over I-70)

Greatest Construction Impacts

- Bus in Guideway, Highway, and Combination Alternatives
  - Greatest range of traffic disruption
    - Reconstruction of 16 miles of I-70 to accommodate the bus guideway in a barrier-separated system within the median of I-70
    - Reconstruction of 37 miles of I-70 to accommodate additional lanes for Six-Lane Highway (55 or 65 mph), and Reversible/HOV/HOT Lanes
    - New tunnel bores
    - Potential structured lanes through the Idaho Springs area

Potential Traffic Disruption During Construction

		Transit Alternatives				Highway Alternatives			Combination Highway/Transit Alternatives			
	1	2	3	4	5	6	7	8	9	10	11	12
									6-Lane Highway with Rail and IMC	6-Lane Highway with AGS	6-Lane Highway with Dual-Mode Bus in Guideway	6-Lane Highway with Diesel Bus in Guideway
No Action Alternative	Minimal Action Alternative	Rail with IMC	Advanced Guideway System	Dual-Mode Bus in Guideway	Diesel Bus in Guideway	6-Lane Highway 55 mph	6-Lane Highway 65 mph	Reversible/ HOV/HOT Lanes	9 – Build Combination simultaneously	10 – Build Combination simultaneously	11 – Build Combination simultaneously	12 – Build Combination simultaneously
									9a – Transit Built First	10a – Transit Built First	11a – Transit Built First	12a – Transit Built First
									9b – Highway Built First	10b – Highway Built First	11b – Highway Built First	12b – Highway Built First

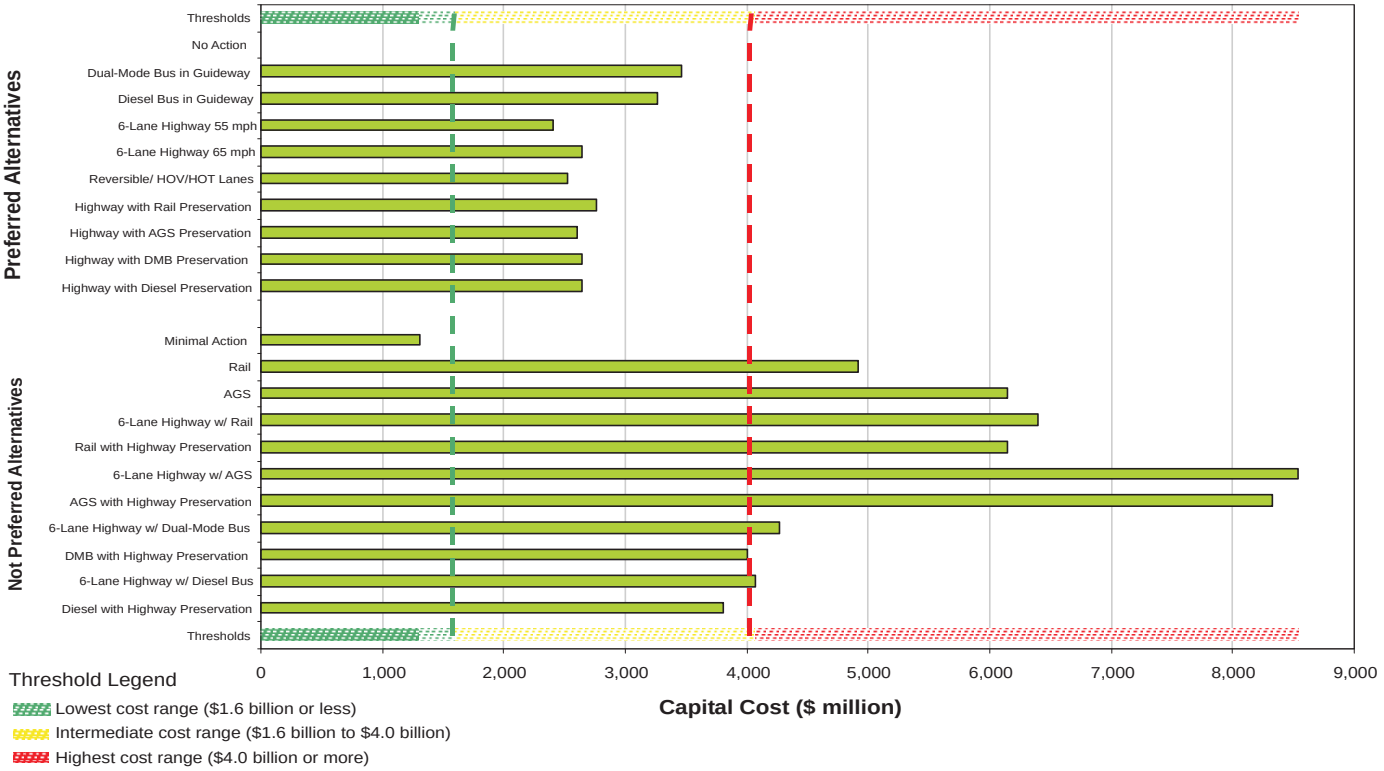
Legend

Least construction impacts
Intermediate construction impacts
Greatest construction impacts

Mobility

Costs of Alternatives

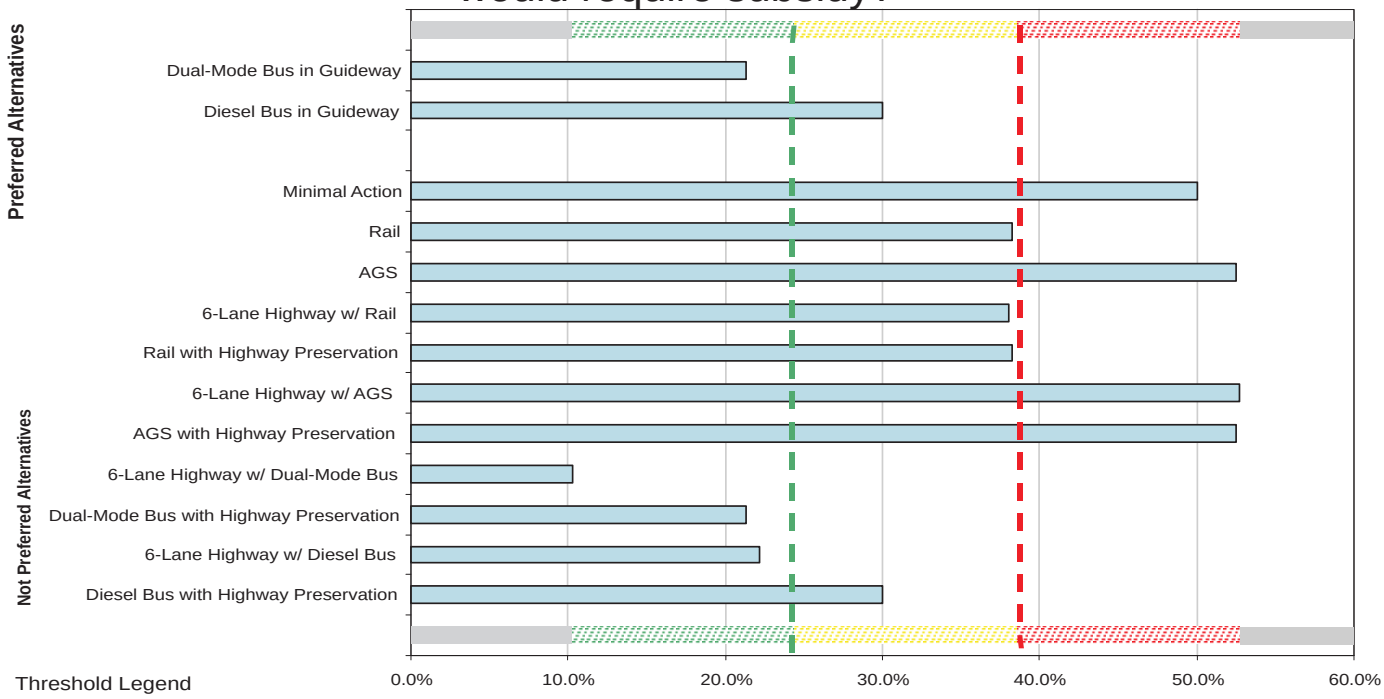
What are the capital costs of the alternatives?



Threshold Legend

- Lowest cost range ($1.6 billion or less)
- Intermediate cost range ($1.6 billion to $4.0 billion)
- Highest cost range ($4.0 billion or more)

What percentage of the transit operation and maintenance costs would require subsidy?



Threshold Legend

- Lowest subsidy cost range (less than 22 percent)
- Intermediate subsidy cost range (22 to 37 percent)
- Highest subsidy cost range (more than 37 percent)

Cost Effectiveness

Element of Purpose and Need				Transit Alternatives				Highway Alternatives			Combination Highway/Transit Alternatives							
		No Action Alternative	1 Minimal Action Alternative	2 Rail with IMC	3 Advanced Guideway System (AGS)	4 Dual-Mode Bus in Guideway	5 Diesel Bus in Guideway	6 6-Lane Highway 55 mph	7 6-Lane Highway 65 mph	8 Reversible/ HOV/HOT Lanes	9 6-Lane Highway with Rail and IMC		10 6-Lane Highway with AGS		11 6-Lane Highway with Dual-Mode Bus in Guideway		12 6-Lane Highway with Diesel Bus in Guideway	
											9 - Build Combination Simultaneously		10 - Build Combination Simultaneously		11 - Build Combination Simultaneously		12 - Build Combination Simultaneously	
											9a - Build Transit and Preserve for Highway		10a - Build Transit and Preserve for Highway		11a - Build Transit and Preserve for Highway		12a - Build Transit and Preserve for Highway	
											9b - Build Highway and Preserve for Transit		10b - Build Highway and Preserve for Transit		11b - Build Highway and Preserve for Transit		12b - Build Highway and Preserve for Transit	
Cost	% Transit O&M Costs Requiring Subsidy ($ Annual Transit Subsidy/ / $ Annual Transit O&M)	N/A	50% ($16 / $31)	38% ($52 / $135)	53% ($95/ $180)	21% ($20 / $94)	30% ($30 / $99)	N/A	N/A	N/A	9	38% ($54 / $142)	10	53% ($105 / $200)	11	10% ($9 / $83)	12	22% ($21 / $93)
											9a	38% ($52 / $135)	10a	53% ($95 / $180)	11a	21% ($20 / $94)	12a	30% ($30 / $99)
											9b	N/A	10b	N/A	11b	N/A	12b	N/A
	Capital Cost ($ million)	$0*	$1,308	$4,915	$6,149	$3,468	$3,264	$2,405	$2,648	$2,520	9	$6,400	10	$8,540	11	$4,275	12	$4,071
											9a	$6,147	10a	$8,321	11a	$4,008	12a	$3,803
											9b	$2,759	10b	$2,601	11b	$2,640	12b	$2,640
	Overall Cost-Effectiveness ($/person-mi)	N/A	$1.45	$1.14	$1.21	$0.74	$0.73	$0.94	$1.06	$0.87	9	$0.99	10	$1.44	11	$0.63	12	$0.65
											9a	$1.39	10a	$1.56	11a	$0.85	12a	$0.84
											9b	$1.07	10b	$1.01	11b	$1.03	12b	$1.03

Legend

Transit O & M Costs Requiring Subsidy
lowest third: less than 24 percent
middle third: 24 to 39 percent
highest third: more than 39 percent

Capital Cost
$1.6 billion or less
$1.6 to 4.0 billion
$4.0 billion or more

Overall Cost-Effectiveness
least cost per incremental person mile: less than $0.94 per person mile
intermediate cost per incremental person mile: $0.94 to $1.25 per person mile
greatest cost per incremental person mile: more than $1.25 per person mile

Note: N/A = Not applicable.
Overall cost-effectiveness is defined as the ratio of the difference in net cost between the alternative and the No Action alternative, to the difference in person miles of travel between the alternative and the No Action alternative. Net cost is the capital cost annualized at 7 percent, plus operating and maintenance costs, less fare receipts.

***Note:** * $0 represents new capital projects in the I-70 corridor. This does not reflect the operating and maintenance or capital projects independently planned.*

Environmental Sensitivity - Levels of Impacts of Alternatives

			Transit Alternatives				Highway Alternatives			Combination Highway / Transit Alternatives			
		1	2	3	4	5	6	7	8	9	10	11	12
	No Action Alternative	Minimal Action Alternative	Rail with IMC	Advanced Guideway System	Dual-Mode Bus in Guideway	Diesel Bus in Guideway	6-Lane Highway 55 mph	6-Lane Highway 65 mph	Reversible / HOV / HOT Lanes	6-Lane Highway with Rail and IMC	6-Lane Highway with AGS	6-Lane Highway with Dual-Mode Bus in Guideway	6-Lane Highway with Diesel Bus in Guideway
										9 – Build Combination simultaneously	*10 – Build Combination simultaneously*	*11 – Build Combination simultaneously*	*12 – Build Combination simultaneously*
										9a – Build Transit First	*10a – Build Transit First*	*11a – Build Transit First*	*12a – Build Transit First*
										9b – Build Highway First	*10b – Build Highway First*	*11b – Build Highway First*	*12b – Build Highway First*
Key Deer Habitat (acres)	0	26	26	45	26	26	26	26	26	26	53	26	26
Key Elk Habitat(acres)	0	0	4	0	1	1	4	4	6	10	9	7	7
Key Bighorn Sheep Habitat (acres)	0	112	201	148	185	185	215	220	236	274	248	244	244
Quality Songbird Habitat (acres)	0	3	11	7	3	3	3	1	3	12	8	3	3
Summary (acres)	**0**	**143**	**244**	**200**	**215**	**215**	**248**	**252**	**271**	**323**	**318**	**283**	**283**
Threatened, Endangered, and Special Status Species Habitat (acres)	0	118.5	310.8	244.0	135.7	135.7	189.7	177.3	192.9	429.1	393.5	257.5	257.5
Vegetation (acres)	0	188	215	170	138	138	218	192	230	300	285	237	237
Wetlands (acres)	0	5.6	12.9	7.1	4.8	4.8	9.0	9.0	10.6	18.7	18.3	12.5	12.5
Springs / Fens (acres)	0	0	0.5	0.3	0	0	0	0	0	0.6	0.6	0	0
Other Waters of the US (acres)	0	9.0	15.9	11.2	8.3	8.3	11.3	12.4	13.1	19.6	18.1	15.8	15.8
Riparian Areas (acres)	0	16.4	19.5	16.6	13.1	13.1	20.8	22.9	22.9	30.8	28.1	24.7	24.7
Summary (acres)	0	30.9	48.8	35.3	26.1	26.1	41.1	44.5	46.5	69.8	65.2	53.0	53.0
Fisheries (acres)	0	28.6	41.4	31.0	15.9	15.9	32.2	28.9	33.7	53.3	51.0	35.6	35.6
Streams (linear feet)	0	21,089	32,434	24,869	23,111	23,111	30,501	32,375	33,708	43,758	41,319	37,173	37,173
Winter Maintenance (% increase in sand / deicer)	0% / 0%	23% / 19%	8% / 8%	8% / 8%	7% / 39%	7% / 39%	29% / 26%	27% / 24%	32% / 30%	29% / 26% 8% / 8% 29% / 26%	29% / 26% 8% / 8% 29% / 26%	29% / 55% 7% / 39% 29% / 26%	29% / 55% 7% / 39% 29% / 26%
Stormwater TSS	0%	15%	26%	8%	16%	16%	19%	17%	22%	41% 26% 19%	19% 8% 19%	20% 16% 19%	20% 16% 19%
Stormwater Chloride	0%	15%	28%	9%	17%	17%	20%	19%	23%	42% 28% 20%	20% 9% 20%	26% 17% 20%	26% 17% 20%
Stormwater Phosphorus	0%	15%	26%	8%	16%	16%	20%	18%	22%	40% 26% 20%	20% 8% 20%	24% 16% 20%	24% 16% 20%
Stormwater Copper	NA	15%	26%	9%	17%	17%	19%	18%	22%	40% 26% 19%	19% 9% 19%	24% 17% 19%	24% 17% 19%
Stormwater Zinc	NA	15%	26%	9%	16%	16%	20%	18%	23%	41% 26% 20%	20% 9% 20%	25% 16% 20%	25$ 16% 20%

Legend:

Least Impact
Intermediate Impact
Greatest Impact

Each set of rankings and color-coding is specific to a resource; ranks and colors cannot be compared across resources. For each resource, alternatives were ranked in order (from least to greatest) based on the area affected, by the combination of the alternative footprint, construction disturbance, and sensitivity zone. Alternatives disturbing the same amount of area (to within 5 percent difference) were given the same rank. Color-coding shows the greatest, intermediate, and least impacts, based on each resource's specific units of measure and range of impacts.

Community Values - Levels of Impacts of Alternatives

				Transit Alternatives				Highway Alternatives			Combination Highway / Transit Alternatives			
			1	2	3	4	5	6	7	8	9	10	11	12
		No Action Alternative	Minimal Action Alternative	Rail with IMC	Advanced Guideway System	Dual-Mode Bus in Guideway	Diesel Bus in Guideway	6-Lane Highway 55 mph	6-Lane Highway 65 mph	Reversible / HOV / HOT Lanes	6-Lane Highway with Rail and IMC	6-Lane Highway with AGS	6-Lane Highway with Dual-Mode Bus in Guideway	6-Lane Highway with Diesel Bus in Guideway
											9 – Build Combination simultaneously	*10 – Build Combination simultaneously*	*11 – Build Combination simultaneously*	*12 – Build Combination simultaneously*
											9a – Build Transit First	*10a – Build Transit First*	*11a – Build Transit First*	*12a – Build Transit First*
											9b – Build Highway First	*10b – Build Highway First*	*11b – Build Highway First*	*12b – Build Highway First*
Land Use	Parcels (number)	0	70	77	73	75	75	71	76	80	87	87	85	85
	ROW (acres)	0	27.8	34.1	32.6	24.8	24.8	27.5	29.0	28.6	37.0	39.5	32.0	32.0
Visual Resources (miles)		0	12	50	110	37	37	36	35	36	75	110	47	47
Recreation (number of properties)		N/A	8	12	12	6	6	9	8	9	12	12	11	11
Historic (number of properties)		N/A	10	11	11	11	11	11	11	12	12	12	12	12
4(f)		N/A	Similar											
Noise (in decibels)	Dowd Canyon	2	2	7	3	2	2	3	Decrease (tunnel)	3	8	7	2	2
											7	7	2	2
											3	3	2	2
	Vail	2	2	4	3	2	2	2	2	2	4	3	2	2
											4	3	2	2
											2	2	2	2
	Dillon Valley	1	1	2	1	1	2	1	1	1	2	1	1	1
											2	1	1	1
											1	1	1	1
	Silver Plume	1	1	2	1	1	2	3	3	3	4	3	3	4
											2	1	1	2
											3	3	3	3
	Georgetown	1	3	2	1	1	2	3	3	3	4	3	3	4
											2	1	1	2
											3	3	3	3
	Lawson, Downieville, Dumont	1	1	2	1	1	2	3	3	3	4	3	3	4
											2	1	1	2
											3	3	3	3
	Idaho Springs *	0	0	2	1	1 to 6	2 to 7	3 to 8	3 to 8	3 to 8	4 to 10	4 to 10	4 to 10	4 to 10
											2 to 7	1 to 6	1 to 6	2 to 7
											3 to 8	3 to 8	3 to 8	3 to 8
Air Quality	CO (tons/day)	68.9	67.7	65.6	65.9	66.9	64.7	77.6	77.6	88.7	74.0	74.2	74.9	75. 1
											65.6	65.9	66.9	64.7
											77.6	77.6	77.6	77.6
	Entrained Dust (tons/day)	64.8	64.9	61.5	61.1	64.5	62.6	72.9	72.9	74.5	70.2	70.1	73.3	73.7
											61.5	61.1	64.5	62.6
											72.9	72.9	72.9	72.9
	Visibility	52.9	52.6	50.0	49.8	52.5	51.0	59.5	59.5	62.7	57.0	56.9	59.6	59.9
											50.0	49.8	52.5	51.0
											59.5	59.5	59.5	59.5

Legend:

- **Least Impact**
- **Intermediate Impact**
- **Greatest Impact**

Each set of rankings and color-coding is specific to a resource; ranks and colors cannot be compared across resources. For each resource, alternatives were ranked in order (from least to greatest) based on the area affected, by the combination of the alternative footprint, construction disturbance, and sensitivity zone. Alternatives disturbing the same amount of area (to within 5 percent difference) were given the same rank. Color-coding shows the greatest, intermediate, and least impacts, based on each resource's specific units of measure and range of impacts.

* **Range in decibels** Lower range from on grade systems and higher range from elevated systems.

** Values shown are for the purpose of comparison among alternatives and are not quantitative measures of visibility impairment.

Alternative Comparison

Summary of Cumulative Impacts

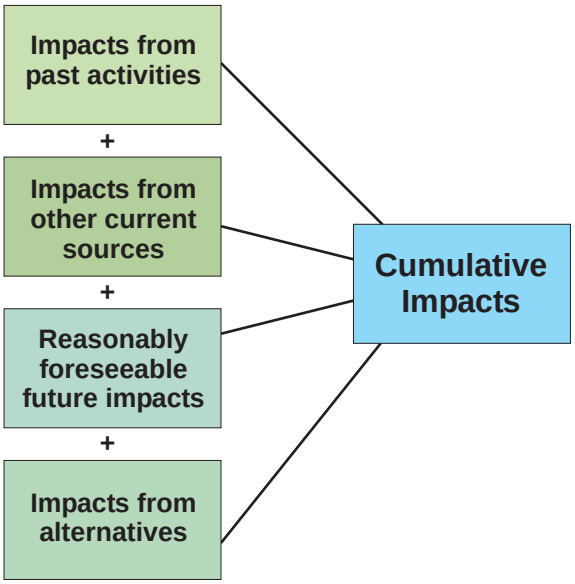
Resource	No Action	Minimal Action	Transit Alternatives	Highway Alternatives	Highway/Transit Combination Alternatives
Wildlife Habitat	No Cumulative Impact	No Cumulative Impact	**Foreseeable Future:** Existing and planned development acreage comprises ~ 47%, 35%, 9%, and 23% of deer, elk, bighorn sheep, and songbird habitat, respectively. **Cumulative Impacts:** Transit alternatives would increase Corridor impacts slightly (additional increase of <5% from expected habitat changes) due to possible induced growth (centered in urban areas) in the Eagle River watershed.	**Foreseeable Future:** Existing and planned development acreage comprises ~ 47%, 35%, 9%, and 23% of deer, elk, bighorn sheep, and songbird habitat, respectively. **Cumulative Impacts:** Highway alternatives would increase Corridor impacts moderately (additional increase of 1% to 22% from expected habitat changes) due to possible induced growth (in both urban and rural areas) in the Eagle River watershed.	**Foreseeable Future:** Existing and planned development acreage comprises ~ 47%, 35%, 9%, and 23% of deer, elk, bighorn sheep, and songbird habitat, respectively. **Cumulative Impacts:** Combination alternatives would have the greatest increase in Corridor impacts (additional increase of 3% to 39% from expected habitat changes) due to possible induced growth (in both urban and rural areas) in the Eagle River and Blue River watersheds.
Wetlands	No Cumulative Impact	No Cumulative Impact	**Foreseeable Future:** Existing and planned development acreage comprises ~37% of water resources/wetlands (200' buffer zone) areas. **Cumulative Impacts:** Transit alternatives would increase Corridor impacts slightly (additional increase of ~2% from expected growth) due to possible induced growth (centered in urban areas) in the Eagle River watershed. Direct impacts (primarily the Rail with IMC alternative) would have cumulative effects (additive to historic impacts) in the Clear Creek watershed.	**Foreseeable Future:** Existing and planned development acreage comprises ~37% of water resources/wetlands (200' buffer zone) areas. **Cumulative Impacts:** Highway alternatives would increase Corridor impacts moderately (additional increase of ~13% from expected change) due to possible induced growth (in both urban and rural areas) in the Eagle River watershed. Direct impacts would have cumulative effects (additive to historic impacts) in the Clear Creek watershed.	**Foreseeable Future:** Existing and planned development acreage comprises ~37% of water resources/wetlands (200' buffer zone) areas. **Cumulative Impacts:** Combination alternatives would have the greatest Corridor impacts (additional increase of ~28% from expected change) due to possible induced growth (in both urban and rural areas) in the Eagle River and Blue River watersheds. Direct impacts (primarily the Rail with IMC Combination alternative) would have cumulative effects (additive to historic impacts) in the Clear Creek watershed.
Water Resources	No Cumulative Impact	No Cumulative Impact	**Foreseeable Future:** Existing I-70 contributes 6% of the phosphorus load in the Corridor. Planned development will increase phosphorus loads by ~23%. **Cumulative Impacts:** Transit alternatives would increase Corridor impacts slightly (<7%) due to possible induced growth (centered in urban areas) in the Eagle River watershed.	**Foreseeable Future:** Existing I-70 contributes 6% of the phosphorus load in the Corridor. Planned development would increase phosphorus loads by ~23%. **Cumulative Impacts:** Highway alternatives would increase Corridor impacts slightly (~10%) due to possible induced growth (in both urban and rural areas) in the Eagle River watershed.	**Foreseeable Future:** Existing I-70 contributes 6% of the phosphorus load in the Corridor. Planned development would increase phosphorus loads by ~23%. **Cumulative Impacts:** Combination alternatives would have the greatest Corridor impacts (~24% increase) due to possible induced growth (in both urban and rural areas) in the Eagle River and Blue River watersheds.
Social and Economic Values	**Foreseeable Future:** Regional GRP is expected to grow 215% by 2035. **Cumulative Impacts:** Possible suppressed economic conditions could decrease expected growth in GRP by ~ 22%		**Foreseeable Future:** Regional GRP is expected to grow 215% by 2035. Corridor population is expected to grow 100% by 2025. **Cumulative Impacts:** Transit alternatives are expected to support growth in GRP. Transit alternatives will have moderate Corridor impacts caused by possible induced growth in Eagle County (additional increase of 22% from expected growth). Induced growth in Eagle County might also increase commuting and cause induced growth impacts on adjacent counties.	**Foreseeable Future:** Regional GRP is expected to grow 215% by 2035. Corridor population is expected to grow 100% by 2025. **Cumulative Impacts:** Highway alternatives are expected to support growth in GRP. Highway alternatives would have slight Corridor impacts (additional increase of ~22% in Eagle County from expected growth change) caused by possible induced growth. Highway alternatives are expected to allow greater dispersed growth in rural areas of Eagle County. Induced growth in Eagle County might also increase commuting and cause induced growth impacts on adjacent counties.	**Foreseeable Future:** Regional GRP is expected to grow 215% by 2035. Corridor population is expected to grow 100% by 2025. **Cumulative Impacts:** Combination alternatives are expected to support or exceed growth in GRP. Combination alternatives would have the greatest impacts (additional increase of ~100% in Eagle County and ~40% in Summit County from expected growth changes) caused by possible induced growth. Induced growth in Eagle and Summit counties might also increase commuting and cause induced growth impacts on adjacent counties.
Recreational Resources	No Cumulative Impact	No Cumulative Impact	**Foreseeable Future:** 2025 projections indicate that ARNF (Corridor districts) skier visits and winter and summer RVDs are expected to increase by 0.6 million, 0.9 million, and 2.6 million, respectively, from 2000 levels. 2025 projections indicate that WRNF (Corridor districts) skier visits and winter and summer RVDs are expected to increase by 1 million, 0.8 million, and 3 million, respectively, from 2000 levels. **Cumulative Impacts:** Transit alternatives could increase ARNF/WRNF visitation levels by 0.2/0.5 million winter forest destination trips and 0.2/0.5 million summer forest destination trips in 2025.	**Foreseeable Future:** 2025 projections indicate that ARNF (Corridor districts) skier visits and winter and summer RVDs are expected to increase by 0.6 million, 0.9 million, and 2.6 million, respectively, from 2000 levels. 2025 projections indicate that WRNF (Corridor districts) skier visits and winter and summer RVDs are expected to increase by 1 million, 0.8 million, and 3 million, respectively, from 2000 levels. **Cumulative Impacts:** Highway alternatives could increase ARNF/WRNF visitation levels slightly by 0.04/0.15 million winter forest destination trips and 0.04/0.12 million summer forest destination trips in 2025.	**Foreseeable Future:** 2025 projections indicate that ARNF (Corridor districts) skier visits and winter and summer RVDs are expected to increase by 0.6 million, 0.9 million, and 2.6 million, respectively, from 2000 levels. 2025 projections indicate that WRNF (Corridor districts) skier visits and winter and summer RVDs are expected to increase by 1 million, 0.8 million, and 3 million, respectively, from 2000 levels. **Cumulative Impacts:** Combination alternatives could produce the greatest increase in ARNF/WRNF visitation levels by 0.4/1.3 million winter forest destination trips and 0.4/1.0 million summer forest destination trips in 2025.
Visual Resources	No Cumulative Impact	No Cumulative Impact	**Foreseeable Future:** Existing and planned development acreage comprises ~32% of the area visible from I-70. **Cumulative Impacts:** The Transit alternatives would have moderate cumulative impacts (an additional ~9% of the area visible from I-70 would be developed) to visual resources from possible induced growth in the Eagle River watershed.	**Foreseeable Future:** Existing and planned development acreage comprises ~32% of the area visible from I-70. **Cumulative Impacts:** The Highway alternatives would have moderate cumulative impacts (additional increase of ~10% in development of the area visible from I-70) to visual resources from possible induced growth in the Eagle River watershed.	**Foreseeable Future:** Existing and planned development acreage comprises ~32% of the area visible from I-70. **Cumulative Impacts:** The Combination alternatives would have the greatest cumulative impacts (additional increase of ~45% in development of the area visible from I-70)) to visual resources from possible induced growth in the Eagle River and Blue River watersheds.
Historic Properties	No Cumulative Impact	No Cumulative Impact	**Foreseeable Future:** Planned development in Clear Creek County is expected to increase developed acreage by more than 200 percent. Impacts from indirect disturbance (noise and visual impacts) to historic districts and landmark areas (mining related) to areas previously displaced/disturbed by original I-70 construction would cause cumulative effects. **Cumulative Impacts:** Planned development and possible development from induced growth in Eagle County might cause limited cumulative effects (indirect visual and noise impacts) to historic landmarks and properties.		
Air Quality	Cumulative Impacts for CO and PM_{10} are not indicated on a regional basis in the Corridor, and cumulative impacts from entrained dust are considered minimal. Emissions from mobile sources have decreased since 1970 due to reformulated gasoline and modern emission controls, and are expected to decrease in the future. Highway maintenance and woodburning controls are expected to control entrained particulate matter.				

Legend:

Least Impact	Intermediate Impact	Greatest Impact

Cumulative Impacts

Cumulative impacts are the combination of the direct and indirect impacts of the alternatives with past, present, or future impacts from other sources.

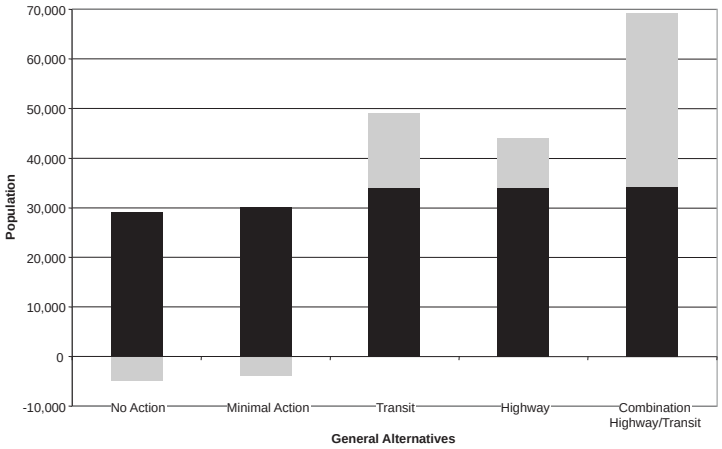


The following resources were assessed for cumulative impacts:

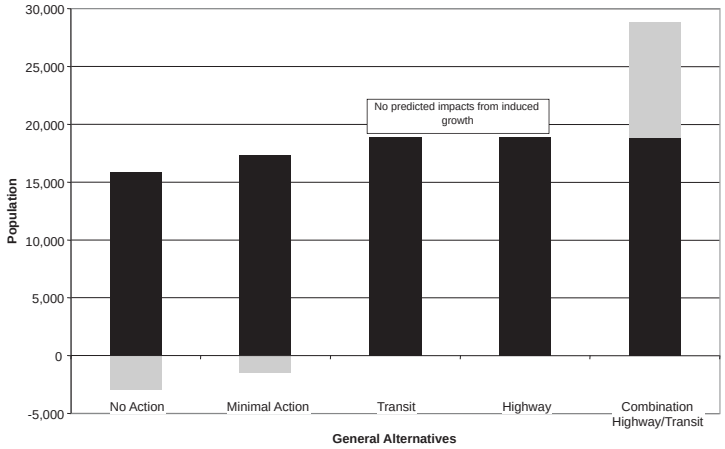
- Air quality - Cumulative air quality impacts from vehicle emissions are not anticipated because emissions from mobile sources have decreased since 1970 due to reformulated gasoline and modern emission controls, and are expected to decrease in the future due to stricter regulatory standards and requirements.
- Wildlife and threatened, endangered and special status (TES) species - Cumulative wildlife and TES impact issues include fragmentation of habitat and increases in barrier effects due to planned development and possible induced growth from alternatives.
- Wetlands - Cumulative wetlands impact issues include loss of wetlands and decreases in their functional value due to runoff, erosion, or contaminants.
- Water resources - Cumulative water resource impact issues include changes in water quality associated with winter highway maintenance activities, changes in stream channels, and water supply issues related to growth.
- Social and economic values - Cumulative impact issues related to social and economic values include possible induced growth and economic impacts on Corridor communities.
- Noise - Cumulative noise impact issues include increases in the levels of noise in the Corridor area in addition to the noise level changes that have taken place since the construction of the interstate.
- Recreation - Cumulative recreation impact issues include increased access to recreation areas, bringing more visitors to these areas.
- Visual resources - Cumulative visual impact issues include changes in the rural character of the landscape.
- Historic communities - Communities in Clear Creek County (including Silver Plume, Georgetown, Lawson, Downieville, Dumont and Idaho Springs) were directly affected by the construction of I-70 in the 1960s and experienced visual and noise impacts as a result of the construction and operation of the interstate. Cumulative impact issues associated with the alternatives include cumulative effects to National Historic Landmarks, Districts, and historic areas.

Susceptibility to Growth - Changes due to Alternatives

Eagle County Growth Cumulative Impacts

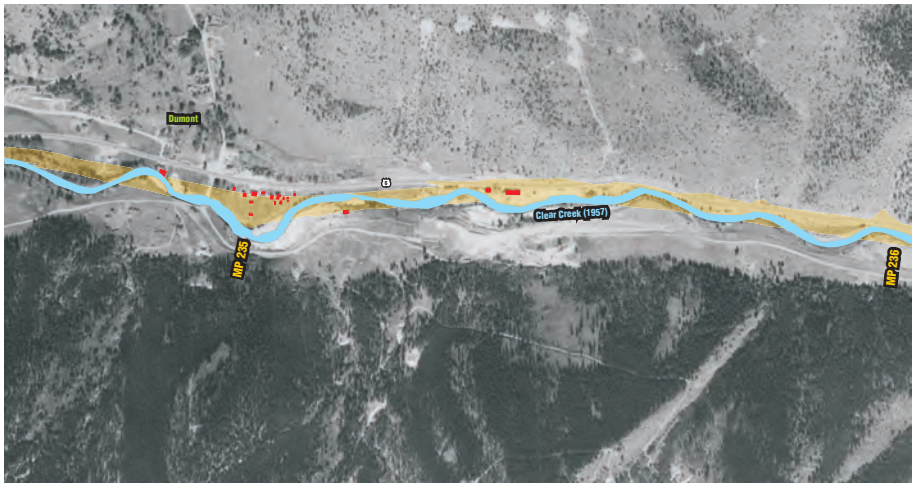


Summit County Growth Cumulative Impacts



Land Use Effects from I-70 Construction

Dumont - 1957



Stream Alignment and Development Pre-I-70

Land Use Effects from I-70 Construction

County	Impacts from Original Construction of I-70		Project Alternatives							
	Land (acres)	Structures	No Action & Minimal Action		Transit		Highway		Combinations	
			Land [a]	Struct. [b]	Land [a]	Struct. [b]	Land [a]	Struct. [b]	Land [a]	Struct. [b]
Jefferson	800	None identified	0 – 27.8	0	24.8 – 34.1	0	27.5-28.6	0	21.4-28.6	0
Clear Creek	1,373 (35) [c]	Approx 80	0 – 4.2	0 – 11	4.2 – 7.5	0 – 16	4.9 – 6.6	0 – 20	5.3 – 5.8	0 – 20
Summit	1,316	Approx 7	0 – 1.2	0	1.2 – 1.8	0	1.2	0	1.2 – 1.7	0
Eagle	2,237	None identified	0 – 21.6	0	16 – 2 3.2	0	20.4 – 21.4	0	21.4 – 28.6	0

a = acres of footprint and construction disturbance outside the existing right-of-way.

b = impacts to structures are based on preliminary Tier 1 designs, which will be refined at Tier 2. Avoidance potential is based on reduction in footprint and construction disturbance zone, primarily associated with coarsely designed interchange areas.

c = 35 acres were developed lands within the communities of Idaho Springs, Dumont, Downieville, Lawson, Georgetown, and Silver Plume. Some acreage impacts included use of existing roadbeds such as US 40 and US 6

Dumont - 2000

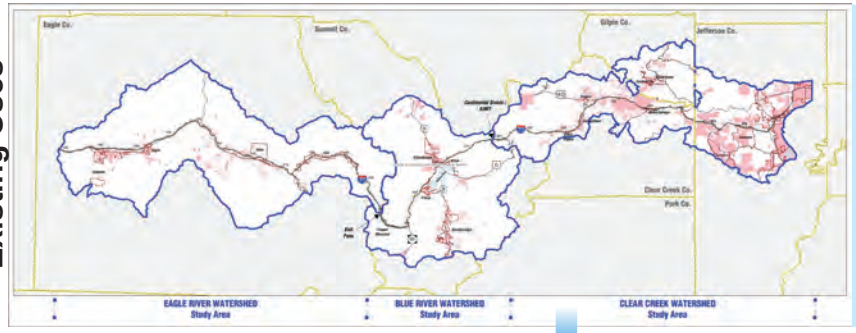
Stream Alignment and Development 2000

Cumulative

Cumulative Impacts to Watersheds/Wetlands

GIS Overlay of Planned Growth and Wetlands Within Corridor Watersheds

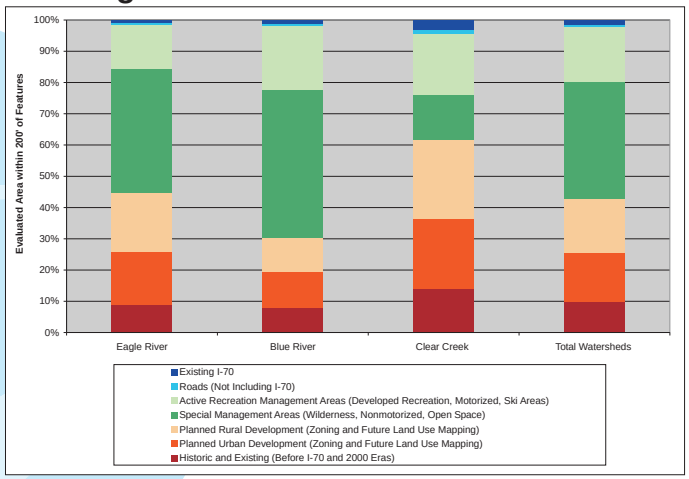
Existing Uses



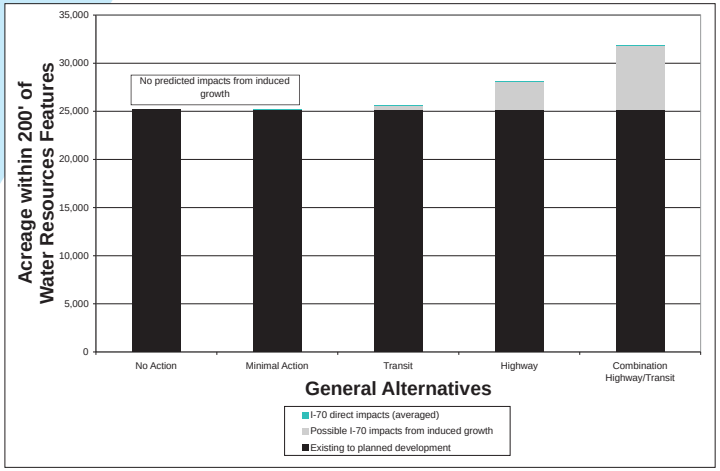
Planned Growth

Existing Uses, Planned Growth, Wetlands

Acres of Wetlands Within Planned Land Use Categories Within Corridor Watersheds



Cumulative Impacts to Wetlands Within Corridor Watersheds

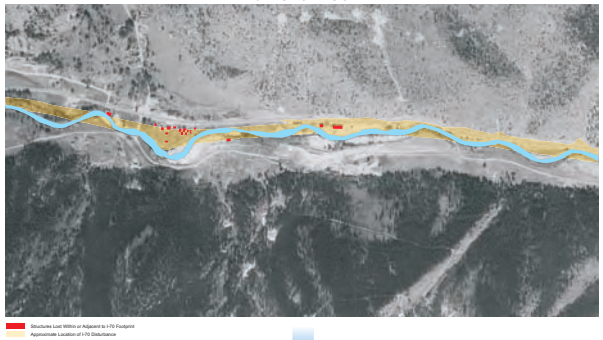


Cumulative

Cumulative Impacts to Clear Creek

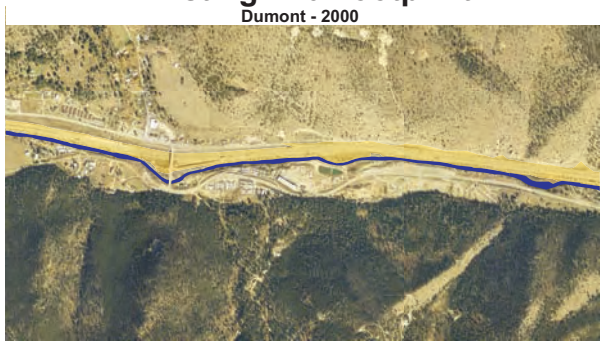
Pre-I-70 Historic Photo with Overlay of I-70 Footprint

Dumont - 1957



Existing I-70 Footprint

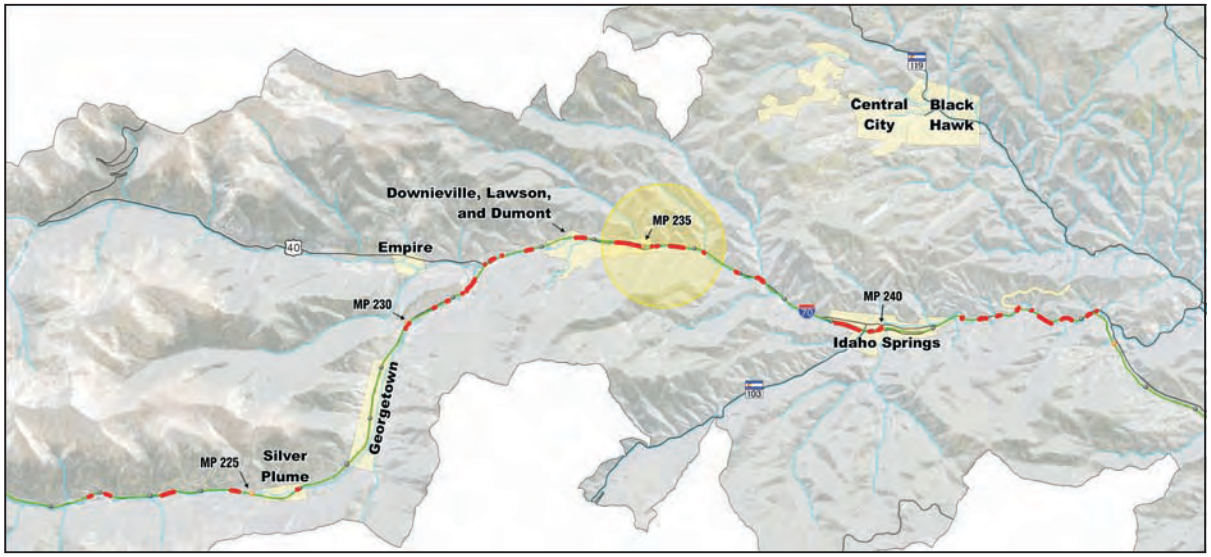
Dumont - 2000



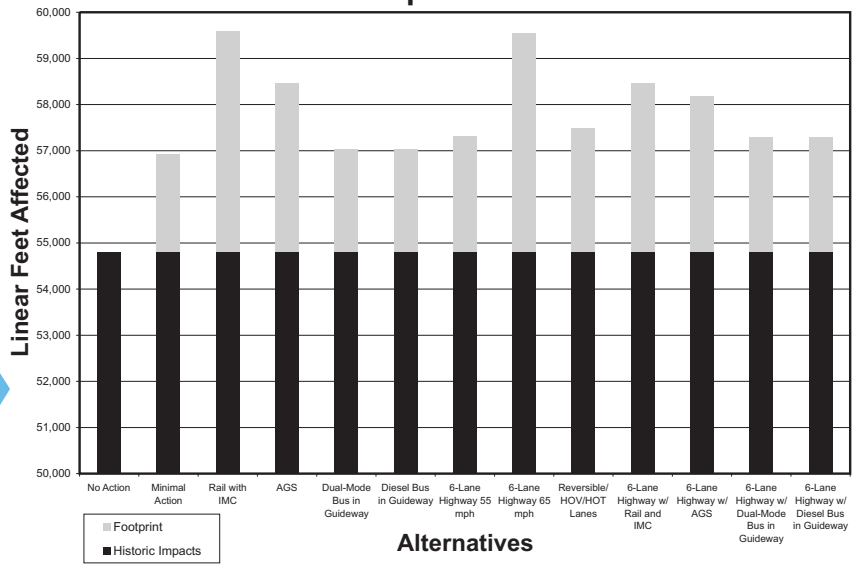
Overlay of Alternatives

Combination Six-Lane Highway with Rail Alternative

Cumulative Stream Impacts to Clear Creek



Cumulative Impacts to Clear Creek



Cumulative

Future Water Demand

Resort County Second Home Ownership, 2000

Jurisdiction	Census 2000		*NWCCOG Non Local Ownership (NLO)			
	Seasonal # Units	Seasonal %	Parcels Total	Owners Total	NLO Total	NLO %
Eagle County	5,932	26.8	9,244	20,815	10,155	48.8
Grand County	4,783	43.9	6,479	10,058	6,360	63.2
Pitkin County	2,728	27.0	10,185	10,185	5,618	55.2
Summit County	13,235	54.7	12,402	23,535	15,736	66.9
Total	**26,678**	**39.6**	**38,310**	**64,593**	**37,869**	**58.6**

** NWCCOG 2003*

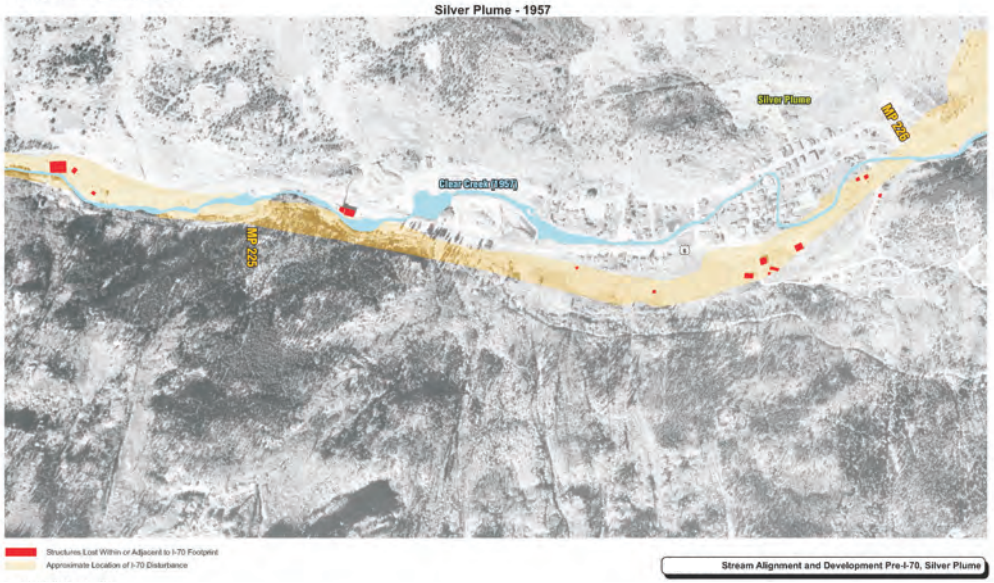
Estimated Total Water Demand

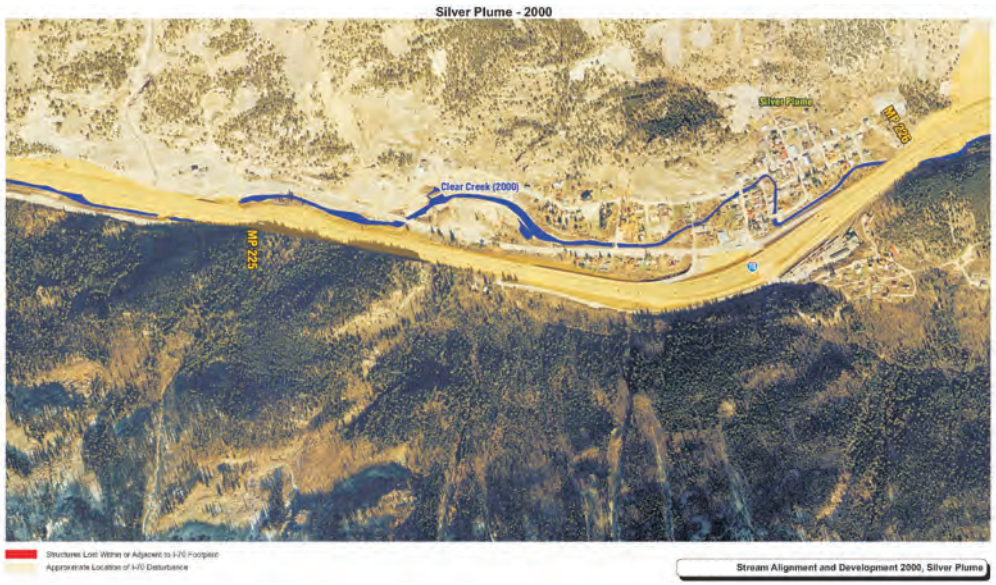
County/Subarea	2000 Water Demand	2025 Water Demand
Garfield	10,402	19,026
Eagle	11,063	20,028
Summit	8,365	15,018
Clear Creek	2,161	3,942
Corridor Counties	**31,991**	**58,075**
Gilpin	2,019	3,034
Grand	3,370	6,882
Lake	1,863	4,394
Park	3,659	13,982
Pitkin	3,913	6,211
All Counties	**46,814**	**93,496**

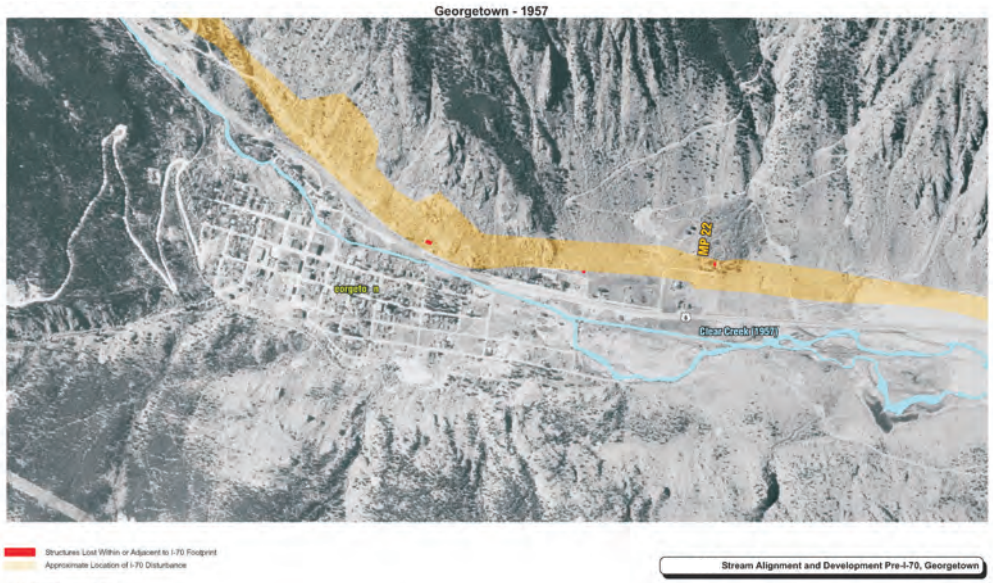
Note: All measurements in acre-feet.

Cumulative

Initial I-70 Impacts

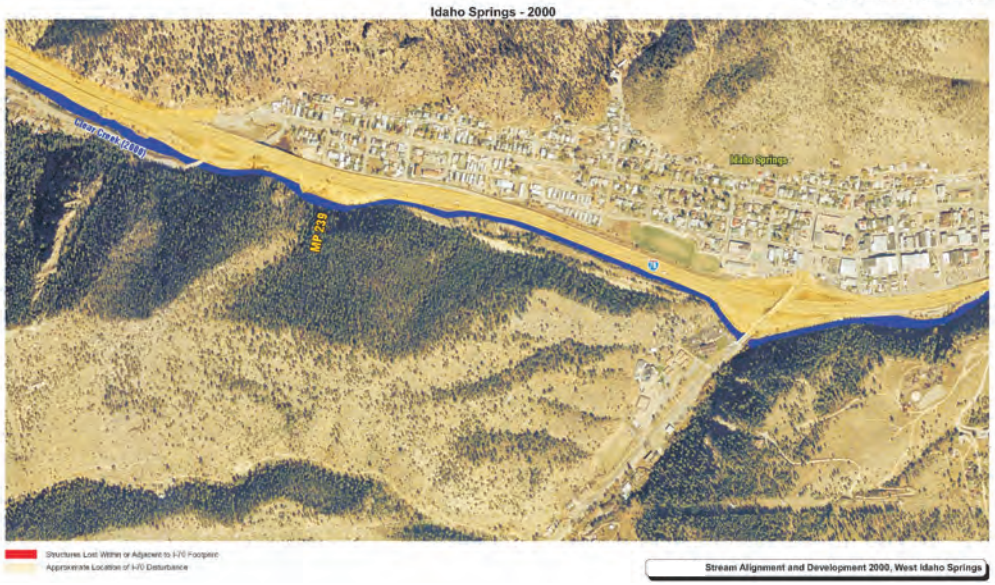


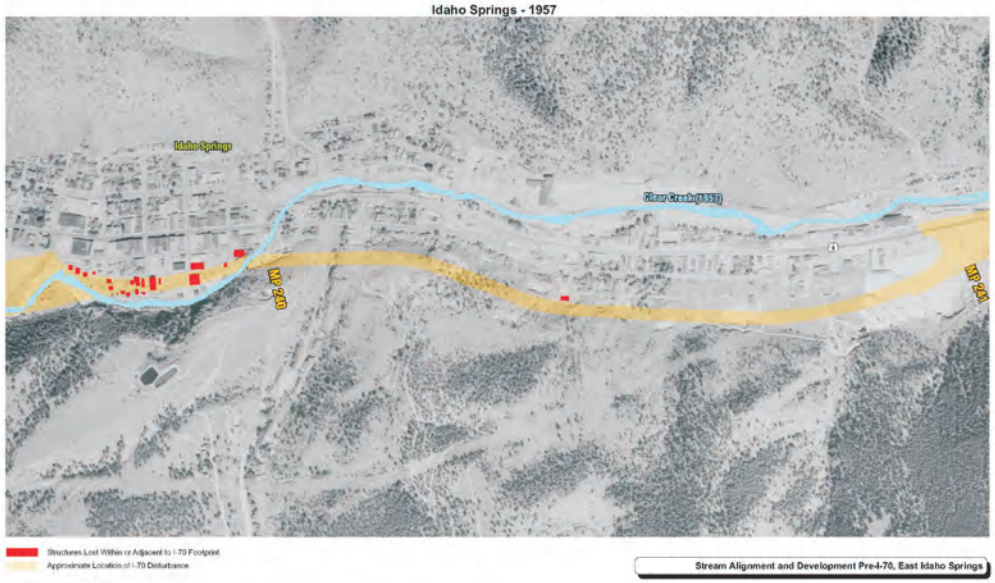


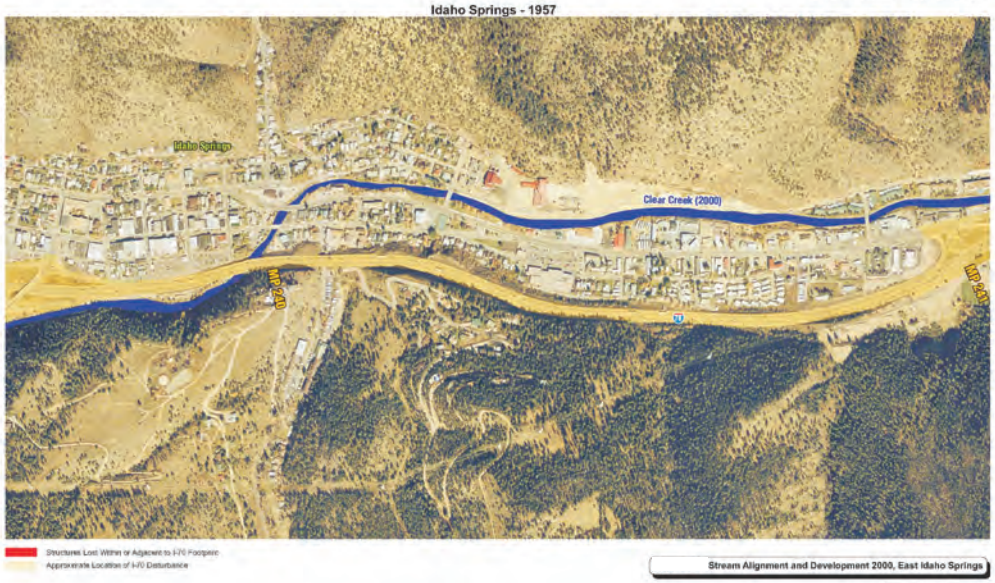


Cumulative

Initial I-70 Impacts







Cumulative

Air Quality

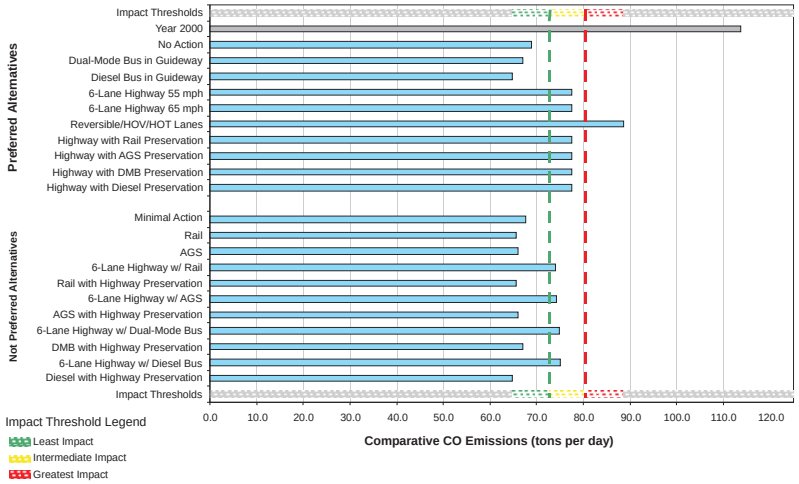
- No exceedances of federal air quality standards would occur in the Corridor for any of the alternatives, including the No Action alternative.

- Due to stricter EPA standards on vehicle emissions and requirements for low sulfur diesel, the future impacts on visibility in the Corridor from traffic on I-70 would be less than existing conditions for any alternative.

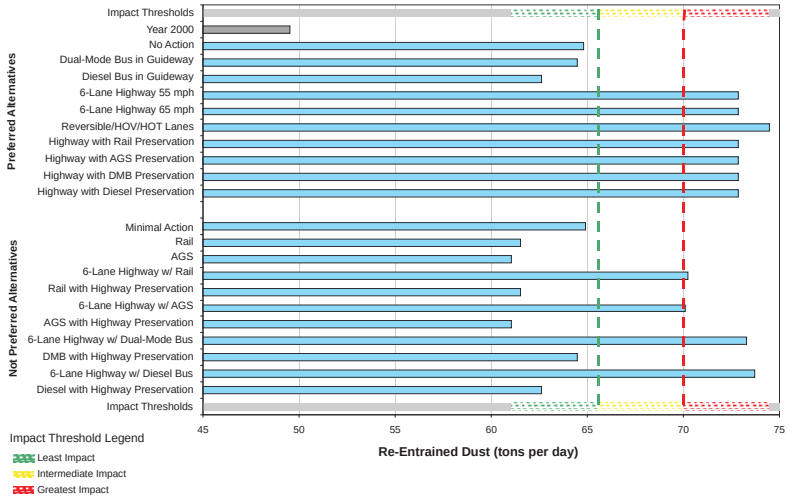
- Future emissions of mobile source air toxics would be less than existing conditions for all alternatives due to stricter future standards on motor vehicles and fuel. EPA has not established ambient air quality standards for mobile source air toxics.

Alternatives' Impacts on Air Quality

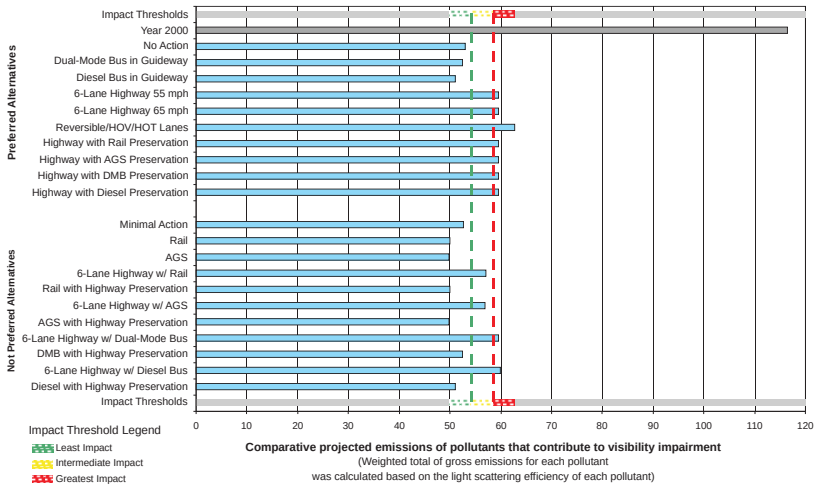
Air Quality: Carbon Monoxide



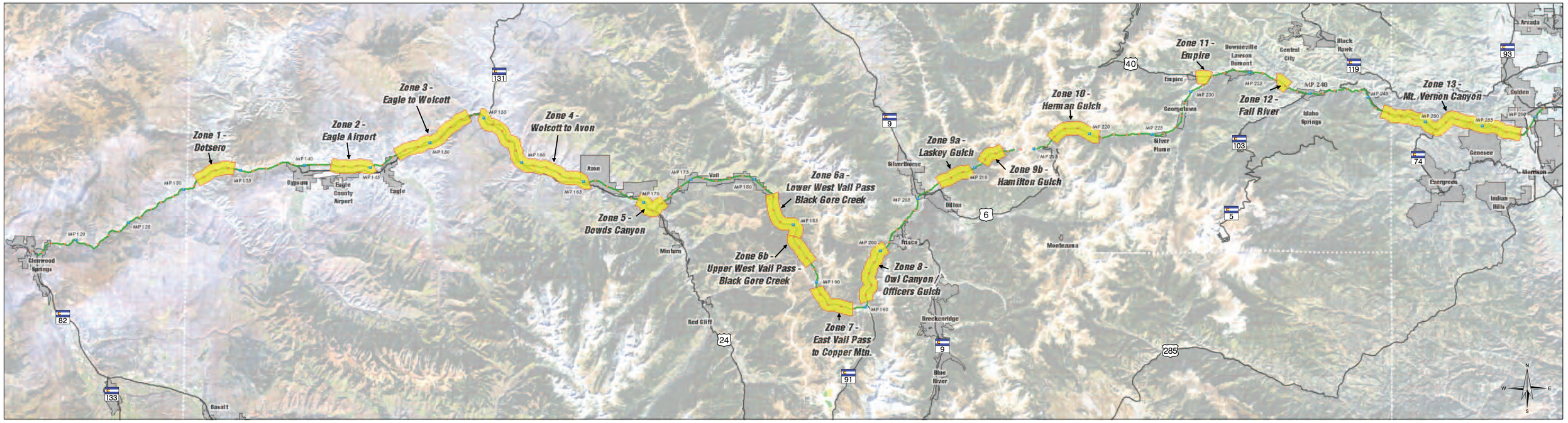
Air Quality: Re-Entrained Dust



Air Quality: Visibility



Wildlife Movement, Linkage Areas, and Proposed Mitigation (ALIVE Program)



Zone 1 - Dotsero (mp 131.4 - 134.5)

Wildlife Movement:

- Known movement corridor for deer and elk.
- Area fairly heavily used for crossing.
- Most deer and elk in this zone cross from mp 133 west to the mouth of the Glenwood Canyon, avoiding the nearby lakes south of I-70 where several developments are planned.
- Mule deer severe winter range and winter concentration areas on both sides of I-70.
- Elk winter range north of I-70.
- Located adjacent to the BLM Glenwood Canyon lynx linkage that provides movement between Flattops Wilderness and Red Tables in WRNF.
- CDOW indicates that as few as 30 percent of the roadkills in this area are ever reported.

Proposed Mitigation:

- mp 132.5 - 132.8: Repair/replace wildlife fencing, as appropriate.
- mp 132.5–132.8: Redesign fence in areas prone to rockfall (approximately 100 feet); use concrete barrier/fence combination.

Zone 2 - Eagle County Airport to Town of Eagle (mp 142.0 - 145.3)

Wildlife Movement:

- Provides for movement to and from deer and elk severe winter range, winter concentration areas, and fawning/calving habitat to the north and south of I-70.
- Mule deer severe winter range areas on north and south of I-70.
- Elk severe winter range on north of I-70 on BLM lands.
- Lands managed by the WRNF as elk habitat are located to the south of the zone.

Proposed Mitigation:

- mp 143.1: Remove fill at bridge west of Cottonwood Creek to increase height, making it more suitable for an elk crossing.
- mp 142.0 - 142.3: Realign wildlife fencing in steep areas north of I-70 where rockfall damage occurs, and repair damaged fencing as necessary.
- mp 145.5: Remove berm from south entrance of passage.
- mp 143.8: Investigate potential costs for conservation easement on private land surrounding the Eagle River.

Zone 3 - Eagle to Wolcott (mp 147.3 - 153.4)

Wildlife Movement:

- Elk severe winter range southwest of I-70.
- Mule deer severe winter range, winter concentration to the south of I-70.
- Forest carnivores including bear and mountain lion frequent the area.
- Providing for lynx movement across shrub-steppe habitats from Flattops Wilderness in the east to Castle Peak in the west, the BLM has designated this zone as a lynx linkage area.

Proposed Mitigation:

- mp 153.8: Extend existing fencing to I-70 bridge across Eagle River.
- mp 151.8: Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.
- Investigate median barriers with gaps large enough to accommodate small mammals (for example, raccoons and skunks). Place barriers every 0.25 mile.
- Investigate costs of conservation easement around mp 151.8.

Zone 4 - Wolcott to Avon (mp 154.5 - 166.5)

Wildlife Movement:

- Heavily traveled by carnivores, including black bear and mountain lion (Bellyache Ridge); designated by CDOW as a human conflict area for both species.
- CDOW considers most of the area a highway conflict zone for deer and elk.
- Elk and mule deer severe winter range and winter concentration both sides of I-70. The area south of I-70 through the eastern portion of this zone contains elk severe winter range and calving areas.
- Federal lands to the north are managed by the WRNF for deer and elk winter range, while the Holy Cross Wilderness is located to the south.
- Rapid development, combined with habitats historically occupied by deer, elk, and forest carnivores has resulted in wildlife conflicts in this zone.
- The zone is located at the western edge of the Castle Peak BLM lynx linkage. BLM has designated the area between mp 154.0 and 160.0 as lynx habitat linkage.

Proposed Mitigation:

- mp 153.9 - mp 159.0: Add wildlife fencing on south side of I-70 between Wolcott interchange and where I-70 crosses the Eagle River. Create gaps with berms or one-way gates to enable wildlife to escape from highway side.
- Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.
- mp 155.3 or 155.6: Add crossing structure across I-70 and US 6 north and west of Bellyache Ridge, just south of Alkali Creek.
- mp 159.7: Add crossing structure south of Red Canyon Creek and Bear Gulch, south and east of existing motorized underpass.
- mp 163 - 166.5: Add wildlife fencing on both sides of I-70.
- Investigate conservation easements for each proposed crossing.

Zone 5 - Dowd Canyon (mp 169.5 - 172.3)

Wildlife Movement:

- This is a western Vail north–south connection for wildlife movement.
- Elk winter range/severe winter range is located south of the zone.
- Important elk and mule deer migration corridor.
- Camera studies performed by CDOW have shown the area to be used by elk, deer, and mountain lion.
- Bear and lion conflict areas; designated as a lynx linkage area by USFS.

Proposed Mitigation:

- Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.
- mp 170.2 - 172.5: Replace existing wildlife fencing with reinforced fence through rockfall area north of I-70, where current fencing has numerous holes.
- CDOT should coordinate with community at West Vail to avoid damage caused by plowing snow against fences.

Zone 6a and 6b - Upper and Lower West Vail Pass (mp 181.7 - 188.5)

Wildlife Movement:

- Surrounded by the WRNF, this zone is used heavily by wildlife and has a low amount of roadkill.
- Designated as a lynx linkage area by the USFS; based on habitat of the area, lynx usage is highly probable. (Note: A lynx was killed in a vehicle collision on upper west Vail Pass in 1999.)
- Bighorn sheep range north.
- Bear and lion conflict area.

Proposed Mitigation:

- mp 188.0 and mp 186.3: Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.
- mp 188.0 - 186.3: Add CDOT wildlife fencing between proposed structures on both sides of I-70.

Zone 7: East Vail Pass to Copper Mountain (mp 190.4 - 194.0)

Wildlife Movement:

- This zone is located within the USFS Vail Pass lynx linkage zone.
- CDOW indicates that wildlife cross through drainages predominantly at Smith Gulch and Guller, Stafford, Wilder, and Corral creeks.
- CDOW also noted that forest carnivores are frequently seen crossing at Stafford Creek. The forest cover is less dense in this area than that seen on west Vail Pass.

Proposed Mitigation:

- Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.
- mp 192.5: Add crossing structure to westbound side of I-70 north of Stafford Creek.
- mp 193.4: Add crossing structure to westbound side of I-70 north of Guller Creek.
- Add berms and screening vegetation to guide wildlife between existing Wilder Gulch (eastbound) and Corral Creek (westbound) crossings.
- Add berms and screening vegetation to guide wildlife between existing Smith Gulch (eastbound) and Corral Creek (westbound) crossings.
- Provide space between guardrail structures and the road to allow wildlife jumping over barriers to avoid jumping directly into traffic.

Zone 8: Officers Gulch/Owl Canyon (mp 195.5 - 200.5)

Wildlife Movement:

- Connection between habitats in the Gore Mountain Range and Tenmile Mountain Range, especially for carnivores.
- CDOW considers mp 200.8 a black bear movement corridor.
- Mule deer migration corridor runs parallel.
- Located within the USFS Officers Gulch lynx linkage area, providing movement between Eagles Nest Wilderness Area and the Tenmile Mountain Range.
- USFS biologists have indicated that most of the ungulate movement in the area is lateral with the highway.

Proposed Mitigation:

- mp 198.0, mp 199.2, and mp 200.8: Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.
- Investigate amending WRNF plan to exclude overnight use of area surrounding Officers Gulch Pond, planned and secondarily managed as a campground site.

Zone 9a - Laskey Gulch (mp 207.0 - 209.7)

Wildlife Movement:

- Laskey Gulch is an important connection for deer, elk, and bear.
- Elk severe winter range habitat north and south of I-70.
- Elk and mule deer highway conflict areas.
- Mule deer and bear migration corridors.
- Potential lynx crossing. Located within the USFS Loveland Pass lynx linkage area, this zone provides for north-south lynx movement from the Ptarmigan Peak Wilderness Area and Williams Fork River area to forest lands south of I-70.

Proposed Mitigation:

- mp 208.3: Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.
- Coordinate with local planners to ensure that area zoning accommodates a wildlife structure in this location.
- Continue interagency efforts to ensure that future land planning and zoning efforts improve the viability of the wildlife corridor.

0 5 10 15 20 Miles

SCALE - 1:195,000 or 1" = 16,250'

Zone 9b - Hamilton Gulch/Dead Coon Gulch (mp 210.7 - 212.6)

Wildlife Movement:

- High usage by deer and elk along Hamilton Gulch and near Dead Coon Gulch to the east.
- Located within the USFS Loveland Pass lynx linkage area and managed as forested landscape linkage.
- The USFS noted that numerous elk and deer tracks are seen through the area and the zone would connect areas north of I-70 managed as forested landscape linkage and pristine wilderness to lands managed for forested landscape linkages south of I-70.

Proposed Mitigation:

- mp 212.2: Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.

Zone 10 - Herman Gulch/Bakerville (mp 216.7 - 220.8)

Wildlife Movement:

- Considered important lynx habitat. Herman Gulch lynx linkage area is located within this zone, designated as a connection between suitable lynx habitats to the north and south of I-70. If quality habitat north of I-70 were combined with that south of the highway, a more viable lynx range would be possible, especially if connectivity across the Corridor improved.
- ARNF has designated the area a lynx linkage zone.
- Boreal toad breeding area.
- Snowshoe hare inhabit the Mount Bethel Avalanche Path east of Herman Gulch and other avalanche paths in the area, providing forage for lynx and other forest carnivores.
- USFS and CDOW indicated that evidence existed that two female lynx were using the area as home range. A lynx was killed on I-70 by a vehicle in the area of Herman Gulch in 2000.

Proposed Mitigation:

- mp 217.3: Design corridor to allow free movement of wildlife under I-70 within this zone.

Zone 11 - East of Empire on US 40 (off I-70 - approximately mp 232.0)

Wildlife Movement:

- Steep slopes used by bighorn sheep on both sides of US 40. This zone was delineated specifically to address issues with bighorn sheep, which approach the edge of the highway to lick salt and are sometimes hit by vehicles at the edge of the I-70 and US 40 interchange. Bighorn sheep generally do not attempt to cross I-70 (except near the Henderson Mine west of this zone) but do cross US 40 and are frequently hit west of Empire.
- Mule deer winter concentration north; mule deer highway conflict area.
- Mountain lion conflict area.

Proposed Mitigation:

- Good place for overpass structure 4.2 miles west of US 40/I-70 interchange, primarily for bighorn sheep crossing.
- Investigate using jersey barriers or other barrier structures on both US 40 and I-70 to keep sheep away from road edge.

Zone 12 - Fall River (mp 237.2 - 238.2)

Wildlife Movement:

- The Fall River area provides a significant break in the surrounding topography and functions as a movement corridor for mule deer, elk, bighorn sheep, mountain goat, black bear, and mountain lion.
- CDOW noted that carnivores are frequently hit in this area, and there are concerns about elk populations becoming habituated and inhabiting the area year-round.
- Bighorn sheep, elk, bear, and mountain lion frequent the area and are hit occasionally.
- Resident elk living close to populated areas are a concern in this area. Elk calving 0.25 miles north.
- Mule deer severe winter and winter concentration north.
- This area may not be suitable for establishing habitat connectivity. CDOW does not desire populations of introduced mountain goats currently inhabiting the Mount Evans area south of I-70 to have the ability to reach areas north of I-70 and compete with native bighorn sheep.

Proposed Mitigation:

- Recommend new wildlife crossing structures to be as large as possible depending on engineering design requirements and topographic limitations of the area.
- Factor improvements into bridge redesign (Fall River Road Interchange) such as a wider span and leaving adequate space along road and river for wildlife passage.

Zone 13 - Mount Vernon Canyon (mp 246.5 - 258.1)

Wildlife Movement:

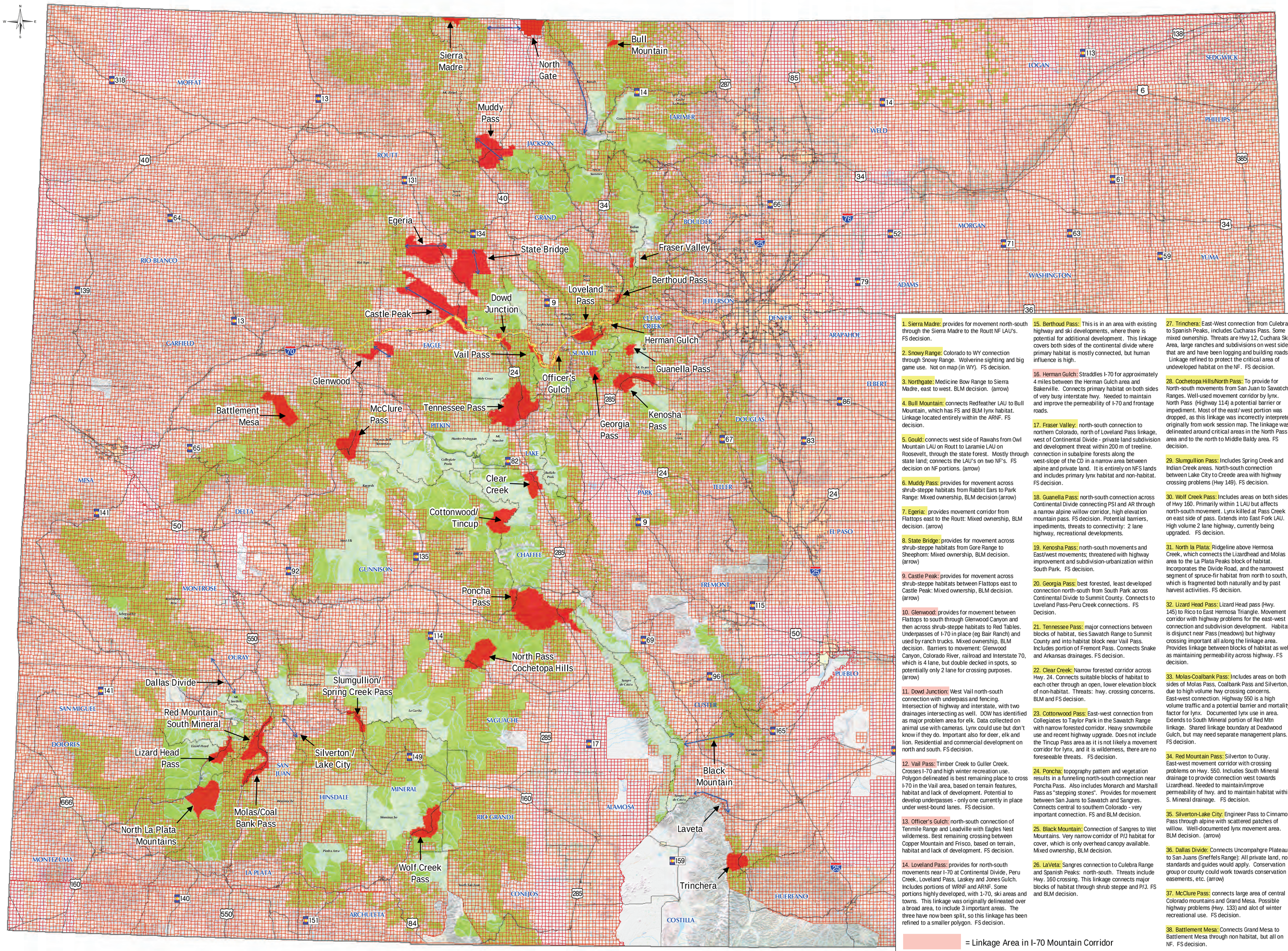
- Overall, this zone sees more reported roadkill than any other zone through the Corridor.
- Several deer and elk highway conflict areas mapped by CDOW.
- Bear summer and human conflict areas south of I-70.
- Due to extensive subdivisions, elk in zone have habituated to human presence.
- Resident elk are frequently hit by vehicles; groups of five or more elk have been killed in individual accidents in this linkage interference zone.

Proposed Mitigation:

- Recognized as a problem area; mitigation measures currently being evaluated.
- Fencing throughout the length of the zone may be the only solution. However, CDOW has stated that fencing could be detrimental to the wildlife in the area and has suggested that wildlife fencing through the zone not be considered as a mitigation measure for the area.
- Investigate costs of adding intelligent signs to warn motorists about wildlife movement.

DEPARTMENT OF TRANSPORTATION

JF SATO AND ASSOCIATES



1. Sierra Madre: provides for movement north-south through the Sierra Madre to the Routt NF LAU's. FS decision.

2. Snowy Range: Colorado to WY connection through Snowy Range. Wolverine sighting and big game use. Not on map (in WY). FS decision.

3. Northgate: Medicine Bow Range to Sierra Madre, east to west. BLM decision. (arrow)

4. Bull Mountain: connects Redfeather LAU to Bull Mountain, which has FS and BLM lynx habitat. Linkage located entirely within the ARNF. FS decision.

5. Gould: connects west side of Rawahs from Owl Mountain LAU on Routt to Laramie LAU on Roosevelt, through the state forest. Mostly through state land; connects the LAU's on two NF's. FS decision on NF portions. (arrow)

6. Muddy Pass: provides for movement across shrub-steppe habitats from Rabbit Ears to Park Range: Mixed ownership, BLM decision (arrow)

7. Egeria: provides movement corridor from Flattops east to the Routt: Mixed ownership, BLM decision. (arrow)

8. State Bridge: provides for movement across shrub-steppe habitats from Gore Range to Sheephorn: Mixed ownership, BLM decision. (arrow)

9. Castle Peak: provides for movement across shrub-steppe habitats between Flattops east to Castle Peak: Mixed ownership, BLM decision. (arrow)

10. Glenwood: provides for movement between Flattops to south through Glenwood Canyon and then across shrub-steppe habitats to Red Tables. Underpasses of I-70 in place (eg Bair Ranch) and used by ranch trucks. Mixed ownership, BLM decision. Barriers to movement: Glenwood Canyon, Colorado River, railroad and Interstate 70, which is 4 lane, but double decked in spots, so potentially only 2 lane for crossing purposes. (arrow)

11. Dowd Junction: West Vail north-south connection with underpass and fencing. Intersection of highway and interstate, with two drainages intersecting as well. DOW has identified as major problem area for elk. Data collected on animal use with cameras. Lynx could use but don't know if they do. Important also for deer, elk and lion. Residential and commercial development on north and south. FS decision.

12. Vail Pass: Timber Creek to Guller Creek. Crosses I-70 and high winter recreation use. Polygon delineated is best remaining place to cross I-70 in the Vail area, based on terrain features, habitat and lack of development. Potential to develop underpasses - only one currently in place under west-bound lanes. FS decision.

13. Officer's Gulch: north-south connection of Tenmile Range and Leadville with Eagles Nest wilderness. Best remaining crossing between Copper Mountain and Frisco, based on terrain, habitat and lack of development. FS decision.

14. Loveland Pass: provides for north-south movements near I-70 at Continental Divide, Peru Creek, Loveland Pass, Laskey and Jones Gulch. Includes portions of WRNF and ARNF. Some portions highly developed, with I-70, ski areas and towns. This linkage was originally delineated over a broad area, to include 3 important areas. The three have now been split, so this linkage has been refined to a smaller polygon. FS decision.

15. Berthoud Pass: This is in an area with existing highway and ski developments, where there is potential for additional development. This linkage covers both sides of the continental divide where primary habitat is mostly connected, but human influence is high.

16. Herman Gulch: Straddles I-70 for approximately 4 miles between the Herman Gulch area and Bakerville. Connects primary habitat on both sides of very busy interstate hwy. Needed to maintain and improve the permeability of I-70 and frontage roads.

17. Fraser Valley: north-south connection to northern Colorado, north of Loveland Pass linkage, west of Continental Divide - private land subdivision and development threat within 200 m of treeline. connection in subalpine forests along the west-slope of the CD in a narrow area between alpine and private land. It is entirely on NFS lands and includes primary lynx habitat and non-habitat. FS decision.

18. Guanella Pass: north-south connection across Continental Divide connecting PSI and AR through a narrow alpine willow corridor, high elevation mountain pass. FS decision. Potential barriers, impediments, threats to connectivity: 2 lane highway, recreational developments.

19. Kenosha Pass: north-south movements and East/west movements; threatened with highway improvement and subdivision-urbanization within South Park. FS decision.

20. Georgia Pass: best forested, least developed connection north-south from South Park across Continental Divide to Summit County. Connects to Loveland Pass-Peru Creek connections. FS Decision.

21. Tennessee Pass: major connections between blocks of habitat, ties Sawatch Range to Summit County and into habitat block near Vail Pass. Includes portion of Fremont Pass. Connects Snake and Arkansas drainages. FS decision.

22. Clear Creek: Narrow forested corridor across Hwy. 24. Connects suitable blocks of habitat to each other through an open, lower elevation block of non-habitat. Threats: hwy. crossing concerns. BLM and FS decision.

23. Cottonwood Pass: East-west connection from Collegiates to Taylor Park in the Sawatch Range with narrow forested corridor. Heavy snowmobile use and recent highway upgrade. Does not include the Tincup Pass area as it is not likely a movement corridor for lynx, and it is wilderness, there are no foreseeable threats. FS decision.

24. Poncha: topography pattern and vegetation results in a funneling north-south connection near Poncha Pass. Also includes Monarch and Marshall Pass as "stepping stones". Provides for movement between San Juans to Sawatch and Sangres. Connects central to southern Colorado - very important connection. FS and BLM decision.

25. Black Mountain: Connection of Sangres to Wet Mountains. Very narrow corridor of P/J habitat for cover, which is only overhead canopy available. Mixed ownership, BLM decision.

26. LaVeta: Sangres connection to Culebra Range and Spanish Peaks: north-south. Threats include Hwy. 160 crossing. This linkage connects major blocks of habitat through shrub steppe and P/J. FS and BLM decision.

27. Trinchera: East-West connection from Culebras to Spanish Peaks, includes Cucharas Pass. Some mixed ownership. Threats are Hwy 12, Cuchara Ski Area, large ranches and subdivisions on west side that are and have been logging and building roads. Linkage refined to protect the critical area of undeveloped habitat on the NF. FS decision.

28. Cochetopa Hills/North Pass: To provide for North-south movements from San Juan to Sawatch Ranges. Well-used movement corridor by lynx. North Pass (Highway 114) a potential barrier or impediment. Most of the east/west portion was dropped, as this linkage was incorrectly interpreted originally from work session map. The linkage was delineated around critical areas in the North Pass area and to the north to Middle Baldy area. FS decision.

29. Slumgullion Pass: Includes Spring Creek and Indian Creek areas. North-south connection between Lake City to Creede area with highway crossing problems (Hwy 149). FS decision.

30. Wolf Creek Pass: Includes areas on both sides of Hwy 160. Primarily within 1 LAU but affects north-south movement. Lynx killed at Pass Creek on east side of pass. Extends into East Fork LAU. High volume 2 lane highway, currently being upgraded. FS decision.

31. North la Plata: Ridgeline above Hermosa Creek, which connects the Lizardhead and Molas area to the La Plata Peaks block of habitat. Incorporates the Divide Road, and the narrowest segment of spruce-fir habitat from north to south, which is fragmented both naturally and by past harvest activities. FS decision.

32. Lizard Head Pass: Lizard Head pass (Hwy. 145) to Rico to East Hermosa Triangle. Movement corridor with highway problems for the east-west connection and subdivision development. Habitat is disjunct near Pass (meadows) but highway crossing important all along the linkage area. Provides linkage between blocks of habitat as well as maintaining permeability across highway. FS decision.

33. Molas-Coalbank Pass: Includes areas on both sides of Molas Pass, Coalbank Pass and Silverton, due to high volume hwy crossing concerns. East-west connection. Highway 550 is a high volume traffic and a potential barrier and mortality factor for lynx. Documented lynx use in area. Extends to South Mineral portion of Red Mtn linkage. Shared linkage boundary at Deadwood Gulch, but may need separate management plans. FS decision.

34. Red Mountain Pass: Silverton to Ouray. East-west movement corridor with crossing problems on Hwy. 550. Includes South Mineral drainage to provide connection west towards Lizardhead. Needed to maintain/improve permeability of hwy. and to maintain habitat within S. Mineral drainage. FS decision.

35. Silverton-Lake City: Engineer Pass to Cinnamon Pass through alpine with scattered patches of willow. Well-documented lynx movement area. BLM decision. (arrow)

36. Dallas Divide: Connects Uncompahgre Plateau to San Juans (Sneffels Range): All private land, no standards and guides would apply. Conservation group or county could work towards conservation easements, etc. (arrow)

37. McClure Pass: connects large area of central Colorado mountains and Grand Mesa. Possible highway problems (Hwy. 133) and alot of winter recreational use. FS decision.

38. Battlement Mesa: Connects Grand Mesa to Battlement Mesa through non habitat, but all on NF. FS decision.

= Linkage Area in I-70 Mountain Corridor

LEGEND

- Lynx Linkage Area Arrows
- Lynx Linkage Areas
- Forest Service Lands
- Forest Service Wilderness
- Non - Forest Service Lands
- I-70 Linkage Interference Zones
- I-70 Between Glenwood Springs and C-470
- County Boundaries
- State & Federal Highways
- Public Land Survey Sections

0 25 50 Mi

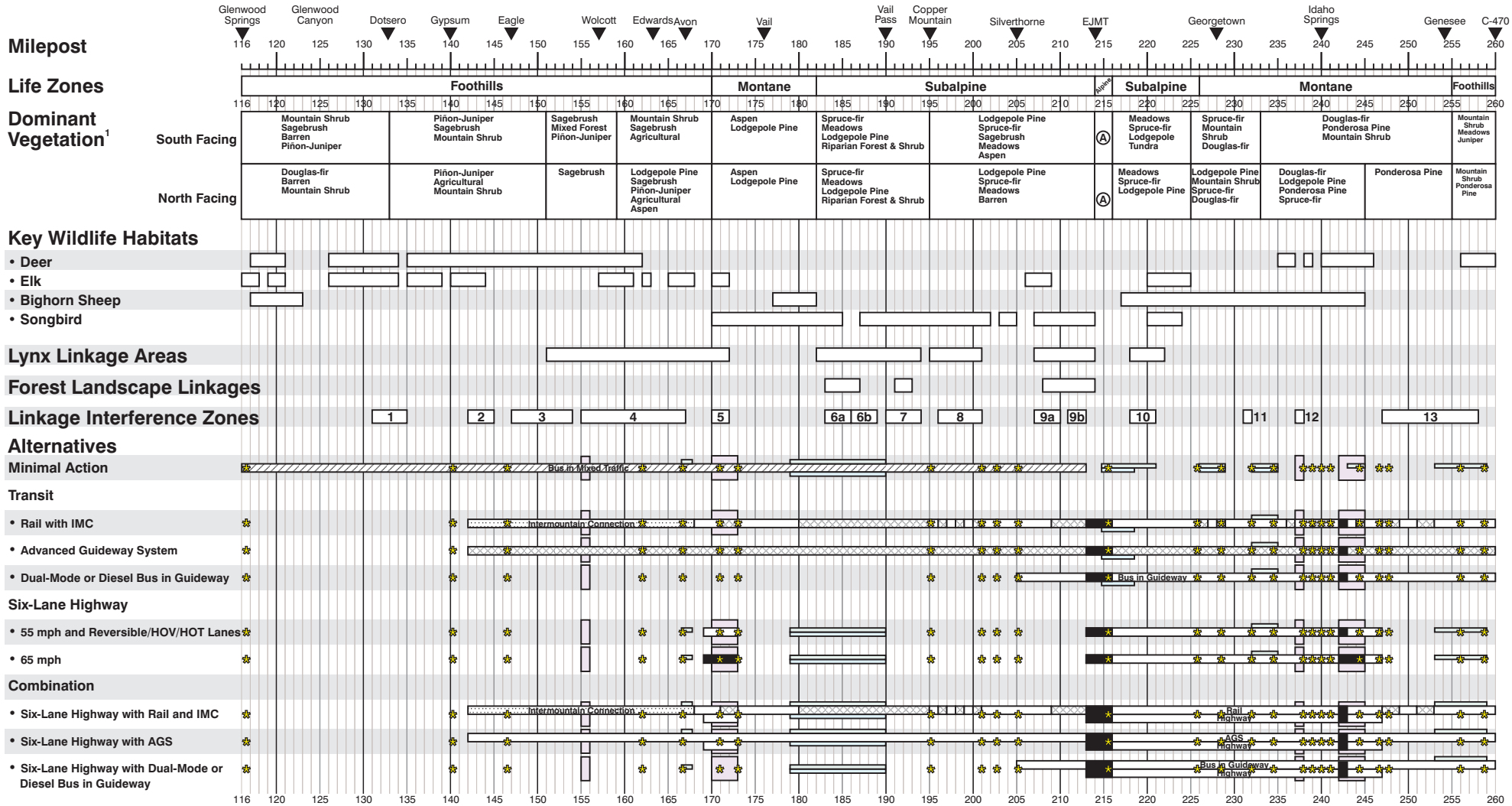
0 40 80 Km

SCALE - 1:633,600 or 1" = 10 Miles

SOURCE: Forest Service Lynx Linkage Areas, wilderness boundaries, and forest boundaries provided by the US Forest Service. BLM Lynx Linkage Areas provided by Tom Fresques, BLM - Glenwood Springs. Hillshade produced from mosaicked USGS 7.5' DEM data. Section boundaries provided by the Bureau of Land Management. Municipal boundaries provided vy the State of Colorado. Map produced April 29, 2004 by J.F. Sato & Associates.

Forest Service & BLM Lynx Linkages with I-70 Linkage Interference Zones

Project Alternatives in Relation to Life Zones, Dominant Vegetation, and Key Wildlife Areas

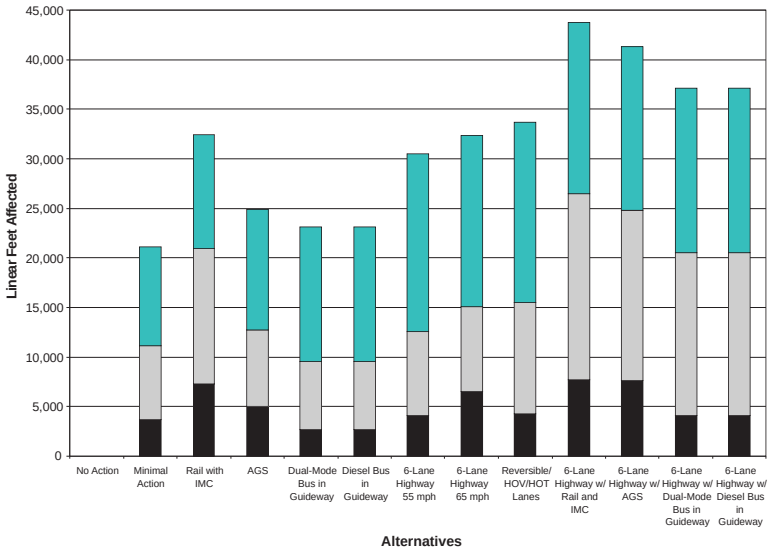


[1]From GAP, USFS, and ground-truthing: the more common vegetation listed first (see Resource Maps 3.2-1 and 3.2-2 for vegetation map).

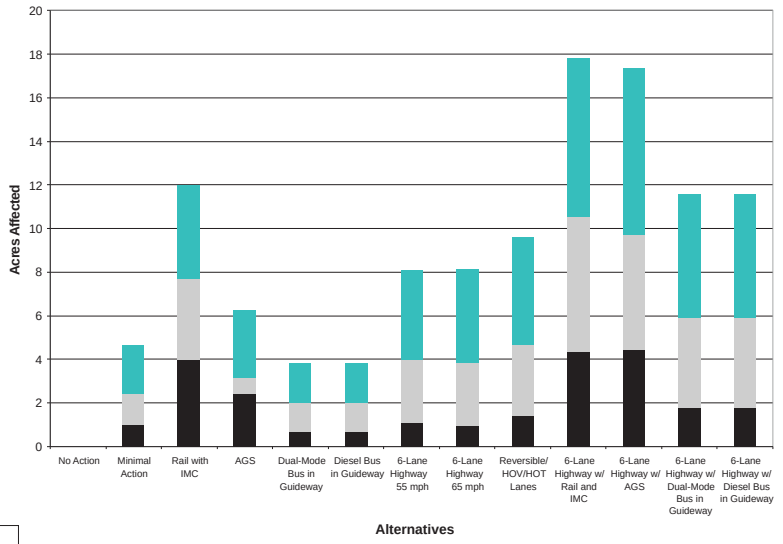
Wildlife

Streams and Wetlands

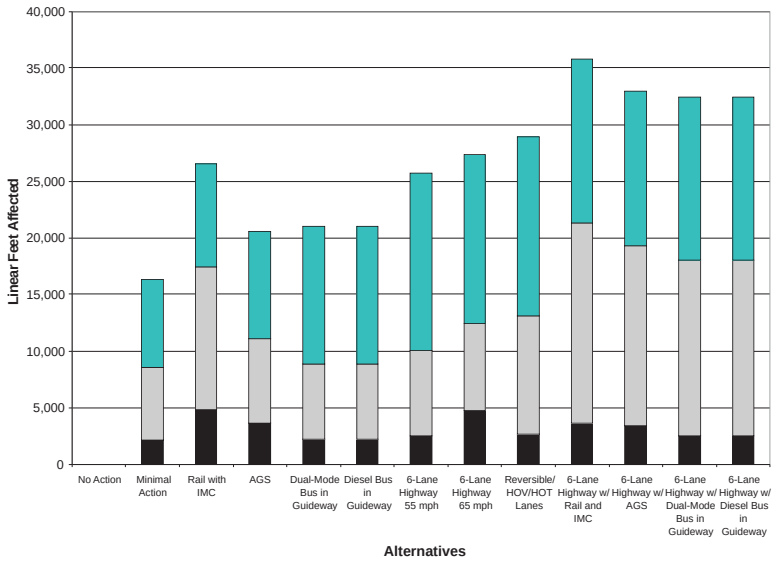
Corridor-Wide Summary of Direct Impacts on Streams



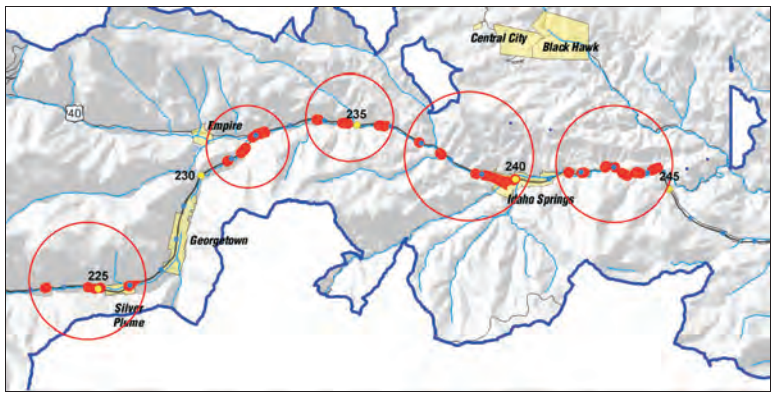
Corridor-Wide Summary of Direct Impacts on Wetlands



Direct Impacts on Streams in Clear Creek Watershed



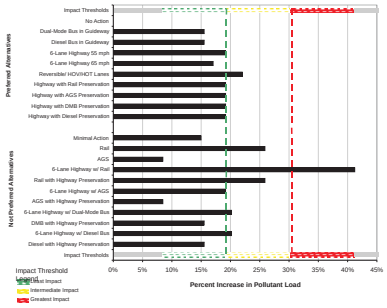
Areas of Impacts on Streams within the Clear Creek Watershed



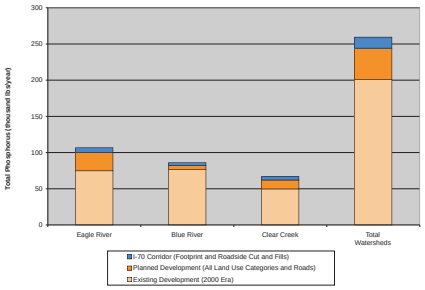
Water Quality

Water Resources

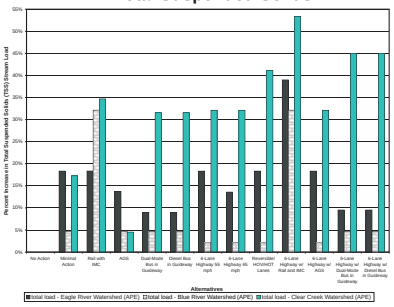
Impacts on Water Quality - Stormwater Runoff (Increase in Total Suspended Solids, Phosphorus, Copper, and Zinc)



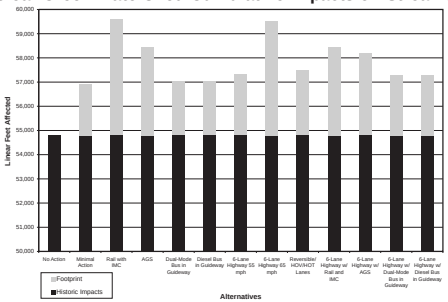
Water Quality Affected Environment, Phosphorus Load



Stream Load Increases by Watershed - Total Suspended Solids



Clear Creek Watershed Cumulative Impacts on Streams



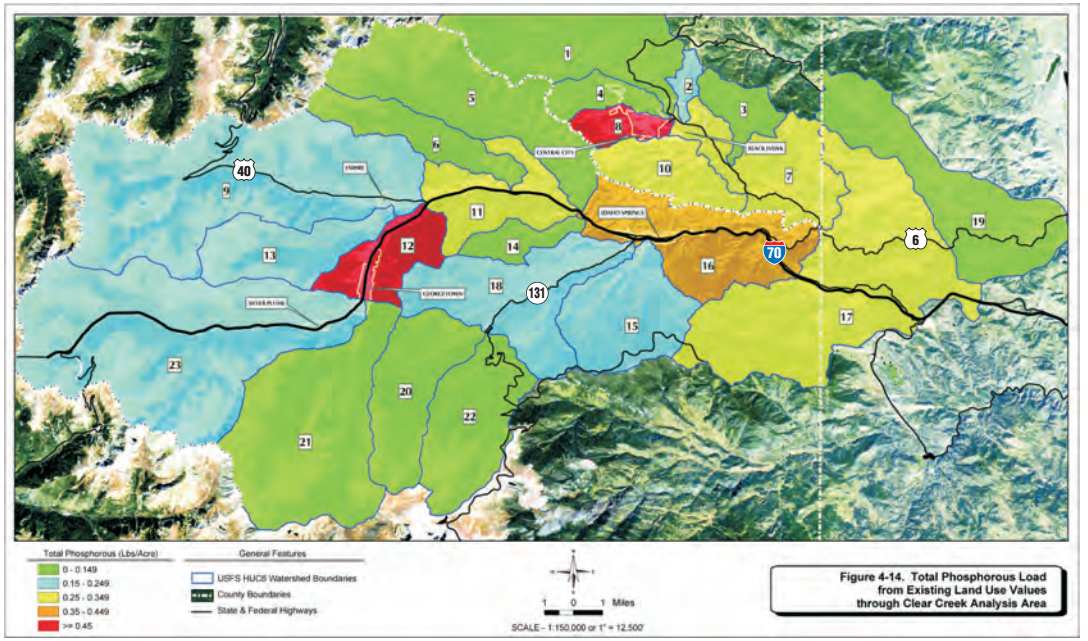


Figure 4-14. Total Phosphorous Load from Existing Land Use Values through Clear Creek Analysis Area

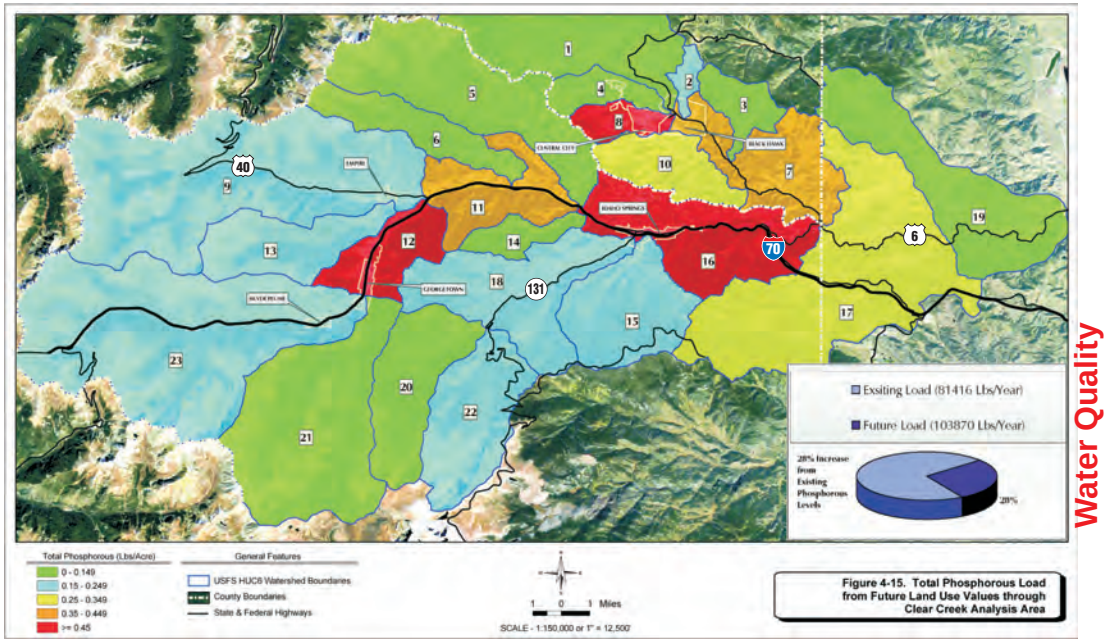
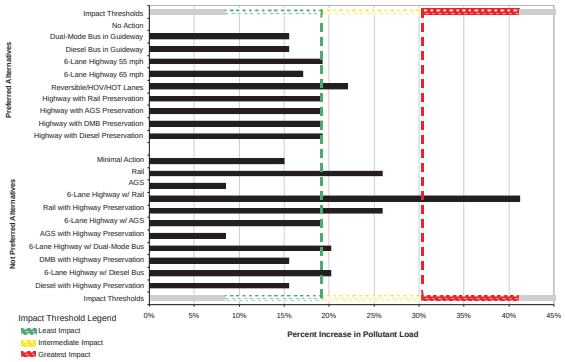


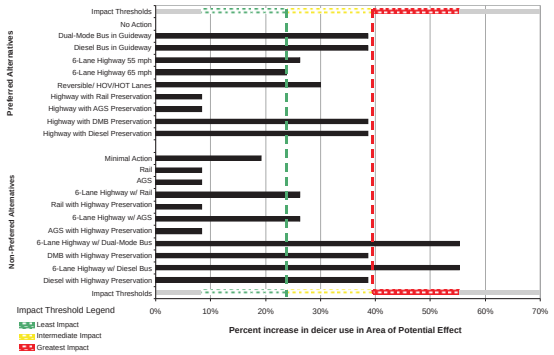
Figure 4-15. Total Phosphorous Load from Future Land Use Values through Clear Creek Analysis Area

Alternatives' Impacts on Water Quality Issues

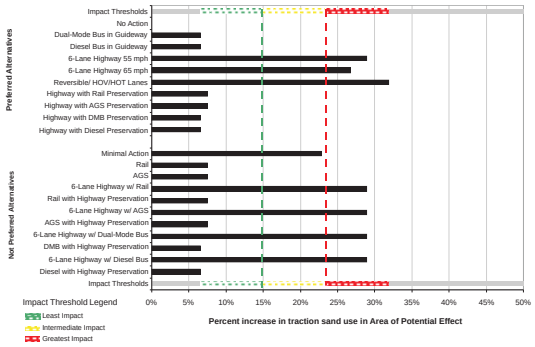
Impacts on Water Quality - Stormwater Runoff



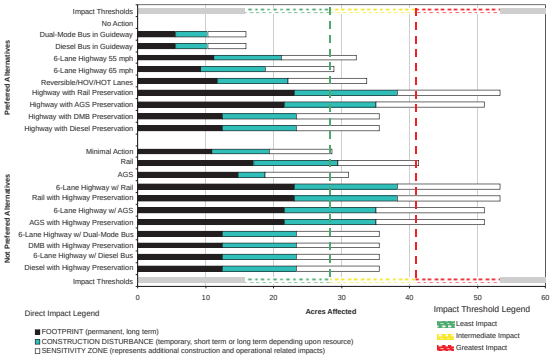
Percentage Increase in the Use of Deicer



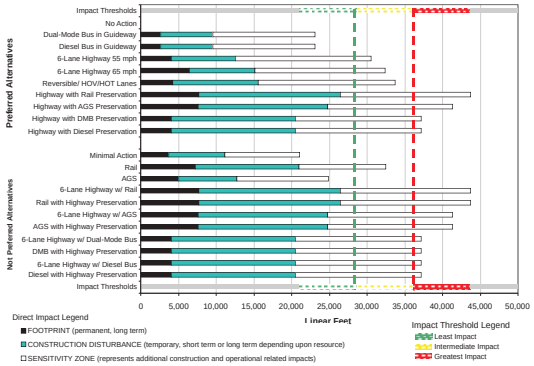
Percentage Increase in the Use of Sand



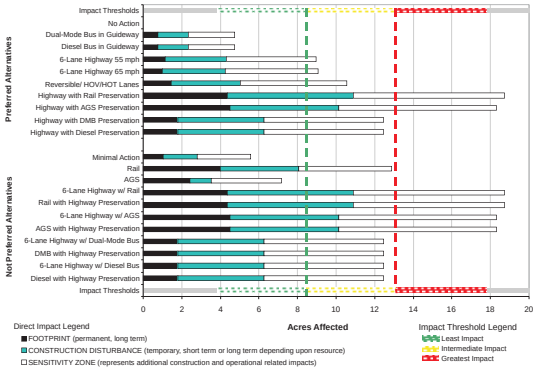
Impacts on Fisheries



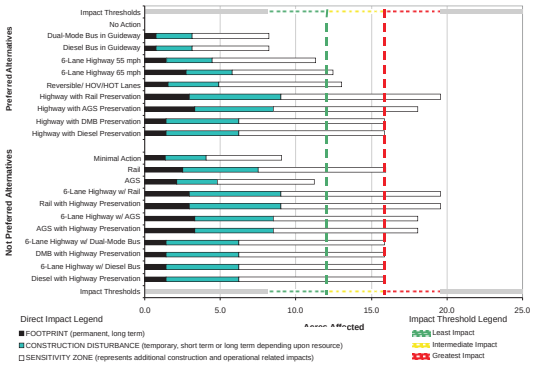
Impacts on Streams



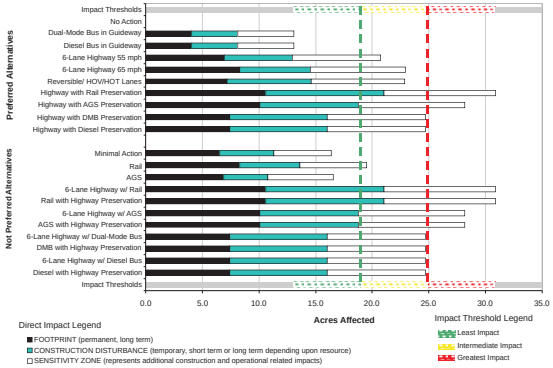
Impacts on Wetlands



Impacts on Other Waters of the US



Impacts on Riparian Areas



Water Quality

Water Resources

Highway Runoff Pollutants

Pollutant	Source
Total suspended solids (TSS)	*Pavement wear, slope erosion, vehicle and tire wear deposition, the atmosphere (air), and maintenance activities (sand and highway structural erosion)*
Phosphate phosphorus	*Atmosphere, particulates (sediment from sand and erosion associated with the transportation system), and fertilizer application*
Chloride (sodium chloride, magnesium chloride)	*Sodium chloride rock salt mixed with traction sand and liquid magnesium chloride deicers applied directly to the highway to melt snow and ice*
Copper	*Metal plating, bearing and brushing wear, moving engine parts, brake lining wear, fungicides, and insecticides*
Zinc	*Tire wear, motor oil, and grease*

Source: Driscoll 1990

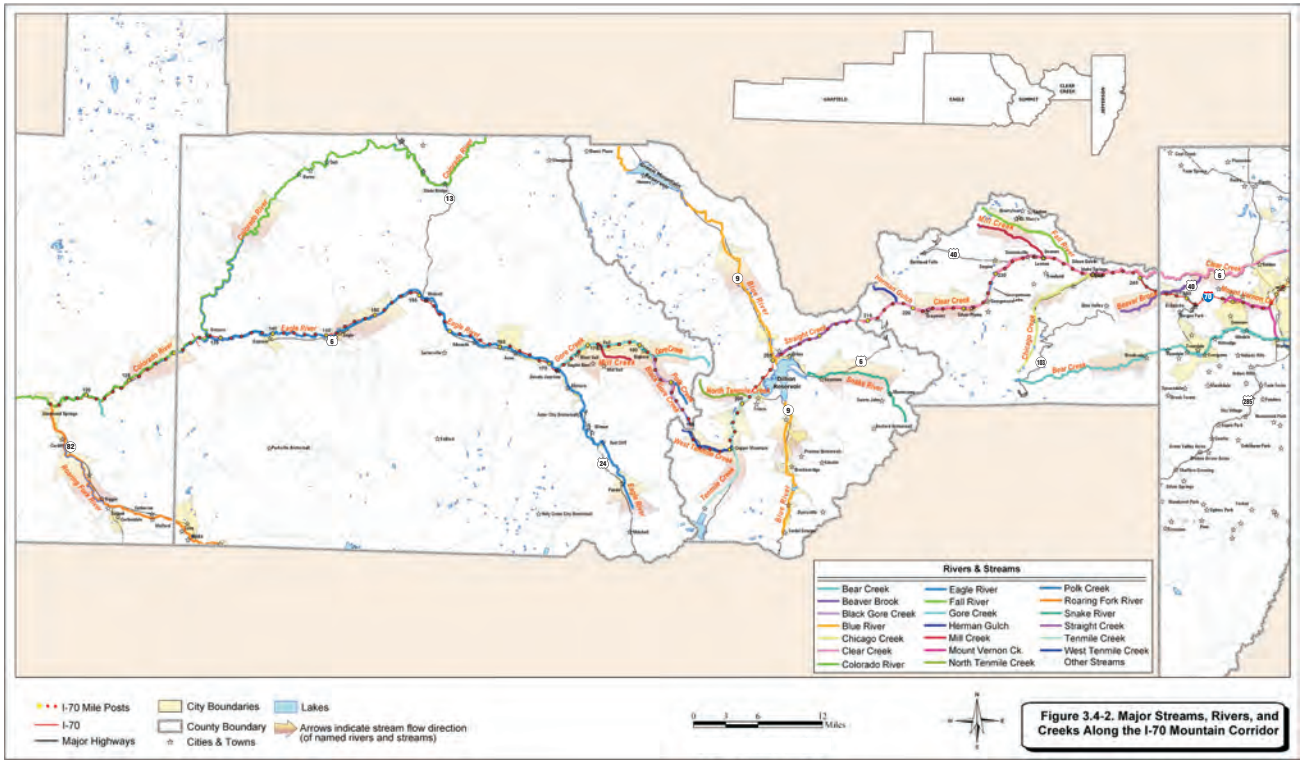
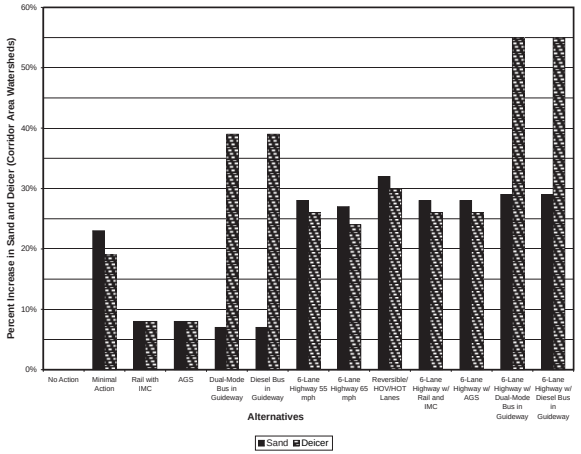


Figure 3.4-2. Major Streams, Rivers, and Creeks Along the I-70 Mountain Corridor

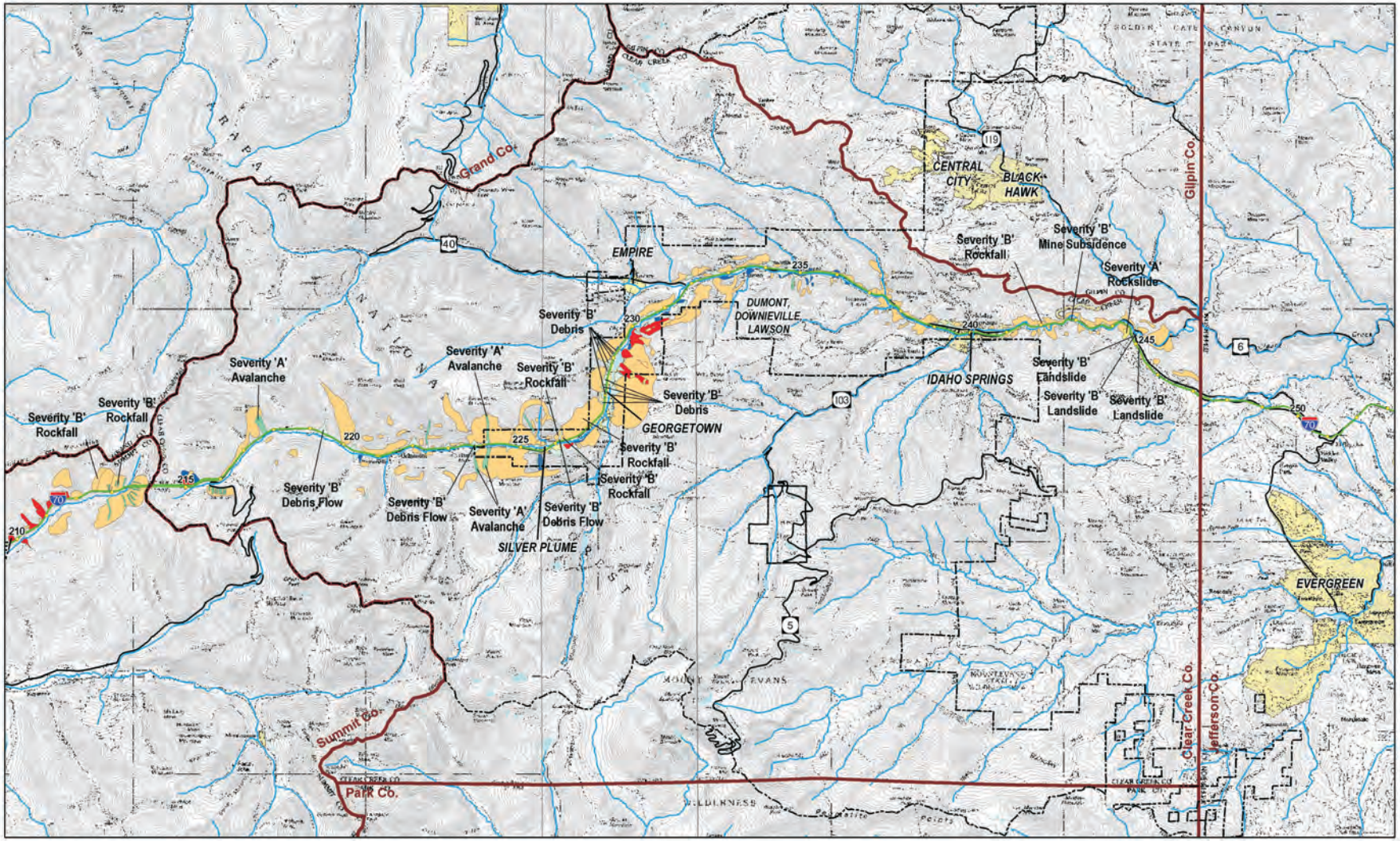
Increase in Sand and Deicer by Alternative



Winter maintenance calculations incorporate an assumption that the average application rate per unit area for sand and chemical deicers would remain the same as the existing condition. The increase in material usage would reflect the increase in the number of highway lanes and quantity of impervious surface in the guideway for the Dual-Mode or Diesel Bus in Guideway alternatives. Traction sand would be applied for the Rail with IMC; however, the amount used would be very minimal because it would be applied on the rail directly in front of the wheels as needed. No traction sand would be required for the AGS because it would be powered by a magnetic levitation system. Both the Rail with IMC and AGS alternatives are estimated to use the same amount of sand and deicer as their Minimal Action components.

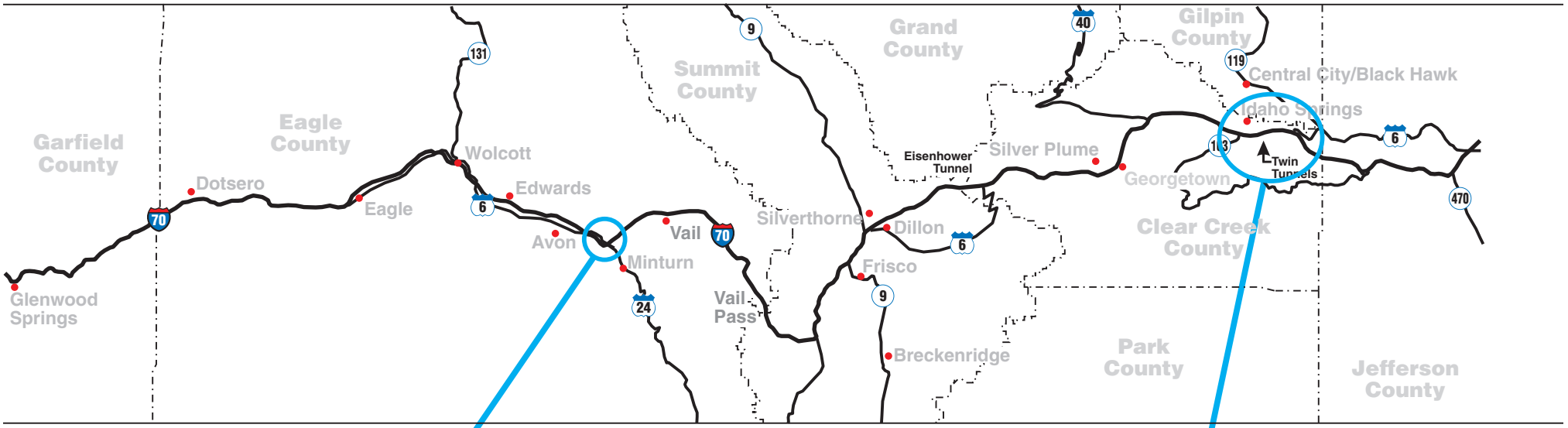
When mitigation measures to capture highway sediment are fully implemented, sediment load reductions from 50 to 80 percent are possible.

Geological Hazards - Clear Creek County

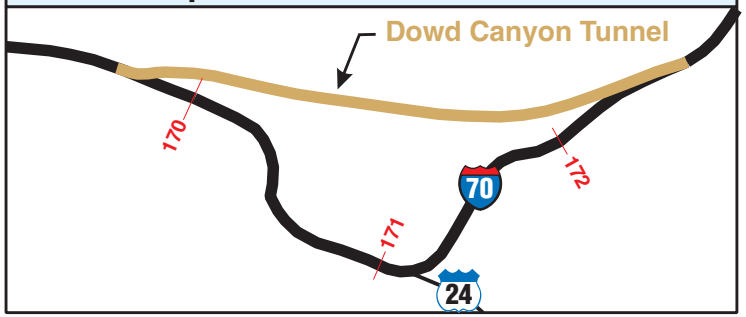


Geologic Hazards

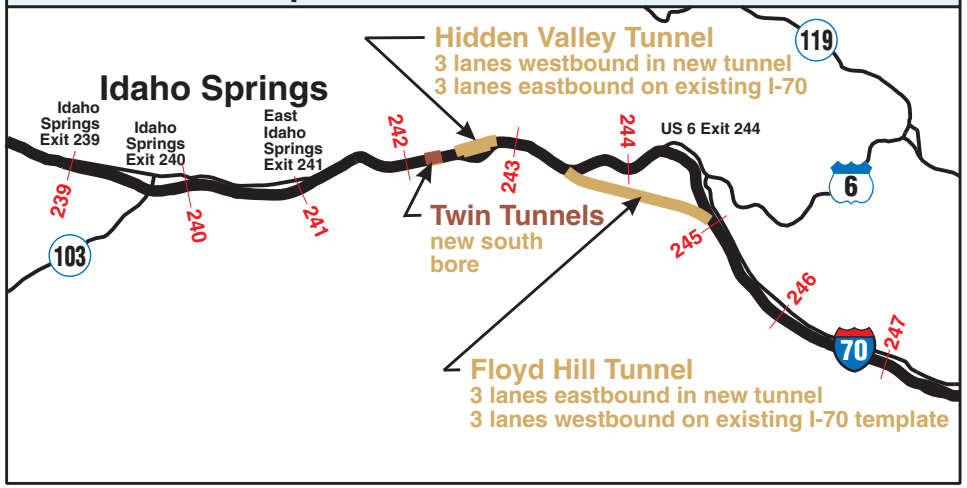
Six-Lane Highway 65 mph Tunnel Locations



65 mph Local Tunnel Alternative



65 mph Local Tunnel Alternatives



Geologic Hazards

Social and Economic Values

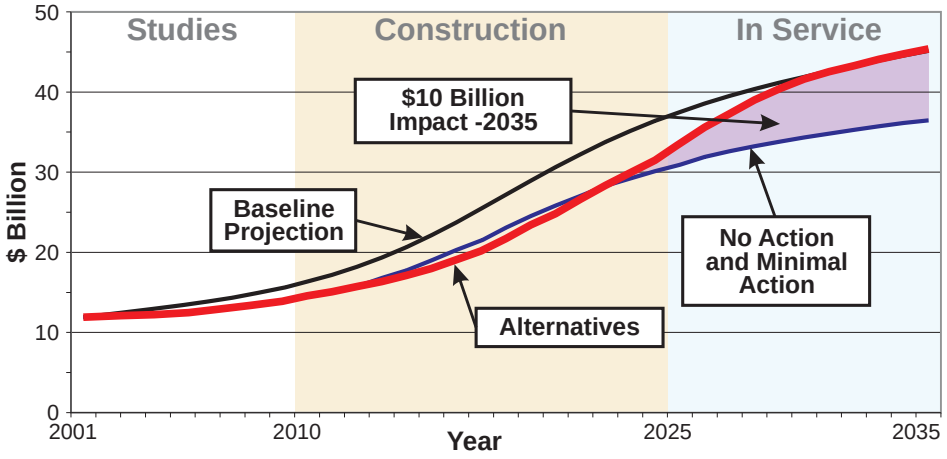
- The REMI model results are regional (Corridor counties).
- Localized economic evaluations are limited to a county breakdown of the regional Baseline economic gross regional product (GRP) results.
- Detailed evaluations of localized impacts from alternatives are beyond the scope of a Tier 1 PEIS.

Gross Regional Product by County

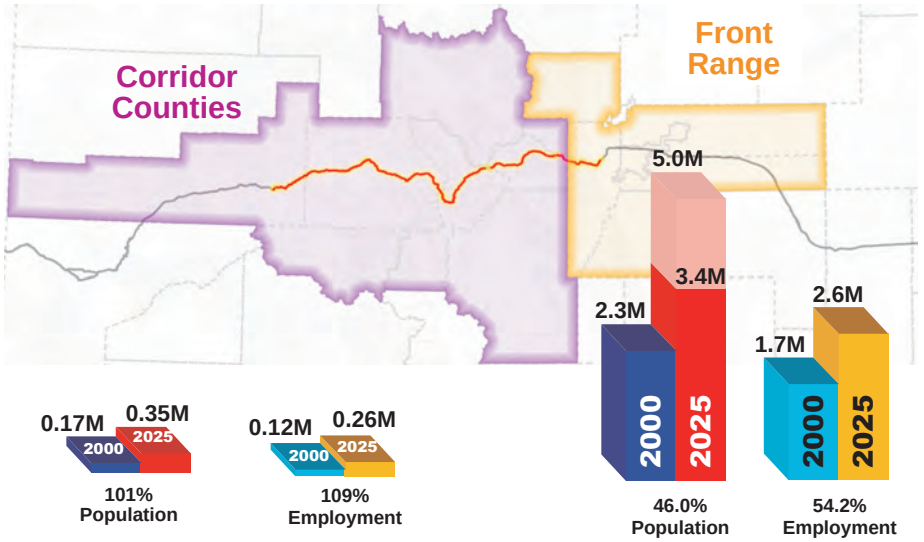
Corridor Counties	Estimated 2001 GRP ($ Billions)[A]	Estimated 2035 GRP ($ Billions)[B]	Estimated 2035 GRP ($ Billions)[C]	Percentage Distribution
Clear Creek	$0.61	$0.95	$1.13	2.5
Eagle	$3.30	$17.92	$14.31	31.7
Garfield	$2.32	$6.36	$6.46	14.3
Gilpin	$0.32	$0.99	$0.54	1.2
Grand	$0.64	$1.90	$3.79	8.4
Lake	$0.53	$0.59	$0.50	1.1
Park	$0.72	$0.95	$0.68	1.5
Pitkin	$1.94	$7.81	$7.13	15.8
Summit	$1.74	$7.67	$10.61	23.5

[A]Based on REMI model
[B]DOLA projections: Percentage is based on 2025 DOLA projections for population and employment
[C](0.4*DOLA Projection %)+(0.4*2000 Sales Tax %)+(0.2*Traffic-Based %)
See Appendix J for further discussion.
Alternative methods based on the Regional Baseline GRP of $45.14 billion in 2035

Gross Regional Product Corridor Counties



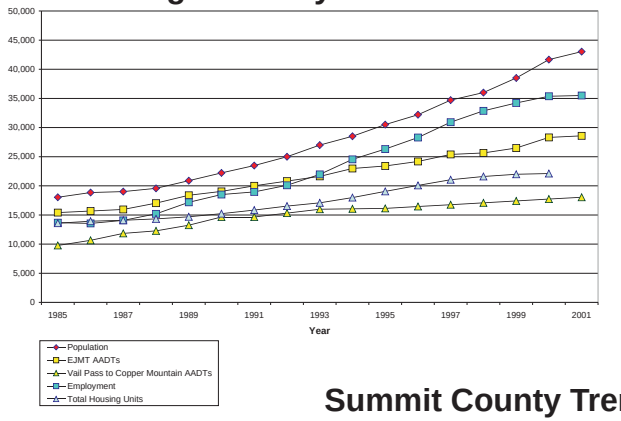
Population and Employment Increases



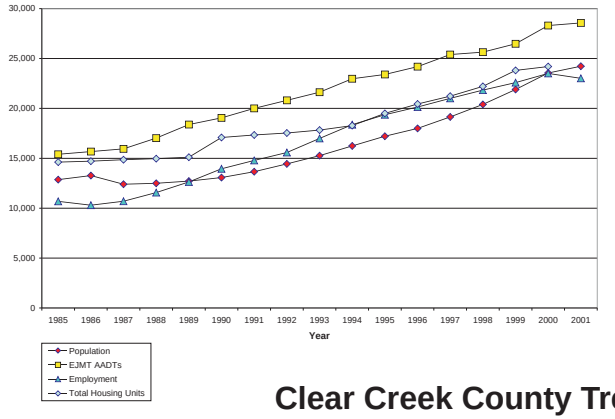
Economic

Social and Economic Values

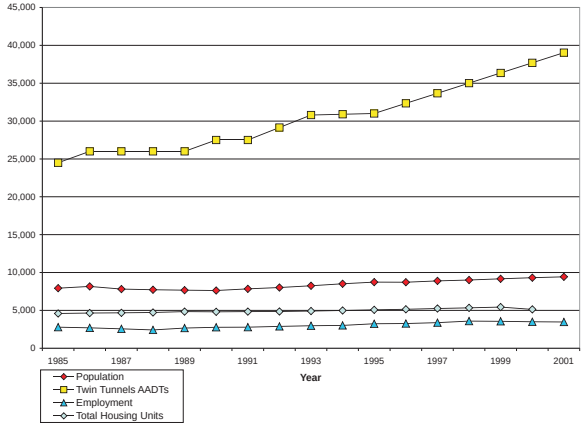
Eagle County Trends



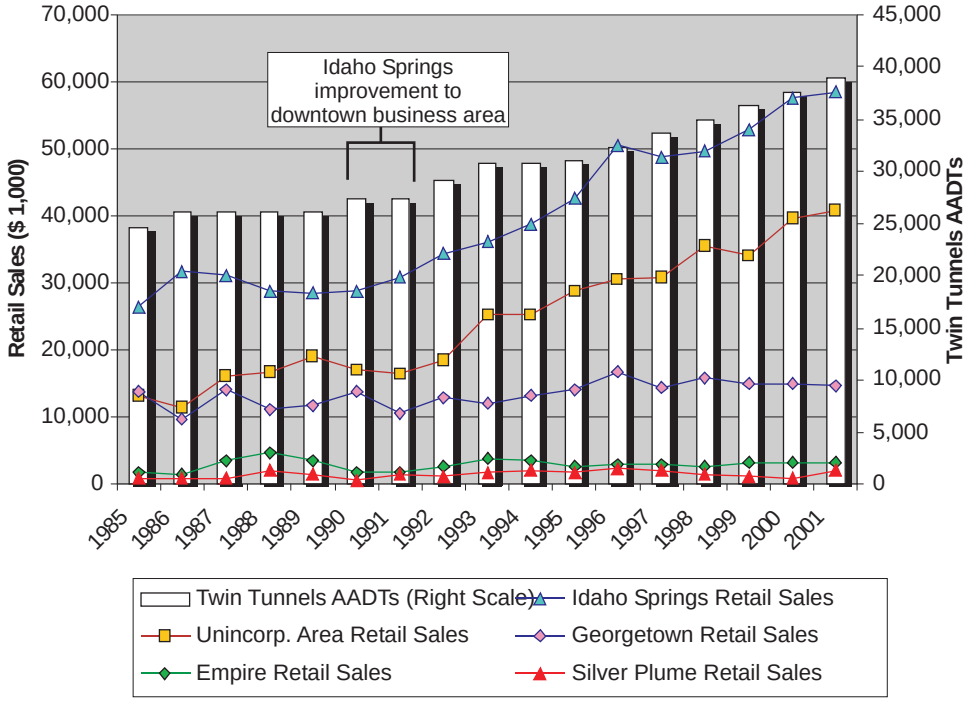
Summit County Trends



Clear Creek County Trends



Clear Creek County Retail Sales and I-70 Traffic Trends

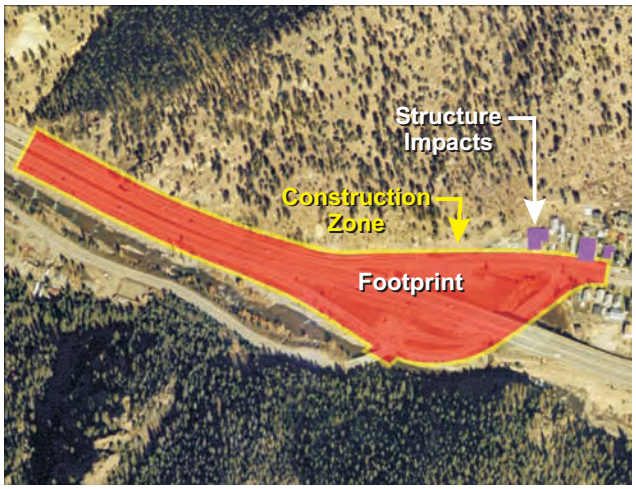


Eagle and Summit counties have experienced growth along with increases in I-70 traffic. In contrast, Clear Creek County has had little past growth in comparison to the historic increase in I-70 traffic. The merchants of Clear Creek County I-70 communities, with the exception of Idaho Springs, did not experience growth of business, as reflected in the flat trends of retail sales in Georgetown, Empire, and Silver Plume. In contrast, the retail establishments in Idaho Springs and the unincorporated areas of the county doubled their nominal volume of business over the 16-year period. The 1991-1992 Idaho Springs "special improvement district" investment project provided a more attractive downtown business area. The rate of retail sales in Idaho Springs increased following completion of the project after a period of relatively little growth.

Economic

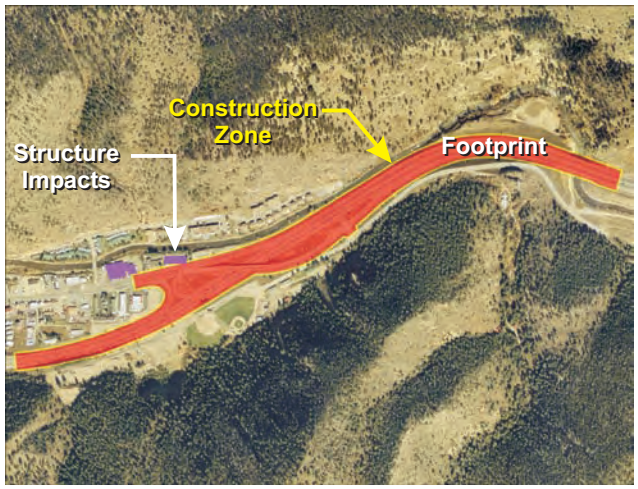
Interchange Improvements - Potential Land Use Impacts

Exit 239



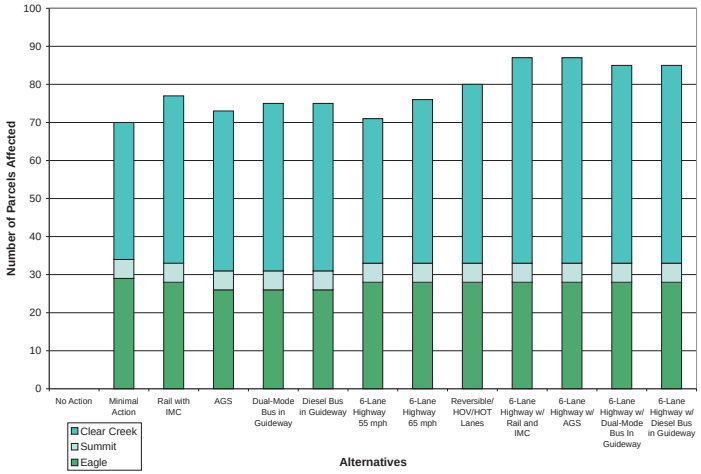
Exit 240

Exit 241

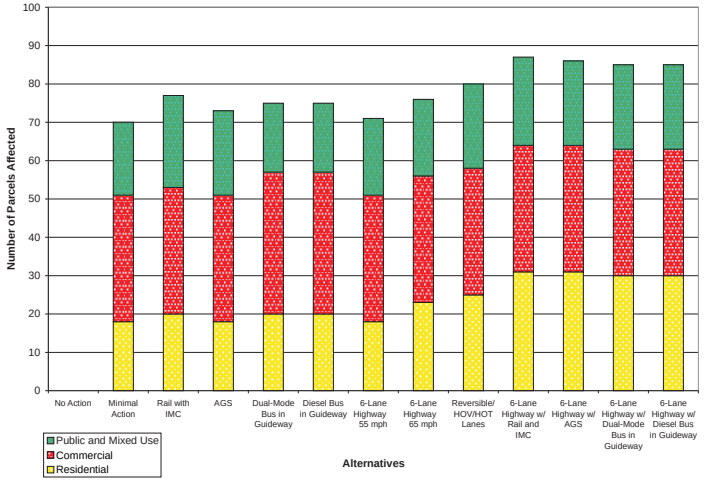


Land Use

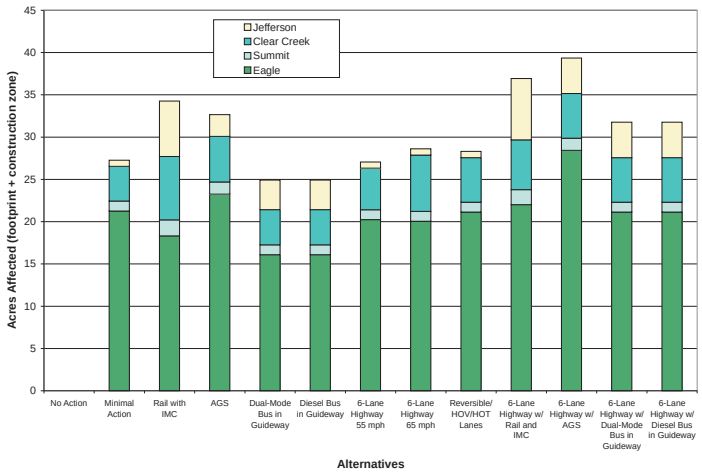
Parcel Impacts by Alternative



Parcel Category Impacts by Alternative



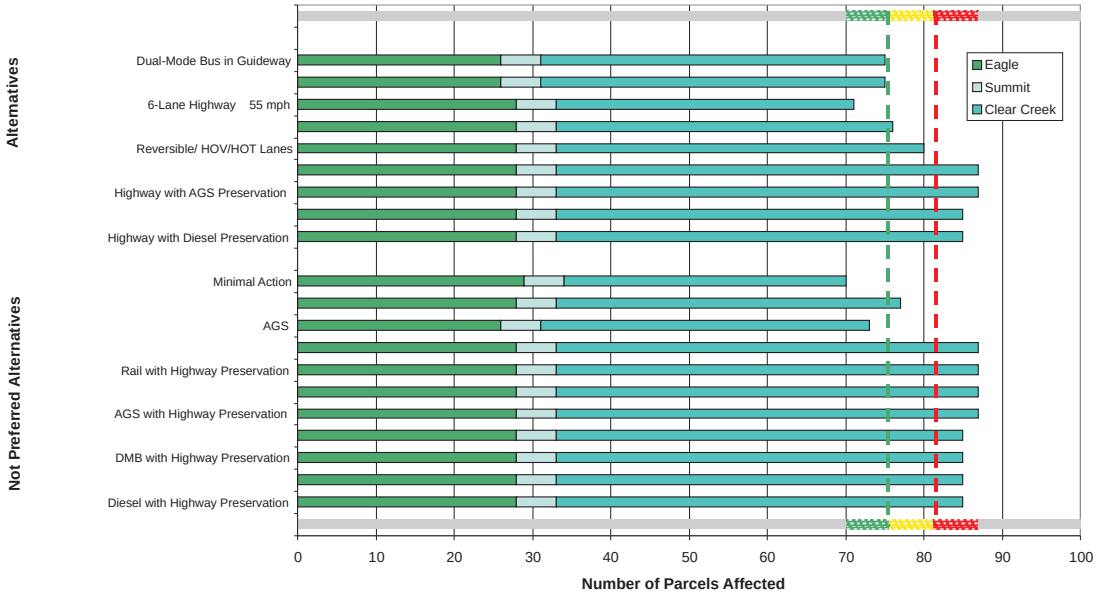
Required Right-of-Way by Alternative



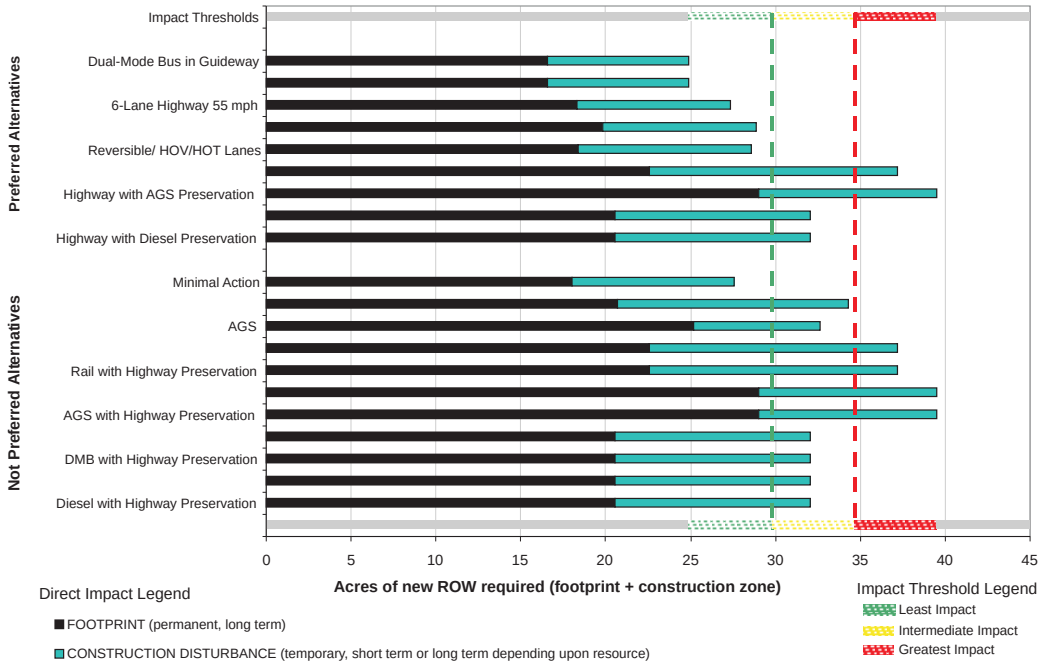
Idaho Springs - Direct Land Use Impacts

Alternatives' Impacts on Land Use Issues

Impacts on Parcels



Impacts on Right-of-Way



What is Environmental Justice?

What is Environmental Justice?

To avoid, minimize, or mitigate disproportionately high and adverse human and environmental effects, including social and economic effects on minority and low-income populations.

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

To prevent the denial of, reduction in, or significantly delay the receipt of benefits by minority and low-income populations.

What is a low-income Population?

A higher threshold of low income was used for this project to ensure a more conservative estimate. The threshold was derived from the US Census and represents a household income less than 50 percent of the County median income as established by the US department of Housing and Urban Development (HUD) in the allocation of Community Development Block Grant funds.

The Threshold use in the PEIS

Garfield County	$23,508
Eagle County	$31,341
Summit County	$28,293
Clear Creek County	$25,498
Jefferson County	$27,991

Block Group The smallest subdivision of a census tract for which data is tabulated

50 Percent Percentage level used to ensure most conservative estimate

What is a Minority Population?

A minority population is any readily identifiable group of minority persons living in a geographic area.

Minority Person

Black
Hispanic
Asian American
Native Hawaiian or other Pacific Islander
American Indian and Alaskan Native

Agency and Public Coordination

Agency and Public Coordination

Public involvement was conducted throughout the various steps of the NEPA process through scoping, advisory committees, newsletters, and public hearings. The project team met with local homeowners associations, non-governmental agencies and community leaders to identify low-income and minority populations in the Corridor and how best to disseminate project information to these communities.

Consultation
Environmental Protection Agency Region 8

- Approach and Criteria
- Public Outreach
- Finding

City and County Meetings or Questionnaire Response

Counties	Cities
Garfield County	Carbondale, Glenwood Springs, Parachute, Silt
Eagle County	Basalt, Gypsum, Eagle, Vail
Lake County	Leadville
Summit County	Breckenridge, Dillon, Frisco, Silverthorne
Clear Creek County	Empire, Silver Plume, Georgetown, Idaho Springs
Jefferson County	

Outreach Efforts

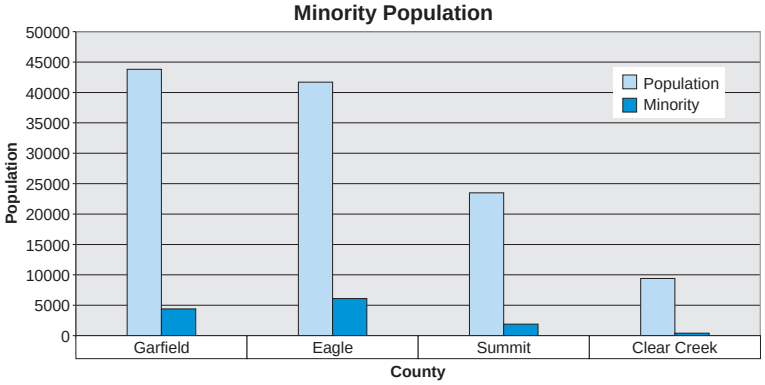
Religious groups	Community service providers
Employers	Council of Governments
Advocacy groups	County officials and municipal planning staff
Homeowners Association	5 newsletters with bilingual insert in Spanish
Transit Authority	Information flyers
Community events	Public postings

What Issues Were Identified Through Outreach?

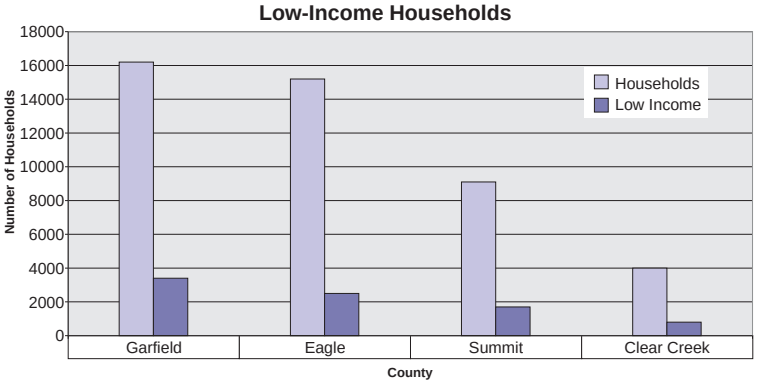
- Potential displacement/relocation of low-income and minority residents
- Availability of affordable housing and low-income housing
- Impact on local commute times and availability of public transportation
- Increase in traffic noise levels
- Potential for separating or bisecting low-income and/or minority communities and neighborhoods

Tier 1 Findings

The number of minority populations in the Corridor area is low



The number of low-income households in the Corridor is low



Low-income and minority populations are dispersed throughout the communities and were not specific to residential density, location within the communities or proximity to I-70.

Corridor Communities with Low-Income and Minority Populations above County Average

Communities	Minority	Low-Income
Gypsum	19 %	Below average
Eagle	Below Average	19.27 %
Avon	28.4 %	21.31 %
Eagle-Vail	Below Average	17.88 %
Vail	Below Average	20.46 %
Dillon	17.7 %	20.11 %
Silver Plume	16.7 %	27.03 %
Lawson, Downieville, Dumont	8.2 %	Below Average
Idaho Springs	5.3 %	21.39 %

Executive Order Thresholds

>50% minority

>50% low income

Effects to Low-Income and Minority Populations

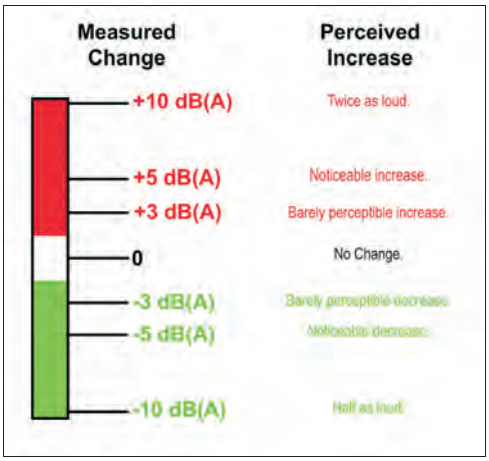
Issue	Alternative	Effects
Displacement of low-income and minority residents	All	None identified at Tier 1
Availability of affordable and low-income housing	All	More difficult to find housing within a reasonable distance
Noise, disruption of community cohesion, aesthetic values	All	Effects accrue equally regardless of race or income
Availability of public transportation	Highway	Expanded bus service could provide options for those without cars
	Transit	Could provide additional transportation options
	Transit	Could compound longer travel distance for affordable housing

Tier 2

- Identify design options for the selected alternative that could avoid or mitigate impacts
- Address community issues that would affect both low-income and minority as well as non low-income and non minority residents
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Noise

Perception of Changes in Traffic Noise Levels



Measured Noise Levels, 2000 and 2003

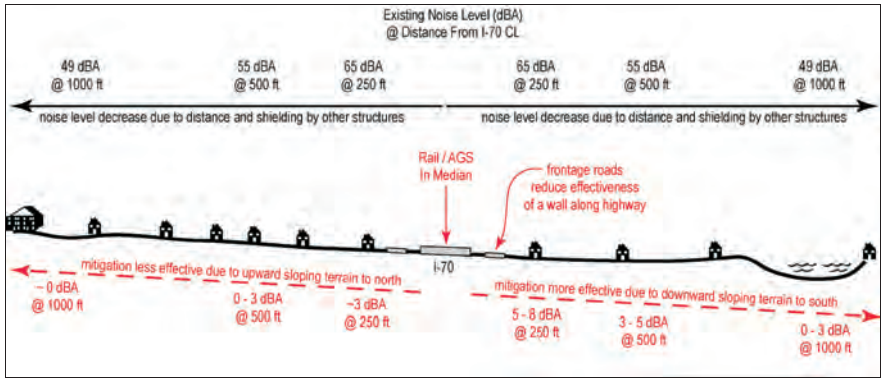
Town	Location	Site No.	Day of Week	Loudest Hour Leq (dB(A))
Dowd Canyon	Creekside Condos	M4	All	62
	Kayak Crossing Condos	M5	All	60
Vail	Golf course	M1	Friday	63
	West side of town, south of I-70	M2	Friday	67
	West side of town, north of I-70	M3	Friday	65
Dillon Valley (before construction of noise wall)	East side of residential area	M1	Wednesday	66
	West side of residential area	M2	Wednesday	61
	Church	M3	Wednesday	69
Silver Plume	Behind existing noise wall	M1	Wednesday	57
	Near interchange	M2	Wednesday	59
	East end of town	M3	Wednesday	68
	RR depot		All	63
Georgetown	Below I-70 bench	M1	Friday	52
	East of interchange	M2	Friday	68
Lawson, Downieville, and Dumont	Lawson: South side of I-70, along Silver Lakes Drive	M1	All	65
	Dumont: South side of I-70, along Stanley Road	M2	All	68
Idaho Springs	Residences on east end of town	M1	Sunday	65
	Downtown	M2	Sunday	65
	Residences on west end of town	M3	Tuesday	64
	Charlie Tayler Water Wheel	M4	All	72

Predicted Noise Levels for Alternatives

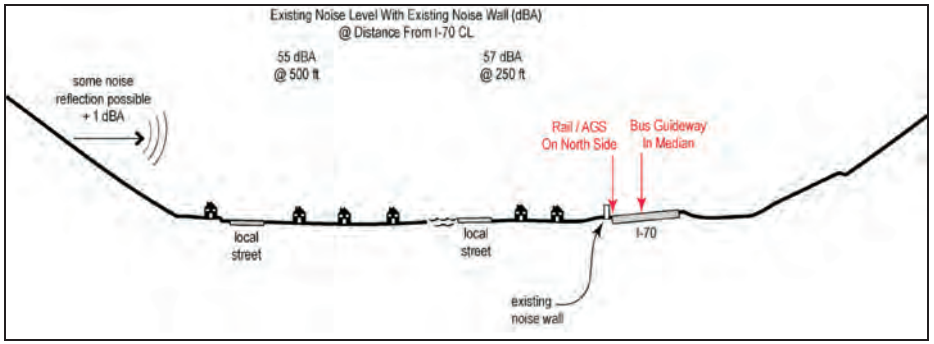
Area (West to East)	Alternative	Existing "Loudest Hour" Noise Level 250 Feet from Center of I-70 (dB(A))[1]	2025 "Loudest Hour" Noise Level 250 Feet from Center of I-70 (dB(A))	Comments
Dowd Canyon	No Action	60	62	Assumes transit on existing RR line
	Minimal Action		62	
	Rail with IMC		67	
	AGS		63	
	6-Lane Highway (55 mph) and Reversible/HOV/HOT Lanes		63	
	6-Lane Highway (65 mph)		Decrease*	
	Combination 6-Lane Highway with Rail and IMC		68	
	Combination 6-Lane Highway with AGS		63	
Vail	No Action	65	67	Assumes transit in median
	Minimal Action		67	
	Rail with IMC		69	
	AGS		68	
Dillon Valley	No Action	59	60	All alternatives would be behind the existing noise wall
	Minimal Action		60	
	Rail with IMC		61	
	AGS		60	
	Dual-Mode Bus in Guideway		60	
	Diesel Bus in Guideway		61	
Silver Plume	No Action	57	58	Assumes existing noise wall remains or is rebuilt
	Minimal Action		58	
	Rail with IMC		59	
	AGS		58	
	Dual-Mode Bus in Guideway		58	
	Diesel Bus in Guideway		59	
	Highway Alternatives		60	
	Combination 6-Lane Highway with Rail and IMC		61	
	Combination 6-Lane Highway with AGS		60	
Georgetown	No Action	53	54	Location analyzed is 350 feet from center of I-70, near the Loop RR depot in Georgetown
	Minimal Action		56	
	Rail with IMC		55	
	AGS		54	
	Dual-Mode Bus in Guideway		54	
	Diesel Bus in Guideway		55	
	Highway Alternatives		56	
	Combination 6-Lane Highway with Rail and IMC		57	
	Combination 6-Lane Highway with AGS		56	
Lawson, Downieville, and Dumont	No Action	65	66	Assumes transit in median
	Minimal Action		66	
	Rail with IMC		67	
	AGS		66	
	Dual-Mode Bus in Guideway		66	
	Diesel Bus in Guideway		67	
	Highway Alternatives		68	
	Combination 6-Lane Highway with Rail and IMC		69	
	Combination 6-Lane Highway with AGS		68	
Idaho Springs	No Action	65	65	
	Minimal Action		65	
	Rail with IMC		67	Assumes structured elements
	AGS		66	
	Dual-Mode Bus in Guideway		66-72	
	Diesel Bus in Guideway		67-72	
	Highway Alternatives		68-73	
	Combination 6-Lane Highway with Rail and IMC		69-75	
	Combination 6-Lane Highway with AGS		69-75	

Noise

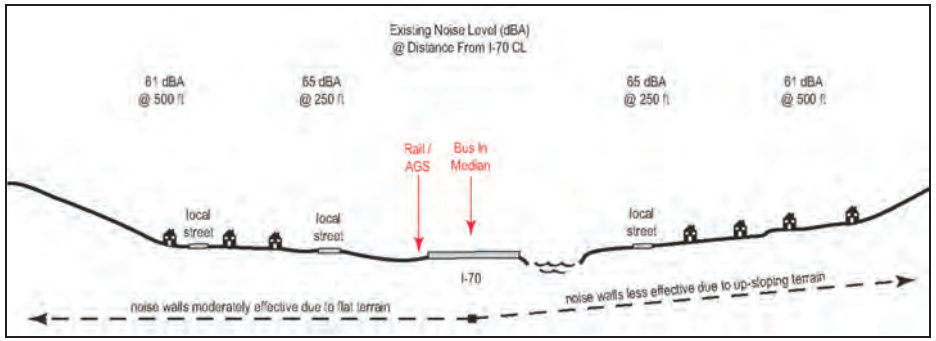
Vail Cross-Section, Westbound View



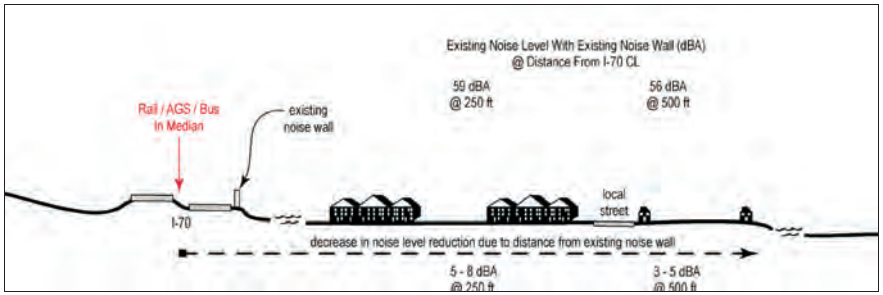
Silver Plume Cross-Section, Eastbound View



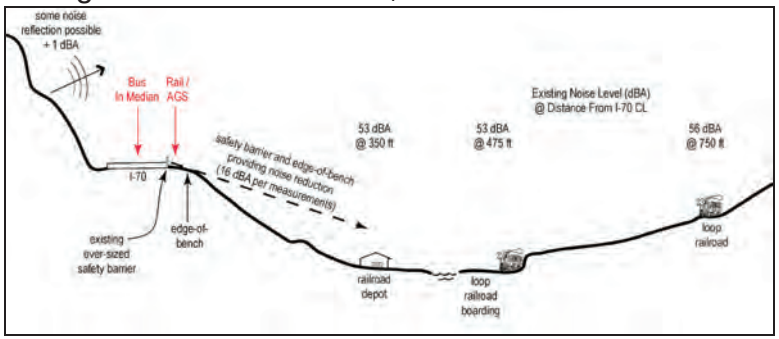
Dumont Cross-Section, Eastbound View



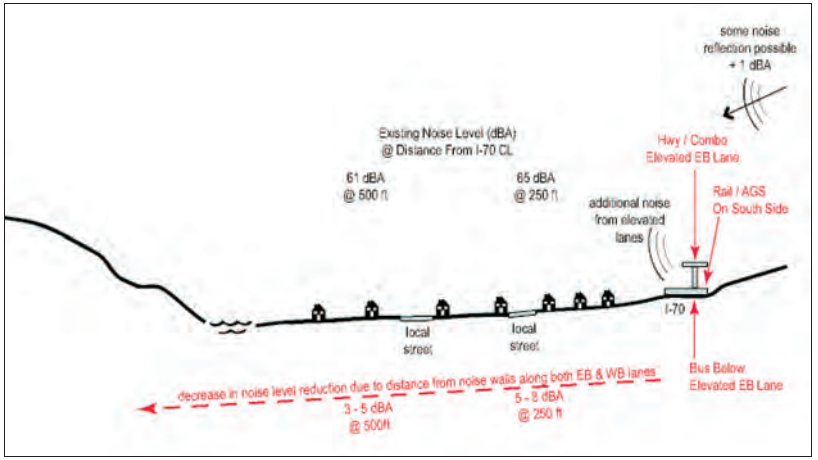
Dillon Cross-Section, Eastbound View



Georgetown Cross-Section, Eastbound View

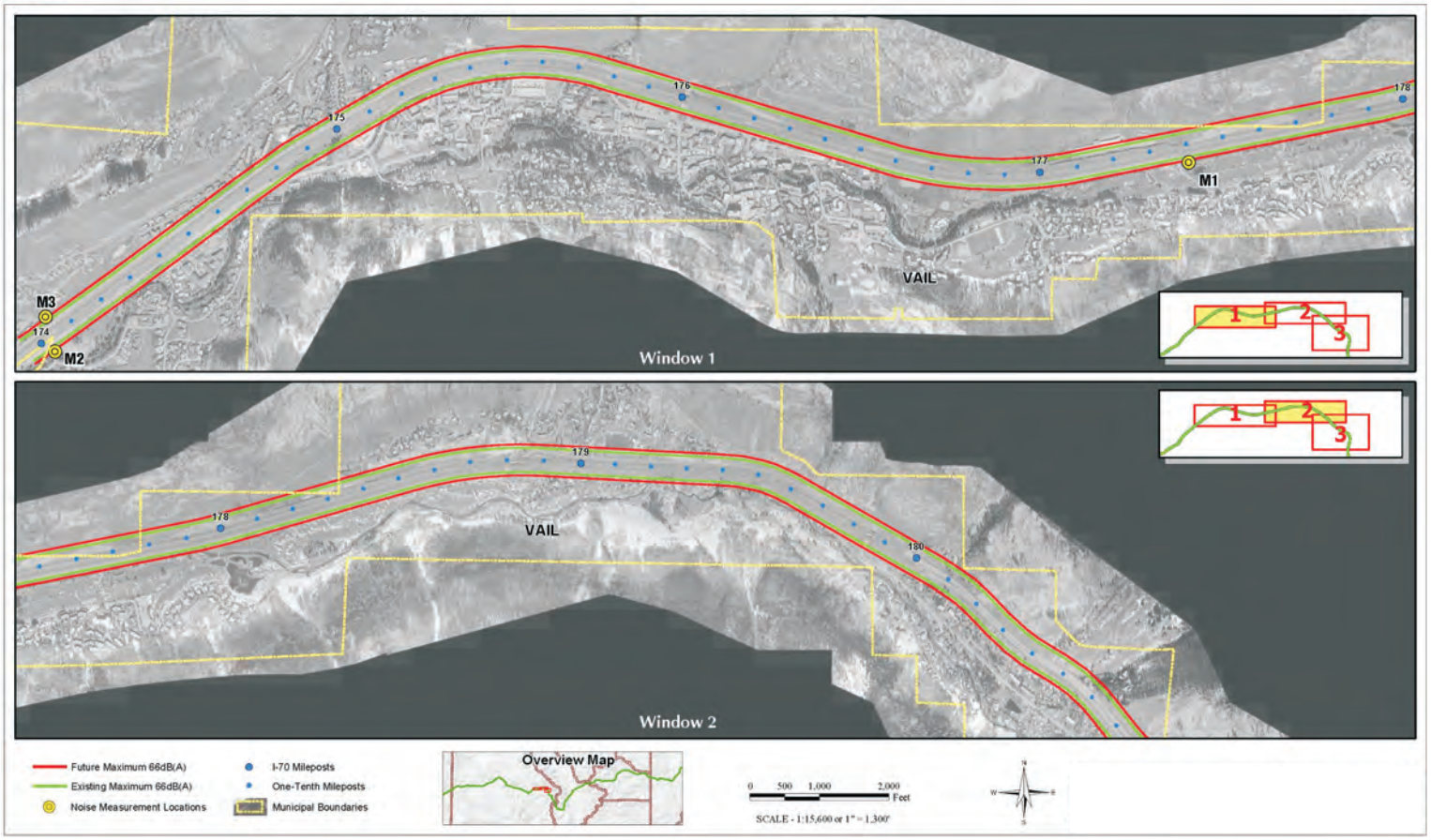


Idaho Springs Cross-Section, Eastbound View

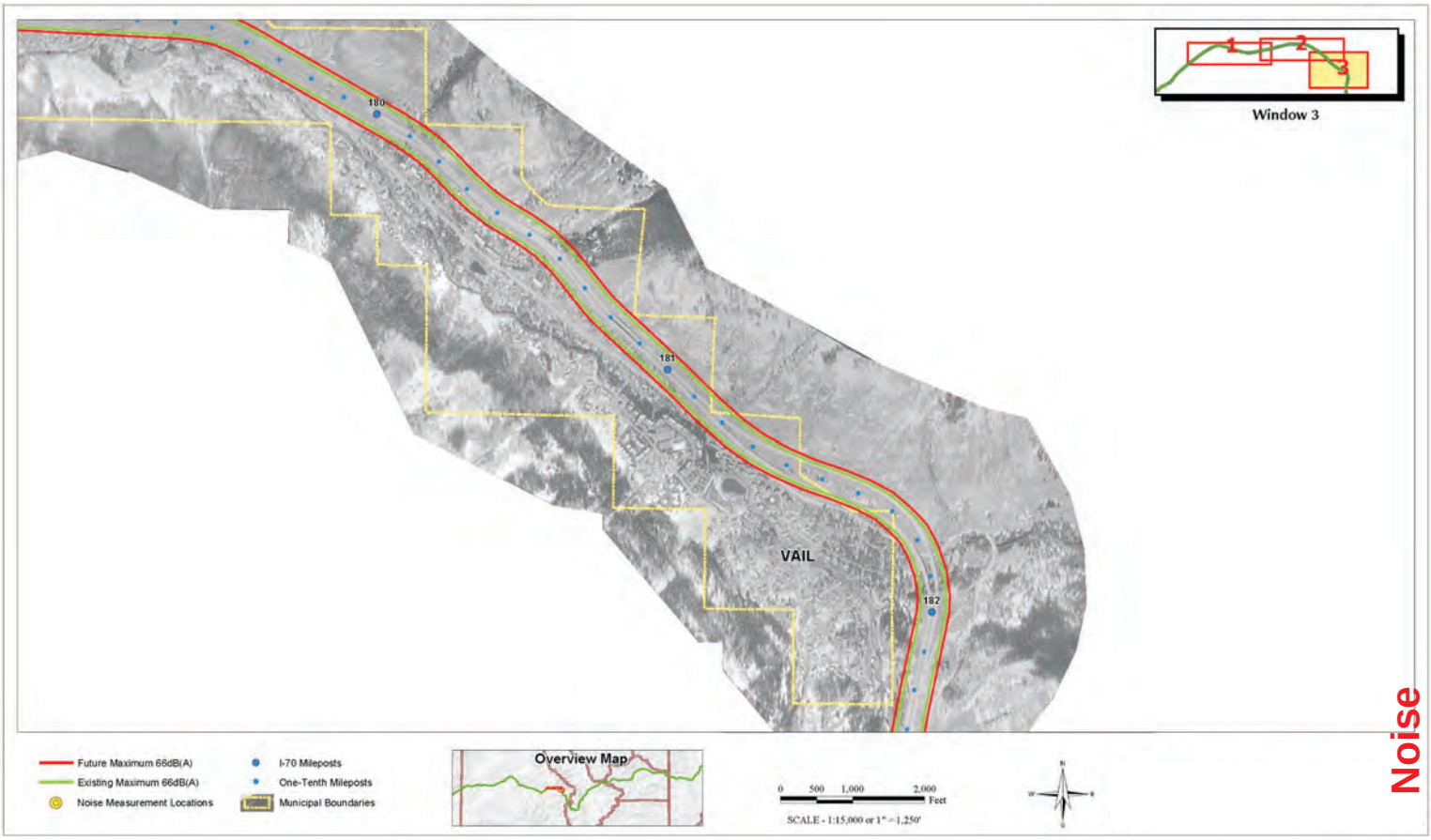


Noise: Contours and Measurements for Vail

West and Central Vail



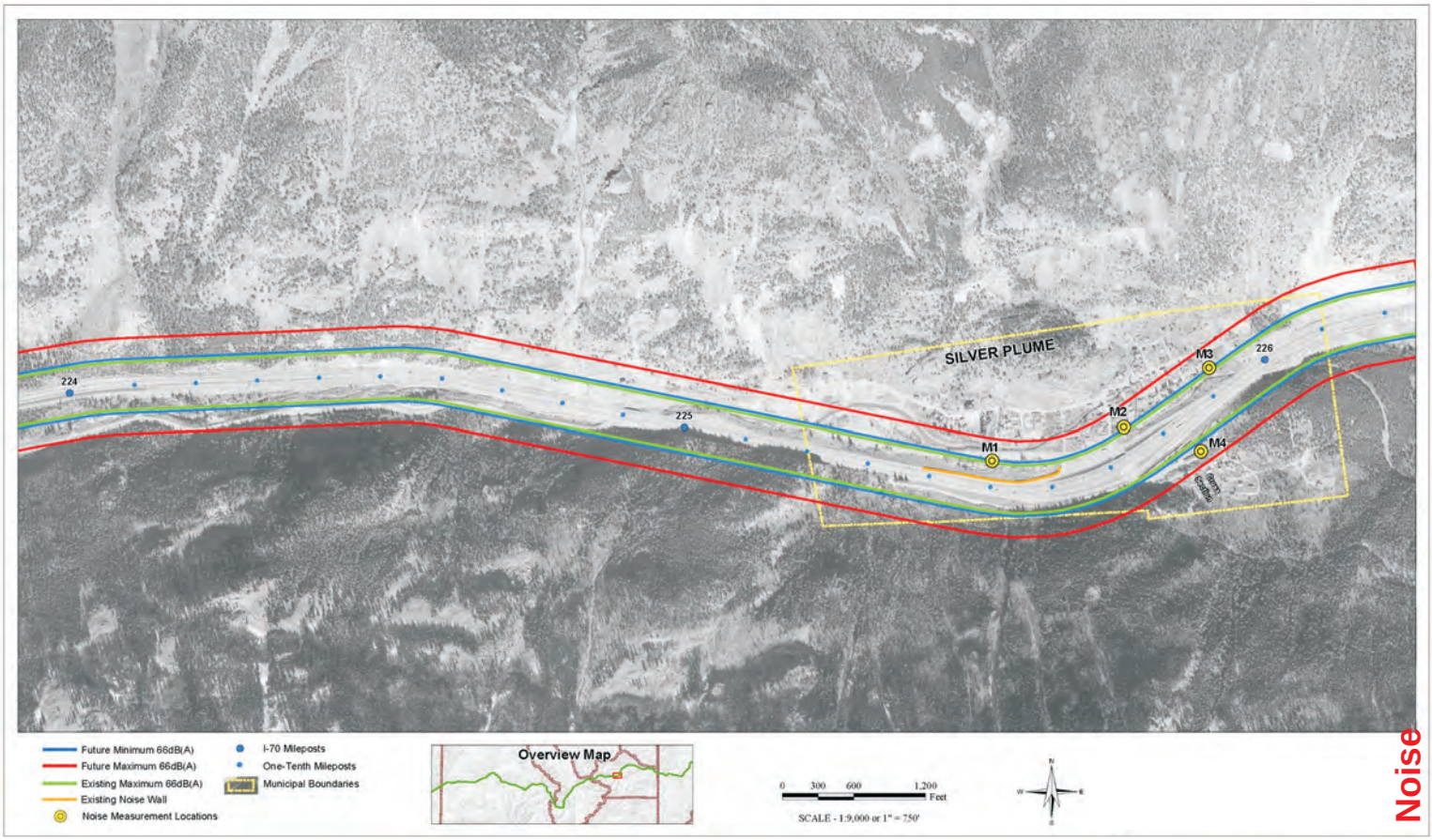
East Vail



Noise: Contours and Measurements for Dillon and Silver Plume

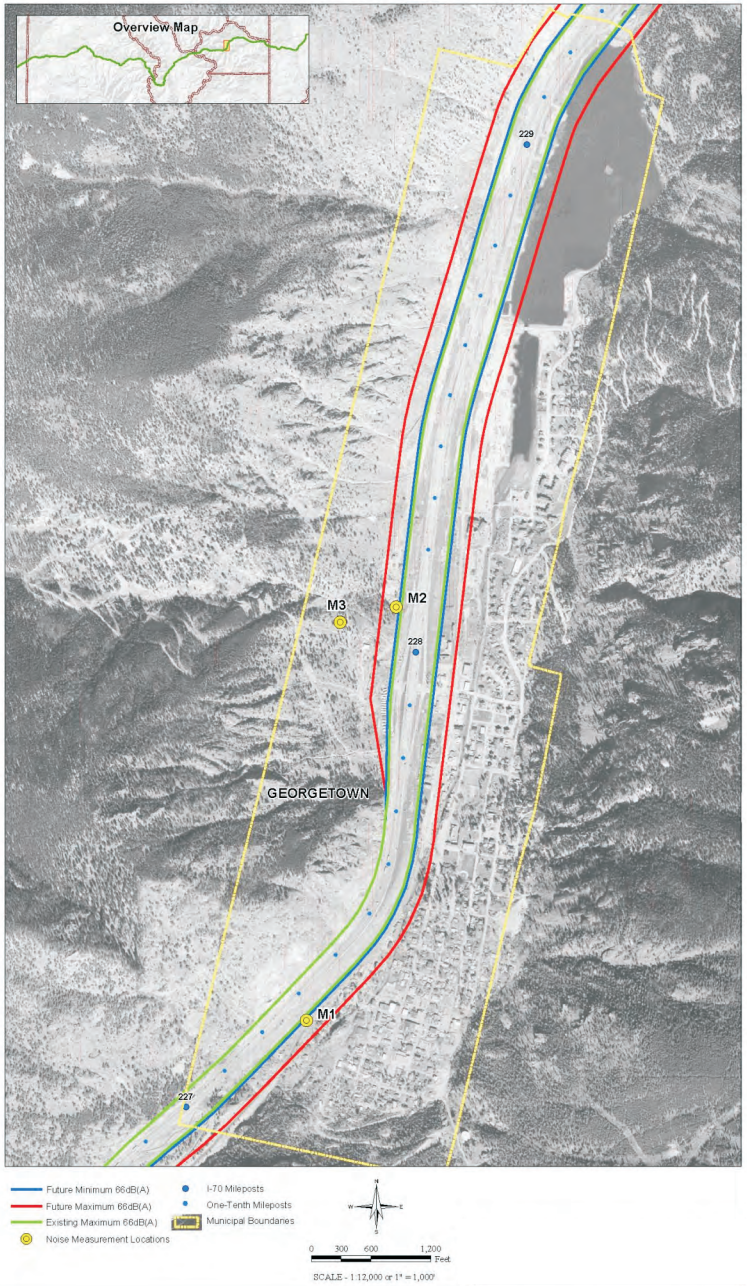
Dillon

Silver Plume

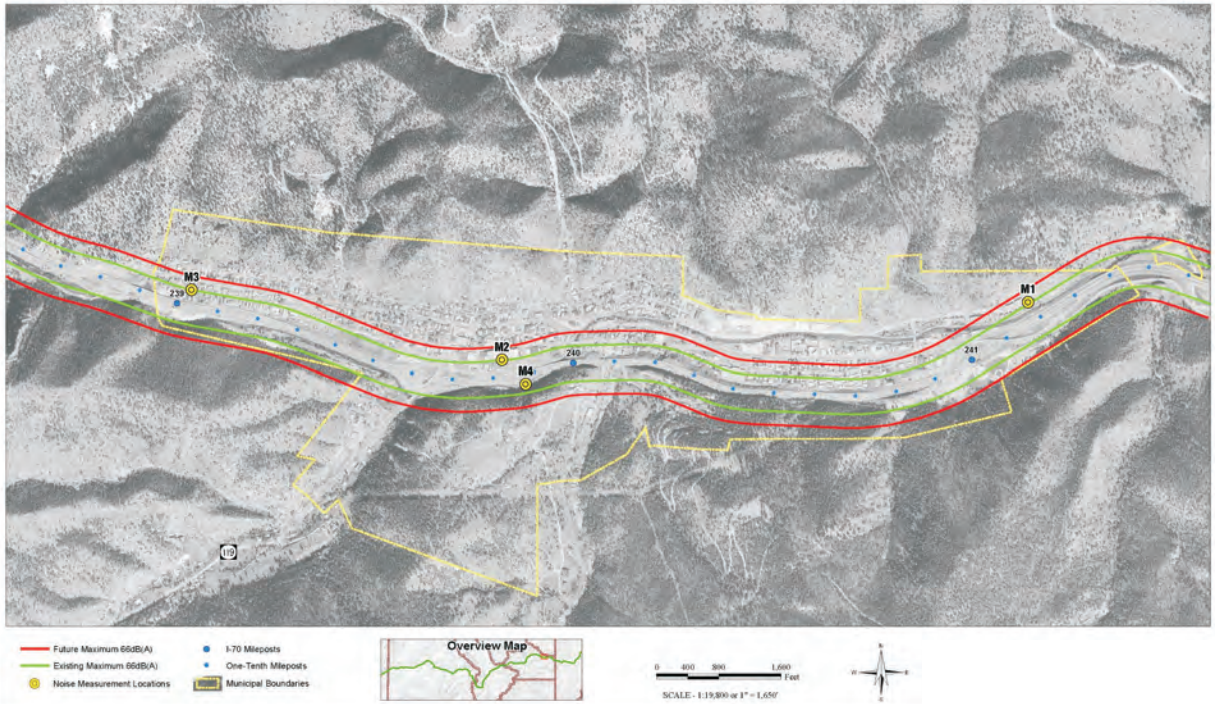


Noise: Contours and Measurements for Georgetown and Idaho Springs

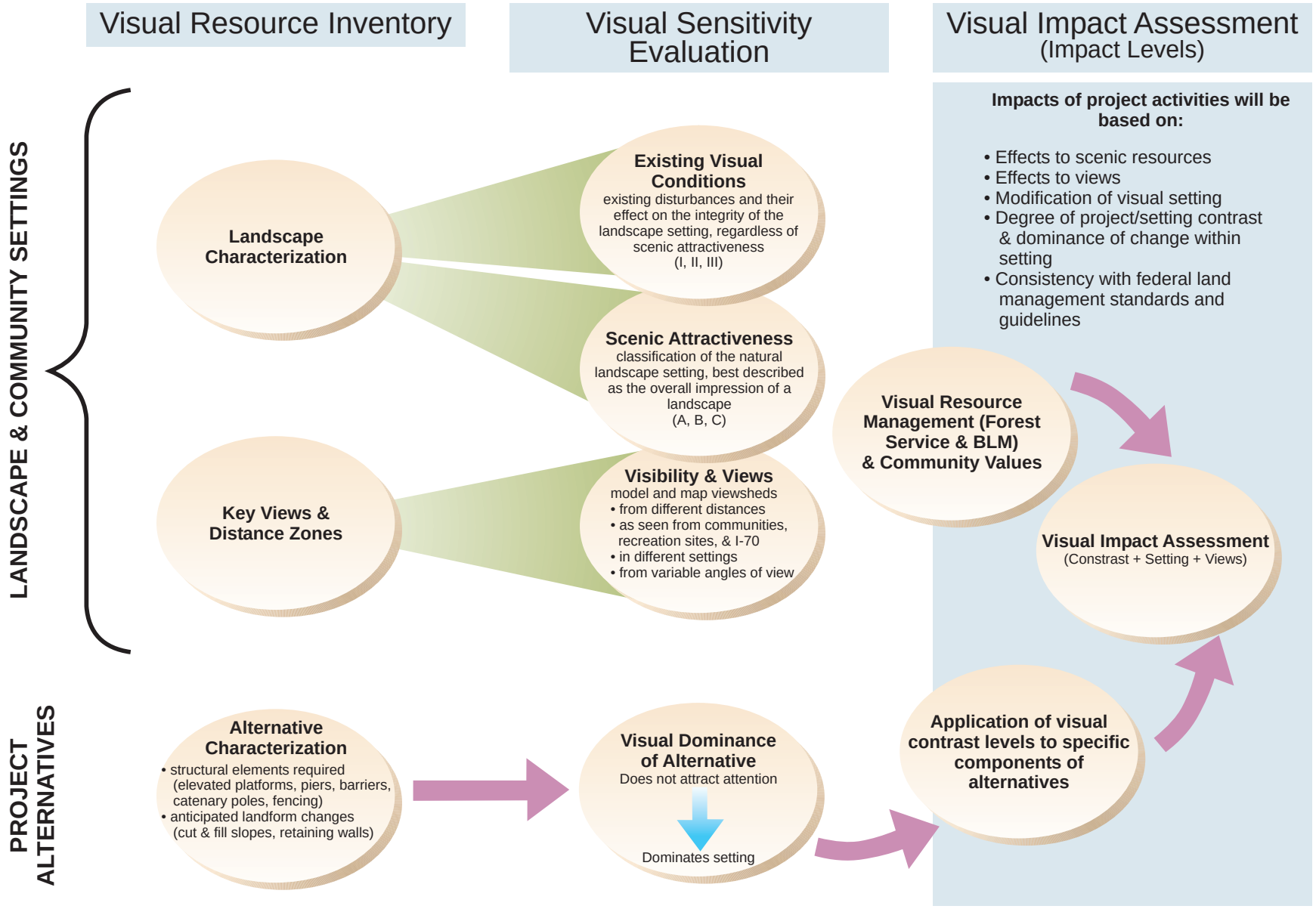
Georgetown



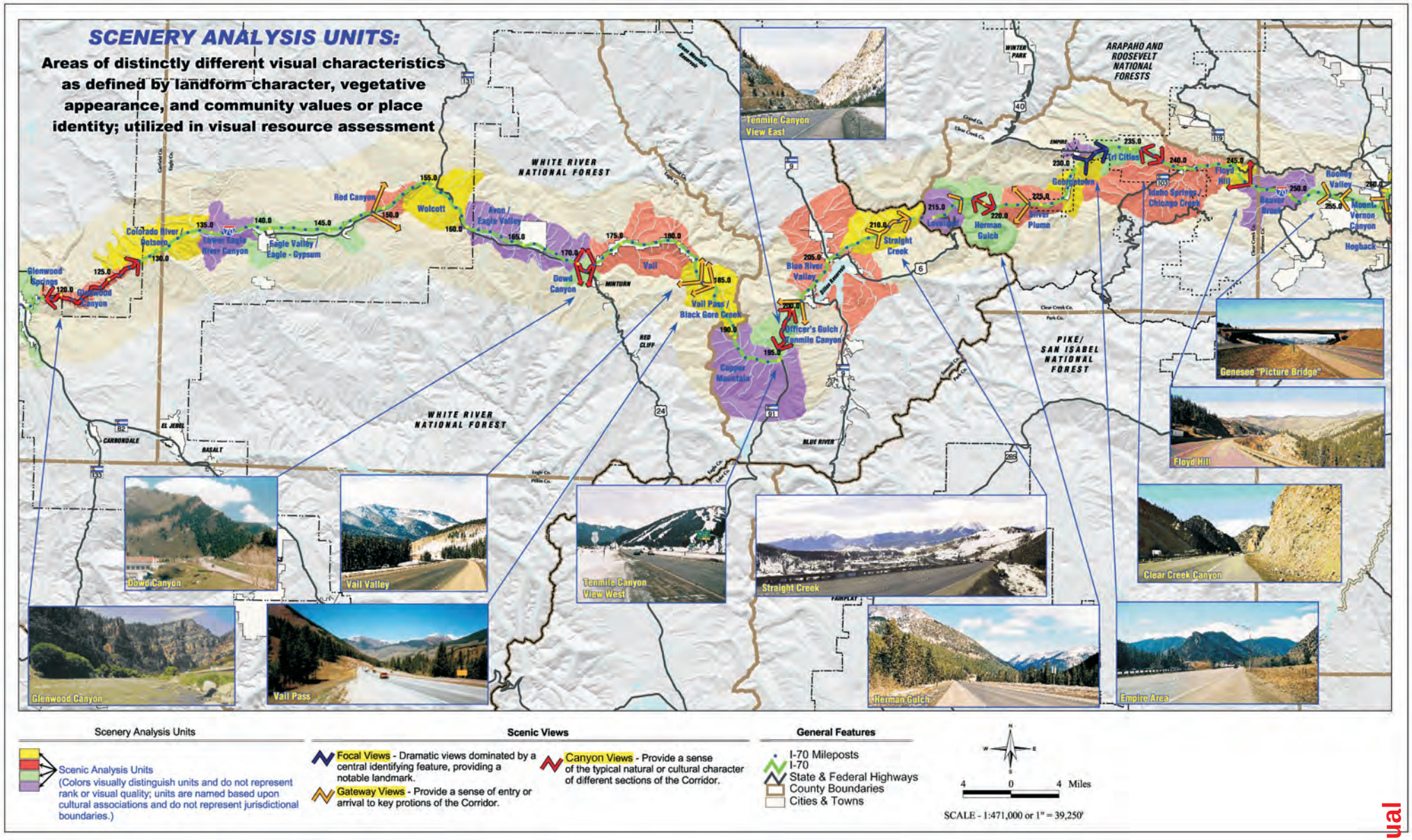
Idaho Springs



Assessment Approach

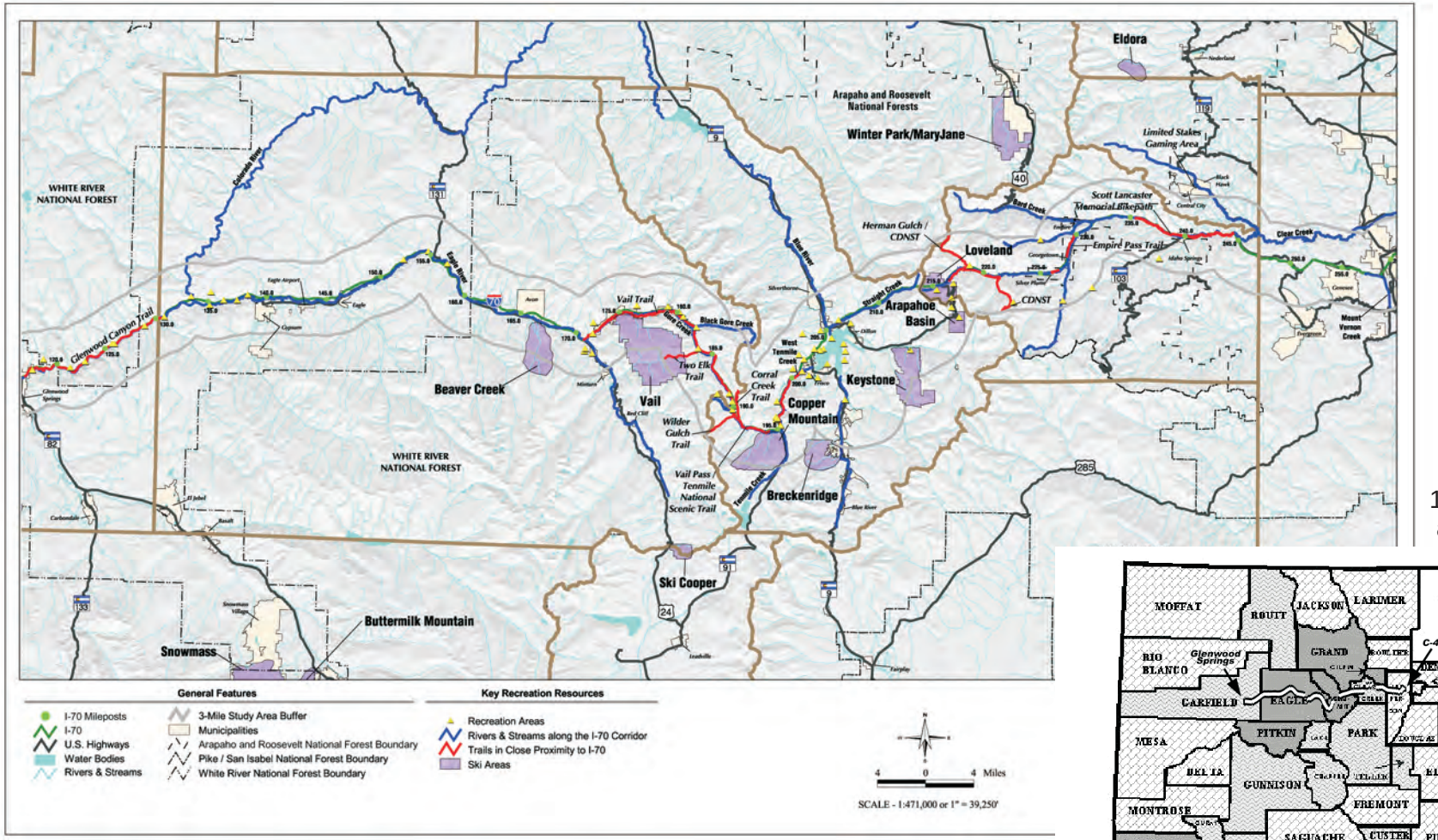


Scenery Analysis Units

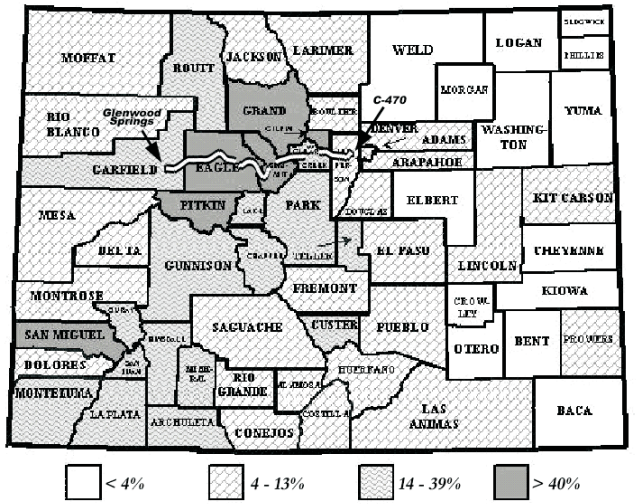


Recreation Resources

Recreation Sites Adjacent to and Accessed by the Corridor

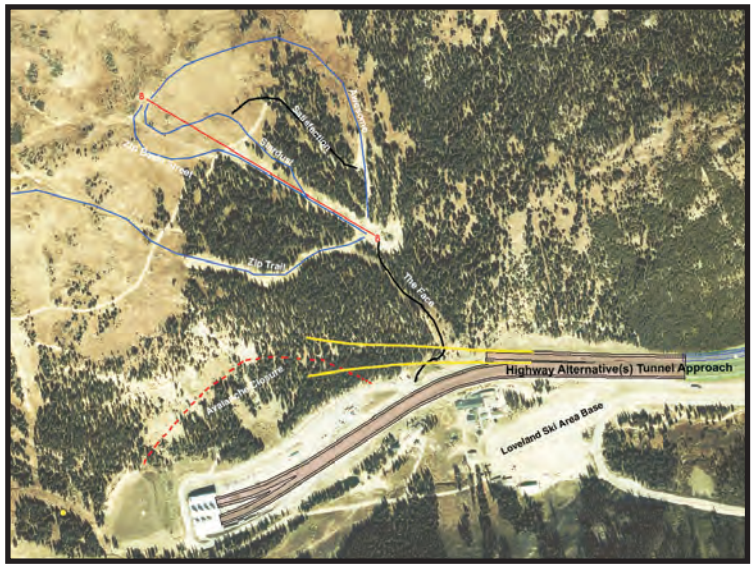


1999 Colorado Tourism as a Percent of Total Jobs



Recreation Resources - Examples of Direct Impacts

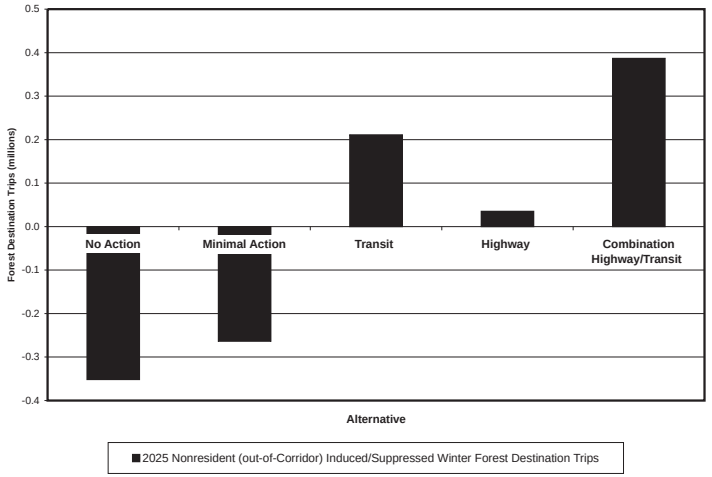
Loveland Ski Area



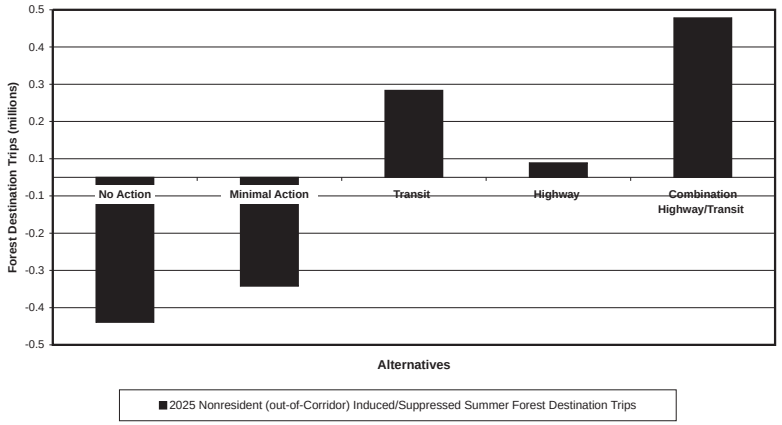
Charlie Tayler Water Wheel Park

Recreation Resources - Indirect Impacts

Possible Change in 2025 Forest Destination Trips
by Alternative 2025 projected skier visits = 2.37 million;
2025 projected winter RVDs = 2.05 million (I-70 Districts)



Possible Change in 2025 Forest Destination Trips by Alternative
2025 projected summer RVDs = 4.32 million (I-70 Districts)



Indirect Impacts, Arapaho and Roosevelt National Forests[a]

Alternative	2025 Winter Impacts			2025 Summer Impacts		
	Annual Change in Nonresident (out-of-Corridor) Winter Destination Trips (millions)	Annual Change in Resident (Corridor) Winter Destination Trips (millions)	Baseline 2025 Skier Visit / Winter RVD Projections[b]	Annual Change in Nonresident (out-of-Corridor) Summer Destination Trips (millions)	Annual Change in Resident (Corridor) Summer Destination Trips (millions)	Baseline 2025 Summer RVD Projections[b]
No Action	-0.35	No change. Induced growth is not predicted for the ARNF area of the Corridor.	2.37 million skier visits 2.05 million winter RVDs	-0.39	No change. Induced growth is not predicted for the ARNF area of the Corridor.	4.32 million summer RVDs
Minimal Action	-0.26			-0.29		
Transit	0.21			0.23		
Highway	0.04			0.04		
Combination	0.39			0.43		

[a] *Includes Clear Creek and Sulphur districts.*

[b] *These are 2025 USFS projections (extrapolated) for comparison with predicted "changes" for each alternative. These projections represent the "Baseline" condition for 2025 national forest visitation.*

One RVD (Recreation Visitor Day) is equivalent to 12 hours of continuous use, whereas one visit is any time spent on the forest.

Section 106/NEPA Process

Tier 1 Environmental Consequences

Potential Damage or Alteration per 36 CFR 800.5(a)(2)(iiv)

Methods
To fulfill and initiate phases of the Section 106 compliance process, the assessment of potential direct effects involved GIS overlaying of alternatives with the historic properties located within a 500-foot boundary from the outer edge of the pavement on either side of I-70.

This is an initial and conceptual assessment of effects at the Tier 1 level, not a final determination of effects according to Section 106 regulations. A final determination of effects will be conducted at the Tier 2 level, as appropriate.

Potential Damage or Alteration by Resource - Alternative footprint and construction disturbance related potential damage or alteration was identified for 12 historic properties:

- Hot Springs Historic District (5GF.1050)
- Hot Springs Lodge and Pool (Glenwood Hot Springs Bathhouse. Natatorium, Yampa Spring, 5GF.1050.2) in the Hot Springs Historic District
- Glenwood Springs Viaduct F-07-A (5GF.2717)
- Georgetown-Silver Plume NHL District (5CC.3)
  - Dunderberg Mine (5CC.3.107) eligible as a contributing element to Georgetown-Silver Plume NHL District
  - Mendota Mine (5CC.3.217) eligible as a contributing element to Georgetown-Silver Plume NHL District
- Toll House or Mine Manager's House (Julius G. Pohle House, 5CC.13) property and structures in Georgetown-Silver Plume NHL District
- Big Five Mines (5CC.328)
- Darragh Placer (5CC.985)
- Multicomponent site (5CC.389)
- Two Barns in Lawson (identified in Reconnaissance Survey, not evaluated at this time)
- Loveland Ski Area (identified in Reconnaissance Survey, not evaluated at this time)

Potential Visual Effects per 36 CFR 800.5(a)(2)(v)

Visual effects are documented for the range of visual influence associated with properties listed on or eligible to the NRHP and SRHP, as well as properties identified as a result of the windshield survey and local input from the Reconnaissance Survey. Representative properties from historic districts (including the national landmark district) are included. National landmark and other historic districts are identified separately. Archaeological sites are not included. Many additional sites have been identified as a result of the file search for this Corridor. Tier 2 analyses will address these sites as appropriate.

Potential Noise Effects to Historic Communities per 36 CFR 800.5(a)(2)(v)

Properties Subject to Audible Intrusions per 36 CFR 800.5(a)(2)(v)

Area (West to East)	Alternative	Existing "Loudest Hour" Noise Level 250 Feet from Center of I-70 (dB(A))[1]	2025 "Loudest Hour" Noise Level 250 Feet from Center of I-70 (dB(A))	Comments
Silver Plume (includes National Historic Landmark District)	No Action	57	58	Assumes existing noise wall remains or is rebuilt
	Minimal Action		58	
	Rail with IMC		59	
	AGS		58	
	Dual-Mode Bus in Guideway		58	
	Diesel Bus in Guideway		59	
	Highway Alternatives		60	
	Combination 6-Lane Highway with Rail and IMC		61	
	Combination 6-Lane Highway with AGS		60	
Georgetown (includes National Historic Landmark District)	No Action	53	54	Location analyzed is 350 feet from center of I-70, near the Loop RR depot in Georgetown
	Minimal Action		56	
	Rail with IMC		55	
	AGS		54	
	Dual-Mode Bus in Guideway		54	
	Diesel Bus in Guideway		55	
	Highway Alternatives		56	
	Combination 6-Lane Highway with Rail and IMC		57	
	Combination 6-Lane Highway with AGS		56	
Lawson, Downieville, and Dumont (potential historic area)	No Action	65	66	Assumes transit in median
	Minimal Action		66	
	Rail with IMC		67	
	AGS		66	
	Dual-Mode Bus in Guideway		66	
	Diesel Bus in Guideway		67	
	Highway Alternatives		68	
	Combination 6-Lane Highway with Rail and IMC		69	
	Combination 6-Lane Highway with AGS		68	
Idaho Springs (includes Historic Commercial District and potential historic area)	No Action	65	65	
	Minimal Action		65	
	Rail with IMC		67	Assumes structured elements
	AGS		66	
	Dual-Mode Bus in Guideway		66-72	
	Diesel Bus in Guideway		67-72	
	Highway Alternatives		68-73	
	Combination 6-Lane Highway with Rail and IMC		69-75	
	Combination 6-Lane Highway with AGS		69-75	
	Combination 6-Lane Highway with Bus in Guideway		69-75	

[1] *Values modeled for year 2000 using year 2000 data, for the purpose of providing an appropriate comparison point.*

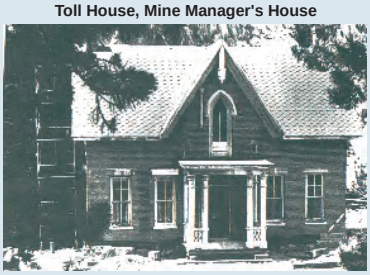
Tier 1 Identification of Historic Properties

Reconnaissance Survey of I-70 Mountain Corridor APE

1. File Search of Colorado Office of Archaeology and Historic Preservation (OAHP) database
2. Initial Local Input
3. Windshield Survey
4. Additional Local Input

Numbers of potential historic properties in the I-70 Mountain Corridor: The initial file search resulted in over 1,400 properties identified in the OAHP database for the corridor. Local input and windshield survey results have now added between 500 and 800 additional properties, some of which may also be in the database. The Revised Reconnaissance Survey of the I-70 Mountain Corridor Between Glenwood Springs and C-470 in Colorado has been prepared in partial fulfillment of Section 106 Requirements for the I-70 Mountain Corridor Programmatic Environmental Impact Statement (forthcoming, January 2005).

Toll House, Mine Manager's House



Potential Use of Toll House - Minimal Action

Potential Use of Toll House - Combination Alternatives

Section 106/NEPA Process

Area of Potential Effect (APE) for the I-70 Mountain Corridor PEIS Tier 1

The APE runs along the Corridor and extends between the project termini at Glenwood Springs (milepost 116) and C-470 (milepost 260).

The width of the APE varies along the Corridor. Between the Glenwood Springs interchange (milepost 116) and approximately 9 miles east of the Garfield/Eagle County line (milepost 139.5), no width is added to the roadway right-of-way for the APE because, except for the interchange itself, minimal changes to the existing I-70 are expected to occur.

In other areas, the APE extends up to 3 miles either side of the interstate, to follow ridgelines for the I-70 viewshed area (area from which I-70 can be seen).

The APE(s) for Tier 2 analyses may not be the same.

[Typically, all areas where the undertaking may cause changes to land or structures, or to their uses, whether the changes would be direct or indirect, beneficial or adverse, are part of the APE. In addition to areas of ground disturbance, this would include all locations from which elements of the undertaking (such as structures or land disturbance) may be visible. The boundaries of an APE may be flexible, such as ridge tops or valleys. The identification of an APE does not dictate what an agency must do to identify, avoid, or mitigate effects within it.]

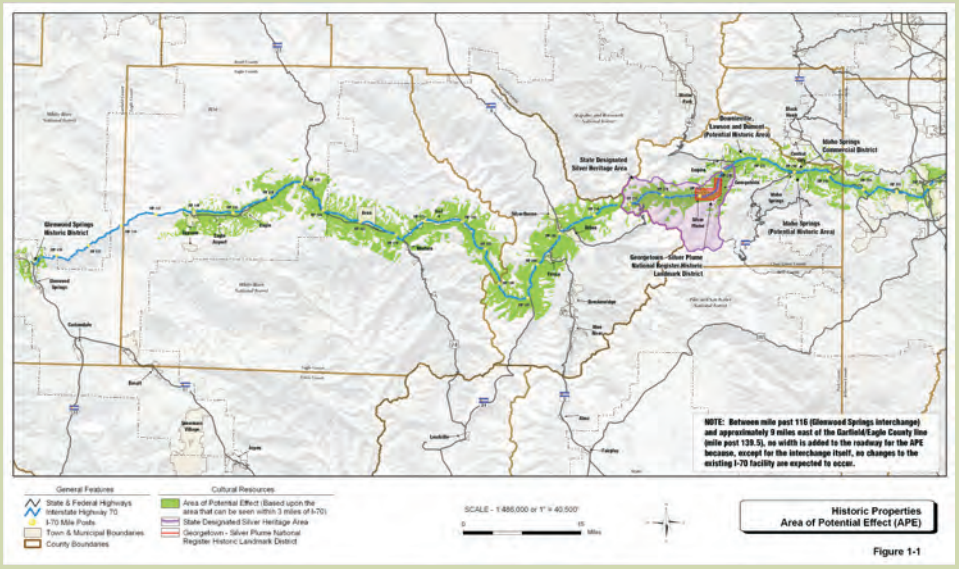


Figure 1-1

Integrating NEPA and Section 106 of the National Historic Preservation Act

Section 106 = NEPA Tier 1 + NEPA Tier 2

Section 106 Process	NEPA Tier 1	NEPA Tier 2
Determine if agency action is an "undertaking" triggering Section 106 compliance. Phased process is possible including both Tier 1 and Tier 2.	Tier 1 PEIS is a single undertaking (linked with future Tier 2 actions).	Multiple site specific undertakings can result in EIS, EA or CE processes.
Identify and meet with Section 106 consulting parties	Section 106 consulting parties participate in identification of historic properties, effects evaluation process, and **Programmatic Agreement** process for use in Tier 2.	Section 106 consulting parties participate in each Tier 2 undertaking using provisions of **Programmatic Agreement** developed in Tier 1.
Identify Area of Potential Effect (APE)	One APE	Multiple APE's
Identify historic properties that may be affected by the undertaking	Identify currently known historic properties (those already determined eligible to the National Register of Historic Places)	Complete historic property identification for Tier 2 undertakings following provisions of **Programmatic Agreement**
With input from consulting parties and the public, determine whether any historic properties will be affected, and if so, whether the effects will be "adverse"	Determine potential effects of Tier 1 alternatives. Use information to assist with alternative mode and location decision under Tier 1	Follow procedures under **Programmatic Agreement** to determine if historic properties will be affected by Tier 2, and if so, whether the effects will be "adverse"
Resolve any "adverse effects" through consultation with the public and consulting parties.	Because specific effects on historic properties cannot be defined in Tier 1, create a **Programmatic Agreement** to establish process for taking into account the effects of Tier 2 undertakings	Resolve any "adverse effects" through use the **Programmatic Agreement** established in Tier 1.

What is a Programmatic Agreement?

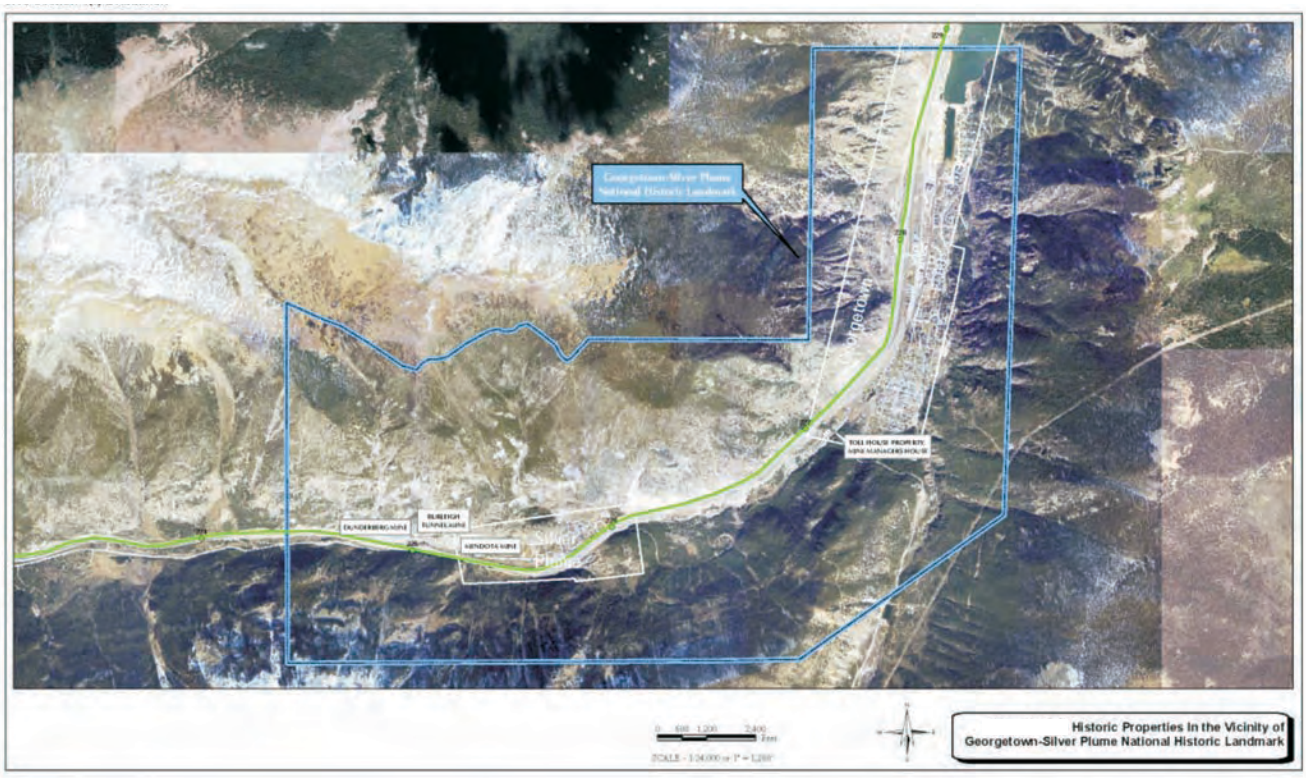
Section 106 of the National Historic Preservation Act provides for a variety of "program alternatives," mechanisms that allow agencies to customize their Section 106 compliance for particular programs or projects or kinds of resources. One kind of program alternative is a "programmatic agreement," a negotiated approach to implementing Section 106 for a particular agency program or for a complex project. A programmatic agreement for a complex project lays out the steps that the agency and the consulting parties agree will be taken to consider the effects of the project on historic properties and to resolve any adverse effects.

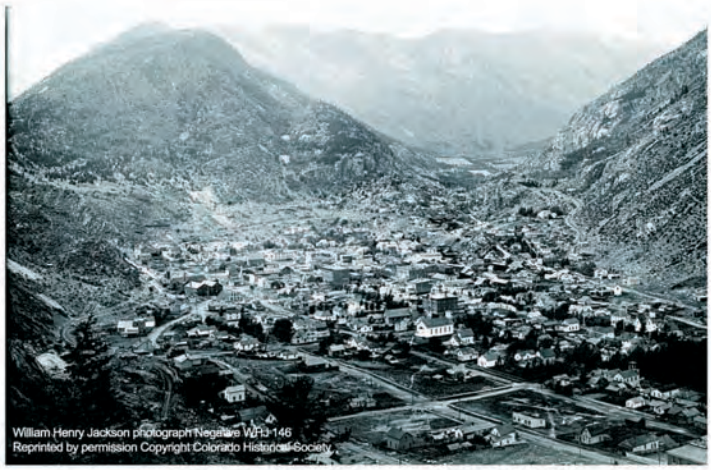
Draft Schedule: Steps to Complete Section 106 Tier 1 Programmatic Agreement

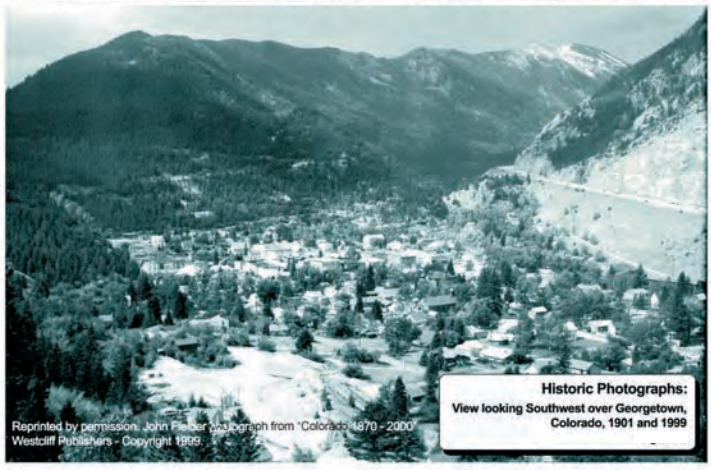
Section 106	Schedule
Draft PEIS available for public review	December 2004 to March 2005
SRIF works with CDOT, FHWA, ACHP, and SHPO to identify their issues for PA	January 2005 to February 2005
SRIF interviews consulting parties to identify their issues for PA, works with J. F. Sato to identify any relevant public comments	February 2005 to March 2005
SRIF prepares concept document for PA, submits to CDOT/FHWA for approval	Complete late March 2005
CDOT/FHWA review concept draft and SRIF preparation of revised PA	April 2005
Approved or revised and approved PA concept draft circulated to consulting parties, SHPO, ACHP for 3 week review	Early May 2005
Meeting of all parties to discuss PA concept draft	Late May 2005
SRIF prepares informal draft of PA, submits to CDOT/FHWA for approval	Mid-June 2005
CDOT/FHWA review informal draft and SRIF preparation of revised PA	Mid-June to Mid-July 2005
Approved or revised and approved informal draft PA circulated to consulting parties, SHPO, ACHP for 3 week review	Mid-July to Early August 2005
Meeting of all parties to discuss PA informal draft	Early August 2005
SRIF prepares draft PA, submits to CDOT/FHWA for approval for inclusion in draft Final PEIS	September 2005
CDOT/FHWA review draft PA and SRIF preparation of final revised PA	Late September 2005
Approved or revised and approved draft PA circulated to consulting parties, SHPO, ACHP for final comments for two week review	Early October 2005
Meeting of all parties to discuss final PA	Mid-October
J.F.Sato incorporates final revised PA into FPEIS document for CDOT/FHWA review and approval (either in FPEIS or as separate transmittal to be added to FPEIS after review)	October – November 2005
Approved or revised final PA delivered to FHWA for signature process	November 2005
Signed PA incorporated in final PEIS (could go in the ROD if necessary)	November - December 2005

Acronyms:
ACHP – Advisory Council on Historic Preservation
CDOT – Colorado Department of Transportation
FHWA – Federal Highway Administration
PA – Programmatic Agreement
PEIS – Programmatic Environmental Impact Statement
ROD – Record of Decision
SHPO – State Historic Preservation Office
SRIF – SRI Foundation

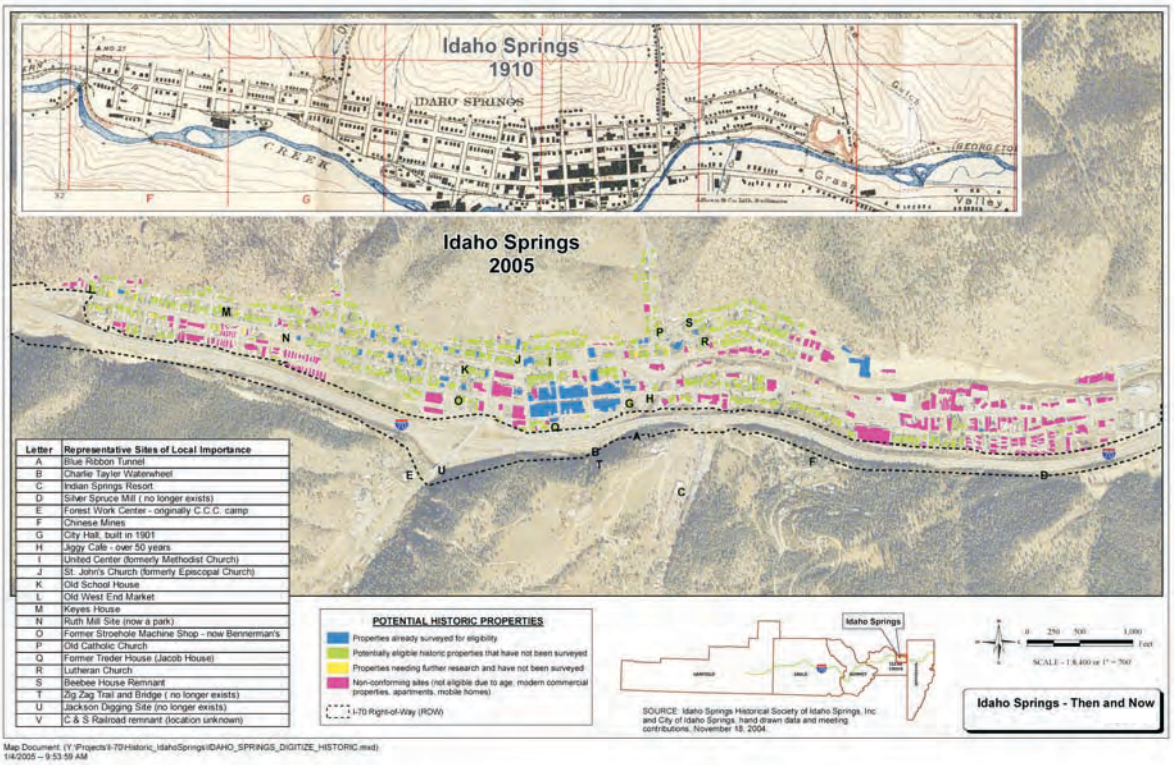
Georgetown-Silver Plume National Historic Landmark District

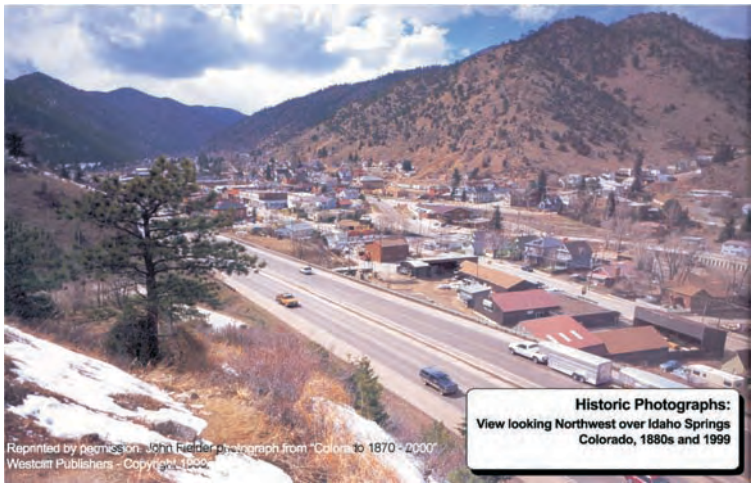




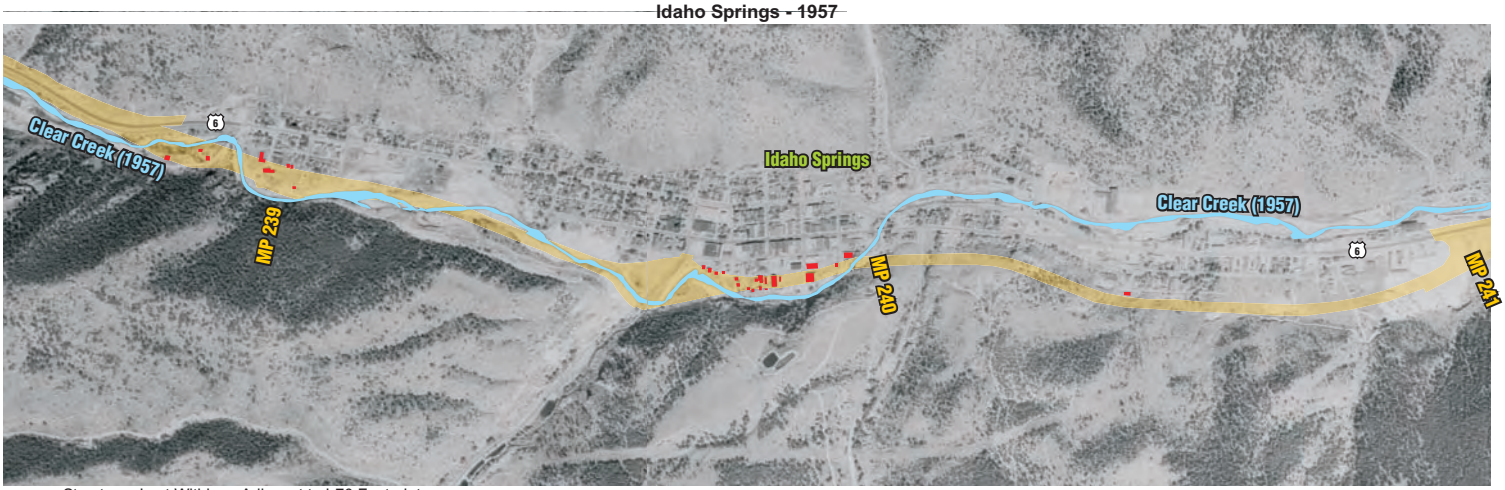


Historic Properties - Idaho Springs





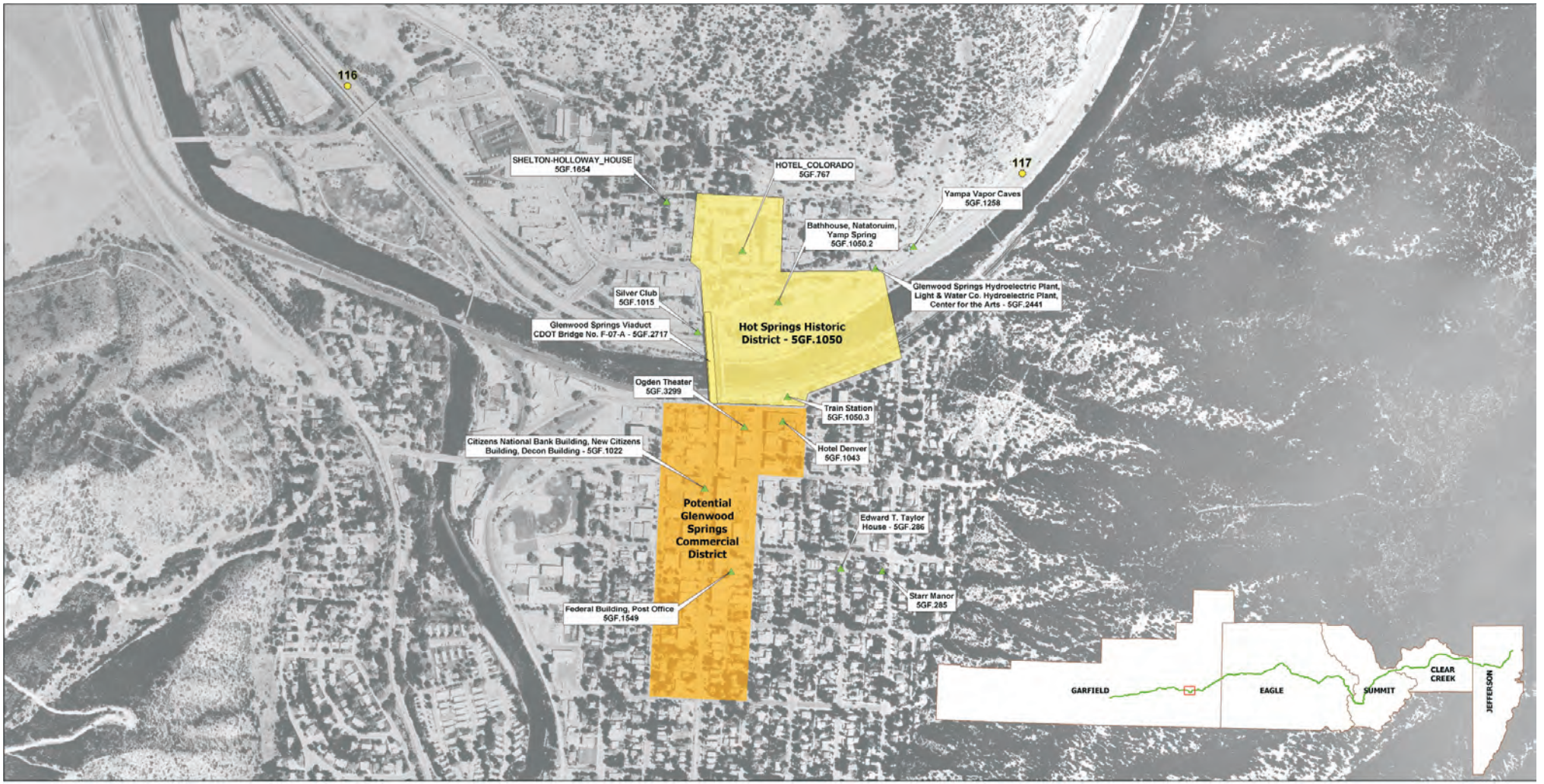
Idaho Springs - 1957



Structures Lost Within or Adjacent to I-70 Footprint
Approximate Location of I-70 Disturbance

Stream Alignment and Development Pre-I-70, Idaho Springs

Glenwood Springs NRHP Listed, Eligible, or Local Interest Sites



County Boundaries
Sites Identified by Reconnaissance Survey
I-70 Mileposts
NRHP Listed, Eligible, or Local Interest Sites

N
W
E
S
0 200 400 800
Feet

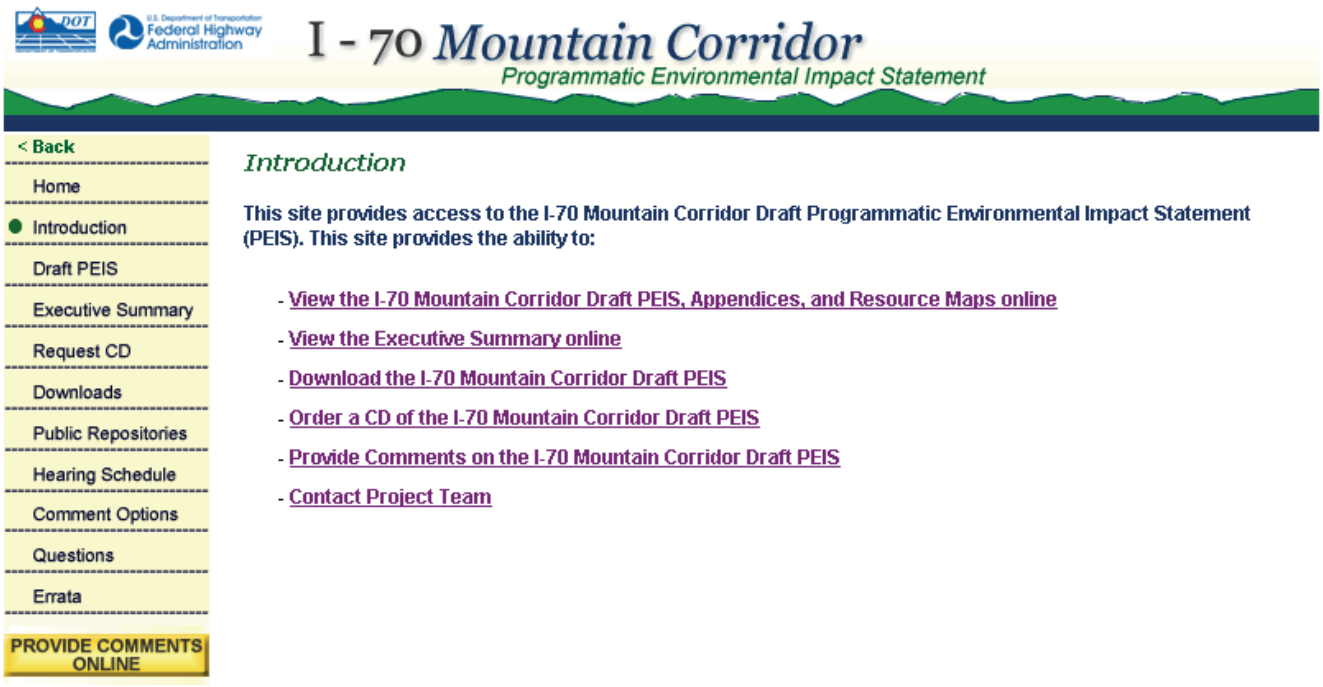
I - 70 Mountain Corridor

Glenwood Springs NRHP Listed, Eligible, or Local Interest Sites

I - 70 Mountain Corridor

Visit the Project Website for More Information

I70mtncorridor.com



The following methods are available for you to provide comments on the I-70 Mountain Corridor Draft PEIS.

1. Online: One of the quickest and easiest ways to provide your comments is by using the project website, www.i70mtncorridor.com. After completing a simple registration process, you may submit your comments directly into the project database.

2. Mail: To submit written comments on the Draft PEIS, contact:

Cecelia Joy, Project Manager
Colorado Department of Transportation, Region 1
18500 East Colfax Avenue
Aurora, CO 80011
(303) 757-9112
or
Chris Paulsen, Deputy Project Manager
(303) 757-9156

Jean Wallace, P.E.
Senior Operations Engineer
Federal Highway Administration
12300 West Dakota Avenue
Lakewood, CO 80228
(720) 963-3015

3. Public Hearings: Provide comments at the public hearings. Comments can be communicated directly to a court reporter at each hearing. See the table below for dates and locations.

Fact Sheet

2025 travel demand in the Corridor – is projected **to increase by about 7 million vehicle trips** at the Eisenhower Tunnel over the next 25 years. Approximately 10 million vehicles traveled through the Eisenhower Tunnel in 2000.

In 2025 the greater Front Range population – is expected to reach approximately **5 million** (increasing by 47 percent – projected by Department of Local Affairs-DOLA), creating a substantial increase in summer and winter recreation travel demand in the Corridor.

The 2025 nine-county Corridor population region (Clear Creek, Eagle, Garfield, Gilpin, Grand, Lake, Park, Pitkin, and Summit) – to reach approximately **340,000** (101 percent projected growth by DOLA), creating additional travel demand on the Corridor.

Future peak weekday travel demand in some parts of the Corridor in 2025 will be similar to current weekend levels of travel demand.

More than 200 recreational sites are within 6 miles of the Corridor, including 15 ski areas that are accessed via the I-70 Mountain Corridor.

If no major improvements are made, it could affect the economy of the 9-county region – due to a reduction in recreational spending in the Corridor and the cost of congestion that could affect growth in the gross regional product for the 9-county region by up to $10 billion by 2035.

20 alternatives have been evaluated in this Draft PEIS. This is to ensure full disclosure of the tradeoffs among the 20 alternatives (see attached map). The 20 alternatives are fully evaluated to ensure a comprehensive examination of future travel choices.

"Preferred Group of Alternatives" – would meet the underlying need – and would require capital costs of less than $4 billion. The Transportation Commission has committed approximately $1.6 billion of the Strategic Corridor Investment Program to the Corridor. The $1.6 billion amount represents the funding that may be available over the next 20 years Additional funds necessary for implementation of project alternatives remain uncommitted. A $4 billion amount has been set as a budget threshold for evaluating alternatives in terms of "reasonableness" from an economic affordability point of view. This threshold was set to not preclude alternatives that may be affordable if funding sources over and above the $1.6 billion were to be secured.

The Nine Preferred Alternatives (all include a new third bore at the Eisenhower Tunnel):

Transit

1. Dual Mode Bus in Guideway. Exclusive guideway for dual electric and diesel powered bus system in the I-70 median eastbound from Silverthorne to the Eisenhower Tunnel and a bi-directional guideway from the Tunnel to C-470. Cost: $3.5 billion.
2. Diesel Bus in Guideway. Same as dual mode bus in exclusive guideway, only powered by diesel fuel. Cost: $3.3 billion.

Highways

3. Six lane highway through Dowd Canyon in Eagle County and between the Eisenhower Tunnel and Floyd Hill, with minimum travel speed of 55 mph. Cost: $2.4 billion.
4. Same as above with the introduction of additional tunnels to accommodate minimum speeds of 65 mph. Includes new tunnels at Dowd Canyon in Eagle County, from the Twin Tunnels to Hidden Valley and eastbound at Floyd Hill.
5. Adding two reversible lanes in the center of highway between the Eisenhower Tunnel and Floyd Hill. This alternative also includes six lanes through Dowd Canyon. Cost: $2.5 billion.

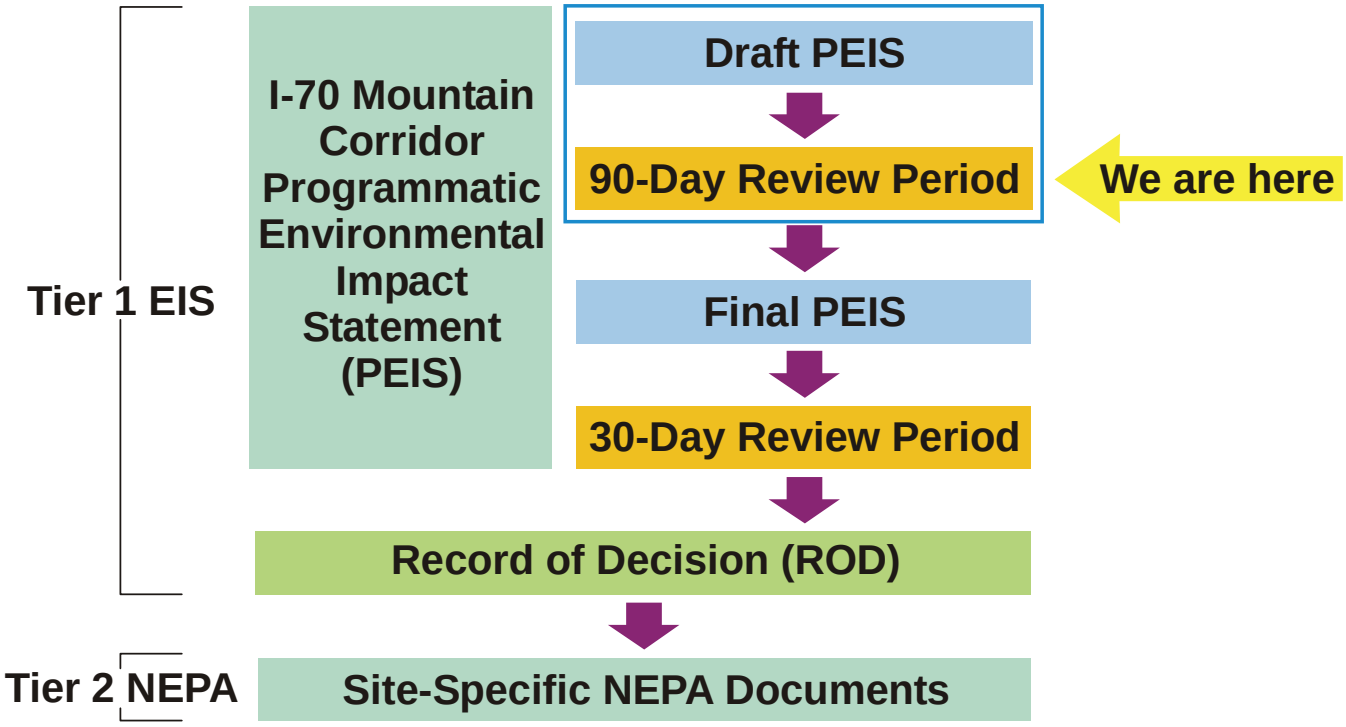
Combination/Preservation

6. Six-lane highway and preserve for future rail transit in median. Cost: $2.8 billion.
7. Six-lane highway and preserve for an advanced guideway system (AGS). Cost: $2.6 billion.
8. Six-lane highway and preserve for dual-bus mode guideway in median. Cost: $2.6 billion.
9. Six-lane highway and preserve space for diesel bus guideway in the median. Cost: $2.6 billion.

Included within these nine alternatives are roadway improvements, such as passing lanes at select locations, that is, west side of Vail Pass, some interchange modifications and safety upgrades, such as additional rockfall mitigation.

Alternatives identified as "preferred" are those that best meet the projected need – the ability of an alternative to meet a minimum of the 2025 travel demand projections – and that are affordable from an economic point of view – having a capital cost of less than $4 billion.

Environmental and community resources – a broad range of environmental and community resources have been considered in the evaluation of alternatives.



The following graphics are generalized versions of comparison tables provided in Chapter 2 of the I-70 Mountain Corridor PEIS. These graphics provide a highly summarized version of Tables 2-25 and 2-26. These tables, along with the entire PEIS, can be viewed online at www.i70mtncorridor.com.

Quick Alternatives Comparison

	No Action	Minimal Action	Rail with IMC	AGS	Bus in Guideway	6-Lane Highway	Reversible/ HOV/HOT Lanes	Combination		
								6-Lane Highway with Rail and IMC	6-Lane Highway with AGS	6-Lane Highway with Bus in Guideway
Wildlife Habitat	✓	✓		✓			✗	✗	✗	✗
Threatened & Endangered Species	✓	✓			✓	✓	✓	✗	✗	
Aquatic Resources	✓	✓		✓	✓			✗	✗	
Streams	✓	✓		✓	✓			✗	✗	✗
Stormwater Runoff	✓			✓				✗		
Land Use - ROW	✓	✓			✓	✓	✓	✗	✗	
Visual Resources	✓	✓		✗	✓	✓	✓		✗	
Recreation	✓	✓	✗	✗	✓			✗	✗	✗
Historic Resources	✓	✓					✗	✗	✗	✗
Socioeconomics	✗	✗				✓	✓	✗	✗	✗

Noise	No Action	Minimal Action	Rail with IMC	AGS	Bus in Guideway	6-Lane Highway	Reversible/ HOV/HOT Lanes	Combination		
								6-Lane Highway with Rail and IMC	6-Lane Highway with AGS	6-Lane Highway with Bus in Guideway
Dowd Canyon	✓	✓	✗		✓			✗	✗	
Vail	✓	✓			✓	✓	✓			✓
Dillon Valley	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Silver Plume	✓	✓	✓	✓	✓					
Georgetown	✓	✓	✓	✓	✓					
Lawson, Downieville, Dumont	✓	✓	✓	✓	✓					
Idaho Springs	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗

Air Quality										
CO	✓	✓	✓	✓	✓					
Entrained Dust	✓	✓	✓	✓	✓	✗	✗			✗
Visibility	✓	✓	✓	✓	✓	✗	✗			