I 70 Mountain Corridor PEIS
Collaborative Effort
Meeting February 28, 2008

Collaborative Effort Process

- The group recognizes and appreciates the participation of FTA in CE discussions
- Some members of the group are requesting additional focus, information and discussion on bus transit options and the constructability of options that include a transition from bus to other transit technologies along the same alignment.

Transportation Demand Management and Potential Near-Term Improvements

Potentially effective TDM strategies include:

- Expanded driver education, safety, law and speeding enforcement can increase capacity by reducing incidents and accidents
- Communities and regions can contribute to TDM strategies by encouraging flexible commute/school times, etc. Context matters a great deal for these strategies. Not all industries/communities will respond to TDM efforts in the same way.
- There are a number of strategies that can improve truck traffic flow and reduce incidents and accidents with truck traffic.
- Multiple and different TDM strategies may be necessary for different seasons and user groups.
- The I-70 Coalition TDM task force is continuing these discussions

Examining the "Minimal Action" alternative

The group reviewed the specific elements of the Minimal Action as described in the PEIS. There was broad agreement that a Minimal Action alternative:

- May benefit from some additional components such as:
    - Emergency Truck pullouts and parking and exploring potential truck restrictions
    - Continuous frontage road from Highway 6/I-70 to MM241
    - Sediment Control Plans for Black Gore, Clear and Straight Creeks
    - Transit test/interim section between Gypsum (Eagle County Airport) to the town of Vail
- Includes significant improvements. A more useful name for a collection of these types of solutions may be: "Safety and Efficiency Improvements"
- The transportation performance of Busses in mixed traffic needs further analysis
- Connectivity to RTD/Front Range systems needs further analysis.
- Any improvements assume the resolution of important and difficult design and engineering questions, including and especially:
    - Whether/how to design roadway improvements that do not further impact, or ideally improve, Clear Creek County Communities
    - How to accommodate specific travel and engineering challenges in places like Vail pass and Dowd Junction

Important discussions that will not be completed as a part of the CE:
The following are important issues that need to be addressed, but are most appropriately addressed with additional analysis and decision making processes.

- "Advanced Guideway System", or "AGS" for the sake of the CE discussions and agreements will not specifically identify a specific technology
- While basic locations for different modes will be considered in the CE and the PEIS, specific rights of way and specific alignment issues will have to be answered iteratively as options studies and improvements move forward.
- The CE group will need to further explore funding options and estimates, but the group will not work to agree on specific cost estimates or strategies to pursue funds. Funding will be a focus of the March CE meeting.

Adaptive Management

- Draft consultative principles, developed from previous group conversations, were reviewed. These principles can be applied to Adaptive Management and future decision making processes.
- "Adaptive Management" is a commitment to a deliberate style of iterative decision making and to revisit and analyze key questions at important project milestones. At the Tier 1/PEIS level, an agreement needs to include a commitment to adaptive management and iterative decision making, though specific processes will need to be developed through future, finer-scale studies.

Information Requests for upcoming meetings

- Work done to date on cost validation and cost estimates
- Travel demand models for minimal action alternatives
- Bus transit information and analysis in the PEIS

Next Meeting
Next Meeting is Thursday March 27 at The Keystone Center