

# I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement

Public Hearing Presentation  
October 2010



October 6, 2010



# WELCOME

Thank you for being here tonight



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# Tonight's Meeting

- Thank you for coming
- We're here to receive your comments
- Presentation intended to provide information about the PEIS and how to comment on it



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# What is a PEIS?

- National Environmental Policy Act (NEPA) document
- Results in a broad Tier 1 decision



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# What is the I-70 Mountain Corridor PEIS?

- Establishes a long-term Corridor vision
- Identifies program of improvements
- Defines purpose and need
- Defines travel mode, capacity, and general location of transportation solutions
- No construction or impacts
- Considers the range and type of impacts
- Commits to mitigation strategies



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# What is a Tier 2 process?

- Project-specific analysis
- Will refine alternatives, specific alignments and design
- Project-specific purpose and need
- Result in construction projects and impacts
- Includes project-specific mitigation



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# How did we get here?

- Notice of Intent to prepare PEIS published in 2000
- Draft PEIS released in 2004
- Draft not well received
- Took a step back in collaborative process to improve process and come to consensus with stakeholders



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# What is the Revised Draft PEIS ?

- Replaces 2004 draft and addresses:
  - Comments received on the 2004 Draft
  - Updated analysis
  - Anticipated impacts of future construction
  - Mitigation strategies and planning for Tier 2 processes



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# Why is I-70 important?

- Only east-west interstate through Colorado
- Connects communities and recreational areas
- Important to quality of life and economic base for our state for freight and tourism



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# What happens if we do nothing?

- Growth has led to more trips
- More trips leads to more congestion
- Trips that take 3 hours now will take 5 hours in the future
- Many people will choose not to travel in the Corridor



# How did stakeholders participate in this process?

- Thousands of people helped us get here
- Collaborative Effort Team helped us craft the Preferred Alternative





# What is Context Sensitive Solutions?

- Collaborative, interdisciplinary approach that involves all stakeholders
- Seeks to develop transportation facilities that
  - Fit the physical setting
  - Preserve scenic, aesthetic, historic and environmental resources
  - Maintain safety and mobility.



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# What alternatives did we consider and analyze?

- Besides the No Action Alternative, four general categories or families of improvements are considered:
  - Minimal Action
  - Highway alternatives
  - Transit alternatives
  - Combination alternatives



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# Why do we need a multimodal solution?

- No single mode can meet purpose and need
- Relationship between capacity and congestion is not direct
- Lack of capacity may lead to congestion but improving capacity doesn't necessarily reduce congestion
- Transit addresses capacity, and highway improvements address congestion



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# What is the Preferred Alternative?

- Non-infrastructure components
- Advanced Guideway System
- Flexible program of Highway improvements
  - Adapts to future needs
  - Minimum Program
  - Maximum Program
- Future stakeholder engagement



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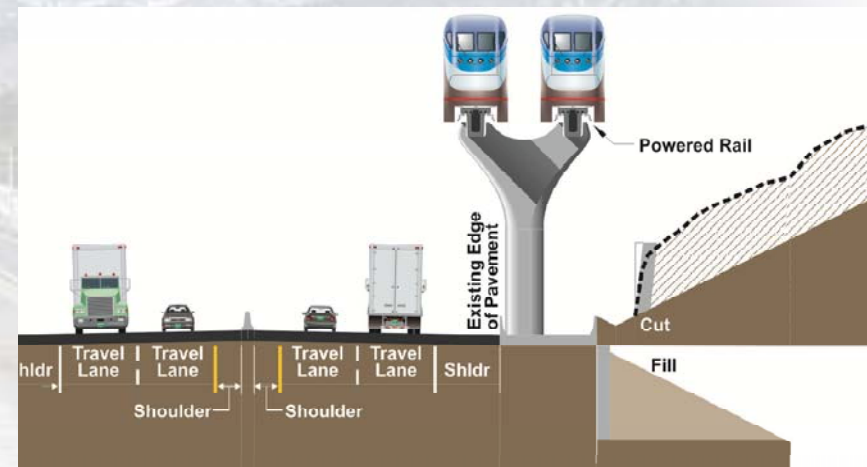
# What are non-infrastructure components?

- Strategies to encourage changes in travel patterns without construction
- We can do some of these but need help from other agencies, municipalities and other stakeholders



# What is the Advanced Guideway System?

- Elevated train mostly in the highway median
  - Eagle County Airport to C-470 in the Denver metropolitan area
  - Vision to connect service beyond the Corridor
  - Magnetic levitation, monorail, or something else



# What would the Advanced Guideway System focus on?

- Study will focus on
  - Cost and benefits
  - Safety
  - Reliability
  - Environmental impacts
  - Technology
  - Ridership
  - Other considerations
- Studies will involve stakeholders and use CSS





# What is included in the Minimum Program of Highway Improvements?

- “Specific Highway Improvements” plus
  - More than 20 interchange improvements
  - 25 miles of additional auxiliary lanes
  - New tunnel bores at the Twin Tunnels and Eisenhower-Johnson Memorial Tunnels
  - Truck operations improvements, such as chain up stations



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# What are Specific Highway Improvements?

- Six lanes from Floyd Hill through the Twin Tunnels
- New bike trails and frontage roads
- Empire Junction interchange
- Eastbound auxiliary lane from Eisenhower-Johnson Memorial Tunnels to Herman Gulch
- Westbound auxiliary lane from Bakerville to Eisenhower-Johnson Memorial Tunnels



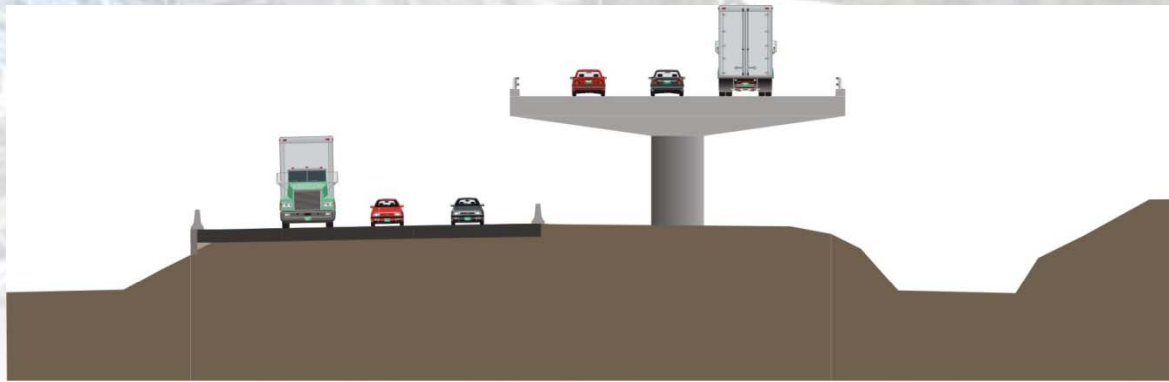
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# What is included in the Maximum Program of Highway Improvements?

- Minimum Program improvements plus:
  - Six lane widening extended west of the Twin Tunnels to the Eisenhower-Johnson Memorial Tunnels
  - Curve safety modification at Fall River Road
  - Four additional interchange improvements



# What triggers additional highway improvements?

- Maximum Program would begin to be implemented only if:
  - Specific highway improvements in the Minimum Program are complete AND an Advanced Guideway System is functioning OR
  - Specific highway improvements in the Minimum Program are complete AND studies prove that the Advanced Guideway System is not feasible OR
  - Local, regional, national, or global trends or events have unexpected effects on Corridor travel



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# What is ongoing stakeholder engagement?

- Collaborative process following I-70 Mountain Corridor CSS process on all future studies and projects
- Collaborative Effort Team will review Corridor conditions and triggers at least every 2 years
- Team will thoroughly review purpose and need and effectiveness of improvements in 2020
- Flexible approach lets us focus on immediate needs and maintain the longer-term vision



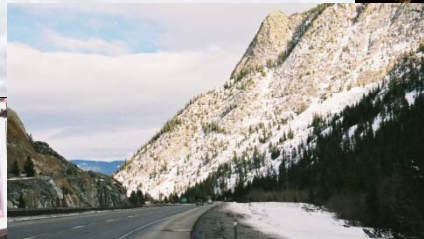
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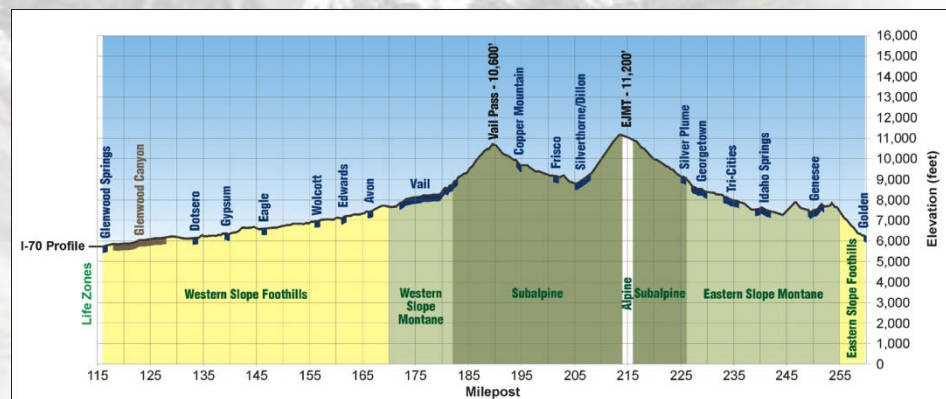
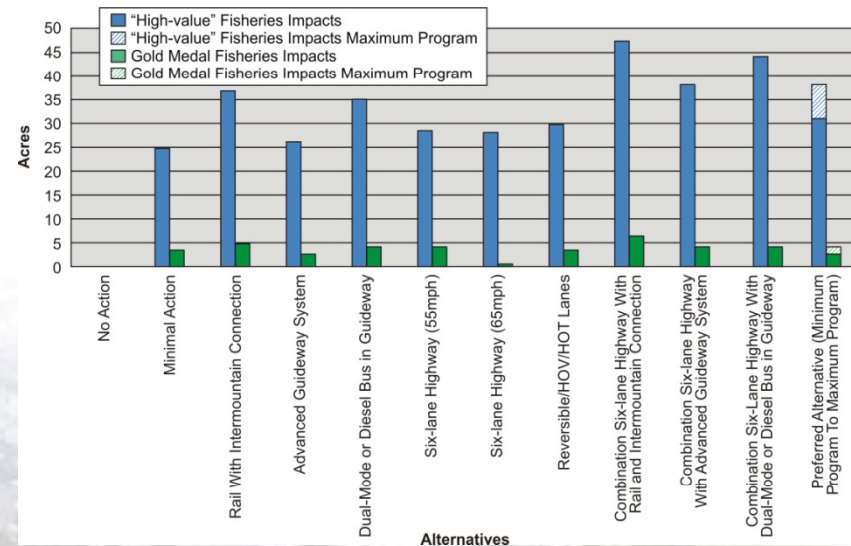
# How are impacts determined in a PEIS?

- Corridor is unique
- Focus on the bigger picture
  - Bottlenecks
  - Sensitive resources



# How did we analyze impacts for this PEIS?

- Reviewed and analyzed information from agencies, public, published technical reports, and fieldwork
- PEIS describe a range of impacts that are representative of our study



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# What types of impacts are expected?

- Any construction will disturb resources
- Even minor projects can have impacts
- Range of impacts is related to the size and scope of proposed projects



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# What are direct impacts?

- Direct impacts occur when transportation facilities expand into areas next to the Corridor

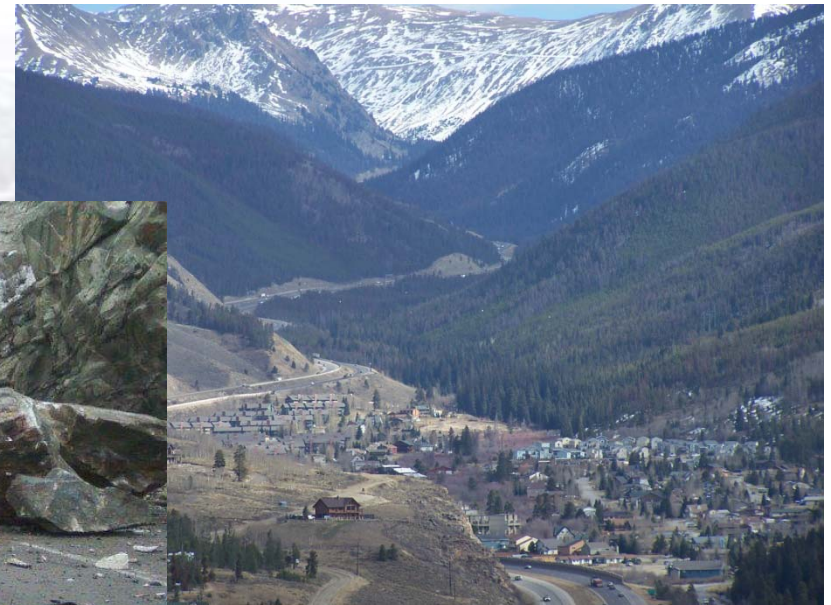


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# What are indirect impacts?

- Indirect impacts occur when transportation facilities change the Corridor conditions or character



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# What are cumulative impacts?

- Cumulative impacts occur when impacts of our projects combine with impacts of other actions in the Corridor, such as ski area expansion or resource development



# How does the Preferred Alternative compare to other alternatives?

- Best opportunity to meet purpose and need
- Relies on a 50-year vision
- Flexible to meet future needs
- Multimodal – meets both capacity and congestion demands



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# How do the impacts of the Preferred Alternative compare to other options?

- Impacts are within the range of the other Action Alternatives
  - Generally higher than Minimal Action and single-mode alternatives
  - Generally less than other Combination alternatives
- All impacts presented in the PEIS are before applying mitigation



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# What mitigation strategies does the Preferred Alternative include?

- Minimize footprint in Tier 2 processes
- Program-level and project-specific commitments in Chapter 3 of the PEIS
- Four important agreements/commitments included in appendices of PEIS



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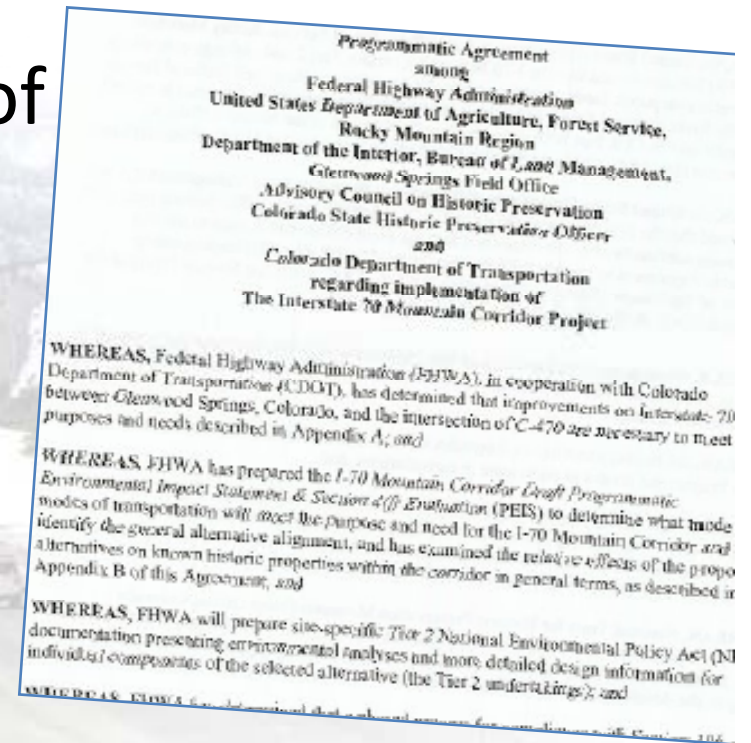
# I-70 Mountain Corridor Context Sensitive Solutions

- Guidance for all Tier 2 processes based on CSS principles
- “How” to build improvements
  - Context statement
  - Core values
  - Six step decision making process



# I-70 Mountain Corridor Programmatic Agreement

- Establishes process for evaluating historic properties in Tier 2 studies
- Includes details for all steps of historic property evaluations
- Signed by more than 20 agencies and organizations





# Stream and Wetland Ecological Enhancement Program (SWEEP)

- Protect and enhance water quality, stream and riparian habitats, and aquatic wildlife
- Process for complying with local, state, and federal laws and regulations
- Watershed context
- Focus on sustainability
- 10 signature agencies and organizations
- Final agreement in ROD



# Landscape-level Inventory of Valued Ecosystems (ALIVE)

- Long-term protection and restoration of wildlife linkage areas that intersect the Corridor
  - 13 high-priority locations
  - May be revised in Tier 2
- Signed by seven federal and state agencies



# How will Corridor improvements be funded?

- Preferred Alternative is estimated to cost between **\$16 billion and \$20 billion** in year money is spent
- New funding sources will be necessary to implement all improvements
- CDOT is committed to implementing phases as funds are available



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# What are the next steps in this study?

- Consider public and agency comments
  - Comment period ends November 8, 2010
- Final PEIS in Winter 201

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Revised Draft PEIS Public Comment Period											■	
<b>Revised Draft PEIS Public Hearings</b>											▲	
Final PEIS											▲	
Record of Decision												▲
Tier 2 Processes												▶

We are here

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# What does the Record of Decision mean?

- Outlines how Tier 1 decision will be carried out
  - Priority of projects
  - Relationship of Tier 1 with statewide planning process
  - How Tier 2 processes will move forward
- Does not authorize construction
- Expected in Spring 2011
- Tier 2 Processes occur after Record of Decision



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# Thank you for your participation!

We could not have reached this milestone without your time and investment in this Corridor and this process.



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# How can you comment on the PEIS?

- Document is available online, at local repositories, in the Document Review Station, and by request
- Comments must be received by November 8, 2010
  - Website: [www.i70mtncorridor.com](http://www.i70mtncorridor.com)
  - Mail: CDOT Region 1, address on comment sheet
  - Provide comments tonight
    - Comment sheets
    - Court reporter in Comment Area
    - Microphone
    - Computer Comment Stations in Comment Area



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# How can you speak tonight?

- Speaker sign up at entrance
- Will call speakers in order of sign up
  - If you wish to speak and haven't signed up, please do so
  - If you no longer wish to speak, let the Speaker Sign Up table know
- No question and answer at the microphone



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# How will oral comments work?

- Each speaker will have 3 minutes to speak
- Must provide your name and address
- Court reporter will record your comments, and the transcript will be published in the Final PEIS



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