

I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement

Public Hearing Presentation
October 2010



October 7, 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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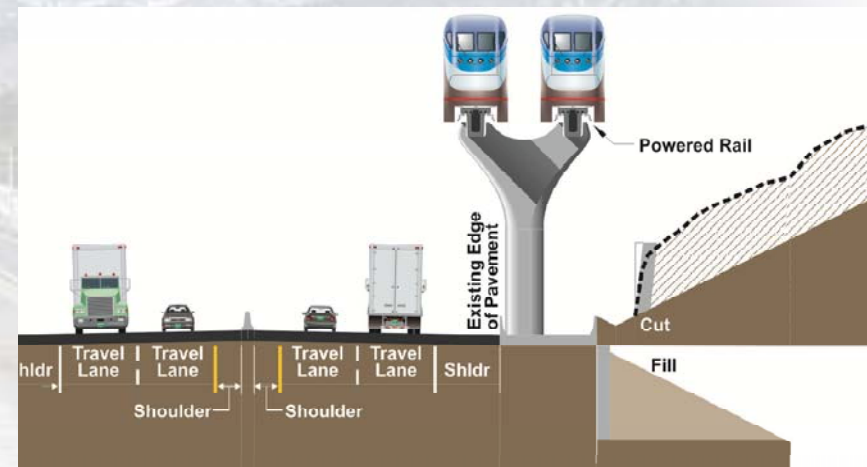
What are non-infrastructure components?

- 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

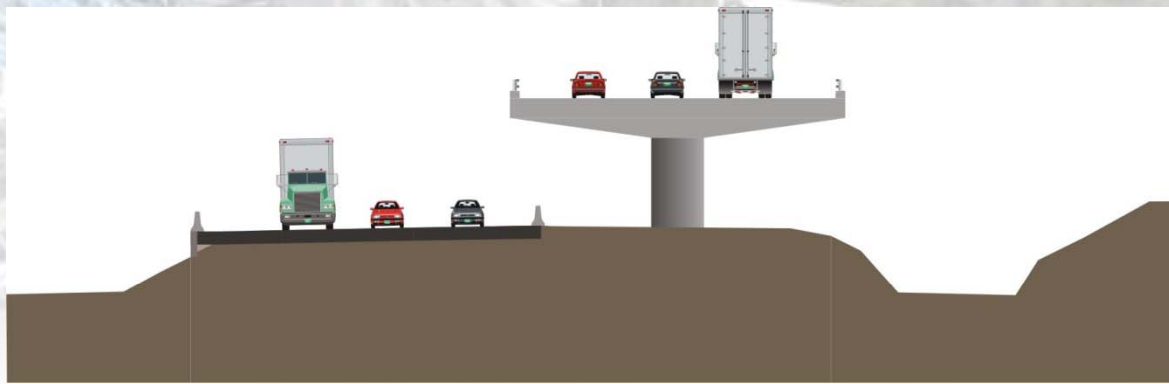


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What is included in the Maximum Program of Highway Improvements?

- 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



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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

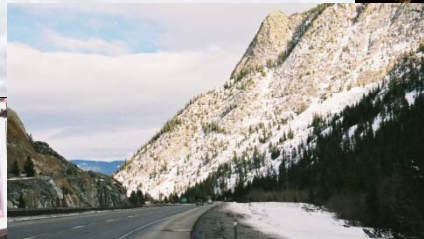


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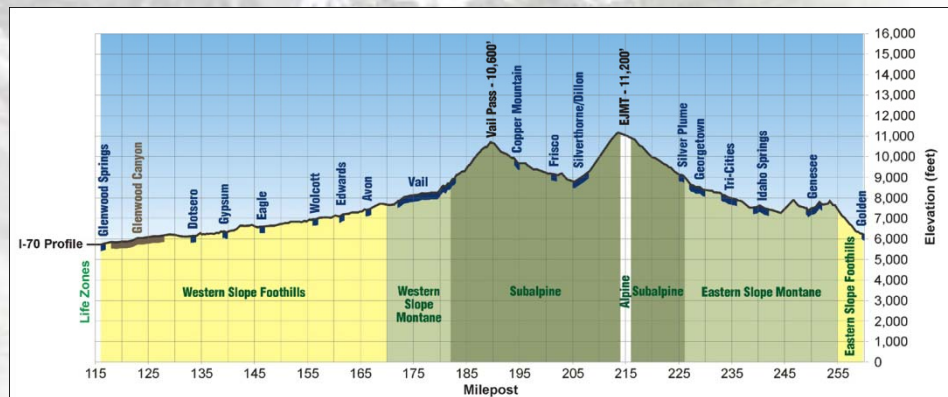
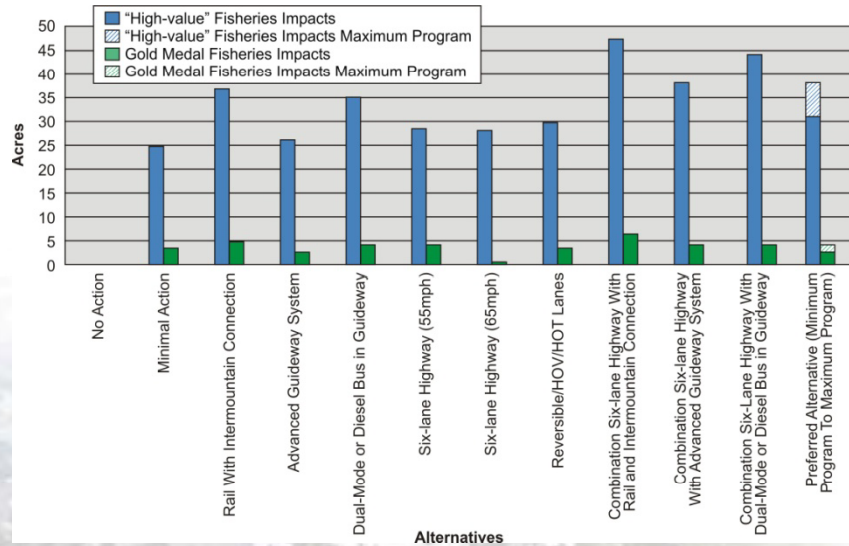
How are impacts determined in a PEIS?

- 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

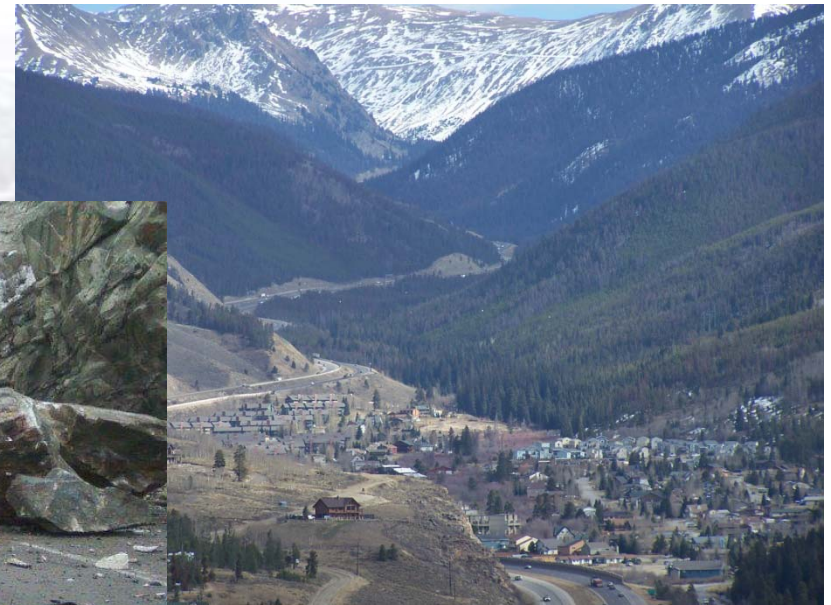
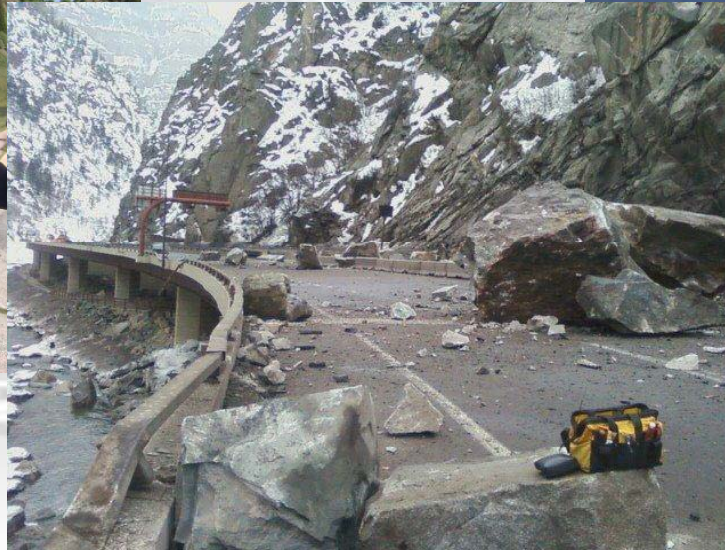


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What are indirect impacts?

- 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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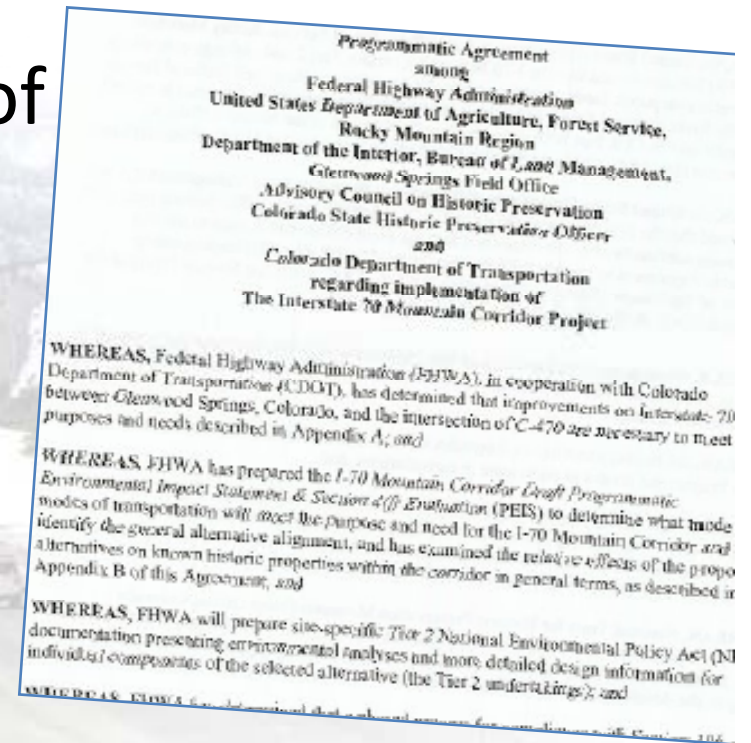
I-70 Mountain Corridor Context Sensitive Solutions

- 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



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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 2011

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Revised Draft PEIS Public Comment Period											■	
Revised Draft PEIS Public Hearings											▲	
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
 - 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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