

3.7 Land Use and Right-of-Way

3.7.1 What are the land use and right-of-way concerns for this project and why are they important?

Transportation projects influence the way surrounding land is used and managed. The I-70 Mountain Corridor runs through five counties, two National Forests (White River National Forest and Arapaho and Roosevelt National Forests), and the Colorado River Valley District, formerly the Glenwood Springs District, of the Bureau of Land Management (see **Figure 3.7-1**). Important considerations are the compatibility of a proposed project with the surrounding land uses and management policies, and how it affects future land use patterns and policies.

Right-of-way is the land used for transportation facilities and their maintenance. The Colorado Department of Transportation (CDOT) owns the right-of-way for existing I-70 highway facilities. In areas where the current I-70 highway right-of-way is narrower than the proposed footprint of an alternative, CDOT needs to acquire additional right-of-way. The Colorado Department of Transportation studies right-of-way needs to understand the resulting impacts on properties adjacent to the highway.

3.7.2 What study area and process was used to analyze land use and right-of-way?

The study area comprises lands immediately adjacent to the I-70 highway for the direct impacts analysis and the five counties surrounding the Corridor for the indirect impacts analysis. The Colorado Department of Transportation collected resource management information for all federally managed lands in the Corridor, along with planning and zoning information from all counties and municipalities. The Colorado Department of Transportation used geographic information systems overlays of the alternatives on survey data, zoning, and parcel data gathered from Corridor jurisdictions, and White River National Forest and Arapaho and Roosevelt National Forests management area prescription maps to determine direct impacts related to right-of-way acquisition and I-70 highway expansion into currently developed lands. The Colorado Department of Transportation right-of-way data used for this analysis show that parcels in some locations in Silver Plume, Georgetown, Idaho Springs, and unincorporated areas within Clear Creek County encroach on the existing highway right-of-way and could be affected by alternatives regardless of whether additional right-of-way is required. Where such encroachments exist, if such right-of-way underlying such encroachments is necessary for the expansion of highway and related improvements, the owners of such properties would not be entitled to either just compensation for the underlying land or improvements located thereon or relocation benefits. More detailed property surveys will be needed to resolve discrepancies in Tier 2 processes.

The Colorado Department of Transportation assessed project compatibility with county and municipality land use planning documents. To determine planning trends in the Corridor, the review of planning documents focused on the following topics: growth and population, transit, the I-70 highway, regional coordination, environmental sustainability, and water resources (see **Table 3.7-1**). Refer to the *I-70 Mountain Corridor PEIS Land Use Technical Report* (CDOT, March 2011) for additional details on the review of these planning documents.

Indirect impacts occur when a transportation alternative induces or suppresses growth in population or development in a manner that is different than expected if no transportation action were implemented. To analyze induced growth, as documented in the *I-70 Mountain Corridor PEIS Land Use Technical Report* (CDOT, March 2011), the lead agencies estimated the amount of induced development that occurs beyond what is currently planned in surrounding communities. The lead agencies conducted a separate

3.7. Land Use and Right-of-Way

evaluation, documented in the *I-70 Mountain Corridor PEIS Water Resources Technical Report* (CDOT, March 2011), considering the potential of water availability to influence future growth in the Corridor.

3.7.3 What agencies have CDOT and FHWA coordinated with and what are their relevant issues?

Coordination with Corridor and state agencies was an integral part of the land use study. Specific efforts included meetings with and presentations to Corridor county, city, and regional planning organizations, and planning staff from individual counties. Numerous discussions involved the Corridor issues of growth, build-out, tourism, affordable housing, and second homes. The lead agencies coordinated with the Bureau of Land Management and the United States Forest Service to discuss management priorities and concerns (see **Chapter 6, Public and Agency Involvement**).

All counties traversed by the Corridor support the development of a regional transit system. It appears that the focus on I-70 highway improvements through these counties may have influenced increased engagement in regional transportation planning. Planning efforts are emerging in some Corridor counties and municipalities to handle growth in a coordinated manner, balancing the impacts of growth with sustaining environmental quality.

The Colorado Department of Transportation also coordinated with the Environmental Protection Agency; the agency officials suggest a need for CDOT and Corridor communities to develop regional strategies to avoid and minimize land use impacts on the environment. The Environmental Protection Agency has indicated an interest in working with local and regional entities to consider the environment in land use planning.

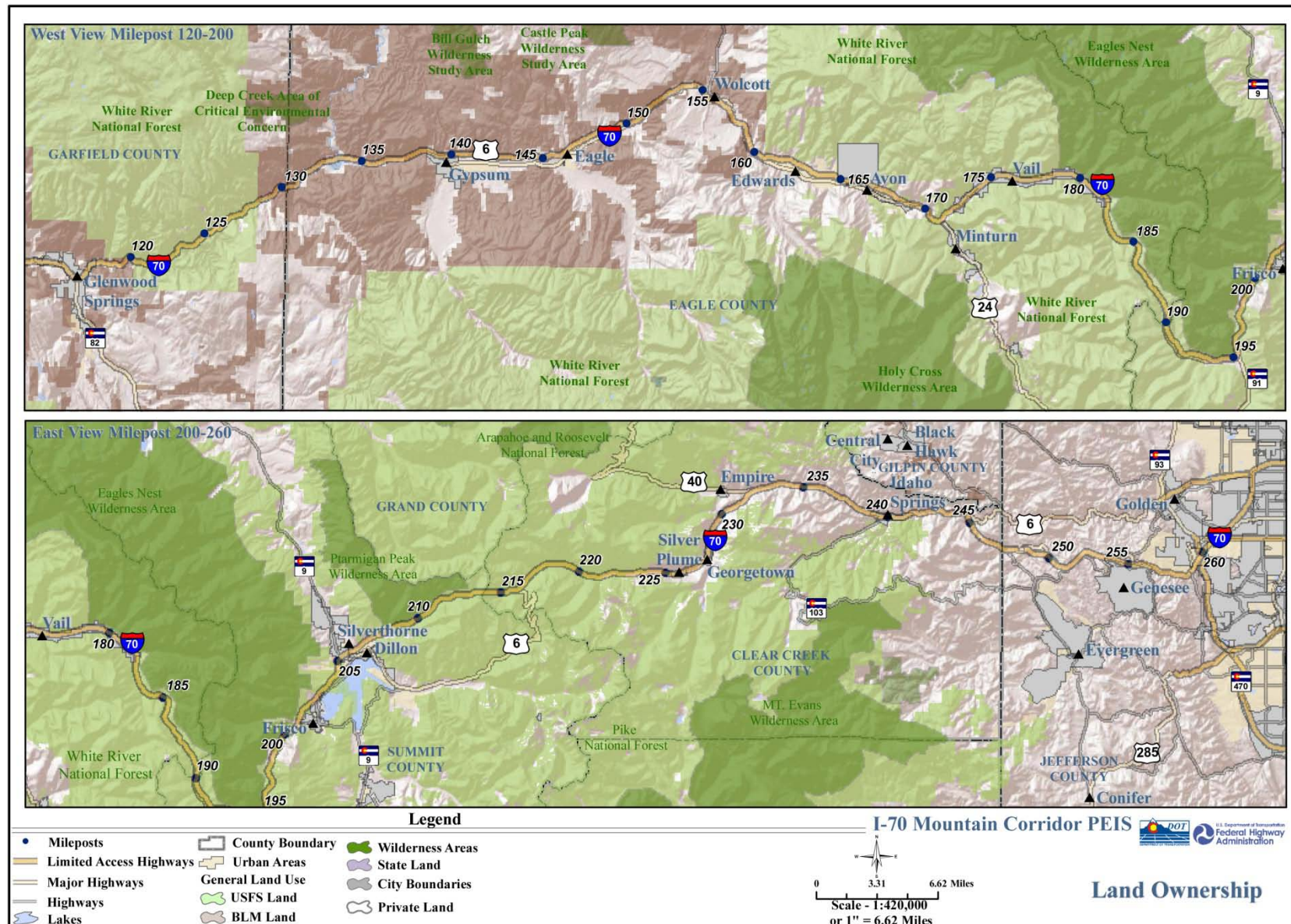
3.7.4 What are the areas of land use and right-of-way interest identified in the Corridor?

The Corridor runs through five counties—Garfield, Eagle, Summit, Clear Creek, and Jefferson—and is surrounded almost entirely by federal lands consisting of the White River National Forest, Arapaho and Roosevelt National Forests, and the Colorado River Valley District of the Bureau of Land Management. Non-federal lands along the Corridor include state-owned lands, private properties, county open space, and urban and rural development. **Figure 3.7-1** illustrates land ownership in the Corridor. Private land adjacent to the I-70 highway is located primarily in the numerous communities surrounding the interstate. Existing I-70 highway right-of-way is most limited in Clear Creek County, where CDOT right-of-way data show that private land encroaches on the interstate right-of-way in some locations. Where such encroachments exist, if such right-of-way underlying such encroachments is necessary for the expansion of highway and related improvements, the owners of such properties would not be entitled to either just compensation for the underlying land or improvements located thereon or relocation benefits.

A review of county and municipality planning documents reveals many topics of interest related to the Corridor, as summarized in **Table 3.7-1**. See the *I-70 Mountain Corridor PEIS Land Use Technical Report* (CDOT, March 2011) for a detailed summary of relevant planning document policies.

County and community land use plans anticipate considerable growth based on existing growth trends and Colorado Department of Local Affairs projections for population and employment growth. Many Corridor communities are approaching build-out (the point at which they can no longer accommodate new development under current planning policies), and some counties and communities initiated limitations on housing densities and dispersed development. Other factors—such as infrastructure limitations like water supply—affect development patterns and density as well. Counties and communities in the Corridor have different strategies for addressing growth, and some are more stringent than others.

Figure 3.7-1. Land Ownership in the Corridor



3.7. Land Use and Right-of-Way

Table 3.7-1. Summary of Corridor County Master Plan Topics Related to the Corridor

Topic	Summary
Growth and Population	<p>Issues regarding population growth in the five counties reviewed vary.</p> <ul style="list-style-type: none"> • Garfield County is concerned about dispersed population and its pressures on the transportation system and the environment. • Eagle County anticipates a continued high rate of population growth, although not as high as the growth rate experienced in the 1990s. The County seeks to balance that growth with economic success, quality of life, and environmental preservation. • Summit County faces build-out in the near future (2030) and raises concerns over the effects of a high rate of second home ownership. • Clear Creek County anticipates that the county will be able to accommodate projected growth through 2030. • The Evergreen Area of Jefferson County plans to maintain the rural character of its community.
Transit	<ul style="list-style-type: none"> • Counties are planning for multimodal transportation systems, with a focus on mass transit and the preservation of local character. • All counties are planning for transit to some extent, locally and/or regionally. • All counties except Garfield include the development of transit stations along the I-70 highway in their planning. Garfield County focuses on a regional public transit system and the need to ensure access for its residents.
The I-70 Highway	<ul style="list-style-type: none"> • Eagle, Summit, and Clear Creek counties note their involvement in the I-70 Mountain Corridor PEIS process within their planning documents. • All counties identify the I-70 highway as a major arterial route requiring planning attention. Summit, Clear Creek, and Jefferson counties raise concerns over congestion. • Clear Creek and Jefferson counties are concerned with the competing interests of through-traffic on the I-70 highway with the need of residents to use the highway for local trips.
Regional Coordination	Increased discussion of regional coordination in transportation planning is occurring between counties and with state and federal authorities
Environmental Sustainability	More recent plans, such as those of Eagle, Summit, and Clear Creek counties, as well as those of some municipalities, incorporate concepts of environmental sustainability. These concepts include encouraging building to Leadership in Energy and Environmental Design standards and focusing on renewable energy sources.
Water Resources	County plans, while indicating sufficient water resources for current growth projections, also indicate a heightened awareness of water as a finite resource requiring conservation and careful planning.

Numerous Corridor communities currently have high numbers of second homes. This type of development is generally rural and dispersed, although second homes occur in urban areas such as Vail, Breckenridge, and Silverthorne as well. Eagle and Summit counties have experienced the greatest growth pressure from second-home ownership, which has increased land values, made it difficult for local workers and residents to find affordable housing, and influenced commuting patterns from other counties. Both counties addressed this issue in their planning strategies, and the slumping housing market in recent years helped narrow the housing affordability gap for local workers. See **Section 3.8, Social and Economic Values**, for more information.

Resource management plans govern public lands managed by the Bureau of Land Management and United States Forest Service. The White River National Forest and Arapaho and Roosevelt National Forests resource management plans group different land areas into “management prescription areas” sharing related management emphasis. See the *I-70 Mountain Corridor PEIS Land Use Technical Report* (CDOT, March 2011) for a description of the goals for management prescription areas surrounding the Corridor. The United States Forest Service permits certain uses, such as utilities, transportation

easements, and outfitters through “special use permits.” Special use permits in the Corridor are described in the *I-70 Mountain Corridor PEIS Land Use Technical Report* (CDOT, March 2011).

3.7.5 How do the alternatives potentially affect land use and right-of-way?

The Action Alternatives directly impact properties due to right-of-way acquisition and the I-70 highway expansion into currently developed lands, and indirectly impact counties and communities surrounding the Corridor due to induced growth. While this document generally analyzes 11 groupings of alternatives, the land use analysis discusses the Highway alternatives separately because impacts are different. In general, the Minimal Action Alternative acquires the fewest properties, and the Combination alternatives have the greatest right-of-way needs. The Transit and Highway alternatives fall in the middle range. The Preferred Alternative acquires few properties under the Minimum Program, similar to the Minimal Action Alternative, because it does not include some of the interchange improvements in Clear Creek County that the other alternatives include; if the Maximum Program is implemented, property impacts increase and become similar to those of the Combination alternatives.

Indirect impacts in the form of induced growth vary by mode. Transit alternatives are expected to concentrate induced growth in areas of existing or planned urban development; Highway alternatives are expected to distribute growth based on existing trends, resulting in more acres of developed land in rural areas; and Combination alternatives are expected to distribute growth equally between the transit and highway distribution scenarios, resulting in increased pressure in both urban and rural areas. The Preferred Alternative induces growth similar to the Transit alternatives, under the Minimum Program; if the Maximum Program is implemented, growth patterns become more similar to the Combination alternatives.

How do the alternatives directly affect land use and right-of-way?

The No Action Alternative does not directly affect land use or right-of-way. A preliminary analysis of the conceptual Action Alternative footprints indicates that between 120 and 310 parcels, and between 3 and 8 acres of National Forest System lands managed by the United States Forest Service, fall within the footprints (see **Chart 3.7-1**). The footprints include:

- Limits of proposed improvements,
- 15-foot construction zones to each side of the improvement limits, and
- Additional 15-foot sensitivity zones beyond the construction zone.

Because these footprints include a sensitivity zone, they are much larger than the required right-of-way. Between 30 and 80 parcels fall within the conceptual construction zone footprints of the Action Alternatives; no properties are affected in Garfield or Jefferson Counties under any of the Action Alternatives. The lower numbers are more representative of the right-of-way and construction easements potentially required. Further, many of those properties are only partially acquired, with small slivers of land that front the I-70 highway acquired, and the remainder of the parcels left intact with their current owners. These impacts are based on a conceptual level of design and provide information about the types and magnitude of impacts that could occur. Tier 2 processes will refine the design of alternatives and analyze specific properties affected.

The vast majority of affected properties (between half and three-quarters) are located in Clear Creek County, where the existing highway right-of-way is most limited, and result largely from interchange improvements. Other affected private properties are mostly located in Eagle County, generally in unincorporated areas, and do not include buildings or other improvements. Of the affected properties in Clear Creek County, the majority are in Idaho Springs and unincorporated portions of the county, with impacts also occurring in Dumont/Downieville/Lawson under the Combination alternatives. Most of the

3.7. Land Use and Right-of-Way

Action Alternatives except the Minimal Action, Rail with Intermountain Connection, and Advanced Guideway System Alternatives, which have narrower footprints, assume structured highway lanes in Idaho Springs to minimize impacts. The Minimum Program of the Preferred Alternative affects the fewest properties because it does not include improvements to interchanges in Silver Plume or Idaho Springs, or the Fall River Road curve safety improvements, which affect a large number of parcels. If fully implemented, the Preferred Alternative includes these highway improvements and has effects similar to those of the Combination alternatives.

Chart 3.7-1 summarizes the approximate numbers of properties that fall within the alternative footprints. Interchange improvements are only conceptually defined at this Tier 1 level, and design refinement of interchanges or other components during Tier 2 may substantially reduce property impacts.

Direct impacts on buildings or other improvements are anticipated to occur only in Clear Creek County. Operations and maintenance activities are not expected to affect land use. Housing is needed for transit operators under the alternatives with transit elements, but this is an insignificant portion of the growth expected to occur in the Corridor.

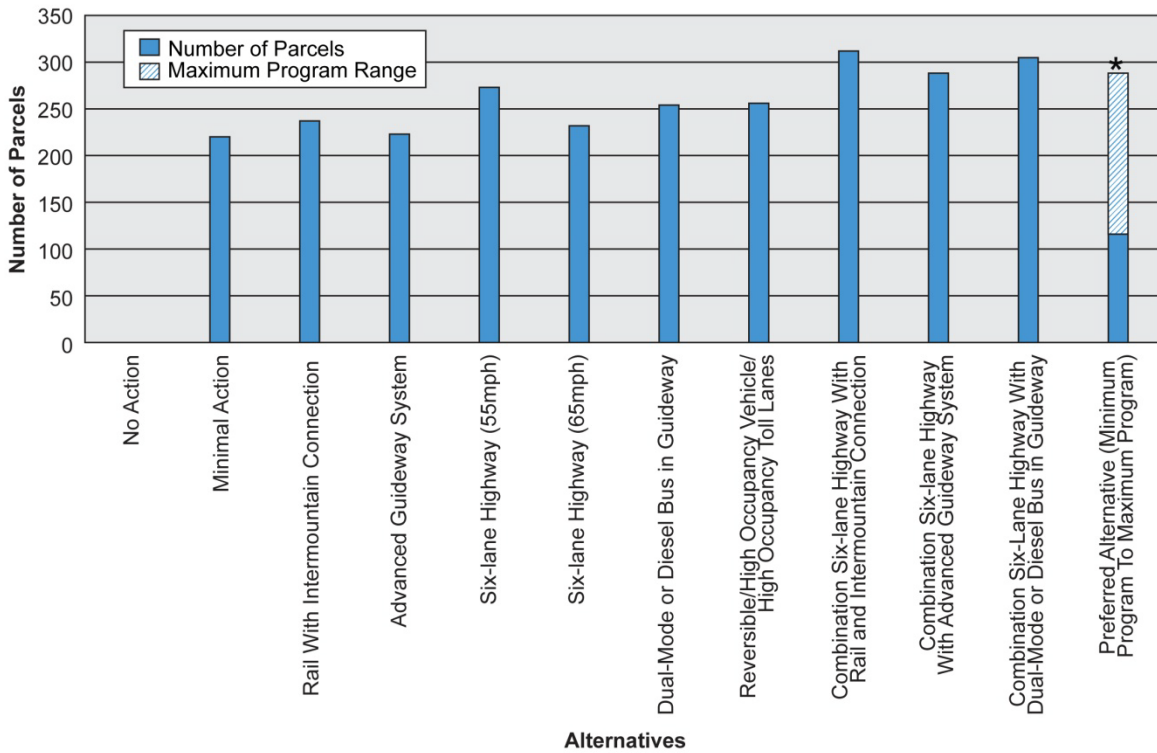
Of the 3 acres to 8 acres of National Forest System land affected, the majority of impacts occur on the White River National Forest. This acreage is dispersed, with only small slivers of land being acquired adjacent to the I-70 highway over many miles. The Advanced Guideway System Alternative has the fewest and the Combination Six-Lane Highway with Rail and Intermountain Connection has the most impacts on the White River National Forest. The Preferred Alternative impacts approximately 5 acres of National Forest System lands on the White River National Forest, falling in the middle range of Action Alternative impacts. Five White River National Forest management prescription areas are affected:

- Elk habitat
- Deer and elk winter range
- Forested flora and fauna habitats
- Backcountry recreation
- Scenic travel corridors

Under most Action Alternatives, less than half an acre of impact on the Loveland Ski Area due to the third tunnel bore at the Eisenhower-Johnson Memorial Tunnels is the only impact on the National Forest System lands on Arapaho and Roosevelt National Forests. The Preferred Alternative, Rail with Intermountain Connection Alternative, Advanced Guideway System Alternative, and Combination alternatives that include Rail with Intermountain Connection or Advanced Guideway System also have minor impacts on the United States Forest Service Clear Creek Ranger District Visitor Center, parking lot, and Prospector Trailhead. Special use permits are impacted when facilities such as access roads and utilities are disturbed.

The lead agencies evaluated the proposed Action Alternatives for compatibility with relevant county and municipality master plans. Plans show Corridorwide support for the development of a regional transit system, along with local transportation planning to support such a system, an emphasis on cooperative regional planning, and a focus on sustainability.

Chart 3.7-1. Summary of Properties within Project Footprint by Alternative



* Impacts of the Preferred Alternative are presented as a range, with the solid and hatched bars together representing the full implementation of the Preferred Alternative. The solid bar represented implementation of the Minimum Program of Improvements only. The hatched area is presented as a range because the adaptive management component of the Preferred Alternative allows it to be implemented based on future needs and associated triggers for further action. Section 2.7.2 describes the triggers for implementing components of the Preferred Alternative. For NEPA documentation and analysis purposes and based on information available today, the Preferred Alternative must be fully implemented to meet the 2050 purpose and need. The Minimum Program of Improvements does not meet the 2050 purpose and need.

Key to Abbreviations/Acronyms

mph = miles per hour

3.7. Land Use and Right-of-Way

How do the alternatives indirectly affect land use and right-of-way?

The indirect impacts analysis focuses on the potential for induced or suppressed growth as a result of the Action Alternatives. To analyze induced growth, the lead agencies estimated the change in population that results from possible induced or suppressed travel demand and then estimated the amount of induced development that occurs beyond what is currently planned in surrounding communities. The *I-70 Mountain Corridor PEIS Land Use Technical Report* (CDOT, March 2011) describes the methodology in greater detail.

According to the analysis, growth likely occurs beyond what is planned, except under the No Action and Minimal Action Alternatives, which could suppress growth. Growth in established communities along the I-70 highway is expected to be less than in unincorporated areas because of constraints and lack of developable land in Corridor communities, particularly in the eastern portion of the Corridor in Clear Creek County. Susceptibility to changes in population due to travel demand is limited primarily to Eagle and Summit counties, while Clear Creek County is not expected to see as much induced growth because land areas are constrained, not developable due to slopes and geologic hazards, and a large portion of the county consists of National Forest System lands and other public lands. Growth in Garfield County is susceptible to changes in Eagle County because of the number of residents commuting to Eagle County for employment. Coordination with Garfield, Eagle, and Summit county planners resulted in the following assumptions regarding the distribution of induced growth:

- Transit alternatives concentrate induced growth in urban areas surrounding transit centers in areas of existing or planned urban development primarily in Eagle County, including Eagle, Avon, and Vail.
- Highway alternatives distribute growth based on existing trends for urban/rural development in each county, resulting in additional development in rural areas, primarily in Eagle County.
- Combination alternatives distribute growth equally between the above transit and highway distribution scenarios, resulting in increased pressure in both urban and rural areas in Eagle and Summit counties.
- The Preferred Alternative induces growth in a manner similar to the Transit alternatives, under the Minimum Program, and concentrates growth in urban areas surrounding transit centers, primarily in Eagle County. Although the analysis found that induced growth occurs in urban areas in Eagle County under the Minimum Program, if the highway improvements under the Minimum Program occur substantially earlier than the transit improvements, it is possible that these highway capacity improvements could induce small amounts of growth in rural areas in Eagle County, since no accompanying transit improvements would be in place to encourage more compact growth patterns. However, such growth is substantially less than growth induced by the Maximum Program. If the Maximum Program is implemented, it induces growth in a manner more similar to the Combination alternatives where growth pressures occur in both urban and rural areas in Eagle and Summit counties.

Induced growth beyond planned growth is not consistent with existing county and community land use plans and policies.

Transit alternatives may be more compatible with some planning policies that encourage future development in and around existing communities and allow rural areas to remain less developed. In contrast, Highway and Combination alternatives are less compatible

Transportation and Growth

Many government and private entities expressed concern that Corridor improvements will induce growth. They stated that improved transportation access brings more recreational users into the Corridor, stimulating the economy and population growth, and in turn causes adverse environmental impacts on land use (see **Section 3.8, Social and Economic Values**, and **Section 3.12, Recreation Resources and Section 6(f) Evaluation**, for analyses of indirect effects on the economy and recreation use).

with such planning policies, as they may encourage more dispersed and rural development. The adaptive management component of the Preferred Alternative allows it to be implemented in coordination with Corridor communities over time, based on future needs and associated triggers for further action, and is more compatible with Corridor planning policies.

A review of current county and municipality master plans (most of which date between 2000 and 2006 and have been updated in 2010) indicates emerging planning efforts in the Corridor for regional growth management and resource sustainability. However, in the absence of aggressive and coordinated growth management strategies, induced growth could lead to unwanted growth and development patterns surrounding the Corridor. Changes to the transportation system are not the only factors influencing growth in the Corridor; other factors include water supply, public policy, and geographic issues. See **Section 3.8, Social and Economic Values; Section 3.12, Recreation Resources and Section 6(f) Evaluation, and Chapter 4, Cumulative Impacts Analysis**, for additional discussion of the effects of induced growth on the economy, recreation resources, and other environmental resources surrounding the Corridor.

The Colorado Department of Transportation evaluated water resources in the Corridor to consider the potential of water availability to influence future growth. That evaluation, documented in the *I-70 Mountain Corridor Water Resources Technical Report* (CDOT, March 2011), found that water resources and associated water infrastructure are likely to influence future land development patterns; that water supply shortages are projected in some areas of the Corridor based on planned development by 2025; and that management measures are not currently in place for Corridor communities to effectively deal with water and growth issues. While the Action Alternatives do not affect water supply, they have an impact on water quality and future growth.

How does construction of the alternatives affect land use and right-of-way?

Construction workers need housing in the Corridor during the construction time frame. For construction occurring east of the Eisenhower-Johnson Memorial Tunnels, workers are expected to commute from the Denver metropolitan area, alleviating the need for worker housing in Clear Creek County. For construction occurring west of the Eisenhower-Johnson Memorial Tunnels, additional housing is needed to accommodate the influx of workers. Communities have voiced concern about the future use of worker housing once construction is complete. The lead agencies will consider coordinating with local jurisdictions and federal housing authorities to create and implement a Workforce Plan addressing workforce housing needs and permanent housing strategies.

What are the project effects on land use in 2050?

The Action Alternatives influence Corridor land use, based on the degree to which they accommodate or suppress the demand for travel on the I-70 highway. The No Action Alternative, which suppresses up to 9 million trips per year by 2050, and the Minimal Action Alternative both decrease the demand for growth in Corridor communities, and possibly increase demand in other areas of the state that currently experience less growth and visitation. The other Action Alternatives accommodate increased travel demand and may increase demand for growth in Corridor communities. However, by 2050, the effects of the Action Alternatives are likely balanced or even controlled by other growth-limiting factors, such as water availability and community controls on growth and land use planning. The Preferred Alternative's adaptive management component allows Corridor improvements to respond and adapt to Corridor land use changes and long-term growth needs. **Chapter 4, Cumulative Impacts Analysis**, provides additional analysis of the alternatives in relation to past and current trends and other reasonably foreseeable future actions and events.

3.7. Land Use and Right-of-Way

3.7.6 What will be addressed in Tier 2 processes?

The Colorado Department of Transportation will conduct further analysis of changes that affect the functionality of parcels near the I-70 highway, such as changes in access, visibility, and noise levels, during future project-specific Tier 2 processes. The analysis will include coordination with individual communities and agencies to determine functional impacts on businesses, homeowners, and other property owners and to determine appropriate mitigation. Regarding National Forest System lands, Tier 2 processes will provide a more definitive determination of impacts on special use permits and will work to avoid and minimize these impacts. Tier 2 processes will also analyze impacts to existing construction housing built during construction of the original I-70 highway (including potential environmental justice impacts), the future use of new workforce housing once construction is complete, and long-term housing needs for operations and maintenance staff.

The Colorado Department of Transportation convened a Community Values Issue Task Force to study mitigation strategies for impacts related to community values. The task force recommended that Tier 2 processes effectively coordinate projects with local communities and their land use plans. The lead agencies will consider those approaches, which include the following activities:

- Using United States Forest Service definitions in land use planning
- Including at least one local jurisdiction representative with a land use planning background on the Project Leadership Team
- Identifying an I-70 Mountain Corridor Context Sensitive Solutions manager and agency staff liaisons who can serve across the entire Corridor, to provide continuity in process
- Providing communities with possible improvements as early as possible to allow them to make timely land use decisions

The Colorado Department of Transportation will fund the I-70 Mountain Corridor Context Sensitive Solutions program during Tier 2 processes. For more information on I-70 Mountain Corridor Context Sensitive Solutions, see the **Introduction** to this document.

The lead agencies will conduct the following activities during Tier 2 processes:

- Develop specific and more detailed mitigation strategies and measures
- Develop best management practices specific to each project
- Adhere to any new laws and regulations that may be in place when Tier 2 processes are underway

3.7.7 What are the approaches to programmatic mitigation planning for land use and right-of-way?

The phased approach of the Preferred Alternative provides ongoing opportunities to avoid and minimize impacts on adjacent land use, establish effective mitigation, employ I-70 Mountain Corridor Context Sensitive Solutions, and implement future phases of the alternative based on future needs and associated triggers for further action. Primary mitigation strategies to avoid or reduce direct effects to adjacent properties include design refinement, particularly at interchanges, and physical measures such as the use of retaining walls or elevated structures.

For any person(s) whose real property interests may be impacted by Tier 2 projects, the acquisition of those property interests will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). The Uniform Act is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from federal or federally assisted programs or projects. It was created to provide for and insure the fair and equitable treatment of all such persons. To further ensure that the provisions contained within this act are applied

"uniformly," the Colorado Department of Transportation requires Uniform Act compliance on any project for which it has oversight responsibility regardless of the funding source. Additionally, the Fifth Amendment of the United States Constitution provides that private property may not be taken for a public use without payment of "just compensation." All impacted owners will be provided notification of the acquiring agency's intent to acquire an interest in their property including a written offer letter of just compensation specifically describing those property interests. A Right of Way Specialist will be assigned to each property owner to assist them with this process.

In certain situations, it may also be necessary to acquire improvements that are located within a proposed acquisition parcel. In those instances where the improvements are occupied, it becomes necessary to "relocate" those individuals from the subject property (residential or business) to a replacement site. The Uniform Act provides for numerous benefits to these individuals to assist them both financially and with advisory services related to relocating their residence or business operation. Although the benefits available under the Uniform Act are far too numerous and complex to discuss in detail in this document, they are available to both owner occupants and tenants of either residential or business properties. In some situations, only personal property must be moved from the real property and this is also covered under the relocation program. As soon as feasible, any person scheduled to be displaced shall be furnished with a general written description of the displacing Agency's relocation program which provides at a minimum, detailed information related to eligibility requirements, advisory services and assistance, payments, and the appeal process. It shall also provide notification that the displaced person(s) will not be required to move without at least 90 days advance written notice. For residential relocatees, this notice cannot be provided until a written offer to acquire the subject property has been presented, and at least one comparable replacement dwelling has been made available. Relocation benefits will be provided to all eligible persons regardless of race, color, religion, sex or national origin. Benefits under the Act, to which each eligible owner or tenant may be entitled, will be determined on an individual basis and explained to them in detail by an assigned Right of Way Specialist. Regarding workforce housing, the lead agencies will consider coordinating with local jurisdictions and federal housing authorities to create and implement a Workforce Plan addressing workforce housing needs and permanent housing strategies.

The lead agencies will follow United States Forest Service standards and guidelines provided by White River National Forest and Arapaho and Roosevelt National Forests resource specialists for the protection of National Forest System lands. (See the *I-70 Mountain Corridor PEIS Land Use Technical Report* [CDOT, March 2011] for a list of these standards and guidelines categorized by National Forest and resource.) Any deviations from standards must be analyzed and documented in a Resource Management Plan amendment; deviations from guidelines require explanation of reasons for the deviations, but not a Resource Management Plan amendment. Tier 2 processes will include conceptual mitigation plans for impacts on United States Forest Service special use permits, including measures such as maintaining access to permitted areas and uses during construction, relocating permitted structures and utility easements, and minimizing interruptions to service during construction.

The Colorado Department of Transportation will consider an approach to promote and assist communities, as possible, in the adoption of more comprehensive, regional growth management plans that can be applied to Tier 2 processes. The recommendations for this approach include exploring the possibility of creating grants for communities that lack the resources to develop a growth plan; working with local councils of government and the Colorado Department of Local Affairs to assist with funding; and promoting the consideration of open space as community separators, or view sheds distinguishing communities, including studies led by the United States Forest Service and Bureau of Land Management. While the lead agencies will consider this type of policy approach, efforts to control growth are greatly dependent on local planning and community political direction.

3.7. Land Use and Right-of-Way

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