

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

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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, identify important issues to consider in the PEIS process, document interests and issues, and incorporate agency and public input into the planning and decision making processes. The lead agencies accomplished these objectives in scoping, alternative family identification, alternatives packaging, impacts assessment, preferred alternative groupings, preferred alternative recommendations, documentation in the environmental document, and response to comments on the Revised Draft PEIS released in September 2010.

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. **Table 1** summarizes issues identified during the public scoping.

Table 1. Public Scoping Issues Summary

Resource Topic	Issues
Climate and Air Quality	<ul style="list-style-type: none"> • 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	<p>Vegetation issues</p> <ul style="list-style-type: none"> • Loss of vegetative cover • Loss of sensitive and rare plant communities • Effect of winter maintenance • Introduction and spread of noxious weeds <p>Wildlife issues</p> <ul style="list-style-type: none"> • 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

Table 1. Public Scoping Issues Summary

Resource Topic	Issues
Threatened, Endangered, and Other Special Status Animal and Plant Species	<ul style="list-style-type: none"> • 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 the United States Forest Service or Bureau of Land Management • Species identified by the Colorado Natural Heritage Program as rare or endangered
Water Resources	<p>Direct impacts</p> <ul style="list-style-type: none"> • 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 systems <p>Indirect impacts</p> <ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

Table 1. Public Scoping Issues Summary

Resource Topic	Issues
Land Use	<p>Direct impacts: Effects of alternatives on communities, related to alternative footprint and construction:</p> <ul style="list-style-type: none"> • 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 <p>Indirect impacts: Effects of alternatives on communities, related to growth:</p> <ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<p>Direct impacts:</p> <ul style="list-style-type: none"> • Increases in Corridor noise levels from project alternatives due to: <ul style="list-style-type: none"> ▪ Increased traffic volumes ▪ Addition of buses and rail systems ▪ Construction <p>Indirect impacts:</p> <ul style="list-style-type: none"> • Increased traffic on major access routes to highway interchanges and transit stations • Noise from growth in general
Visual Resources	<ul style="list-style-type: none"> • Change to landscape setting and scenery • Change within sensitivity viewsheds: <ul style="list-style-type: none"> ▪ Adjacent to the interstate (views from communities and recreation areas) ▪ From the interstate itself (views from I-70) • Compliance with United States Forest Service and Bureau of Land Management visual resource management prescriptions
Recreation Resources	<ul style="list-style-type: none"> • 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	<p>Direct and indirect impacts on:</p> <ul style="list-style-type: none"> • 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

Table 1. Public Scoping Issues Summary

Resource Topic	Issues
Section 4(f) and 6(f) Evaluation	<ul style="list-style-type: none"> • 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
Paleontological Resources	<p>Direct and indirect impacts on nonrenewable paleontological resources, including:</p> <ul style="list-style-type: none"> • Fossil remains of vertebrates, invertebrates, and plants • Fossil footprints and trace fossils • Paleontological sites • Taphonomic (conditions and processes of fossilization) context • Stratigraphic record
Energy	<ul style="list-style-type: none"> • 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, coordination and planning meetings, and public hearings 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.
- **Public Hearings** – Four public hearings were held in conjunction with the release of the Revised Draft PEIS; these hearings are described in **Section 5.3**. Ten public hearings were held in conjunction with the release of the 2004 Draft PEIS; these hearings are described in **Section 4.3**. Both sets of hearings followed a modified open house format where a portion of the meeting was dedicated to review of informational displays and discussions with staff, and the second half of the hearing included formal presentations by CDOT and opportunities for recorded oral comments by members of the public and agencies.

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 process 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 process for the Corridor. The team developed a Context Statement and Core Values for the Corridor that capture the important and respected

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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 process. The decision making process incorporates the Core Values during all life cycles of a project.

The I-70 Mountain Corridor Context Sensitive Solutions process 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 process 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 process 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 stakeholders' desire to be involved in the identification 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 for the Collaborative Effort. The Colorado Department of Transportation chose the Keystone Center as the facilitator. 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 consistent with the project purpose and need statement. The Collaborative Effort team included one representative from each 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
- United States Forest Service
- Vail Resorts

The Collaborative Effort team first met in November 2007. In June 2008, the Collaborative Effort team identified an alternative by full consensus of the Collaborative Effort team. This alternative, referred to as the “Consensus Recommendation,” included a multi-modal solution, an incremental and adaptive approach to transportation improvements, and a commitment to continued stakeholder involvement. 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 agreed to and are able to adopt the Consensus Recommendation as the Preferred Alternative in the PEIS. The Collaborative Effort team participated in the PEIS and convened at key project milestones during completion of the Revised Draft PEIS and the Final PEIS. The Collaborative Effort team (or a group with a similar member profile) will continue to meet to review Corridor conditions and effectiveness of improvements through 2020.

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. **Appendix B** provides additional information on the Collaborative Effort’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 process, 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 Draft PEIS, Final PEIS, and Record of Decision (ROD). **Appendix C** contains the team’s complete charter, operating principles, and member list.

The I-70 PEIS Project Leadership Team first met in October 2008, with representatives from FHWA, CDOT, the United States 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 addressing comments on the 2004 Draft PEIS and developing a format for the Revised Draft PEIS. The team then 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 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**.

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.

3.1.4 Issue Task Forces

As described in the I-70 Mountain Corridor Context Sensitive Solutions process, 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 environmental, community value, and cultural resource

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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 implementing existing CDOT practices to encouraging the use of yet to be developed technologies to enhancing partnerships.

The Cultural Resources Issue Task Force met once because 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 included the suggested mitigation strategies in the Final PEIS. The decision on appropriate mitigation measures 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. 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

The ALIVE Committee 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.

Table 2. ALIVE Committee Meetings

Date	Discussion Topics
Feb. 9, 2001	<ul style="list-style-type: none">• Understanding and agreement on the intent of ALIVE
Mar. 15, 2001	<ul style="list-style-type: none">• 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

Table 2. ALIVE Committee Meetings

Date	Discussion Topics
Apr. 19, 2001	<ul style="list-style-type: none"> • Overview of I-70 independent projects • Prioritization of I-70 separate actions • Presentation of PEIS Level 2 screening
May 23, 2001	<ul style="list-style-type: none"> • Goals and focus of ALIVE Noxious Weed Program SWEEP tour
Aug. 15, 2001	<ul style="list-style-type: none"> • Discussion of ALIVE purpose • Update on ALIVE conservation measures • Update on I-70 wildlife crossing issues
Nov. 27, 2001	<ul style="list-style-type: none"> • Discussed PEIS, coordinated responsibilities
Mar. 15, 2002	<ul style="list-style-type: none"> • Discussed ALIVE meetings related to PEIS, subsequent action, and earlier action
Oct. 28, 2002	<ul style="list-style-type: none"> • Draft Memorandum of Agreement
Nov. 20, 2002	<ul style="list-style-type: none"> • Discussed wildlife crossing areas
Jan. 14, 2003	<ul style="list-style-type: none"> • Prioritized linkage interference zones
Mar. 3, 2003	<ul style="list-style-type: none"> • Discussed mitigation strategies
May 21, 2008	<ul style="list-style-type: none"> • Discuss signed ALIVE Memorandum of Understanding and initiate development of program to implement the Memorandum of Understanding
Jul. 17, 2008	<ul style="list-style-type: none"> • Review entire list of Linkage Interference Zones and agree on top priorities
Oct. 2, 2008	<ul style="list-style-type: none"> • Review updated Linkage Interference Zone information and discuss CDOT 2008 projects

3.2.2 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; the Memorandum of Understanding was signed January 14, 2011.

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
- United States Forest Service
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

Table 3. SWEEP Committee Meetings

Date	Discussion Topics
Apr. 12, 2001	<ul style="list-style-type: none"> • Tier 1 and Tier 2 Clear Creek Model water resource issues
May 17, 2001	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Discussed existing water conditions, approach for the SWEEP document, comments on the document
Nov. 20, 2001	<ul style="list-style-type: none"> • Preliminary review of document outline and level of detail
Jan. 15, 2002	<ul style="list-style-type: none"> • Discussed draft document <i>An Inventory of I-70 Mountain Corridor Water Resource Related Issues</i>
Mar. 6, 2002	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Develop a guidance policy to be used for future decisions made for projects along the Corridor
Jul. 17, 2008	<ul style="list-style-type: none"> • Discuss drafting of the Memorandum of Understanding
Aug. 11, 2008	<ul style="list-style-type: none"> • Initiate drafting of the Memorandum of Understanding, upcoming project update
Oct. 27, 2008	<ul style="list-style-type: none"> • Discuss the draft Memorandum of Understanding
Jul. 24, 2009	<ul style="list-style-type: none"> • 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 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

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**). 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.

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 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
- 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
- Garfield County Commissioner
- Garfield County Planning
- Georgetown Local Historic Resource Representative
- Gilpin County Commissioner
- Idaho Springs Local Historic Representative
- Idaho Springs Mayor
- Independence Institute
- Jefferson County Citizen
- Jefferson County Commissioner
- Sierra Club, Rocky Mountain Chapter
- Silverthorne Public Works Department

Public and Agency Involvement

- 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

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.

Table 4. Summary of MCAC and TAC Meetings

Committee	Date	Discussion Topics
TAC #1	Jun. 28, 2000	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Purpose and need • Study approaches • Environmental vision • Level 2 screening • Travel demand model and growth assumptions
MCAC #3	Oct. 25, 2000	<ul style="list-style-type: none"> • Various project issues • Focus on purpose and need and study approaches
TAC #4	Dec. 13, 2000	<ul style="list-style-type: none"> • Travel demand forecast • PEIS products • Second level screening criteria • Questions or concerns expressed by members
MCAC #4	Dec. 13, 2000	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

Table 4. Summary of MCAC and TAC Meetings

Committee	Date	Discussion Topics
TAC #5 MCAC #5	Feb. 21, 2001	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Screening update • Fixed Guideway Transit recommendations and discussion • Rubber Tire Transit recommendations and discussion
TAC & MCAC #8	May 16, 2001	<ul style="list-style-type: none"> • Level 2 screening recommendations • Highway Alternatives • Aviation Alternatives • Transportation system management • Travel demand model and ridership survey update
TAC & MCAC #9	Aug. 29, 2001	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Travel demand model results • Year 2025 projections • Projection approach beyond 2025 • Induced travel demand
TAC & MCAC #12	Apr. 16, 2003	<ul style="list-style-type: none"> • Alternatives dropped during engineering and environmental analysis of 2004 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

Table 4. Summary of MCAC and TAC Meetings

Committee	Date	Discussion Topics
TAC & MCAC Technical Workshop	Apr. 30, 2003	<p>Descriptions of assessment methodology</p> <ul style="list-style-type: none"> • Direct impacts • Indirect impacts • Cumulative impacts <p>Policy, regulations, and guidance</p> <ul style="list-style-type: none"> • 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 <p>Background</p> <ul style="list-style-type: none"> • Project purpose and need • 2025 baseline projections • Alternatives
TAC & MCAC Technical Workshop	May 8, 2003	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Handout of <i>Summary of Preliminary Findings</i> • Discussion on how to use and find information contained in the report
TAC & MCAC #15	Sept. 23, 2003	<ul style="list-style-type: none"> • 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	<p>Response to major issues</p> <ul style="list-style-type: none"> • Termini of the project • Alternatives being examined • Meeting underlying need and consideration of purposes • Ability to pursue early actions before the Final PEIS <p>Federal decision making process being followed</p> <p>Preferences for grouping alternatives</p> <ul style="list-style-type: none"> • 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 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

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.

Table 5. Federal Interdisciplinary Team Meetings

Date	Discussion Topics
Jan. 25, 2001	<ul style="list-style-type: none"> • Review of PEIS • Proposal for structure of the federal interdisciplinary team • Participation of federal interdisciplinary team
Apr. 3, 2001	<ul style="list-style-type: none"> • Agency status reports on coordination activities, issues • Input on Level 2 screening results
Aug. 7, 2001	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Environmental impact analysis of alternatives
Sept. 24, 2003	<ul style="list-style-type: none"> • Obtained perspective of the cooperating agencies on the grouping of preferred alternatives

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

A Section 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. 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

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.

Public and Agency Involvement

The committee identified and inventoried Section 4(f) properties within the Corridor to provide guidance on the appropriate level of detail for the Tier 1 evaluation. 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.

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

Date	Discussion Topics
Apr. 2, 2001	<ul style="list-style-type: none"> • Input and advice regarding identifying and analyzing properties
Jun. 29, 2001	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Proposed methodology and potential mitigation measures that will be applied at the programmatic level
Sept. 13, 2001	<ul style="list-style-type: none"> • Indirect impact findings and proposed analysis approach
Oct. 5, 2001	<ul style="list-style-type: none"> • Noise and visual effects on 4(f) cultural sites
Nov. 8, 2001	<ul style="list-style-type: none"> • Georgetown-Silver Plume National Historic Landmark, direct impacts, noise and visual impacts, and geologic constraints
Dec. 14, 2001	<ul style="list-style-type: none"> • Approach to identifying potential 4(f) properties
Jul. 2, 2002	<ul style="list-style-type: none"> • 4(f) evaluation approach, National Park Service perspective on areas of influence for direct, indirect, and cumulative impacts
Feb. 27, 2003	<ul style="list-style-type: none"> • Methodology and impact analysis, potential 4(f) properties
Mar. 14, 2003	<ul style="list-style-type: none"> • Potential 4(f) properties

3.2.7 Finance Committee

The Finance Committee was composed of representatives of state, federal, and local agencies. 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

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.

Table 7. Finance Committee Meetings

Date	Discussion Topics
Jan. 23, 2001	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Funding sources
Dec. 19, 2001	<ul style="list-style-type: none"> • Identification of FHWA funding, Federal Transit Administration (FTA) funding, public and private, 20-year funding • Review of Finance committee parameters
Jan. 23, 2002	<ul style="list-style-type: none"> • Review and discussion of Funding Scenario Matrix
Mar. 13, 2002	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Funding Sources Matrix; discussion of draft outline for Finance chapter
May 1, 2002	<ul style="list-style-type: none"> • Review of 2004 Draft PEIS Finance chapter
May 26, 2002	<ul style="list-style-type: none"> • 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)

Committee members are regarded as experts in their technical fields. Review categories included:

- Model structure
- Discrete choice
- Study area
- Time horizon (25 and 50 years)
- Trip purposes

Public and Agency Involvement

- 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	<ul style="list-style-type: none">• Model structure• Understanding of Corridor• Evaluation process
Feb. 23, 2001	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• Model structure and calibration
Mar. 7-8, 2002	<ul style="list-style-type: none">• 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. At this meeting, the lead agencies presented an overview of PEIS goals and objectives, specifically issues related to sites and/or places of tribal interest. The lead agencies also provided information on known archaeological sites within and near the Corridor. Tribes provided input on sites of importance to them and advised on the disposition, management, and preservation of these properties in the context of proposed transportation improvements. 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; the Programmatic Agreement 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, March 2011) 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 9**:

- 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.

Public and Agency Involvement

Table 9. Open Houses, 2000 and 2001

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
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 low-income populations, the lead agencies implemented a specialized 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—January to June 2000
- Community interviews—May 2000
- Community profile research—2001
- Environmental justice interviews—2002
- Community outreach meetings—2002 to 2003
- Newsletters and event participation—2000 to 2003 Revised Draft PEIS outreach efforts—October 2010

Issues identified for environmental justice during the scoping process 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.

During preparation of the 2004 Draft PEIS, the Colorado Department of Transportation contacted county planners, school superintendents, the local housing authorities, and health and human service providers to gather information on each Corridor county's community profile for minority and low-income populations. Additionally, data received from the Corridor communities guided CDOT's outreach techniques, including using Spanish translation at public open houses, newsletters to homeowner associations, distributing information through local schools, and targeted mailings to all Clear Creek County residents and all other residents within one-mile of the I-70 highway throughout the Corridor. The Colorado Department of Transportation conducted 25 environmental justice interviews in 18 communities during March 2002 and from these interviews, identified issues that echoed the issues identified during the scoping process:

- Affordable housing for minority and low-income populations
- Transportation alternatives are needed to address commuter needs
- Alternatives will increase traffic noise
- Growth and development are important to the community and must be carefully planned
- The minority and low-income populations contribute to the need for a stable work force.

Further, the individuals interviewed revealed their preferences for the following transportation improvements:

- Improvement to local transportation system
- Fixed guideway system that will benefit the workers as well as the tourists
- Rubber tired transit system is more affordable than monorail or fixed guideway
- Bus system would be the most beneficial for low-income commuters
- Highway improvements would be better for commuters from Garfield and Lake counties

Public and Agency Involvement

- Some combination of highway and transit system for immediate and long term commuter needs
- Preference for Minimal Action Alternative.

Six newsletters were distributed before publication of the 2004 Draft PEIS and one newsletter was distributed prior to publication of the Revised Draft PEIS. All newsletters were targeted to locations that would reach minority and low-income residents in the Corridor. The March 21, 2001 newsletter included a bilingual supplement 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 | ■ Media |
| ■ Family and Intra-Cultural Resource Center | ■ Mobile home parks |
| ■ Hotels | ■ School districts |
| ■ Housing authorities | ■ Social Services |
| ■ Libraries | ■ Thrift stores |

Additionally, to announce open houses, CDOT employed a local cable television station to run announcements in Spanish and in English, ran advertisements in Corridor newspapers, and distributed project information at community events. After limited feedback following the distribution of the bilingual newsletter supplement in March 2001, it was determined that the bilingual newsletter was not an effective minority outreach tool, and all subsequent newsletters were distributed in English only.

During preparation of the Revised Draft PEIS, CDOT interviewed 16 local planning staff and housing agencies and identified 19 low-income and non-English speaking communities within the general PEIS study area. Low-income and non-English speaking communities located more than 15 miles from public hearing locations were provided information through a separate small group meeting in Avon and over the phone and via mail in Glenwood Springs. Environmental justice outreach efforts and Revised Draft PEIS notifications comprised the following:

- Initial postcard mailing to all 19 minority and low income communities identified through interviews in 2010
- Delivery of Spanish fliers announcing publication of Revised Draft PEIS and public hearings to all communities except the senior assisted-living facilities in Glenwood Springs
- E-mail flier advertising publication of Revised Draft PEIS and public hearings sent to the following facilities for posting:
 - Health and Human Services, Eagle County (Avon, Eagle, Edwards, El Jebel)
 - Salvation Army, Edwards
 - Catholic Charities, Eagle
 - Summit Community Care Clinic, Frisco
 - Family and Intercultural Resource Center, Dillon
 - Loaves and Fishes, Idaho Springs
 - Project Support Senior Center, Idaho Springs
 - Tomay Memorial Library, Georgetown
 - Meadows Family Medical Center, Idaho Springs
- Phone calls with managers of the two assisted-living facilities in Glenwood Springs
- Information packets mailed to residents of River Meadows Mobile Home Park, Glenwood Springs

- Newspaper advertisements providing notification of the publication of Revised Draft PEIS and public hearings in the following newspapers
 - Glenwood Springs Post Independent
 - El Montañéz
 - Eagle Valley Enterprise
 - Vail Daily
 - Aspen Times
 - Weekly Aspen Daily News
 - Summit Daily News
 - Summit County Journal
 - Clear Creek Courant
- Spanish radio advertising for public hearings
 - Entravision KPVW-FM, Glenwood Springs
 - KTUN 94.5 FM, Eagle, Summit, and Clear Creek counties
 - KQSE 102.5 FM, Eagle, Summit, and Clear Creek counties
- Presentations at Mass at the following churches
 - Saint Stephen's Catholic Church, Glenwood Springs
 - Saint Clare of Assisi, Edwards
 - Saint Mary's Church, Eagle
 - Our Lady of Peace Church, Dillon
- Small group meeting at the Avon Public Library, advertised through hand-delivered Spanish and English fliers
- E-mails provided to local elected officials to send to constituents
- Radio interview on La Nueva Mix on the "Compa Chava" talk show

Please refer to the *I-70 Mountain Corridor PEIS Environmental Justice Technical Report* (CDOT, March 2011) for additional information on outreach to minority and low-income populations in the Corridor.

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. 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
- Tolling tunnels or certain parts of highway needs to be considered

Public and Agency Involvement

- A combination of alternatives needs to be considered
- Short- and long-term improvements need to be considered
- Environmental and community impacts are of concern, specifically:
 - Noise impacts and mitigation
 - Wildlife, threatened and endangered species, and ecology
 - Historic resources and character
 - Air quality
 - Water quality

A summary of the community interviews is included in **Appendix E**.

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 2004 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 10** summarizes the coordination and planning meetings, and special interest group meetings. Participating agencies and organizations included:

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

Table 10. 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, United States Forest Service input, assistance needed to support PEIS
Jan. 11, 2001	White River National Forest coordination, collection agreement, overview of PEIS, scoping comments, United States Forest Service input, assistance needed to support PEIS
Jan. 25, 2001	United States Forest Service concerns, scope of work
Aug. 9, 2001	Review of United States Forest Service PEIS analysis requirement
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, United States 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	United States 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

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Table 10. Special Interest Group Meetings and Planning and Coordinating Meetings

Date	Discussion Topics
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
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

Table 10. Special Interest Group Meetings and Planning and Coordinating Meetings

Date	Discussion Topics
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
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

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Table 10. Special Interest Group Meetings and Planning and Coordinating Meetings

Date	Discussion Topics
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
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

Table 10. Special Interest Group Meetings and Planning and Coordinating Meetings

Date	Discussion Topics
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
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 11**). 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 the consultant team 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
- Air quality
- Wildlife
- Alternative comparisons
- Cumulative impacts
- Geologic hazards
- Economics
- Land use
- Environmental justice
- Noise
- Visual resources
- Recreation resources
- History
- Water quality

Table 11. 2004 Draft PEIS 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
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 Comments Received on the 2004 Draft PEIS and How They Were Addressed

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.

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 Draft PEIS. The Colorado Department of Transportation modified the process to complete the Revised Draft PEIS and revised the content of the Revised Draft PEIS 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 process.
- **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 project termini did not change as a result of these comments, but **Section 1.5 “What are the study limits and why were they selected?”** clarifies the study limits and why they were chosen.
- **Project funding and cost estimates:** Numerous comments were received about funding information provided for transit and the cost estimating methodology. The Revised Draft PEIS includes updated costs for the alternatives and an updated funding chapter.
- **Climate change:** In response to the concerns expressed about climate change, the Revised Draft PEIS 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 Draft PEIS 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 Draft PEIS contains information about mitigation strategies and planned processes for determining how these strategies are incorporated into Tier 2 processes and activities. As noted previously, Issue Task Forces provided input to and recommendations for the mitigation strategies.

Following the 2004 Draft PEIS public review period, CDOT 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 Section 106 Programmatic Agreement identifying how Section 106 of the National Historic Preservation Act is applied to historic properties for Tier 2 NEPA processes (see **Appendix B** of the Final PEIS), 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 Issue Task Forces focused on incorporating specific issues into the process, including as much in the documentation of the Revised Draft PEIS as possible.

The continuing role of the Collaborative Effort is discussed in **Section 6**.

Section 5. Public Review of the Revised Draft PEIS

5.1 Notice of Availability

The I-70 Mountain Corridor Revised Draft PEIS and Draft Section 4(f) Evaluation were released for public review and comment with the publication of the Notice of Availability (NOA) in the *Federal Register* on Friday, September 10, 2010 and through local newspaper announcements, radio advertisements, email and postal notices, and the project website. The 2010 Revised Draft PEIS 60-day comment period ended November 8, 2010.

5.2 Distribution of Revised Draft PEIS

The Colorado Department of Transportation distributed the Revised Draft PEIS to 13 federal agencies, 6 Colorado state agencies, 21 elected officials, 27 city and county Corridor governments, the Collaborative Effort team, the Project Leadership Team, the Section 106 consulting parties, and 18 interested parties. Twenty-four repositories in and around the Corridor had hard copies of the Revised Draft PEIS available for public review, including 6 CDOT offices, the FHWA Lakewood office, 15 libraries, and 2 community centers. Additionally, the Revised Draft PEIS was posted on the project website at <http://www.coloradodot.info/projects/i-70mountaincorridor> for public review. The website provided access to both the Revised Draft PEIS and the 2004 Draft PEIS. Citizens and agencies were also able to request electronic or printed copies of the Revised Draft PEIS.

5.3 Revised Draft PEIS Public Hearings

In October 2010, four public hearings were held, one each in Eagle, Silverthorne, Evergreen, and Denver (see **Table 12**). A summary of the outreach efforts to announce the public hearing is provided below in **Table 13**. Copies of the public notices are located in **Appendix E**. The public hearings included an open

Public and Agency Involvement

house, a presentation, and a public comment period. Representatives from CDOT and their consultant team were available at the open house to answer questions. A 30-minute presentation provided an overview of project alternatives and findings. A court reporter was available to record oral comments. A total of 299 people attended one of the public hearings. During the open house portion of the public hearings, display boards showed information on the Purpose and Need, Preferred Alternative, performance comparisons among the Action Alternatives, environmental resources, the I-70 Mountain Corridor Context Sensitive Solutions Process, and next steps. The presentation and boards are posted on the project website and are provided in **Appendix E**.

Table 12. Revised Draft PEIS Public Hearings

Date and Time	Location	Number of Attendees	Number of Oral Comments
Tuesday, October 5, 2010 5:00 PM to 8:00 PM	Silverthorne Pavilions 400 Blue River Parkway Silverthorne, Colorado 80498	79	4
Wednesday, October 6, 2010 5:00 PM to 8:00 PM	Clear Creek County High School 185 Beaver Brook Canyon Road Evergreen, Colorado 80439	114	7
Thursday, October 7, 2010 5:00 PM to 8:00 PM	Eagle County Fairgrounds 1426 Fairgrounds Road Eagle, Colorado 81631	38	6
Thursday, October 21, 2010 5:00 PM to 8:00 PM	Colorado Department of Transportation Headquarters 4201 E Arkansas Avenue Denver, Colorado 80222	68	14

Table 13. Revised Draft PEIS Public Hearing Outreach Efforts

Type	Date(s)	Purpose
Mailed postcard	Aug. 16, 2010	Mailed postcard to approximately 55,000 stakeholders with "save the date" information on public hearings
Mailed newsletter	Sept. 9, 2010	Provide information about the Revised Draft PEIS release, upcoming public hearings, and general project details to approximately 55,000 stakeholders with public hearing information in English and Spanish
Web site updates	Various dates	To provide stakeholders with details on environmental studies, current and planned projects, and Context Sensitive Solutions tools for the corridor
Newspaper advertisements in the following publications: <ul style="list-style-type: none"> ▪ Aspen Daily News ▪ Aspen Times Weekly ▪ Canyon Courier ▪ Clear Creek Courant ▪ Denver Post ▪ Eagle Valley Enterprise ▪ El Montanez ▪ Glenwood Springs Post Independent ▪ Golden Transcript ▪ Herald Democrat ▪ High Timber Times ▪ Middle Park Times ▪ Sky-Hi Daily News ▪ Summit County Journal ▪ Summit Daily News ▪ Vail Daily ▪ Weekly Register-Call / Gilpin County News 	Various run dates	To direct stakeholders to local repository locations to review the Revised Draft PEIS document and inform stakeholders of the public hearing dates
News release distribution	Sept. 29, 2010	Release detailing four hearings distributed to media representatives, businesses, emergency service providers and key stakeholders
News release distribution	Oct. 14, 2010	Release detailing Oct. 21, 2010, Denver hearing distributed to same contact list
Small group meetings/presentations	Various dates	To provide ongoing dialogue with stakeholders and address specific questions and issues

5.4 Comments Received on the Revised Draft PEIS and How They Were Addressed

The lead agencies received comments from 554 agencies, organizations, and individuals. Comments were received in the form of public hearing oral comments, comment sheets, letters, emails, and comments submitted on the project website. After the comment period ended, each comment document was delineated by topic, resulting in 1,109 discrete comments.

The lead agencies received more than 1,100 comments from more than 550 agencies, organizations, and individuals on the Revised Draft PEIS. Most comments require explanation, clarification, or factual corrections, and some resulted in changes to the PEIS. Many comments require more detailed information than can be addressed with information at the Tier 1 level and will be addressed in Tier 2 processes. A

Public and Agency Involvement

complete accounting of comments received during the comment period and the lead agencies' responses to those comments is contained in **Appendix F, Response to Comments** in the Final PEIS.

Comments were generally supportive of the Collaborative Effort process to reach a Consensus Recommendation and Preferred Alternative, the development and use of the I-70 Mountain Corridor Context Sensitive Solutions process in the Corridor, and the format and readability of the PEIS document. Other comments were mixed in support and criticism of details of the PEIS analyses and identification of the Preferred Alternative. Comments fell into broad categories as follows:

- **Transportation needs.** Most comments were supportive of multimodal options but some commenters expressed preferences for only Highway or only Transit alternatives. Some commenters questioned traffic and travel demand projections as either too high or too low; others expressed similar questions about transit ridership projections – that projections were too high, too low, or not fully developed. Many comments expressed concern about the termini and connectivity of Transit alternatives, particularly at the east end of the Corridor. Comments generally supported the 50-year vision and longer planning horizon. Comments received about safety centered on concerns about tunnels, auxiliary lanes, speed enforcement, location-specific needs, and slow moving vehicles.
- **Process, Collaborative Effort, and Context Sensitive Solutions.** Many commenters expressed praise for the lead agencies for the Revised Draft PEIS document and the process used to develop the Preferred Alternative. Some expressed concerns about the need to clarify implementation of the Preferred Alternative, including how Tier 2 processes would be developed within the statewide planning process; how the Collaborative Effort and stakeholder involvement would be formalized; and how implementation of Context Sensitive Solutions, the SWEEP and ALIVE Memoranda of Understanding, and the Section 106 Programmatic Agreement would be ensured in Tier 2 processes.
- **Alternatives.** Comments on alternatives represented the largest category of comments received, accounting for nearly half of all comments received. Comments centered on preferences, including support of and opposition to the Preferred Alternative, as well as support for or opposition to the other alternatives evaluated in the document (particularly support for other Transit alternatives). Comments also voiced support for/interest in alternatives not carried forward, particularly alternate and parallel routes, car ferry or “autotrain,” aviation alternatives, expanding or improving existing rail, reversible lanes, buses in mixed traffic (as a stand-alone option), and reinstating the Winter Park Ski Train service. Other comments voiced general support for the non-infrastructure component, with particular interest in truck restrictions, expanding shuttle or regional bus service, use of variable messaging, and speed enforcement. Many commenters expressed particular interest in tunnel construction.
- **Environmental Analysis.** Comments were received about nearly every environmental resource analyzed but the majority of comments about environmental analyses focused on air quality, economic analyses, land use and growth projections and impacts of induced growth, noise and potential noise mitigation, and wildlife crossings. Comments expressed support for the Corridor-specific agreements for mitigation strategies for Tier 2 processes contained in the I-70 Mountain Corridor Context Sensitive Solutions Process, SWEEP and ALIVE Memoranda of Understanding, and Section 106 Programmatic Agreement and requested that the role of these agreements in Tier 2 processes be clearly defined.

- **Implementation, funding, and cost.** These comments asked for clarification of priority and timing of implementation, expressed concern about the project costs and CDOT's ability to implement the Preferred Alternative, and voiced support for alternative financing (tolling, public private partnerships, community investments such as bonding or user taxes). Other comments questioned cost estimates and related details, such as transit ridership and fare projections.

Section 6. Remaining Public and Agency Involvement

Remaining steps to complete the first tier NEPA process for the I-70 Mountain Corridor PEIS are:

- Distribute the Final PEIS that includes responses to individual comments received during the public comment period on the Revised Draft PEIS.
 - Issue Notice of Availability
 - Provide 30-day public review period
- Offer meetings with organizations or individuals through completion of the ROD. Conduct these meetings if requested.
- Prepare ROD, the final decision document that concludes the NEPA process for this Tier 1 study.

The Revised Draft PEIS indicated that public hearings would be held for the Final PEIS. However, the lead agencies decided not to hold hearings for the Final PEIS because discussions with Corridor stakeholders indicated that interest in additional hearings would be low, largely because the Final PEIS was being released within several months of the release of the Revised Draft PEIS. Based on anticipated low interest and high costs of holding formal hearings, the lead agencies determined that small group meetings would be more appropriate and have offered to meet with any group or individual interested in discussing the Final PEIS.

The lead agencies will develop specific public and agency involvement programs for each Tier 2 process. The level of public involvement depends on the NEPA action undertaken (Environmental Impact Statement, Environmental Assessment, or Categorical Exclusion). Stakeholders, including the public, will be offered opportunities to participate in or provide input to all Tier 2 processes, which will follow the I-70 Mountain Corridor Context Sensitive Solutions process described in **Appendix A**. Types of public involvement opportunities may include scoping meetings, project committees, public open houses, project information distribution, public and agency document review and comment, and public hearings. Tier 2 processes could be preceded by feasibility studies to inform Tier 2 processes. Stakeholders will also be able to participate in feasibility studies.

In 2020, there will be a thorough assessment of the overall purpose and need and effectiveness of implementation of this Tier 1 decision. At that time, CDOT and FHWA, in conjunction with the stakeholder committee, may consider the full range of improvement options.

The lead agencies will follow I-70 Mountain Corridor Context Sensitive Solutions process, SWEEP and ALIVE Memoranda of Understanding, and Section 106 Programmatic Agreement for Tier 2 processes and maintain ongoing stakeholder involvement to foster partnerships and communication.

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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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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.

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.

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.



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 constructors 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:

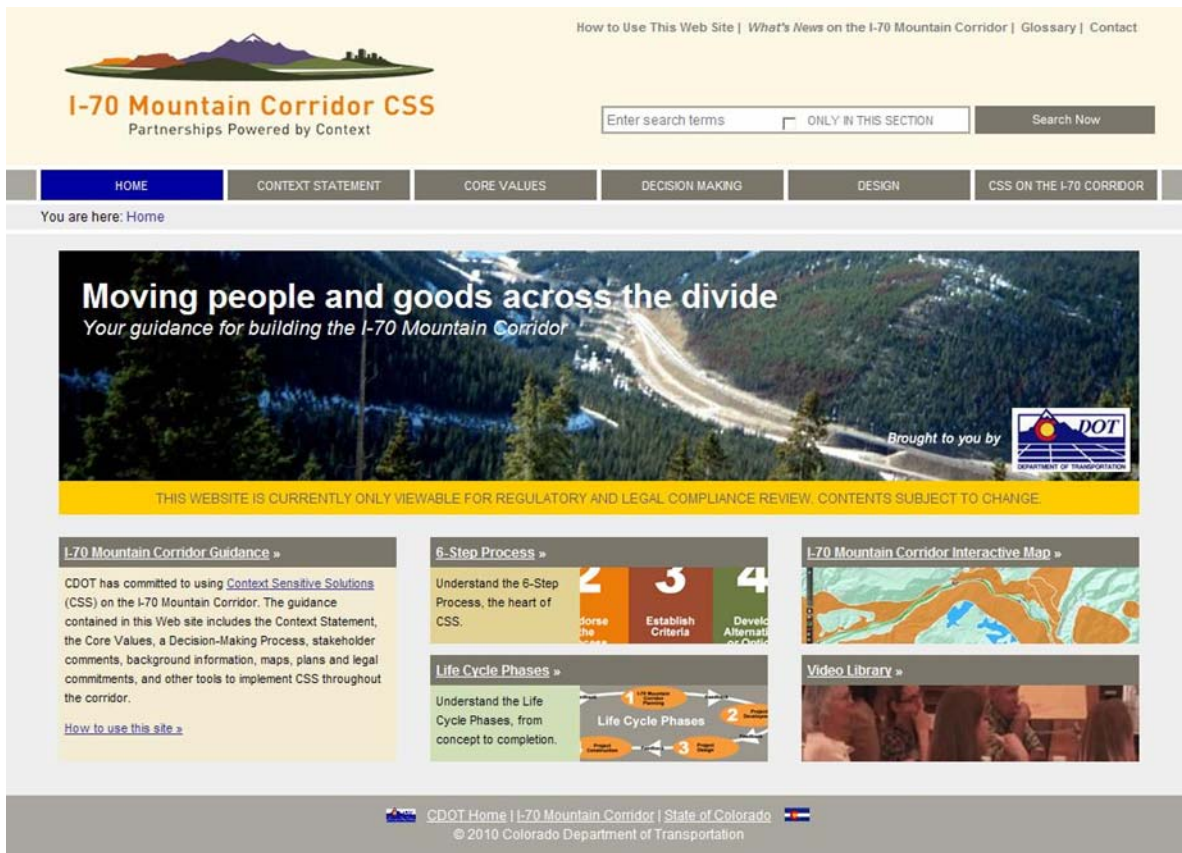
- Presents the Corridor Context Statement and Core Values
- Delineates the decision-making process to be used on projects
- Defines the design criteria
- Organizes Corridor environmental data on maps
- Indexes the PEIS data by mile marker
- Provides tools, templates, photos, exercises, and ideas for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

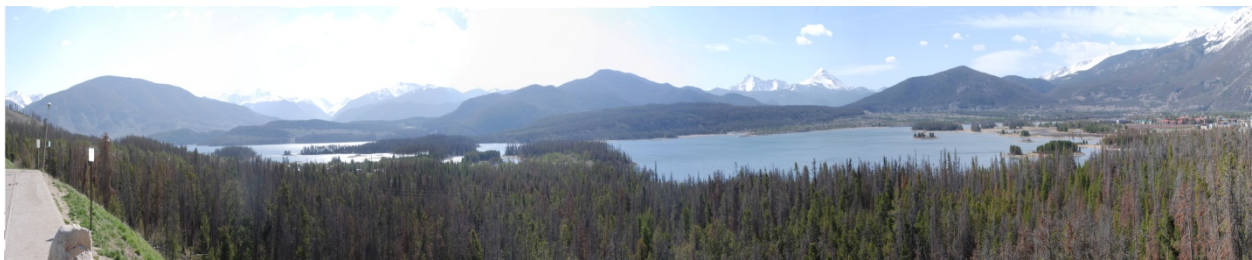
Mobility and accessibility must address local, regional, and national travel by providing reliability, efficiency, and the interconnectivity between systems and communities.

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.

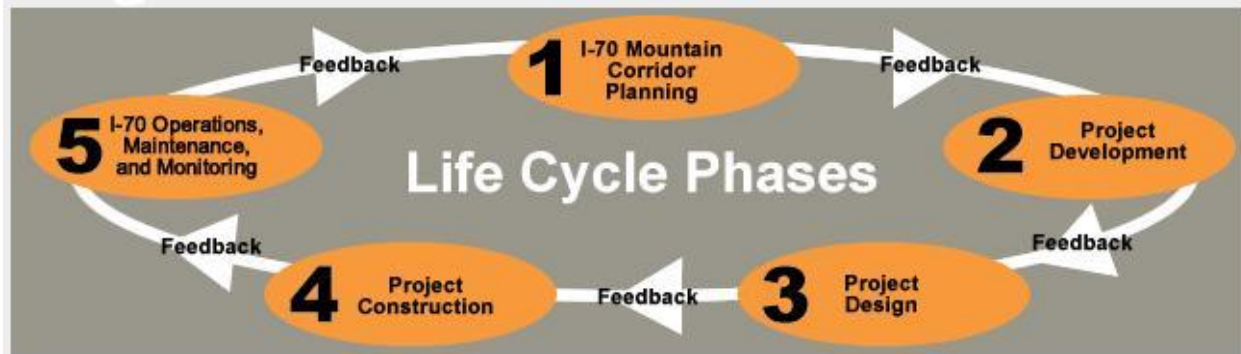
Outcome-Driven

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 Sensitive 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 an 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 informed 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.

DRAFT

**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 an 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 informed 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 Impact 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.

Transit

- 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:
 - o How to accommodate the collection and distribution of passengers.
 - o Whether transit solutions meet the travel needs of mountain users and recreationalists.
 - o Whether bus rapid transit (BRT) or other non-fixed-guideway transit solutions are desirable and feasible.
 - o Whether fixed guideway technology exists that will function safely and efficiently in the mountain corridor.
 - o Whether the best alignment for fixed guideway is in the highway right-of-way or is found elsewhere.
 - o How a transit system would affect the population growth and land use patterns in mountain communities.
 - o How to sequence highway improvements and transit construction to minimize travel delays and economic impacts to mountain communities.

Economic Development and Community Impacts During Construction

- 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:
 - o Ensuring that mitigation outlined in any CDOT planning process offers more than guidance but instead represents commitments as appropriate to a tired document.
 - o Proper planning, design, analysis and construction best management practices to minimize the effects on water quality and aquatic ecosystems.
 - o Assessment of potential impacts from disturbing roadbeds during construction. Mine waste tailings as roadbed material may contain contaminants.
 - o Wildlife movement and the ability to cross any roadway or transit alignment.
 - o 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.
 - o 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 Sensitive 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 Passenger Association
Bob	French	Summit County Commissioner
Gary	Frey	Colorado Trout Unlimited
Greg	Fulton	President, Colorado Motor Carriers
Tim	Gagen	Breckenridge 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
Deborah	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

I-70 Mountain Corridor Collaborative

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).

Effort Close-out Report

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 were 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 disproportionately 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 (SWEET)
 - 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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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

I - 70 Mountain Corridor

- 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.

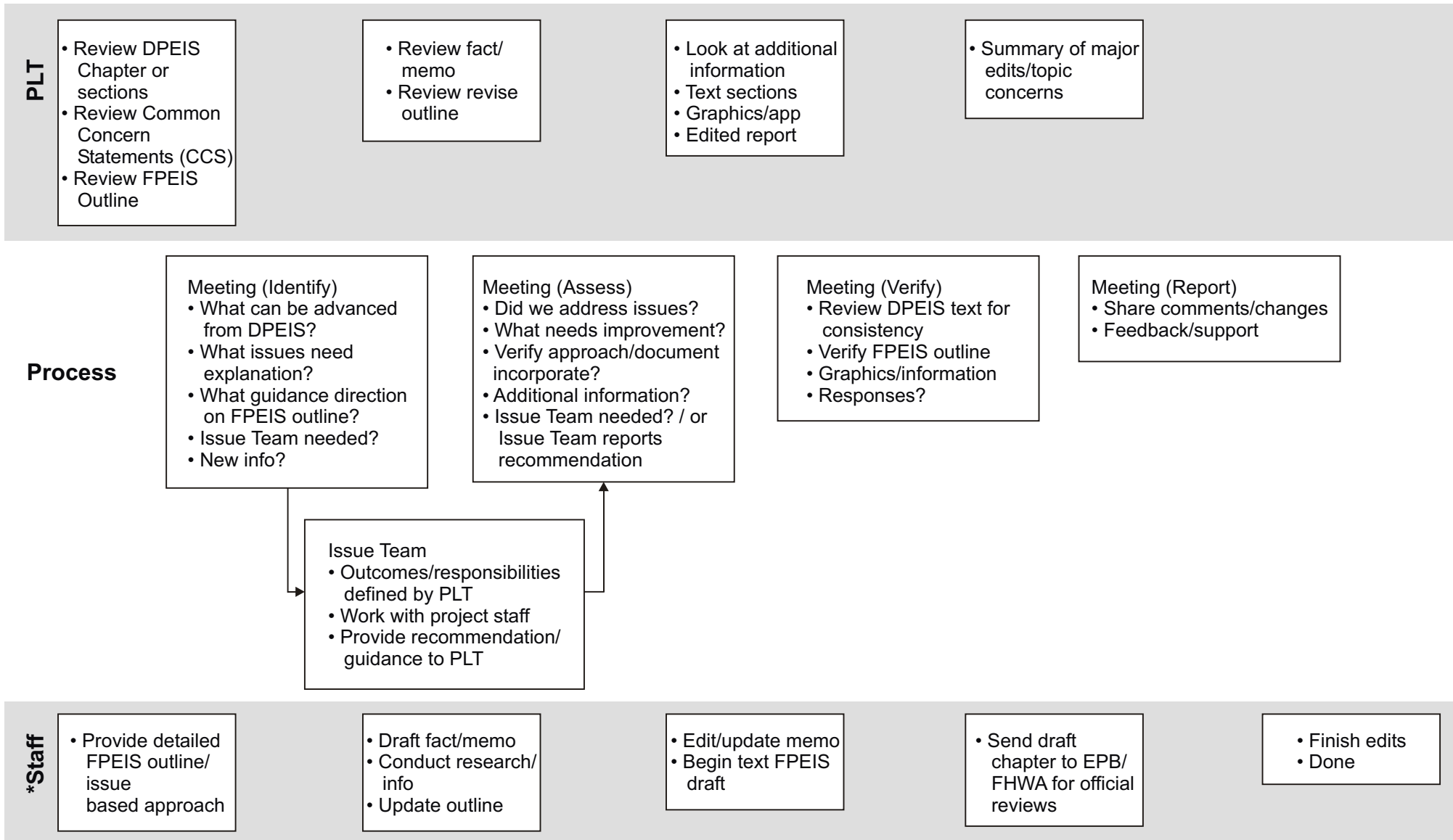
13. Constituent Communication

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

I-70 Mountain Corridor PEIS

Project Leadership Team Membership List

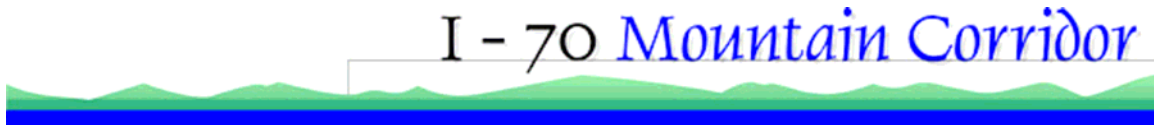
NAME	ORGANIZATION
Cynthia Neely	Clear Creek County
Eva Wilson	Eagle County
David Pesnichak	Garfield County
Harry Dale	I-70 Coalition
Jeanie Rossillon	Jefferson County
Bill Linfield	Summit County
Monica Pavlik	FHWA
Carol Kruse	USFS
Bill Scheuerman	CDOT Region 1
Tammie Smith	CDOT Region 3
Tim Tetherow	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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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		303-569-2887		
Amy Cole	National Trust for Historic Preservation Mountain	n	X				Y	rtbowland@clearcreekwireless.com				
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 Broad	(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 Broadway	(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	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	jwtcosky@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	klarkin@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	
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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	
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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	
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Sharleen Bakeman	sharleen.bakeman@dot.state.co.us	CDOT EPB		303.757.9813	
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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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The Consensus Recommendation provides a multimodal vision for the I-70 Mountain Corridor. It includes both transit and highway improvements based on proven needs. These improvements are aimed at enhancing the Corridor, its environment, and its communities. It also allows flexibility in determining the order in which improvements are to be made and the ability to assess impacts of improvements as time goes on before new improvements are implemented.



Colorado Department of Transportation
 Wendy Wallach
 c/o J.F. Sato and Associates
 5878 South Rapp Street
 Littleton, CO 80120

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Where Have We Been?

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) have been analyzing the Interstate 70 (I-70) Mountain Corridor for more than 10 years. The agencies used a Tier 1 approach to broadly identify transportation alternatives for the Corridor. A Draft Programmatic Environmental Impact Statement (DPEIS) for I-70 was released in late 2004. That original document identified general transportation alignments and modes for consideration to meet the purpose and need of the project. During the extended public comment period, more than 2,000 concerns were identified. Most stakeholders commented about the lack of a long-term corridor vision and the \$4 billion funding threshold placed on future improvements. Additional comments raised questions on other aspects of the DPEIS.

CDOT responded to stakeholder comments by committing to a long-term vision and evaluating how best to move forward with the study. In November 2007, CDOT initiated the Collaborative Effort (CE), a 27-member group representing various corridor interests, to reach consensus on a recommended transportation solution for the I-70 Corridor. CDOT and FHWA were active participants and both agencies committed to adopting the CE's Consensus Recommendation in the PEIS. CDOT also agreed to remove the \$4 billion threshold for the preferred alternative. The CE adopted their Consensus Recommendation in June 2008.

I - 70 Mountain Corridor

I - 70 Mountain Corridor

Where Are We Going?

CDOT has initiated a Revised DPEIS to address the Consensus Recommendation. The Revised DPEIS provides a comparative analysis of alternatives, examining the project's ability to meet purpose and need while minimizing impacts on the surrounding communities. The document examines each natural and manmade resource to determine whether the identified impact(s) on that particular resource have changed since 2004 – either over time or due to other factors.

By revising the DPEIS to account for activities that occurred since 2004, CDOT and FHWA provide a complete document that guides agency actions, communicates Tier 1 decisions, and benefits the Corridor and its stakeholders. The Revised DPEIS explains how proposed projects will be implemented at Tier 2, which allows for more focused discussions and site-specific analysis.

We Need Your Input!

The Revised DPEIS will be issued in September 2010 for a 60-day public review and comment period. Public hearings will take place in October 2010. The Final PEIS will be completed December 2010, with a Record of Decision anticipated by spring 2011.

SAVE THE DATE PUBLIC HEARINGS

Summit County

October 5, 2010
5:00 PM to 8:00 PM
Silverthorne Pavilions
400 Blue River Parkway
Silverthorne, CO 80498

Clear Creek County

October 6, 2010
5:00 PM to 8:00 PM
Clear Creek High School
185 Beaver Brook Canyon Road
Evergreen, CO 80439

Eagle County


October 7, 2010
5:00 PM to 8:00 PM
Eagle County Fairgrounds
0426 Fairgrounds Road
Eagle, CO 81631

Stay Informed!

Project information is available via an email subscription service.

Sign up on:

www.i70mtncorridor.com

Click on the cell phone icon in the upper right hand corner. 

Agenda for all Public Hearings

5:00 PM to 6:00 PM: Open House & Written Comments

6:00 PM to 6:30 PM: Presentation

6:30 PM to 8:00 PM: Verbal Comment Submission, Closing Open House & Comments



HOW TO COMMENT

All comments received during the comment period will be addressed and considered prior to the Final PEIS.

1. Attend and participate in a public hearing (see front for date/locations). Verbal and written comments can be submitted at all public hearings.

2. Submit a comment through the project website: www.i70mtncorridor.com

3. Mail a comment during the 60-day comment period to:
I-70 Mountain Corridor
Revised Draft PEIS c/o Wendy Wallach, CDOT Region 1
18500 East Colfax Avenue, Aurora, CO 80011

If you have any questions about the I-70 Mountain Corridor Revised Draft PEIS or public hearings please call Wendy Wallach at 303-365-7046.

CÓMO PRESENTAR COMENTARIOS

Todos los comentarios recibidos durante el período de comentarios se tomarán en cuenta y considerarán antes de la PEIS final.

1. Asista y participe en una audiencia pública (vea las fechas y lugares en el anverso). Se pueden presentar comentarios verbales y escritos en todas las audiencias públicas.

2. Envíe un comentario a través del sitio web del proyecto: www.i70mtncorridor.com

3. Envíe un comentario por correo durante el período de 60 días para comentarios a:
I-70 Mountain Corridor
Revised Draft PEIS c/o Wendy Wallach, CDOT Region 1
18500 East Colfax Avenue, Aurora, CO 80011

Si tiene alguna pregunta sobre el Anteproyecto revisado de la PEIS del Corredor de la Montaña de la I-70 o sobre las audiencias públicas, comuníquese con Wendy Wallach al 303-365-7046.



Colorado Department of Transportation
Wendy Wallach
c/o J.F. Sato and Associates
5878 South Rapp Street
Littleton, CO 80120

**Interstate 70 (I-70) Mountain Corridor Revised Draft
Programmatic Environmental Impact Statement (Revised Draft PEIS)
Available September 10 for Public Review and Comment!
Public Hearings this October...
Please see inside for more details...**

**Corredor de la Montaña I - 70 Anteproyecto revisado de la Declaración de Impacto Ambiental
Programática (Anteproyecto revisado de la PEIS) del Corredor de la Montaña de la Interestatal 70 (I-70)
Disponibile a partir del 10 de septiembre para revisión y comentarios del público
Audiencias públicas este octubre...
Consulte más detalles en el interior...**

I-70 Mountain Corridor

Interstate 70 (I-70) Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS)

**Available September 10 for Public Review and Comment!
Public Hearings this October...**

PUBLIC HEARINGS

Three public hearings will be held along the Corridor from 5 p.m. to 8 p.m.

October 5, 2010

Silverthorne Pavilions
400 Blue River Drive
Silverthorne, CO 80498

October 6, 2010

Clear Creek High School
185 Beaver Brook Canyon Road
Evergreen, CO 80439

October 7, 2010

Eagle County Fairgrounds - Exhibit Hall
0426 Fairgrounds Road
Eagle, CO 81631

PUBLIC HEARING AGENDA

5 p.m. to 6 p.m.: Open House & Written Comments • 6 p.m. to 6:30 p.m.: Presentation

6:30 p.m. to 8 p.m.: Verbal Comment Submission, Closing Open House & Comments

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 303-365-7046 at least 72 hours before the hearing.

Watch for announcements in local newspapers or visit the project website at www.i70mtncorridor.com

I-70 MOUNTAIN CORRIDOR REVISED DRAFT PEIS AVAILABLE SEPTEMBER 10, 2010

The Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed a Revised Draft PEIS in compliance with the National Environmental Policy Act of 1969. This Revised Draft PEIS represents a Tier 1 EIS for the proposed I-70 Mountain Corridor transportation improvements between Glenwood Springs and C-470. The Revised Draft PEIS is available for a 60-day public review and comment period beginning on Friday, September 10, 2010, and ending November 8, 2010. We want to hear from you to get your input on this document.

WHERE TO REVIEW THE REVISED DRAFT PEIS

The Revised Draft PEIS is available for review at the following public repositories:
www.i70mtncorridor.com

Denver Metro Area

CDOT, Region 1

18500 East Colfax Avenue
Aurora, CO 80011
303-365-7041

CDOT Headquarters

Public Relations Office
4201 East Arkansas Avenue
Denver, CO 80222
303-757-9228

Denver Public Library

10 West 14th Avenue Parkway
Denver, CO 80204
720-865-1821

West Metro Area/Foothills

FHWA Offices

Front Desk - Debbie McAlexander
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3000

Lakewood Library

10200 W. 20th Avenue
Lakewood, CO 80215
303-235-5275

CDOT, Region 1

Golden Residency
425C Corporate Circle
Golden, CO 80401
303-512-5800

Evergreen Public Library

5000 Highway 73
Evergreen, CO 80439
303-235-5275

Clear Creek

Idaho Springs Public Library

219 14th Avenue
Idaho Springs, CO 80452
303-567-2020

Silver Plume Small Town Hall

710 Main Street
Silver Plume, CO 80476
303-569-2363

Empire Town Hall
30 East Park Avenue
Empire, CO 80438
303-569-2978

John Tomay Memorial Library
605 6th Street
Georgetown, CO 80444
303-569-2620

**Summit County
Summit County Public Library
North Branch**
651 Center Circle
Silverthorne, CO 80498
970-468-5887

**Summit County Public Library
Main Branch**
0037 CR 1005, 2nd Floor
Frisco, CO 80443
970-668-5555

**Eagle County
Town of Vail Library**
292 West Meadow Drive
Vail, CO 81657
970-479-2185

Avon Branch Library
200 Benchmark Road Avon, CO 81620
970-949-6797

**CDOT, Region 3
Eagle Residency**
714 Grand Avenue
Eagle, CO 81631
970-328-6385

Gypsum Public Library
48 Lundgren Boulevard
Gypsum, CO 81637
970-524-5080

**Garfield County
CDOT, Region 3**
Glenwood Residency
202 Centennial Street
Glenwood Springs, CO 81601
970-945-8187 (ask for Susan Jacobs)

Glenwood Springs Branch Library
413 9th Street
Glenwood Springs, CO 81601
970-945-5958

**Gilpin County
Gilpin County Public Library**
15131 Highway 119 Black Hawk, CO 80422
303-582-5777

**Grand County
Fraser Valley Library**
421 Norgren Street
Fraser, CO 80442
970-726-5689

**Lake County
Lake County Public Library**
1115 Harrison Avenue
Leadville, CO 80461
719-486-0569

**Mesa County
CDOT, Region 3**
222 South 6th Street, Room 317
Grand Junction, CO 81501
970-683-6250

**Pitkin County
Pitkin County Library**
120 N. Mill Street
Aspen, CO 81611
970-925-4025

EL ANTEPROYECTO REVISADO DE LA PEIS DEL CORREDOR DE LA MONTAÑA DE LA I-70 ESTARÁ DISPONIBLE A PARTIR DEL 10 DE SEPTIEMBRE DE 2010

La Administración Federal de Carreteras (Federal Highway Administration – FHWA) y el Departamento de Transporte de Colorado (CDOT) han terminado el Anteproyecto revisado de la PEIS en cumplimiento con lo que dispone la Ley Nacional de Política Ambiental de 1969. Este Anteproyecto revisado de la PEIS representa la Declaración de Impacto Ambiental de Nivel 1 para las mejoras de transporte propuestas en el Corredor de la Montaña de la I-70, entre Glenwood Springs y C-470. El Anteproyecto revisado de la PEIS estará disponible para revisión y comentarios del público durante un período de 60 días que dará inicio el viernes 10 de septiembre de 2010 y finalizará el 8 de noviembre de 2010. Queremos recibir noticias tuyas para conocer su opinión sobre este documento.

DÓNDE EVALUAR EL ANTEPROYECTO REVISADO DE LA PEIS

El Anteproyecto revisado de la PEIS estará disponible para su evaluación en los siguientes lugares públicos:
www.i70mtncorridor.com

**Área metropolitana de Denver
CDOT, Región 1**
18500 East Colfax Avenue
Aurora, CO 80011
303-365-7041

**Oficinas generales del CDOT
Oficina de Relaciones Públicas**
Public Relations Office
4201 East Arkansas Avenue
Denver, CO 80222
303-757-9228

Denver Public Library
10 West 14th Avenue Parkway
Denver, CO 80204
720-865-1821

**Área Metropolitana Oeste/Foothills
Oficinas de la FHWA**
Front Desk - Debbie McAlexander
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3000

Lakewood Library
10200 W. 20th Avenue
Lakewood, CO 80215
303-235-5275

**CDOT, Región 1
Golden Residency**
425C Corporate Circle
Golden, CO 80401
303-512-5800

Evergreen Public Library
5000 Highway 73
Evergreen, CO 80439
303-235-5275

**Clear Creek
Idaho Springs Public Library**
219 14th Avenue
Idaho Springs, CO 80452
303-567-2020

Silver Plume Small Town Hall
710 Main Street
Silver Plume, CO 80476
303-569-2363

Empire Town Hall
30 East Park Avenue
Empire, CO 80438
303-569-2978

John Tomay Memorial Library
605 6th Street
Georgetown, CO 80444
303-569-2620

**Summit County
Summit County Public Library
North Branch**
651 Center Circle
Silverthorne, CO 80498
970-468-5887

**Summit County Public Library
Main Branch**
0037 CR 1005, 2nd Floor
Frisco, CO 80443
970-668-5555

**Eagle County
Town of Vail Library**
292 West Meadow Drive
Vail, CO 81657
970-479-2185

Avon Branch Library
200 Benchmark Road Avon, CO 81620
970-949-6797

**CDOT, Region 3
Eagle Residency**
714 Grand Avenue
Eagle, CO 81631
970-328-6385

Gypsum Public Library
48 Lundgren Boulevard
Gypsum, CO 81637
970-524-5080

**Garfield County
CDOT, Region 3**
Glenwood Residency
202 Centennial Street
Glenwood Springs, CO 81601
970-945-8187 (ask for Susan Jacobs)

Glenwood Springs Branch Library
413 9th Street
Glenwood Springs, CO 81601
970-945-5958

**Gilpin County
Gilpin County Public Library**
15131 Highway 119 Black Hawk, CO 80422
303-582-5777

**Grand County
Fraser Valley Library**
421 Norgren Street
Fraser, CO 80442
970-726-5689

**Lake County
Lake County Public Library**
1115 Harrison Avenue
Leadville, CO 80461
719-486-0569

**Mesa County
CDOT, Region 3**
222 South 6th Street,
Room 317
Grand Junction, CO 81501
970-683-6250

**Pitkin County
Pitkin County Library**
120 N. Mill Street
Aspen, CO 81611
970-925-4025

Corredor de la Montaña I - 70

Anteproyecto revisado de la Declaración de Impacto Ambiental Programática (Anteproyecto revisado de la PEIS) del Corredor de la Montaña de la Interestatal 70 (I-70)

**Disponible a partir del 10 de septiembre para revisión y comentarios del público
Audiencias públicas este octubre...**

AUDIENCIAS PÚBLICAS

Se celebrarán tres audiencias públicas en el Corredor de 5 p.m. a 8 p.m.

5 de octubre de 2010
Silverthorne Pavilions
400 Blue River Drive
Silverthorne, CO 80498

6 de octubre de 2010
Clear Creek High School
185 Beaver Brook Canyon Road
Evergreen, CO 80439

7 de octubre de 2010
Eagle County Fairgrounds - Exhibit Hall
0426 Fairgrounds Road
Eagle, CO 81631

AGENDA DE LAS AUDIENCIAS PÚBLICAS

**5 p.m. a 6 p.m.: Casa abierta y comentarios por escrito • 6 p.m. a 6:30 p.m.: Presentación
6:30 p.m. a 8 p.m.: Presentación de comentarios verbales, clausura de la casa abierta y comentarios**

En cumplimiento con la Ley para Estadounidenses con Discapacidades, todos los locales de reunión son accesibles para las personas discapacitadas. Para más información, o para quienes requieren adaptaciones para discapacidades o un intérprete de idiomas, favor de llamar al 303-365-7046, por lo menos 72 horas antes de la audiencia.

Esté pendiente de los anuncios que se publicarán en los periódicos locales o visite el sitio web del proyecto en www.i70mtncorridor.com.

I-70 Revised Draft Programmatic Environmental Impact Statement (DPEIS)

The Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed a Revised Draft PEIS in compliance with the National Environmental Policy Act of 1969. This Revised Draft PEIS represents a Tier 1 EIS for the I-70 Mountain Corridor proposed transportation improvements between Glenwood Springs and C-470.

The Revised Draft PEIS is available for a 60-day public review and comment period beginning on Friday, September 10, 2010, and ending November 8, 2010. We want to hear from you to get your input on this document.

Where to view the document

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Website

<http://www.i70mtncorridor.com>

Garfield County

CDOT, Region 3 *
Glenwood Residency
202 Centennial Street
Glenwood Springs, CO 81601
970-945-8187

Glenwood Springs
Branch Library
413 9th Street
Glenwood Springs, CO
81601
970-945-5958

Pitkin County

Pitkin County Library
120 North Mill Street
Aspen, CO 81611
970-925-4025

Lake County

Lake County Public Library
1115 Harrison Avenue
Leadville, CO 80461
719-486-0569

Mesa County

CDOT, Region 3 *
222 South 6th Street
Room 317
Grand Junction, CO 81501
970-683-6250

Other ways to review the Revised Draft PEIS:

- <http://www.i70mtncorridor.com>
✓ Compact Disc set (upon request)
✓ Purchase Hard Copy from CDOT

How to Comment

All comments received during the comment period will be addressed and considered prior to the Final PEIS. Responses to comments will be included with the Final PEIS.

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- Mail a comment to:

I-70 Mountain Corridor Revised Draft PEIS
c/o Wendy Wallach, CDOT Region 1
18500 East Colfax Avenue
Aurora, CO 80011

All comments must be received by November 8, 2010.

October Public Hearings

A series of three public hearings will be held along the Corridor the first week of October.

October 5th, 2010

Silverthorne Pavilions
400 Blue River Dr
Silverthorne, CO 80498

October 6th, 2010

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185 Beaver Brook Canyon Road
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wendy.wallach@dot.state.co.us

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Denver Metro Area

CDOT, Region 1 *
18500 East Colfax Avenue
Aurora, CO 80011
303-365-7041

CDOT Headquarters *
Public Relations Office Room 277
4201 East Arkansas Avenue
Denver, CO 80222
303-757-9228

Denver Public Library Central Library
Western History &
Genealogy Department
10 West 14th Avenue Parkway
Denver, CO 80204
720-865-1821

West Metro Area/Foothills

FHWA Offices - Front Desk
Debbie McAlexander
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3000

Lakewood Library
10200 West 20th Avenue
Lakewood, CO 80215
303-235-5275

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303-512-5800

Evergreen Public Library
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Evergreen, CO 80439
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Idaho Springs, CO 80452
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303-569-2363

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Empire, CO 80438
303-569-2978

John Tomay Memorial Library
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Georgetown, CO 80444
303-569-2620

Gilpin County

Gilpin County Public Library
15131 Highway 119
Black Hawk, CO 80422
303-582-5777

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Denver Metro Area CDOT, Region 1 * 18500 East Colfax Avenue Aurora, CO 80011 303-365-7041	CDOT, Region 1 * Golden Residency 425C Corporate Circle Golden, CO 80401 303-512-5800	Summit County Summit County Public Library North Branch 651 Center Circle Silverthorne, CO 80498 970-468-5887	Gypsum Public Library 48 Lundgren Boulevard Gypsum, CO 81637 970-524-5080	Lake County Lake County Public Library 1115 Harrison Avenue Leadville, CO 80461 719-486-0569
CDOT Headquarters * Public Relations Office Room 277 4201 East Arkansas Avenue Denver, CO 80222 303-757-9228	Evergreen Public Library 5000 Highway 73 Evergreen, CO 80439 303-235-5275	Summit County Public Library Main Branch 0037 CR 1005, 2nd Floor Frisco, CO 80443 970-668-5555	Garfield County CDOT, Region 3 * Glenwood Residency 202 Centennial Street Glenwood Springs, CO 81601 970-945-8187	Mesa County CDOT, Region 3 * 222 South 6th Street Room 317 Grand Junction, CO 81501 970-683-6250
Denver Public Library Central Library Western History & Genealogy Department 10 West 14th Avenue Parkway Denver, CO 80204 720-865-1821	Clear Creek Idaho Springs Public Library 219 14th Avenue Idaho Springs, CO 80452 303-567-2020	Eagle County Town of Vail Library 292 West Meadow Drive Vail, CO 81657 970-479-2185	Glenwood Springs Branch Library 413 9th Street Glenwood Springs, CO 81601 970-945-595	Pitkin County Pitkin County Library 120 North Mill Street Aspen, CO 81611 970-925-4025
West Metro Area/Foothills FHWA Offices - Front Desk Debbie McAlexander 12300 West Dakota Avenue Suite 180 Lakewood, CO 80228 720-963-3000	Silver Plume Small Town Hall 710 Main Street Silver Plume, CO 80476 303-569-2363	Avon Branch Library 200 Benchmark Road Avon, CO 81620 970-949-6797	Glenwood Springs Branch Library 413 9th Street Glenwood Springs, CO 81601 970-945-595	Other ways to review the Revised Draft PEIS:
	Empire Town Hall 30 East Park Avenue Empire, CO 80438 303-569-2978		Gilpin County Public Library 15131 Highway 119 Black Hawk, CO 80422 303-582-57778	✓ http://www.i70mtncorridor.com ✓ Compact Disc set (upon request) ✓ Purchase Hard Copy from CDOT

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Grand County

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The Revised Draft PEIS is available for a 60-day public review and comment period beginning on Friday, September 10, 2010, and ending November 8, 2010. We want to hear from you to get your input on this document.

Where to view the document

The Revised DPEIS is available for review at the following locations. Complete printed sets of the Revised DPEIS and its respective technical reports are available at the asterisked (*) locations.

Website:

<http://www.i70mtncorridor.com>

Summit County

Summit County Public Library

North Branch

651 Center Circle

Silverthorne, CO 80498

970-468-5887

Summit County Public Library

Main Branch

0037 CR 1005, 2nd Floor

Frisco, CO 80443

970-668-5555

Eagle County

Town of Vail Library

292 West Meadow Drive

Vail, CO 81657

970-479-2185

Avon Branch Library

200 Benchmark Road

Avon, CO 81620

970-949-6797

CDOT, Region 3 *

Eagle Residency

714 Grand Avenue

Eagle, CO 81631

970-328-6385

Gypsum Public Library

48 Lundgren Boulevard

Gypsum, CO 81637

970-524-5080

Other ways to review the Revised Draft PEIS:

- ✓ <http://www.i70mtncorridor.com>
- ✓ Compact Disc set (upon request)
- ✓ Purchase Hard Copy from CDOT

How to Comment

All comments received during the comment period will be addressed and considered prior to the Final PEIS. Responses to comments will be included with the Final PEIS.

- **Provide verbal and written comments at a public hearing.**
- **Submit a comment through the project website: www.i70mtncorridor.com.**
- **Mail a comment to:**

I-70 Mountain Corridor Revised Draft PEIS
c/o Wendy Wallach, CDOT Region 1
18500 East Colfax Avenue
Aurora, CO 80011

All comments must be received by November 8, 2010.

October Public Hearings

A series of three public hearings will be held along the Corridor the first week of October.

October 5th, 2010

Silverthorne Pavilions

400 Blue River Dr

Silverthorne, CO 80498

October 6th, 2010

Clear Creek High School

185 Beaver Brook Canyon Road

Evergreen, CO 80439

October 7th, 2010

Eagle County Fairgrounds

0426 Fairgrounds Road

Eagle, CO 81620

Public Hearings Schedule

5 p.m. to 6 p.m.: Open House & Written Comments

6 p.m. to 6:30 p.m.: Presentation

6:30 p.m. to 8 p.m.: Verbal Comment Submission, Open House & Comments

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 contact

Wendy Wallach, I-70 Mountain Corridor Environmental Manager, CDOT, at 303-365-7046 or
wendy.wallach@dot.state.co.us

<http://www.i70mtncorridor.com>

Notice of Document Availability

I-70 Revised Draft

Programmatic Environmental Impact Statement (DPEIS)



The Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed a Revised Draft PEIS in compliance with the National Environmental Policy Act of 1969. This Revised Draft PEIS represents a Tier 1 EIS for the I-70 Mountain Corridor proposed transportation improvements between Glenwood Springs and C-470.

The Revised Draft PEIS is available for a 60-day public review and comment period beginning on Friday, September 10, 2010, and ending November 8, 2010. We want to hear from you to get your input on this document.

Where to view the document

The Revised DPEIS is available for review at the following locations. Complete printed sets of the Revised DPEIS and its respective technical reports are available at the asterisked (*) locations.

Website

<http://www.i70mtncorridor.com>

Denver Metro Area

CDOT, Region 1 *

18500 East Colfax Avenue

Aurora, CO 80011

303-365-7041

CDOT Headquarters *

Public Relations Office, Room 277

4201 East Arkansas Avenue

Denver, CO 80222

303-757-9228

Denver Public Library

Central Library

Western History & Genealogy Department

10 West 14th Avenue Parkway

Denver, CO 80204

720-865-1821

West Metro Area/Foothills

FHWA Offices - Front Desk

Debbie McAlexander

12300 West Dakota Avenue

Suite 180

Lakewood, CO 80228

720-963-3000

Lakewood Library

10200 West 20th Avenue

Lakewood, CO 80215

303-235-5275

CDOT, Region 1 *

Golden Residency

425C Corporate Circle

Golden, CO 80401

303-512-5800

Evergreen Public Library

5000 Highway 73

Evergreen, CO 80439

303-235-5275

Clear Creek

Idaho Springs Public Library

219 14th Avenue

Idaho Springs, CO 80452

303-567-2020

Silver Plume

Small Town Hall

710 Main Street

Silver Plume, CO 80476

303-569-2363

Empire Town Hall

30 East Park Avenue

Empire, CO 80438

303-569-2978

John Tomay Memorial Library

605 6th Street

Georgetown, CO 80444

303-569-2620

Gilpin County

Gilpin County

Public Library

15131 Highway 119

Black Hawk, CO 80422

303-582-5778

Other ways to review the Revised Draft PEIS:

- ✓ <http://www.i70mtncorridor.com>
- ✓ Compact Disc set (upon request)
- ✓ Purchase Hard Copy from CDOT

How to Comment

All comments received during the comment period will be addressed and considered prior to the Final PEIS. Responses to comments will be included with the Final PEIS.

- **Provide verbal and written comments at a public hearing.**
- **Submit a comment through the project website:**
www.i70mtncorridor.com.
- **Mail a comment to:**

I-70 Mountain Corridor Revised Draft PEIS
 c/o Wendy Wallach, CDOT Region 1
 18500 East Colfax Avenue
 Aurora, CO 80011

All comments must be received by November 8, 2010.

Public Hearings Schedule

5 p.m. to 6 p.m.: Open House & Written Comments

6 p.m. to 6:30 p.m.: Presentation

6:30 p.m. to 8 p.m.: Verbal Comment Submission, Open House & Comments

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 contact Wendy Wallach, I-70 Mountain Corridor Environmental Manager, CDOT, at 303-365-7046 or wendy.wallach@dot.state.co.us

October Public Hearings

A series of three public hearings will be held along the Corridor the first week of October.

October 5th, 2010

Silverthorne Pavilions

400 Blue River Dr

Silverthorne, CO 80498

October 6th, 2010

Clear Creek High School

185 Beaver Brook Canyon Road

Evergreen, CO 80439

October 7th, 2010

Eagle County Fairgrounds

0426 Fairgrounds Road

Eagle, CO 81620

<http://www.i70mtncorridor.com>

I-70 MOUNTAIN CORRIDOR PUBLIC HEARINGS

Learn about and Comment on Proposed Rail and Highway Project

The Federal Highway Administration and the Colorado Department of Transportation (CDOT) completed a Revised Draft Programmatic Environmental Impact Statement (DPEIS) in compliance with the National Environmental Policy Act of 1969. This Revised Draft PEIS represents a Tier 1 EIS for the I-70 Mountain Corridor proposed transportation improvements between Glenwood Springs and C-470.

Attend an upcoming public hearing to learn more about the project and the proposed transportation solutions. You also can provide verbal or written comments about the project.

▶ PUBLIC HEARING DATES:

October 21, 2010

CDOT Headquarters – Auditorium
4201 E. Arkansas Ave.
Denver, CO 80222

▶ PUBLIC HEARING SCHEDULE:

- 5 p.m. – 6 p.m.** Open House & Written Comments
- 6 p.m. – 6:30 p.m.** Presentation
- 6:30 p.m. – 8 p.m.** Verbal and Written Comments, Open House

▶ CAN'T MAKE THE MEETING?

Review the document online or at 24 locations. Then submit your comments online or mail them in to CDOT, c/o Wendy Wallach, 18500 E. Colfax Ave, Aurora, CO 80011. All comments received during the comment period will be considered prior to the Final PEIS, responses to comments will be included with the Final PEIS.

In compliance with the Americans with Disabilities Act, all meeting locations are accessible to disabled persons.

For more information, or to request accommodations for disabilities or a language interpreter, please contact Wendy Wallach, I-70 Mountain Corridor Environmental Manager, CDOT, at 303-365-7046 or wendy.wallach@dot.state.co.us.

www.i70mtncorridor.com



U.S. Department of Transportation
Federal Highway Administration



I-70 MOUNTAIN CORRIDOR PUBLIC HEARINGS

Learn about and Comment on Proposed Rail and Highway Project

The Federal Highway Administration and the Colorado Department of Transportation (CDOT) completed a Revised Draft Programmatic Environmental Impact Statement (DPEIS) in compliance with the National Environmental Policy Act of 1969. This Revised Draft PEIS represents a Tier 1 EIS for the I-70 Mountain Corridor proposed transportation improvements between Glenwood Springs and C-470.

Attend the upcoming public hearing to learn more about the project and the proposed transportation solutions. You also can provide verbal or written comments about the project.



PUBLIC HEARING DATE:

October 21, 2010

**CDOT Headquarters – Auditorium
4201 E. Arkansas Ave.
Denver, CO 80222**



PUBLIC HEARING SCHEDULE:

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- 6:30 p.m. – 8 p.m.** Verbal and Written Comments, Open House



CAN'T MAKE THE MEETING?

Review the document online or at 24 locations. Then submit your comments online or mail them in to CDOT, c/o Wendy Wallach, 18500 E. Colfax Ave, Aurora, CO 80011. All comments received during the comment period will be considered prior to the Final PEIS, responses to comments will be included with the Final PEIS.

In compliance with the Americans with Disabilities Act, all meeting locations are accessible to disabled persons.

For more information, or to request accommodations for disabilities or a language interpreter, please contact Wendy Wallach, I-70 Mountain Corridor Environmental Manager, CDOT, at 303-365-7046 or wendy.wallach@dot.state.co.us.

www.i70mtncorridor.com



U.S. Department of Transportation
Federal Highway Administration





Public Hearings

I-70 Revised Draft

Programmatic Environmental Impact Statement (DPEIS)



The Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed a Revised Draft PEIS in compliance with the National Environmental Policy Act of 1969. This Revised Draft PEIS represents a Tier 1 EIS for the I-70 Mountain Corridor proposed transportation improvements between Glenwood Springs and C-470.

Public Hearings to Be Held...

Three public hearings will be held along the corridor from 5 p.m. to 8 p.m. on October 5, 6, and 7, 2010. These hearings will share information about the proposed Preferred Alternative for the I-70 Mountain Corridor. At these meetings you will learn about multimodal transportation improvements, associated impacts, and mitigation strategies.

October 5th, 2010

Silverthorne Pavilions
400 Blue River Dr
Silverthorne, CO 80498

October 6th, 2010

Clear Creek High School
185 Beaver Brook Canyon Road
Evergreen, CO 80439

October 7th, 2010

Eagle County Fairgrounds - Exhibit Hall
0426 Fairgrounds Road
Eagle, CO 81620

Public Hearings Schedule

5 p.m. to 6 p.m.: Open House & Written Comments

6 p.m. to 6:30 p.m.: Presentation

6:30 p.m. to 8 p.m.: Verbal Comment Submission, Open House & Comments

Public Hearing Format...

- Learn about the project at open house.
- Listen to a 30-minute presentation.
- Provide formal verbal and/or written comments about the project.
- Ask CDOT, FHWA, and team members project questions.

How to Comment

All comments received during the comment period will be addressed and considered prior to the Final PEIS. Responses to comments will be included with the Final PEIS.

- **Provide verbal and written comments at a public hearing.**
- **Submit a comment through the project website: www.i70mtncorridor.com.**
- **Mail a comment to:**

I-70 Mountain Corridor Revised Draft PEIS
c/o Wendy Wallach, CDOT Region 1
18500 East Colfax Avenue
Aurora, CO 80011

All comments must be received by November 8, 2010.

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 contact Wendy Wallach, I-70 Mountain Corridor Environmental Manager, CDOT, at 303-365-7046 or wendy.wallach@dot.state.co.us

<http://www.i70mtncorridor.com>

I-70 Mountain Corridor Revised Draft PEIS Available September 10, 2010

The Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed a Revised Draft PEIS in compliance with the National Environmental Policy Act of 1969. This Revised Draft PEIS represents a Tier 1 EIS for the proposed I-70 Mountain Corridor transportation improvements between Glenwood Springs and C-470. The Revised Draft PEIS is available for a 60-day public review and comment period beginning on Friday, September 10, 2010, and ending November 8, 2010. We want to hear from you to get your input on this document.

Where to Review the Revised Draft PEIS

The Revised Draft PEIS is available for review at the following public repositories:

Website
www.i70mtncorridor.com

Denver Metro Area

CDOT, Region 1
 18500 East Colfax Avenue
 Aurora, CO 80011
 303-365-7041

CDOT Headquarters

Public Relations Office Room 277
 4201 East Arkansas Avenue
 Denver, CO 80222
 303-757-9228

Denver Public Library - Central Library

Western History & Genealogy Department
 10 West 14th Avenue Parkway
 Denver, CO 80204
 720-865-1821

West Metro Area/Foothills

FHWA Offices

Front Desk - Debbie McAlexander
 12300 West Dakota Avenue, Suite 180
 Lakewood, CO 80228
 720-963-3000

Lakewood Library

10200 W. 20th Avenue
 Lakewood, CO 80215
 303-235-5275

CDOT, Region 1

Golden Residency
 425C Corporate Circle
 Golden, CO 80401
 303-512-5800

Evergreen Public Library

5000 Highway 73
 Evergreen, CO 80439
 303-235-5275

Clear Creek

Idaho Springs Public Library
 219 14th Avenue
 Idaho Springs, CO 80452
 303-567-2020

Silver Plume Small Town Hall

710 Main Street
 Silver Plume, CO 80476
 303-569-2363

Empire Town Hall

30 East Park Avenue
 Empire, CO 80438
 303-569-2978

John Tomay Memorial Library

605 6th Street
 Georgetown, CO 80444
 303-569-2620

Summit County

Summit County Public Library

North Branch

651 Center Circle
 Silverthorne, CO 80498
 970-468-5887

Summit County Public Library

Main Branch

0037 CR 1005, 2nd Floor
 Frisco, CO 80443
 970-668-5555

Eagle County

Town of Vail Library

292 West Meadow Drive
 Vail, CO 81657
 970-479-2185

Avon Branch Library

200 Benchmark Road
 Avon, CO 81620
 970-949-6797

CDOT, Region 3

Eagle Residency

714 Grand Avenue
 Eagle, CO 81631
 970-328-6385

Gypsum Public Library

48 Lundgren Boulevard
 Gypsum, CO 81637
 970-524-5080

Garfield County

CDOT, Region 3

Glenwood Residency

202 Centennial Street
 Glenwood Springs, CO 81601
 970-945-8187 (ask for Susan Jacobs)

Glenwood Springs Branch Library

413 9th Street
 Glenwood Springs, CO 81601
 970-945-5958

Gilpin County

Gilpin County Public Library

15131 Highway 119
 Black Hawk, CO 80422
 303-582-5777

Grand County

Fraser Valley Library

421 Norgren Street
 Fraser, CO 80442
 970-726-5689

Lake County

Lake County Public Library

1115 Harrison Avenue
 Leadville, CO 80461
 719-486-0569

Mesa County

CDOT, Region 3

222 South 6th Street, Room 317
 Grand Junction, CO 81501
 970-683-6250

Pitkin County

Pitkin County Library

120 N. Mill Street
 Aspen, CO 81611
 970-925-4025

Public Hearings

Three public hearings will be held along the Corridor from 5 p.m. to 8 p.m.

October 5, 2010

Silverthorne Pavilions
 400 Blue River Drive
 Silverthorne, CO 80498

October 6, 2010

Clear Creek High School
 185 Beaver Brook Canyon Road
 Evergreen, CO 80439

October 7, 2010

Eagle County Fairgrounds - Exhibit Hall
 0426 Fairgrounds Road
 Eagle, CO 81631

Public Hearing Agenda

5 p.m. to 6 p.m.: Open House & Written Comments • 6 p.m. to 6:30 p.m.: Presentation
 6:30 p.m. to 8 p.m.: Verbal Comment Submission, Open House & Comments

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 303-365-7046 at least 72 hours before the hearing.

Watch for announcements in local newspapers or visit the project website at www.i70mtncorridor.com

All comments received during the comment period will be addressed and considered prior to the Final PEIS. Responses to comments will be included with the Final PEIS.

- Attend and participate in a public hearing to provide verbal and/or written comments.
- Submit a comment through the project website:
www.i70mtncorridor.com
- Mail a comment during the 60-day comment period to:

I-70 Mountain Corridor Revised Draft PEIS
 c/o Wendy Wallach, CDOT Region 1
 18500 East Colfax Avenue
 Aurora, CO 80011

All comments must be received by November 8th, 2010.
 If you have any questions about the I-70 Mountain Corridor Revised Draft PEIS or public hearings please contact Wendy Wallach at 303-365-7046.

I - 70 Mountain Corridor

September 29, 2010

www.i70mtncorridor.com

**Contacts: Stacey Stegman, (303) 757-9362 or
Bob Wilson, CDOT Public Relations, (303) 757-9431**

Public Invited to I-70 Mountain Corridor Hearings

DENVER – The Colorado Department of Transportation (CDOT) and Federal Highway Administration are holding public hearings on the future of the Interstate 70 Mountain Corridor beginning next week.

Citizens are encouraged to attend and provide verbal or written comments on the proposed transportation solution (Preferred Alternative) presented in the Revised Draft Programmatic Environmental Impact Statement (PEIS). The document identifies and describes the improvements that address the future transportation requirements of I-70, between C-470 and Glenwood Springs.

Information about the proposed Preferred Alternative, other alternatives considered, and their respective impacts will be on display at each hearing. Project team members also will be available to answer questions.

The public hearings are scheduled from 5 p.m. to 8 p.m. at the following locations:

SUMMIT COUNTY

Tuesday, October 5: Silverthorne Pavilions, 400 Blue River Drive, Silverthorne

CLEAR CREEK COUNTY

Wednesday, October 6: Clear Creek County High School, 185 Beaver Brook Canyon Road, on Floyd Hill

EAGLE COUNTY

Thursday, October 7: Eagle County Fairgrounds, 0426 Fairgrounds Road – Exhibit Hall, Eagle

DENVER METROPOLITAN AREA

Thursday, October 21: CDOT Headquarters, 4201 East Arkansas Avenue – Auditorium, Denver

Each hearing includes an open house and written comments from 5 p.m. to 6 p.m., a presentation from 6 p.m. to 6:30 p.m., and verbal and written comments and open house from 6:30 p.m. to 8 p.m.

Comments received during the hearings will be officially documented by a court reporter.

more

I-70 Public Hearings

page 2

Those unable to attend the public hearing are encouraged to review the document online and comment at www.i70mtncorridor.com through November 8, 2010. A hard copy of the document also is available for review at 24 locations listed on the website.

All comments received at the public hearings and during the review period will be addressed and considered before the Final PEIS, scheduled for completion in winter 2011. The Record of Decision is expected in spring 2011.

Reasonable accommodations will be provided for persons with disabilities or language barriers. Please contact CDOT's I-70 Mountain Corridor Environmental Manager Wendy Wallach at (303) 365-7046 or e-mail wendy.wallach@dot.state.co.us, if you require such assistance.

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I - 70 Mountain Corridor

October 14, 2010

www.i70mtncorridor.com

**Contacts: Stacey Stegman, (303) 757-9362 or
Bob Wilson, CDOT Public Relations, (303) 757-9431**

Public Invited to Denver Hearing Regarding I-70 Mountain Corridor

DENVER – The Colorado Department of Transportation (CDOT) and Federal Highway Administration are holding another public hearing on the future of the Interstate 70 Mountain Corridor.

It will be held in Denver on Thursday, October 21, from 5 p.m. to 8 p.m. at CDOT Headquarters, 4201 East Arkansas Avenue. The hearing includes an open house and written comments from 5 p.m. to 6 p.m., a presentation from 6 p.m. to 6:30 p.m., and verbal and written comments and open house from 6:30 p.m. to 8 p.m.

Citizens are encouraged to attend and provide verbal or written comments on the proposed transportation solution (Preferred Alternative) presented in the Revised Draft Programmatic Environmental Impact Statement (PEIS). The document identifies and describes the improvements that address the future transportation requirements of I-70, between C-470 and Glenwood Springs.

Information about the proposed Preferred Alternative, other alternatives considered, and their respective impacts will be on display at the hearing. Project team members also will be available to answer questions.

Comments received during the hearing will be officially documented by a court reporter.

Those unable to attend the public hearing are encouraged to review the document online and comment at www.i70mtncorridor.com through November 8, 2010. A hard copy of the document also is available for review at 24 locations listed on the website.

All comments received at the public hearing and during the review period will be addressed and considered before the Final PEIS, scheduled for completion in winter 2011. The Record of Decision is expected in spring 2011.

Reasonable accommodations will be provided for persons with disabilities or language barriers. Please contact CDOT's I-70 Mountain Corridor Environmental Manager Wendy Wallach at (303) 365-7046 or e-mail wendy.wallach@dot.state.co.us, if you require such assistance.

###

I-70 RPEIS “Non-Repositories” Drop off Locations

DROP-OFF DATE	COUNTY	CITY	LOCATION	NOTES
9-10-10	Jefferson	Golden	Jefferson County Offices	Posted flyer on the main floor bulletin board
9-09-10	Clear Creek	Georgetown	Clear Creek County Planning Office	Posted flyers in two different places within the building – one in main hallway bulletin board and the other in the Town Clerk’s office.
9-09-10	Clear Creek	Georgetown	Gateway Visitor Center	They indicated they would post on the bulletin board
9-09-10	Clear Creek	Idaho Springs	Idaho Springs Heritage Museum and Visitor’s Center	They indicated they would post on the bulletin board
9-09-10	Clear Creek	Idaho Springs	Idaho Springs City Hall	Posted flyer on the bulletin board
9-09-10	Clear Creek	Idaho Springs	Clear Creek Courant newspaper	They indicated they would post in the calendar section of the newspaper
9-10-10	Clear Creek	Idaho Springs	Safeway	Posted flyer on the bulletin board
9-10-10	Summit	Frisco	Safeway	Posted flyer on the bulletin board
9-10-10	Summit	Silverthorne	Silverthorne Recreation Center	Left 2 posters and they indicated they would put them up.
9-10-10	Summit	Silverthorne	Natural Grocers	Posted flyer on the bulletin board
9-10-10	Summit	Silverthorne	City Market	Taped flyer on the glass door to the store
9-10-10	Summit	Silverthorne	Wal-Greens	Posted flyer on the bulletin board
9-10-10	Summit	Breckenridge	Breckenridge Recreation Center	Left 3 posters and they indicated they would put them up.
9-10-10	Summit	Breckenridge	Summit County Library South Branch	Taped flyer to the window
9-10-10	Eagle	Vail	Safeway	Posted flyer on the bulletin board
9-10-10	Eagle	Vail	Visitor Center	Left 2 posters and they indicated they would put them up.
9-10-10	Eagle	Vail	City Market	Posted flyer on the bulletin board
9-10-10	Eagle	Vail	Coffee Shop	Posted flyer on the bulletin board
9-10-10	Eagle	Vail	Bagel Shop	Posted flyer on the bulletin board
9-10-10	Eagle	Avon	City Market	Posted flyer on the bulletin board
9-10-10	Eagle	Avon	Office Depot	Posted flyer on the bulletin board
9-10-10	Eagle	Avon	American National Bank	Posted flyer on the bulletin board
9-10-10	Eagle	Avon	Wells Fargo Bank	Left 1 poster and they indicated they check and makes sure they could put it up.
9-10-10	Eagle	Eagle	Visitor Center	Left 4 posters and they indicated they would put them up.
9-10-10	Eagle	Eagle	Yeti’s Grind	Posted flyer on the bulletin board
9-10-10	Eagle	Eagle	Eagle Town Hall	Posted flyer on the bulletin board
9-10-10	Eagle	Eagle	City Market	Posted flyer on the bulletin board
9-10-10	Eagle	Eagle	Eagle County Engineering Office	Posted flyer on the bulletin board

I-70 RPEIS “Non-Repositories” Drop off Locations

DROP-OFF DATE	COUNTY	CITY	LOCATION	NOTES
9-10-10	Eagle	Gypsum	Columbine Market	Posted flyer on the bulletin board
9-10-10	Eagle	Gypsum	Gypsum Recreation Center	Posted flyer on the bulletin board
9-10-10	Eagle	Gypsum	Gypsum Town Hall	Posted flyer on the bulletin board

I-70 Revised DPEIS Public Repositories

DROP-OFF DATE	COUNTY	CITY / TOWN	LOCATION	ROOM	HOURS OF OPERATION	ADDRESS	PHONE NUMBER (FOR PUBLIC USE)	PHONE NUMBER (INTERNAL USE ONLY)	CONTACT	NOTES
	Arapahoe	Aurora	CDOT, Region 1		Mon. - Fri.: 8:00 am to 5:00 pm	18500 E. Colfax Ave. Aurora, CO 80011	303-365-7041	303-365-7041	Wendy Wallach	Ok
	Denver	Denver	CDOT, Head Quarters	Public Relations Office	Mon. - Fri.: 8:00 am to 5:00 pm	4201 E Arkansas Ave. Denver, CO 80222	303-757-9228	303-757-9228	Bob Wilson	Ok
	Denver	Denver	Denver Public Library - <i>The Central Library</i>	Western History & Genealogy Department	Mon. & Tues.: 10:00 am to 8:00 pm Wed. - Fri.: 10:00 am to 6:00 pm Sat.: 9:00 am to 5:00 pm Sun.: 1:00 pm to 5:00 pm	10 W. Fourteenth Ave. Parkway Denver, CO 80204	720-865-1821	720-865-1815	Wendall Cox – Sr. Librarian	They will except CDs
	Jefferson	Lakewood	FHWA Offices	Front desk with Debbie McAlexander	Mon. - Fri.: 8:00 am to 5:00 pm	12300 W. Dakota Ave, Suite 180 Lakewood, CO 80228	720-963-3000	720-963-3012	Monica Pavlik	Ok
	Jefferson	Lakewood	Lakewood Library		Mon. - Thurs.: 10:00 am to 9:00 pm Fri. & Sat.: 10:00 am to 5:00 pm Sun.: 12:00 pm to 5:00 pm	10200 W. 20th Ave., Lakewood, CO 80215	303 235-JCPL (5275)	303-275-6185 303-275-6186	Tricia Lee Pat Lampree	They will except CDs
	Jefferson	Golden	CDOT, Region 1 (Golden Residency)	Front desk with Kelley Kessler	Mon. - Fri.: 7:00 am to 4:00 pm	425C Corporate Circle Golden, CO 80401	303-512-5800	303-512-5801	Kelley Kessler	Ok
	Jefferson	Evergreen	Evergreen Public Library		Mon. - Thurs.: 10:00 am to 9:00 pm Fri. & Sat.: 10:00 am to 5:00 pm Sun.: 12:00 pm to 5:00 pm	5000 Highway 73 (at the corner of Hwy 73 & Buffalo Park Rd.) Evergreen, CO 80439	303-235-5275	303-403-5165	Prescilla Winter	They will except CDs
	Clear Creek	Idaho Springs	Idaho Springs Public Library		Mon. & Wed.: 10:00 am to 7:00 pm Tues. & Thurs.: 10:00 am to 6:00 pm Fri. & Sat.: 10:00 am to 5:00 pm Sat.: 10:00 am to 5:00 pm Sun.: Closed	219 14 th Ave. PO Box 1509 Idaho Springs, CO 80452	303-567-2020	303-567-2020	Genevieve Chandler or Melody	They will except CDs
	Clear Creek	Georgetown	John Tomay Memorial Library		Mon., Wed., & Fri.: 10:00 am to 5:00 pm Tues. & Thurs.: 10:00 am to 7:00 pm Sat.: 10:00 am to 5:00 pm Sun.: Closed	605 6 th St. Georgetown, CO 80444	303-569-2620	303-569-2620	John Ewers <i>But actually talked with Sue – Head of Clear Creek Library District</i>	They will except CDs
	Clear Creek	Empire	Town Hall		Mon. - Fri.: 8:30 am to 12:00 pm	30 East Park Avenue Empire, CO 80438	303-569-2978	303-569-2978	Jennifer	They will except CDs
	Clear Creek	Silver Plume	Silver Plume Small Town Hall		Mon. - Thurs.: 9:00 am to 2:00 pm	710 Main Street (across from the fire station) Silver Plume, CO 80476	303-569-2363	303-569-2363	Jodi Candlin	They will excepts CDs
	Summit	Silverthorne	Summit County Public Library – North Branch, Silverthorne		<u>North Branch</u> Mon. - Thurs.: 9:00 am to 7:00 pm Fri.: 9:00 am to 5:00 pm Sat.: 1:00 pm to 5:00 pm Sun.: Closed	<u>North Branch</u> 651 Center Circle Silverthorne, CO 80498	<u>North Branch</u> 970-468-5887	<u>Main Branch</u> 970-668-5555 ext. 4130	Joyce Dearo - Director of the Summit County Libraries – she is located at the Main Branch in Frisco.	They will except CDs

I-70 Revised DPEIS Public Repositories

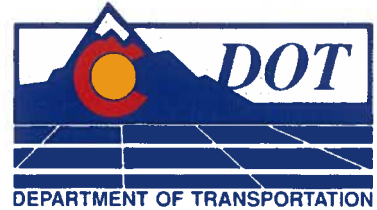
DROP-OFF DATE	COUNTY	CITY / TOWN	LOCATION	ROOM	HOURS OF OPERATION	ADDRESS	PHONE NUMBER (FOR PUBLIC USE)	PHONE NUMBER (INTERNAL USE ONLY)	CONTACT	NOTES
	Summit	Frisco	Summit County Public Library – Main Branch, Frisco		<u>Main Branch</u> Mon. - Thurs.: 9:00 am to 9:00 pm Fri. & Sat.: 9:00 am to 5:00 pm Sun.: 1:00 pm to 5:00 pm	<u>Main Branch (located in the Summit County Commons building)</u> 0037 CR 1005, 2nd Floor Frisco, CO 80443	<u>Main Branch</u> 970-668-5555	<u>Main Branch</u> 970-668-5555 ext. 4130	Joyce Dearo - Director of the Summit County Libraries – she is located at the Main Branch in Frisco	They will except CDs
	Eagle	Eagle	CDOT, Region 3 (Eagle Residency)		Mon. - Fri.: 8:00 am to 5:00 pm	714 Grand Avenue Eagle, CO 81631	970-328-6385	970-471-3540	Peter Kozinski	Ok
	Eagle	Vail	Town of Vail Library		Mon. - Thurs.: 10:00 am to 8:00 pm Fri. - Sun.: 11:00 am to 6:00 pm	292 West Meadow Drive Vail, CO 81657	970-479-2185	970-479-2194	Lori Barnes, Library Manager	They will except CDs
	Eagle	Avon	Avon Branch Library		Mon. - Thurs.: 10:00 am to 8:00 pm Fri. & Sat.: 10:00 am to 5:00 pm Sun.: 1:00 to 5:00 pm	200 Benchmark Road Avon, CO 81620	970-949-6797	970-949-6797	Kim Saalfeld	They will except CDs
	Eagle	Gypsum	Gypsum Public Library		Mon.: 10:00 am to 8:00 pm Tues. - Fri.: 10:00 am to 6:00 pm Sat. & Sun.: Closed	48 Lundgren Boulevard Gypsum, CO 81637	970-524-5080		Julie	They will except CDs
	Garfield	Glenwood Springs	CDOT, Region 3 (Glenwood Residency)	Ask for Susan Jacobs	Mon. - Fri.: 8:00 am to 4:00 pm	202 Centennial Street Glenwood Springs, CO 81601	970-945-8187	970-384-3332	Roland Wagner	Ok
	Garfield	Glenwood Springs	Glenwood Springs Branch Library		Mon. & Wed: 10:00 am to 6:00 pm Tues. & Thurs.: 10:00 am to 8:00 pm Fri. & Sat.: 10:00 am to 5:00 pm Sun.: 1:00 pm to 5:00 pm	413 9 th St. Glenwood Springs, CO 81601	970-945-5958	970-947-5958 x202	Pat Conway pconway@gcpld.org	They will except CDs
	Gilpin	Black Hawk	Gilpin County Public Library		Tues. & Thurs.: 9:00 am to 8:00pm Wed. & Fri.: 9:00 am to 6:00 pm Sat. 9:00 am to 4:00 pm Closed Sun. & Mon.	15131 Highway 119 Black Hawk, CO 80422-4072 <i>(near mile marker 15.5 – look for the library sign)</i>	303-582-5777	303-582-0161	Larry Grieco, Library Director	They will except CDs
	Grand	Fraser	Fraser Valley Library		Mon. Wed. & Fri.: 10:00 am to 6:00 pm Thurs.: 10:00 am to 8:00 pm Fri.: 10:00 am to 6:00 pm Sat.: 10:00 am to 4:00 pm Sun.: 12:00 pm to 4:00 pm	421 Norgren Street P.O. Box 160 Fraser, CO 80442	970-726-5689	970-726-5689 x25	Suzie Cruse	They will except CDs
	Lake	Leadville	Lake County Public Library		Mon. & Wed.: 10:00 am to 8:00 pm Tues. & Thurs.: 10:00 am to 5:00 pm Fri. & Sun.: 1:00 pm to 5:00 pm (Sept - May); Closed Sun.: June - August	1115 Harrison Avenue Leadville, CO 80461	719-486-0569		Nancy McCain, Library Director	They will except CDs
	Mesa	Grand Junction	CDOT, Region 3 (Grand Junction Residency)		Mon.- Fri.: 8:00 am to 5:00 pm	222 South 6th Street, Room 317 Grand Junction, CO 81501	970-683-6250	970-683-6250	Sherry Dunn or Tammie Smith	Ok
	Pitkin	Aspen	Pitkin County Library		Mon. - Thurs.: 10:00 am to 9:00 pm	120 N. Mill Street	970-925-4025	970-925-4025	Jocelyn Durrance	They will except CDs

I-70 Revised DPEIS Public Repositories

DROP- OFF DATE	COUNTY	CITY / TOWN	LOCATION	ROOM	HOURS OF OPERATION	ADDRESS	PHONE NUMBER (FOR PUBLIC USE)	PHONE NUMBER (INTERNAL USE ONLY)	CONTACT	NOTES
					Fri. & Sat.: 10:00 am to 6:00 pm Sun.: 12:00 pm to 6:00 pm	Aspen, CO 81611				

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Wendy Wallach
CDOT Region 1, 18500 East Colfax Avenue
Aurora, CO 80011

Dear Wendy:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

- One printed copy of the Revised Draft PEIS
- One six volume set of the technical reports

Please make this document available to your patrons from September 10 through November 8, 2010.

Please let us know if you would like to add the document to your permanent collection or if you would like us to retrieve it after the review period.

If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

CYNTHIA DANIELS
Print Name, Title

9/8/10
Date

Cynthia D. Daniels
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Wendall Cox
Denver Public Library, Central Library, 10 West Fourteenth Avenue Parkway
Denver, CO 80204

Dear Wendall:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

- One printed copy of the Revised Draft PEIS with one CD containing technical reports

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Wendell Cox, Sr. Special
Print Name, Title Collection

9.8.2010
Date

Wendell Cox
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Monica Pavlik
FHWA Offices, Front Desk, 1230 West Dakota Avenue, Suite 180
Lakewood, CO 80228

Dear Monica:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

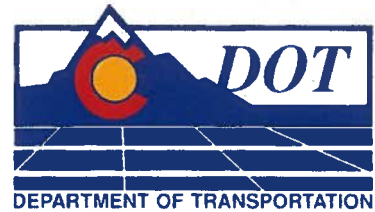
I hereby acknowledge receipt of the above listed materials.

Monica C Pavlik
Print Name, Title
Monica C Pavlik
Signature

9/8/10
Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Tricia Lee
Lakewood Library, 10200 West 20th Avenue
Lakewood, CO 80215

Dear Tricia:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

DEBORAH HARNKE
Print Name, Title

9-8-10
Date

Deborah Harnke
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Kelley Kessler
CDOT Region 1, Golden Residency, 425C Corporate Circle
Golden, CO 80401

Dear Kelley:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

- One printed copy of the Revised Draft PEIS
- One six volume set of the technical reports

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Kelley Kessler, Program 1
Print Name, Title

Kelley Joan Kessler
Signature

9/8/10
Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Prescilla Winter
Evergreen Public Library, 5000 Highway 73
Evergreen, CO 80439

Dear Prescilla:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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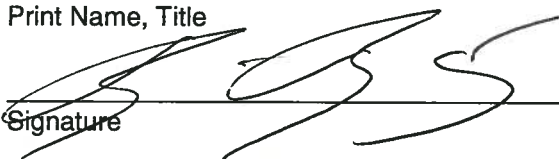
If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

BARBARA BOLINGER PAGE COORDINATOR 09/08/10
Print Name, Title Date


Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Genevieve Chandler
Idaho Springs Public Library, 219 14th Avenue
Idaho Springs, CO 80452

Dear Genevieve:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

- One printed copy of the Revised Draft PEIS with one CD containing Technical Reports

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

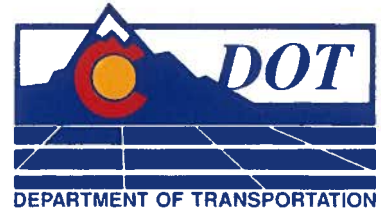
Melody Callaghan
Print Name, Title

Sept 10
Date

[Signature]
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

John Ewers
John Tomay Memorial Library 605 6th Street
Georgetown, CO 80444

Dear John:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

IT
Print Name, Title

Bru Chandler
Signature

Sep 9, 2010
Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Jennifer
Town Hall, 30 East Park Avenue
Empire, CO 80438

Dear Jennifer:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

- One printed copy of the Revised Draft PEIS with one CD containing Technical Reports

Please make this document available to your patrons from September 10 through November 8, 2010.

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Jennifer Cade
Print Name, Title
Jennifer Cade
Signature

9-9-10
Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Jodi Candlin
Silver Plume Small Town Hall, 710 Main Street
Silver Plume, CO 80476

Dear Jodi:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

- One printed copy of the Revised Draft PEIS with one CD containing Technical Reports

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Print Name, Title

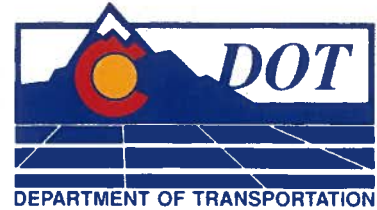
Date

Signature

*ASKED TO LEAVE AT FRONT DOOR
By Jodi Candlin (per her call)*

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Joyce Dearo
Summit County Public Library, North Branch, 651 Center Circle
Silverthorne, CO 80498

Dear Joyce:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

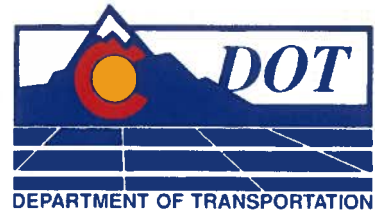
JANET GOOD, BRANCH MANAGER
Print Name, Title

9/8/10
Date

Janet L. Good
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Joyce Dearo
Summit County Public Library, Main Branch, 0037 CR 1005, 2nd Floor
Frisco, CO 80443

Dear Joyce:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Angie Halverson
Print Name, Title

[Signature]
Signature

9/8/10
Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Peter Kozinski
CDOT, Region 3, 714 Grand Avenue
Eagle, CO 81631

Dear Peter:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

- One printed copy of the Revised Draft PEIS
- One six volume set of the technical reports

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Karen Burdway, Project Manager 9/8/10
Print Name, Title Date

[Signature]
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Lori Barnes
Town of Vail Library, 292 West Meadow Drive
Vail, CO 81657

Dear Lori:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Lori Barnes
Print Name, Title Town Librn.

9-8-10
Date

[Signature]
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Kim Saalfeld
Avon Branch Library, 200 Benchmark Road
Avon, CO 81620

Dear Kim:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Norma Brotten, Lib.Tech

Print Name, Title

Norma Brotten

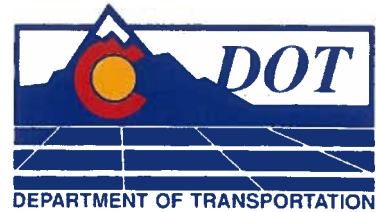
Signature

9/8/2010

Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Julie
Gypsum Public Library, 48 Lundgren Boulevard
Gypsum, CO 81637

Dear Julie:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Julie Richards
Print Name, Title

9-8-10
Date

Julie Richards
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Pat Conway
Glenwood Springs Branch Library
413 9th Street
Glenwood Springs, CO 81601

Dear Pat:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

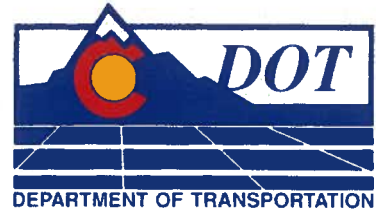
PATRICIA L CONWAY
Print Name, Title

09-08-10
Date

Patricia L Conway
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Larry Grieco
Gilpin County Public Library, 15131 Highway 119
Black Hawk, CO 80422

Dear Larry:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

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If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

Lawrence Grieco, Library Dir.
Print Name, Title

9/9/10
Date

Lawrence Grieco
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Suzie Cruse
Fraser Valley Library, 421 Norgren Street
Fraser, CO 80442

Dear Suzie:

Enclosed is the I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement (Revised Draft PEIS). We have provided you with the following:

- One printed copy of the Revised Draft PEIS with one CD containing Technical Reports

Please make this document available to your patrons from September 10 through November 8, 2010.

Please let us know if you would like to add the document to your permanent collection or if you would like us to retrieve it after the review period.

If you or your patrons have any questions, please contact Wendy Wallach, CDOT's I-70 Mountain Corridor Environmental Manager at 303-365-7046 or wendy.wallach@dot.state.co.us.

Sincerely,

I-70 Mountain Corridor Project Management Team

I hereby acknowledge receipt of the above listed materials.

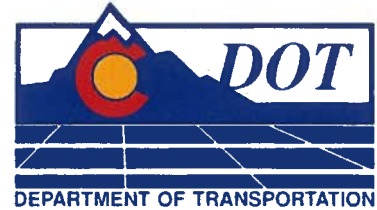
Kathy Mikol, Branch Librarian
Print Name, Title

9/9/10
Date


Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Nancy McCain
Lake County Public Library, 1115 Harrison Avenue
Leadville, CO 80461

Dear Nancy:

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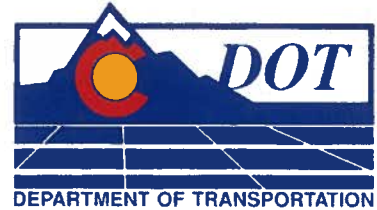
Nancy McCain, Director
Print Name, Title

9-8-10
Date

Nancy McCain
Signature

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region One
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 365-7046 / Fax (303) 365-7350



September 7, 2010

Jocelyn Durrance
Pitkin County Library, 120 North Mill Street
Aspen, CO 81611

Dear Jocelyn:

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Greg Tolle, Librarian
Print Name, Title

9/8/10
Date

[Signature]
Signature

I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement

Public Hearing Presentation
October 2010

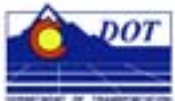


October 5, 2010



Welcome

- Purpose of the meeting
- Overview of the PEIS document and commenting on the PEIS
- Next steps for the PEIS and Corridor improvements



October 5, 2010



What is a PEIS?

- Documents first phase of National Environmental Policy Act (NEPA) decision making
- Results in a broad Tier 1 decision that:
 - Informs future decisions, establishes a long-term Corridor vision, and identifies a program of improvements
 - Defines purpose and need
 - Defines travel mode, capacity, and general location of transportation solutions for this Corridor
 - Will not directly result in construction or impacts
 - Considers the range and type of impacts
 - Commits to mitigation strategies



October 5, 2010



What is a Tier 2 process?

- Project-specific analysis that falls within the travel mode, capacity, and general location decisions of the Tier 1 document
- Will refine alternatives, specific alignment, design, and mitigations
- Project-specific purpose and need
- Projects result in impacts and construction
- Includes project-specific mitigation



October 5, 2010



How did we get here?

- Notice of Intent to prepare PEIS published in 2000
- Draft PEIS released in 2004
- CDOT reconsidered conclusions of the 2004 draft due to substantial public comments
- Collaborative process facilitated to identify a preferred alternative
- Revised Draft PEIS replaces the 2004 Draft and addresses:
 - Alternatives developed since 2004
 - Comments received on the 2004 Draft
 - Updated analysis
 - Anticipated impacts of future construction
 - Mitigation strategies and planning for Tier 2 processes

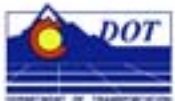


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Why are I-70 improvements needed?

- I-70 is important to the state
 - Primary access to established communities
 - Primary access to numerous recreation sites, including two of the nation's most visited national forests
 - Important freight corridor
- Future travelers will experience severe congestion for extended periods of time
- Congestion will restrict mobility and access
- Poor travel conditions will cause many people to choose not to travel in the Corridor

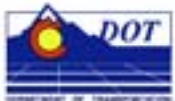


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How did stakeholders participate in this process?

- Thousands of individuals, organizations, and agencies participated on advisory teams, came to public meetings, organized their own groups
- Collaborative Effort Team
 - 27 stakeholders from Garfield County to Denver
 - Consensus Recommendation for I-70 improvements became the Preferred Alternative



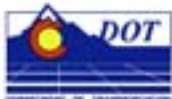
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What is Context Sensitive Solutions?

*CSS 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. Context Sensitive Solutions is an approach that considers the **total context within which a transportation improvement project will exist**. Context Sensitive Solutions principles include the employment of **early, continuous and meaningful involvement of the public and all stakeholders** throughout the project development process.*

Source: Federal Highway Administration



October 5, 2010



What alternatives did we consider and analyze?

- Four general categories or families of improvements
 - Minimal Action
 - Highway alternatives
 - Transit alternatives
 - Combination alternatives

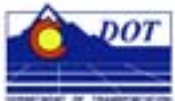


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What is the Preferred Alternative?

- Non-infrastructure components
- Advanced Guideway System
- Flexible program of Highway improvements
 - Adaptive management approach
 - Includes Minimum and Maximum Programs
- Future stakeholder engagement



October 5, 2010



What are non-infrastructure components?

- Strategies to encourage changes in travel patterns without construction, such as
 - Providing traveler information
 - Shifting passenger and freight travel demand
 - Promoting high occupancy travel and public transportation
- Requires actions and leadership by agencies, municipalities and other stakeholders beyond the lead agencies



October 5, 2010



What is the Advanced Guideway System?

- Elevated train mostly in the highway median
 - Magnetic levitation, monorail, or other technology
 - Eagle County Airport to C-470 in the Denver metropolitan area with a vision to connect service beyond the Corridor
 - 15 stations located throughout the Corridor
- Requires additional studies funded by CDOT to determine system viability



October 5, 2010



What is included in the Minimum Program of Highway Improvements?

- 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
- Interchanges, auxiliary lanes, tunnels, others

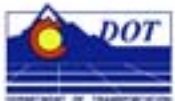


October 5, 2010



What is included in the Maximum Program of Highway Improvements?

- Minimum Program improvements plus:
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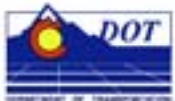


October 5, 2010



What triggers additional highway improvements?

- Maximum Program would begin to be implemented 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 Effort Team
 - Review conditions and triggers at least every 2 years
 - Thoroughly review purpose and need and effectiveness of improvements in 2020
- I-70 Mountain Corridor Context Sensitive Solutions decision making process followed for all Tier 2 processes



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How are impacts determined in a PEIS?

- Characterize existing conditions and identify important and sensitive resources, such as
 - Important vistas
 - Sensitive ecological areas, such as fens and endangered species habitat
 - Concentrations of historic properties, such as historic districts and National Historic Landmarks
 - Highly contaminated areas, such as Superfund sites
 - Gold Medal trout streams
 - Dangerous rockfall and avalanche locations
 - Sensitive noise areas
- Big picture focus
 - Context - setting of the proposed action
 - Intensity – severity of the impact



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What types of impacts are expected?

- Direct
 - Transportation facilities encroach on habitat or historic properties
- Indirect
 - Induced growth strains resources
- Cumulative
 - Sensitive resources further degraded



October 5, 2010



How does the Preferred Alternative compare to other alternatives?

- Preferred Alternative has best opportunity to meet purpose and need
- Impacts of the Preferred Alternative are within the range of the other Action Alternatives
 - Generally higher than Minimal Action and single-mode alternatives
 - Generally less than other Combination alternatives
- Impacts presented in the PEIS are before applying mitigation



October 5, 2010



What mitigation strategies does the Preferred Alternative include?

- Comply with current laws and regulations
- Fulfill PEIS commitments and specific agreements
 - Program-level and project-specific commitments included in Chapter 3 of the PEIS
 - I-70 Mountain Corridor Context Sensitive Solutions
 - I-70 Mountain Corridor Programmatic Agreement
 - Stream and Wetland Ecological Enhancement Program (SWEET)
 - A Landscape-level Inventory of Valued Ecosystems (ALIVE)



October 5, 2010



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

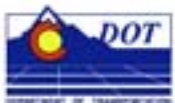


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What are the next steps in this study?

- Consider public and agency comments
 - Comment period ends November 8, 2010
- Final PEIS
 - Winter 2011
- Record of Decision
 - Spring 2011
- Tier 2 Processes
 - After Record of Decision



October 5, 2010



Thank you for your participation!

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



October 5, 2010



How can you comment on the PEIS?

- Document is available online, at local repositories, in the Document Review Station, and by request
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 - Court reporter in Comment Area
 - Microphone
 - Computer Comment Stations in Comment Area



October 5, 2010



How will we receive comments at the microphone tonight?

- Speaker sign up at entrance
- Will call speakers in order of sign up
 - If you no longer wish to speak, let the Speaker Sign Up table know
 - If you wish to speak and haven't signed up, please do so
- Each speaker will have 3 minutes to speak
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- Court reporter will record your comments, and the transcript will be published in the Final PEIS
- No question and answer at the microphone



October 5, 2010



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



October 6, 2010



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



October 6, 2010



What is a PEIS?

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



October 6, 2010



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



October 6, 2010



What is a Tier 2 process?

- Project-specific analysis
- Will refine alternatives, specific alignments and design
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- Includes project-specific mitigation



October 6, 2010



How did we get here?

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October 6, 2010



What is the Revised Draft PEIS ?

- Replaces 2004 draft and addresses:
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 - 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



October 6, 2010



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
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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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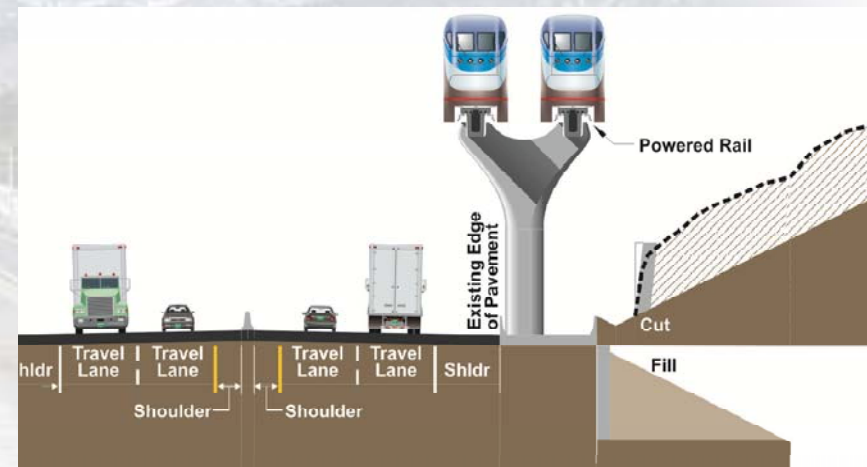
What are non-infrastructure components?

- 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

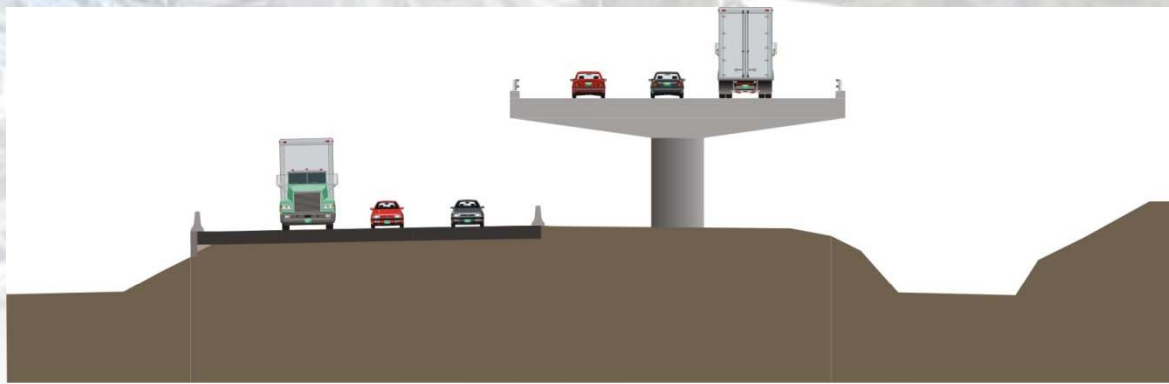


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What is included in the Maximum Program of Highway Improvements?

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October 6, 2010

What triggers additional highway improvements?

- Maximum Program would begin to be implemented only if:
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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

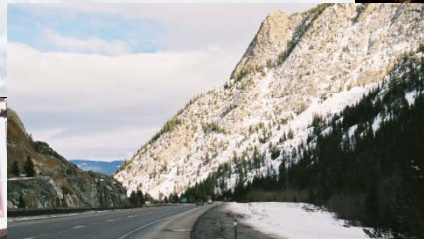


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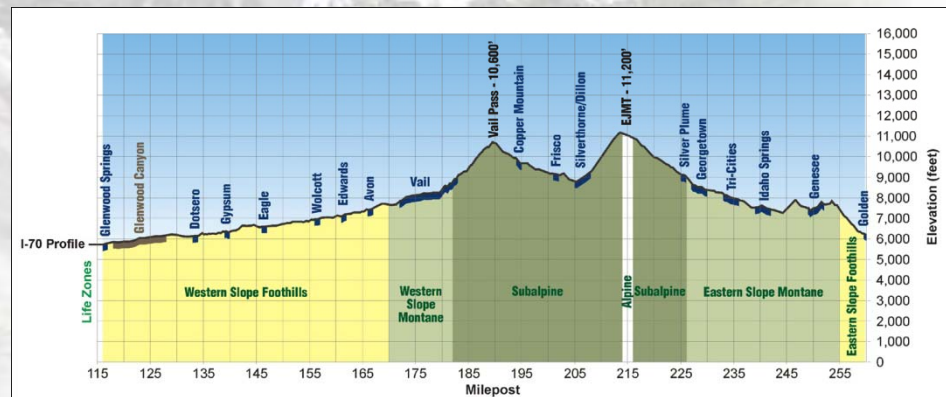
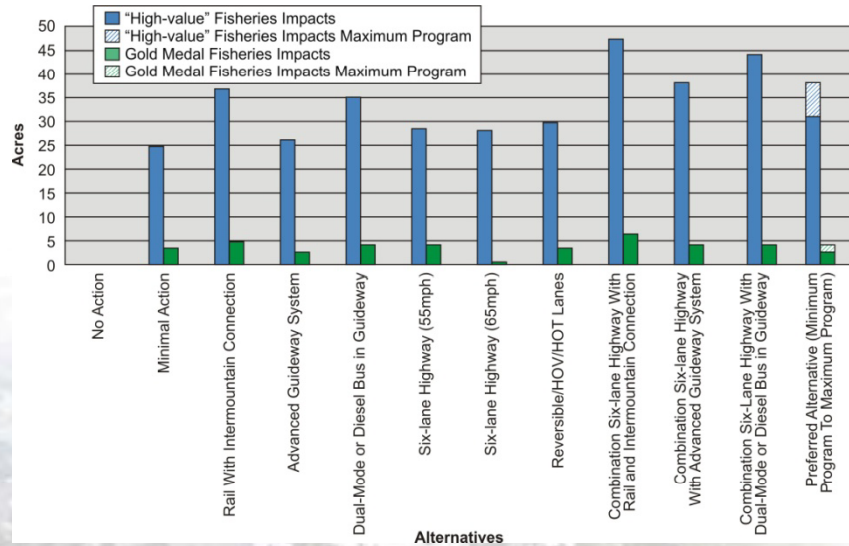
How are impacts determined in a PEIS?

- 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

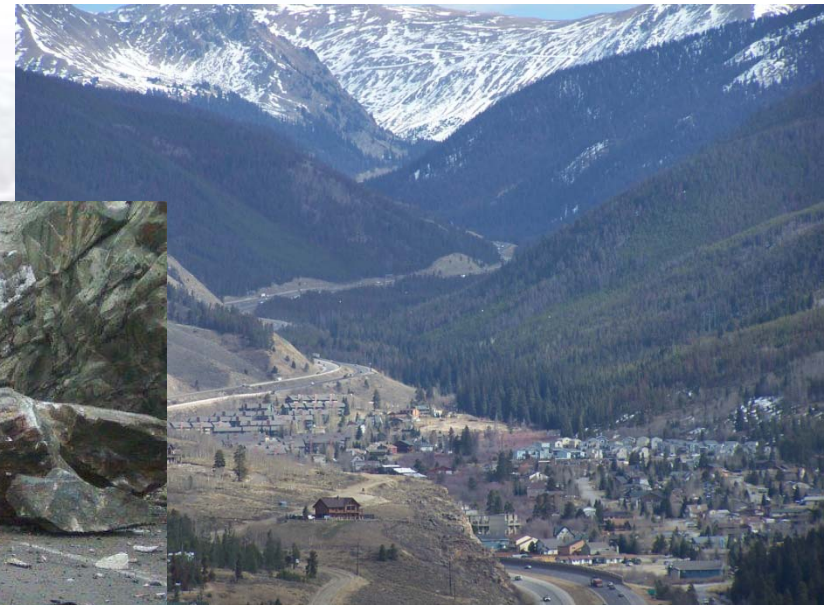


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What are indirect impacts?

- 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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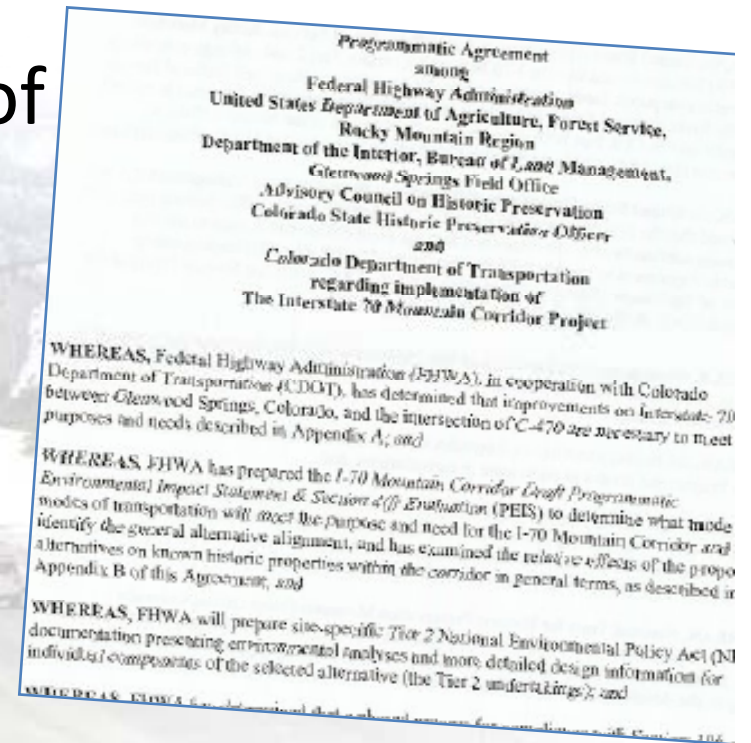
I-70 Mountain Corridor Context Sensitive Solutions

- 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



October 6, 2010



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											■		
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



October 6, 2010



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October 6, 2010



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October 6, 2010



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October 6, 2010



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October 7, 2010



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October 7, 2010



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October 7, 2010



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October 7, 2010



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October 7, 2010



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October 7, 2010



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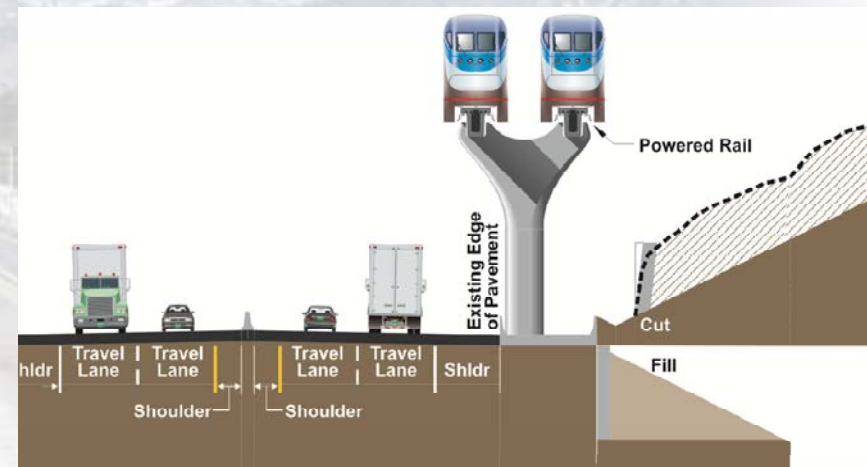
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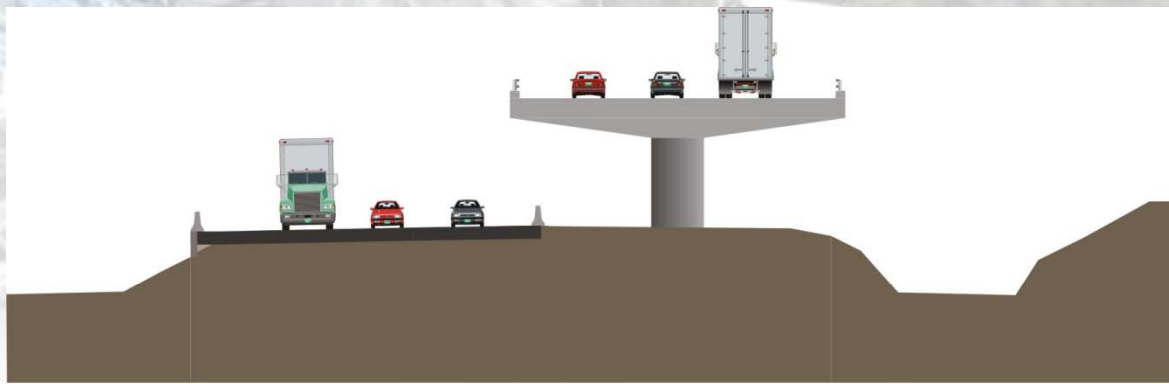


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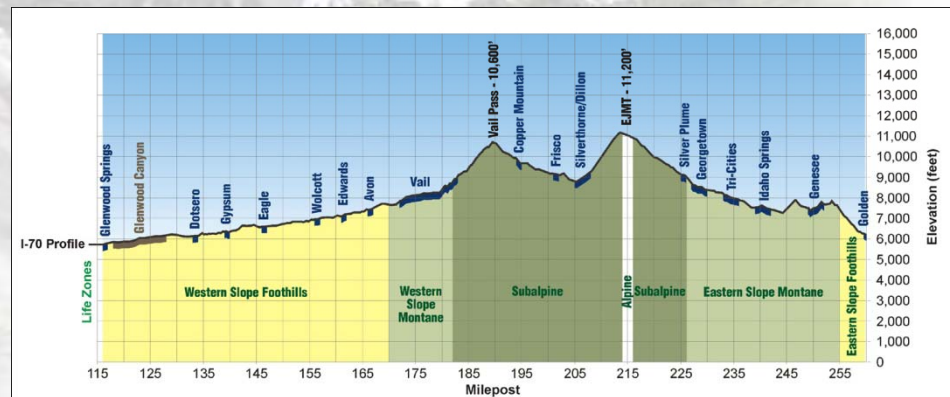
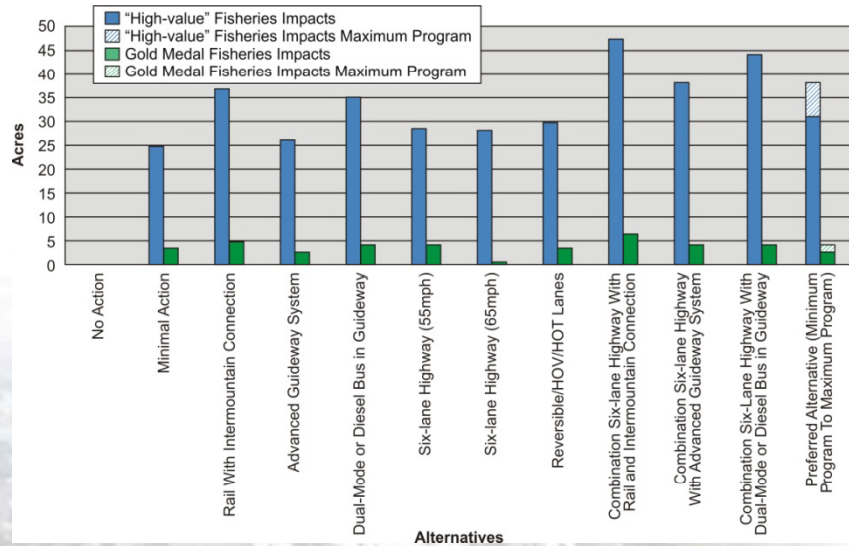
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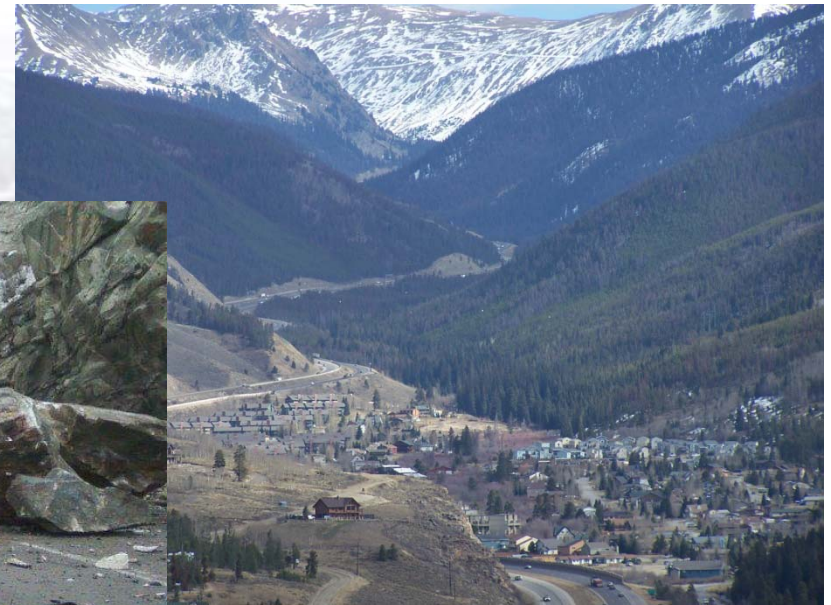
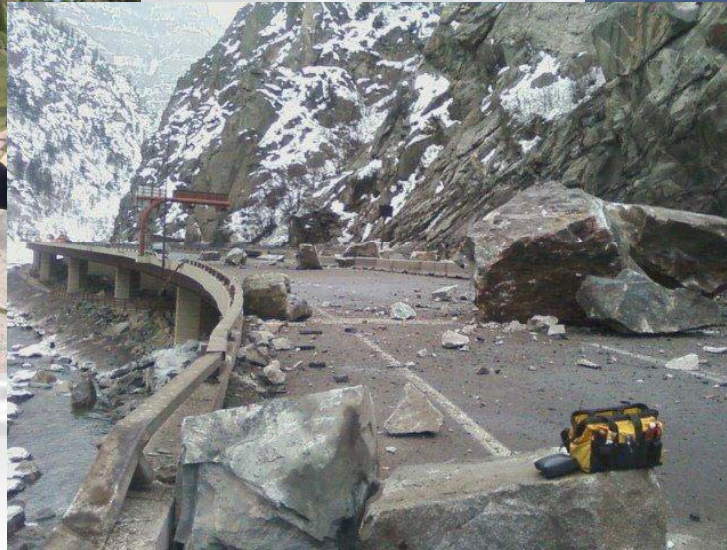


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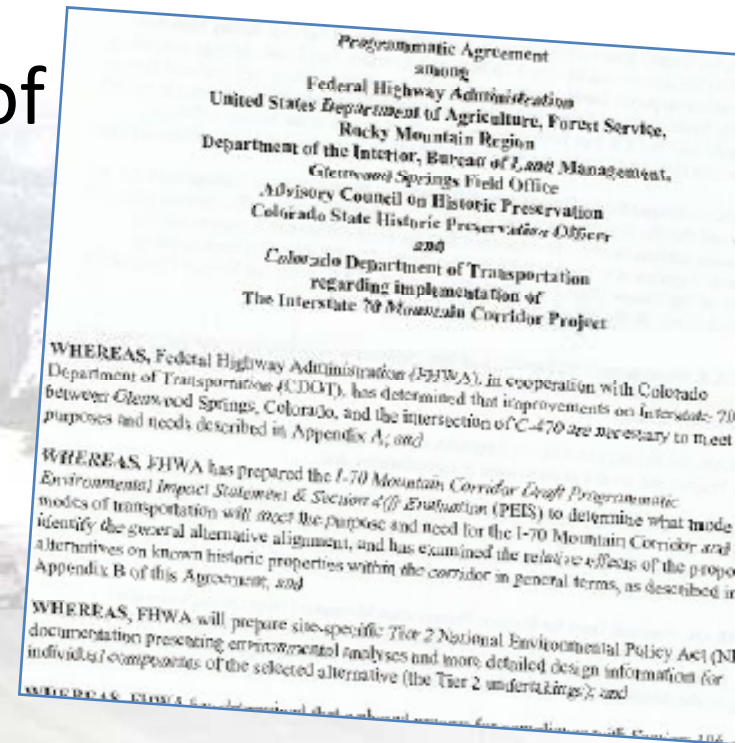
I-70 Mountain Corridor Context Sensitive Solutions

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



I-70 Mountain Corridor Programmatic Agreement

- Establishes process for evaluating historic properties in Tier 2 studies
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Stream and Wetland Ecological Enhancement Program (SWEEP)

- Protect and enhance water quality, stream and riparian habitats, and aquatic wildlife
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- 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											■	
Revised Draft PEIS Public Hearings											▲	
Final PEIS											▲	
Record of Decision												▲
Tier 2 Processes												▶

We are here

October 7, 2010



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I-70 Mountain Corridor Revised Draft Programmatic Environmental Impact Statement

Public Hearing Presentation
October 2010



October 21, 2010





WELCOME

Thank you for being here tonight



October 21, 2010



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



October 21, 2010



What is a PEIS?

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



October 21, 2010



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 analyses that fall within the travel mode, capacity, and general location decisions of the Tier 1 document
- 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

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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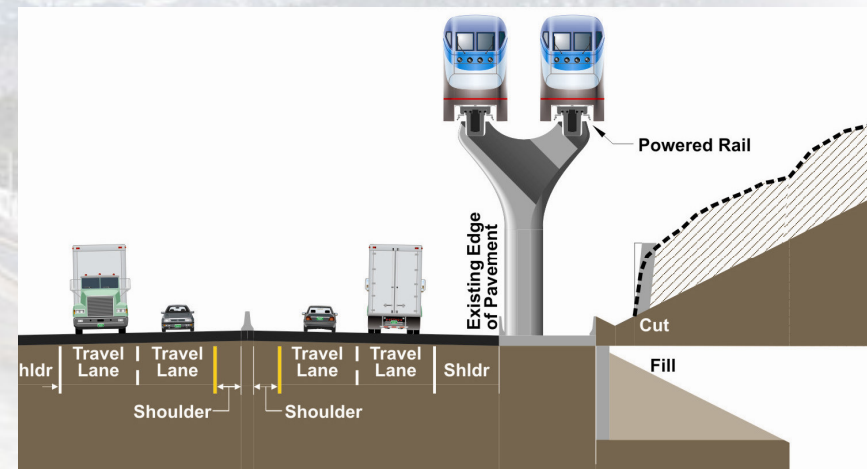
What are non-infrastructure components?

- 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



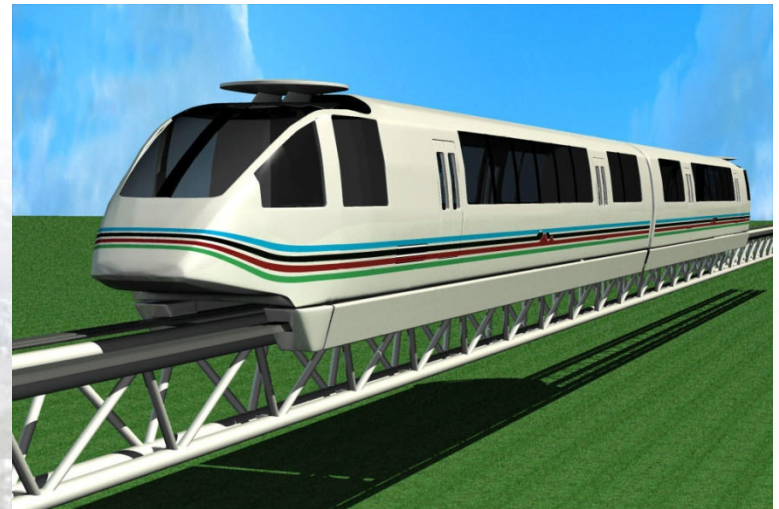
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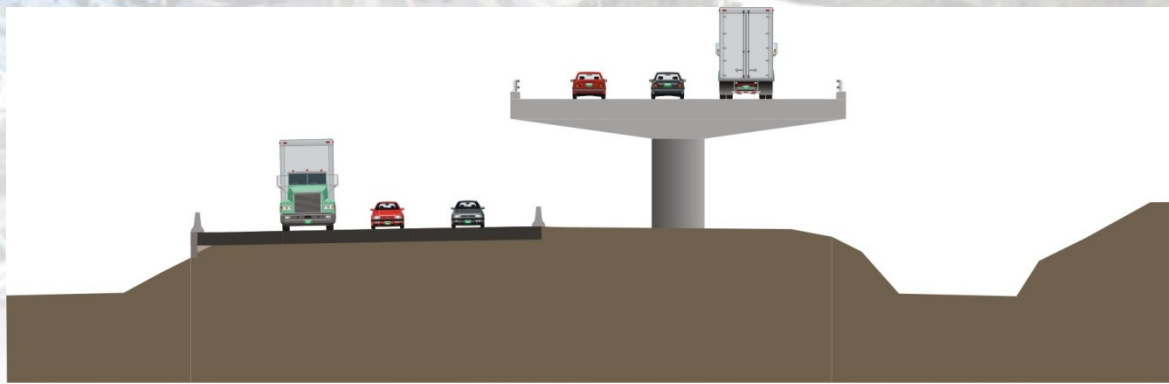


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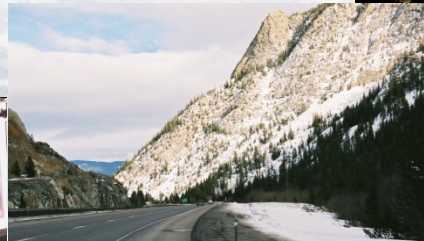


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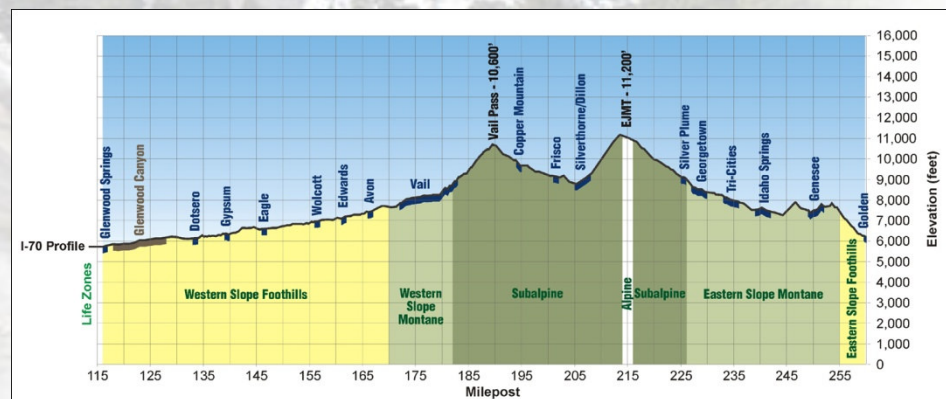
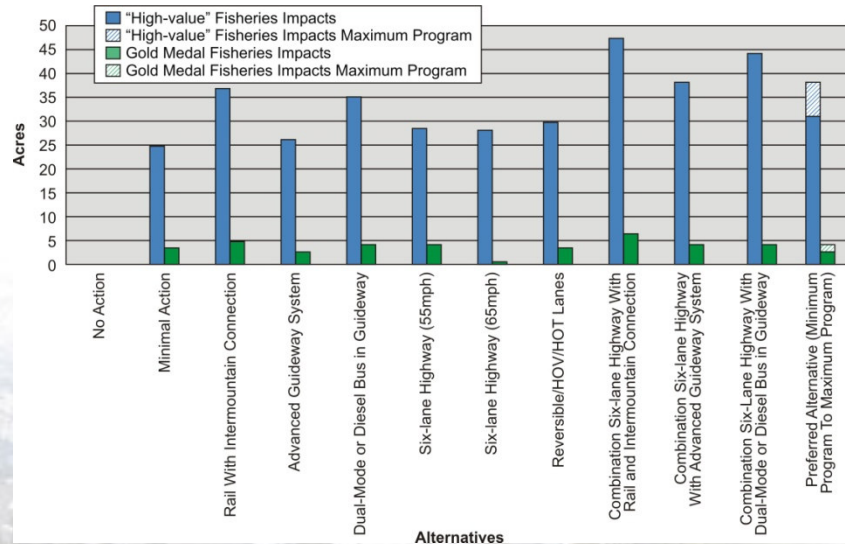
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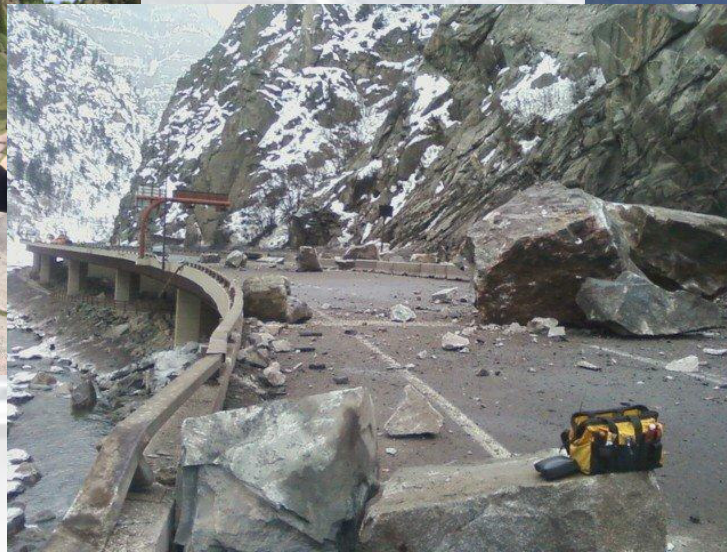
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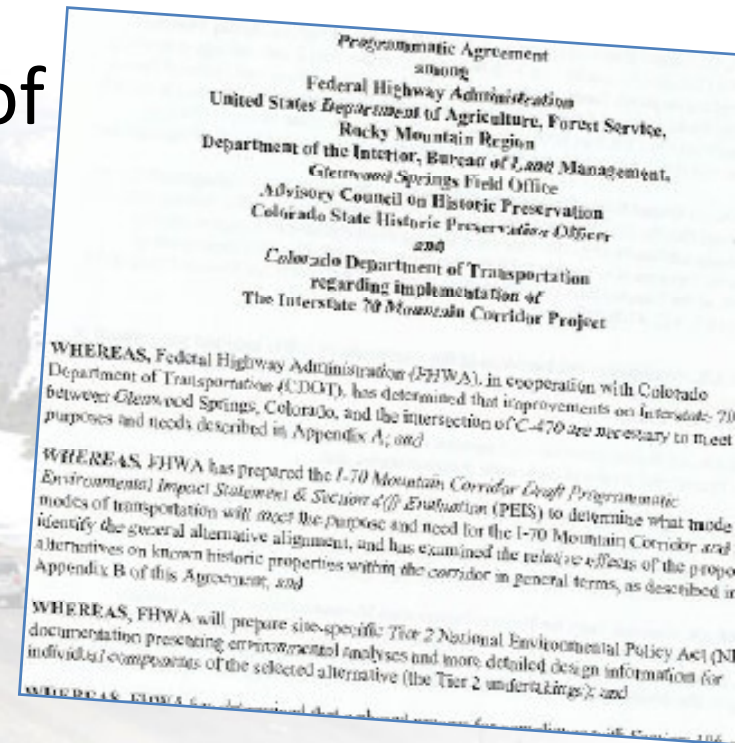


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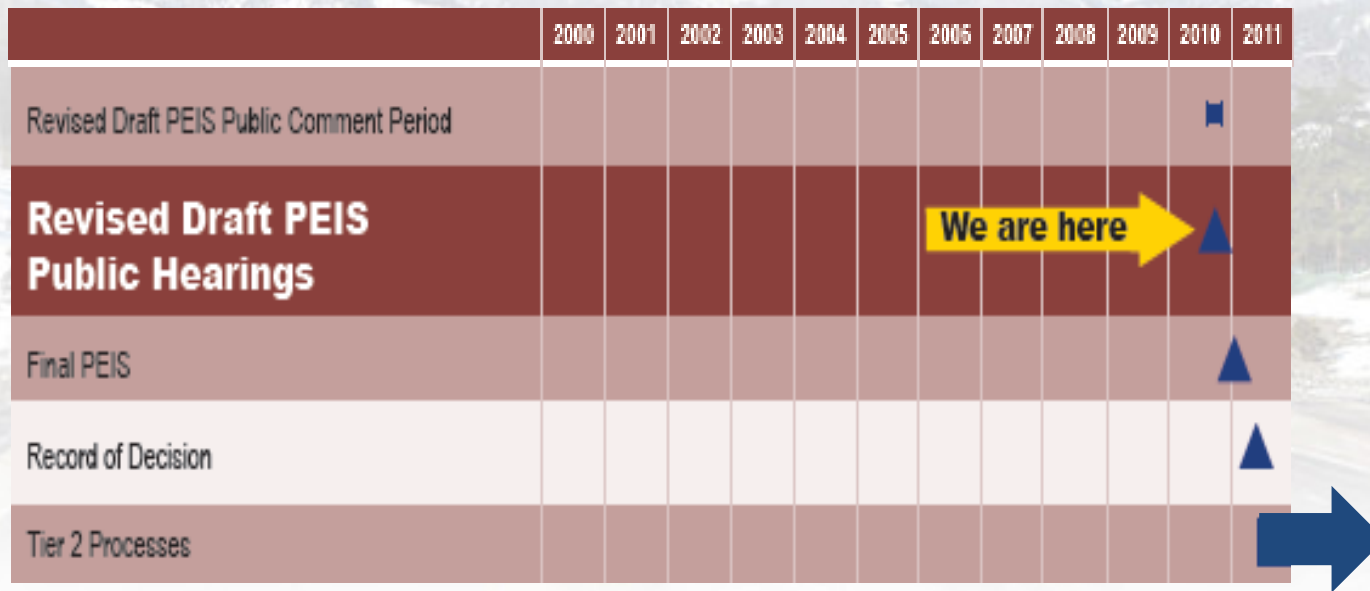


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October 21, 2010





Welcome

to the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) Public Hearing



Glenwood Springs to C-470



What is a Programmatic Environmental Impact Statement or PEIS?

A PEIS documents the first phase of a National Environmental Policy Act (NEPA) decision making process that identifies, considers, and evaluates a broad program of transportation improvements. Compliance with NEPA is required for any federal action. The first phase of the I-70 Mountain Corridor Programmatic EIS process will end with a Record of Decision that provides a program-level decision for general location, mode and capacity under which future project-specific (Tier 2) processes can proceed.

What is a Tier 1 decision?

- Informs future decisions, establishes a vision for the I-70 Mountain Corridor, and identifies a program of improvement
- Defines travel mode, capacity, and general location of transportation solutions
- Will be documented in a Record of Decision
- Will not directly result in construction or impacts

What is a Tier 2 process?

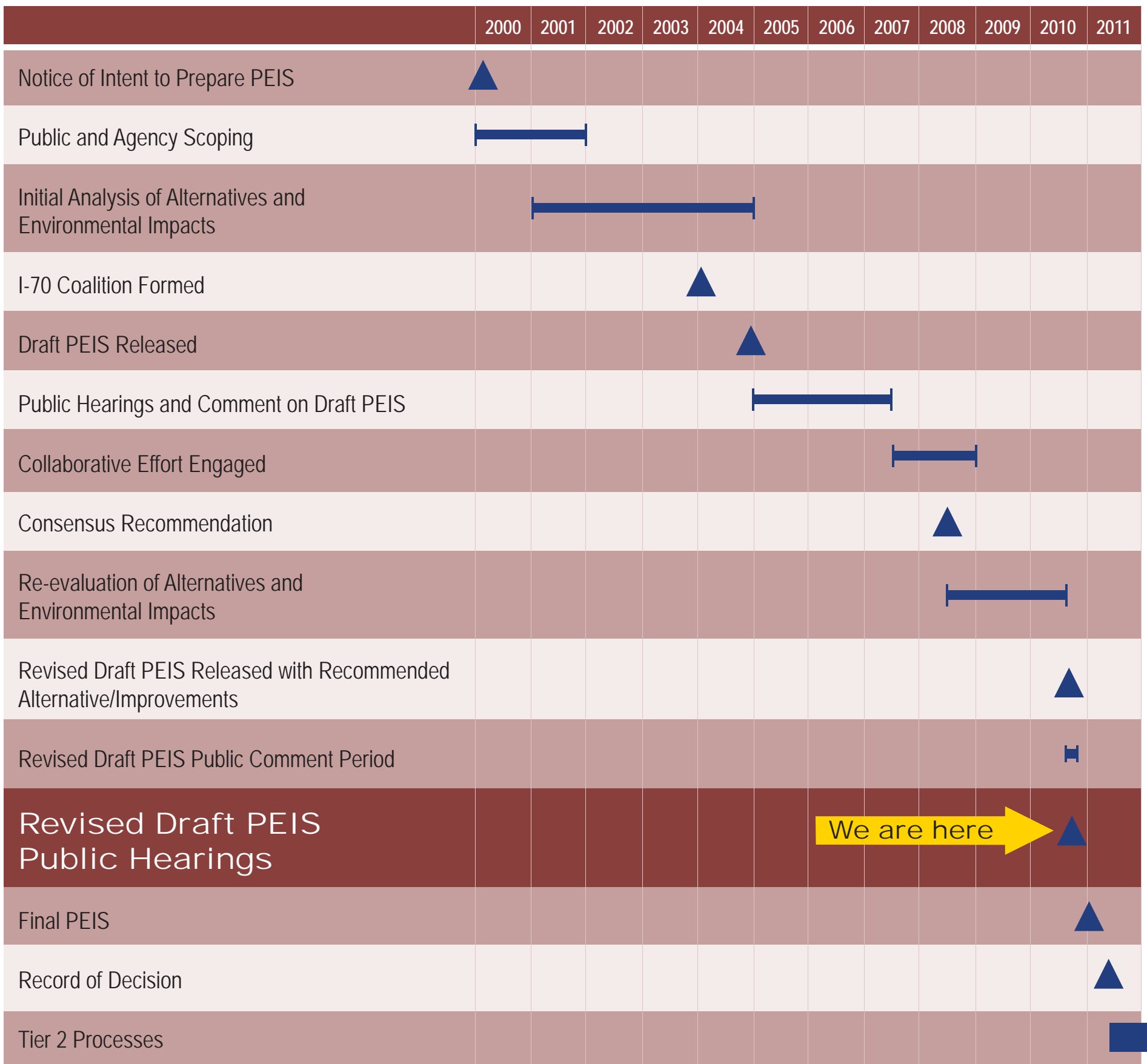
- Stand-alone project that falls under the umbrella of the Tier 1 decision and can be funded, such as, interchanges, auxiliary lanes, or transit and highway improvement projects
- May include feasibility or other technical studies
- Potential funding must be identified to move forward
- Requires additional NEPA analysis and public input

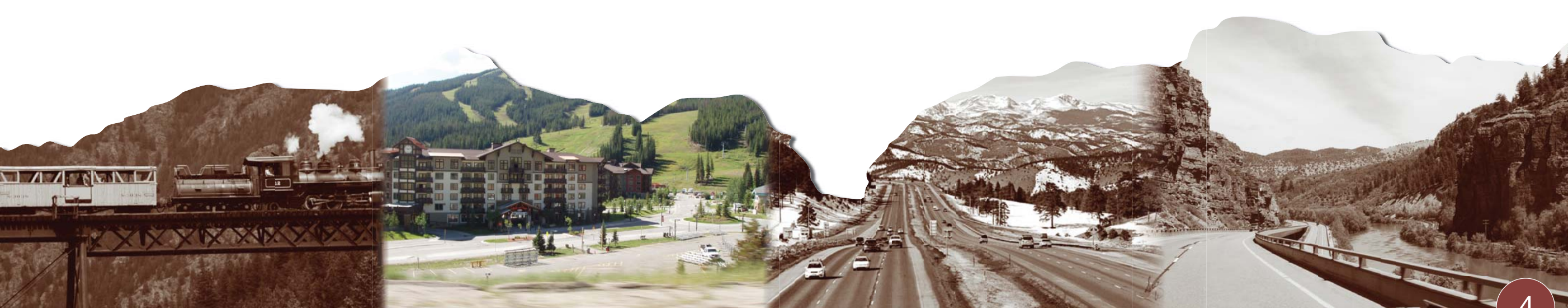
What is NEPA?

- **National Environmental Policy Act of 1969**
- **Requires federal agencies to assess and document the environmental impacts of, and alternatives to, federal actions affecting the environment**
- **Includes consideration and compliance with other federal and state environmental laws and regulations**
- **Components of NEPA documents include:**
 - Purpose and Need
 - Alternatives
 - Environmental Consequences and Mitigation
 - Public Participation and Agency Consultation



What have we completed, and what happens next?





How did Stakeholders Participate in the Decision Making Process?

Thousands of people representing hundreds of organizations and interests in the Corridor contributed to this effort. Among them were elected officials, governmental agencies, Native American tribes, residents, commuters, interest groups, businesses and business associations, and technical specialists.

In 2007, the Colorado Department of Transportation formed a 27-member Collaborative Effort team to reach a consensus recommendation for Corridor transportation solutions. The team met from mid-2007 through mid-2008 to identify a solution that became the Preferred Alternative for this Revised Draft Programmatic Environmental Impact Statement. Other teams formed to advise this process included:

- A Landscape Level Inventory of Valued Ecosystem Components Committee (ALIVE)
- Collaborative Effort Team
- Community Values Issue Task Force
- Context Sensitive Solutions Team
- Cultural Resources Issue Task Force
- Environmental Issue Task Force
- Federal Interdisciplinary Team
- Finance Committee
- I-70 Coalition
- Mountain Corridor Advisory Committee
- Mountains to Plains Transportation Solutions
- Peer Review Committee
- Project Leadership Team
- Section 4(f) and 6(f) Ad Hoc Committee
- Stream and Wetland Ecological Enhancement Program (SWEEP) Committee
- Technical Advisory Committee





How can you submit comments?

Comments can be provided in a variety of ways.

- Provide oral comments tonight via
 - Court reporter in Comment Area
 - Microphone after the Presentation (3 minutes each person)
- Submit comment electronically through online Comment Form (<http://www.coloradodot.info/projects/i-70mountaincorridor>)
- Fill out a “comment sheet” provided at this meeting
- Mail a comment during the 60-day comment period to:
I-70 Mountain Corridor Revised Draft PEIS
c/o Wendy Wallach, CDOT Region 1
18500 East Colfax Avenue, Aurora, CO 80011

Submit comments through - but not later than - November 8, 2010.

What is an effective approach to making comments?

- Be specific. Note chapters, sections, facts or address/locations in the corridor that are relevant to your comments.
- Offer your ideas for solutions.
- Indicate sections of the PEIS that you agree with and support.

Responses to comments will be provided in the Final Programmatic Environmental Impact Statement.

Why are Improvements Needed on this Corridor?

What is the purpose of the project?

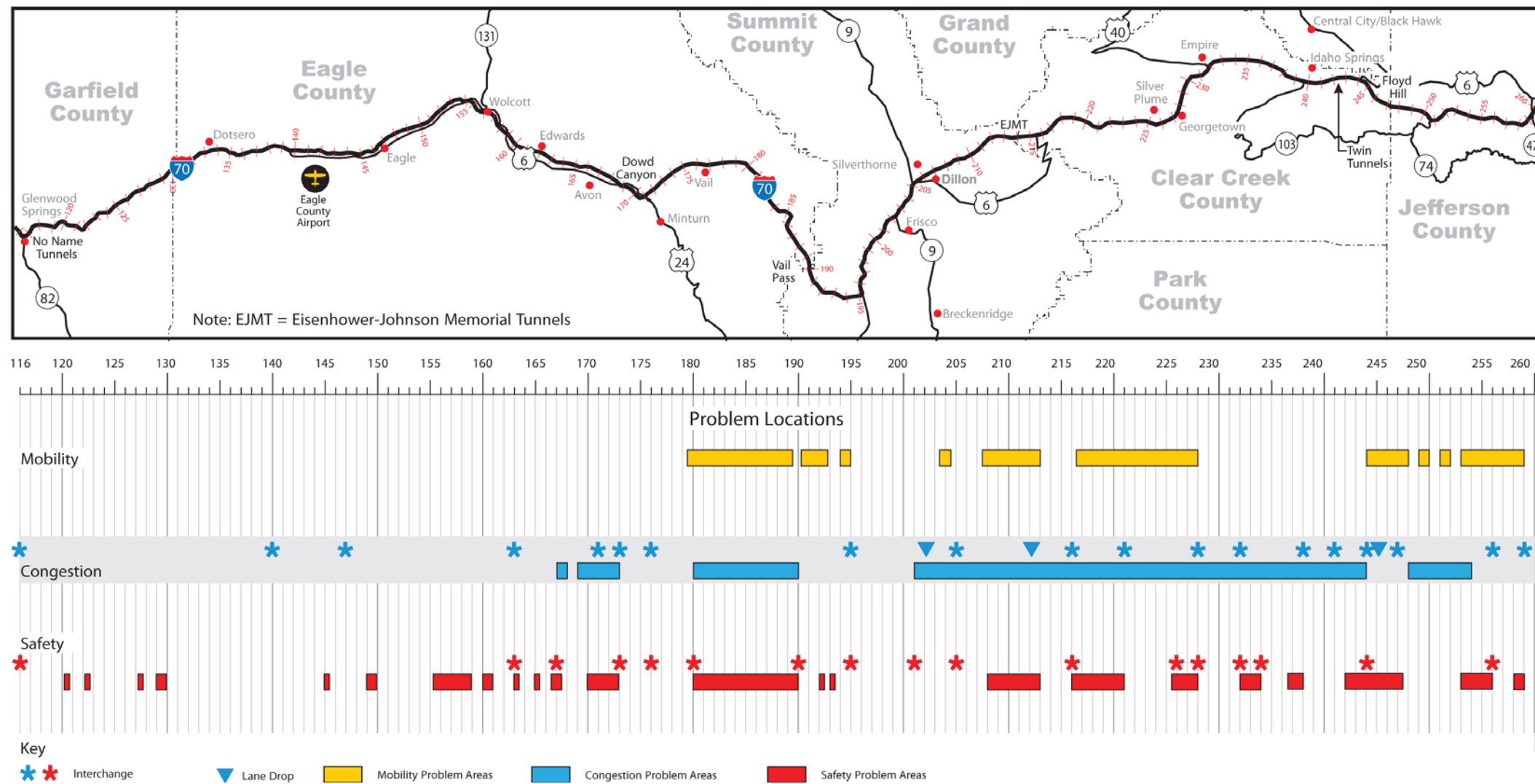
The purpose for transportation improvements is to increase capacity, improve accessibility and mobility, and decrease congestion for travel demand, projected to occur in 2035 and 2050, to destinations along the I-70 Mountain Corridor as well as for interstate travel, while providing for and accommodating environmental sensitivity, community values, transportation safety, and ability to implement the proposed solutions for the Corridor. Problem areas for mobility, congestion, and safety are displayed in the map below.



Who uses the corridor and why?

Commuters, recreationalists, locals, intra- and interstate freight truckers, and others rely on the corridor. Typical trips include:

- Weekday commutes, local non-work trips, and recreational trips.
- Weekend recreational trips, which result in heavier traffic volumes.
- Trucks account for about 10 percent of traffic during both weekdays and weekends.
- Mix of traffic in summer and winter is similar, but volumes are generally higher in the summer.





What Are the Study Limits and Why Were They Selected?

The study limits are referred to as the “Corridor” throughout the PEIS.

Glenwood Springs (milepost 116) is the western terminus

- Change in travel patterns and drop in number of recreation trips west of Glenwood Springs mean that capacity improvements are not necessary west of Glenwood Springs.
- Transit alternatives include connection to Eagle County Airport, east of Glenwood Springs and south of I-70.

C-470 (milepost 260) is the eastern terminus

- System interchange at I-70 and C-470 marks a change in travel patterns to the east.
- East of C-470, I-70 is predominately urban travel conditions with higher traffic volumes.
- At C-470, alternatives would connect with existing and planned transportation networks in the Denver metro area.

Termini do not preclude other National Environmental Policy Act transportation improvement studies outside the Corridor. Additional studies may extend beyond these termini if needed.

What Transportation Improvements Did We Consider and Analyze?

Minimal Action

Provides a range of local transportation improvements without major highway widening or dedicated transit components. Includes:

- Transportation management program
- Interchange modifications
- Auxiliary lanes for slow-moving vehicles
- Curve safety modifications
- Sediment control programs
- Frontage road improvements
- Bus service in mixed traffic

Many elements of the Minimal Action Alternative are included in the other action alternatives.

Transit Alternatives

Three transit alternative components are evaluated in the PEIS. All would run from Eagle County Airport to C-470:

- **Rail with Intermountain Connection** combines heavy rail between Vail and C-470 with the existing Intermountain Connection to the Eagle County Airport. An electric rail is analyzed although a specific technology has not been selected.
- **Advanced Guideway System** is a high-speed elevated transit system. The specific technology has not been selected but magnetic levitation (maglev) and monorail are considered.
- **Bus-in Guideway (Dual-Mode and Diesel)** consists of a bidirectional guideway within the I-70 highway median dedicated to special buses with guideway attachments. Buses would also travel outside the guideway to destinations off of the highway. Both dual-mode electric/diesel and diesel buses are considered.

Highway Alternatives

Highway alternative components fall into two categories:

- **Six-Lane Highway Widening** (for 55 mph and 65 mph design speeds) provides six-lane highway widening, providing an additional lane in each direction at two locations:
 - Dowd Canyon (milepost 169 to milepost 173)
 - Eisenhower-Johnson Memorial Tunnels to Floyd Hill (milepost 213.5 to milepost 247)

Through Idaho Springs, structured (stacked) lanes are proposed to minimize impacts. In all other locations, the highway would be widened at grade.

- **Reversible High Occupancy Vehicle/High Occupancy Toll Lanes** would add one to two reversible travel lanes in the direction of peak traffic demand. Only high occupancy vehicles (carrying three or more passengers) or other cars paying a toll could use the lane(s).

Variations of design elements were evaluated within these highway alternative elements. These include reduced shoulder, median, or clear zone widths, and changes to vertical profiles, such as structured lanes.

Combination Alternatives

Combination alternatives combine all the transit components with six-lane highway widening for a multi-modal solution. Alternatives considered fall into four main combinations:

- Combination Six-Lane Highway with Rail and Intermountain Connection
- Combination Six-Lane Highway with Advanced Guideway System
- Combination Six-Lane Highway with Bus in Guideway (Dual-Mode and Diesel)

Each Combination alternative includes variations that construct the transit and preserve the six-lane highway footprint or construct the six-lane highway and preserve the transit footprint.

No Action

The No Action Alternative includes only ongoing highway maintenance and improvements with committed funding sources likely to be implemented by the 2035 planning horizon. These include several interchange upgrades, park and ride facilities, tunnel enhancements, and general improvements such as resurfacing, repairs, sediment control, and routine maintenance.

Preferred Alternative

The Preferred Alternative is a multimodal solution that includes non-infrastructure related components, Advanced Guideway System, highway improvements as part of a Minimum Program of improvements, and future stakeholder involvement.

- A Maximum Program of Improvements similar to the Combination Six-Lane Highway with Advanced Guideway System Alternative could be implemented if additional improvements are necessary.
- Responsive and adaptive to future trends in the Corridor.
- Incorporates triggers to phase implementation of transportation solutions consistent with the Corridor vision.

Stakeholder involvement occurred throughout alternatives development and evaluation process.

Define Alternative Elements

(types of solutions)



Screen Alternatives

(comparison of alternatives according to performance and other criteria)



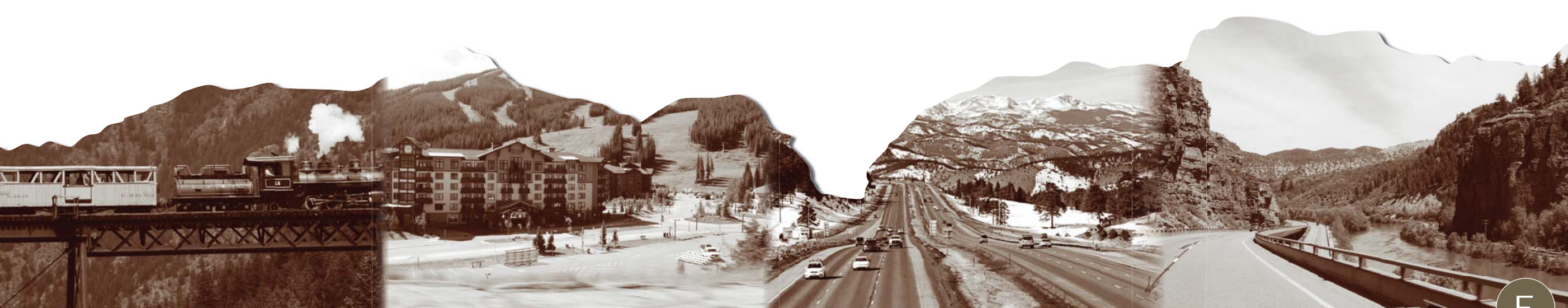
Refine Alternatives

(reasonable range of alternatives for PEIS analysis)

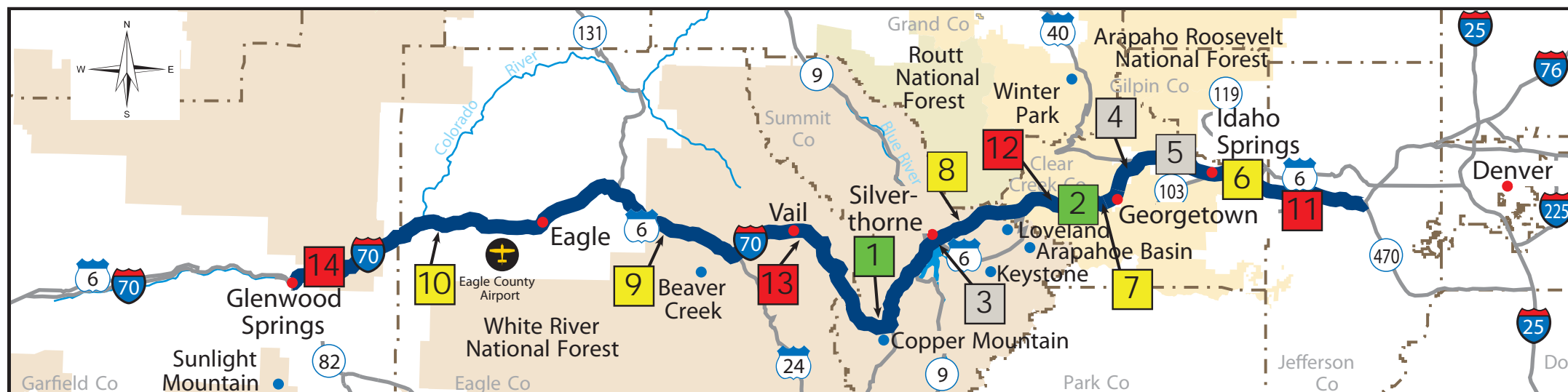


Select Preferred Alternative

(recommended solution)



Other Corridor Projects



Other Projects & Programs to Enhance Safety and Improve Traffic Flow

- New truck parking lot in Dotsero
- Tow trucks placed at strategic locations along I-70 during peak travel periods to tow disabled heavy trucks
- Instituted chain assistance program to allow truck drivers to purchase chains and chain-up services at chain stations between Dotsero and Denver West Boulevard
- Courtesy Patrol implemented on weekends and holidays to provide free roadside assistance to drivers between Floyd Hill and Silverthorne
- New and improved Hogback Parking Facility at I-70 and Morrison Road
- Improved communication system for truckers needing to chain up during inclement weather
- Improved parking and lighting at chain up stations
- Variable speed limit signs installed to allow the speed limit to be lowered when conditions warrant, such as during adverse weather
- Overhead variable message signs improved to provide real-time trip-travel times along the corridor
- Added and improved intelligent transportation system (ITS) devices from Officers Gulch to Vail

RECENTLY COMPLETED

- 1** Paving/Bridge Rehabilitation Silverthorne – Vail Pass Summer 2010
- 2** Bike/Pedestrian Path Paving Bakerville to Loveland Pass Summer 2010

CURRENT STUDIES

- 3** Silverthorne/Dillon Interchange Study
- 4** Empire Junction Study
- 5** I-70 West Reversible Lanes Study Empire Junction to US 6

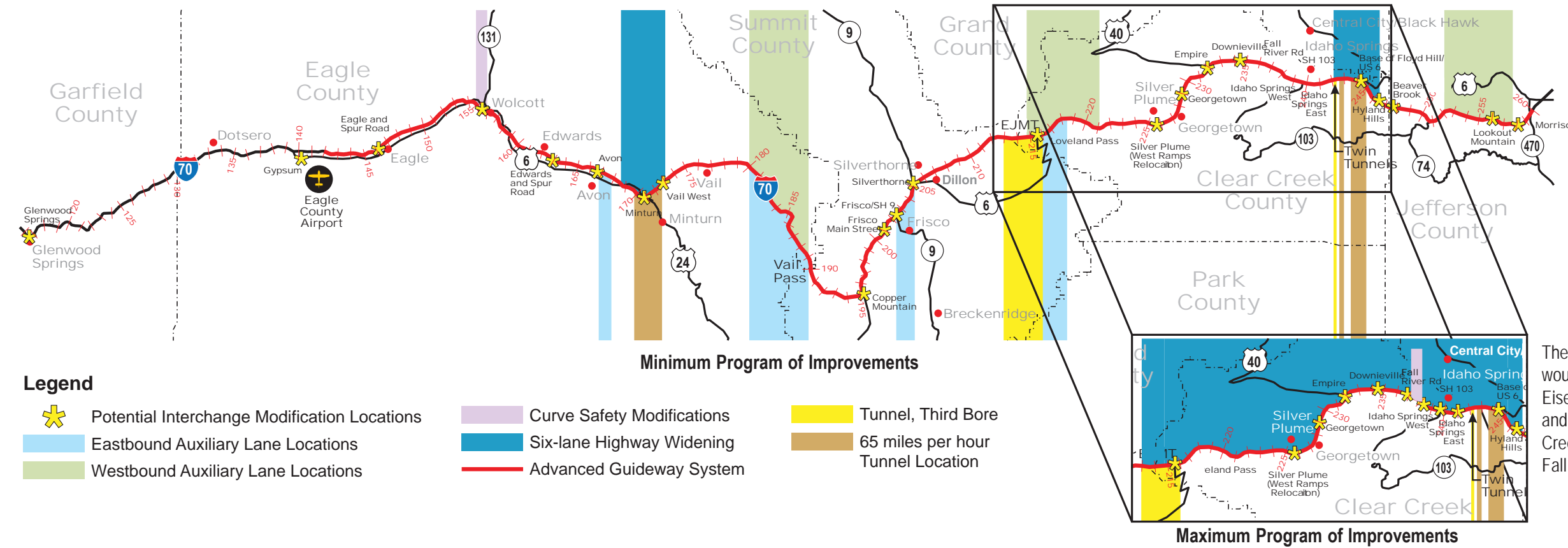
UNDERWAY

- 6** Bridge Replacement Stanley Road – Idaho Springs Completion Autumn 2010
- 7** Paving/Bridge Rehabilitation Bakerville – Eisenhower Tunnel Completion Autumn 2010
- 8** Barrier Replacement/Slope Stabilization Eisenhower Tunnel – Silverthorne Completion Autumn 2010
- 9** Intersection/Interchange Improvements Edwards Interchange Completion Spring 2011
- 10** Wildlife Fence Installation Gypsum, West Eagle, Wolcott, Edwards and West Vail Completion Autumn 2010

UPCOMING

- 11** Paving/Bridge Rehabilitation Floyd Hill – Clear Creek Canyon Fall 2010-Summer 2011
- 12** Rockfall Mitigation Georgetown Hill Fall 2010-Winter 2011
- 13** Paving, Barrier Replacement, Bridge Joint and Culvert Repair West side of Vail Pass (from the top of Vail Pass to East Vail) April 2011-November 2011
- 14** Concrete Paving Glenwood Canyon – Grizzly Creek to Hanging Lake Tunnels Spring 2011

What is our Preferred Alternative?



How will Corridor improvements connect with other existing and planned transportation networks?

The Preferred Alternative recognizes the need to connect transportation, particularly transit service, beyond the Corridor. It is envisioned that the Preferred Alternative will connect to existing and planned transit services in the Denver metro area and destinations along the Corridor.

See the “What are the study limits, and why were they selected?” display in the Introduction area for this meeting.

The Maximum Program of Improvements would result in Six-lane Highway Widening from Eisenhower-Johnson Memorial Tunnel to Floyd Hill and in Dowd Canyon, four interchanges in Clear Creek County, and curve safety modifications at Fall River Road.

What components does the Preferred Alternative include?

Non-infrastructure components

- Strategies to encourage changes in travel patterns without construction, such as:
 - Increased enforcement
 - Bus, van, or shuttle service in mixed traffic
 - Programs for improving truck movements
 - Driver education
 - Expanded use of existing infrastructure in and adjacent to the Corridor
 - Converting day trips to overnight trips
- Requires actions and leadership by agencies, municipalities and other stakeholders beyond the lead agencies

Advanced Guideway System

- Elevated train through the Corridor
 - Could be magnetic levitation, monorail, or other technology
 - Provides service from the Eagle County Airport to C-470 in the Denver metropolitan area with a vision to connect service beyond the Corridor
 - 15 stations located throughout the Corridor and linked to Denver and other local transit services
- Requires additional studies funded by CDOT to determine system viability

Flexible program of Highway improvements

- Adapts to future trends
- Minimum Program includes:
 - Specific highway improvements at key locations
 - 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
 - Other highway improvements, such as truck operation improvements, curve safety modifications, and more than 20 interchange improvements
 - Additional auxiliary lanes in select locations
- Maximum Program includes the 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 (milepost 237)
 - Four additional interchange improvements in Clear Creek County

Future Stakeholder Involvement

- Recognizes need for collaborative, continuous stakeholder involvement
- Commits to I-70 Mountain Corridor Context Sensitive Solutions process
- Collaborative Effort Team (including CDOT and FHWA) will meet at least every two years to review transportation conditions and determine effectiveness of completed improvements
- In 2020, purpose and need and effectiveness of improvements will be reviewed thoroughly

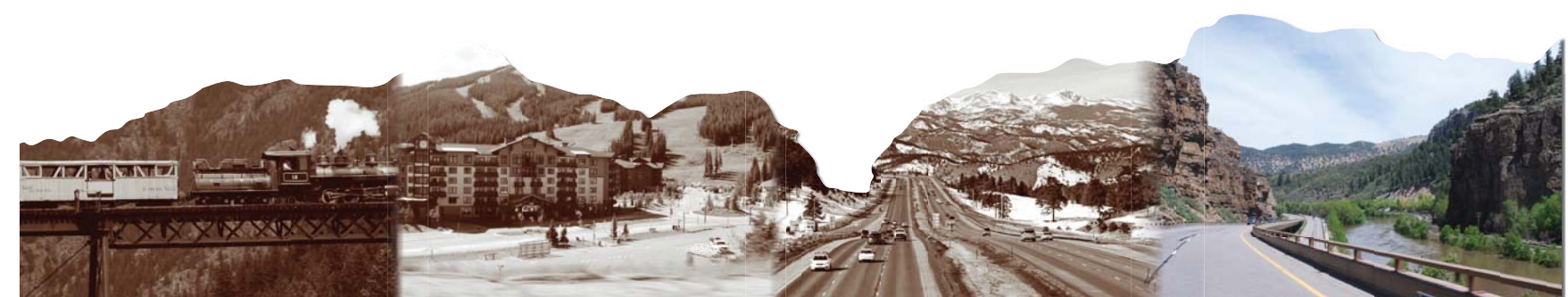
What are triggers?

How would triggers be used?

- Triggers create a mechanism for defining the specifics of future transportation solutions consistent with the Corridor vision.
- Triggers are used to evaluate the future needs to meet 2050 demand and are based on completing specific highway improvements; determining the feasibility of Advanced Guideway System; and responding to global, regional, and local trends.

What triggers additional improvements?

- The Maximum Program of highway improvements would begin to be implemented 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



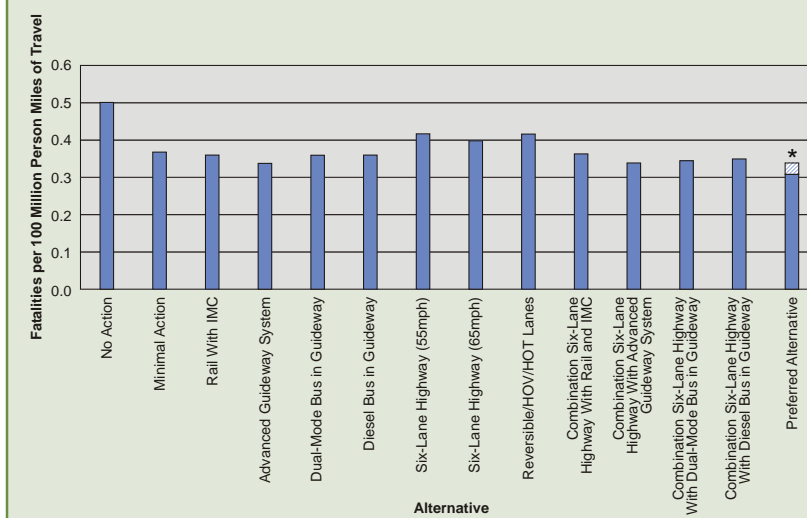
How do alternatives address corridor travel needs?

What do these charts show?

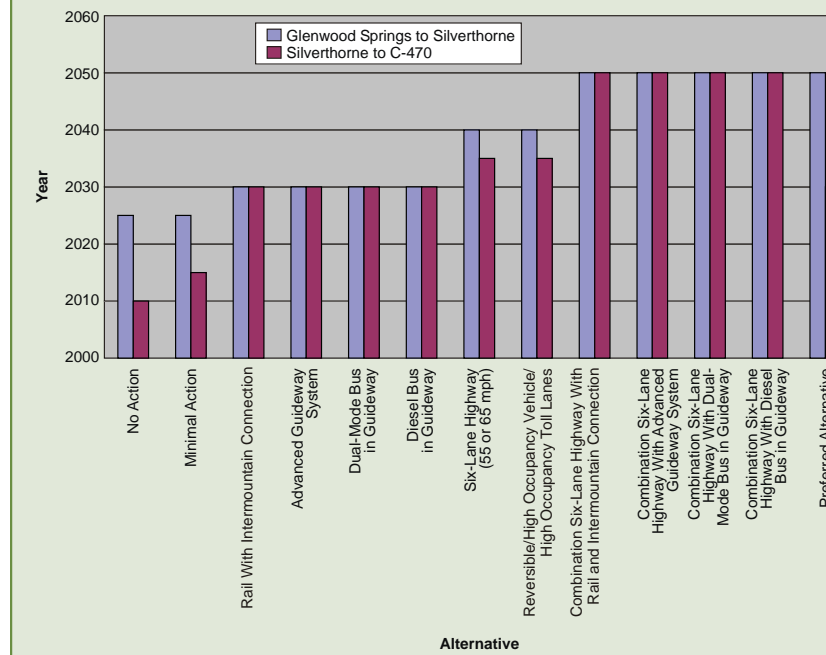
These charts provide a relative comparison of the effectiveness of the Action Alternatives to meet defined Corridor needs. Each of the measures addresses 2035 conditions. To address 2050 conditions, one chart compares when alternatives would meet network capacity. Network capacity is reached when travel speeds in the Corridor average 30 mph or less.

The hatching on the bars for the Preferred Alternative represent the difference between the Minimum and Maximum Programs of highway improvements. Generally, the Maximum Program provides greater transportation benefits but results in greater environmental and social impacts.

How do Projected Fatality Rates Compare?



When will the transportation network reach capacity?



Network capacity is reached when travel speeds in the Corridor average 30 mph or less.

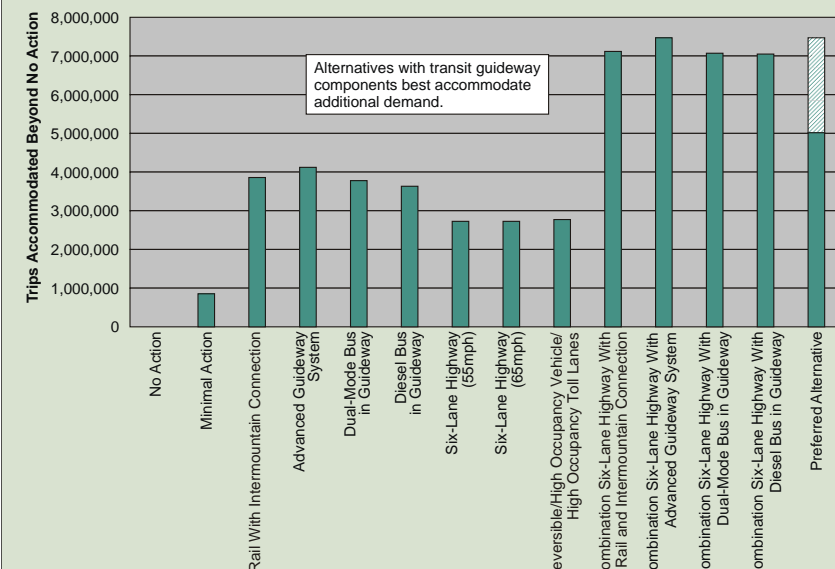
Why is the Preferred Alternative the recommended improvement for the I-70 Mountain Corridor?

The Preferred Alternative was identified by the Federal Highway Administration, Colorado Department of Transportation, and stakeholders participating in the Collaborative Effort as the alternative with the best opportunity to meet the defined needs of the project while minimizing environmental impacts. Its triggered phasing process allows the alternative to:

- Provide for the short-term needs in the Corridor;
- Provide the most capacity to accommodate unmet demand;
- Minimize travel time, improving mobility and accessibility to destinations served by the I-70 highway; and
- Reduce congestion in the Corridor more than other alternatives, lowering the overall hours of poor operations on the I-70 highway.

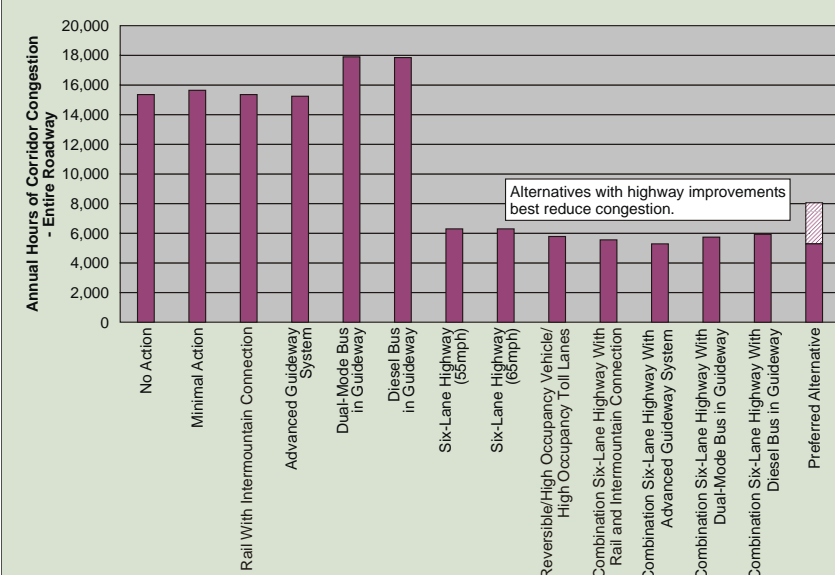
How well do alternatives address capacity and congestion?

How many additional trips can each alternative accommodate?

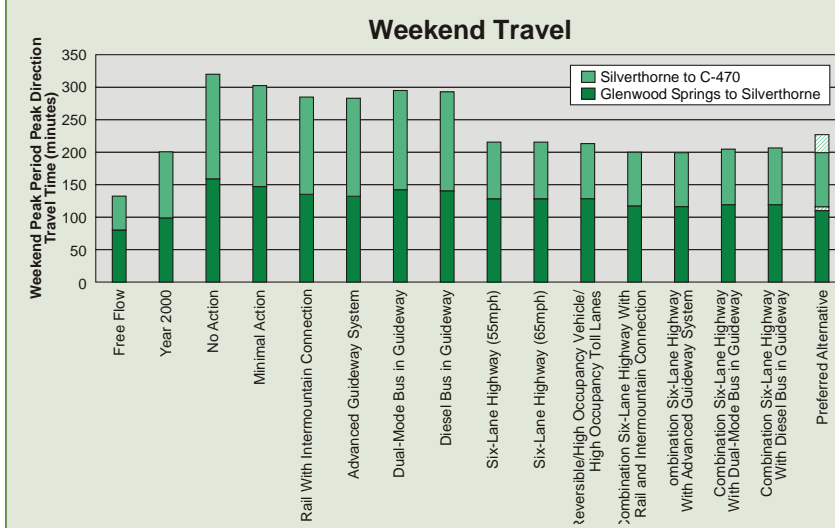


The above chart shows the ability of an alternative to provide additional capacity, measured by the amount of additional trips accommodated, but does not directly relate to the ability of an alternative to reduce congestion.

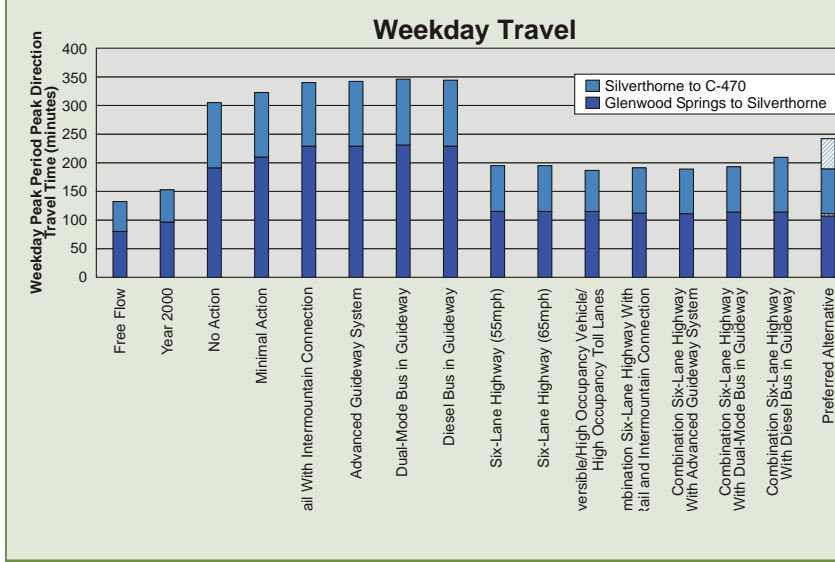
- Transit alternatives accommodate more than 3.5 million additional trips per year but do not reduce congestion.
- Highway alternatives provide less additional capacity than the Transit alternatives, measured by the number of additional trips accommodated, but do a much better job at reducing congestion (see chart below).
- Combination alternatives do a good job at providing increased capacity, as measured by the additional trips accommodated, and reducing overall congestion.



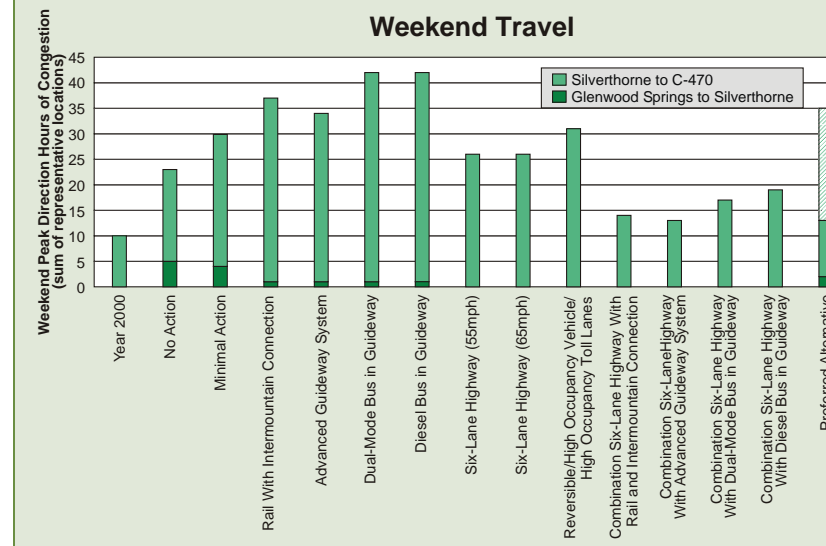
How long will it take to travel the Corridor during the peak period (rush hour) on a typical weekend or week day?



Without improvements to the Corridor, it will take twice as long to travel the Corridor on a typical weekday (more than 300 minutes), and two hours longer on a typical weekend (320 minutes total). Because the Transit alternatives attract more trips to the Corridor, highway travel times are slightly higher than the No Action alternative and considerably higher than the Highway and Combination alternatives.

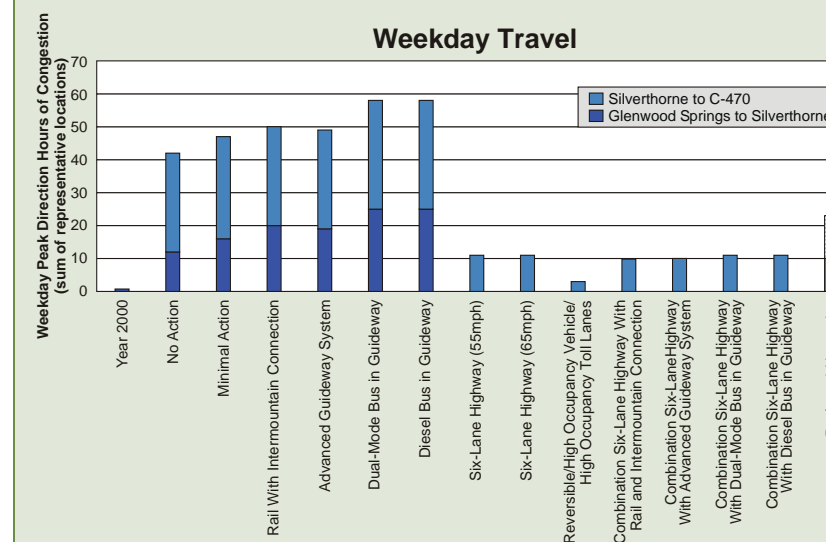


How many hours will the highway be congested (stop-and-go conditions) on a typical weekend or week day?



The amount of congestion over the course of a day varies by location along the Corridor depending on the alternative, time of day, and direction of travel.

- Weekend westbound direction congestion occurs primarily in Jefferson County
- Weekend eastbound congestion occurs primarily in Clear Creek County
- Weekday traffic congestion is forecast to occur primarily in Eagle County, followed closely by Jefferson County and Clear Creek County.



What are the environmental and community impacts of alternatives?

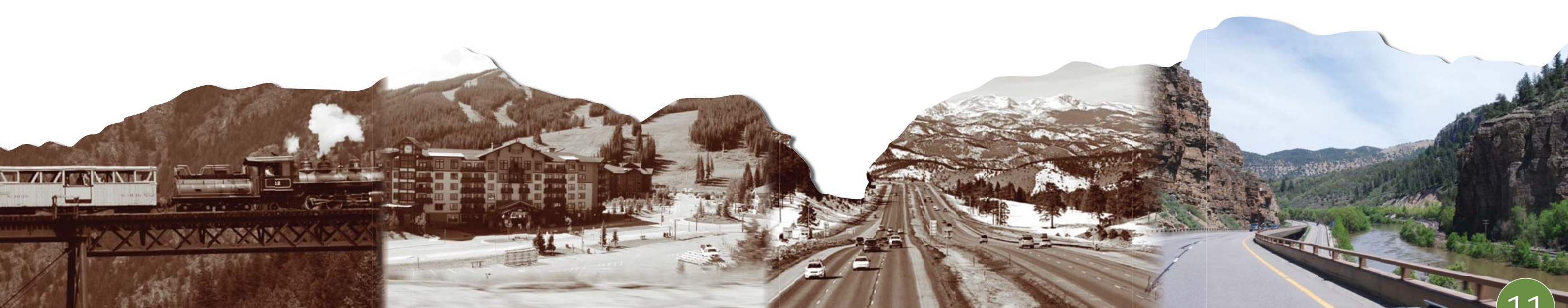
The I-70 Mountain Corridor contains many important and sensitive resources. Any transportation improvement, even minor actions, has the potential to directly or indirectly affect these resources. For the Programmatic Environmental Impact Statement (PEIS), the lead agencies focused on identifying the types of impacts that could occur and comparing the range of impacts among alternatives. In some areas in the Corridor, all Action Alternatives include the same improvements, and therefore have the same impacts.

- The Minimal Action Alternative generally has the fewest environmental impacts but also is the poorest at meeting the purpose and need.
- The Combination alternatives generally have the greatest environmental impacts because they have broader scopes and construction footprints.
- The Preferred Alternative has a range of impacts that are within these ranges.
- The triggers built into the Preferred Alternative limit the impact because the improvements (and impacts) would not be implemented unless warranted after review of Corridor conditions and the effectiveness of incremental improvements.

Because the PEIS decision will not result in any construction projects, these impacts would primarily occur in Tier 2 processes and would be further analyzed at that point.

The Resource Stations contain more information about the environmental impacts of alternatives and the program- and project-level mitigation strategies the lead agencies have committed to include in future construction projects.





How Did Stakeholders Participate in the Decision Making Process?

Thousands of people representing hundreds of organizations and interests in the Corridor contributed to this effort. Among them were elected officials, governmental agencies, Native American tribes, residents, commuters, interest groups, businesses and business associations, and technical specialists.

In 2007, the Colorado Department of Transportation formed a 27-member Collaborative Effort team to reach a consensus recommendation for Corridor transportation solutions. The team met from mid-2007 through mid-2008 to identify a solution that became the Preferred Alternative for this Revised Draft Programmatic Environmental Impact Statement. Other teams formed to advise this process included:

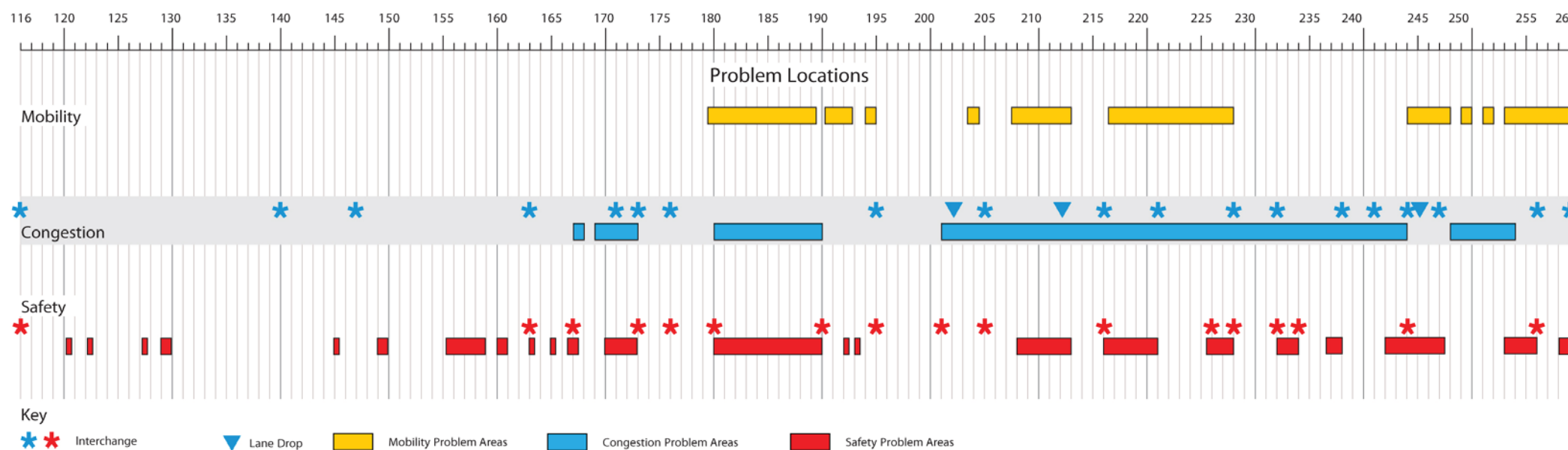
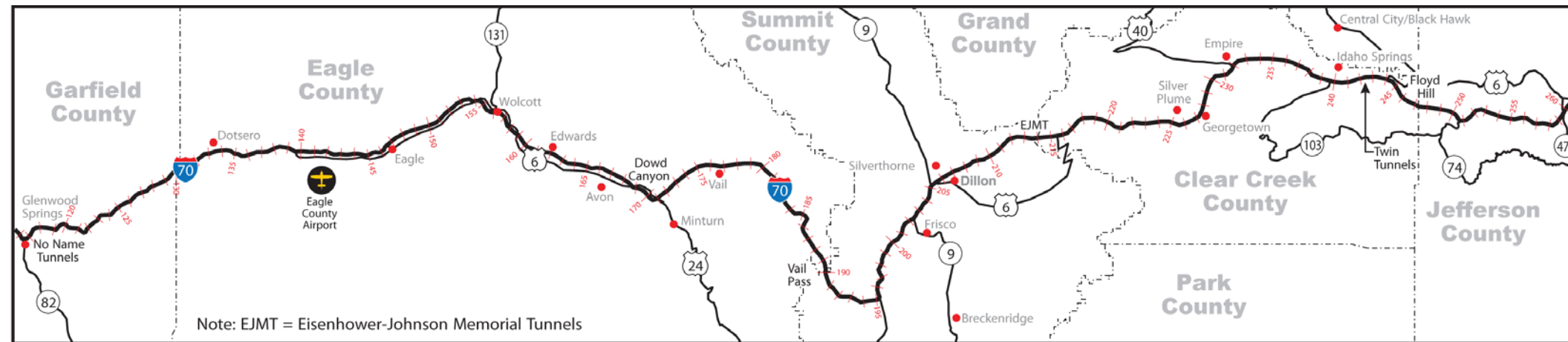
- A Landscape Level Inventory of Valued Ecosystem Components Committee (ALIVE)
- Collaborative Effort Team
- Community Values Issue Task Force
- Context Sensitive Solutions Team
- Cultural Resources Issue Task Force
- Environmental Issue Task Force
- Federal Interdisciplinary Team
- Finance Committee
- I-70 Coalition
- Mountain Corridor Advisory Committee
- Mountains to Plains Transportation Solutions
- Peer Review Committee
- Project Leadership Team
- Section 4(f) and 6(f) Ad Hoc Committee
- Stream and Wetland Ecological Enhancement Program (SWEEP) Committee
- Technical Advisory Committee



Why are Improvements Needed on this Corridor?

What is the purpose of the project?

The purpose for transportation improvements is to increase capacity, improve accessibility and mobility, and decrease congestion for travel demand, projected to occur in 2035 and 2050, to destinations along the I-70 Mountain Corridor as well as for interstate travel, while providing for and accommodating environmental sensitivity, community values, transportation safety, and ability to implement the proposed solutions for the Corridor. Problem areas for mobility, congestion, and safety are displayed in the map below.



Who uses the corridor and why?

Commuters, recreationalists, locals, intra- and interstate freight truckers, and others rely on the corridor. Typical trips include:

- Weekday commutes, local non-work trips, and recreational trips.
- Weekend recreational trips, which result in heavier traffic volumes.
- Trucks account for about 10 percent of traffic during both weekdays and weekends.
- Mix of traffic in summer and winter is similar, but volumes are generally higher in the summer.





Context Sensitive Solutions (CSS)

What is CSS?

- The CSS process is an approach based on the idea that transportation projects should consider the total “context” of their existence. The I-70 Mountain Corridor Context Sensitive Solutions team has carefully considered the scenic, aesthetic, historic and environmental resources that make the I-70 Mountain Corridor so unique and dynamic. This context has been captured in the I-70 Mountain Corridor Context Statement.
- Partnering with mountain corridor communities and stakeholders, the I-70 Mountain Corridor CSS process developed a guidance manual, historic context report and design guidelines that are the framework for all current and future projects along the I-70 Mountain Corridor.
- Before any construction begins on I-70 Mountain Corridor projects, environmental studies will include CSS in their planning processes.

CSS 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. Context Sensitive Solutions is an approach that considers the total context within which a transportation improvement project will exist. Context Sensitive Solutions principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.

Source: Federal Highway Administration

How was CSS developed?

- CDOT 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. CDOT’s goal was to have the corridor become the nation’s standard for collaboration, partnerships, transportation innovation, and environmental sustainability.
- The I-70 Mountain Corridor CSS process brought together a multi-disciplinary, multi-interest stakeholder group to discuss, debate, and capture what they respect and will work to preserve in the corridor.
- The corridor stakeholders, the authors of the CSS material, want the best and newest ideas — consistent with the vision and goals — to be used on the Corridor.

What does CSS on the I-70 Mountain Corridor mean?

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.

- The Context Statement and Core Values provide direction to achieve improvements that exceed expectations by incorporating goals for agencies, communities, and users. The Context Statement and Core Values represent a vision and goals for the Corridor.
- The 6-Step process has 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 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 today, in 2009. These strategies can be found on the CSS web site www.i70mtncorridorcss.com.

The CSS Guidance

- Directs all Tier 2 processes in the Corridor
- Ensures that CSS principles are employed
- Directs an open, comprehensive, and fair public process for each project
- Reflects the unique context of the corridor and directs future designs
- Supports the identification and protection of historic resources through the Historic Context
- 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

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 21st 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.

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 individuals and agency interests. New ideas will always be considered with respect and an open mind.

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

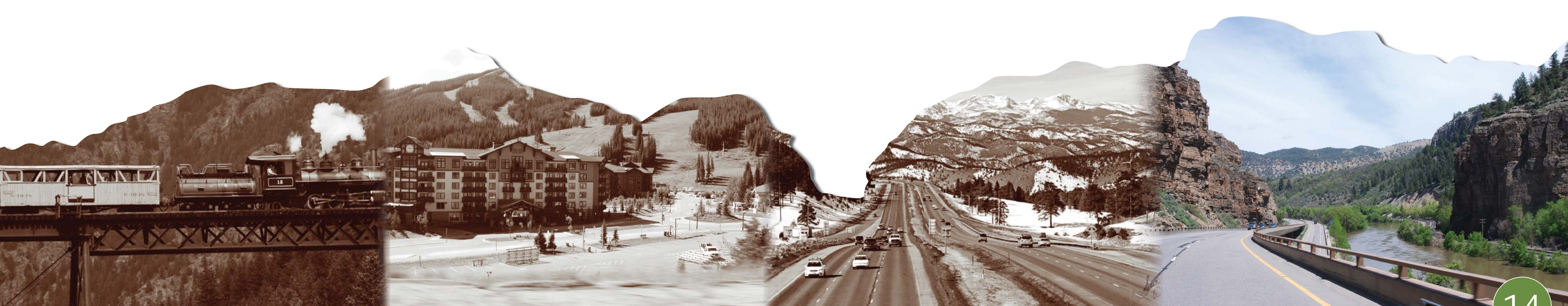
A **Healthy Environment** requires taking responsibility to preserve, restore, and enhance natural resources and ecosystems.

Mankind’s past has contributed to the sense of place. The broad **Historic Context** is foundational to the corridor and must be a part of every conversation.

We must respect the individuality and viability 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 providing reliability, efficiency and the interconnectivity between systems and communities.

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



How Will Future I-70 Mountain Corridor Project be Implemented?

Processes

Prioritization of studies, designs, and construction is based on the Statewide Transportation Planning Process and funding availability.

Tier 1

I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) and Record of Decision (ROD)

Tier 2 Studies

Feasibility Studies might include interchange alternatives, tunnel feasibility, or operational plans. Feasibility studies may move improvements directly to design, implementation, or to **Environmental Studies**.

Environmental Studies include Categorical Exclusions, Environmental Assessments (EA), and Environmental Impact Statements (EIS).

Tier 2 Design

Maintenance Projects would include minor design and likely require Categorical Exclusions.

Capital Improvement Projects would include design of project elements such as bridges, transit stations, rail alignments, tunnels, interchange improvements. These projects may include right-of-way plans and method of handling traffic plans. These projects are likely to require an EA or EIS.

Tier 2 Construction/Implementation

Operational Implementation might include implementing message boards, snow plowing plans, or Demand Management Initiatives.

Minor Construction Project may need to be phased.

Major Construction Project most likely will be phased and may require right-of-way acquisition.

Projects

Commitments

Context Sensitive Solution Process (CSS) and Guidance

Stream and Wetland Ecological Enhancement Program (SWEEP) Memorandum of Understanding

A Landscape Level Inventory of Valued Ecosystem Components (ALIVE) Memorandum of Understanding

Other PEIS and ROD mitigation strategies

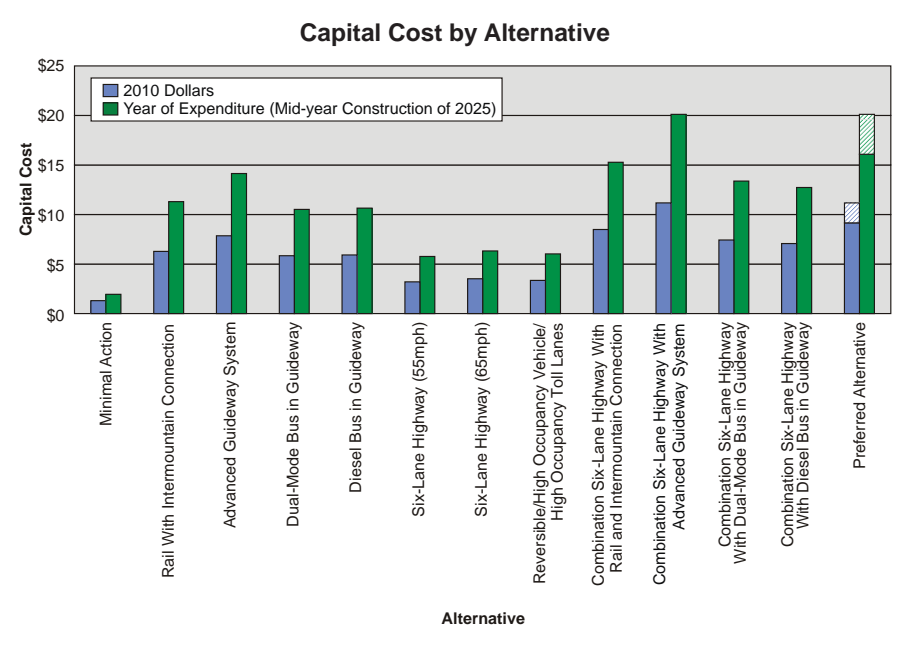


How Will Future Projects Be Funded?

What is the cost of the Preferred Alternative, and how does it compare to other alternatives?

Cost of the Preferred Alternative ranges from about \$16 billion to \$20 billion (in year of expenditure with a 2025 mid-year of construction).

How much do alternatives cost?



What funding is available for Corridor improvements?

- A significant shortfall exists between identified improvements and available funding.
- CDOT's funding comes from state and federal sources, the primary being the gas tax.
- CDOT's 2009-2010 budget is approximately \$1 billion.
 - Majority of CDOT's budget is required to maintain the state's existing infrastructure
 - Limited funding for new capacity projects such as I-70 improvements
- Funding Corridor improvements has been a challenge. Current economic conditions further complicate the funding outlook.
 - The State Transportation Plan allocates about \$1.2 billion to the I-70 Mountain Corridor over the next 25 years.
 - Long-range funding is dependent on the availability of federal and state funds, which is not guaranteed.
 - CDOT is committed to working with stakeholders to implement elements of the Preferred Alternative as funding becomes available.

What other funding sources might be available?

Additional revenues will be necessary to fully implement the Preferred Alternative. Alternative sources of funding may include:

- Public private partnerships are joint partnerships formed between a private entity and CDOT to implement transportation projects funded mostly by private dollars.
 - Private entity is responsible for financing, design and construction
 - CDOT must still complete appropriate environmental studies
- Tolling requires users to pay a fee for use. It could be used for new travel lanes or transit facilities. It could also be applied to the existing facility as a means to generate revenue or encourage changes in travel patterns.
- Bonding or loans could be used to attract or leverage private or non-federal investments.
- Corridor-specific sources are funding sources that apply to limited geographic areas. Funds are generated with local tax revenues or user fees and used for localized improvements within the jurisdiction where revenues are generated.



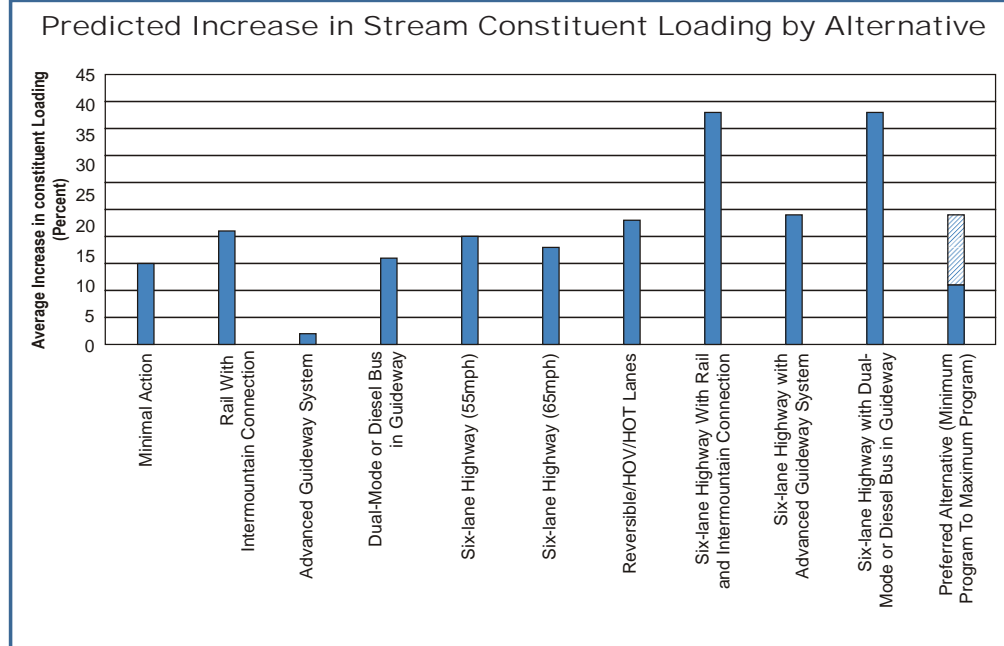
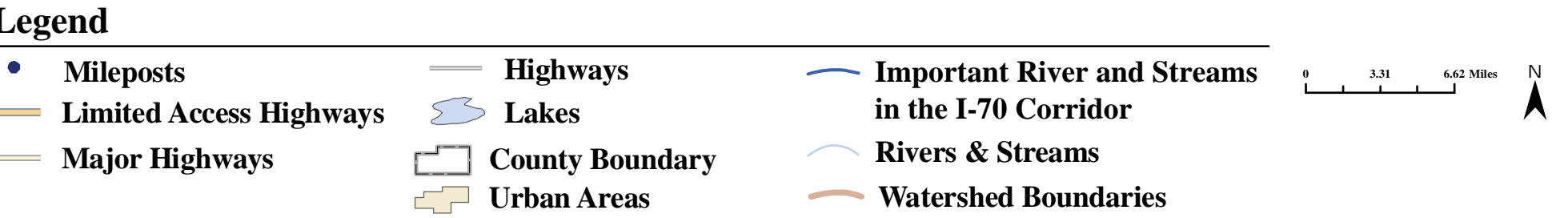
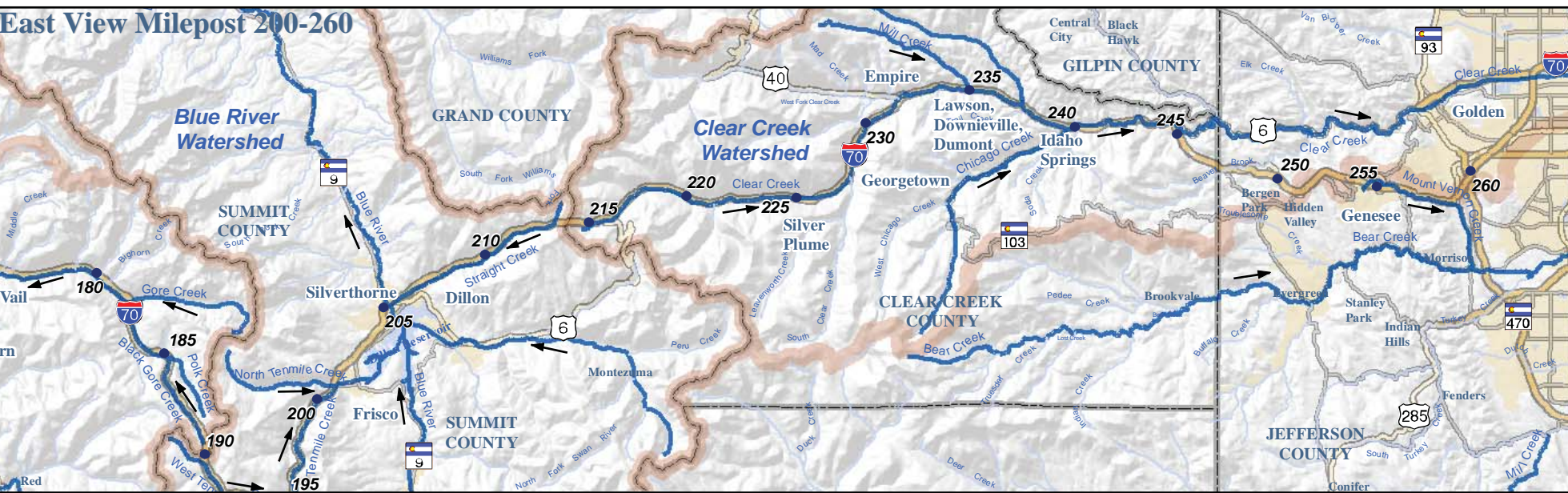
What Resources Did We Study?

The elements of the natural and human environment inventoried and evaluated in the PEIS are listed below. Stakeholders have identified resources highlighted in blue as key concerns in the Corridor. Individual stations relating to these resources are presented, and staff are available at these stations to discuss or answer questions. Information on the other resources is available at the Document Review Area.

- Climate and Air Quality
- Biological Resources
- Wetlands and Other Waters of the United States
- Water Resources
- Geologic Hazards
- Regulated Materials and Historic Mining
- Land Use and Right-of-Way*
- Social and Economic Values
- Environmental Justice
- Noise
- Visual Resources
- Recreation Resources and Section 6(f) Discussion
- Historic Properties and Native American Consultation
- Section 4(f) Discussion
- Paleontology
- Energy
- Cumulative Impacts

* Information about CDOT's right-of-way acquisition process is available at the right-of-way station in the Comment Area.

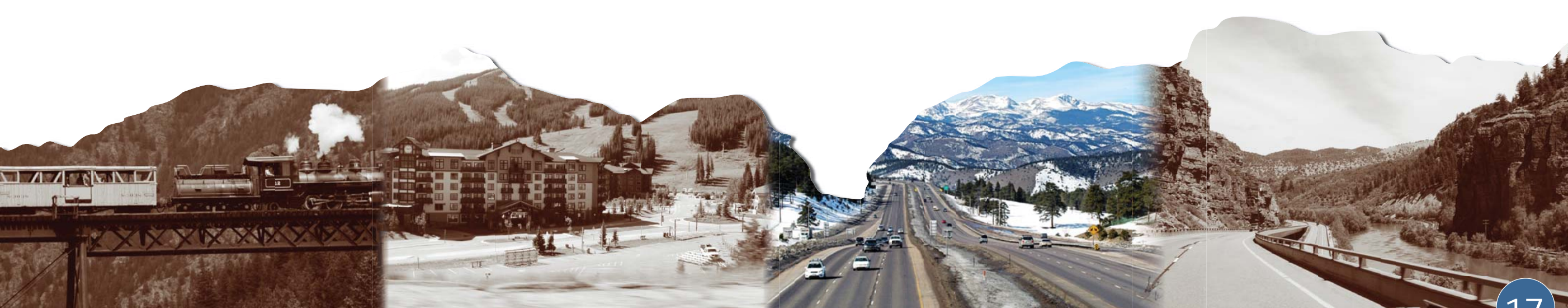
Water Resources



The Preferred Alternative is presented as a range in both the table and chart because the adaptive management component of the Preferred Alternative allows it to be implemented based on future needs and associated triggers for further action. Wall #9 describes the triggers. In the chart, the solid bar represents the implementation of the Minimum Program only. The top end of the bar represents the full implementation of the Maximum Program.

Miles of Stream Channel Impacts by Alternative

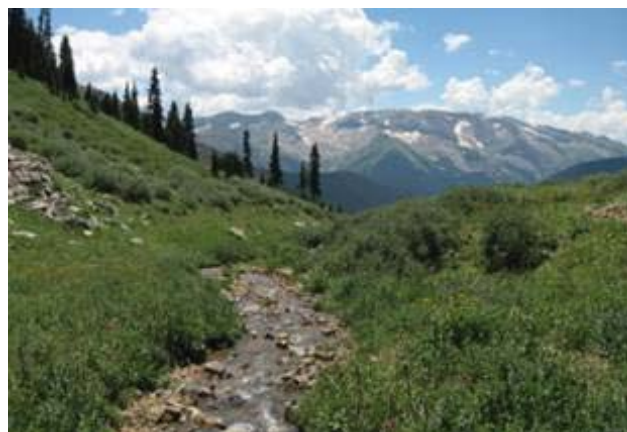
Alternative	Clear Creek Watershed (miles)	Blue River Watershed (miles)	Eagle River Watershed (miles)	Total Impacts (miles)
No Action	0.0	0.0	0.0	0.0
Minimal Action	3.0	0.3	0.7	4.0
Rail with Intermountain Connection	5.0	0.6	0.7	6.3
Advanced Guideway System	3.8	0.3	0.5	4.6
Dual-Mode Bus in Guideway	4.0	0.5	1.1	5.6
Six-Lane Highway (55 mph)	4.9	0.3	0.7	5.9
Six-Lane Highway (65 mph)	5.2	0.3	0.3	5.8
Reversible/High Occupancy Vehicle/High Occupancy Toll Lanes	5.5	0.3	0.7	6.5
Six-Lane Highway with Rail and IMC	6.8	0.6	1.2	8.6
Six-Lane Highway with Advanced Guideway System	6.5	0.3	0.9	7.7
Six-Lane Highway With Diesel Bus in Guideway	6.2	0.5	1.2	7.9
Preferred Alternative	2.6 to 6.8	0.3 to 0.3	0.7 to 0.9	3.8 to 7.7



Water Resources

Types of Impacts

- Increases in impervious (paved) surfaces increases stormwater runoff
 - Highway runoff contains contaminants, salts, and sediments that can enter waterways
 - Runoff also increases potential for heavy metals from exposed mine tailings to be released into streams
- Streams could be further channelized (moved or straightened) when transportation footprint widens. Channelized streams have higher velocity flows that lead to bank erosion and less desirable habitat.
- Hazardous material spills on the I-70 highway would increase as traffic volumes increase. Spills can enter and contaminate waterways.
- Impedance or blockage of cross-slope streams could worsen as transportation footprint widens
- Construction could disturb historic mine waste materials, potentially releasing contaminants into waterways
- Induced growth increases demand for water and may affect existing communities, water supplies
- Induced growth requires other new construction, which increases impervious areas and associated runoff impacts



Mitigation Strategies

The Colorado Department of Transportation has committed to the following mitigation strategies to avoid or possibly improve water quality in the Corridor:

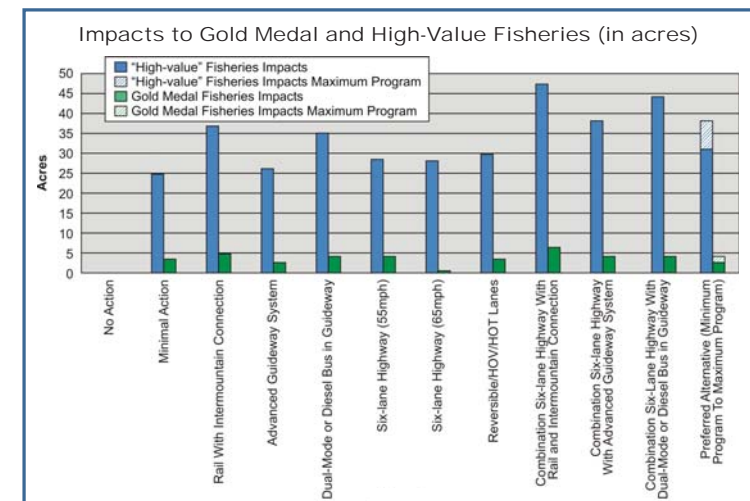
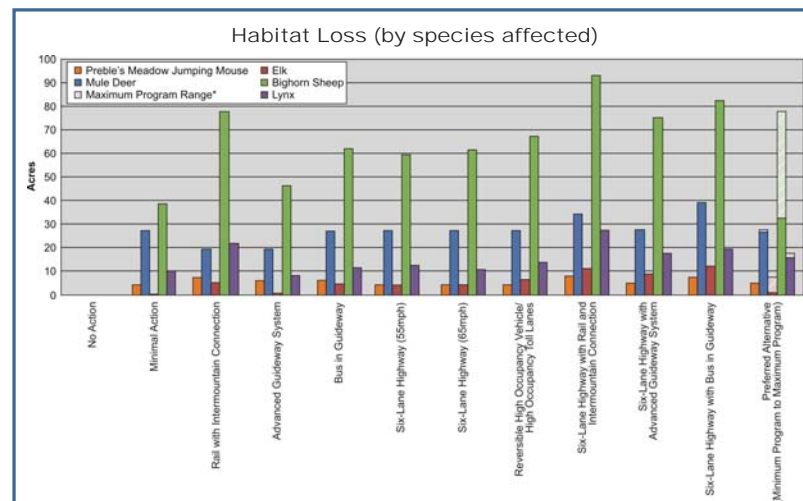
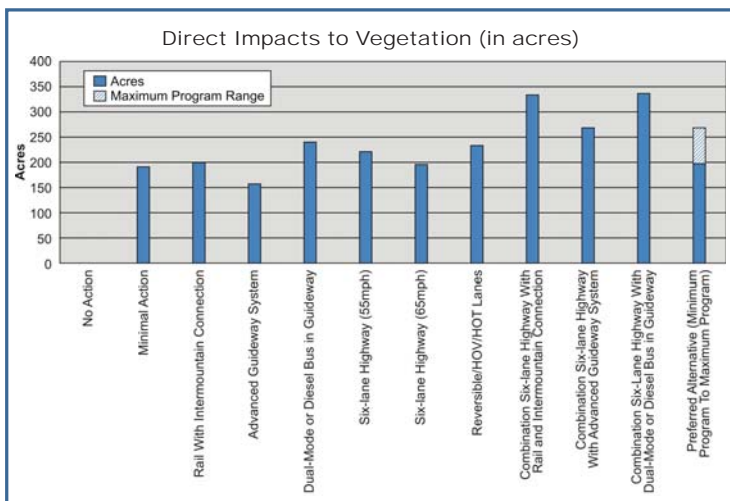
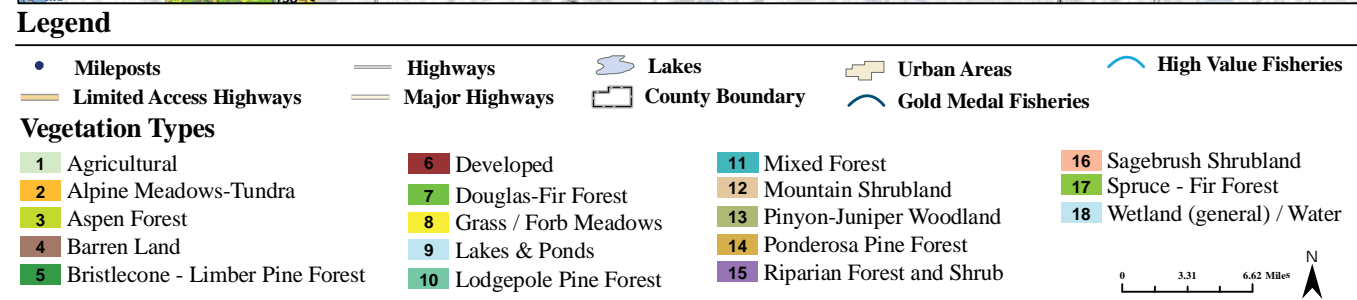
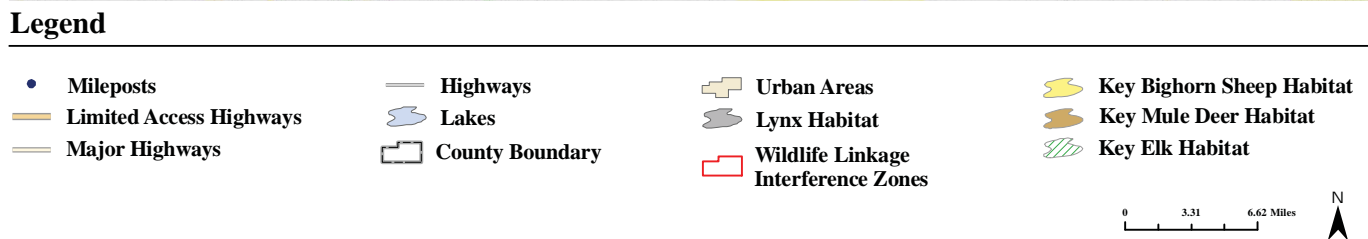
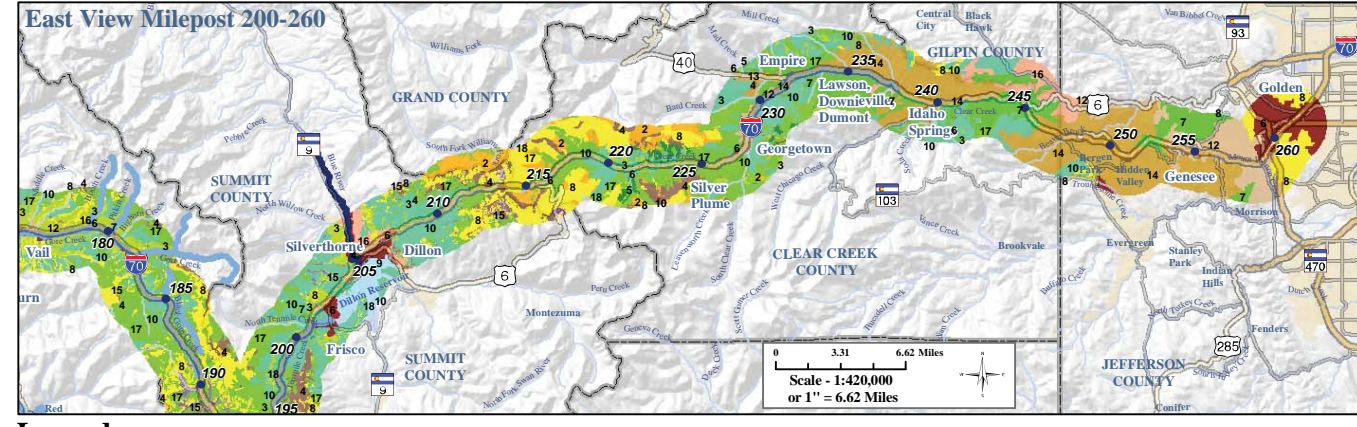
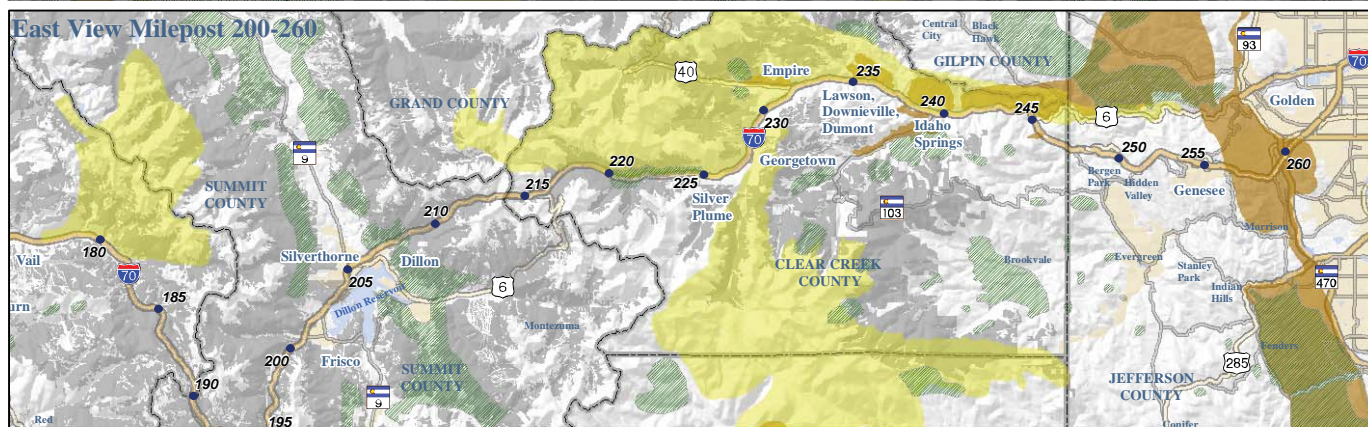
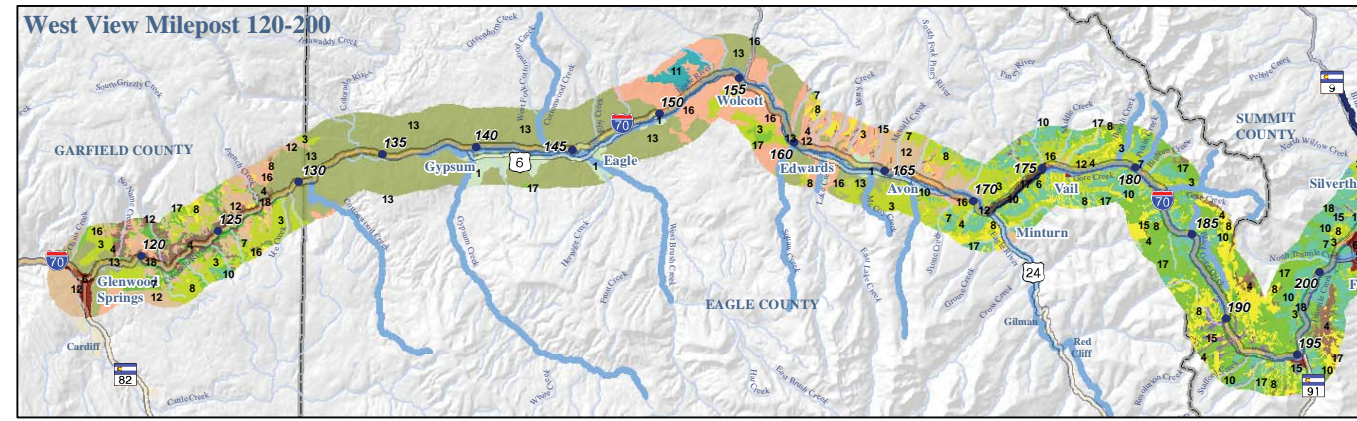
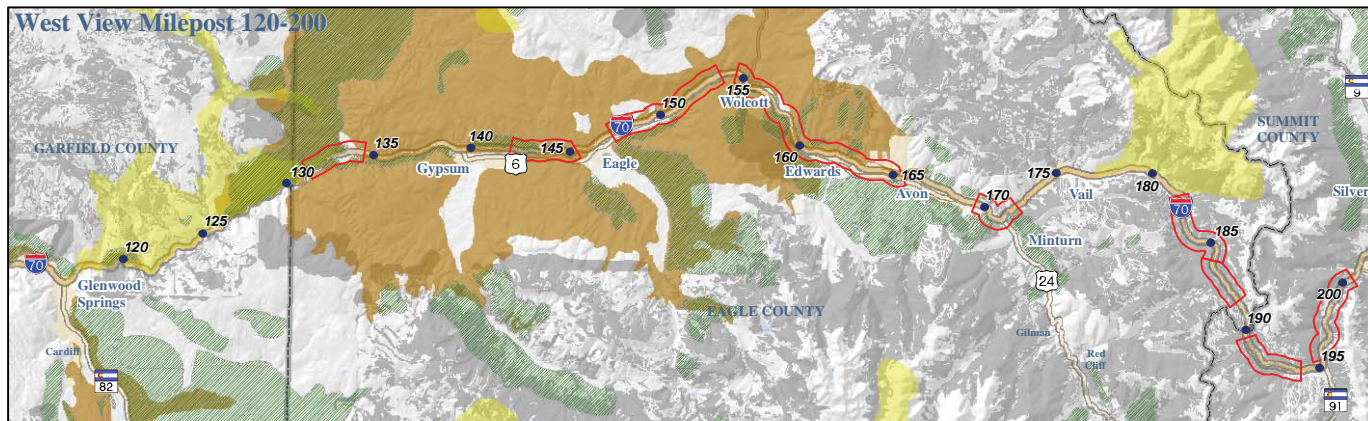
- Adopt the water quality and water resource mitigation strategies the *Draft Stream and Wetland Ecological Enhancement Program (SWEET) Memorandum of Understanding* (which will be finalized before the Record of Decision), which include, but are not limited to, sedimentation control and stream restoration measures.
- Work cooperatively with various local, state, and federal agencies and local watershed groups to address Clear Creek water quality:
 - Manage impacted mine waste piles and tunnels within the Corridor
 - Use appropriate best management practices during stormwater permitting
- Incorporate local watershed initiatives and consider goals of the local watershed planning entity in future projects.
- Provide detention basins for the collection of sediment as outlined in the Sediment Control Action Plans developed for Black Gore Creek and Straight Creek and under development for Clear Creek.
- Mitigate construction impacts for erosion and sediment control primarily through the implementation of a Stormwater Management Plan, which will be in place before construction begins and after construction until site stabilization has been achieved.
- Refine placement of roadway and bridge piers to avoid water resource impacts of future projects when feasible.

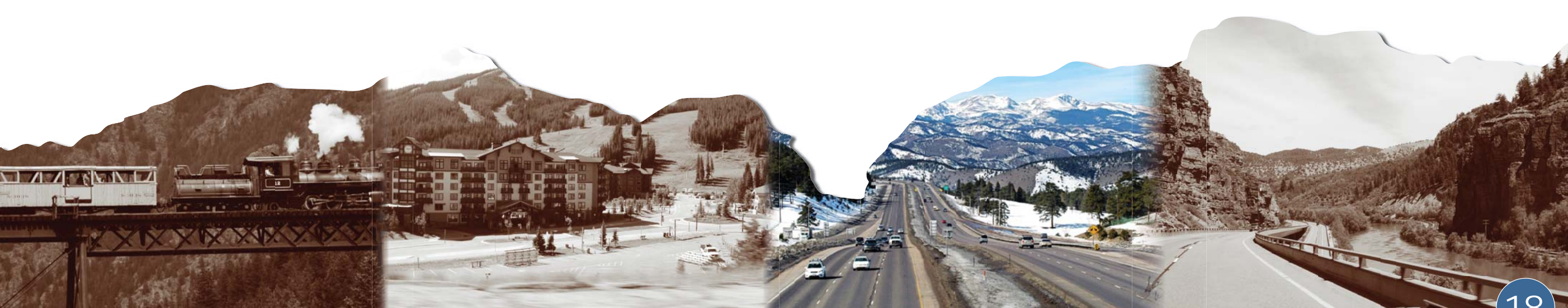
Other mitigation strategies could be considered for Tier 2 processes. Mitigation will be developed in context of project impacts – that is, more complex projects will likely require more mitigation.

Biological Resources

Wildlife Habitat

Vegetation & Fisheries





Biological Resources

Types of Impacts

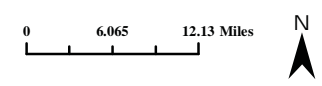
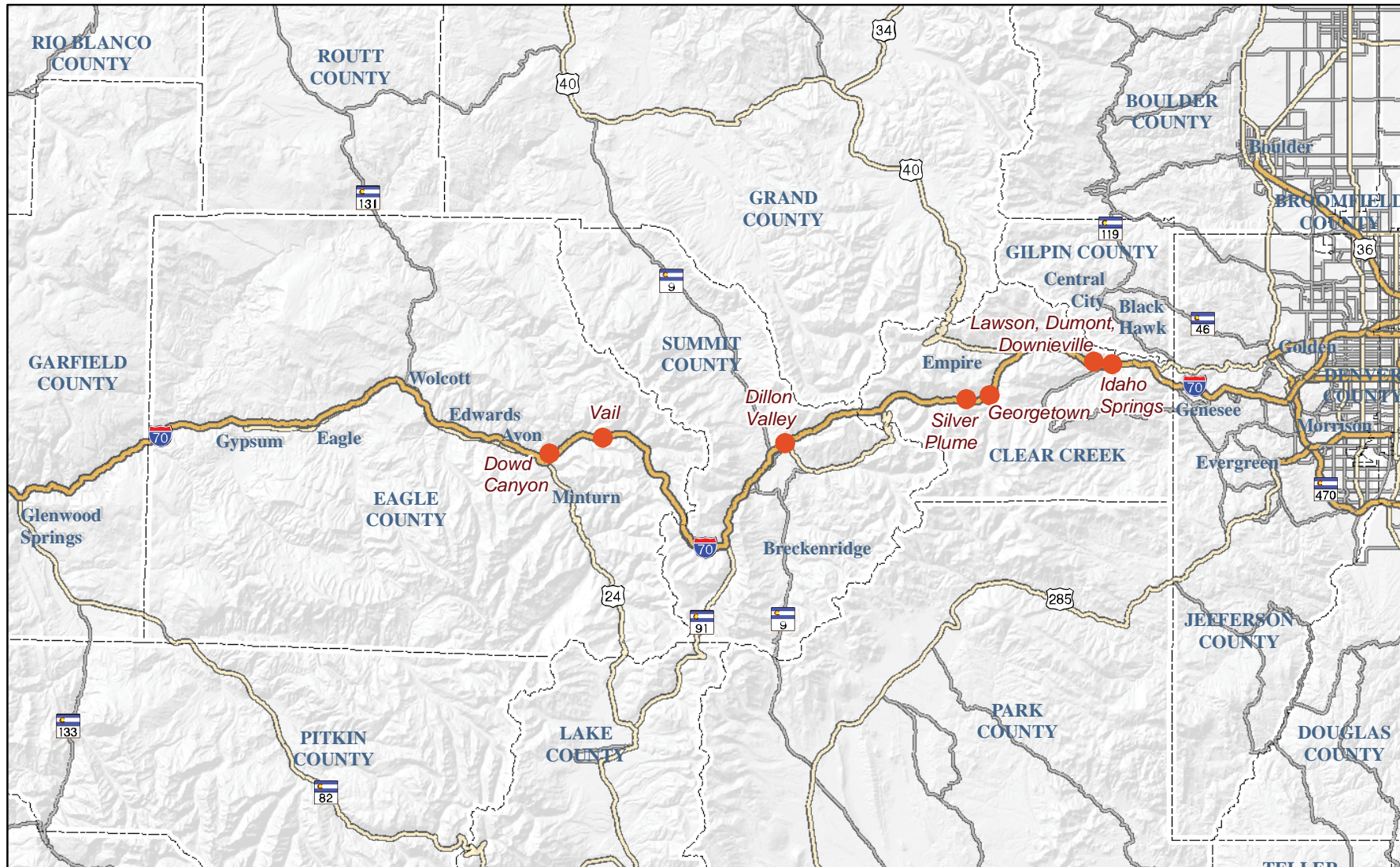
- Expanding transportation facilities in the Corridor will result in direct loss of vegetation and wildlife habitat adjacent to the I-70 highway
 - Habitat for Canada lynx and Preble’s meadow jumping mouse (protected under Endangered Species Act) and elk, mule deer, and bighorn sheep (management indicator species for US Forest Service), and other mammals would be affected
- Widening the Corridor will further impede wildlife movement across the highway and further fragment wildlife habitat
- Removal, modification, and disturbance of habitat directly and indirectly affects fisheries and aquatic species
 - Increased sedimentation from erosion and stormwater runoff would affect fish habitat, including Gold Medal and high quality fisheries, aquatic species, and wetlands.
 - Sanding and deicing required for winter maintenance activities adversely impacts water quality; these activities increase for alternatives adding highway travel lanes.
- Construction will increase disturbance of vegetation and habitat, and noise and construction activity will cause wildlife to be displaced, at least temporarily, during the construction period.
- Construction disturbs native vegetation and provides an opportunity for noxious weeds to spread.



Mitigation Strategies

- The lead agencies committed to two important agreements that will minimize existing and future impacts to wildlife and wildlife habitat:
 - A Landscape Level Inventory of Valued Ecosystems (ALIVE) Memorandum of Understanding outlines a process to reduce animal-vehicle collisions (such as improved signing) and increase habitat connectivity (such as improving wildlife crossing areas).
 - The Stream and Wetland Ecological Enhancement Program (SWEEP) Memorandum of Understanding establishes a framework to protect water and aquatic resources and habitat throughout the life cycle of projects on the I-70 Mountain Corridor.
- Sediment Control Action Plans on Straight Creek, Black Gore Creek, and Clear Creek to improve water quality and fish habitat will continue to be implemented.
- Contaminant runoff will be controlled to the greatest extent possible and continue efforts to decrease use of deicers and traction sand.
- New transportation facilities will be constructed within existing right-of-way to greatest extent possible to minimize impacts on habitat and wetlands.
- The lead agencies will work cooperatively with the United States Forest Service and local entities to identify areas of potential habitat restoration
- Noxious Weed Management Plans will be developed and implemented for all construction projects.

Noise



Measured Noise Levels (2001 to 2004)
Shaded cells represent areas that exceeded noise abatement criteria.

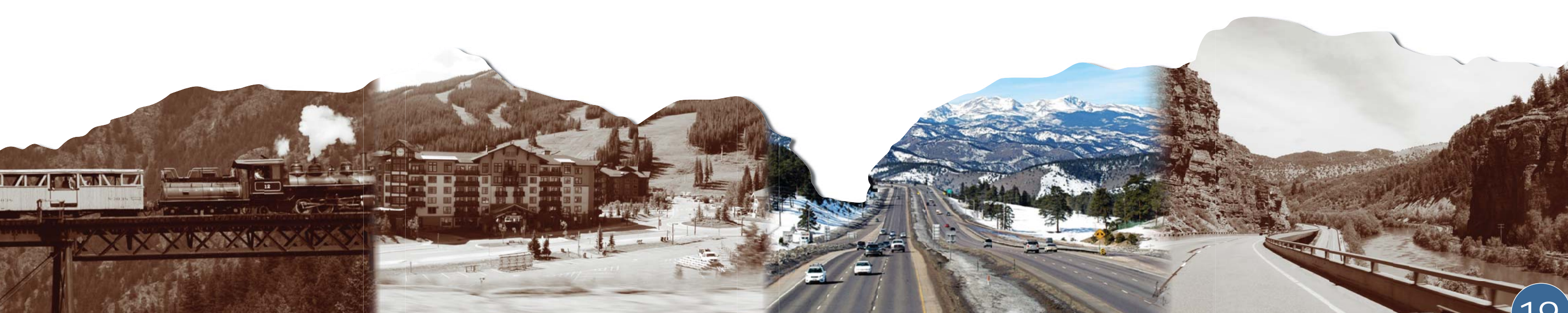
Town	Location	Loudest Hour (decibels)
Dowd Canyon	Creekside Condos	62
	Kayak Crossing Condos	60
Vail	Golf course	63
	West side of town, south of I-70	67
	West side of town, north of I-70	65
Dillon Valley (before construction of noise wall)	East side of residential area	66
	West side of residential area	61
	Church	69
Silver Plume	Behind existing noise wall	57
	Near interchange	59
	East end of town	68
	RR depot	63
Georgetown	Below I-70 bench	52
	East of interchange	68
Lawson, Downieville, and Dumont	Lawson: South side of I-70, along Silver Lakes Drive	65
	Dumont: South side of I-70, along Stanley Road	68
Idaho Springs	Residences on east end of town	65
	Downtown	65
	Residences on west end of town	64
	Charlie Tayler Waterwheel	72

Predicted Noise Levels (2035)

Values in parentheses represent the predicted increase over existing conditions. Noise levels in areas where improvements are not proposed are indicated by dashed lines.

Alternative	Area (West to East)						
	Dowd Canyon	Vail	Dillon Valley	Silver Plume	Georgetown	Lawson/Downieville/Dumont	Idaho Springs
No Action	62 (+2)	67 (+2)	59 (0)	57 (0)	53 (0)	65 (0)	65 (0)
Minimal Action	62 (+2)	67 (+2)	59 (0)	57 (0)	57 (+4)	67 (+2)	65 (0)
Rail with Intermountain Connection	64 (+4)	68 (+3)	60 (+1)	58 (+1)	57 (+4)	66 (+1)	66 (+1)
Advanced Guideway System	62 (+2)	67 (+2)	60 (+1)	58 (+1)	56 (+3)	65 (0)	65 (0)
Bus in Guideway	63 (+3)	68 (+3)	61 (+1)	58 (+1)	54 (+1)	66 (+1)	69 (+4)
Six-Lane Highway (55 or 65 mph)	64 (+4)	---	---	59 (+2)	55 (+2)	67 (+2)	70 (+5)
Reversible/High Occupancy Vehicle/High Occupancy Toll Lanes	64 (+4)	---	---	59 (+2)	55 (+2)	67 (+2)	70 (+5)
Six-Lane Highway with Rail and Intermountain Connection	65 (+5)	68 (+3)	60 (+1)	61 (+4)	57 (+4)	68 (+3)	70 (+5)
Six-Lane Highway with Advanced Guideway System	64 (+4)	67 (+2)	60 (+1)	61 (+4)	57 (+4)	68 (+3)	70 (+5)
Six-Lane Highway Bus in Guideway	64 (+4)	67 (+2)	60 (+1)	61 (+4)	57 (+4)	68 (+3)	70 (+5)
Preferred Alternative ¹	64 (+4)	67 (+2)	60 (+1)	58 to 61 (+1 to +4)	56 to 57 (+3 to +4)	65 to 68 (0 to +3)	65 to 70 (0 to +5)

¹The Preferred Alternative is presented as a range because the adaptive management component allows it to be implemented based on future needs and associated triggers for further action. See Wall #9 for a description of triggers included in the Preferred Alternative.



Noise

Impacts

Sensitive receptors, such as residences, schools, and parks, are considered impacted by noise when noise levels exceed Federal Highway Administration noise abatement criteria or when proposed projects cause a substantial (10 decibel or greater) increase in noise levels.

- Site-specific noise modeling and analysis will be conducted for each Tier 2 process
- Several communities in the Corridor are impacted by noise under existing conditions.
- Without noise mitigation, projected noise levels exceed noise abatement criteria in some areas of the Corridor under most or all alternatives.
- During construction, intermittent noise from diesel-powered equipment ranges from 80 to 95 decibels at a distance of 50 feet. Impact equipment such as rock drills and pile drivers generate louder noise levels



Mitigation Strategies

At the Tier 1 decision, the lead agencies do not propose any specific mitigation strategies but will consider a full range of mitigation options in Tier 2 processes to reduce highway noise for impacted communities.

Mitigation options to be considered include:

- Noise barriers, such as walls or berms (generally most practical)
- Concrete barriers
- Creation of noise buffer areas
- Enforcing engine compression brake muffler use
- Noise insulation of buildings
- Pavement type (not considered effective noise mitigation at this time)
- Active noise control
- Cut and cover, tunnels
- Adjusting vertical and horizontal alignments

Construction noise impacts could be mitigated by limiting work to certain hours of the day when possible, requiring the use of well-maintained equipment, and other strategies.

Climate and Air Quality Resources

Comparison of 2035 Air Quality Impacts Criteria Pollutants by Alternative (in tons per day)

Alternative	Particulate Matter Less Than 2.5 Microns (PM2.5)	Sulfur Dioxide (SO2)	Nitrogen Dioxide (NOX)	Carbon Monoxide (CO)	Nitrogen Content of Emissions	Ammonia (NH3)	Re-entrained Road Dust
Year 2000	3.99	4.26	16.45	113.79	16.45	NA	49.54
Year 2035 Baseline	0.14	0.11	4.28	76.03	4.28	0.99	104.61
No Action	0.13	0.09	3.87	69.51	3.75	0.88	92.83
Minimal Action	0.13	0.09	3.84	68.98	3.72	0.88	91.90
Rail with Intermountain Connection	0.12	0.09	3.63	65.21	2.26	0.82	87.00
Advanced Guideway System	0.12	0.09	3.54	63.56	2.19	0.79	84.74
Dual-Mode Bus in Guideway	0.12	0.09	3.56	64.00	1.99	0.81	85.56
Diesel Bus in Guideway	0.11	0.09	3.61	64.82	2.26	0.82	86.64
Six-Lane Highway 55 mph	0.14	0.11	4.25	76.07	2.68	0.99	102.76
Six-Lane Highway 65 mph	0.13	0.11	4.25	76.07	2.68	0.99	102.76
Reversible/High Occupancy Vehicle/High Occupancy Toll Lanes	0.14	0.11	4.29	76.67	2.69	0.99	103.56
Six-Lane Highway with Rail and Intermountain Connection	0.14	0.10	4.12	73.82	2.59	0.95	99.45
Six-Lane Highway with Advanced Guideway System	0.13	0.10	4.06	72.88	2.50	0.92	97.73
Six-Lane Highway with Dual-Mode Bus in Guideway	0.14	0.10	4.09	73.15	2.58	0.94	99.12
Six-Lane Highway with Diesel Bus in Guideway	0.14	0.10	4.12	73.61	2.61	0.96	99.85
Preferred Alternative	0.12 to 0.13	0.09 to 0.10	3.68 to 4.06	66.00 to 72.88	2.29 to 2.50	0.83 to 0.92	88.20 to 97.73

In all tables, values for the Preferred Alternative are 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. See Wall #9 for a description of the triggers included in the Preferred Alternative.

How does transportation contribute to climate change?

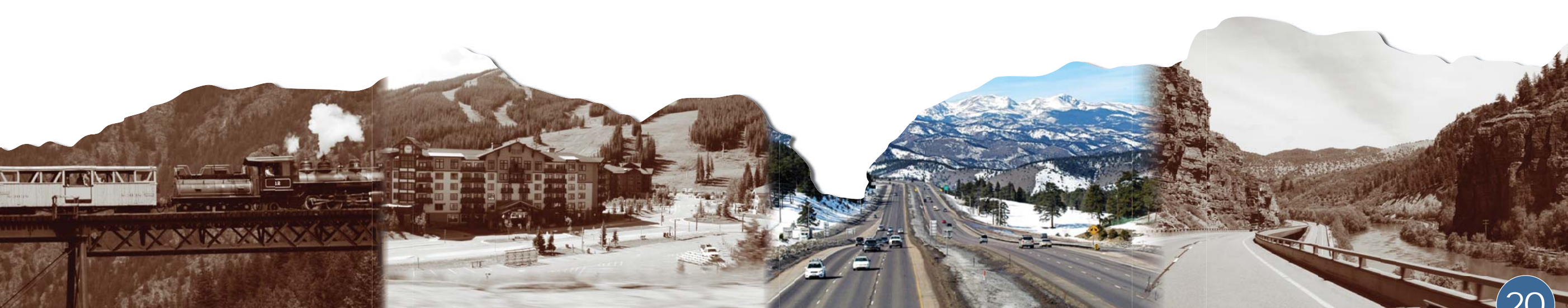
The transportation sector is the second largest contributor to total greenhouse gas emissions in the United States and the greatest sources of carbon dioxide emissions, the predominant greenhouse gas. Consumption of petroleum products such as gasoline and diesel fuel account for almost all (98 percent) of transportation-sector emissions. While the issue of climate change is a global issue and Corridor emissions are small in comparison to global trends, incremental differences in emission levels between alternatives have some effect. Estimated emissions are directly correlated to vehicle miles traveled.

Comparison of Projected Daily Vehicle Miles Traveled (VMT) in the I-70 Mountain Corridor by Alternative (Year 2035)

Alternative	Automobile VMT	Heavy-duty Vehicle VMT (Truck, Bus, and Rail)	Total VMT	Percent Increase from Current
Year 2008 Current (estimated from CDOT traffic database)	6,085,077	752,088	6,837,166	0
Year 2035 Baseline	9,310,168	1,150,695	10,460,863	53
No Action	8,261,907	1,021,135	9,283,042	36
Minimal Action	7,541,878	932,142	8,474,021	24
Rail with Intermountain Connection	7,743,354	957,044	8,700,398	27
Advanced Guideway System	7,541,878	932,142	8,474,021	24
Dual-Mode Bus in Guideway	7,614,435	941,110	8,555,545	25
Diesel Bus in Guideway	7,710,822	953,023	8,663,845	27
Six-Lane Highway (55 and 65 mph)	9,145,262	1,130,313	10,275,576	50
Reversible/High Occupancy Vehicle/High Occupancy Toll Lanes	9,217,222	1,139,207	10,356,429	51
Six-Lane Highway with Rail and Intermountain Connection	8,851,222	1,093,971	9,945,194	45
Six-Lane Highway with Advanced Guideway System	8,698,266	1,075,067	9,773,333	43
Six-Lane Highway with Dual-Mode Bus in Guideway	8,821,329	1,090,277	9,911,605	45
Six-Lane Highway with Diesel Bus in Guideway	8,886,333	1,098,311	9,984,644	46
Preferred Alternative	7,849,800 to 8,698,266	970,200 to 1,075,067	8,820,000 to 9,773,333	29 to 43

Comparison of Corridor Carbon Dioxide Production by Alternative (Year 2035)

Alternative	CO2 Produced (tons per day)	Difference from Baseline per Day	Percent Difference	Greater than Baseline
Year 2008 Current	436,506	--	--	--
Year 2035 Baseline	671,144	--	--	--
No Action	587,594	(83,550)	(14)	No
Minimal Action	602,407	(68,737)	(11)	No
Rail with Intermountain Connection (IMC)	588,828	(82,316)	(14)	No
Advanced Guideway System	585,125	(86,019)	(15)	No
Dual-Mode Bus in Guideway	596,235	(74,909)	(13)	No
Diesel Bus in Guideway	645,613	(25,532)	(4)	No
Six-Lane Highway (55 and 65 mph)	659,191	(11,953)	(2)	No
Reversible/HOV/HOT Lanes	659,191	(11,953)	(2)	No
Six-Lane Highway with Rail and IMC	632,034	(39,111)	(6)	No
Six-Lane with Advanced Guideway System	625,861	(45,283)	(7)	No
Six-Lane with Dual Mode Bus in Guideway	629,565	(41,579)	(7)	No
Six-Lane Highway with Diesel Bus in Guideway	688,818	17,674	3	Yes
Preferred Alternative	623,393 to 625,861	(47,752) to (45,283)	(8) to (7)	No



Climate and Air Quality Resources

Types of Impacts

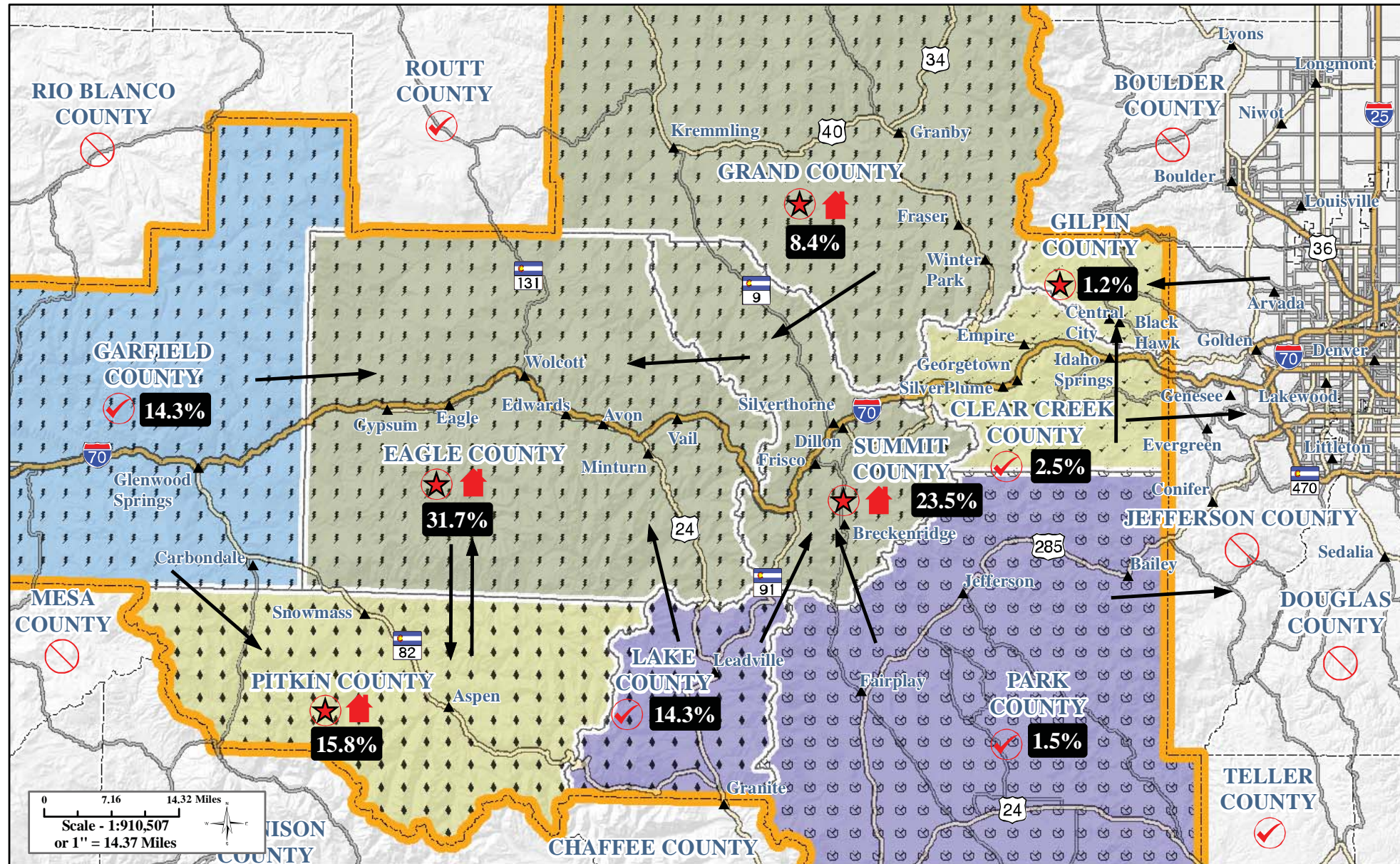
- Entire Corridor, with the exception of Jefferson County in the Denver metro area, is in attainment with National Ambient Air Quality Standards (NAAQS). The Denver metro area exceeds NAAQS for ozone.
 - None of the Action Alternatives will result in emissions that exceed NAAQS.
 - Air pollutant emissions in 2035 and 2050 are predicted to be less than current day emissions even though traffic volumes will be higher.
 - Stricter regulations and lower-polluting vehicles are primarily responsible for future emissions decreases.
- Emissions of mobile source air toxics (or MSATs) are directly related to vehicle miles traveled, which are similar among all alternatives. Alternatives that move traffic closer to residences could result in localized increases in MSATs for residences adjacent to the highway.
- Visibility in the Corridor is good now and expected to improve due to reduction in particulate tailpipe emissions from lower-polluting cars.
- Greenhouse gas emissions, particularly carbon dioxide, vary slightly among alternatives. The variation has little effect on global emissions, but the lead agencies are working to reduce greenhouse gas emissions from transportation on a state-wide and national level.
- Construction will result in fugitive dust emissions, particularly in tunnel boring.



Mitigation Strategies

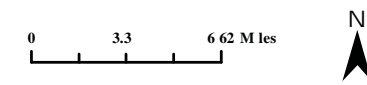
- The lead agencies will support policies and programs to improve air quality in the Corridor, such as:
 - Local efforts to collect and interpret air quality data
 - Local, state, and federal efforts to reduce air pollutants
 - Engine idling management
 - Evaluating options for winter maintenance that create less dust emissions
- Lead agencies will continue to work on national and statewide levels to develop strategies to manage greenhouse gas emissions and protect transportation systems from effects of climate change.
- During construction activities, CDOT will control emissions using best management practices applicable to the project-specific emissions. Strategies may include but are not limited to:
 - Implementing fugitive dust control plans
 - Using cleaner fuels
 - Maintaining construction equipment
 - Controlling blasting activities on windy days
- More specific mitigation measures and best management practices will be developed in Tier 2 processes.

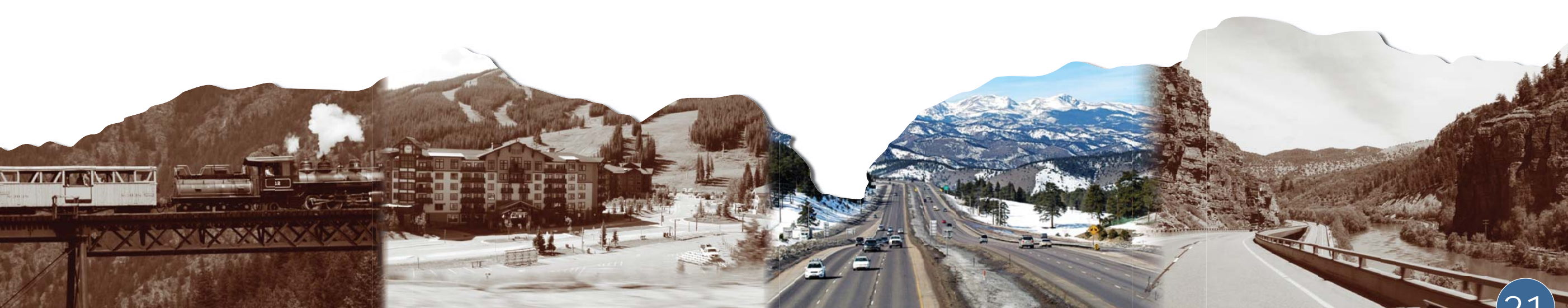
Social and Economic Values



Legend

- Mileposts
- Highways
- Major Highways
- Limited Access Highways
- Lakes
- ▭ County Boundary
- ▭ Urban Areas
- ▭ Socioeconomic Data
- ▭ % of 9-County Gross Regional Product (2035 Baseline Estimate)
- ▭ Nine-County Study Area
- ▲ Cities
- ▲ % of 2nd Home >= 45% (2000)
- ★ % of Total Jobs Related to Tourism (2001)
- ★ 40% or More
- ★ 14 - 39%
- ★ 4 - 13%
- ↔ County-to-County Commuting Patterns (2000)
- ▭ % Employment Growth 2000-2035
- ▭ 100-149%
- ▭ 150-199%
- ▭ 200-249%
- ▭ 250-299%
- ▭ 250-299%
- ▭ % Population Growth 2000-2035
- ▭ 150-199%
- ▭ 200-249%
- ▭ 250-299%
- ▭ 300-349%





Social and Economic Values

Types of Impacts

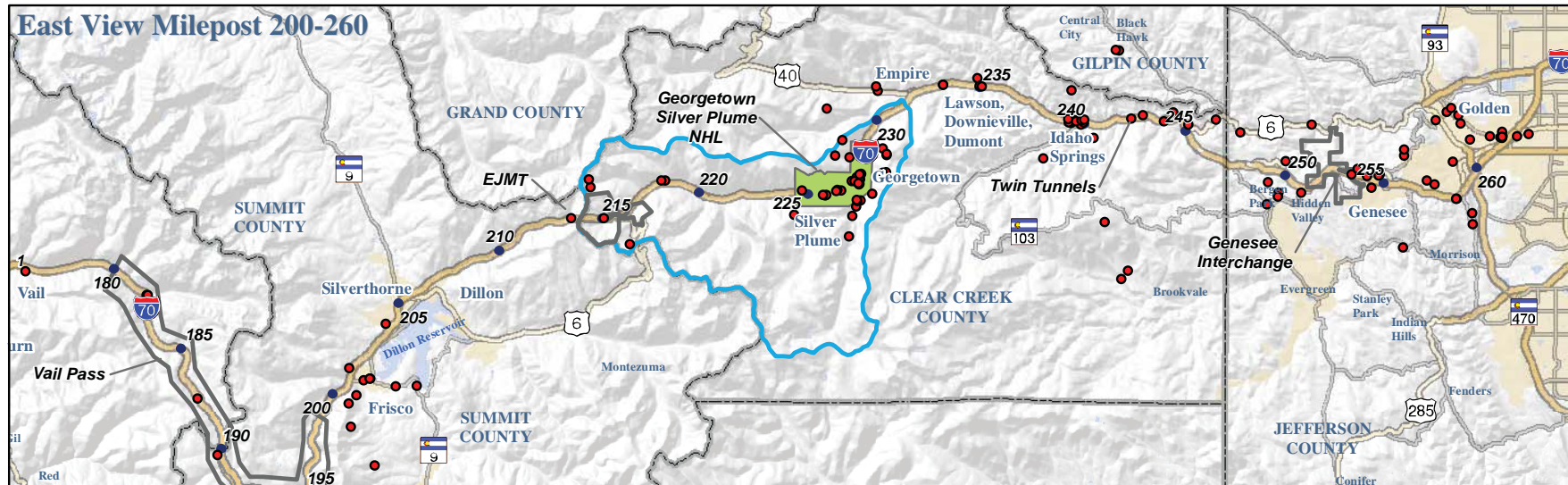
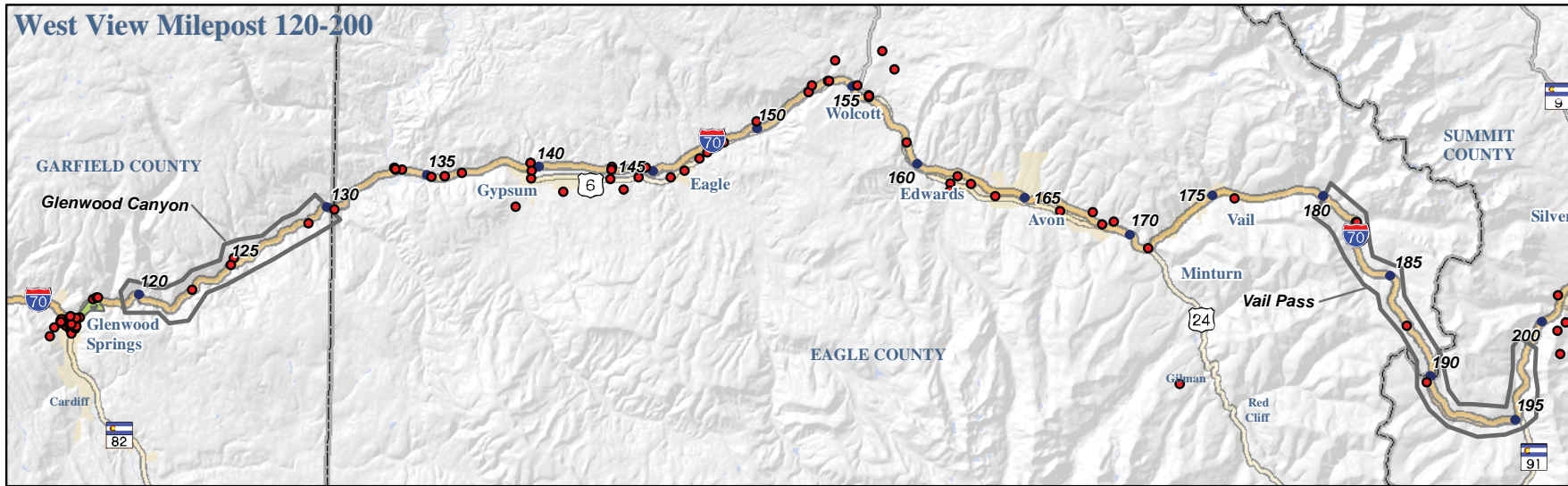
- Congested travel conditions associated with the No Action and Minimal Action will suppress economic activity in the long-term.
- Improved travel conditions and transportation options will induce population and employment growth in some Corridor communities.
 - Induced growth is projected to occur primarily in Eagle, Summit, and Garfield counties.
 - Clear Creek County not expected to experience induced growth.
 - Transit alternatives likely to induce higher-density urban growth.
 - Highway capacity improvements likely to induce dispersed rural growth similar to current development patterns.
 - Combination alternatives likely to induce growth in urban and rural areas.
- Emergency service operations would likely improve in the long-term with safety improvements to the I-70 highway.
- Construction of Action Alternatives will suppress economic activity in the short-term, causing congestion and delay and restricting visitor access to businesses and tourist destinations.



Mitigation Strategies

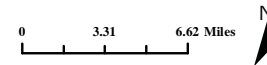
- Tier 2 processes will follow Context Sensitive Solutions. The decision making process encourages collaborative involvement of stakeholders.
- The lead agencies will support Corridorwide coordination, state involvement and support, and localized efforts to control growth to help Corridor communities to maintain and protect social and economic values.
- The lead agencies have identified a number of construction mitigation strategies, such as:
 - Providing public information on construction activities
 - » Public meetings
 - » Variable message signs
 - » Real-time web cameras
 - » Construction project website
 - » Telephone hotline
 - Identifying community representatives to work with CDOT to develop construction traffic control program and provide feedback to traffic control team
 - Avoiding lane closures in peak direction during peak travel periods
 - Maintaining community and business access to highest degree possible and using highly visible signs and other information technologies to provide safe, efficient access.

Historic Properties



Legend

- Mileposts
- Limited Access Highways
- Major Highways
- Highways
- Lakes
- County Boundary
- Urban Areas
- Historic Districts
- Silver Heritage Area
- Listed or Officially Eligible Historic Properties

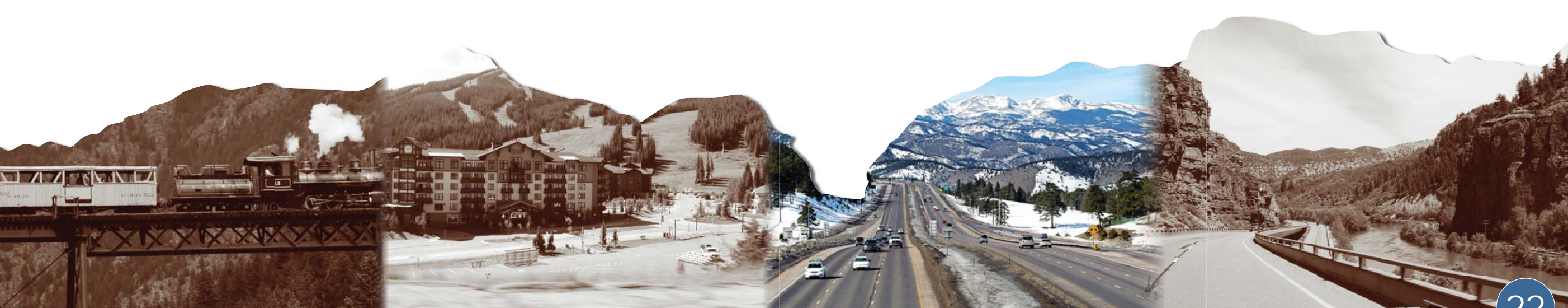


Comparison of Numbers and Types of Historic Properties Directly Affected by Alternatives

Alternative	National Register-Listed	State Register-Listed	Nationally Significant Interstate Features	Officially Eligible	Treated as National Register-Eligible ¹	Total
No Action	0	0	0	0	0	0
Minimal Action	2	1	3	9	32	47
Rail with Intermountain Connection	4	1	3	8	36	52
Advanced Guideway System	2	1	3	9	40	55
Bus in Guideway	3	1	4	9	47	64
Six-Lane Highway (55 mph)	4	1	4	9	36	54
Six-Lane Highway (65 mph)	4	1	4	8	33	50
Reversible/High Occupancy Vehicle/High Occupancy Toll Lanes	4	1	4	9	37	55
Combination Six-Lane Highway with Rail and Intermountain Connection	7	1	4	9	43	64
Combination Six-Lane Highway with Advanced Guideway System	5	1	4	10	46	66
Combination Six-Lane Highway with Bus in Guideway	6	1	4	10	48	69
Preferred Alternative ²	2 to 5	1	4	9 to 10	39 to 46	56 to 66

¹ Properties treated as eligible are recorded in the Colorado Office of Archaeology and Historic Preservation database but require further evaluation to determine National Register eligibility.

² The Preferred Alternative is presented as a range because the adaptive management component allows it to be implemented based on future needs and associated triggers for further action. The Preferred Alternative display wall (#9) explains the triggers for implementing components of the Preferred Alternative.



Historic Properties

Types of Impacts

Impacts to historic properties are referred to as adverse effects. Adverse effects occur when an action or “undertaking” directly or indirectly alters the characteristics of a historic property that qualify it for inclusion in the National Register.

- The types of adverse effects that could occur from implementation of Action Alternatives generally include:
 - Physical destruction or damage
 - Change of use or physical features of a property’s setting
 - Visual, atmospheric, or audible intrusions
- Based on currently identified properties, between 46 and 68 historic properties could be directly affected by one or more of the Action Alternatives.
- The Preferred Alternative would directly affect between 55 and 65 historic properties, most (39 to 46) of which are treated as eligible for the National Register but require further evaluation.
- Additional properties are affected by the change in setting in the Corridor or visual/noise intrusions.



Eisenhower-Johnson Memorial Tunnel in June 1973 shortly after opening



Mission-style building in Idaho Springs



Johnny Bull Mine west of Silver Plume

Mitigation Strategies

The lead agencies signed two Programmatic Agreements, one general and one specific to issues of concern to Native American tribes. These agreements specify mitigation strategies for historic properties and outline how historic properties will be treated in each of the following steps in the historic property assessment process:

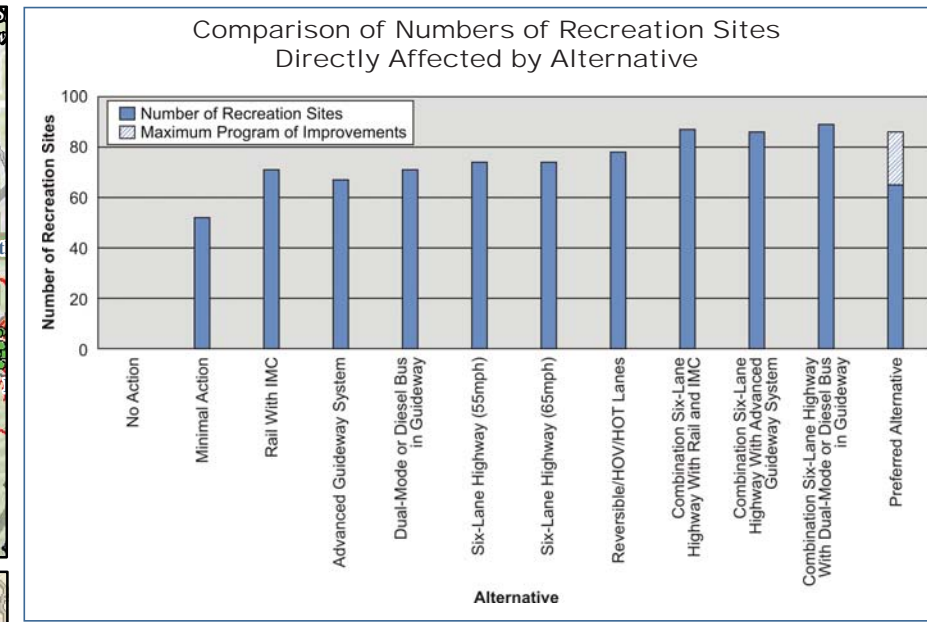
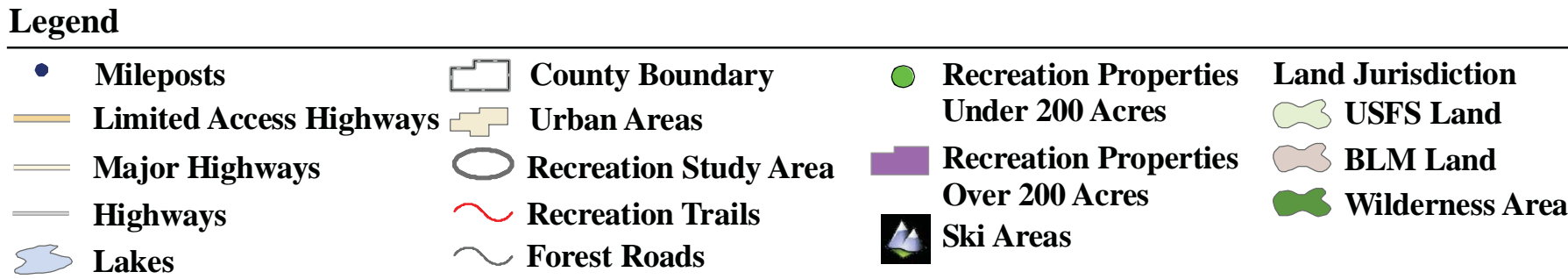
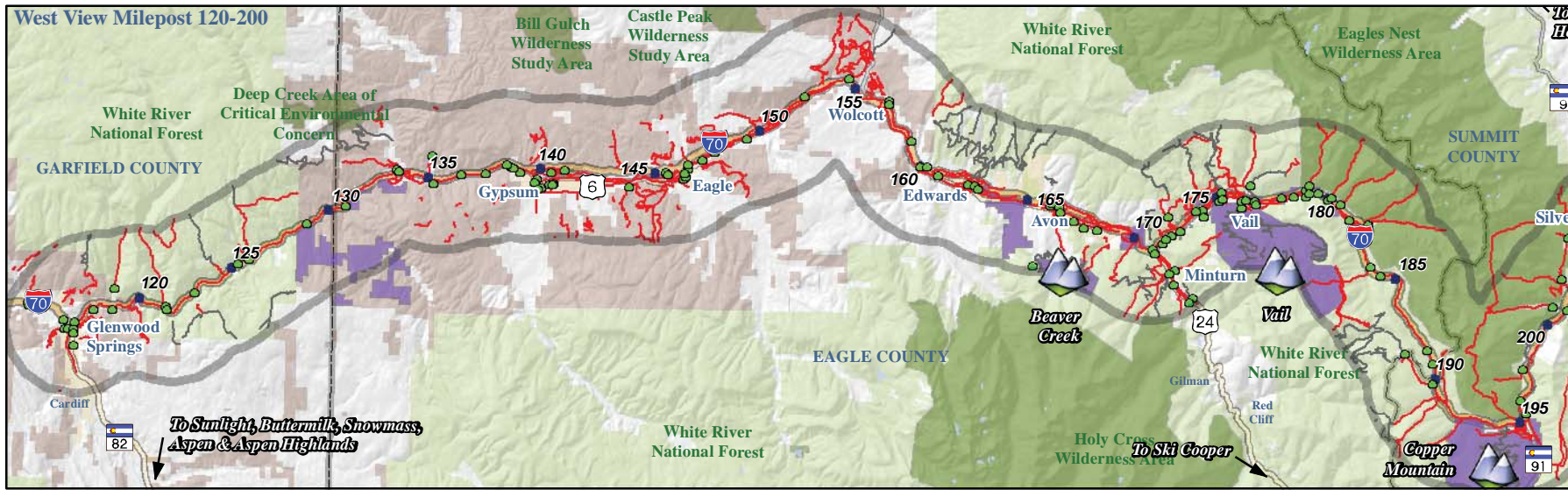
- Determining the area of potential effect
- Identifying historic properties within the Area of Potential Effect
- Determining effects to historic properties from the Proposed Action (and alternatives).
- Resolving adverse effects by agreeing upon mitigation measures with consulting parties.

Full text of the Programmatic Agreements is available in Appendix B of the PEIS.

The lead agencies will implement program-level and project-level mitigation strategies outlined in the programmatic Agreements, along with other more detailed mitigation strategies, best management practices, and measures specific to each project’s impacts during Tier 2 processes.

The lead agencies will also adhere to any new laws and regulations that may be in place when Tier 2 processes are underway.

Recreation Resources

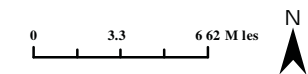


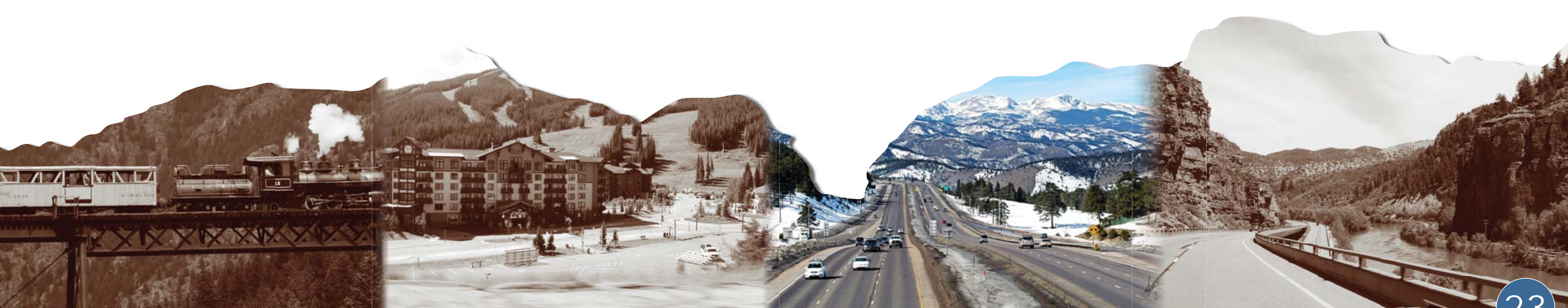
The Preferred Alternative is presented as a range in both the table and chart because the adaptive management component of the Preferred Alternative allows it to be implemented based on future needs and associated triggers for further action. Wall #9 describes the triggers. In the chart, the solid bar represents the implementation of the Minimum Program only. The top end of the bar represents the full implementation of the Maximum Program.

Annual Change in Destination Trips (in millions) to United States Forest Service Lands

Alternative	White River National Forest ^a		Arapaho and Roosevelt National Forest ^b	
	Winter Destination Trips (millions)	Summer Destination Trips (millions)	Winter Destination Trips (millions)	Summer Destination Trips (millions)
No Action	-0.9	-0.8	-0.4	-0.4
Minimal Action	-0.7	-0.6	-0.3	-0.3
Transit-only	0.7	0.5	0.2	0.2
Highway-only	0.2	0.1	0.05	0.05
Combination	1.3	1.0	0.4	0.4
Preferred Alternative (Minimum Program and Maximum Program)	0.7-1.3	0.5-1.0	0.2-0.4	0.2-0.4

^a Includes I-70 Mountain Corridor districts only: Sopris, Aspen, Eagle, Holy Cross, and Dillon.
^b Includes I-70 Mountain Corridor districts only: Clear Creek and Sulphur.





Recreation Resources

Types of Impacts

Expanding transportation facilities in the Corridor could directly affect adjacent recreation resources. Smaller areas could be lost entirely, and access to larger areas could be altered.

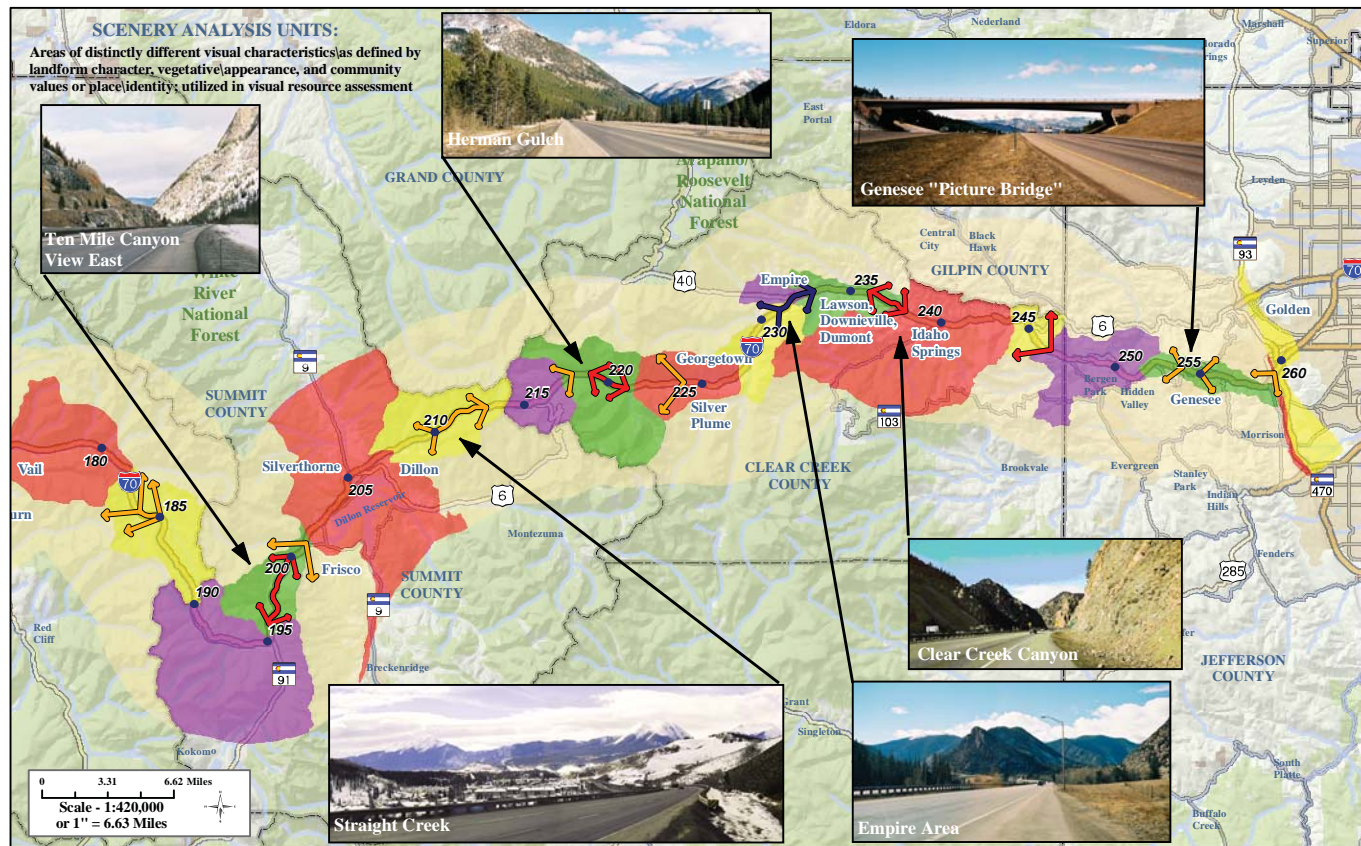
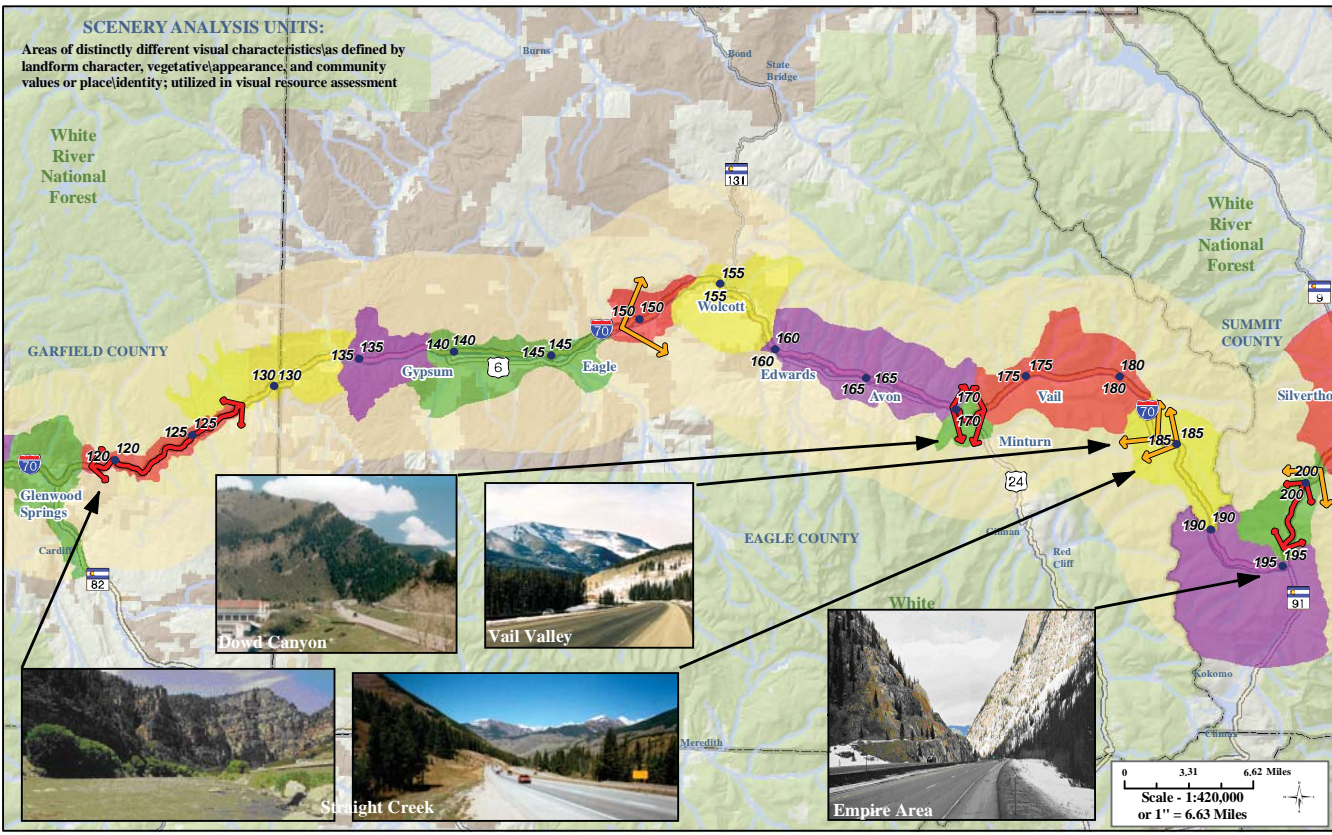
- The Action Alternatives would directly affect between 50 and 86 recreation sites. The Minimal Action has the fewest and the Combination alternatives have the highest number of affected sites. These effects are directly related to the size of the transportation footprint.
 - Many of the affected recreation sites are associated with the Clear Creek Greenway Plan; joint planning in Tier 2 processes may avoid impacts to some of these sites.
 - The third tunnel bore through the Eisenhower-Johnson Memorial Tunnels (included in most alternatives) affects one ski run at the Loveland Ski Area
- Increased visitation to recreation resources accessed from the Corridor would benefit commercial recreation providers (rafting companies, ski resorts) and strain sustainability of forest land resources.
 - Alternatives with higher capacity (Transit and Combination alternatives) induce higher visitation to recreation resources.
- Construction would affect access to recreation sites, particularly in the summer construction season. Traffic delays during construction may suppress visitation to recreation areas.



Mitigation Strategies

- Tier 2 processes will seek to avoid or minimize impacts to recreation resources by:
 - Replacing, realigning, or enhancing impacted parks and trails
 - Design efforts to minimize the area of impact
 - Realigning affected trails
 - Facilitating efficient access to recreation sites from transportation networks
- Mitigation will be developed considering principles applied to Glenwood Canyon recreation resources (such as bike path, hiking amenities, river access)
- Strategies outlined in Statewide Comprehensive Outdoor Recreation Plan will be considered to manage increased visitation to forests and recreation areas, including exploring funding partnerships and cost sharing.
- The lead agencies will coordinate closely with the United States Forest Service to develop management techniques that can mitigate impacts of increased access to forest lands.

Visual Resources

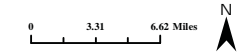


Legend

- Mileposts
- Limited Access Highways
- Major Highways
- Highways
- Lakes
- County Boundary
- Urban Areas
- USFS Land
- BLM Land
- Scenery Analysis Units**
- Scenic Analysis Units (Colors visually distinguish units and do not represent rank or visual quality; units are named based upon cultural associations and do not represent jurisdictional boundaries.)

Scenic Views

- ⚡ Focal Views - Dramatic views dominated by a central identifying feature, providing a notable landmark.
- ⚡ Representative Views - Provide a sense of the typical natural or cultural character of different sections of the Corridor.
- ⚡ Gateway Views - Provide a sense of entry or arrival to key portions of the Corridor.

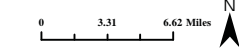


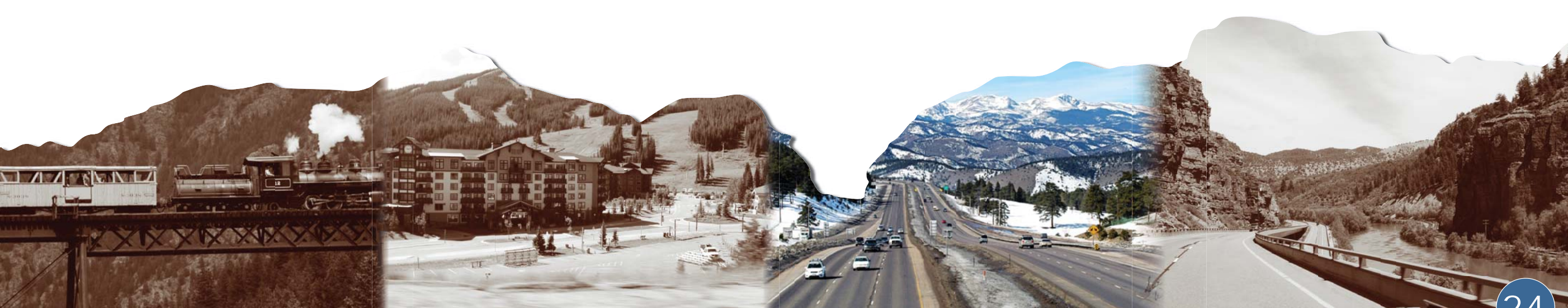
Legend

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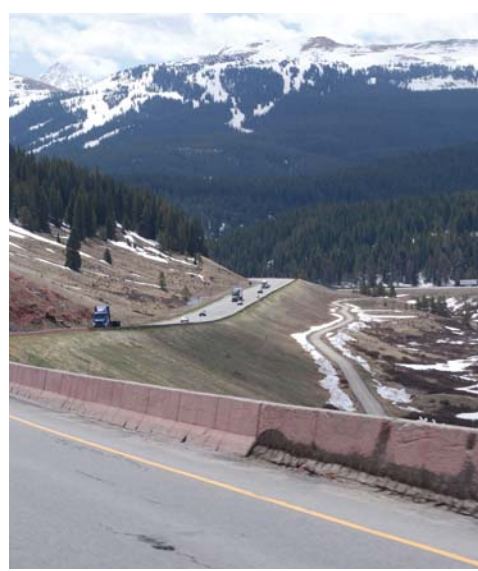
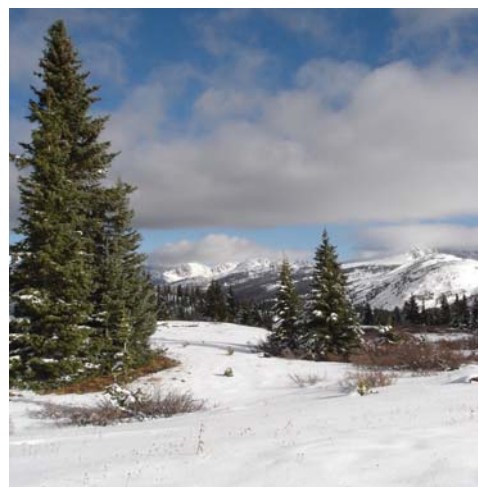




Visual Resources

Types of Impacts

- Visual impacts are generally described by the degree of visual contrast.
 - Large and/or multiple transportation components result in higher visual contrast
 - Components fewer in number, lower in diversity, and smaller in size result in less visual contrast.
 - Visual impacts are less pronounced in diverse landscapes
- Alternatives with larger footprints or more elevated features are more likely to be visible and perceived as having a negative visual impact.
 - Visual impacts of the Minimal Action alternative are limited to specific locations of interchange or highway actions.
 - Highway alternatives expand the highway footprint and further degrade the visual landscape by increasing manmade features.
 - Transit alternatives introduce a new transportation mode; associated landform changes and introduction of structural elements create a noticeable change in setting throughout the Corridor. The Advanced Guideway System creates a strong visual contrast because is elevated and requires supporting piers every 80 to 100 feet.
 - Combination alternatives, including the Preferred Alternative, combine highway and transit components and create the highest level of visual contrast.
- Induced growth results in visual changes from development and land use conversion in urban and rural areas; growth in rural areas could reduce natural buffer areas around towns and change the Corridor character.
- Development around transit stations will change the visual setting around specific station locations.

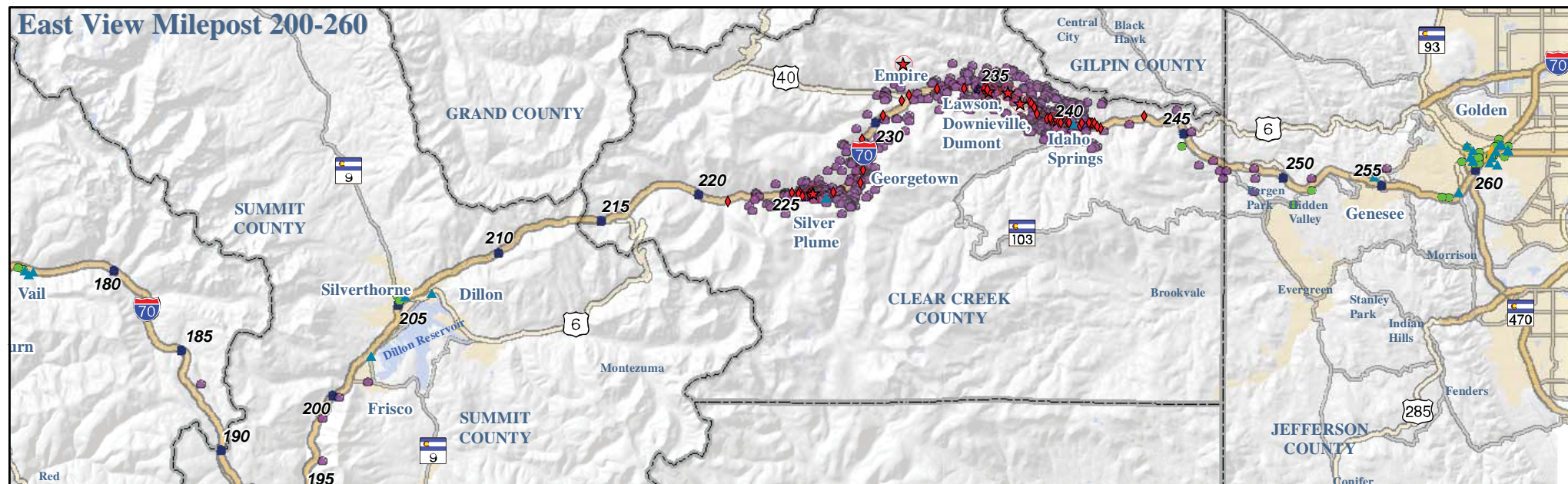
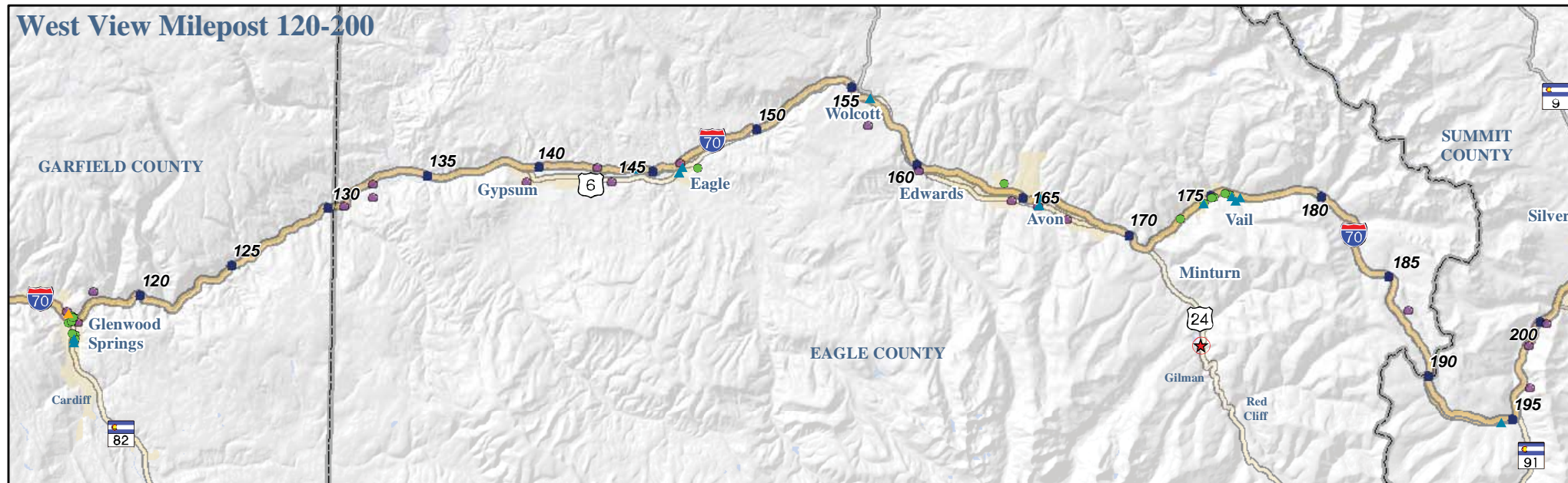


Mitigation Strategies

- Mitigation strategies for visual resources will be defined in Tier 2 processes
- All Tier 2 processes will follow the I-70 Mountain Corridor Context Sensitive Solutions process to collaborate with Corridor stakeholders to assess and reduce visual contrast of any improvements.
- The lead agencies will follow the following plans or processes in Tier 2 processes:
 - Follow I-70 Mountain Corridor Context Sensitive Solutions Aesthetic Guidelines
 - Comply with United States Forest Service, Bureau of Land Management, and local Corridor jurisdictions' visual standards.
 - Create Aesthetic Plans and Lighting Plans
 - Create Visual Impact and Mitigation Plans to address:
 - » Past visual impacts and scarring
 - » Project-related visual impacts
 - » Options for rockfall mitigation measures

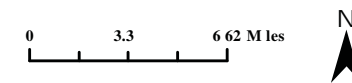


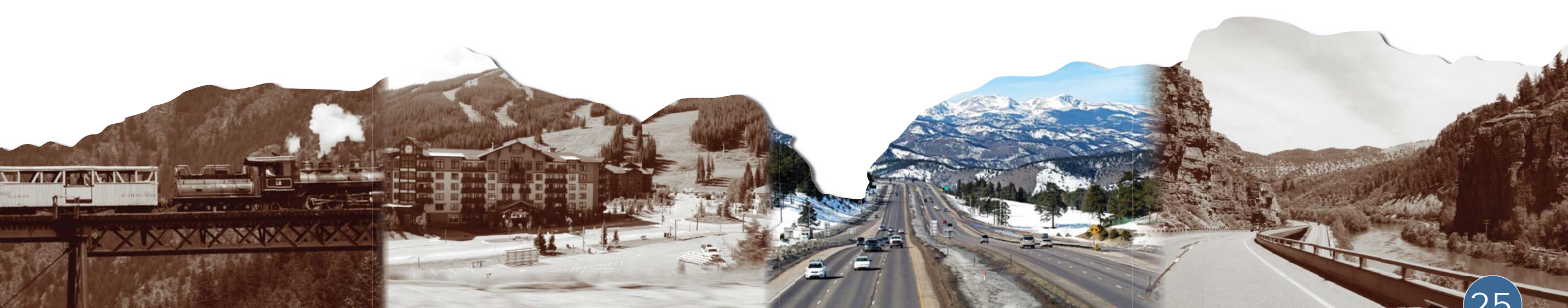
Regulated Materials and Historic Mining



Legend

- Mileposts
- Limited Access Highways
- Major Highways
- Highways
- 🌊 Lakes
- ▭ County Boundary
- 🏘️ Urban Areas
- ▲ EPA ERNS Incident Sites
- ▲ RCRA Large Generator Sites
- RCRA Small Generator Sites
- ◆ Mill site Locations
- EPA Historic Mining Sites
- ★ Superfund Sites





Regulated Materials and Historic Mining

Types of Impacts

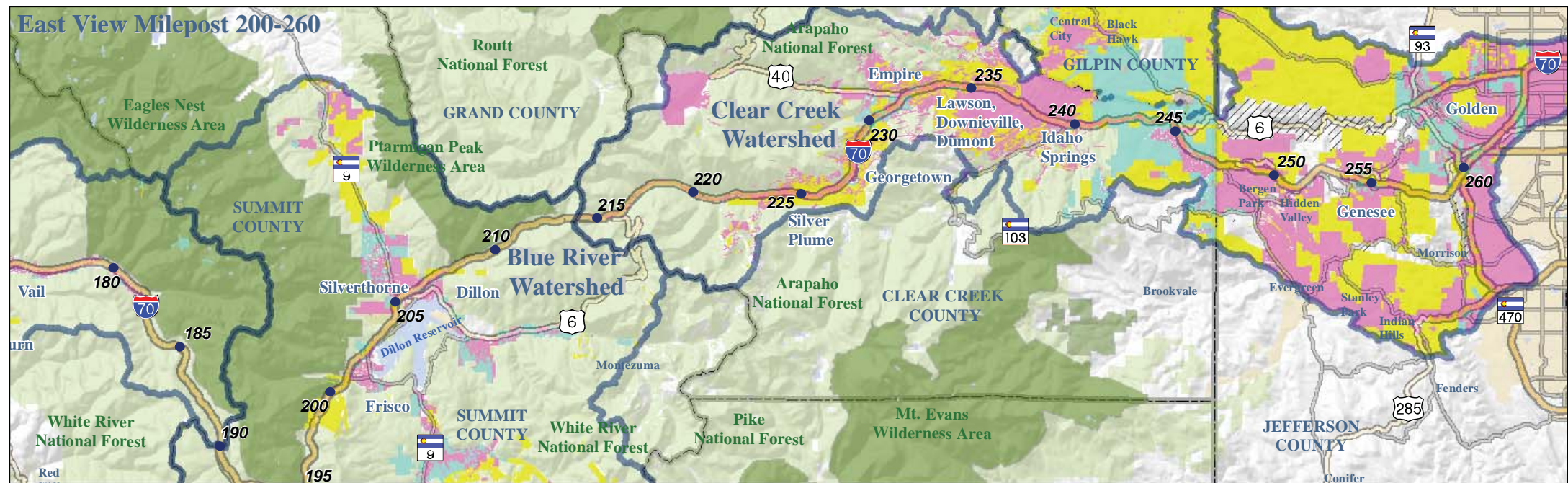
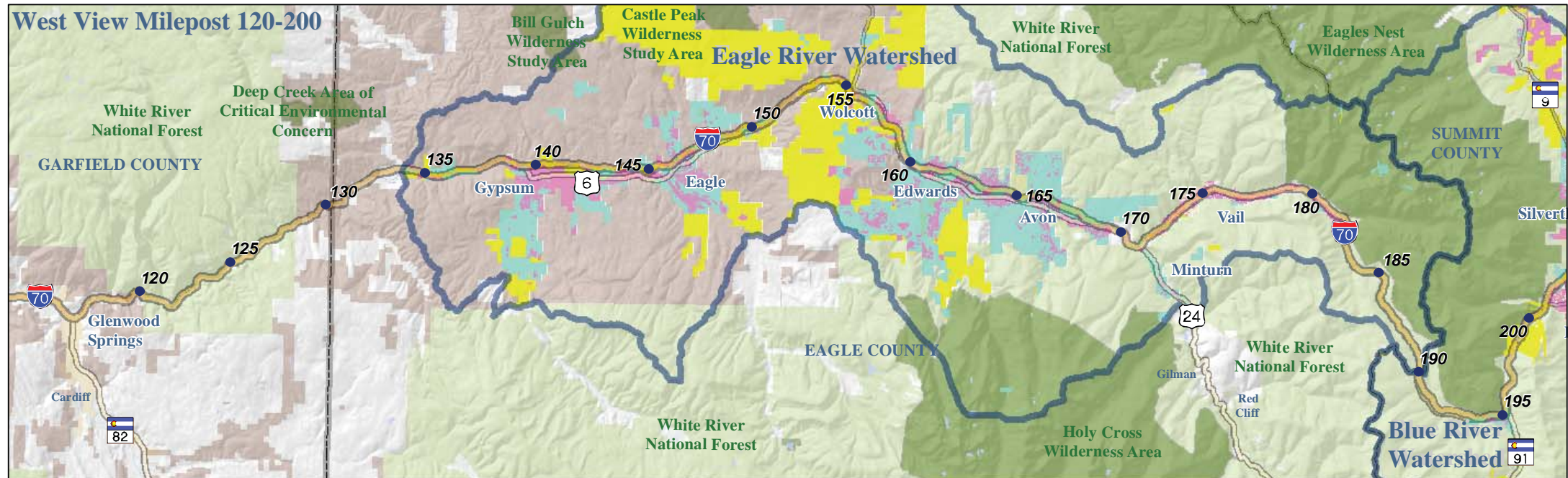
- Construction could disturb hazardous waste and release contamination to the environment. Types of waste sites include:
 - Waste from historic mining activities, including mill sites, mine waste, and mine tunnel drainage
 - Leaking underground storage tanks
 - Residual contamination from past hazardous material spills
 - Other sites that may be identified during Tier 2 studies
- Induced growth increases residential and commercial activity and associated use of hazardous materials and generation of hazardous wastes
- Increased highway capacity increases vehicle miles traveled in the Corridor and incidents of hazardous materials spills. Accidental spills are directly correlated to the number of miles traveled.
- Safety improvements and congestion relief reduce vehicle crashes and associated hazardous materials spills.



Mitigation Strategies

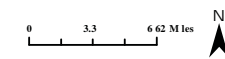
- The lead agencies have committed to a number of mitigation strategies to minimize hazards of historic mining contamination during construction, such as:
 - Avoid disturbance of mine waste wherever possible
 - Implement best management practices to prevent contaminant runoff and protect water quality during construction
 - Implement best management practices, such as watering, to control dust emissions from mine tailings
 - Develop and follow specific procedures to manage soils with heavy metal concentrations during drilling or tunneling activities
 - Comply with all health and safety requirements to protect workers and the public
- Tier 2 processes will further identify and characterize hazardous waste and mining sites in the Corridor and develop specific mitigation plans to manage sites of concern.
- Specific mitigation plans will be developed in Tier 2 processes according to the specific contaminants of concern.
- All waste materials disturbed during construction will be managed and disposed of in compliance with regulatory requirements.

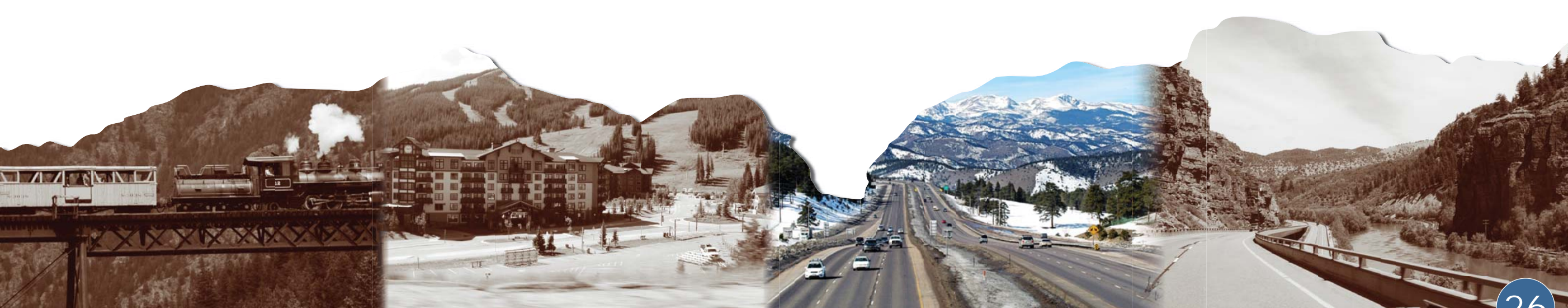
Cumulative Impacts



Legend

- Mileposts
- Limited Access Highways
- Major Highways
- Highways
- ☞ Lakes
- ☐ County Boundary
- ☐ Urban Areas
- Land Jurisdiction
 - ☐ USFS Land
 - ☐ BLM Land
 - ☐ Wilderness Areas
 - ☐ State Land
- Development Status
 - ☐ Existing Development (includes mining - Clear Creek Co.)
 - ☐ Planned Rural Development
 - ☐ Planned Urban Development
 - ☐ Protected Lands





Cumulative Impacts

Types of Impacts

- Development patterns in the Corridor will continue to be affected by the I-70 highway and future improvements.
- Resources sensitive to cumulative impacts include:
 - Land use
 - Biological resources
 - Wetlands
 - Water resources
 - Social and economic values
 - Recreation resources
 - Visual resources
 - Historic resources
 - Air quality
- Cumulative impacts result from induced growth and associated development and construction.
 - Land use, community infrastructure and facilities, recreation resources, and biological resources are particularly strained by induced growth as these resources have been affected by past development and are sensitive to further changes in Corridor conditions.
 - Visual resources, historic resources, air quality, and wetlands also could experience minor to moderate adverse cumulative impacts.
 - Corridor economies are expected to experience beneficial cumulative impacts due to growth in population and employment



Mitigation Strategies

- The lead agencies will implement strategies to minimize direct and indirect effects of the I-70 improvements for all affected resources.
- The lead agencies have committed to continuous and collaborative involvement with agencies and stakeholders on all Tier 2 processes. Some of the coordination and mitigation strategies include:
 - Coordinating with Corridor communities, regulatory agencies, and others to coordinate mitigation strategies for development in the Corridor.
 - Implementing the following agreements, all of which include other agencies and stakeholders:
 - » I-70 Mountain Corridor Context Sensitive Solutions process and guidance
 - » ALIVE memorandum of agreement regarding wildlife protection
 - » I-70 Mountain Corridor Programmatic Agreement regarding historic properties
 - » SWEEP memorandum of agreement regarding stream health and protection of water resources
- The Colorado Department of Transportation will consider a policy-level approach supporting Corridor communities with regional growth management plans that can be applied to Tier 2 projects.



What is the best way to read this document?

- The Programmatic Environmental Impact Statement or PEIS is presented in “question and answer” format. The table of contents provides a quick reference to the questions answered by the document.
 - The Executive Summary summarizes each of the chapters of the document and is a good overview for all readers.
- Topics follow a traditional organization for Environmental Impact Statements
 - **Introduction** – provides background about the Revised Draft PEIS and the tiered decision making process.
 - **Purpose and Need** – describes the Corridor, its transportation problems, and the needs for improvements.
 - **Summary and Comparison of Alternatives** – describes the alternatives development, screening, and evaluation process; identifies the Action Alternatives considered in the environmental impact analysis; and provides an overview comparison of Action Alternatives.
 - **Affected Environment and Environmental Consequences** – describes the environmental and human resources in the Corridor and assesses potential impacts to those resources that result from implementation of Action Alternatives.
 - **Cumulative Impact Analysis** – describes potential cumulative impacts and benefits from the I-70 Mountain Corridor improvements and other actions in the Corridor.
 - **Financial Considerations** – discusses project costs and sources of funding.
 - **Public and Agency Involvement** – describes how stakeholders were involved.
- Important agreements are included in their entirety in the Appendices
- Charts, maps, and tables are included throughout the document. These figures often include footnotes that provide explanation on how to read them.
- Technical Reports, which are provided electronically on CD, provide more detailed information on specific topics.



How can you submit comments?

- Comments can be provided in a variety of ways.
- Provide oral comments tonight via
 - Court reporter in Comment Area
 - Microphone after the Presentation (3 minutes each person)
- Submit comment electronically through online Comment Form (<http://www.coloradodot.info/projects/i-70mountaincorridor>)
- Fill out a “comment sheet” provided at this meeting
- Mail a comment during the 60-day comment period to:

I-70 Mountain Corridor Revised Draft PEIS
c/o Wendy Wallach, CDOT Region 1
18500 East Colfax Avenue, Aurora, CO 80011

Submit comments through - but not later than - November 8, 2010.

What is an effective approach to making comments?

- Be specific. Note chapters, sections, facts or address/locations in the corridor that are relevant to your comments.
- Offer your ideas for solutions.
- Indicate sections of the DEIS that you agree with and support.

Responses to comments will be provided in the Final Programmatic Environmental Impact Statement.

REPORTER'S TRANSCRIPT OF PUBLIC HEARING

HEARING DATE: Tuesday, October 5, 2010

IN RE:

I-70 MOUNTAIN CORRIDOR PEIS PUBLIC HEARINGS

AGREN BLANDO COURT REPORTING & VIDEO INC

2

PURSUANT TO NOTICE to all parties in interest, the above-entitled matter came on for public hearing on Tuesday, October 5, 2010, commencing at 5:57 PM at 400 Blue River, Silverthorne, Colorado, before Martha Loomis, Certified Shorthand Reporter and Colorado Notary Republic.

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I N D E X

Presentation:	Page
Mary Ann Strombitski	3
Commissioner Steigelmeier	5
Scott McDaniel	8
Public Comments:	
Mr. Dodich	25
Mr. Melcher	27
Mr. Craig	29
Mr. Baron	34

1 WHEREUPON the following proceedings were had:

2 MS. STROMBITSKI: Good evening. If you'd like to
3 join us in the general presentation area we'll be starting our
4 meeting in about two minutes.

5 THE INTERPRETER: Good evening, ladies and gentlemen.
6 My name is Lilia. I'm the interpreter for tonight.
7 (Untranslated.)

8 Anybody who needs interpretation into Spanish please
9 look for me in the back room. (Untranslated.)

10 MS. STROMBITSKI: Thank you, Lilia.

11 Welcome, and thank you for coming out tonight. We
12 appreciate your public participating in this process. My voice
13 booms and I don't want to blow anybody out of the back row or
14 the front row.

15 My name is Mary Ann Strombitski. I'll be your
16 facilitator this evening.

17 We are here at a public hearing. And I hope that many
18 of you or all of you have been enjoying the open house, looking
19 at the displays, as well as talking to the many CDOT reps that
20 are on hand tonight.

21 If you would, let me direct your attention to the
22 public hearing agenda this evening. We've had an hour to look
23 at the displays and ask some questions. Certainly while this
24 presentation is going on you can still do so out by the
25 displays.

AGREN BLANDO COURT REPORTING & VIDEO INC

5

1 We will have about a 30-minute presentation. And then
2 we'll move right into oral comment. If you haven't signed up --
3 we have I think three people so far who have signed up to make
4 oral comment at the microphone. If you would like to do so you
5 certainly may sign up at the entryway.

6 We will give you three minutes apiece to do public
7 comment, and we have a number of ways for you to make comment
8 tonight. Enclosed with your packet is a comment sheet. Feel
9 free to fill that out and drop it in one of the comment boxes
10 out in the entry area, or take this home, think about your
11 comments and, mail it in. There's an address on the back where
12 you can do that.

13 Out in the public comment area where we have the
14 documents on display for review there's I think we actually have
15 two computers set up so you can go on line and provide comment
16 yourself.

17 And near that same area is a second court reporter.
18 We have one here and we have one in the outer area where you can
19 privately dictate your comments to that reporter.

20 Tonight is our opportunity to listen and hear your
21 thoughts and comments about the I-70 Mountain Corridor PEIS. We
22 very much appreciate your participation here tonight.

23 Just so you know, in case you get thirsty during this
24 process this evening, we have water in the public comment area.
25 Feel free to make yourself at home.

1 There's a diagram inside that gives you an idea where
2 all the different pieces of information are, and people manning
3 those areas so you can make comment to them; however, any
4 questions that you ask of those folks, or comments that you
5 make, are not considered formal until you do one of these
6 things: submit it in writing, do it on line at one of the two
7 stations, or have it captured either with the court reporter in
8 the outer area or here at the microphone in about a half hour,
9 all right?

10 Before we get started I'd like to welcome Karn
11 Steigelmeier, Summit County Commissioner. She'd like to make a
12 couple of comments to you.

13 Thank you.

14 COMMISSIONER STEIGELMEIER: Hello. I'd like to
15 welcome you all here. Thank you for being here.

16 This is the first, I believe, public hearing on the
17 release of the Revised Draft Programmatic Environmental Impact
18 Statement, otherwise known as Revised Draft PEIS.

19 It's been a long long time coming. This is just an
20 overview of other EIS efforts that will be done under this
21 umbrella at the local level. It's still a very important step.
22 It's an extremely long-awaited release.

23 There's been work going on on this effort for about
24 ten years. And some of you may have been here in 2004 when we
25 had a draft PEIS release and this is a bit of a deja vu.

1 In '04 that release was met with pretty much universal
2 dislike. And if not the outcome, the process was questioned.

3 And soon after, not long after that, CDOT retained a new
4 director, Russell George. And he's been at the helm actually
5 since '07.

6 Since then CDOT, in my mind and in a lot of people's
7 minds, has operated in a very different fashion. And every
8 project is reviewed and okayed by citizen groups. There's a
9 real true belief in the public process.

10 So it's under his leadership that things have changed
11 I think, in my mind and a lot of people's, for the better. It
12 was his leadership, Russ George's leadership, that led to the
13 public process called a Collaborative Effort that looked at this
14 PEIS. That included stakeholders from government entities all
15 along the Corridor, citizen groups, environmental groups,
16 transit.

17 And most of the members of the group -- I was one of
18 the members -- came in very critical of what had happened
19 before. And we were actually in shock that in a relatively
20 short period of time -- I think it was about nine months -- we
21 reached a consensus agreement.

22 It's really important to realize that the PEIS
23 includes the P, which is Programmatic. So it's really looking
24 at that 30,000-foot level and not down at the project level.
25 Think about that with your comments.

1 The proposed solution that the collaborative effort
2 came up with is multimodal. It's comprised of an advanced
3 guideway system, highway improvements, non-infrastructure
4 components including traffic demand management and appropriate
5 law enforcement; improvements to allow us to solve some short-
6 term problems as well as looking at long-term solutions while
7 considering the impact of traffic, emissions, asphalt,
8 alternative transportation, environmental impacts, and impacts
9 on our communities.

10 The solution also has adaptive management so that the
11 effectiveness of improvements are evaluated prior to moving on
12 to the next step. It's a relatively complex but flexible
13 solution.

14 One of the main criticisms of the recommendation so
15 far has been the cost and unknown funding. But most of us
16 remain optimistic. It's a huge investment but we really feel
17 it's the right direction for us to go.

18 Please share your thoughts tonight. And thank you all
19 for being here. I'll turn this over to Scott McDaniel, the CDOT
20 Engineer, who will give you more history and an overview of
21 where we are in this process.

22 I want to say it's been a pleasure to get to know
23 Scott, who came in later in the process. And Scott is one who
24 is extremely open minded and committed to public input.

25 Thanks, Scott.

1 (Applause.)

2 MR. MC DANIEL: Welcome, everyone. And thank you,
3 Commissioner Steigelmeier, for that wonderful start to the
4 presentation. I want to thank all of you for taking time out of
5 your busy schedules for being here tonight.

6 My name is Scott McDaniel. I'm with the Colorado
7 Department of Transportation. I'm also the project manager for
8 the I-70 Mountain Corridor.

9 We're real excited to be here tonight to share
10 information with you about the Programmatic Environmental Impact
11 Statement, or as we like to call it, the PEIS.

12 This has been a long process, as Commissioner
13 Steigelmeier has alluded to. And I know that many people out
14 here in the audience, including the commissioner, has dedicated
15 countless hours of their own personal time to help us get to
16 this milestone. For that I'd like to thank you all.

17 But the main reason we're here tonight is to receive
18 comments on the PEIS. During tonight's meeting I'll give you
19 some information and background about the document to help you
20 find what you're interested in commenting on. I will also give
21 you an overview of what you can expect to happen next.

22 We have a number of Staff here, if you haven't met
23 them already, that are stationed at the information stations.
24 And they will remain; they will be there after the presentation
25 as well.

1 As Mary Ann alluded to there will be an opportunity
2 after this presentation to provide oral comments. You can also
3 make comments in a private setting with a court reporter or in
4 the comment area, or you can simply fill out a comment sheet
5 located here in the back room.

6 If you wish to spend more time to think about what
7 comments you want to make that's great too. We will be
8 accepting comments on this up until November 8.

9 So what is a PEIS? A PEIS is a National Environment
10 Policy Act, or NEPA document. NEPA is a law that requires any
11 agency that receives federal funds, like CDOT, to consider all
12 kinds of environmental impacts of their programs, policies, and
13 projects before any work begins. In other words, we can't build
14 anything without a very comprehensive environmental study first.

15 A PEIS document is the first phase of NEPA decision-
16 making, and also results in a broad Tier 1 decision.

17 This document describes a broad program level action.
18 And for the I-70 Mountain Corridor the PEIS provides a long
19 range 50-year vision for the Corridor, and defines the purpose
20 and need for the project.

21 It also defines the travel mode, capacity, and general
22 location of the transportation solution for the Corridor;
23 however, it does not result in construction or impacts.

24 But this document does describe the type of impacts
25 that may occur due to our actions, and outlines ways that we

1 will use to minimize or eliminate any program level or project-
2 specific impacts along the Corridor.

3 So that was the Tier 1.

4 What's a Tier 2 process? The PEIS is what we're
5 talking about tonight, and is considered the first tier of
6 Tier 1. The Tier 2 process comes next. These are smaller
7 projects and studies that fall under the scope of a Tier 1
8 document.

9 The Tier 2 process is where the specific projects
10 within the Corridor will be developed, designed, and
11 implemented. So Tier 2 includes project-specific analysis that
12 falls within the travel mode, capacity, and general location
13 identified in the Tier 1 document. It will also refine
14 alternatives, specific alignments, and design.

15 Tier 2 projects will result in construction and
16 impacts, and it includes project-specific mitigation.

17 Again, as Karn alluded to, we've been doing this for a
18 while. We started over ten years ago. We're vastly approaching
19 eleven. And we released a draft PEIS in 2004.

20 Honestly, as Karn mentioned, that wasn't very well
21 received. We received a lot of comments from the public, and
22 agency comments as well, questioning our proposed improvements
23 and the process that we followed to get there.

24 We took a step back, and we looked at our process and
25 worked alongside stakeholders to try to find ways to improve it.

1 We formed the Collaborative Effort Team, which represented
2 people with all kinds of interests in what happens on I-70. And
3 we asked an independent facilitator to help us come to a
4 consensus.

5 The recommendation became our new Preferred
6 Alternative for the Corridor. That recommendation is now
7 included in the revised draft PEIS. And this draft replaces the
8 2004 draft.

9 This Revised Draft globally addresses the comments
10 received from the 2004 draft. It updates analysis on
11 alternatives and resources, and anticipates impacts of future
12 construction, and identifies mitigation strategies in planning
13 for Tier 2 processes.

14 So why are I-70 improvements needed? I-70, as we all
15 know, is a very important corridor to the state. It is the only
16 east-west interstate through Colorado. It is the major corridor
17 that connects communities and recreational areas that are
18 important to the quality of life, and it is the economic base of
19 our state for freight and tourism.

20 The growth in the Corridor and in the Denver
21 metropolitan region has resulted in an increase in the number of
22 trips along the Corridor. Travel conditions are congested now,
23 and are expected to become worse in the future.

24 A trip that now takes a little over three hours will
25 take more than five in the future, and the congestion will be

1 unbearable. People will be no longer able to time the trips to
2 avoid the stop-and-go conditions. In the very near future we
3 estimate that as many as 9 million people per year will choose
4 not to visit places along the I-70 Mountain Corridor due to
5 congestion.

6 How do stakeholders participate in this process?
7 Thousands of people helped us get to this point. We are truly
8 grateful for the countless hours people spent to help us come up
9 with this solution for the I-70.

10 Stakeholder involvement resulted in the formation of
11 the Collaborate Effort Team. The Team is comprised of
12 27 stakeholders from Garfield County to Denver, and represents a
13 diverse set of interests along the Corridor.

14 This Team helped us craft the Preferred Alternative,
15 and formulate the long-term stakeholder involvement process to
16 guide transportation improvements in the future.

17 So what is Context Sensitive Solutions? CSS is a
18 collaborative, interdisciplinary approach that involves all
19 stakeholders to develop a transportation facility that fits its
20 physical setting and preserves scenic, aesthetic, historic, and
21 environmental resources while maintaining safety and mobility.

22 Context Sensitive Solutions is an approach that
23 considers the total context within which a transportation
24 improvement project will exist.

25 Context Sensitive Solutions principles include the

1 employment of early, continuous, and meaningful involvement of
2 the public and all stakeholders throughout the project
3 development process.

4 This is the Federal Highway Administration definition
5 of CSS. The CSS process is an approach based on the idea that
6 transportation projects should consider the big picture.

7 The way I like to describe it is that the PEIS is the
8 "what" and CSS is the "how."

9 CSS will guide all transportation improvements in the
10 Mountain Corridor. We are committed to well-thought-out choices
11 that work now and well into the future. We are committed to
12 early, continuous, and meaningful involvement of the public and
13 all stakeholders.

14 So what alternatives were considered in the PEIS?
15 Besides the No Action Alternatives there are four categories or
16 families of improvements. But "No Action" is exactly what it
17 says: It would be only the routine maintenance type projects
18 that we do currently with no capacity improvements.

19 The next one is Minimal Action. That involves only
20 minor infrastructure and non-infrastructure improvements. With
21 minimal action, parts or all of the minimal action components
22 are included in all the alternatives, all the action
23 alternatives.

24 The next is the Highway Alternatives. And the Highway
25 Alternatives add roadway capacity, and they fix the highway's

1 deficiencies that are out there now, such as sharp curves and
2 safety areas.

3 The next is the Transit Alternatives. And that
4 introduces transit as a dedicated transit service in the
5 Corridor.

6 And then finally we have the Combination of
7 Alternatives, which adds both highway and transit service on the
8 Corridor. Or it actually improves roadway capacity with transit
9 on the Corridor.

10 Though the alternatives' development and screening
11 process we, along with our stakeholders, determined that no
12 single mode of improvement would meet the purpose or need for
13 this project.

14 That's a very important point because that was a key
15 issue going into this process. And the reason we know that is
16 because the relationship between capacity and congestion is not
17 direct. Lack of capacity may lead to congestion, but the
18 increase in capacity will not necessarily reduce congestion
19 because remember the 9 million people that I mentioned wouldn't
20 make that trip if we just did capacity improvements? They would
21 soon eat up the capacity that we built, and that transportation
22 solution would not last long.

23 Therefore the transit system would also be needed to
24 address capacity while highway improvements are necessary to
25 address congestion.

1 The Preferred Alternate for this project is unlike
2 anything else that CDOT's ever done. It consists of four
3 primary parts: The non-infrastructure component, the advanced
4 guideway system, a flexible program of highway improvements,
5 which includes a minimum and a maximum program of improvements.
6 And that's a very important point to remember. I will elaborate
7 on that more. And of course future stakeholder engagement,
8 which is also a very important component of this Preferred
9 Alternative. It's unique to anything we've ever done in the
10 past.

11 The non-infrastructure components are improvements
12 that don't require new infrastructure. Some examples of that
13 will be providing travel information, shifting passengers and
14 freight travel demand by time of day or even by day of week, or
15 promoting high occupancy travel and public transportation.

16 We can do some of these. But many require action such
17 as land use controls by other agencies and local communities.

18 The Advanced Guideway System would be an elevated
19 train through the Corridor. It would extend from C-470 to the
20 Eagle County Airport, with visions of connecting to other kinds
21 of transit services.

22 The specifics of the solution have not been identified
23 because studies are required to determine the most workable
24 system. We would need to study such things such as cost and
25 benefit, safety, reliability, environmental impact, technology,

1 ridership, and other considerations.

2 All future studies however will involve stakeholders,
3 and will follow the I-70 Mountain Corridor CSS process.

4 Preferred Alternative includes a flexible program of
5 highway improvements. Again, this is unique to anything we have
6 ever done in the past. It is designed with a flexible approach
7 so the changes can be phased in as needed.

8 The Minimum Program includes what we refer to as
9 specific highway improvements. This term is important because
10 these are improvements that must be in place before additional
11 improvements are considered.

12 The specific highway improvements include six lanes
13 from Floyd Hill through the Twin Tunnels. It also includes new
14 bike trails and frontage roads. It includes reconstruction of
15 the Empire Junction interchange, eastbound auxiliary lane from
16 Eisenhower-Johnson Memorial Tunnels to Herman Gulch, and
17 westbound auxiliary lane from Bakerville to Eisenhower-Johnson
18 Memorial Tunnels.

19 The Minimum Program also includes more than
20 20 interchange improvements, 25 miles of additional auxiliary
21 lanes, new tunnel bores at the Twin Tunnels and
22 Eisenhower-Johnson Memorial Tunnels, and other improvements
23 related to truck operations such as chain-up stations.

24 That was the minimum. The Maximum Program
25 Improvements includes everything from the minimum plus a six

1 lane widening from Twin Tunnels to the Eisenhower-Johnson
2 Memorial tunnel.

3 It also includes four more interchanges in Clear Creek
4 County, and curve safety modifications at Fall River Road.

5 And this is the unique part of the Preferred
6 Alternative we've identified. We talk about triggers. What are
7 triggers, and what triggers additional highway improvements?

8 The Preferred Alternative allows for a flexible
9 approach, and includes defined triggers for additional
10 improvements.

11 The Maximum Program would only begin to be put in
12 place if these conditions are met. And the triggers are:
13 Specific highway improvements in the Minimum Program are
14 complete, and an Advanced Guideway System is functioning.

15 Or specific highway improvements in the Minimum
16 Program are complete, and studies prove that the Advance
17 Guideway System is not feasible.

18 The last one is the local, regional, national, or
19 global trends or events unexpectedly affected, have unexpected
20 effects on the Corridor travel.

21 The Preferred Alternative therefore includes a
22 collaborative process to evaluate these conditions with the
23 stakeholders. We'll be checking in with them on a regular
24 basis.

25 Ongoing stakeholder engagement is the key part of

1 Preferred Alternative, as we talked about. CDOT is committed to
2 collaboration following the I-70 Mountain Corridor CSS process
3 for all future projects or studies within the Corridor.

4 For the Preferred Alternative this means a commitment
5 to review corridor conditions with the Collaborative Effort Team
6 at least every two years.

7 This review will look at the efficiency and
8 effectiveness of the transportation improvements made to date
9 as well as any changes in the travel patterns or trends.

10 In ten years we will fully re-evaluate both the
11 corridor needs and determine if a better solution can be put in
12 place. This flexible approach allows us to focus our efforts on
13 immediate problems while maintaining a long-term vision for the
14 Corridor.

15 As we all know, for most of us who travel and live in
16 the mountains, the I-70 Mountain Corridor is very unique. It
17 spans four life zones, four watersheds, nine geologic domains,
18 two national forests, and five counties.

19 Its rugged terrain, extreme temperatures, and steep
20 canyons, and sensitive environmental resources challenge even
21 our most basic highway maintenance jobs.

22 One of the goals of the PEIS is to take into account
23 the needs of the people and national resources in the Corridor,
24 and preserve the best of Colorado.

25 The PEIS does not look at every possible site-specific

1 impact. We do not have enough detail about the footprint or
2 scope of our action to do that at this point, so our focus has
3 been on the bigger picture.

4 What are the important resources in the Corridor that
5 we need to consider in looking at future projects? Where are
6 the bottlenecks? And what are the resources that have the most
7 sensitive, that are most sensitive to impacts?

8 What we've done today is we've reviewed the available
9 agency data. We've held workshops with the communities, and
10 we've also held workshops with special interests groups and
11 gathered public comment as well.

12 We've researched data from maps, databases, published
13 sources, and we've done our own fieldwork as well. We took this
14 information and we compared the scope of the alternatives and
15 mapped possible impacts that may occur under each of the action
16 alternatives.

17 The PEIS describes a range of impacts that are
18 representative of a full spectrum of alternatives that we will
19 be considering.

20 So what are some of the impacts that we are expecting?
21 Obviously any construction that we do on the Corridor will
22 disturb resources. Impacts may be direct. Indirect impacts, or
23 direct impacts result from the expansion of transportation
24 facilities into areas next to the Corridor.

25 Direct impacts also result in a loss of wildlife

1 habitat, a loss of recreation areas, or access to recreation
2 areas, or loss of historic buildings or other remains.

3 Impacts may also be indirect. Indirect impacts
4 resulting from changes in the Corridor conditions caused by new
5 or expanding transportation features, induced road or changes to
6 noise or visual conditions are examples of indirect impacts.

7 Cumulative impacts result from a combination of
8 actions with others in the Corridor that affect the same
9 resources. Example of cumulative impacts include channelization
10 of streams and increased pollutants entering waterways from
11 runoff from multiple construction actions.

12 The Preferred Alternative, as we have defined it,
13 best meets the purpose and need for this project. It relies on
14 a 50-year vision, and has enough flexibility to meet future
15 needs. As a multimodal solution the Preferred Alternative meets
16 both capacity and congestion demands.

17 The environmental and social impacts of the Preferred
18 Alternative provide the best balance from across the range of
19 choices; however, the Preferred Alternative has generally higher
20 than minimal action impacts on resources than the minimal action
21 and single modal alternatives, but generally less than the
22 combined alternatives.

23 And the impacts, something that's really important to
24 keep in mind, the impacts presented in the PEIS are before we
25 actually apply any mitigation measures. So we can expect the

1 impacts to be significantly less than before.

2 So what mitigation strategies does the Preferred
3 Alternative include? The footprint of the Preferred Alternative
4 will need to be refined in Tier 2 processes.

5 We tried to avoid impacts where we could. For
6 instances, in most locations the Advanced Guideway System would
7 run in the highway median to minimize impacts to vegetation and
8 wildlife.

9 Beyond designing solutions to minimize impacts we have
10 committed to ways of minimizing both program and project level
11 impact projects for Tier 2 processes.

12 If you go to chapter 3 in the PEIS it will describe
13 the strategies for you. We will look at new ways of using the
14 I-70 CSS process to implement more strategies as we know what
15 those impacts could be.

16 And one of the things that is also unique to this
17 study in this project is that we have signed or we will be
18 signing similar agreements specific to the Corridor that protect
19 the historic properties that will also protect water quality and
20 resources and wildlife habitat.

21 The Programmatic Agreement, SWEEP, and ALIVE
22 agreements are official and legally enforceable, and include a
23 number of our partner organizations.

24 And here's the billion dollar question. How will
25 improvements be funded?

1 The Preferred Alternative is expected to cost between
2 16 billion and 20 billion dollars in the year that payments are
3 made. We've identified just over one billion in state and
4 federal sources currently that could be tapped into the Corridor
5 over the next 25 years.

6 State and federal transportation revenues do go up and
7 they do go down, but they're not expected to increase enough to
8 pay for the project.

9 We do not have the dollars to implement the Preferred
10 Alternative all at once. And they will need, we will need to
11 find new ways to fund sources.

12 Alternative funding sources may include public-private
13 partnerships, tolling, bonding/loans, or local government
14 investments.

15 In the meantime CDOT is committed to implementing
16 phases of the Preferred Alternative as funding becomes
17 available. We will also continue to engage our Collaborative
18 Effort Team to help prioritize improvements, review triggers for
19 new improvements, and to identify funding sources.

20 The other thing that the Preferred Alternative or that
21 the PEIS does for us is it does set us up in place for any new
22 federal transportation authorization bill so that we already
23 have a plan in place if new money becomes available for transit.

24 So what are the next steps of the study? We've been
25 doing this for eleven years. We're near the end. And we're

1 very excited for that.

2 But this is a critical time. And it's a good time for
3 you to comment and continue to be involved in this project. The
4 public comment period will continue until November 8. We are
5 interested in your thoughts. That's why we're all here tonight.

6 Of particular interest are your views of the first
7 tier decision, the travel mode, capacity, and general location.
8 This will not be revisited in Tier 2. If you have specific
9 concerns we will also hear those, but we're most interested in
10 the concerns of what, or the decisions that this document makes.

11 Then after that, after we get through this public
12 comment period, the final PEIS will contain all the responses
13 that we receive here tonight and up through November 8.

14 We will incorporate those comments into the Final.
15 And we hope to have that Final completed by winter 2011, which
16 isn't that far off. We have a very aggressive schedule for
17 this.

18 Then the final step in the PEIS process is the Record
19 of Decision. This Record of Decision provides a plan on how the
20 Tier 1 decision will be carried out including the prioritization
21 of projects, the relationship of the Tier 1 decision with the
22 statewide planning process, and defining the Tier 2 process
23 options for how parts of the Tier 2 decisions will move forward.

24 We expect to have a Record Decision by the spring of
25 2011. Again we have built momentum. And it's taken us a long

1 time to get that momentum, but we have a full head of steam now.

2 So with that I hope this presentation has been
3 informative and thought provoking. I'd like to turn the
4 microphone back over to Mary Ann. And she will explain more
5 about the comment process.

6 (Applause.)

7 MS. STROMBITSKI: Thank you, Scott.

8 As you can see a lot of care was put into this
9 presentation this evening, into the displays.

10 And we'd like to let you know at this point we're
11 completed with the general presentation. We're about to begin
12 oral comment.

13 You're welcome to stay seated and listen to the four
14 folks who have signed up to provide oral comment. Or you can
15 step back out. Our open house will continue. You can also
16 continue review of the documents, or utilize the online site to
17 provide your own comments, drop the comments into the boxes,
18 written comments, as well as to be able to dictate comments to
19 the court reporter in the outside area.

20 So at this point those four who would like to make
21 comment, just a quick reminder. There are some rules with your
22 agenda packet.

23 We'll have a three-minute limit for each of the people
24 making comments. We'd ask that you state your name, spell your
25 name, provide your address. And then you'll see the screen go

1 green, which means you have three minutes to make comments.

2 It will be green for two and a half minutes. Then it
3 will turn yellow for 30 seconds, then red when we need you to
4 wrap up your comments. So I'll allow you to complete that
5 sentence wherever you are.

6 And then if you have further comment at that point we
7 ask you to go to the court reporter in the outside area. We
8 want to be fair with everybody tonight; that's why there's a
9 three-minute limit.

10 So if we might begin the first person signed up is
11 Nick Dodich.

12 Nick, if you would come to the microphone over to your
13 right.

14 MR. DODICH: My name is Nick Dodich, D-o-d-i-c-h. I
15 live in Arvada, 6370 Deframe Way. And anything else you want?

16 MS. STROMBITSKI: I think that's it. Go ahead and
17 begin your comment.

18 MR. DODICH: I'd like to talk on special projects. Do
19 you have a stage hook? You may have to use that on me to get me
20 off the microphone.

21 MS. STROMBITSKI: When it gets red you'll know.

22 MR. DODICH: Seriously speaking now, I'm very
23 concerned about the Corridor. I've been in Colorado 40 years.
24 And it used to be good until maybe about 10 years ago when we
25 saw a trend happening.

1 Seems like nothing has been done. I think we're at
2 the stage where if we don't act fast we're going to be in a lot
3 of trouble.

4 There's an article in the newspaper this morning about
5 how infrastructure in Europe and China and Russia, they have
6 advanced far more than we have. And I think time is of the
7 essence.

8 And one thing that I notice, the biggest bottleneck on
9 the segment, the 15-mile segment from Floyd Hill to Empire is
10 the twin towers (sic.) Those are permanent bottlenecks.

11 I think if you could bore another tunnel through the
12 Twin Tunnels area it would greatly reduce the traffic problem.
13 And there's a company that makes boring machines. I talked to
14 them.

15 And they said a boring machine, 20 feet in diameter,
16 costs 1.5 million. And it could bore through that 2-10ths mile
17 length of the tunnel in 8.8 days, depending on the hardness of
18 the rock. So that is nothing.

19 And they will buy back the machine once you're through
20 with tunneling. But it may be worthwhile to keep it to make two
21 more tunnels at the Eisenhower Tunnel or other tunnels around
22 the state.

23 But I think we really have to act fast; otherwise
24 we're going to lose a lot of business. The people out in this
25 area are going to lose a lot of money in taxes because people

1 won't come through, they won't rent motel rooms, they won't
2 frequent the restaurants. They go skiing maybe in Salt Lake or
3 some other, Nevada, Utah, or Canadian places.

4 But we got to keep in mind economic benefits of that.
5 I don't think that we should wait much longer.

6 Thanks.

7 MS. STROMBITSKI: Thank you very much.

8 Next speaker is Carl Richard.

9 Bert Melcher.

10 MR. MELCHER: My name is Albert G. Melcher, 7504 East
11 Jefferson Drive, Denver 80237. M-e-l-c-h-e-r is the spelling.

12 MS. STROMBITSKI: Thank you.

13 MR. MELCHER: I'm speaking only for myself, not for
14 any organization.

15 I've been a member of the Mountain Corridor Advisory
16 Committee and conflict resolution panel, CE, and I'm also one of
17 three people who've served on both the CDOT commission and the
18 RDE board. I'm been involved in this Corridor since June 1946
19 in engineering and policy.

20 My major -- first of all I want to compliment CDOT and
21 the number of other people that participated in this in creating
22 this massive change from 2004 mentality to what we have today,
23 i.e. the Preferred Alternative based on the collaborative effort
24 process.

25 Russ George, the CDOT director, deserves great praise

1 and compliments for bringing this into effect. It's a super
2 thing, and it's going to lead to a lot of good. Also all the
3 people that have participated, as Scott pointed out, certainly
4 deserve praise and compliments too. It's been a great effort.

5 I have one major concern. And that is the C-470
6 terminus, and what happens east of that. In 2004-2005 we
7 thought there should be a supplemental PEIS to address this
8 particular region, how it relates to providing ridership and
9 travel from the residents -- there are two and a half million
10 right now -- to the mountain area, and vice versa, actually.

11 That area, this region has to be, it must be included
12 in the Tier 1 analysis. Board 7 back here says "studies outside
13 the Corridor..." I believe it says "...can be conducted." I
14 would say "must be conducted" at Tier 1 so that as Scott says,
15 when we get to Tier 2, things are not locked into concrete, and
16 can't be re-examined.

17 That area is absolutely critical. It's a very very
18 difficult area to deal with. But it cannot be put off. No
19 endless attitude is going to help solve the problems of this
20 Corridor if we ignore that particular area.

21 The AGS, whatever it might be, travel time and
22 convenience, conductivity from DIA or whatever must be solved --
23 or addressed at least, not solved -- at this level.

24 Second thing I want to comment on is the BE was very
25 much concerned with sustainability. This is a major concern of

1 mine. We have major resource global warming problems in this
2 country. A lot of people may not want to recognize them but
3 they are very real. And many decisions on resource use have to
4 address sustainability.

5 Thank you.

6 MS. STROMBITSKI: Thank you very much.

7 And now for Bobby --

8 MR. CRAIG: Craig, sorry.

9 Hi. My name is Bobby Craig, C-r-a-i-g. I live at
10 1037 Foresthill Drive in Summit County.

11 First thing I'd like to say is I became a commuter
12 four years ago on moving from Summit County to Morrison. And I
13 had to commute back up to Summit County for my job here.

14 And I'll just say it was an insane experience between
15 the weather, the traffic, the wildlife. I almost hit a bear
16 going 70 miles an hour. It became unbearable.

17 And two years ago I moved back to Summit County
18 because I couldn't stand it. That was during the week, not on
19 weekends when you have skier traffic.

20 I'd also like to say one I think this is a great step
21 forward and good vision. It's a vision for our kids and not for
22 those of us in this room.

23 Fifty years from now I'm going to be 97. And that
24 year is 2060. I'm not sure what the world is going to be like,
25 but it's going to be a heck of a lot different than it is right

1 now. And the reason I know that is go back 50 years.

2 In 1960 there was no interstate, there was no
3 Eisenhower Tunnel, there was hardly any ski areas, no
4 cellphones, no Internet, all of these things that we take for
5 granted. And I think this vision is the way we can get there
6 and I guess pull our heads out of the sand.

7 I have three things that I'd like to say. Transit,
8 transit, and transit.

9 Having traveled the world and seen what trains can do
10 or other mass transit, particularly in the Alps, even in China,
11 the ability is there if we have the will.

12 The other thing with transit, it can be impervious to
13 weather. It can be almost unlimited in capacity, trains not
14 lanes, and it can lessen our dependence on fossil fuels.

15 The key though is to have commitment. And I'd like to
16 challenge everyone in this room, particularly people like Dan
17 Gibbs, Christine Scanlon, and other local leaders, to be
18 leaders. I'm willing to follow, but I'd like somebody to
19 follow.

20 And with that I'd like to say thank you very much.
21 And let's keep going.

22 MS. STROMBITSKI: Thank you.

23 Are there any others that would like to make oral
24 comment at the microphone?

25 MS. MORALES: We do have one more signed in, Mary Ann.

1 That was Dan Gibbs.

2 MR. GIBBS: Thank you so much. I apologize for
3 running a little bit late. I was actually over in Grand County
4 on the fire, so I'm not dressed appropriately.

5 But I first want to thank CDOT, Federal Highway
6 Administration, I-70 Coalition, the I-70 Collaborative, for
7 working so hard for so many years on really trying to bring
8 people together to look at what's possible on this 144-mile
9 stretch that's very important to all of us.

10 It's very important to me. I'm the state senator that
11 lives in Summit County. I represent Summit, Grand, Gilpin,
12 Clear Creek, Western Jefferson County, and Western Boulder
13 County.

14 I can't tell you how often I'm down at the capital
15 with 100 legislators. And anyone that's on I-70 -- how much
16 time do I have? No, I'll be short. Okay -- is a transportation
17 engineer expert. That's good and bad. But everyone has
18 wonderful ideas.

19 I think what came up with the recommendations within
20 this PEIS study, I think that's a real positive. In particular,
21 going back from the days a long time ago when CDOT had come
22 forward to kind of share with the local impacted communities.
23 And many of us had concerns at that time and many of you in the
24 room shared these concerns that, Hey we need to have a long-term
25 vision. We can't pave our way out of these challenges. So it'

1 needs to be multimodal in approach.

2 We need to have a long-term vision of 50 years. We
3 need to remove this \$4 billion threshold that everyone kind of
4 wondered where that number came from -- you probably remember
5 that very vividly -- as well as making sure that when we look at
6 improvements that we use this Context Sensitive Solution
7 process. It's very much collaborative in approach.

8 I've worked on numerous pieces of legislation
9 throughout the years that have been frankly, you know, just
10 dealing with the pinch points, just dealing with kinda short
11 term fixes.

12 The chain law bill is one example where we have
13 improvements now along I-70 where we also have variable message
14 boards so people can see what's going on in front of them. I
15 think that's a positive.

16 I think it's a positive that CDOT can now contract
17 with private entities to do a quick clearance program so if
18 there's a wreck on I-70 we can clear that as fast as possible so
19 people can get from point A to point B.

20 What I find challenging down at the capital is a lot
21 of times they don't know or realize that us that live in Summit
22 County or along the I-70 Corridor I-70 is not just a road that
23 we take to get to the ski resorts or to go hiking, you know.
24 This is the road that we use to go to church in the morning, the
25 road that we use to go to the grocery stores and so forth. So

1 it is our artery for our mountain communities and so vital to
2 our industry and our way of life.

3 So in the future I want to encourage you and the
4 stakeholders, the decision-makers -- I guess that's including
5 me -- but we need to look at public-private partnerships.

6 I don't know if you had a reality check earlier, but
7 the state's going to have about a \$1 billion shortfall in terms
8 of what our funding needs are. So when you look at CDOT's
9 budget, which is about one billion a year, and you look at the
10 costs of doing any of these recommendations, they're not cheap;
11 they add up awfully quickly.

12 So I think we need to look at -- you're gonna kick me
13 off? Okay. We need to look at ways to I think include kinda
14 public-private partnerships, but also let the public know that,
15 Hey, we're in dire situations in the state of Colorado.

16 We need to think outside the box. I think it's
17 important to look at some of these studies like this reversible
18 lane. Hey, if it doesn't work it doesn't work. I know you've
19 been looking at that. But we need to look at other ways.

20 We need to look at buses. We need to look at -- I
21 mean, you know, there's a lot of smart people in the room. But
22 I think we need to continue to think outside the box.

23 I think failing originally is not a problem because
24 that will help us learn that that particular solution was not
25 really a solution that would work. But I just encourage you all

1 to work together in a collaborative way, the way it really has
2 been going the last few years, but to take into account the
3 concerns the people have here and, you know, really think
4 outside the box --

5 MS. STROMBITSKI: Thank you.

6 MR. GIBBS: -- because we need leaders, and we need to
7 do that.

8 Thanks. I apologize for running over.

9 MS. STROMBITSKI: Thank you very much.

10 One last call?

11 MS. MORALES: I do believe we have one last taker.
12 Just a moment.

13 MS. STROMBITSKI: Okay. Very good.

14 Thank you. State your name and address, and spell
15 your name.

16 MS. MORALES: Ron Baron.

17 MR. BARON: I'm at 1174 Straight Creek Drive, Dillon,
18 Colorado.

19 Our bus driver leaving Kaiserstadt near an airbase in
20 Germany got lost. The blue line he was following turned out to
21 be a river instead of a road.

22 He got off at a railhead and said, Don't leave. I'll
23 be right back.

24 He then drove the bus onto a flatcar. We went through
25 the Kaiserstadt tunnel, came out. Saved hundreds of miles of

1 driving, but cost his company a bit of money for the
2 transportation.

3 My suggestion is to open up or start talking with the
4 railroads, and have a way to drive your car or bus or truck onto
5 a special car made for hauling automobiles and trucks on
6 flatcars. And they'd get on in Grand Junction, off in Denver,
7 and vice versa.

8 That would relieve the through traffic going through
9 the most difficult part of the mountains.

10 We would need to improve our railroad right now in the
11 United States. We're still running on rails that are sitting on
12 ties made of wood where the spikes come loose every once in a
13 while and there is a railroad track.

14 The rest of the world has gone to concrete,
15 steel-reinforced concrete ties with spring clips that hold on to
16 the high speed rails, and they don't give up. You'll find that
17 in China and Europe, South America, most of the rest of the
18 world.

19 Unfortunately our railroads won't invest in the
20 infrastructure to improve the rails that need to be improved.

21 Right now that 245-mile trip from Grand Junction by
22 rail would relieve the I-70 Corridor of more concrete,
23 pollution, and danger.

24 That 244-mile trip would cost the railroad about
25 \$21.96 for a three-ton auto. That's their dun price. An

1 additional charge for passengers to enjoy comfortable coach
2 would be extra.

3 At 20 miles per gallon the 244-mile trip would cost
4 \$36.60 at \$3 a gallon in gas alone. Trains get about 10 times
5 the fuel milage of trucks.

6 This would help increase safety, prevent pollution,
7 and lower the consumption of fuel, and help solve global
8 warming.

9 Existing railroads need to be upgraded. We need to
10 talk with the private industry. And maybe to subsidize them, or
11 show them how much more business they could get. But it would
12 take a lot of traffic off our Mountain Corridor.

13 That's my suggestion. Thank you.

14 MS. STROMBITSKI: Thank you.

15 This concludes our oral presentation for the evening.
16 Please enjoy the rest of the open house, and your opportunity
17 for public comment in all of the many ways that we've described
18 this evening.

19 Thank you again for coming.

20

21 (Whereupon the within proceedings adjourned at
22 6:56 PM.)

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C E R T I F I C A T I O N

I, Martha Loomis, Certified Shorthand Reporter,
appointed to take the within proceedings hereby
certify that the proceedings was taken by me on October 5, 2010,
then reduced to typewritten form by means of computer-aided
transcription; that the foregoing is a true transcript of the
proceedings had subject to my ability to hear and understand.

IN WITNESS WHEREOF, I have hereunto set my hand
October 8, 2010.

Martha Loomis
Certified Shorthand Reporter

Proofread by D. Drake

AGREN BLANDO COURT REPORTING & VIDEO INC

REPORTER'S TRANSCRIPT OF PUBLIC HEARING

IN RE:

I-70 MOUNTAIN CORRIDOR - REVISED DRAFT
PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING PRESENTATION, OCTOBER 2010

PURSUANT TO NOTICE to all parties in interest, the above-entitled matter came on for public hearing on Wednesday, October 6, 2010, commencing at 6:08 p.m., at 185 Beaver Brook Canyon Road, Evergreen, Colorado, before Gail Obermeyer, Registered Professional Reporter and Notary Public within and for the State of Colorado.

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1 P R O C E E D I N G S

2 THE INTERPRETER: (Untranslated
3 Spanish.) Good evening, ladies and gentlemen.
4 My name is Lilia. If anyone needs Spanish
5 interpretation, I'll be outside. Thank you.

6 MS. STROMBITSKI: Thank you, Lilia.
7 Welcome, and thank you for coming out on this
8 rainy evening to take part in our public hearing.
9 My name is Mary Ann Strombitski. I'll be your
10 facilitator this evening.

11 This is truly your opportunity to be
12 heard. If you have not signed up to speak at the
13 microphone, then we would urge you to do so in the
14 next ten minutes. Kristi will be on hand to take
15 your name down and get you signed up; so if you'd
16 like to, please see Kristi now or in the next ten
17 minutes.

18 I hope that each of you have had an
19 opportunity to view the displays and to ask
20 questions of the CDOT representatives that are on
21 hand tonight across the hall in the gymnasium.

22 During the Open House, you probably had
23 a number of questions. If after the general
24 presentation you'd still like to ask some
25 additional questions, please feel free to do so.

1 And even during our general presentation time here
2 this evening, we will have representatives across
3 the hall, still with the displays, so that you can
4 learn more and ask any additional questions.

5 Just remember, when you talk to CDOT
6 representatives tonight, that any questions that
7 you ask or any comments that you make will not be
8 considered formal comments until those are
9 captured either in writing or by one of the court
10 reporters that we have on hand tonight. We have
11 two of those folks on hand; one to capture
12 comments here in the auditorium, and the other in
13 the gymnasium, in the public comment area, where
14 you can privately give your comments. All right.

15 We have a number of ways for you to be
16 able to provide comment this evening, in addition
17 to the court reporters. I will direct your
18 attention to the hearing agenda. It gives an
19 outline of what we are going to be doing this
20 evening. Also, included with this packet is a
21 comment sheet. You certainly are welcome to write
22 out any comments this evening and drop those in
23 the boxes in the public comment area; or if you'd
24 like to hang on to this and think about it for a
25 bit, you can mail it in to the address on the back

1 of this form. You can also go online to CDOT's
2 website and be able to provide comment.

3 Now, one thing I would like to share is
4 that a public hearing is different than a lot of
5 public meetings. So if you ask questions tonight
6 at the microphone, they won't be responded to
7 tonight, unless you ask those of somebody inside
8 of the gymnasium. But those questions or comments
9 will be captured and addressed in the final
10 documents. All right.

11 And without further ado, I'd like to
12 direct your attention -- we have Kevin O'Malley,
13 Commissioner with Clear Creek County, here tonight
14 who would like to provide additional welcome.
15 Thank you very much.

16 MR. O'MALLEY: Hello, everyone. I'd
17 feel a little more comfortable if I can hold onto
18 this microphone, so I don't start swinging my
19 hands all over the place. I would like to very
20 much welcome all of you to this beautiful facility
21 at Clear Creek High School. And I want to thank
22 the high school and the school district for
23 providing the venue for us tonight. And I want to
24 thank all of you for being here.

25 I've heard from a couple of folks from

1 CDOT who are wondering whether this rain we're
2 listening to is a good sign or a bad sign. And I
3 would like to tell those folks that it's a good
4 sign. We need some moisture, and we've needed it
5 for a while. The sheriff is in a much better
6 mood, now that he's not as worried about
7 wildfires. So it is a very good sign. Now, the
8 fact that I saw lightning strike out on the
9 practice football field just as I walked in the
10 door to the auditorium, that worries me a little
11 bit.

12 But those -- the folks from CDOT have
13 asked me to kind of encapsulate, in about three
14 minutes, 20 years of history. And so I'll see how
15 well I can do that.

16 This has been a very, very long
17 process. Six years ago, we had a meeting in this
18 building, if I remember correctly, and it was a
19 meeting, basically, exactly like this meeting
20 tonight. But I suspect that the tone of that
21 meeting was a lot different than what we will hear
22 tonight.

23 And what occurred is a lot of people in
24 Clear Creek County and all along this Corridor
25 invested a tremendous amount of time and effort in

1 understanding the transportation issues, and then
2 when this Draft was originally unveiled, they had
3 the feeling that they had been pretty much
4 ignored, both in substance and in process. And so
5 we were at a stalemate in December of 2004. And
6 fortunately for all of us, some leadership at the
7 state level decided that we weren't going to break
8 the stalemate, and that it was not a good idea to
9 let some federal judge somewhere break that
10 stalemate for us.

11 And so they invited everyone to the
12 table through a couple of different processes.
13 One of those was the collaborative effort that you
14 may have heard about, which brought 32
15 representatives of stakeholder groups that
16 included the agencies; which is the Federal
17 Highway Administration, and CDOT, the Army Corps
18 of Engineers, and there are probably a few other
19 federal folks there, representatives of
20 communities all along the Corridor, and
21 representatives of the environmental interests.

22 And I happen to be one of those 32.
23 And we sat around tables for, I don't know, eight
24 or nine meetings over the course of about that
25 many months, and had some very long, and in-depth,

1 and courteous, and not so courteous, and very
2 productive discussions, and we came to a Preferred
3 Alternative.

4 And that Preferred Alternative is
5 what's represented in the document that CDOT has
6 released as their Revised Draft. And the document
7 is not perfect. It's not perfect from Clear Creek
8 County's standpoint. It's not perfect from Vail's
9 standpoint. It's not perfect from Jefferson
10 County's standpoint. It's not perfect from CDOT's
11 standpoint and the Federal Highway
12 Administration's.

13 What it is is an agreement that works
14 for all of those groups. And it's something that
15 we can rally behind and now do the real work,
16 which is to make it happen. Because what you see
17 tonight is a first step that took 20 years to get
18 to. The second, third, and fourth steps hopefully
19 won't, combined, take that long.

20 But what those steps are and what we
21 have to continue to do is design the individual
22 projects that make up this Preferred Alternative,
23 find ways to fund those projects, and then build
24 them. And I think we can do that. It's not going
25 to happen just in Colorado. It will really take a

1 change at the national level, in terms of what we
2 want to do with our limited resources and whether
3 rebuilding and evolving our infrastructure is one
4 of the things we want to do with our limited
5 resources. And I'd certainly hope that that's the
6 decision that we come to. But anyway, that's kind
7 of the history.

8 And I haven't seen anybody put up the
9 clock, so I don't know how far over my three
10 minutes I have gone. But I would like to welcome
11 Scott McDaniel, who's the program engineer for the
12 I-70 Corridor. And he will make a presentation of
13 exactly what is in this document that, this time
14 around, was -- Flo, what did you say, 476 pages?

15 FLO: 486 pages.

16 MR. O'MALLEY: 486 pages. The last
17 document if you, you know, put it in 8-1/2-by-11,
18 which is what this one is, that document was about
19 3200 pages. So this one, at least, is easier to
20 absorb.

21 Again, welcome, and thank you for being
22 here. Scott.

23 MR. McDANIEL: Thank you, Commissioner
24 O'Malley, for that great, strong presentation. I
25 just want to share with the group some words of

1 wisdom that Commissioner O'Malley shares with me
2 every time we present something new. And he says,
3 "All right, but don't mess it up," so . . .

4 MR. O'MALLEY: That's not what I say.
5 That gets to the crux of it, but that's not what I
6 say.

7 MR. McDANIEL: So welcome. I'd like to
8 thank all of you for taking time out of your busy
9 schedules to learn more about what we are
10 proposing on the I-70 Mountain Corridor. My name
11 is Scott McDaniel, and I am the -- I work with the
12 Colorado Department of Transportation. And I am
13 the project manager for the I-70 PEIS. We are
14 really excited to be here tonight to share
15 information with you on the Programmatic
16 Environmental Impact Statement; which is really a
17 mouthful, so I'm going to refer to it as the PEIS.

18 This has been a long process, as
19 Commissioner O'Malley said. It has taken us a
20 long time to get to this point. And we couldn't
21 have done it without the countless hours of many
22 of you here in the audience tonight to get us to
23 this point. And for that, I want to thank you
24 all.

25 So the purpose of tonight's meeting

1 really is to receive comments on the PEIS. And so
2 tonight, during the meeting, we will give you some
3 background on the project and about the document
4 that we have prepared for this. And we also want
5 to help you find the information that you're
6 interested in, so you can make comments on this
7 document.

8 We have a number of staff -- a number
9 of staff positioned in the display room back here
10 who can help you with any questions that you might
11 have. And we have numerous information stations
12 positioned along the hallways and in the gym as
13 well. And as Mary -- as Mary Ann mentioned, we
14 also -- after this presentation, we're going to
15 have an oral comment period where you can sign up,
16 and you will have three minutes to present oral
17 comments. You can also give comments to another
18 court reporter that's positioned out in the
19 hallway.

20 And we have a couple other ways that
21 you can give comments as well. You can either
22 write them on a comment form or we have some
23 computers. If you're more comfortable with that,
24 you can type them in the computer. But those are
25 all good ways that you can give comments tonight.

1 And, lastly, we will be accepting
2 comments up to November 8. So you can, if you
3 want -- and I'll share more information with you
4 about how to do that -- but you can give us
5 comments up until November 8.

6 So we've been talking about the PEIS.
7 What is a PEIS? A PEIS is a National
8 Environmental Policy Act, or a NEPA, document.
9 NEPA is a law that requires any agency that
10 receives federal funds, like CDOT, to consider all
11 kinds of environmental impacts on their programs,
12 policy, or projects, before we can do anything.
13 So, in other words, we can't build anything until
14 we do a very comprehensive environmental study
15 first.

16 And so what this PEIS will do is it
17 will result in a broad Tier 1 decision that will
18 form the framework for the vision of the Corridor
19 as we move forward with future studies. So what
20 this PEIS does is it establishes a long-term
21 Corridor vision. It's a 50-year vision for the
22 Corridor. That was a really key component that
23 everybody that helped us come up with this
24 solution felt was important.

25 We didn't want to have a solution that

1 was going to be -- that was going to only have a
2 short life. We wanted to make sure that whatever
3 solution we came up with was going to continue as
4 well in the future. And we had the year 2050 as
5 our planning horizon for this project. So
6 anything that we do, we expect it to last that
7 long.

8 And the PEIS also identifies programs
9 of improvements. It defines the purpose and need
10 for this project. It also defines the travel
11 mode, capacity, and general location of the
12 transportation solution. However, this PEIS will
13 not result in any type of construction or impacts
14 to our environment or communities. But it does,
15 however -- it does consider the range and types of
16 impacts and the mitigation strategies that we'll
17 be using to move forward with future studies. So
18 that's what a Tier 1 document is.

19 What's the Tier 2 process? That's
20 really the next step. After we get through with
21 this, we will be going into the Tier 2 process.
22 And, typically, those are smaller projects that
23 fall with under -- they fall within the scope of
24 the Tier 1 decision that we are solidifying
25 tonight. And those Tier 2 projects are ones that

1 come up with the specific impacts and the specific
2 designs that will be implemented on the Corridor.

3 So, basically, Tier 2 is a deeper level
4 of detail about those projects. And those Tier 2
5 projects will be -- again, there will be project-
6 specific analysis done, and they will also refine
7 the alternatives and specific alignments and
8 design for those projects. Those projects will
9 have their own specific purpose to meet, but they
10 will also keep in mind the goals for -- that we
11 expect to have for this -- for the Tier 1
12 decision.

13 The Tier 2 project will result in
14 construction projects and impacts to our
15 resources, but they will also include project-
16 specific litigation as well. Again, the Tier 2
17 projects will fall within the travel mode,
18 capacity, and general location of the Tier 1
19 decision and refines the alternatives and
20 allows -- it does, again, come up with those -- so
21 let's skip to the next one. Sorry. I must have
22 got that a little mixed up. Let me make sure I'm
23 in the same place.

24 So, really, how did we get to where
25 we're at today? Commissioner O'Malley, he did

1 give you a little history of what has occurred.
2 We did -- in 2000, we issued a Notice of Intent to
3 prepare the PEIS. And then in 2004 is when we
4 released the first draft of the PEIS. And because
5 of that, we got a lot of comments back. And it
6 wasn't very well received, to be honest with you.
7 There was a lot of agency and public comment on
8 how we -- how we achieved the decision that we
9 came up with.

10 And so because of that, we really had
11 to take a step back and figure out how we were
12 going to proceed. And so with our stakeholders,
13 we tried to develop a process to improve how we
14 were going to formulate our solution for the
15 Corridor. And from that, we came up with the
16 collaborative effort process, which Commissioner
17 O'Malley referred to. And this team represented
18 people from all interests on the Corridor. And we
19 used an independent facilitator to help us come up
20 with a consensus for the solution that we wanted
21 to have for the Corridor.

22 And in 2008, the Collaborative Effort
23 Team came up with a recommendation, which we
24 called a consensus recommendation. And that
25 recommendation is now the Preferred Alternative.

1 We've worked with the Federal Highway
2 Administration to incorporate that decision into
3 our document.

4 So the next question is, what is the
5 Revised Draft? Again, this Revised Draft replaces
6 the 2004 Draft. And we decided to do a Revised
7 Draft, because as we started working on coming up
8 with a final document, we realized that a lot of
9 time has elapsed, and there are some NEPA
10 requirements that did require us to look at what
11 has changed since 2004. So we worked with the
12 Federal Highway Administration to determine what's
13 the best way for this study to move forward in the
14 fastest, most efficient way. And that's how we
15 came up with the Revised Draft concept.

16 And so what the Revised Draft does is
17 it does fully address the comments received in the
18 2004 Draft. It updates the analysis on all of our
19 environmental and community resources. It also
20 anticipates impacts of future construction. And
21 it also identifies mitigation strategies and
22 planning for the Tier 2 process.

23 And I don't know that I need to say
24 much about this. I think we all understand the
25 importance of I-70. We all know that I-70 is the

1 only east/west interstate in Colorado. It
2 connects communities with our recreational areas.
3 And it's important to the quality of life and the
4 economic base for our state for freight and
5 tourism.

6 So what happens if we don't do
7 anything? We all know that if we don't do
8 anything, growth is going to continue, and it's
9 going to lead to more trips up the Corridor. We
10 know that the Denver metropolitan region has a
11 huge impact on the travel patterns of the
12 Corridor. Travel conditions are currently
13 congested, and they are expected to get worse in
14 the future. Trips that now take just over three
15 hours will eventually take more than five, and the
16 congestion will be unbearable. We estimate in the
17 near future that there will be 9 million people
18 who will choose not to drive on the I-70 Mountain
19 Corridor due to the congestion.

20 So how did stakeholders participate in
21 this process? There are thousands of people that
22 helped us get to this point; and for that, we are
23 truly grateful. There's many people who have
24 donated their own personal time to help us come up
25 with this solution. And we found that stakeholder

1 involvement results in the best solution for this
2 Corridor, and we used that to get to where we are
3 today.

4 And the mechanism or the means that we
5 did, as we talked about, is the Collaborative
6 Effort Team. And the Collaborative Effort Team is
7 comprised of 27 stakeholders from Garfield County
8 to Denver. And this team worked to help us craft
9 the solution that we now call the Preferred
10 Alternative. And it formulated a long-term
11 stakeholder involvement process to help guide us
12 through this transportation improvement process.

13 One thing that we learned through the
14 collaborative effort process is the importance of
15 stakeholder involvement; and even more so, early
16 and often involvement with the stakeholders. But
17 because of that, we wanted to duplicate that
18 success. And so we came up with and we utilized
19 the concept called Context Sensitive Solutions.

20 CSS is a collaborative
21 interdisciplinary approach that involves all
22 stakeholders. It seeks to develop transportation
23 facilities that fit the physical setting and
24 preserve scenic, aesthetic, historic, and
25 environmental resources, while maintaining safety

1 and mobility. This is the Federal Highway
2 Administration's definition of CSS, and it really
3 holds true.

4 But the way we like to look at it is
5 that CSS is a process and it's an approach. And
6 it's based on the idea that transportation
7 projects should consider the big picture. So CSS
8 will guide all transportation improvement projects
9 in the I-70 Mountain Corridor. We are committed
10 to well-thought-out choices and to work -- that
11 will work now and well into the future. And,
12 again, I just want to reemphasize that we are
13 committed to early, continuous, and meaningful
14 involvement with the public and stakeholders.

15 So as we went through the PEIS,
16 obviously, the number of alternatives or the
17 number of things that we could do on the Corridor
18 are endless. And so what did we consider? Based
19 on -- we took a large look at a number of
20 different alternatives, but we did break them down
21 into some categories.

22 Besides the No-Action Alternative,
23 there are four general categories or families of
24 improvements that we considered. The first one is
25 the No-Action. And, basically, what the No-Action

1 Alternative is is what we're doing today. It's as
2 if we didn't do the study at all. We just
3 continued with our routine maintenance,
4 construction projects, with no capacity
5 improvements.

6 The next one is the Minimal Action.
7 And the Minimal Action involves only minor
8 infrastructure and non-infrastructure improvements
9 to improve small deficiencies with the highway
10 system.

11 And then next is the Highway
12 Alternatives. And the Highway Alternatives will
13 add roadway capacity and fix highway deficiencies,
14 such as sharp curves.

15 And then the next is the
16 transportation -- or the Transit Alternatives.
17 And Transit Alternatives introduce dedicated
18 transit service to the Corridor. And this is --
19 this is a very important step for CDOT and for the
20 Corridor; because, as we'll speak further, this is
21 part of what we consider to be a multimodal
22 solution.

23 And then the last one is the
24 Combination of Alternatives. And that is just the
25 combination of both roadway and transit on the

1 Corridor.

2 And as I alluded to, why do we need a
3 multimodal solution on the Corridor? As we went
4 through the alternatives development, screening,
5 and evaluation process, we, along with our
6 stakeholders, realized that no single mode of
7 transportation is going to solve our problem. The
8 relationship between capacity and congestion is
9 not direct. You can add capacity to a highway,
10 but it's not necessarily going to improve
11 congestion.

12 If you can remember that 9 million
13 number that I shared with you earlier, some of
14 those 9 million are going to get on this highway.
15 If all we do is highway expansion, they're going
16 to start using the highway, and that capacity that
17 we added isn't going to last very long before
18 we're back to the congestion conditions that we
19 are in today. So, therefore, we know that we have
20 to have a multimodal solution that includes both
21 transit and capacity highway improvements. And
22 that's the only way that we're going to solve the
23 transportation problem on the Corridor.

24 And what we really want to emphasize
25 tonight is the Preferred Alternative. This is

1 really where our focus has been. This is what
2 came out of the consensus recommendation that was
3 developed by the Collaborative Effort Team. And
4 what I want to point out is that this Preferred
5 Alternative for this project is unlike anything
6 that CDOT has ever done before. It consists of
7 four primary parts: a non-infrastructure
8 component, an advanced guideway system, a flexible
9 program of highway improvements; and, of course,
10 future stakeholder engagement.

11 The non-infrastructure components are
12 improvements that don't require new
13 infrastructure. Some examples of these are
14 providing traveler information. Some other
15 examples are we would be -- we would consider
16 shifting passenger and freight travel times to
17 either time of day or day of week. We also look
18 at things like promoting high occupancy vehicle
19 travel and also public transportation. We can do
20 a lot of these things at CDOT, but many of them
21 require action by our local communities, such as
22 land use controls.

23 The next part of our Preferred
24 Alternative is the advanced guideway system. And
25 this is the exciting part, in my mind. The

1 advanced guideway system consists of an elevated
2 train, mostly elevated. And it's mostly going to
3 be in the highway median. It's going to go from
4 the Eagle County Airport to C-470 in Denver, but
5 it also has a vision to connect to other transit
6 services. And that could be with the current
7 FasTrack Project, or it could be other things.

8 The technology that -- we haven't
9 identified the technology for the advanced
10 guideway system. That will be done in Tier 2.
11 But it could be things such as mag lev -- or the
12 magnetic levitation system, the monorail system,
13 or some other technology that's out there
14 that could work in our Corridor. And, again,
15 those will be done at the next level.

16 Some of the things as we're developing
17 the solution for the advanced guideway system, we
18 would, obviously, have to do a lot more study on
19 that. Some of the things that we would have to
20 study is the costs and benefits of those systems;
21 the safety, reliability, and environmental impacts
22 of those systems. We would also have to evaluate
23 the technology; again, the magnetic levitation
24 system, or monorails, or whatever technology would
25 best suit us.

1 We'd also look at ridership. And then
2 there would be other considerations that might be
3 outside these project limits. You know, there's
4 always that need to connect to other places to
5 make this a viable system, and we would certainly
6 look at those as well.

7 One thing -- the parting thought that I
8 would like to leave on all this is, every study
9 that we move forward with on this Corridor is
10 going to involve the I-70 Mountain Corridor CSS
11 process with the involved stakeholder group and
12 come up with a solution that we need.

13 The next component of the Preferred
14 Alternative includes a Minimum Program of
15 improvements. And this is a flexible approach
16 that allows us to make changes and improvements to
17 the system, and they're phased in as needed. Some
18 of the components that are associated with the
19 Minimum Program of improvements, we refer to them
20 as specific highway improvements. This term is
21 very important, because these are improvements
22 that must be put in place before additional
23 highway improvements are considered.

24 But some of the things that are
25 included in the Minimum Program improvements, we

1 have more than 20 interchanges that we plan on
2 rebuilding throughout the Corridor as part of the
3 minimum program. We also have 25 miles of
4 additional auxiliary lanes. We would also have
5 new tunnel bores at the Twin Tunnel and
6 Eisenhower-Johnson Memorial Tunnel. And there
7 would also be other improvements for truck
8 operations, such as chain-up stations, that are
9 part of the Minimum Program.

10 I want to speak to the specific highway
11 improvements, because those are really what have
12 been identified as a high priority for the
13 Corridor. And what those specific highway
14 improvements that are part of the Minimum Program
15 are, is the six lanes from Floyd Hill through the
16 Twin Tunnel; and that would also include new bike
17 trails and frontage roads and connections to
18 frontage roads. We would look at the Empire
19 Junction interchange and see what improvements
20 need to be made there, with the -- with the
21 long-term vision that we want to incorporate in
22 that interchange complex.

23 We would also look at eastbound
24 auxiliary lanes at the Eisenhower Tunnel, as well
25 as westbound auxiliary lanes as well. And these

1 are all part of the Minimum Program of
2 improvements.

3 So the next is the Maximum Program of
4 improvements. Again, when we talk about the
5 flexibility of this alternative, we can have
6 things that are built within the Minimum, up to
7 the Maximum, and we can do anything in between.
8 But what the Maximum Program of improvements are
9 is everything in the Minimum, but we would also
10 have six-lane widening from the Twin Tunnel to the
11 Eisenhower-Johnson Memorial Tunnel. We would also
12 have four additional interchange improvements, and
13 then we would do curve safety modifications at
14 Fall River Road.

15 What I'd like to talk about next is,
16 how do we make those decisions? How do we know
17 when to do what? And that's where these triggers
18 come into play. We have identified -- the
19 Collaborative Effort Team identified triggers of
20 when things get done. And to identify what those
21 triggers are, the Maximum Program would only begin
22 only if -- the first trigger is specific highway
23 improvements and minimum -- in the Minimum Program
24 are complete and the advanced guideway system is
25 functioning. That's the first trigger.

1 The second trigger is the specific
2 highway improvements in the Minimum Program are
3 complete and the study proves that the advanced
4 guideway system is not feasible. And, of course,
5 the last trigger, which is very important -- I
6 think it's one of the most important ones in
7 this -- is local, regional, national, or global
8 trends or events have an unexpected effect on the
9 Corridor.

10 That could be a number of different
11 things. One of the things I like to throw out
12 there is that that could possibly be if we get --
13 you know, if we ever get a bid for the Olympics in
14 the future, this would allow for us to make
15 changes to our Preferred Alternative, maybe
16 advance the guideway system more. You know, it
17 would allow us to make accommodations for whatever
18 those changes would be.

19 And, again, I think this last one --
20 this last part of the Preferred Alternative is
21 what makes it so unique. And it's the ongoing
22 stakeholder engagement. We've talked about that a
23 lot tonight, but it is because it's so important.
24 And it really does allow us to come up with the
25 best solution for the Corridor.

1 And ongoing stakeholder engagement will
2 always follow the I-70 Mountain Corridor CSS
3 process on all future studies and projects.
4 Again, I can't emphasize that enough. That is
5 really the key to our success. It will also
6 include the Collaborative Effort Team. And they
7 will review the Corridor conditions and triggers
8 at least every two years. The team will
9 thoroughly review the purpose, need, and
10 effectiveness of these improvements in the year
11 2020.

12 And, again, this flexible approach lets
13 us focus on the immediate needs of the Corridor,
14 while maintaining that longer-term vision. That
15 is the key to the success of this alternative. So
16 that's what we're doing.

17 We also look, with the PEIS, at how are
18 things going to get effected? What are the
19 impacts, and how do we determine that in the PEIS?
20 As we all know, the I-70 Mountain Corridor is very
21 unique. And with this particular study, we're
22 looking at a 144-mile section of interstate
23 through very rugged terrain. And so you can
24 imagine that it's full of challenges, as we look
25 at what those impacts are.

1 However, this PEIS doesn't look at
2 every possible site-specific impact. We just
3 don't have the resources to do that. We also
4 don't have -- we don't know what those impacts are
5 going to be. We don't know the details of the
6 projects enough to know what exactly those impacts
7 are going to be. So what we try to do at this
8 point is just focus on the bigger picture. What,
9 in general, are those impacts going to be and what
10 are they going to affect?

11 We try to identify the important
12 resources of the Corridor, and we also look for
13 those areas that, you know, maybe have Corridor
14 bottlenecks. We also try to find those resources
15 that are the most sensitive to impacts.

16 Next, is, how did we analyze those
17 impacts in the PEIS? As you can see here in the
18 display, we've got some charts and graphs. If you
19 look at the document, there's thousands of charts
20 and graphs. And they will all help you understand
21 what those impacts are.

22 We reviewed and analyzed information
23 from agency data, public -- and published
24 technical reports. And the PEIS also does
25 describe a range of impacts that are

1 representative of our study. So what we tried to
2 do is evaluate what the Preferred Alternative is,
3 trends that we identified, and what those impacts
4 are. And as we all know, any construction that we
5 do will have impacts, and it will disturb our
6 resources. Even minor projects would have impacts
7 to our environment. The range of impacts is
8 related to the size and scope of those projects.

9 And when we look at the impacts,
10 there's numerous types of impacts. The first one
11 I want to talk about are direct impacts. Direct
12 impacts occur when transportation facilities
13 expand into areas next to the Corridor. So if we
14 do any widening, et cetera, those are going to
15 have direct impacts on our resources.

16 Indirect resources -- or indirect
17 impacts can occur when transportation facilities
18 change the Corridor conditions or character. Some
19 examples of that could be, like, induced growth or
20 changes to noise or visual conditions. And those
21 are some examples of indirect impacts.

22 We also looked at cumulative impacts.
23 And cumulative impacts occur when impacts of our
24 project, combined with impacts from other actions
25 in the Corridor, such as ski area expansion or

1 resource development, all join together.

2 So as we go through this process -- and
3 this is part of the NEPA process -- how does our
4 Preferred Alternative compare with all the
5 alternatives that we identified? And when we did
6 that, we felt like our Preferred Alternative best
7 fits the purpose and need of this project. It
8 relies on that 50-year vision. Maybe the
9 alternatives that we identified didn't even meet
10 the need of the 50-year vision for this project.

11 And, again, the flexible nature of this
12 helps us meet those future needs. And with the
13 multimodal decision that we have here tonight, it
14 meets both the capacity and congestion demands for
15 this Corridor.

16 Again, I talked about this earlier, but
17 how do the impacts of the Preferred Alternative
18 compare to other options? When you look at it and
19 you look at how the Preferred Alternative
20 compares, in general, the Preferred Alternative
21 compares -- the impacts are higher than the normal
22 action or most of the single action alternatives.

23 But when you look at it compared to the
24 combination alternatives, it's generally less than
25 that. So that's good. We do fall within that

1 range when we look at the impacts of the project.
2 And so it's not the highest, but it's not -- it
3 just falls within the range that we had identified
4 when we go through our resource analysis.

5 The last point I want to make is that
6 when we identify impacts, we don't always -- well,
7 we don't include the mitigation. So anything that
8 we do in the future, those impacts -- most of them
9 we will be able to mitigate or do something to
10 minimize those impacts.

11 And that leads to this next slide.
12 What mitigation strategy does the Preferred
13 Alternative include? One thing that we will do is
14 we will minimize the footprint process in Tier 2.
15 So what we analyzed in Tier 1 is -- could
16 potentially get smaller. And it's going to be our
17 goal, is to minimize that footprint in Tier 2 so
18 that the impacts are less.

19 Beyond designing solutions to minimize
20 impacts, we also have committed to ways of
21 minimizing both program- and project-level impacts
22 of the Tier 2 process. Chapter 3 of our document,
23 it describes how these strategies work. And we
24 also have four very important agreements that will
25 help us follow up on future studies and projects.

1 And I'll highlight these next.

2 This first agreement is the I-70
3 Mountain Corridor Context Sensitive Solutions. We
4 talked a lot about CSS. Again, this is the key to
5 how we identify what's important to our
6 communities and how we're going to deal with those
7 important issues. And, you know, another way of
8 looking at CSS, this is the how we are going to do
9 things. The PEIS is what we are going to do, and
10 CSS is the how. And that's what we're going to do
11 for all future projects.

12 We will always be mindful of the
13 Corridor context and its core values. All the
14 projects will follow a six-step decision-making
15 process that involves stakeholders in a meaningful
16 way.

17 The next agreement that we came up with
18 is the I-70 Corridor Programmatic Agreement. What
19 this agreement does is it establishes a process
20 for evaluating historic properties in the Tier 2
21 studies. It also includes details for all steps
22 of historic property evaluation. And this
23 document has been signed by more than 20 agencies
24 and organizations. If you can imagine the feat
25 that it was to come up with this agreement, it was

1 a monumental accomplishment for this study.

2 We also have some other agreements that
3 we're working on. And the next one is the Stream
4 and Wetland Ecological Enhancement Program.

5 Again, you know, we're famous for having these
6 long acronyms. And the acronym for this is SWEEP.
7 And what the SWEEP agreement does is it protects
8 and enhances water quality of streams and riparian
9 habitats, and quality of wildlife. It defines a
10 process for complying with local, state, and
11 federal laws and regulations. It considers the
12 watershed context. It's focused on
13 sustainability. And there are ten signature
14 agencies identified for this document as well.
15 And we will have this document that will be agreed
16 to, and it will be part of the record decision.

17 And the last one I want to talk about
18 is A Landscape-level Inventory of Valued
19 Ecosystems, or ALIVE. And what this does is it
20 provides for long-term protection and restoration
21 of wildlife areas that intersect the Corridor.
22 We've identified 13 high-priority locations, and
23 they may be revisited in Tier 2. So we may add
24 some as well. And this, as well, has been signed
25 by seven federal and state agencies.

1 This next slide, I'm sure, has been on
2 everybody's mind, and it has to do with the cost
3 of the Preferred Alternative. We have estimated
4 the Preferred Alternative to be between 16- and
5 \$20 billion in the year that we expect to have the
6 money spent. Obviously, we're going to have to
7 have a new funding source. And that will be
8 necessary for us to implement all the
9 improvements.

10 We currently do not have all the money
11 identified at this point to implement the
12 Preferred Alternative. Currently, CDOT has just
13 over a billion dollars identified for I-70 in
14 state and federal resources for the I-70 Corridor.
15 But with this Preferred Alternative, what it
16 allows us to do is it allows us to implement
17 phases of the Preferred Alternative as funding
18 becomes available. And we will continue to engage
19 our Collaborative Effort Team to help prioritize
20 what these improvements are going to be and to
21 review those triggers for new improvements and
22 identify funding sources.

23 So what are the next steps for this
24 study? Well, we've been working on this for a
25 long time, and we are near the end, at least with

1 the PEIS. But this is a critical time for you to
2 continue to be involved with this process. The
3 public comment period for this project continues
4 until November 8. And we are very interested in
5 your thoughts and comments.

6 Of particular interest, we really want
7 to get your comments on the solution that we have
8 presented to you tonight, the Preferred
9 Alternative that we have identified for this
10 project. You can also comment on the Tier 2
11 process as well. And we will incorporate those
12 into our document. But most of those Tier 2
13 comments will be addressed in Tier 2. We will
14 just record them in this document.

15 So we hope to, after November 8, take
16 all the comments that we receive from everybody,
17 and we're going to incorporate them into the final
18 document. That final document we hope to have
19 ready by the winter of 2011. So just in a few
20 short months, we hope to have a Final PEIS for
21 this Corridor.

22 And the finale for it would be a record
23 decision. What does a record decision mean? The
24 record decision outlines how the Tier 1 decision
25 will be carried out. And it will identify how

1 we're going to identify or prioritize projects in
2 the future. And it also identifies the
3 relationship of this Tier 1 document with the
4 statewide planning process. And it also talks
5 about how the Tier 2 process will move forward.

6 And again, it's important to remember
7 that this PEIS will not result in any
8 construction. We hope that if everything goes
9 well, according to schedule, we can have a record
10 decision by the spring of 2011. And then what
11 that means is we can go right into the Tier 2
12 process and start working on the specific projects
13 that have been identified here tonight.

14 So with that, I'd like to thank you for
15 your attention tonight. I hope this presentation
16 has been both informative and thought provoking.
17 I'm going to turn the microphone back over to Mary
18 Ann, and we'll explain more about the oral comment
19 process, which is going to be coming up next.

20 If you haven't signed up, and you want
21 to do oral comments, please go outside and visit
22 the booth to do that. You can do that right now,
23 and you would probably still have time to make
24 oral comments. I would also encourage you to
25 visit our stations outside and ask any questions

1 that you need to feel comfortable with the
2 alternative that we have prepared for you tonight.

3 Again, I'd just like to turn it over to
4 Mary Ann, and we'll move forward with the public
5 comment period.

6 MS. STROMBITSKI: First of all, for
7 audience members, thank you for your attention
8 this evening. This does conclude the general
9 presentation portion. We are about to begin the
10 oral comments section. If you'd like to remain in
11 the room, you're welcome to do so and listen to
12 any of the public comments, or you can rejoin the
13 Open House across the hall in the gymnasium.

14 Now, for those of you who have signed
15 up, I think I have about five or six folks who
16 would like to make oral comment. I'm going to
17 give you some brief rules; just a quick reminder
18 of how we will conduct this portion of our
19 meeting.

20 You will see when you step up to the
21 mic that I would like to have you state your name,
22 spell your name, and provide your home address.
23 Then when your comment portion begins, you'll have
24 three minutes. For about two and one-half of
25 that, you'll see a green slide on the screen. The

1 last 30 seconds of that three minutes, it will go
2 to yellow. And then at the three-minute marker,
3 it will go red. At that point, I will ask you to
4 complete your sentence and wrap up.

5 And then, to be fair, if you do have
6 additional comment, we will have somebody who can
7 escort you to our other court reporter, where you
8 can privately dictate any additional comments.
9 But for this portion, everybody gets three
10 minutes. All right.

11 So for our first person who has signed
12 up, I have Amy Cole. Amy, if you could please
13 step to the mic.

14 MS. COLE: Hi, I'm Amy Cole. And my
15 organization is the National Trust for Historic
16 Preservation.

17 THE REPORTER: Please spell your name.

18 MS. COLE: And my name is A-m-y
19 C-o-l-e. And you want our address? It's
20 535 16th Street, Suite 750, Denver, 80202.

21 MS. STROMBITSKI: Amy, if you will
22 allow me one thing. Just to let people know, any
23 comments that are made will be addressed in the
24 final record. And any questions that are asked
25 will be captured here, but we will not respond to

1 those questions tonight. Thank you.

2 Thank you, Amy.

3 MS. COLE: Okay. So, first of all, I
4 would like to, along with a lot of other people
5 here, offer kudos to CDOT and the Federal Highway
6 on the 180-degree shift in the content, tone, and
7 vision. And we'd like to add respect for historic
8 resources that we see in this version of the
9 Draft, versus the last one. At that meeting six
10 years ago, (inaudible) screaming or crying, and I
11 think that's a positive thing that we should all
12 recognize.

13 In terms of specific comments on the
14 Draft, the 4(f) section I think is greatly
15 improved. And we hope in the final you can
16 provide some clarification on the application of
17 the constructive use of 4(f) resources; the
18 meaning of the buffer zone that's described in the
19 document now, especially as it applies to issues
20 like constructive use and noise.

21 Secondly, we ask that you add a better
22 description of CSS in the Executive Summary and
23 the Introduction, which Scott talked about quite a
24 bit. But if you look at the Executive Summary and
25 Intro, the actual purpose of CSS is not in there.

1 You have to go back to Appendix A to find that.
2 And we, obviously, all know that the purpose is to
3 produce a better-designed project, not just to
4 check a box and say that the process was
5 completed.

6 And last of all, I am sure I am not
7 alone in also saying that we appreciate all the
8 hard work that has gone into the revisions. This
9 is a huge task. And as someone who reads a lot of
10 PEISes, I'm happy to not read 3200 pages this
11 time. So thanks very much.

12 MS. STROMBITSKI: Thank you, Amy. Our
13 next speaker for comment is Patrick Eidman.
14 Patrick, if you'll state your name, spell it, and
15 then provide your address.

16 MR. EIDMAN: Yes. Good evening.
17 Patrick, P-a-t-r-i-c-k, Eidman, E-i-d-m-a-n. I'm
18 the endangered placements program manager for
19 Colorado Preservation, Inc. We formed in 1984 and
20 continue to serve as the only statewide historic
21 preservation advocacy organization in Colorado.
22 One of our flagship advocacy programs is the
23 endangered placements program.

24 In 2005, the historic communities along
25 the Clear Creek I-70 Corridor were listed as one

1 of Colorado's most endangered places. And it was
2 directly in response to that initial draft, and I
3 think we have heard tonight why that was. And so
4 I'm here tonight just to express our appreciation
5 and kudos for how the process has changed.

6 Since then, our engagement placements
7 program has four levels of status per site. It's
8 lost and saved, which are self-explanatory, and
9 then alert and progress. And the communities are
10 currently in alert status. I'll be recommending
11 to our board, at the meeting in November, that
12 they move into progress as an acknowledgment, you
13 know, for a number of different things; you know,
14 primarily probably the programmatic agreement for
15 historic resources; 4(f), how that's changed, how
16 dramatically that's changed; and, of course, also,
17 the visioning process that has been part of that.

18 So, again, we thank you. We appreciate
19 the acknowledgement for historic resources in the
20 Corridor; how significant they are and how unique
21 the Corridor is. And we hope that this CSS not
22 only continues -- and it's heartening to hear
23 learning that it's definitely part of the process
24 going forward -- but then also can serve as a
25 model for other projects around the state. So,

1 thank you.

2 MS. STROMBITSKI: Thank you, Patrick.

3 Our next speaker is Michael -- I hope I don't mess
4 the name up -- Hocevar (pronouncing).

5 MR. HOCEVAR: Hocevar.

6 MS. STROMBITSKI: Hocevar. Thank you.
7 Michael, if you'll state your name, spell it, and
8 then also give an address.

9 MR. HOCEVAR: Okay. My name is Michael
10 Hocevar. It's spelled H-o-c-e-v-a-r. And my
11 P.O. Box is 364, Georgetown, Colorado. And I
12 thank you for letting me talk here tonight.

13 My understanding is that serious
14 consideration is given to a rail system. And that
15 has a lot of good merits. And I do understand
16 that in order to get people to actually use the
17 rail system and get out of their cars, the key to
18 having that happen is you need to have a
19 significant benefit in time of travel for people
20 to do that.

21 And the very first proposal I ever saw,
22 probably like 15 years ago, of a rail system had a
23 route that was pretty much almost a straight line
24 from DIA to Vail. And so it probably would run
25 kind of about where Central City is. And that

1 would be a very efficient, very straight way. It
2 would use pretty much tunnels and tresseling to
3 make it through all that terrain up there.

4 Now they have hotel rooms in Central
5 City. Central City might even want something like
6 that. And that could probably be a very
7 beneficial route.

8 But everything I've heard about it
9 since that original proposal has been assuming
10 everything is just going to follow I-70. Well,
11 I-70, we all know -- and I've worked on rock and
12 soil stabilization projects -- and CDOT knows that
13 or they anticipate at least providing a highway in
14 15 years, probably a little bit less for a
15 railroad; so a significantly long time. Because
16 it's just extremely narrow, extremely difficult to
17 work. Transportation gets worse for the first
18 couple years while you're trying to build this
19 thing. And then you got all your eggs in one
20 basket, so if anything ever happened in that
21 Corridor, you could use both the road and the rail
22 at the same time.

23 And you also -- if this particular
24 train stopped somewhere like Georgetown or Silver
25 Plume or Empire, in going up Silver Plume Hill,

1 you got a very steep grade for a railroad to go
2 up. It would go at a crawl, almost completely
3 unfeasible on time. Trying to put everything in
4 I-70 seems to me to be a very unfeasible idea.

5 And one thing that this kind of reminds
6 me of a little bit was when they built the parking
7 lot above Black Hawk, the miners' parking lot, the
8 first guy who wrote and proposed that idea had the
9 idea to have a tramway, almost like an elevator,
10 coming down the parking lot. That would be very
11 quick and efficient.

12 I think someone at Black Hawk didn't
13 really understand that, never really caught that
14 part, so they just came up with the idea for a
15 rickety old bus slowly winding around. I see that
16 same type of thing happening here on this; that a
17 lot of people are kind of missing the idea you
18 just take a whole different route altogether. You
19 really to want (inaudible) the transportation.

20 MS. STROMBITSKI: Michael, you need to
21 wrap up your sentence.

22 MR. KOCEVAR: And so I thank you for
23 listening.

24 MS. STROMBITSKI: Thank you very much.
25 If do you have additional comment, please go to

1 our other court reporter in the gymnasium area.

2 Thank you. Our next speaker is Roger Westman.

3 Please state your name, spell it, and provide an
4 address.

5 MR. WESTMAN: My name is Roger Westman.

6 Can you hear me okay? My name is Roger Westman,
7 693 Old Squaw Pass Road, Evergreen, Colorado
8 80439. Thank you for this opportunity to speak.

9 THE REPORTER: Could you spell your
10 last name, please.

11 MR. WESTMAN: Westman, W-e-s-t-m-a-n.

12 Like many of you, I've been to many of
13 these meetings. They've all sounded good in a lot
14 of respects, but when it was all said and done, we
15 thought, boy, that's a lot of money, and we don't
16 have any of it. And I don't think that's changed
17 today. We have prospects and so on.

18 But I read a book years ago, and I came
19 away from that book -- and I bet you some of you
20 have read that book -- with the saying, "Check
21 your premises. Check your premises." And I'm
22 guilty of not doing that very frequently, I'm
23 sorry to say.

24 But let's look at our problem. Our
25 problem is the congestion on I-70. That's why

1 we're all here. What can we do about that? Well,
2 if you get a whole lot of money in 15 years,
3 you're going to be close to solving your problem.
4 But I submit to you guys that we can solve the
5 problem tomorrow by using a federal highway. It
6 goes from Denver, to Park County, to Fairplay, and
7 right up to Breckenridge, which is where a good
8 lot of the folks in Denver are going anyway.

9 It would help that part of our state.
10 It would take some of the burden off us. It would
11 give everybody else an alternative route; call it
12 an escape or whatever. The only problem down
13 there is Hoosier Pass, which just has hairpin
14 curves. We're all familiar with hairpin curves.
15 I understand that CDOT has, in the past, done some
16 sort of engineering, and they know how to handle
17 that, straighten that out. But in the meantime,
18 for those of us that live here, those curves are
19 nothing.

20 The problem down there sometimes is a
21 snow blizzard, a snow ground blizzard. And I bet
22 you that CDOT knows something about snow
23 blizzards, and they can fix that if necessary.
24 And I think it would be a big boom to that part of
25 our state and clearly to the folks that are going

1 to Summit County.

2 So a long time ago, also, I was asked
3 by the County Commissioners to hold some hearings
4 on the applicability of RTD coming into Clear
5 Creek County. I was neutral on it, and I still
6 kind of am. But I thought RTD really didn't much
7 care about Clear Creek County. They cared an
8 awful lot about Summit County, and they wanted to
9 get our tax money along the way. And I thought
10 that was a really bad idea.

11 I thought if they wanted to come
12 through Clear Creek County, let them come. And if
13 we wanted to use their buses, et cetera, we'd pay
14 for it on a trip-by-trip basis. Otherwise, let
15 them go to Summit County and do what they want to,
16 then we get the benefit of some transportation
17 here if we're so inclined. Thank you very much.

18 MS. STROMBITSKI: Thank you, Roger.
19 And our last speaker is Ken Katt. And while Ken
20 is approaching the microphone, I'll ask one last
21 call. If there are any additionals that would
22 like to sign up this evening, please do so with
23 Kristi.

24 Ken, if you'll state your name, spell
25 it, and give an address.

1 MR. KATT: Okay. Ken Katt. That's
2 spelled K-a-t-t; 2703 West Long Drive, Littleton,
3 Colorado. Do you need a zip code or anything?
4 No. Good to go. Okay.

5 I've been involved in this process for
6 probably ten years or so, going back to when the
7 facility --

8 THE REPORTER: Excuse me, excuse me.
9 You need to slow down and speak slower, please.

10 MR. KATT: But I only have three
11 minutes.

12 THE REPORTER: I know, but --

13 MR. KATT: Anyway, I've been involved
14 in the process for awhile. I remember some fiscal
15 restraint being applied, when they capped the
16 \$4 billion, and we didn't even have much of a clue
17 how we were going to come up with the \$4 billion.
18 Now that we've removed the cap, to come up a 16-
19 to \$20 billion Preferred Alternative, we have even
20 less of a clue where that money is going to come
21 from.

22 If anybody in this room wants to
23 understand how our nation has gotten itself
24 umpteen trillion dollars into debt, you don't need
25 to look much further than to study the process

1 which took this from a \$4 billion project up to a
2 \$20 billion project.

3 Now, let me ask for a show of hands
4 here real quick. Because I've been doing
5 everything I can to try to protect citizens of
6 Clear Creek County who live west of the Twin
7 Tunnel, because you're going to be seriously
8 affected by anything that goes on. So can I see a
9 show of hands -- can I do this? -- show of hands
10 of every Clear Creek County resident who lives
11 west of the Twin Tunnel. Okay.

12 Let me ask you what your priority is,
13 for those who live west. Is, in fact, your
14 priority to avoid a road project to widen the
15 highway, because you know that's going to
16 absolutely destroy your quality of life? Will you
17 raise your hand if that's your number one
18 priority? Okay.

19 Or is your number one priority to get
20 some sort of high-speed transit system that we
21 really don't have a clue how we're going to pay
22 for, except maybe go into Denver and just hope and
23 pray?

24 UNIDENTIFIED SPEAKER: Transit.

25 MR. KATT: I support transit, too.

1 Okay. I mean, I wrote -- if you didn't buy a copy
2 of today's Clear Creek Current, you might want to
3 read -- buy a copy and read it. I wrote a letter
4 to the editor, which is back here -- if you don't
5 want to buy a copy of it, I've got copies right
6 here with my contact information on it. I'm
7 trying to get -- and I kind of addressed that
8 situation.

9 Now, one of the things that -- I don't
10 know how many of you actually read through and
11 studied the draft PEIS. I did, pretty
12 substantially. And one of the things it says in
13 there, it says: Building the bus and guideway
14 first, only preserved for highways, was viewed as
15 infeasible from an implementation standpoint.
16 Infeasible from an implementation standpoint. The
17 other ones were ruled infeasible, because they
18 didn't have the money. This is because it's
19 infeasible to do so.

20 Now, we don't have to accept the bus
21 and guideway the way it's presented in the Draft,
22 which is bidirectional all the way through Clear
23 Creek County. That would be devastating. It
24 would destroy the quality of life every bit as
25 much as the highway has.

1 MS. STROMBITSKI: Ken --

2 MR. KATT: I'll wrap it up real quick.

3 However, we can put in a single directional
4 guideway that helps people bypass a lot of the
5 congestion that backs up to the eastbound
6 direction behind the Twin Tunnel on Sunday
7 afternoon. Do the same thing, another section of
8 guideway will help people bypass congestion which
9 backs up in the westbound direction on Saturday
10 morning behind Floyd Hill. And it's not going to
11 take umpteen billion dollars to do it.

12 MS. STROMBITSKI: Thank you, Ken. We
13 do have two additional speakers. Next is Mary
14 Jane Loevlie.

15 MS. LOEVLIE: Hi, I'm Mary Jane
16 Loevlie, L-o-e-v-l-i-e; 110 Montane Drive, Idaho
17 Springs, Colorado. And I'm a veteran I-70
18 activist, I guess you would call it. I've been
19 involved in the MIS, the I-70 Task Force,
20 (inaudible), the I-70 Coalition Board, the
21 Collaborative Effort. And I've been one of these
22 studying this to death for the last 20 years. And
23 I've been a representative for the City of Idaho
24 Springs in many of these instances.

25 I would like to applaud CDOT, too,

1 believe it or not, for a totally different feeling
2 from six years ago. The collaborative effort has
3 truly been collaborative. And if we actually
4 follow through on what we have come up with in our
5 Preferred Alternative, it will be incredible. And
6 I encourage everyone to really read the document
7 and understand and study. There are many of us
8 that really do understand what the meaning behind
9 all of these paragraphs are.

10 I do have one comment on the Executive
11 Summary and probably throughout the document. My
12 pet peeve is where we say "widening." And this is
13 in the Executive Summary, page 22. And it's in
14 the first bullet point, you talk about widening to
15 six lanes, instead of capacity increases to six
16 lanes. I think that just needs to be changed
17 throughout the document. We need a six-lane
18 capacity, that doesn't mean we always have to
19 widen.

20 And I also just want to point out, as a
21 public record, I think Idaho Springs -- much of it
22 was intentionally left out, as far as
23 improvements. Because Idaho Springs is a much
24 bigger problem than that. Our three or four exits
25 now are one big project in itself. So I just want

1 it on public record that at the request of the
2 City of Idaho Springs, CDOT worked with us to
3 develop what they call the Area of Special
4 Attention Report.

5 This was a data and workshop on
6 visioning with the City. 40 citizens got together
7 for a day and a half and came up with what we
8 thought -- how we could close that gap in I-70 and
9 actually do the best they could; the City of Idaho
10 Springs, the citizens of Colorado, and CDOT. So I
11 just want it a matter of public record that this
12 visioning report is a part of the PEIS. And thank
13 you very much for your time. I'm glad we're doing
14 it.

15 MS. STROMBITSKI: Thank you, Mary Jane.
16 Our next speaker is Smoky Anderson.

17 MR. ANDERSON: Good evening. This is
18 Smoky Anderson, 507 10th Street, Georgetown,
19 80444.

20 MS. STROMBITSKI: Please spell
21 Anderson.

22 MR. ANDERSON: A-n-d-e-r-s-o-n. I'm a
23 member of the Open Space Committee here in Clear
24 Creek County. And I'd like to thank CDOT and the
25 people that worked on the PEIS for including the

1 greenway system throughout the county. I think
2 that that was something that was greatly missed in
3 the first one. In the second one, they greatly
4 should be commended for including that.

5 As we go into Tier 2 and start looking
6 at further plans, further implementation along the
7 Corridor, certainly every member of Open Space
8 will be interested in working with CDOT and the
9 people there to ensure that the greenway is
10 rightly placed and worked with. Thanks for
11 letting me speak tonight.

12 MS. STROMBITSKI: Thank you very much.
13 And we don't have any other speakers at this
14 point. So our oral comments section is closed.
15 Please feel free to rejoin the Open House. If
16 you'd like to drop comments in the box or to talk
17 to our other court reporter in the gymnasium,
18 please feel free to do so. Thank you for your
19 participation.

20 (The public hearing concluded at
21 7:21 p.m., October 6, 2010.)

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1 STATE OF COLORADO)

2)ss. REPORTER'S CERTIFICATE

3 COUNTY OF DENVER)

4 I, Gail Obermeyer, do hereby certify
5 that I am a Registered Professional Reporter and
6 Notary Public within the State of Colorado.

7 I further certify that these
8 proceedings were taken in shorthand by me at the
9 time and place herein set forth and were
10 thereafter reduced to typewritten form, and that
11 the foregoing constitutes a true and correct
12 transcript.

13 I further certify that I am not related
14 to, employed by, nor of counsel for any of the
15 parties herein, nor otherwise interested in the
16 result of the within proceedings.

17 In witness whereof, I have affixed my
18 signature and seal this 13th day of October, 2010.

19 My commission expires May 10, 2011.

20

21 _____
Gail Obermeyer, RPR
22 216 - 16th Street, Suite 650
Denver, Colorado 80202

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AGREN BLANDO COURT REPORTING & VIDEO INC

REPORTER'S TRANSCRIPT OF PUBLIC HEARING

IN RE:

I-70 MOUNTAIN CORRIDOR - REVISED DRAFT
PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING PRESENTATION, OCTOBER 2010

PURSUANT TO NOTICE to all parties in interest, the above-entitled matter came on for public hearing on Thursday, October 7, 2010, commencing at 6:00 p.m., at 426 Fairgrounds Road, Eagle, Colorado, before Gail Obermeyer, Registered Professional Reporter and Notary Public within and for the State of Colorado.

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1 P R O C E E D I N G S

2 THE INTERPRETER: Good evening, ladies
3 and gentlemen. (Untranslated Spanish.) My name
4 is Lilia. I will be your Spanish interpreter
5 tonight. If you need assistance, please let me
6 know. Thank you.

7 MS. STROMBITSKI: Welcome, and thank
8 you for coming out tonight. We appreciate your
9 participation in this public hearing. My name is
10 Mary Ann Strombitski, and I'll be your facilitator
11 this evening.

12 This is truly your opportunity to be
13 heard. If you have not signed up to speak at the
14 microphone, you can still do so for the next ten
15 minutes. Please sign up at the front desk as you
16 enter.

17 I hope that you've had an opportunity
18 to view the displays and ask questions of the CDOT
19 representatives that are on hand this evening
20 during the Open House. These folks will be
21 available during and after this presentation if
22 you would like to ask additional questions. Just
23 remember, any comments that you make to them are
24 not captured as formal comment. You do, however,
25 have several ways to provide formal comment this

1 evening; by completing a comment sheet and
2 dropping it in one of the boxes located in the
3 comment area, by going online at our computer
4 station in the back, by dictating your thoughts
5 privately to the court reporter located at the
6 rear of the hall, by speaking at the microphone
7 just down in front of me at the end of general
8 presentation, or by completing the comment form
9 and mailing it to the address on the back of the
10 form by November 8. All comments need to be
11 received by that deadline.

12 Besides the comment sheet, you received
13 an agenda packet this evening that outlines our
14 schedule of events, a station map of how to get
15 more information, a fax sheet, and a bit of
16 background on the differences between a public
17 hearing and a public meeting. This is truly a
18 listening session for CDOT.

19 Now, joining us tonight is Jon Stavney,
20 Commissioner with Eagle County. Thank you, Jon,
21 for joining us. And if you would, share a few
22 words. Thank you.

23 MR. STAVNEY: Thanks, Mary Ann. Last
24 time I was in here was for a 4-H event. My son
25 got his check for selling his pig. Welcome to

1 beautiful Eagle County. I want to welcome CDOT
2 and their large staff that's here tonight. Thank
3 you for making the trip. We're really proud to
4 have you here and proud to have you in the town as
5 well. On behalf of the Eagle County staff, I want
6 to welcome each of you as well to this event.
7 It's really your event.

8 Eva Wilson, our County Engineer, who
9 helped arrange this. Sara Fisher couldn't be with
10 us tonight; she's County Commissioner. Peter
11 Runyon especially would have liked to have been
12 here. He's been involved in the collaborative
13 process that's gone on since 2007. He chairs the
14 Intermountain Transportation Planning Region and
15 spends a lot of time with the folks in the back of
16 the room there.

17 You know, I just wanted to comment, how
18 many of you came here after seeing the headliner
19 here in the Mountaineer, as far as CDOT being your
20 only chance to weigh in on a \$20 billion plan? I
21 don't think that got anybody out of the woodwork.
22 But I like that.

23 The comment I want to make is if anyone
24 wants to accuse CDOT of not listening, I got to
25 tell you, I got to correct you on that. This

1 entire process is sort of a redo of a process that
2 went on in 2004 when the first Draft Environmental
3 Impact Statement was put out. And that, to make
4 it extremely simple, was an answer of, "We have a
5 freeway of lanes; we need more lanes," I think is
6 a very, very simple two-minute explanation.

7 This process that has led to being here
8 today is a result of CDOT basically taking a step
9 back, after getting a lot of opposition to that
10 first plan, and saying, "We need to include a
11 whole lot more people, a lot more groups;
12 everybody up and down the I-70 Corridor in the
13 mountains, environmentalists, local jurisdictions,
14 and we need to talk about this in a larger
15 context."

16 And so that's what's brought us here
17 today. And I'm thinking it's something that they
18 should be complimented on. But it is -- tonight
19 is your chance to speak up. This is a 60-day
20 comment period that's ending November 8, I think I
21 heard earlier. So please make a point of keeping
22 track of what's going on there. Ask a lot of
23 questions and give as much input as you can. CDOT
24 does listen. That's why we're here today.

25 Next up, more importantly, is Scott

1 McDaniel, and he's the program engineer for this.

2 Thank you, Scott.

3 MR. McDANIEL: Thank you, Commissioner.

4 And I hope this is going to be my best
5 presentation, because I also feel at home in 4-H,
6 was involved, and my kids are in 4-H camp, so I
7 feel real at ease here.

8 I also want to thank all of you and
9 welcome you all here tonight to take time out of
10 your day to learn more about I-70. We're really
11 excited to be here and share what we think is the
12 best solution for the I-70 Mountain Corridor. As
13 the Commissioner mentioned, my name is Scott
14 McDaniel, and I work for CDOT. And I am the
15 program engineer for the I-70 Mountain Corridor.
16 I'm also the project manager for this project.

17 And as he mentioned, this has been a
18 long time coming. We started this project ten
19 years ago, and we never thought we'd come to this
20 day, but excited to be here and share this with
21 you. And I also want to thank all the people,
22 particularly in Eagle County, that have spent
23 countless hours helping us get to this point;
24 because as the Commissioner mentioned, it wasn't
25 just CDOT. We couldn't be here with a solution

1 that we feel is the best for the community without
2 getting that community input. I know there's many
3 people who spent a lot of their own personal time
4 to help us get here. So for that, I want to thank
5 you all.

6 So, again, we're here to receive
7 comments on our proposal alternative here and what
8 we call the PEIS. During tonight's meeting, I'm
9 going to try to give you information that you need
10 to help you formulate the questions and comments
11 you might have about this document. We have a lot
12 of people that are stationed out here to also
13 answer questions you may have. We have a lot of
14 information, and so it's going to be really hard
15 to absorb it all, but we hope that we can give you
16 the information that you need to either comment or
17 give us your support for this project.

18 And as Mary Ann mentioned, there's a
19 number of ways that you can comment on it, and
20 we'll go through that again a little bit later.
21 And I want to remind you, as the Commissioner
22 said, we will take comments up until November 8.
23 However, we're not like the IRS; we do not take
24 post-dated comments. They have to be in by
25 November 8. Okay.

1 So what is a PEIS? That's probably a
2 question in everybody's mind tonight. A PEIS is a
3 National Environmental Policy Act, or a NEPA,
4 document. And NEPA is a law that requires us or
5 any agency that receives federal dollars to
6 consider all kinds of environmental impacts to
7 their programs or projects before any work can
8 begin. So, in other words, before we can build
9 anything, we need to do a comprehensive
10 environmental study first. And a PEIS is what we
11 like to look at as a first tier or a Tier 1
12 decision.

13 So I'd like to get a little bit more
14 specific on what we're doing with I-70. This is
15 the I-70 Mountain Corridor PEIS. And what we hope
16 to do is we hope to establish a long-term, 50-year
17 vision for the corridor. We hope to identify a
18 program of improvements that we can implement.
19 This project also does define the purpose and
20 need; why are we doing this. We also define the
21 travel mode, capacity, and general location of the
22 transportation solution.

23 One thing I need to remind you of, this
24 study will not result in any construction or any
25 impacts to your natural resources or your

1 communities. That will come in Tier 2. However,
2 the study does consider a range of impacts that
3 might occur. But we also commit to mitigation
4 strategies that we'll implement in the Tier 2
5 studies.

6 So that leads into my next slide, "What
7 is Tier 2?" Tier 2 is the next phase of NEPA that
8 we're required to go into. Tier 1 is kind of that
9 comprehensive, broad overview of what we want to
10 do. Again, we're looking at a 144-mile-long
11 corridor, but we can't build it all in one piece.
12 We're going to break it up into smaller pieces,
13 and so that's where Tier 2 comes in.

14 Tier 2 will identify those
15 project-specific analyses that we need for those
16 projects. We're going to refine the alternatives,
17 and we'll determine specific alignments and design
18 for those projects. We'll also develop
19 project-specific purpose and needs. Now, we did
20 develop a purpose and need for Tier 1, and we're
21 also going to do purpose and need for Tier 2,
22 probably. They could be different.

23 But every project that we do is going
24 to incorporate what we call core values; that, you
25 know, put a high emphasis on our natural

1 resources, our community's safety, and the ability
2 to implement. So those are the core values for
3 this project that will be carried forward for all
4 further studies and projects that we do on the
5 Corridor.

6 Now, here's where we talk about Tier 2.
7 It will result in construction projects, and it
8 will result in impacts. But it will also identify
9 project-specific mitigation. So if there's a
10 wetland, or a wildlife crossing, or anything of
11 that nature that falls within this specific
12 project in Tier 2, we will work on those projects
13 specifically at that point.

14 So I want to give you a little history.
15 How did we get here? We issued the Notice of
16 Intent to prepare the PEIS in 2000. So we've been
17 working a long time at it. We released a draft in
18 2004. And frankly, as the Commissioner mentioned,
19 it wasn't very well received. We got a lot of
20 concern about the process that we followed. We
21 also had a \$4 billion funding limit on it, which
22 limited some of the alternatives that we could
23 consider.

24 And so because of that, we, as an
25 agency, decided to take a step back and really

1 decide what we need to do. And so alongside our
2 stakeholders, we wanted to figure out that process
3 and the way to improve how we were going to move
4 forward. And so because of that, we formed what
5 we call a Collaborative Effort Team. And that
6 Collaborative Effort Team represented a number of
7 people with a variety of interests along the I-70
8 Mountain Corridor. And we had an independent
9 facilitator here to help us get through that,
10 because there's always those challenges and
11 differing of opinions, that we needed somebody
12 that was objective and independent to help us get
13 through that process. And that worked very well.

14 And the result of that was in 2008, the
15 Collaborative Effort Team came to a
16 recommendation. And that recommendation we called
17 the Consensus Recommendation. It makes sense to
18 call it that. And with that recommendation, we
19 are now using that as our Preferred Alternative
20 for this project.

21 So with that, how do we make that
22 Consensus Recommendation work? We worked on
23 trying to go straight into a final, but as we were
24 doing that, we realized that a lot of time had
25 passed since 2004; a lot things have changed, both

1 with our highway, with our communities, with
2 environmental resources, and with federal laws
3 and -- federal and state laws and regulations.

4 So we worked with the Federal Highway
5 Administration to determine what's the best way
6 for this study to proceed. And that's when we
7 came up with the concept of a Revised Draft. It
8 was the best way that we felt that we could do to
9 incorporate everything that has changed since
10 2004.

11 So with the Revised Draft, it replaced
12 the 2004 Draft, and it also addresses comments
13 that were received on the 2004 Draft. It doesn't
14 respond to comments specifically, but it does
15 globally respond to those comments. It also
16 updates all the analysis on our natural resources
17 in our communities, it anticipates impacts of
18 future construction, and it also identifies
19 mitigation strategies and planning for the Tier 2
20 process.

21 This is almost self-answering: Why is
22 I-70 so important? As we all know who live and
23 drive on this Corridor on a regular basis, we know
24 that I-70 is the only east/west interstate through
25 Colorado. And, more importantly, it connects our

1 communities and and recreational areas. It is
2 also important to the quality of our life and our
3 economic base for the state and freight and for
4 tourism as well.

5 And so some people want to know, what
6 happens if we do nothing? Well, you know, with
7 all the growth that has occurred in the Denver
8 metro area, that means a lot more people are
9 coming up I-70. And travel conditions are
10 congested now, and they're expected to get worse
11 in the future.

12 A trip now that takes a little over
13 three hours will soon take over five hours, and
14 congestion will be unbearable. And people will no
15 longer be able to time their trips to avoid those
16 congested periods. It's going to be congested
17 continuously. We estimate that in the very near
18 future, as many as 9 million people will choose
19 not to drive I-70 Corridor, because they just
20 don't want to deal with the congestion. Remember
21 that 9 million people number. That's a very
22 important number.

23 So one of the things that's really
24 important for this project is, how did the
25 stakeholders participate in this process? Again,

1 I talked about this earlier. Stakeholder
2 involvement was the key to us developing the
3 transportation solution for this project. It took
4 thousands of people to get us to this point. And
5 again, that's how we came up with the
6 Collaborative Effort Team to help us craft the
7 Preferred Alternative.

8 And I can't emphasize enough how
9 grateful we are for all the effort that everybody
10 has put into this study. I can look across the
11 room, and I see numerous people that spent hours
12 and hours helping us get to the point where we are
13 today. Again, I just want to reemphasize the
14 Collaborative Effort Team.

15 And the Collaborative Effort Team is
16 comprised of 27 stakeholders from Garfield County
17 to Denver. And they really do represent a diverse
18 group of people. We have people from different
19 federal agencies; the motor carriers, business
20 communities, and also our local and state
21 representatives as well. And this team really
22 worked hard at crafting what we call the Preferred
23 Alternative for this long-term -- we also
24 formulated a long-term stakeholder involvement
25 process to guide us through this transportation

1 improvements program into the future.

2 And that brings me to Context Sensitive
3 Solutions. We had so much success with the
4 collaborative effort process, that we really
5 wanted to try to figure out a way to duplicate
6 that process. And that's where Context Sensitive
7 Solutions comes in.

8 The Federal Highway Administration's
9 definition of it is: CSS is a collaborative
10 interdisciplinary approach that involves all
11 stakeholders. It seeks to develop transportation
12 facilities that fit the physical setting and
13 preserve scenic, aesthetic, historic, and
14 environmental resources, while maintaining safety
15 and mobility. And, again, that's the Federal
16 Highway Administration's definition, but it really
17 fits, and it works for this project.

18 So that's how we came up with this
19 process. And what we really hope is that through
20 this, we can develop a transportation system that
21 not only works to move cars and people, but it
22 also fits within our communities.

23 Again, one last thing before I move on.
24 I really want to make sure that we are, as an
25 organization, committed to that continuous and

1 meaningful involvement of our public and our
2 stakeholders. We really feel that's the key to
3 success and building a successful project on I-70.

4 Now, we're starting to get into what
5 we're doing. What is it we're going to try to do,
6 and what alternatives did we consider when we
7 analyzed? Every NEPA study, you have a No-Action
8 Alternative. And we did look at that, and we did
9 identify what that would be. But, basically, what
10 the No-Action Alternative is, is what we do today.
11 It's the maintenance projects, some overlays,
12 repairing guardrails, fixing signs. Those are the
13 things that are part of the No-Action Alternative.
14 And there really isn't any major construction,
15 capacity improvements, accel/decel lanes, anything
16 of that nature, included in the No-Action
17 Alternative.

18 The next is the Minimal Action
19 Alternative, and it involves only minor
20 infrastructure and minor infrastructure
21 improvements. And with those, it could be fixing
22 a safety problem here and there, or maybe a
23 climbing lane in certain locations. But it's
24 really -- they're minor in nature and aren't
25 really solving the transportation problems that we

1 have on I-70. All the components in the Minimal
2 Action are included in all the other action
3 alternatives within the study area.

4 Next is Highway Alternatives. And this
5 does add roadway capacity and does fix highway
6 deficiencies, such as sharp curves and safety
7 areas.

8 And then the next is Transit
9 Alternatives. And this one is the exciting one,
10 in my mind. It introduces a dedicated transit
11 service to the Corridor.

12 And then, lastly, we have a Combination
13 of Alternatives. That is, basically, a
14 combination of both highway and transit service,
15 or capacity improvements and transit service in
16 the Corridor.

17 So that kind of leads in, why do we
18 need a multimodal solution? As we went through
19 and developed these alternatives, and we screened
20 through them and evaluated the alternatives, we
21 realized that no single modal can meet the purpose
22 and needs of this project. We realized quickly
23 that the relationship between capacity and
24 congestion is not direct. Just because you add
25 capacity doesn't mean it's going to solve your

1 congestion problems.

2 Remember that 9 million number of
3 people who weren't going to drive? Those are the
4 people who are going to come in, once we widen
5 that section of the highway, and are going to
6 decide, okay, maybe now we might consider making
7 this trip. So just doing highway capacity
8 improvements isn't going to be enough. So,
9 therefore, we do need both transit and highway
10 capacity improvements to meet the purpose of this
11 project.

12 So what I'd like to do is kind of
13 describe to you the Preferred Alternative. And
14 first thing I need to say about it is, this
15 Preferred Alternative for this project is unlike
16 anything that CDOT has ever done in the past. It
17 consists of four different components. It
18 consists of a non-infrastructure component, an
19 advanced guideway system.

20 It also consists of a flexible program
21 of highway improvements. That includes a minimum
22 and a maximum program of improvements. And I'll
23 explain more how that works later. It's very
24 important to why this solution works so well.
25 And, lastly -- and this is part of the Preferred

1 Alternative, and that also makes this very
2 unique -- it also includes a process for future
3 stakeholder engagement, which I feel is really
4 important for this project.

5 So what are the non-infrastructure
6 components? Some examples of the
7 non-infrastructure components could be providing
8 traveler information, like we have on the trip
9 travel time signs. It also could be things like
10 shifting passenger and freight travel demands by
11 time of day and day of week, trying to synchronize
12 those trips and utilize some of the times of the
13 day right now that aren't congested.

14 We also would look at, possibly,
15 morning high occupancy vehicle travel, like HOV
16 lanes, and also public transportation. And we can
17 do a lot of these now within our project and
18 within CDOT, but many of these other possible
19 solutions were non-infrastructure improvements and
20 would take a lot of cooperation and work with our
21 local agencies. Some of those would be, like,
22 land use development; how is your community going
23 to develop. And we need to know how that's going
24 to fit into our Preferred Alternative. Those are
25 things that we would work on as we go through

1 this -- with this solution.

2 The next is the advanced guideway
3 system. And, again, the advanced guideway system
4 consists of an elevated train, mostly in the
5 highway median. It would go from Eagle County
6 Airport to C-470 in the Denver metro area.
7 However, it's not limited just to those locations.
8 There is a vision to connect that transit system
9 beyond the Corridor to other transit systems that
10 exist or could exist in the future.

11 And some examples of the technology --
12 we haven't defined the technology at this point in
13 time. Again, this is a broad overview of what
14 we're doing. We're going to have to look more
15 into what those technologies could be. But some
16 examples are magnetic levitation systems, or
17 monorails, or something of that nature.

18 So just to give you a little bit more
19 information on the advanced guideway system, we
20 did identify a particular technology at this
21 point. There's a lot of things that we need to
22 investigate before we can make those types of
23 decisions. Again, we just want that general
24 Tier 1 decision on, do we agree with the advanced
25 guideway system in the Corridor.

1 But to move forward with the advanced
2 guideway system, we would have to study and focus
3 on certain things, like costs and benefits of the
4 system, safety, reliability. We would look at the
5 environmental impacts. And, again, we would look
6 at the technology that we would need to
7 efficiently work within this Corridor. We'd also
8 look at ridership and other considerations as
9 well.

10 Again, I want to emphasize that
11 anything we do in the future with this study or
12 any of the studies will follow the I-70 Mountain
13 Corridor CSS process as we get that stakeholder
14 input. I know that everybody has different views
15 of what a system could be, and so this, to me, is
16 going to be an exciting and interesting challenge
17 in the future, determining what it is we want and
18 we envision for our communities in the future.

19 Getting on to the highway improvements,
20 I want to talk about the Minimum Program
21 improvements. We do have a flexible program of
22 improvements for this Corridor. We have what we
23 call the Minimum Program improvements. And within
24 that we have what we call specific highway
25 improvements, which have been determined to be

1 high priority projects for the Corridor.

2 In addition to those specific highway
3 improvements, we have more than 20 interchange
4 improvements along the Corridor. We have an
5 additional 25 miles of auxiliary lanes that we
6 plan to look at. We would also have new tunnel
7 bores at the Twin Tunnel and also at the
8 Eisenhower-Johnson Memorial Tunnel. We could also
9 do other things, such as truck operation
10 improvements, like chain-up stations that you see
11 along I-70 now.

12 And with those specific highway
13 improvements, I'd just like to read them off to
14 you here real quickly, because they are important,
15 and they have been identified as high priority
16 projects for the Corridor. And, again, the
17 Minimum Program of improvements is something that
18 we use to define how things are going to get done
19 in the future.

20 But just to identify what those are,
21 the first one is six lanes from Floyd Hill through
22 the Twin Tunnel. That's a key point. We would
23 also build new bike trails and frontage roads.
24 Again, you know, we understand the importance of
25 multimodal solutions. We would also look at

1 reconstructing the Empire Junction interchange.
2 We would also build eastbound and westbound
3 auxiliary lanes from the tunnel to roughly Herman
4 Gulch or Bakerville. We would also look at other
5 locations, like maybe doing some improvements to
6 Dowd Canyon as well. So these are what we
7 consider being specific highway improvements as
8 part of the Minimum Program.

9 Next is the Maximum Program. So what
10 is the Maximum Program? It is everything that's
11 in the Minimum Program, plus we would do six-lane
12 widening from the Twin Tunnel to the
13 Eisenhower-Johnson Memorial Tunnel; so, basically,
14 through Clear Creek County. We would also do
15 curve safety modifications at Fall River Road.
16 And we would also do -- and we would do four
17 additional interchange improvements within Clear
18 Creek County as well.

19 So here's where that flexibility comes
20 in, and how we decide what we're going to do and
21 when we're going to do it. We have identified --
22 or in the Consensus Recommendation, which is now
23 the Preferred Alternative, we have identified what
24 we call triggers. And so the triggers identify
25 when the Maximum Program would be implemented.

1 And the Maximum Program would only be
2 implemented if the specific highway improvements
3 in the Minimum Program, as identified, are
4 complete and an advanced guideway system is
5 functioning. So once that is complete, we can
6 start looking at implementing the Maximum Program.
7 And the key thing is we can start looking at it.
8 It doesn't guarantee that it gets done, but it
9 means that's the point at which we can start
10 looking at it.

11 The second trigger would be specific
12 highway improvements in the Minimum Program are
13 complete and the study proves that the advanced
14 guideway is not feasible. Now, that is something
15 we have to consider, because it may not be that
16 the technology is available or we have the
17 resources to do it. There's a number of things
18 that could make that not feasible. But we want to
19 make sure that we make the right decision. So
20 that is one of the triggers.

21 And then, lastly, local, regional,
22 national, or global trends or events have
23 unexpected effects on the Corridor. The one I
24 like to throw out there is the Olympics. Now,
25 what if we did get the 2022 Olympics in Colorado?

1 Wouldn't that be great to be able to have a
2 solution ready and be able to implement that, if
3 we needed to? I think that is a really good
4 example of what could be one of those trends.

5 And, again, the last one I just can't
6 say enough about it, because it is the reason why
7 we feel so strongly about this study. And it is
8 ongoing stakeholder engagement. You know, we're
9 going to continue with the collaborative effort
10 process, and it's going to follow the I-70
11 Mountain Corridor CSS process. We've had so much
12 success with that, we just feel like that is the
13 way for us to proceed.

14 We're going to have that Collaborative
15 Effort Team review the Corridor conditions in two
16 years to make sure that we are still doing the
17 right thing. It's important to do that check,
18 because you don't want to just keep going with the
19 assumption that you're still on the right path.
20 You know, if that path needs to change, we have
21 the ability to make that change.

22 And then the team will do a thorough
23 review of the purpose and need of the project and
24 the effectiveness of the improvements that have
25 been done to date. And that will be conducted in

1 the year 2020; basically, another check to say, is
2 this the right thing.

3 So that's why this flexible approach is
4 so important. It helps us focus on the immediate
5 needs that we have on the Corridor, but it also
6 helps us have a long-term vision for the Corridor
7 so that we can serve our community for the long
8 range. When I say "long-term vision," what we
9 hope to have is that, in the end, we have a
10 transportation solution that we can all enjoy and
11 reap the benefits from; or probably in a lot of
12 our cases, I know from mine, my kids and my
13 grandkids. But it is a solution that we want to
14 leave that will be effective for a long time to
15 come.

16 So next is the getting back into the
17 NEPA part. This study, the PEIS, we did a lot of
18 work to try to determine what the impacts of this
19 project are. You know, one of the things we know
20 as a goal for the PEIS was to take into account
21 the needs of the people, and the natural resources
22 in the Corridor, and to preserve the best of
23 Colorado. --

24 However, the PEIS doesn't look at every
25 possible site-specific impact. Like I said, we

1 don't know what those site-specific impacts are,
2 so we just have to take a general overview of that
3 and then just prepare those impacts to the
4 different alternatives that we have identified.

5 So really what we tried to do when we
6 looked at the impacts was to focus on the bigger
7 picture. We also tried to identify which of those
8 resources are most important to the communities.
9 We also tried to identify where some of the
10 Corridor bottlenecks are and where some of those
11 sensitive resources are as well.

12 And so what did we do when we did that?
13 How did we analyze the various impacts? We
14 compared all of the alternatives. As I mentioned,
15 we came up with 22 alternatives, including the
16 No-Action and also the Preferred Alternative.
17 What we did is we compared each of those
18 alternatives and their impacts to our resources.
19 And so we developed -- if you look at the PEIS,
20 there's hundreds of these charts that identify,
21 how do our alternatives compare against each
22 other.

23 And we also looked at what type of
24 impacts can we expect. Obviously, any
25 construction that we do is going to disturb our

1 resources. Even the minor projects will have some
2 impacts. And so what we did is we tried to
3 identify the range of impacts and relate it to the
4 size and scope of those projects.

5 So when we talk about impacts, there
6 are a number of different impacts that we've had
7 and that we considered when we looked at the PEIS.
8 The first one is direct impacts. And direct
9 impacts occur when a transportation facility
10 expands into areas next to the Corridor. So,
11 basically, anytime you widen the current roadway
12 that you have, you're going to be impacting
13 directly those resources.

14 The next is impact -- indirect impacts.
15 That one gets me every time. I'll probably mess
16 it up a couple of times before I'm done with this
17 slide. And the indirect impacts occur when a
18 transportation facility changes the Corridor
19 conditions or character. Some examples of that is
20 induced growth. If you make it easier for people
21 to get there, you're going to make it more
22 desirable for people to be there. So that induced
23 growth is one direct impact from highway widening.
24 Some others are noise and visual conditions as
25 well.

1 Next, we also looked at cumulative
2 impacts. Cumulative impacts occur when impacts
3 from our projects combine with impacts from other
4 actions on the Corridor, such as ski area
5 expansion or other resource development. And so
6 what we did is we took all that information, and
7 we used it to measure our Preferred Alternative.
8 And we felt that the Preferred Alternative that's
9 identified in the PEIS best fit the best
10 opportunity for us to meet the purpose and need of
11 this project.

12 And it truly relies on the 50-year
13 vision. This, to me, is very important, because
14 you don't want us to continually be working on
15 improvements -- little improvements here and
16 there. We want to build a transportation solution
17 for the Corridor, and we want it to last for a
18 long time. So that 50-year vision is very
19 important.

20 And, again, the flexibility of the
21 Preferred Alternative helps us meet our future
22 needs. And with that multimodal component, it
23 meets both capacity and congestion demands for the
24 Corridor. And, again, during this comparison, we
25 looked at how the Preferred Alternative compares

1 to other options. And when you look at that,
2 generally, the Preferred Alternative is a little
3 bit higher. It is higher than the Minimal Action
4 and the single-mode alternatives, but it's also
5 generally less than the other combined
6 alternatives. So it really falls within that
7 range of impacts from all the alternatives that we
8 analyzed for the Corridor.

9 One thing to keep in mind, when we look
10 at impacts, we look at them before mitigation.
11 And so when we go into Tier 2, we're going to look
12 at mitigation strategies to minimize those impacts
13 to our natural resources and our community. We're
14 going to do things like minimize footprints in the
15 Tier 2 process. We're going to look at
16 program-level and project-specific commitments
17 that are made in Chapter 3 of the PEIS.

18 And we also have, which is another
19 thing that's very unique to this Corridor, four
20 agreements and commitments that are included in
21 the PEIS that will help us move well into the
22 future. These commitments are going to be in
23 writing with many numerous agencies. And I'll
24 describe them a little bit more next.

25 The first one -- and again, I can't

1 speak enough about this -- is the I-70 Mountain
2 Corridor Context Sensitive Solutions. And it's
3 the guide for all Tier 2 processes, based on the
4 CSS principles. And it is how we're going to
5 build things in the future. It looks at the
6 context statement for the Corridor, it looks at
7 the core values, and it follows a six-step
8 decision-making process.

9 We also have a Programmatic Agreement
10 that will establish a process for evaluating
11 historic properties in Tier 2 studies. And this
12 agreement includes details for all steps of
13 historic property evaluations. And this is --
14 this was a major feat in itself. It was signed by
15 more than 20 agencies and organizations, which
16 really makes for a strong commitment by everybody
17 involved for this Corridor.

18 The next one is the Stream and Wetland
19 Ecological Enhancement Program. We refer to it as
20 SWEEP. What SWEEP does is it protects and
21 enhances the water quality of streams and riparian
22 habitats, and the quality of wildlife. It also
23 defines a process for complying with local, state,
24 and federal laws and regulations. And it
25 considers the watershed context. It focuses on

1 sustainability. And, again, this agreement will
2 be signed by ten signature agencies and
3 organizations, and it will be included in the
4 final agreement and the record decision, as will
5 all of them.

6 The next one is what's called A
7 Landscape-level Inventory of Valued Ecosystems, or
8 what we call ALIVE. We're very creative in
9 tailoring our name to the acronym. What ALIVE
10 does is long-term preservation and restoration of
11 wildlife linkage areas that intersect the
12 Corridor. When you have a 144-mile Corridor, you
13 can imagine that there's a lot of wildlife
14 crossings in those areas. And I'm sure most of
15 you are very familiar with those. Especially here
16 in Eagle County, you can see why there's a lot of
17 wildlife fencing and a lot of innovative ways of
18 making sure we protect our wildlife. That's what
19 this agreement does as well. It ensures that we
20 continue that type of commitment to our
21 environment.

22 So this is the one that I think is
23 mentioned in the newspaper, and it's got
24 everybody's attention. You know, I know, right
25 now, the Preferred Alternative is estimated to

1 cost between 16- and \$20 billion. I know that
2 \$20 billion seems like a big number. And it
3 creates a lot of sticker shock for everybody. But
4 one thing to point out is, we don't need the
5 20 billion right now. What we hope is that we can
6 build things as we get money.

7 So the Preferred Alternative is
8 flexible, so that we can work on those short-term
9 needs and then have a vision for the long term.
10 So when you see that \$20 billion, it's not like
11 we're going -- you know, if we don't get the
12 20 billion, we can't do anything. That's not at
13 all true. We have the flexibility to do whatever
14 we can generate funding for.

15 And one thing is when you look at the
16 funding source that we have right now, we do have
17 a \$20 billion solution. Right now, we only have a
18 little over 1 billion identified for the Corridor
19 for 25 years. That's not enough, obviously, to do
20 what we want to do. So we're going to also look
21 at other ways to generate revenue, such as
22 public/private partnerships. We're also going to
23 look at tolling and possibly (inaudible) or loans.
24 And we might also have some local government
25 investment as well.

1 In the meantime, CDOT is committed to
2 implementing phases of the Preferred Alternative
3 as funding becomes available. That is the key to
4 this flexible approach. We got to do something
5 now, and we will do something now. And then we
6 got to plan for the future.

7 So what are the next steps? Well,
8 we're nearing the end of the PEIS. It's been a
9 long ten-plus years. But this is still a very
10 critical time for everybody to be involved with
11 this. We're in the public comment period right
12 now. The public comment period ends on
13 November 8. And we are very interested in your
14 thoughts; and of particular interest, your
15 thoughts of the Tier 1 decision that we're making.
16 Obviously, we want to know all your concerns; but
17 right now, we're really focusing on, do you agree
18 with the long-term vision solution that we have
19 for the Corridor.

20 Once we get these comments, we're going
21 to address those comments in the Draft that we
22 have now, and we're going to make a Final
23 Programmatic Environmental Impact Statement that
24 will respond to those comments that we receive.
25 during this period. And we hope to get to that

1 point and complete that by the winter of 2011.

2 Once we have a final document, we're
3 going to have a 30-day comment period on that as
4 well, and then we're going to move into what's
5 called a record decision. A record decision is
6 really the document that solidifies the decision
7 that we make here on the Corridor.

8 What it will do is it will outline how
9 the material decisions will be carried out. It
10 will identify how we're going to prioritize
11 projects in the future. It's going to identify
12 that relationship of the Tier 1 decision with the
13 statewide planning process. And this is where
14 your local leaders come in. They're the ones who
15 are going to determine what is most important for
16 your community. And we're going to do it on a
17 Corridor-wide basis and have that vision in mind
18 as we do it.

19 And, again, I need to remind you that
20 this Tier 1 decision does not result in any
21 construction. We still got a lot of work to do
22 before we can start breaking ground. But we do
23 expect to have a record decision by the spring of
24 2011. So that's right around the corner. And
25 then once we get this record decision, we're going

1 to go directly into the Tier 2 processes.

2 So with that, I'd like to wrap up the
3 presentation part of tonight. I hope I was able
4 to present some information that will be helpful
5 for you. We are very interested in receiving your
6 comments tonight and knowing what your thoughts
7 are for the project.

8 What I'd like to do is turn the
9 microphone back over to Mary Ann, who will explain
10 more about the oral comment process, which is what
11 we're going to be doing next. If you haven't
12 signed up, I think we can probably squeeze you in.
13 And you can go back to the table and sign up if
14 you'd like. And, again, I encourage you-all to
15 visit with us afterwards, ask questions, and
16 hopefully we can all move forward with a solution
17 for I-70 in the future. So with that, thank you,
18 and I'll turn it over to Mary Ann.

19 MS. STROMBITSKI: Thank you, Scott.
20 All right. Just a quick reminder. This is the
21 conclusion of the general presentation. We're
22 about to take oral comment. If you have not
23 signed up yet, and you would like to make a
24 comment at this front microphone, please do so
25 now. Leif, over on the side, will be glad to take

1 down your name.

2 What I would love to ask is those --
3 let me start over. Those of you who have signed
4 up, I would ask you to speak slowly and clearly as
5 you're at the microphone. I would like you to
6 know that there is a three-minute limit on your
7 comments. Any questions that you ask from the
8 microphone will not be responded to tonight.
9 Those will be captured and addressed in the final
10 document. We're here to listen.

11 And I would also like to let you know
12 you'll have some visual cues to watch. You have
13 three minutes to talk. For two-and-one-half
14 minutes, the screen will be green. The last
15 30 seconds, it will go to yellow. And then when
16 your time is completed, it will go red. And if
17 you're still talking, I will ask to you wrap up
18 your comment, whatever sentence you're in. And
19 then if you have still further thoughts that you'd
20 like to share, we'll have you go to the court
21 reporter in the back of the hall to make any
22 additional statements. All right.

23 Right now, we have four people signed
24 up. If you do want to sign up, please see Leif
25 now. And if I could ask Ellen Colrick to step to

1 the microphone. And, Ellen -- right here. And if
2 you will state your name, spell your name, and
3 give your address, that would be wonderful. Now,
4 if you look that way, you don't see what your time
5 limit is.

6 MS. COLRICK: I won't be that long.

7 MS. STROMBITSKI: Very good.

8 MS. COLRICK: Thank you. My name is
9 Ellen Colrick, and I live at 4506 Spruce Way,
10 Unit 3, in East Vail. What I would like to say is
11 that the problem with the I-70 Mountain Corridor
12 is that there are only two lanes from the
13 Eisenhower Tunnel to Floyd Hill, which is the
14 Corridor for traffic from eight ski areas to get
15 to Denver. The speed differential going uphill on
16 Vail Pass eastbound, as the study claims, is not
17 the problem. Until 1978, there was only one lane
18 going uphill. Taxpayers funded a second lane in
19 both directions, so there is a slow lane for
20 trucks and a fast lane for cars. Most accidents
21 happen on the top of Vail Pass, where it is flat,
22 and are caused by speeding too fast for the
23 conditions. Although increased fines have
24 alleviated greatly any problems caused by the
25 truckers, there has been only one state trooper

1 checking for chains. And many gasoline trucks are
2 racing up the pass, in the worst snowstorms, at
3 80 miles per hour in the fast lane, sneaking by.
4 Again, speed is the problem.

5 The downhill lane is more dangerous due
6 to speed and loss of control and brakes. If a
7 lane was to be built from the East Vail exit, it
8 would be a waste, in my opinion, of the taxpayers'
9 money, as all of Vail is narrow valley is built
10 next to I-70, and eminent domain would be very
11 expensive.

12 If it is deemed necessary that it
13 should be built, I would certainly hope that the
14 engineers would, instead of taking out our homes,
15 do it on the north side of the highway, where they
16 would not be influencing so many homes, or in the
17 center lane. Thank you very much.

18 MS. STROMBITSKI: Thank you, Ellen.
19 Our next speaker is Paula Lallier. Paula, if you
20 will spell your name, state your name.

21 MS. LALLIER: My name is Paula Lallier,
22 P-a-u-l-a L-a-l-l-i-e-r. And my address is Post
23 Office Box 399, in Salida, Colorado. I'm really
24 overwhelmed at all of this project. It looks like
25 many, many years and a lot of work have gone into

1 it. It's a bit too much to absorb or comment on.
2 But it seems to be flexible as to meaning and as
3 to financing available.

4 My particular inquiry is as to the
5 SWEEP program, involving sediment control and
6 stream restoration on Black Gore Creek. That
7 particular creek, the original course of it, has
8 been diverted by a beaver dam. And I didn't know
9 whether, as part of the stream restoration
10 portion, restoration to the original course of
11 Black Gore Creek might be a possibility. Thank
12 you.

13 MS. STROMBITSKI: Thank you very much,
14 Paula. Our next speaker is John Haines. John, if
15 you'll state your name, spell it, and give an
16 address.

17 MR. HAINES: Mary Ann, how does Scott
18 talk for 45 minutes, and we're allowed 3?

19 MS. STROMBITSKI: This is actually part
20 of a federal process. It's very defined rules.

21 MR. HAINES: We're under allotment here
22 now, right? My name is John Haines. I live in
23 Glenwood Springs, 28 Fairway Lane. And I haven't
24 started yet. (Inaudible.)

25 You guys talk about being able to do a

1 Minimal Program. It sounds to me like you're
2 talking about building for today, not tomorrow.
3 Six lanes from Floyd Hill to the Tunnels is not
4 near enough. The other thought that I have is, a
5 lot of you folks remember when Stapleton Airport
6 was there. They had the runway that ran right
7 over I-70. You know what it was like Monday,
8 Tuesday, Wednesday, Thursday, Friday mornings?
9 All kinds of traffic jams. You know what happened
10 when they took the tunnel out? No traffic jams.

11 That's what they need to do in Idaho
12 Springs, take those two tunnels out. Don't look
13 at putting six lanes there, just take them out.
14 Give the aggregate, the guy who's got that rock
15 corridor right at the bottom of Floyd Hill. And
16 you know what? People won't slow up any more.
17 Because when you look today, when you get to the
18 other side of the tunnel, there's no traffic jam.

19 You're also getting people in from the
20 Central City Highway -- Parkway. That adds even
21 more traffic that goes through the tunnel. And it
22 doesn't slow anybody up. Get rid of the tunnels,
23 that will solve some problems.

24 I think the other thing you have to
25 look at, is imagine Eisenhower, 1952. Everybody

1 saying, "Not in my backyard. Not in my backyard."
2 Can you imagine our highway system today being
3 like US 6 from San Francisco to New York? We have
4 to learn to give. And if this project were in
5 Detroit, Chicago, Atlanta, D.C., it would be
6 called urban renewal, and it would just be done.
7 We wouldn't be worried about what we're worried
8 about.

9 And you have to look at building for
10 the future. We all have to give something; me
11 included, everybody else. And if we do that, it
12 will probably go a whole lot quicker, and we'll
13 have a whole lot more problems solved. But I
14 think if you just fix the tunnel, it will solve
15 the immediate needs. Thanks a lot.

16 MS. STROMBITSKI: Thank you, John.
17 Clyde Hanks.

18 MR. HANKS: My name is Clyde Hanks. I
19 live at 4258 Wild Ridge Road, in Avon. I also
20 have two grown daughters that live in the Valley
21 and one who lives in Denver. Somebody in my
22 family is driving between Denver and Avon, on an
23 average, of once a week. We have a lot of
24 experience with this Corridor.

25 I'd like to commend CDOT and everybody

1 involved in this for the amazing work. Having
2 pulled up that study and looked at it, I was
3 overwhelmed at what was done. And I think the
4 input of everybody is to be highly commended.

5 I have to say that when I looked at the
6 various solutions considered and the preferred
7 solution you came up with, I was in agreement with
8 what everyone came together over. The preferred
9 solution is really a combination of improving the
10 highway and giving us a new way to get up and
11 down.

12 I think the values of the system are
13 threefold. One, it will get better access to the
14 mountains for folks that can come up here and
15 experience a beautiful place, where many of us get
16 a chance to live. And I think that is a great
17 benefit to all the visitors who come to Colorado
18 or might live in the Front Range. Also, those
19 folks, once they see this beauty, would be much
20 better advocates for preserving it.

21 Secondly, I think having the railway of
22 some sort, which has to be figured out, is really
23 a great solution. It will reduce people driving
24 cars in getting up here and will help preserve the
25 environmental quality that we live in.

1 And, third, I think these improvements
2 will be a tremendous economic driver for both the
3 Mountain Corridor and the Front Range. It becomes
4 highly attractive to live in the Front Range when
5 you can get to the mountains so easily and
6 conveniently. All then all along the Corridor
7 there will be development. Wherever there's been
8 rail development in various communities across the
9 country, there's always been fairly rapid economic
10 development along with it.

11 I have kind of two suggestions. One is
12 to very aggressively communicate the problem; what
13 the projections are for the congestion, the drive
14 time. I mean, five hours from here to Denver is a
15 staggering amount of time. And I think that's
16 important to really communicate that, and that
17 will help build support for the solution.

18 And, secondly, funding is obviously the
19 big challenge. And I hope that one of the things
20 that is actively considered is some sort of toll
21 system on the highway that will provide a funding
22 source. It won't pay for everything, but it will
23 provide an ongoing funding source and will
24 encourage people to ride the rail system. And I
25 think that's something you ought to be looking at

1 hard.

2 I think the technology is here and
3 emerging, that you don't really need a toll booth.
4 Whether you have an electronic tag in your car or
5 whether a system reads your license plate and
6 sends you a bill, we won't need to have toll
7 booths, we won't need to stop, but we can still
8 have a toll system. Thank you.

9 MS. STROMBITSKI: Thank you very much,
10 Clyde. Leif, one more, right? Rachel Richards.
11 It's your turn, Rachel. Rachel, if you'll state
12 your name and spell it and provide your address.

13 MS. RICHARDS: Do I face -- which way?

14 MS. STROMBITSKI: You can face whatever
15 way you'd like.

16 MS. RICHARDS: My name is Rachel
17 Richards. It's spelled R-a-c-h-e-l
18 R-i-c-h-a-r-d-s. I'd like to thank CDOT for
19 hosting this event this evening and everyone who
20 has turned out. I am a Pitkin County
21 Commissioner. I work on issues, often water
22 related, with Jon. And I served on the I-70
23 coalition for a number of years and was involved.
24 I am speaking as an individual. My board has not
25 taken a formal position on this or anything.

1 But I wanted to commend you for the
2 great work, the diligence in building the
3 collaboration that's going forward, and to say I
4 am in full support of this proposal. I have a
5 history in the Aspen Pitkin County area with mass
6 transit. And when I was mayor, I helped form the
7 original Regional Transportation Authority in that
8 area. And I just know you cannot build your way
9 out of these sort of problems.

10 Taking care of some (inaudible) points,
11 taking care of some shorter-term, early-action
12 items, yes, that makes a lot of sense. But as I
13 understand, in comparison to the alternatives, if
14 you were to simply try to build laneage without a
15 multimodal solution, because of the complexity of
16 the I-70 Mountain Corridor and the mountainous
17 terrain, it would probably take 25 years. And by
18 the time it is complete, it would be as congested
19 as it is today. And so I think we have to plan
20 for the future, even with the knowledge that they
21 have a system that works currently.

22 I also think the environmental benefits
23 are huge. And as someone very interested in water
24 issues, the facilitation and the runoff from
25 constantly trying to put mag chloride, sand, and

1 rock on the road, keeping them open in difficult
2 times, is not good for our rivers and our water
3 quality.

4 So I, again, commend everyone who
5 participated. And I realize there's been some
6 very difficult compromises made. And I think one
7 of the most important things to bear in mind is,
8 if you were the residents of Georgetown, and
9 you're looking at a six-lane coming through your
10 historic area or Idaho Springs, and knowing that
11 once that's built, the company could come back and
12 want an eight-lane, then ten-lane, it just -- it
13 wipes their communities out. And in a process
14 like this, if you don't take all people's
15 interests into some consideration, you'll be tied
16 up with no solution, and you will fail through
17 NEPA, you will have lawsuits. And the delay,
18 itself, is really deadly for all of us moving
19 forward with a safe solution. So that's my
20 comment.

21 MS. STROMBITSKI: Thank you very much,
22 Rachel. Unless there are others, this will
23 conclude the oral comment for this evening.
24 However -- oh, we do have one more. Very good.

25 MR. CALDERON: Hello, everybody. My

1 name is Paco, P-a-c-o, Calderon, C-a-l-d-e-r-o-n.
2 I've been in this Valley for 16 years and love it.
3 And going back to Denver on the weekends, I'm so
4 thankful that I'm actually coming the other way,
5 as we see the people going down or coming up
6 either way.

7 My first question to my former
8 girlfriend, when I was doing that trip, was, "Why
9 isn't there a train here?" It's just -- you know,
10 that was my first question. "Why is not a train
11 here?" I hope with goodwill, Scott, that you have
12 in your budget a trip to Germany or Hong Kong and
13 experience --

14 MR. McDANIEL: I'd be happy to go.

15 MR. CALDERON: -- and experience what
16 it's like to get on a train over there. It's a
17 lot easier to be in Hong Kong and take a train 200
18 miles away and be there in half an hour on the mag
19 lev, than getting out of DIA and trying to get
20 over here, a hundred miles away.

21 And, you know, the mountains are in the
22 way. Switzerland didn't have an excuse. Germany,
23 the Alps, did not have an excuse to put in
24 high-speed trains or to even go under the ocean
25 between France and England. It was not an excuse.

1 And you can be there in 45 minutes. So I hope all
2 this works out. Because more cars, I mean, even
3 if you have six lanes, where are you going put all
4 those cars here? We already have a problem with
5 parking, where to eat, where to stay, and where to
6 park all those cars on the frontage road in Vail.
7 There's just no room for more cars. So thank you.
8 I hope everything works out here.

9 MS. STROMBITSKI: Thank you, Paco. Any
10 last speakers? Thank you very much for your
11 participation tonight. Our Open House continues
12 until 8:00. If you haven't submitted a comment,
13 please consider doing so tonight in one of the
14 comment boxes, at the computer station with our
15 private court reporter in the back of the hall, or
16 by mailing this comment sheet in by November 8, so
17 that it's received by that date. Thank you so
18 much.

19 (The public hearing concluded at
20 7:00 p.m., October 7, 2010.)

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1 STATE OF COLORADO)

2)ss. REPORTER'S CERTIFICATE

3 COUNTY OF DENVER)

4 I, Gail Obermeyer, do hereby certify
5 that I am a Registered Professional Reporter and
6 Notary Public within the State of Colorado.

7 I further certify that these
8 proceedings were taken in shorthand by me at the
9 time and place herein set forth and were
10 thereafter reduced to typewritten form, and that
11 the foregoing constitutes a true and correct
12 transcript.

13 I further certify that I am not related
14 to, employed by, nor of counsel for any of the
15 parties herein, nor otherwise interested in the
16 result of the within proceedings.

17 In witness whereof, I have affixed my
18 signature and seal this 13th day of October, 2010.

19 My commission expires May 10, 2011.

20

21 _____
Gail Obermeyer, RPR
22 216 - 16th Street, Suite 650
Denver, Colorado 80202

23

24

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AGREN BLANDO COURT REPORTING & VIDEO INC

REPORTER'S TRANSCRIPT OF PUBLIC HEARING
PUBLIC HEARING PRESENTATION, OCTOBER 2010

IN RE:
I-70 MOUNTAIN CORRIDOR - REVISED DRAFT
PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT

PURSUANT TO NOTICE to all parties in interest, the above-entitled matter came on for public hearing on Thursday, October 21, 2010, commencing at 6:00 PM at 4201 East Arkansas Avenue, Denver, Colorado, before Martha Loomis, Certified Shorthand Reporter and Colorado Notary Public.

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1 WHEREUPON the following proceedings were had:

2 THE INTERPRETER: Good evening. My name is Janina
3 Calderon. I am the interpreter, Spanish interpreter for
4 tonight's public hearing.

5 If you need any assistance with the Spanish language
6 please let me know. I will be standing on my left, and I'll be
7 able to translate all the signs, or translate and interpret the
8 presentation, the comments, and anything that you might need in
9 Spanish.

10 Thank you.

11 I'm going to say it in Spanish as well.

12 (Untranslated.)

13 MS. STROMBITSKI: Thank you, Janina. Appreciate it.

14 Welcome, and thank you for coming to this fourth in a
15 series of CDOT public hearings. We appreciate your attendance
16 and your participation this evening.

17 I know that everybody should've received one of these
18 as you came in downstairs a little earlier. This gives you an
19 overview or agenda of what we will be doing this evening.

20 And inside -- if you haven't participated in the open
21 house -- and I hope you did -- this gives you a map of the
22 different displays so that you can learn more information. Of
23 course we have displays in this room too.

24 There will be a number of CDOT representatives that
25 will be on hand in the hallway and also in this room if you have

1 additional questions.

2 But remember, any questions that you ask of CDOT
3 representatives tonight are not, quote, formal comments until
4 those comments are captured either on line in our public comment
5 room, which is located just down the hall, room 262, or later
6 this evening after our general presentation here at the
7 microphone.

8 And by the way, if you have not signed up to speak at
9 the microphone and you'd like to, please do so in the next 10
10 minutes. And as well you can fill out comment forms and submit
11 those in boxes in the public comment room, also 262.

12 Or if you want to gather your thoughts and mail this
13 in by November 8 it needs to be received here at CDOT at the
14 address located on the back of the form. So you have a number
15 of ways to make comment.

16 Later for those that will be speaking at the
17 microphone remember that any questions that are asked will not
18 be responded to tonight during the forum, but will be addressed
19 in the final document that will come out at the end of this
20 process.

21 With that I'd like to introduce Kevin O'Malley. He is
22 a Clear Creek County commissioner. He would like to share a few
23 thoughts about the process.

24 Thank you, Kevin.

25 (Applause.)

1 COMMISSIONER O'MALLEY: Hello, everyone.

2 Before I get started with my comments I see my former
3 colleague, Harry Dale, who was a commissioner in Clear Creek
4 County for eight years. And he spent a great deal of those
5 eight years working on this very project. And we wouldn't be
6 anywhere near where we are today without all of the effort that
7 Harry put in.

8 I just want to publicly acknowledge that. You should
9 all give him a round of applause.

10 (Applause.)

11 COMMISSIONER O'MALLEY: Michelle's timing this, so I
12 have to hurry.

13 I would like to thank CDOT and FHWA for asking me to
14 address this public hearing about the revised draft of the I-70
15 PEIS. I'd also like to thank all of you for attending this
16 meeting and making your thoughts about the I-70 Corridor part of
17 the public record.

18 For the past six years I've been a Clear Creek County
19 commissioner. During that time I've had the opportunity to
20 serve on the I-70 coalition board of directors. I'm on Governor
21 Ritter's transportation finance panel, and on the I-70
22 collaborative effort, which developed the Preferred Alternative
23 representative of the Revised Draft PEIS.

24 My main role here tonight is to try and explain the
25 22-year history of the debate and discussion about the future of

1 transportation in the I-70 Corridor. With apologies to CDOT and
2 FHWA I'm going to go a little further than that.

3 These past 22 years can be divided into three
4 segments. From 1988 to '98 people representing various
5 stakeholders had long discussions that led to a consensus view
6 that the solution included both highway improvements and high
7 speed transit.

8 From 1999 until 2009 the discussion changed, and
9 highway-only improvements became the preferred choice of CDOT.
10 This led to the release of the first Draft PEIS and a stalemate
11 between stakeholders.

12 It was obviously the stalemate would lead to
13 continuing arguments, and most likely court battles.

14 In 2007 Russ George was appointed as the executive
15 director of CDOT. No matter what the final outcome of all our
16 transportation discussions turns out to be every one of us and
17 every citizen in Colorado owes a debt to Director Russ George.

18 (Applause.)

19 COMMISSIONER O'MALLEY: Those outcomes have been and
20 will continue to be better because of the leadership that Russ
21 has provided.

22 From 2007 until today the discussion about I-70 has
23 moved from stalemate back to consensus. The Preferred
24 Alternative identified in this Revised Draft represents the
25 consensus agreement reached by stakeholders along the Corridor.

1 The solution is not perfect. It's certainly not
2 perfect for Clear Creek County because we will suffer through
3 the overwhelming negative impacts of years of construction. And
4 we will see very few, if any, of the positive impacts of these
5 projects.

6 But we support this Revised Draft because we believe
7 we can trust our fellow citizens to protect the vital interests
8 of the people of Clear Creek County.

9 Trust is good. Trust with verification is better. So
10 Clear Creek will be diligent in making sure that essential
11 commitments are made and kept as we move forward.

12 The solution is also not perfect for the people along
13 the Front Range, nor for the resort communities across the
14 Continental Divide. But it is a solution we can all live with.
15 And if we work together we can build it.

16 Finally I would like to address a recent editorial by
17 the Denver Post opposing this Collaborative Effort. They
18 resurrect terms like "pie in the sky" to describe projects that
19 America's economic competitors are not only embracing but
20 building.

21 They seem to believe it makes more sense to spend a
22 lot of money building a highway that will be obsolete five years
23 after it's complete rather than spending twice as much to build
24 a transportation solution that will still be serving our great
25 great great grandchildren.

1 I asked the Post editorial board to let us know if
2 they represent the views of those people from our history who
3 thought James Watts' steam engine was folly. Or do they
4 represent those who believed it would help lead to the expansion
5 of the United States from the Mississippi River to the Pacific
6 Ocean.

7 Do you represent those who believe cars and trucks
8 would never replace the horse and buggy? Air travel would never
9 be used by the masses? Interstate highways were unnecessary and
10 a waste of money?

11 Or do you represent the views of those people who
12 believe that the 20th Century would become known as the American
13 century?

14 There's a debate going on in America today. What that
15 debate is really about is whether we choose to believe that we
16 are an old country that has achieved all it can and is ready to
17 go off into the sunset or are we still a young country that
18 intends to maintain its place in the world.

19 So for the Post and for anyone who might believe that
20 America's time of invention and innovation has passed I'll
21 paraphrase a well used quote. If you refuse to lead then
22 follow. If you can't follow then please just get out of the
23 way.

24 Thank you all very much.

25 (Applause.)

1 MR. MC DANIEL: Welcome everybody, and thank you,
2 Commissioner O'Malley, for those words.

3 You know, I just have to say we do take those words to
4 heart. And that's why we're here tonight because we have gone
5 through a very challenging project. And we've come to you here
6 tonight to present what we believe is the best solution.

7 It's not perfect, but it is what we feel to be the
8 best solution for the I-70 Mountain Corridor.

9 Also I want to thank everybody here tonight for taking
10 time out of their busy day to learn more about what we want to
11 do and what we're proposing for the I-70 Mountain Corridor.

12 I want to introduce myself. My name is Scott
13 McDaniel. I'm with the Colorado Department of Transportation.
14 I'm also the project manager for the I-70 Mountain Corridor
15 PEIS.

16 And I've also been informed that we have some young
17 engineering students here tonight. I just want to give you one
18 word of advice. Pay attention to your public speaking course.

19 So what we're here tonight to do is share with you
20 information about the I-70 Mountain Corridor Programmatic
21 Environmental Impact Statement, or what we call the PEIS.

22 We have a lot of information in the document here
23 tonight or at the boards. And we also have a lot of people here
24 who worked very hard on completing this document. And they are
25 here to answer any questions you might have.

1 And so that's the purpose of tonight's meeting, to
2 provide you with that information on the PEIS. And hopefully
3 get comments back from you. That's really the purpose of
4 tonight's meeting is to get those comments.

5 You know, we think we have a good solution, but we
6 want to hear what people have to say about it because it's
7 important that we get that information so we can go forward with
8 the best solution possible.

9 And later on -- Mary Ann talked about some of the ways
10 that you can provide those comments and she'll share that with
11 you more. But you have an opportunity to make public comments
12 at the microphone tonight, limited to three minutes roughly.

13 And you can also give us written comments. We have a
14 court reporter outside too if you would just like to make a
15 private statement with them. And you can also again give us
16 written comments.

17 You can submit them tonight, or if you want more time
18 to think about your comments and provide them to us later, you
19 can give them to us up until November 8.

20 Although we're not like the IRS. You can't post date
21 it. We need those comments by November 8 so we can keep our
22 schedule.

23 So I guess the big question is what is a PEIS? A PEIS
24 is a National Environmental Policy Act, or NEPA document. NEPA
25 is a law that requires any agency that receives federal funds,

1 like CDOT, to consider all types of environment impacts on
2 projects and programs that we're proposing. In other words we
3 can't really build anything until we go through this
4 environmental process.

5 So this document that we're talking about tonight, the
6 PEIS document, is the first phase of the National Environment
7 Policy Act decision. And it also results in that broad Tier 1
8 level decision.

9 Again the PEIS is a tiered process. So tonight what
10 we really want is comments on the overall pictures of what we're
11 doing. We're studying a 144-mile-long corridor. Obviously we
12 can't build it in one 144-mile-long project so we're going to
13 have to build it in phases. That's where the next tier comes
14 in.

15 But what the I-70 Mountain Corridor PEIS does is
16 establishes a long-term corridor vision for I-70. It also
17 identifies a program of improvements for the corridor; it
18 defines a purpose and need. Obviously we need to know what
19 we're doing and why we're doing it.

20 In addition to that it defines travel mode, capacity,
21 and general location of the transportation solution that we have
22 proposed for tonight.

23 We need to keep in mind this Tier 1 document will not
24 result in any construction project or impacts to our community,
25 but it does consider those range of impacts that might occur at

1 that level.

2 And we also in this document we make commitments to
3 the mitigation strategies to help us overcome the impacts that
4 we might or will have during this project.

5 So as I mentioned we're in a Tier 1 document. That's
6 what we're here tonight to talk about, the PEIS. But it's
7 important to know what the next step is, and that is the Tier 2
8 process.

9 The Tier 2 process will look at those specific
10 projects that are in concert with the Tier 1 decision that we're
11 proposing here tonight. It's going to refine the alternatives
12 and the specific lineup and design of the projects, the
13 individual projects that are within the Tier 1 decision.

14 Each project will have their own specific purpose and
15 need, and they will result in a construction project. And those
16 projects will also identify project-specific mitigation for each
17 one of those projects as well.

18 Okay. It's probably time to give you a little bit of
19 history. Commissioner O'Malley already did that. He mentioned
20 that we have been working on this for a long time. And we have.

21 It's been a challenging project as you can imagine,
22 you know. It's that way because we have such an important
23 corridor for the state that we're working on.

24 And so really the PEIS started about 10 years ago in
25 December 2000. And we worked towards a Draft PEIS that was

1 released in 2004.

2 After release of the draft we got a lot of comments
3 from agencies and the public about what was contained within
4 that document. And frankly it wasn't very well received.

5 So because of that we took a step back. And we tried
6 to identify how we were going to move forward in a way that we
7 can get to a solution that everybody can be agreeable to. And
8 because of that we had developed what was called a Collaborative
9 Effort Team. And I will speak more to that in a little bit.

10 But again tonight what we're talking about is the
11 revised draft of the PEIS. So after the 2004 draft we decided
12 we needed to change some of the things that were looked at.

13 We got a lot of comments from stakeholders on, you
14 know, the lack of vision that the 2004 draft had. And there's
15 also some other funding limitations that were put on that draft
16 as well as just the process, the overall process that we took to
17 get us to that point.

18 So because of that there's been a lot of things that
19 have changed since 2004. So we worked with the Federal Highway
20 Administration to decide what was the best way to update the
21 2004 draft.

22 And in concert with the Federal Highway Administration
23 we decided on doing a Revised Draft PEIS. And in the revised
24 draft basically what we're going to do is we're going to update
25 all the analysis that was done in 2004.

1 We're going to address the comments that were received
2 in the 2004 draft. We're going to try to do our best to
3 anticipate the impacts of future construction. Again we're
4 going to identify mitigation strategies and planning for the
5 Tier 2 processes.

6 This is an intuitive question. Why is I-70 so
7 important? As you all know, it's the only east-west interstate
8 through Colorado. It connects our communities with the
9 recreational areas.

10 And important to everybody is also that it's important
11 to our quality of life, and it is the economic base for our
12 state for freight and tourism.

13 I think we can all determine what happens if we do
14 nothing. If we do nothing growth in the Front Range will lead
15 to more trips on the I-70. Travel conditions are already
16 congested now, and they're expected to be worse in the future.

17 A trip now that takes just a little over three hours
18 will in the near future take over five. And the congestion will
19 be unbearable. People no longer will be able to time their
20 trips by time of day to avoid congestion; it will be congested
21 all the time.

22 In the very near future we estimate that as many as
23 9 million people will choose not to visit places on the I-70
24 Corridor due to the congestion.

25 I talked earlier about involving the communities and

1 stakeholders on the Corridor. I want to give you a little more
2 background on that.

3 You know, it took thousands of people, literally
4 thousands of people for us to get here today. And we are truly
5 grateful for the countless hours that people have donated, their
6 own personal time towards this effort. It demonstrates the
7 passion people have for coming up with a good transportation
8 solution for the Corridor.

9 And so as I mentioned we developed the Collaborative
10 Effort Team. 2007 is when that team was formed. And that team
11 helped us craft what we now call the Preferred Alternative for
12 the Revised Draft PEIS.

13 One thing that we learned going through the
14 collaborative process to come up with the Preferred Alternative
15 is that it's important to get that early stakeholder input. And
16 so we want to duplicate that effort.

17 And so to do that we decided to develop a Context
18 Sensitive Solution program for the I-70 Mountain Corridor. A
19 Context Sensitive Solution is the Federal Highway Administration
20 concept that we use on all projects. But because I-70 has so
21 many challenges that we're faced with we decided to develop an
22 I-70 program for Context Sensitive Solutions.

23 And what this program does is seeks to develop a
24 transportation facility that fits the physical setting of the
25 Corridor. It's intended to preserve the scenic, aesthetic, and

1 historic environmental resources. That's a key point that we'll
2 talk more about later.

3 And just as important we also want to maintain safety
4 and mobility for the I-70 Mountain Corridor.

5 In addition to the Preferred Alternative we also
6 looked at numerous alternatives for this. There's literally
7 hundreds and hundreds of alternatives that were identified and
8 evaluated for this project.

9 But what we did is we broke it down into four major
10 categories besides the No-Action Alternative.

11 The No-Action Alternative, I'll just describe what
12 that is. It's as if we did nothing different than we're already
13 doing today. We would continue to do the maintenance type
14 projects that would just keep the road in the condition that it
15 is. There wouldn't be any capacity improvements for those No-
16 Action Alternatives.

17 We also have Minimal Action Alternatives. Those
18 include only minor infrastructure and noninfrastructure
19 improvements. But those, but all action alternatives for this
20 project include some or all of the minimal action improvements.

21 We also looked at highway alternatives and roadway
22 capacity improvements to fix the highway and to also improve
23 capacity and fix certain sections of the highway, such as sharp
24 curves.

25 And next the Transit Alternative introduces dedicated

1 transit services to the Corridor.

2 And last, the Combination Alternative is a combination
3 of highway alternatives and transit alternatives.

4 So why do we need a multimodal solution? As we went
5 through the alternative analysis process we realized that no
6 single alternative is going to solve our transportation problem.
7 And we found that through the alternative development,
8 screening, and evaluation process.

9 Along with our stakeholders we determined that we
10 needed more than just a single mode of operation. I want to
11 make the point that the relationship between capacity and
12 congestion is not direct. Just because you improve increased
13 capacity doesn't mean you're going to relieve congestion.

14 I want to point out, remember that 9 million people
15 who choose to not make that trip? If we do just capacity
16 increases many of those people will be making trips. As
17 Commissioner O'Malley indicated, the capacity improvements just
18 won't last very long.

19 Therefore we need a Transit Alternative. We need that
20 multimodal alternative that addresses both capacity and
21 congestion for the Corridor.

22 So what we're here tonight to do is describe to you
23 the Preferred Alternative. The Preferred Alternative for this
24 project is unique. It's unlike anything that CDOT's ever done
25 in the past. It consists of four primary parts. It consists of

1 a flexible program of highway improvements; it consists of an
2 Advanced Guideway System; and with the flexible program of
3 highway improvements that program of highway improvements
4 includes an adaptive nature to future needs.

5 What that means is we can adapt the needs of the
6 Corridor as we go along. As you can imagine this project isn't
7 going to get built overnight so we need to be able to adapt to
8 those changes.

9 Within the highway improvements we have what we call a
10 Minimum Program of Improvements and a Maximum Program of
11 Improvements. And I'll describe what those are to you a little
12 bit later.

13 Finally and I feel most importantly we have developed
14 a process that includes future stakeholder engagement on every
15 project that we do in the Corridor in the future. I will
16 describe each of those four components to you.

17 The first one is the noninfrastructure component.
18 What this is is strategies to encourage changes in travel
19 patterns without construction.

20 Some examples is providing travel information,
21 shifting passenger and freight travel times to different times
22 of the day and different days of the week. It could also be
23 things such as promoting high occupancy travel and public
24 transportation as well.

25 We can do some of these. But some of them are also

1 going to require action by local agencies and municipalities
2 such as land use development.

3 The next component of the Preferred Alternative is the
4 Advanced Guideway System. The Advanced Guideway System would be
5 an elevated train throughout the Corridor. It would extend from
6 C- 470 to Eagle County Airport and would connect to other
7 transit systems within the Corridor.

8 Some examples of potential technologies that it could
9 be are magnetic levitation monorail, or something else. We
10 haven't made a decision on that technology. Again, this is just
11 a high level view of what we want to do. We're going to do
12 future Tier 2 studies to make those determinations on what is
13 the best technology for the Corridor.

14 As we move forward with the Advanced Guideway System
15 obviously it's going to take a lot of effort to determine what's
16 going to be best for the Corridor. And the future studies that
17 we will be conducting for the Advanced Guideway System will
18 include studies on cost and benefit. It'll look at safety,
19 reliability, environmental impact, technology, ridership,
20 governance, and many other considerations as well.

21 The important thing about these studies to keep in
22 mind is these studies will involve stakeholder involvement and
23 Mountain Corridor CSS processes all along the way.

24 So as part of the highway improvements, the minimum
25 highway improvements is just the first part of the highway

1 improvement component of the Preferred Alternative. And this is
2 a very important term because we'll use it more in the future.
3 I'll describe to you how we know when and what we're going to
4 do.

5 But just to describe briefly what some of these
6 highway improvements are we've identified what we call specific
7 highway improvements or high priorities projects for the
8 Corridor. And that's going to include certain projects I'll
9 explain to you in a minute, but in addition to those specific
10 highway improvements we're going to do more than 20 interchange
11 improvement projects, and we're going to build 25 miles of
12 additional auxiliary lanes.

13 We'll have a new tunnel bore at the Twin Tunnels and
14 the Eisenhower-Johnson Memorial Tunnel. And we'll also be doing
15 more truck operation improvements such as chain-up stations.

16 I want to describe to you next what some of those
17 specific highway improvements are. The first one is six lanes
18 from Floyd Hill through the Twin Tunnels. That would also
19 include new bike trails and frontage roads along the Corridor.

20 The next high priority is the Empire Junction
21 interchange. We would also look at eastbound auxiliary lanes
22 from Eisenhower-Johnson Memorial Tunnel to Herman Gulch, and
23 also westbound auxiliary lanes from Bakerville to the
24 Eisenhower-Johnson Memorial Tunnels.

25 Those are all part of the minimum program. Again

1 we're going to talk a little bit more, and I'm going to explain
2 to you a little bit more how those are going to be determined
3 and when we can determine when those are going to occur.

4 I just described to you what the minimum program
5 improvements are. We also have what we call the Maximum Program
6 Improvements. So with the Maximum Program Improvements it would
7 be everything that I described in the Minimum Program, but in
8 addition to that it would also include six lane widening
9 extended from the west of the Twin Tunnels to the
10 Eisenhower-Johnson Memorial Tunnel.

11 It would also have several safety modifications at
12 Fall River Road. And we would also be reconstructing four
13 additional interchanges within Clear Creek County.

14 I want to talk to you a little about triggers. Again,
15 you know, I mentioned that the Preferred Alternative for this
16 project is unlike anything that CDOT's ever done before. It
17 allows us to have a flexible program of improvements.

18 We use these triggers to determine when we're going to
19 do some of these additional highway improvements, so what I'll
20 do is I'll read to you what those triggers are, and then I'll
21 try to give you a brief explanation how the triggers work.

22 The first trigger that we have here -- and again,
23 those will be for the Maximum Program -- and we would only
24 implement the Maximum Program if the specific highway
25 improvements in the Minimum Program are complete and the

1 Advanced Guideway System is functioning. Or the specific
2 highway improvements in the Minimum Program are complete and the
3 studies prove that the Advance Guideway System is not feasible.

4 And here's the last one. If local, regional,
5 national, or global trends or events have unexpectedly affected
6 travel on the Corridor.

7 So again, you know, this is a unique solution that we
8 have. It's actually very complicated. You know, we've been
9 working on this study for a long time, and still sometimes we
10 have a hard time wrapping our minds around how this works.

11 But the beauty of it is that it does allow us to
12 implement these highway improvements as they are needed, and to
13 also evaluate those improvements as we move along.

14 I think that's probably the most important thing to
15 take about these triggers is that we're not going to just build
16 things just because we had a decision to do that right off the
17 bat. We're going to have that continuous stakeholder
18 involvement that helps us determine and evaluate what we're
19 doing, and to keep us on track, and make sure we're still doing
20 the right things.

21 So the last part of the Preferred Alternative is
22 ongoing stakeholder engagement. Again, I can't emphasize enough
23 how important this is.

24 I don't believe we could be here talking to you today
25 without having the interaction with our stakeholders, not only

1 in the Corridor but everybody who's involved with the I-70
2 Corridor. It really is the key to success, and we believe it's
3 the key to success for all future projects as well.

4 So the ongoing stakeholder engagement has to include
5 the collaborative process that will follow the I-70 Mountain
6 Corridor CSS process on all future studies and projects.
7 Basically anything and everything we do on I-70 is going to go
8 through this specified CSS process.

9 The Collaborative Effort Team I described before, the
10 27 member Collaborative Effort Team, is going to review the
11 Corridor conditions and triggers each and every year.

12 We talked about that. It's important to make sure
13 we're still doing the right thing with this project. The team
14 will thoroughly review the purpose, need, and effectiveness of
15 improvement in the year 2020.

16 In the year 2020 we're going to look at everything
17 that's been done, and we're going to evaluate its impacts, and
18 we're going to make decisions in the year 2020 to determine are
19 we still on track? Is this still the right thing to do for the
20 I-70 Corridor?

21 Again, this flexible approach allows us to focus on
22 the immediate needs of the I-70 Mountain Corridor as well as
23 maintaining that long-term vision. That's the beauty of this
24 alternative is it helps the problems that we have today, but it
25 also gives us a target to aim for in the future.

1 As with any Environmental Impact Statement we went
2 through the process of evaluating what those impacts are. And
3 one of the goals of the PEIS is to take into account the needs
4 of the people and the natural resources in the Corridor, and to
5 preserve the best of Colorado.

6 It's difficult with a Programmatic EIS to look at
7 every possible site specific impact. But we did look at those
8 impacts on a broad, general basis.

9 We just don't have enough detail about the footprint
10 of the scope of our future actions. We don't have the future
11 projects designed. So we have to make the best assumptions to
12 make sure what we know that we can estimate what those impacts
13 to be in the future.

14 We also identified what those important resources are
15 in the Corridor, and what considerations we need to make as we
16 move forward.

17 We also looked at the Corridor bottlenecks, and we
18 tried to identify what resources are the most sensitive on the
19 Corridor as well.

20 And within the Revised Draft PEIS, as I said, we did
21 look at all the impacts of the resources. And if you look up
22 here you can see an example of some of the methods that we used
23 to evaluate those impacts. We have a lot of technical data and
24 a lot of information that's contained within the Revised Draft.

25 And what I guess what I'd like to suggest to everybody

1 is if you have concerns about what those are we have a number of
2 staff members and project team members that are stationed at the
3 information booths that can help you understand how we did this
4 evaluation process. There's a lot of work that went into
5 reviewing what the impacts are to our communities and our
6 environmental resources.

7 Again, you know, as we went through this process we
8 tried to identify what types of impacts are to be expected.
9 Obviously any construction that we do will disturb resources. I
10 wanted to reassure Commissioner O'Malley that we want to do
11 everything that we can, and we will do everything that we can to
12 minimize those impacts because we know they are a big concern,
13 and they are a challenge to both your quality of life and your
14 economy. And so we do want to emphasize the fact that we are
15 going to do our best to mitigate those impacts.

16 And even the minor impacts -- even the minor projects
17 will have impacts to the Corridor. And we want to keep that in
18 mind as we move forward.

19 And the range of impacts will vary in ridership to the
20 size and scope of those proposed projects, but again we're going
21 to do everything we can to minimize those impacts.

22 The Revised Draft looks at all the types of impacts
23 that will be incurred on this project. There's numerous types
24 of impacts.

25 The first one I'd like to talk about is direct

1 impacts. Direct impacts occur when transportation facilities
2 expand into areas next to corridors. Direct impacts could cause
3 loss of wildlife habitat, a loss of recreational areas or access
4 to recreational areas, or loss of historic buildings or other
5 remains. Those are just some examples of direct impacts.

6 Indirect impacts could be related to or are related to
7 changes on the Corridor conditions or character caused by new or
8 expanded transportation features.

9 Some examples of that are induced growth by the
10 transportation solutions that we implement, or it could be noise
11 or visual conditions are just some examples of indirect impacts.

12 We also looked at cumulative impacts. Cumulative
13 impacts occur when projects, our projects combine with the
14 impacts of other actions on the Corridor, such as ski area
15 expansion or development, occur together at the same location.
16 We did evaluate that. When we looked at the impacts of this
17 Preferred Alternative we looked at all of these components.

18 So what did we do with that? When we compared the
19 impacts of the Preferred Alternative to all the alternatives
20 that were identified in the PEIS we felt that the Preferred
21 Alternative is our best opportunity to meet the purpose and need
22 of this project, and it's the best alternative to meet that
23 50-years vision as well.

24 The beauty of it is it does provide for flexible,
25 adaptive approach to meeting all of our future needs. And

1 again, because it is a multimodal solution it meets both the
2 capacity and congestion demands for the Corridor.

3 As we went through and looked at what those impacts of
4 the Preferred Alternative were we did realize that in general
5 the impacts of the Preferred Alternative are higher than the
6 Minimal Action or any of the other single mode alternatives, but
7 it is generally less than the other Combination alternatives.
8 That's because of the flexible approach or adaptive approach to
9 the Preferred Alternative.

10 But one thing I want to point out is all the impacts
11 that we evaluated in the Revised Draft are presented before we
12 apply any mitigation strategies. Obviously as we move forward
13 we're going to try to do everything we can to minimize those
14 impacts, and develop good sound strategies to mitigate those
15 impacts.

16 One way that we can lessen the impacts is to minimize
17 the footprint of the Preferred Alternative. We will do that in
18 the Tier 2 process.

19 I know a lot of people are concerned how this project
20 is going to affect them. At this point we really can't say.
21 All we can do is move forward, and as we move forward we're
22 going to have to look at what the impacts are, and again we're
23 going to do our best to minimize the footprint of anything that
24 we do to our environment and communities.

25 And one mitigation strategy that's going to be very

1 important is we're going to try to avoid those impacts
2 everywhere we can.

3 For instance, in most of the locations, the Advanced
4 Guideway System would run in the highway median to minimize
5 those impacts to vegetation and wildlife. And beyond designing
6 solutions to minimize impacts we have committed to raise the
7 minimizing program and project level impacts on Tier 2. Those
8 are described better in Chapter 3 of the PEIS.

9 And then what I'm going to get into next is also one
10 of those unique characteristics of this Environment Impact
11 Statement that is unique, and we haven't done it anywhere else.
12 And I think it is also key to us being able to move forward
13 successfully.

14 And we have identified four agreements, or we have
15 developed four agreements that will help us move forward on all
16 future projects.

17 Obviously we've talked about this, but I can't say
18 enough about it. The first program that we developed, as I
19 said, is the I-70 Mountain Corridor Context Sensitive Solutions.
20 This process provides the "how" on how we're going to move
21 forward on future projects.

22 We will be mindful of the Corridor context and
23 Corridor values. Again, the Corridor values are something
24 that's going to follow this, and they're going to be included on
25 every project that we do.

1 Those core values include commitment to environment,
2 commitment to community values, and safety. And again we're
3 going to use that six-step process that has been identified in
4 the I-70 Mountain Corridor Context Sensitive Solutions on every
5 process and every project that we do.

6 The next agreement that I'd like to talk about is the
7 I-70 Mountain Corridor Programmatic Agreement. And what this
8 agreement does is it establishes a process for evaluating
9 historic properties in the Tier 2 studies. It includes details
10 for all steps of historic property evaluation.

11 And one thing about this that I think we're all very
12 proud of is we can say this agreement has been signed by more
13 than 20 agencies and organizations. To get that many people to
14 agree on the approach of how we're going to handle these impacts
15 is a monumental feat in itself.

16 The next agreement is the Stream and Wetland
17 Ecological Enhancement Program, or what we like to call the
18 SWEEP program. The intent of that is to protect and enhance
19 water quality, stream, and repairing habitats of aquatic
20 wildlife.

21 It provides a process for complying with local, state,
22 and federal laws and regulations. It is watershed context
23 sensitive. We have a number of different watersheds on the
24 Corridor and it affects all the watersheds that will be within
25 the Corridor. And will be included on everything that we do.

1 This agreement focuses on sustainability. And this
2 also has 10 signatures. Well, actually, on this one we're still
3 working on finalizing this agreement. But we do have and we do
4 plan on having signatures from a number of different
5 organizations. And this agreement will be finalized before we
6 get into a Record of Decision, and hopefully before we get a
7 Final.

8 The last agreement I'd like to talk about is the
9 landscape level inventory value ecosystems, or what we like to
10 call the ALIVE agreement. What this does is provides for a long
11 term protection and restoration of wildlife linkage areas that
12 intersect the Corridor.

13 This agreement has identified 13 high priority
14 locations, but that's just the minimum. We expect and we plan
15 on looking at every project and looking at the impacts to
16 wildlife, and how to improve the movement of wildlife on
17 everything we do on I-70.

18 Again, we will revisit this agreement on every Tier 2
19 project. And if need be we will make enhancements at every
20 opportunity we can.

21 Again, this one has been signed by seven federal and
22 state agencies. I can't speak about how important these
23 agreements are. They are the assurances that we are going to
24 move forward in an environmentally sensitive and proactive way.

25 We're at the slide where we're talking about money.

1 This is I'm sure on everybody's mind. Commissioner O'Malley
2 alluded to the fact that some people believe that this
3 alternative is a pie-in-the-sky solution.

4 What I like to say to everybody is it allows us to do
5 anything and everything that we need to do. We want to be
6 prepared to handle and adjust for anything that we want to do in
7 the future, and that's what this Preferred Alternative does.

8 It allows us to be prepared for that, so it's not just
9 pie in the sky. It gives us a solid plan on how we're going to
10 move forward, whether we do some or all the highway
11 improvements, and whether we do the AGS systems.

12 One comment I want to make at this point is that we
13 believe that the AGS system at this point is feasible. We are
14 going to go through the evaluation process more in the future.
15 But that is the key to the success of this different
16 alternative.

17 So to talk about the dollars that we expect it to
18 cost, the range is between 16 billion and 20 billion. That's
19 going to depend on how much of the highway improvements that we
20 do between the minimum and maximum program. Or it can even be
21 less than the minimum.

22 Again we're going to go through that process and
23 evaluate the effectiveness of all the projects that we do on the
24 Corridor, and we're going to make those decisions as we go. So
25 that's why we have a range for this Preferred Alternative.

1 When you look at our current funding sources we know
2 we don't have enough to build this Preferred Alternative. So
3 we're going to have to do things and look at different ways of
4 funding our construction program.

5 The funding mechanisms that we have today aren't
6 enough to cover what we need. We're going to have to look at
7 innovative financing solutions such as public-private
8 partnerships, we're going to look at towing, we're going to look
9 at bonding and anything, any other program out there that will
10 help us fund this. The funding mechanisms that we have today
11 aren't enough to do what we want to do.

12 The beauty is, though, we do have the money to do some
13 of it. We know that we can work on the high priority projects
14 now, and work towards getting those complete while we work
15 towards getting more funding to do the whole program.

16 All right, we're getting close here.

17 What are the next steps? Right now we're in the
18 public comment period. The public comment period will continue
19 till November 8. What we're going to do is we're going to take
20 all the comments that we receive tonight and every other public
21 comment period plus any comment that we get from anybody that's
22 been submitted to us in the ways that we've identified. We're
23 going to incorporate those, and we're going to address those
24 comments in the final document that we do.

25 Our intentions are, and our schedule shows that we're

1 going to have a Final PEIS in the winter of -- that should be
2 2011. It's not -- that's going backwards. Ignore what we have
3 up there. It's going to be 2011. We missed a digit.

4 Then once we have a final document we're going to move
5 towards a Record of Decision. What does a Record of Decision
6 mean? That Record of Decision will outline how the Tier 1
7 decision will be carried out.

8 Again, that is identified as the high priority
9 projects for the Corridor. It will also define the relationship
10 of the Tier 1 document with the statewide planning process. And
11 it also will be a roadmap for how we go into the Tier 2 projects
12 moving forward.

13 Again this decision that we're looking for comments on
14 tonight will not result in any type of construction. And with
15 the Record of Decision we hope and expect to get the Record of
16 Decision by the spring of 2011. So we have a very aggressive
17 schedule that we're working under.

18 Once we get a Record of Decision our hopes are to move
19 into the Tier 2 process and start making some improvements on
20 the I-70 Mountain Corridor.

21 So with that I'd like to thank you all for your
22 participation. I hope that the information that I've shared
23 with you tonight is informative and thought-provoking.

24 Again we have a lot of our project team members
25 stationed throughout the room. They all have name badges on. I

1 took mine off. I didn't want anybody out in the general public
2 to be able to see who I am at all times.

3 But I encourage you if you have any questions, find
4 our staff and ask them any questions that you think is important
5 to help you comment on this project tonight.

6 And so what I'd like to do is turn it back over to
7 Mary Ann. She'll explain more to you how the oral comment
8 process will work and how to make any other comments you'd like
9 to make on the study.

10 Again, I want to thank you all for your time. It is
11 very important to us that we get your comments. And we are very
12 excited to present this to you tonight. We truly believe that
13 this is the best solution for the I-70 Mountain Corridor. But
14 we want your comments so that we know what that is.

15 So thank you for your time. And I'll turn it over to
16 Mary Ann.

17 (Applause.)

18 MS. STROMBITSKI: All right. That concludes our
19 general presentation.

20 We're about to begin the formal comments at the
21 microphone. I will give you one last call if you have not
22 signed up and would like to make a comment here. Please do so
23 quickly down at the front desk and we'll get your name added to
24 the list.

25 I believe we have 14 folks lined up so far. And if

1 you'll allow me I will brief you quickly on the rules of how we
2 accept public comment.

3 We adhere to federal guidelines so that it's fair to
4 everybody. There will be a three minute opportunity at this
5 microphone. You will have a visual for two and a half minutes
6 of a green screen, 30 seconds of yellow, and then it will go
7 red. That's when I step in and ask you to finish your sentence.

8 And if you have additional comment beyond that three
9 minutes we'll ask you to make that privately to our other court
10 reporter in the public comment room. This reporter is dedicated
11 to accepting your formal comments here.

12 So you will be able, if you need to run over, to go to
13 the other room to make additional comments. You can still make
14 comments on line. We have a computer set up in the public
15 comment room for that. You can make written comments and submit
16 them in the box tonight or you can mail them in.

17 So you've got any number of ways between now and
18 November 8 to make your voice heard. And we look forward to
19 that.

20 Again any questions that are asked at the microphone
21 we won't address tonight, but they will be addressed in the
22 final document. Okay.

23 The first person that steps up and each person that
24 follows I will ask you to state your name, spell your name, and
25 provide your address. This is so that we can capture those

1 comments and have it in the final document.

2 We'll also ask you to speak clearly and slowly so that
3 the reporter can get every word.

4 All right. And if there are no questions we will ask
5 Stephanie, and I'm not sure how to say the last name. You can
6 correct me.

7 MS. THOMAS: Stephanie Thomas. You want me to spell
8 it?

9 MS. STROMBITSKI: Yes, please.

10 MS. THOMAS: Stephanie, S-t-e-p-h-a-n-i-e, Thomas,
11 T-h-o-m-a-s.

12 I'm with the Colorado Environment Coalition. My
13 address is 537 Wyncoop Street, Denver 80202.

14 MS. STROMBITSKI: Thank you.

15 MS. THOMAS: The Colorado Environmental Coalition is a
16 statewide advocacy group. We have thousands of members across
17 the state. We will be submitting written comments that are much
18 more detailed.

19 I'm not going to preview those tonight. What I want
20 to do is report to you the results of two surveys we sent to our
21 e-mail list over the last two weeks.

22 We sent two surveys, both focused on seeing what
23 people thought about the AGS system that's such a key part of
24 the Preferred Alternative.

25 The surveys received a much higher response than our

1 typical e-mail campaigns. People really care about this issue.

2 Obviously our e-mail list is a select group of
3 citizens, but it is -- we did get a high response. These are
4 people who would want to use the system so I think it's
5 representative of that group.

6 I do think CDOT should, you know, consider this as it
7 undertakes feasibility studies for the AGS system going forward.

8 The first survey asks people how the traffic in the
9 mountains affects their behavior now. Fifty percent said they
10 traveled to the mountains less to recreate than they would if
11 traffic wasn't so bad.

12 Thirty percent said they just avoid the mountains
13 altogether on the weekends. Only 16 percent said they go anyway
14 and endure the traffic.

15 Next we asked them if they would ride a high speed
16 train to the mountains that could get them there at least as
17 fast as they could get there now. Ninety-seven percent said
18 yes.

19 The following week we sent our e-mail list another
20 survey with the more detailed questions to see how they would
21 react to the system actually proposed by CDOT and FHWA in this
22 document, and what they expect of that system.

23 We first asked them for what purposes they would take
24 the train to the mountains. They could pick as many from the
25 list as they wanted.

1 Eighty-seven percent said hiking, seventy-five percent
2 said skiing or snowboarding, seventy-five percent said cultural
3 events and festivals, sixty-eight percent said sight-seeing,
4 fifty-six percent said wildlife viewing, forty-nine percent said
5 cycling or mountain biking, and twenty-four percent listed other
6 reasons, which included visiting friends and family, other forms
7 of recreation, and work and visiting a second home.

8 We next asked them whether, if the only station on the
9 Front Range were at the junction of C-470 and I-70 as is assumed
10 in this document would they still ride the train. Eighty-seven
11 percent said they would.

12 We then asked them whether they'd be more likely to
13 drive to the station, park, or take RTD's planned fast track
14 system to connect to the system. Eighty-six percent said they
15 would drive and park.

16 This does suggest the agencies do need to think a lot
17 about the parking facilities that are going to be at that
18 station.

19 We next asked if they would take transit for a trip
20 how many transfers would they be willing to make. Twenty-one
21 percent said they would not be willing to make any transfers.
22 Fifty-three percent said they'd make one. Seventeen percent
23 said two.

24 This does suggest the agencies shouldn't expect people
25 will take bus or train and make more than one transfer. That

1 did fall in line with the scholarly research that shows that you
2 lose at least a third of your riders for each connection you
3 make.

4 We can stop there. Thanks.

5 (Applause.)

6 MS. STROMBITSKI: Thank you very much.

7 Next is Bill Worth. If you can step to the
8 microphone. Thank you, Bill. If you'll state your name and
9 spell it.

10 MR. WORTH: Bill Worth. I've lived here in the Denver
11 area, Rocky Mountain area --

12 MS. STROMBITSKI: Before you make your comment if you
13 would is your last name W-o-r-t-h?

14 MR. WORTH: Right.

15 MS. STROMBITSKI: And your address?

16 MR. WORTH: Address? 6164 South Ash Circle East,
17 Centennial, Colorado 80121.

18 MS. STROMBITSKI: Thank you. Now you can begin.

19 MR. WORTH: Now I can talk.

20 I hadn't planned to be the first or second on this
21 process. But the thing that I am working on is trying to get an
22 alternative to I-70. And I think that it's quite obvious that
23 it's needed.

24 And it is a matter of numbers, of course. Right now
25 they are looking at enlarging I-70 by what could be probably

1 another 50 percent compared to about a year ago so it's
2 something that's needed and it will continue to be needed.

3 But the point is they need to get a lot, probably
4 30, 40 percent of the traffic, and especially the heavy traffic,
5 large trucks and so on that have problems just getting out of
6 Denver going up the hill.

7 So to me it is a very practical thing that you do have
8 to fix up 70. But it will take a lot of pressure off of it if
9 they would put in -- we need at least one if not two or three
10 different ways of getting through the mountain states here in
11 Colorado.

12 We've got -- well, I think that it's quite obvious
13 that I-70 was the original road that went through here when the
14 miners were taking it. And it was an -- it's been built up
15 since then.

16 And I think they need to give a lot of consideration
17 to the thought of getting other ways of getting through the --
18 tunneling through the Continental Divide. There should be at
19 least two or three ways to do that.

20 And of course the Moffit Tunnel has been there for
21 100 years. And it's been operating recently very very heavy.

22 MS. STROMBITSKI: We're at your three minutes.

23 MR. WORTH: So that's about all I can suggest right
24 now.

25 MS. STROMBITSKI: If you have additional comment

1 remember room 262. And somebody can take you there if you would
2 like to share additional thoughts.

3 MR. WORTH: Okay.

4 MS. STROMBITSKI: All right. Thanks very much.

5 (Applause.)

6 MS. STROMBITSKI: If you could state your name and
7 spell it, and give us your address.

8 MS. BRYAN: My name is Edie Bryan. And I am speaking
9 on behalf of Colorado Rail Passenger Association.

10 We have submitted our comments electronically --

11 MS. STROMBITSKI: Before you start, if you would
12 provide a spelling for your last name, and give us your address.

13 MS. BRYAN: Bryan, B-r-y-a-n. My address is
14 1661 South Kendall Street, Lakewood 80232.

15 MS. STROMBITSKI: Thank you.

16 MS. BRYAN: I speak on behalf of the Colorado Rail
17 Passenger Association and am our organization representation on
18 the study's Collaborative Effort Panel.

19 The draft appears to conform to the need to
20 continually reassess the project's development with changing
21 conditions. We have 10 specific comments. If I don't get to
22 ten you'll know that we have others.

23 No. 1, revive the ski train service into the TDM, the
24 transportation demand management ideas. This would remove
25 somewhere from 300 to 400 cars from the I-70 Corridor at

1 precisely the times that the Corridor is the most congested.

2 The ski train that we did have had a maximum capacity
3 of 750, and was frequently sold out. A double-decker coach
4 could carry more than that obviously. And adding a stop on the
5 western part of the metro area could increase ridership too.

6 No. 2, a dedicated bus service from various
7 park-and-ride lots in the metro areas to specific ski areas
8 should be established. And the cost could paid be by tacking on
9 a ski ticket surcharge for those who arrive in private
10 automobiles.

11 No. 3, the Denver Union Station Project Authority
12 should add an intercity bus facility for a true multimodal
13 facility instead of leaving the bus station where it is in
14 downtown Denver, which is nine blocks away.

15 No. 4, conventional steel wheel on steel rail
16 technology should be the preferred transit choice over some
17 other exotic or unproven system.

18 For one thing, again referencing the ski train, it
19 went 25 miles an hour. And yet people used it and loved it.

20 No. 4, conventional steel wheel should be the
21 preferred choice; however, the conventional rail cannot achieve
22 some of those advanced speeds, but do have other advantages.

23 It may be required that they go out of the exact study
24 Corridor boundaries in order to build new grades because trains
25 can only go up a maximum grade. But there are trains that exist

1 today that can go a lot faster than the conventional, ordinary
2 conventional trains, and can handle seven percent grade.

3 No. 6, studies must begin to determine how any of this
4 will connect to Denver Union Station and to Denver
5 International Airport.

6 I will mention No. 7, which is the FasTrack --

7 MS. STROMBITSKI: We're at the three minutes. So you
8 will need to do that with our other court reporter.

9 MS. BRYAN: All right. And that concludes my remarks.

10 Obviously I do have hard copies available for those
11 people in the audience who would like to have some.

12 MS. STROMBITSKI: Our next speaker is Betsy Hand.

13 Betsy, please state your name and spell it, and then
14 give an address.

15 MS. HAND: Betsy Hand, H-a-n-d. Address is 880 Sixth
16 Street, Golden, Colorado 80302.

17 I'm Betsy Hand representing the Rocky Mountain chapter
18 of the Sierra Club.

19 First I want to thank you for adding this public
20 hearing to the Denver metro area. The people of this area are
21 critical stakeholders for the I-70 Mountain Corridor.

22 Front Range folks traveling into the mountains are
23 both the primary cause of congestion in the Corridor and a key
24 to the economic viability of the Preferred Alternative described
25 in the Revised DPEIS.

1 Some concerns that we have: The VMT and GHG
2 reductions. It's not clear in the document yet I don't think
3 how the alternative will reduce the per person VMT and
4 greenhouse gas emissions. So I hope that will be more -- will
5 be modelled better.

6 The triggers for additional highway capacity
7 improvements. The Collaborative Effort Consensus outlined very
8 broadly the studies needed to determine the feasibility of AGS:
9 Cost, ridership, governance, and land use.

10 This particular document does nothing to describe,
11 advance, or elaborate criteria or the matrix that will be used
12 to abandon the AGS alternative and pull the trigger on the six
13 lane highway construction.

14 The Rocky Mountain Rail Authority process provides
15 guidance that should be included in the language of the DPEIS,
16 and that is develop scenarios that address issues and prepare
17 analysis reports on the properties of each scenario: Ridership,
18 cost effectiveness, community values, greenhouse gas emissions,
19 and systems energy use.

20 In terms of planning and connectivity the CE
21 recommendation included an efficient transit connectivity beyond
22 the study area, and local accessibility to such a system.

23 While we understand the historic autocentric reason
24 for the E-470 terminus the analysis of the Preferred Alternative
25 must include the wider ridership capture area.

1 The RMRA feasibility study area's an excellent place
2 to start, especially as the final report is very clear that the
3 economic viability of the I-70 Corridor depends on development
4 of the effective I-25 feeder system as well as direct DIA
5 connectivity.

6 Additionally we recommend that the state rail plan and
7 the highway connectivity study planned by Mark Imhoff, the new
8 director of the new CDOT position of rail and transit, be
9 closely coordinated with the work of the I-70 Mountain Corridor
10 team.

11 Thank you.

12 (Applause.)

13 MS. STROMBITSKI: Thank you.

14 Our next speaker is Ken Katt.

15 Ken, if you'll spell your last name.

16 MR. KATT: Ken Katt, K-a-t-t. I live at 2703 West
17 Long Drive, Littleton Colorado 80210.

18 I'm sorry that I don't see Mr. George in the crowd
19 tonight. I do see Peggy Gatlin. So Peggy, I hope you'll relay
20 this message to Mr. George.

21 The first thing I want to do is for the public record
22 I would like to officially challenge CDOT's executive director
23 Russell George to go on a local TV station to debate me on the
24 Mountain Corridor issue. I don't care if it's channel 6, or 12,
25 or 4, or 7, or 9, or 13, or even channel 8.

1 I think Colorado citizens have a right to know what's
2 going on, why is it taking so long, and how did this become a
3 \$20 billion alternative with no clue where the money's going to
4 come from.

5 Now, I notice some students in the crowd. I think
6 they're probably wondering what it is I've been promoting.

7 Well, if you watched the recent gubernatorial debates
8 John Hickenlooper, when he was asked specifically about the
9 I-70 Mountain Corridor he said, We need to address it
10 incrementally.

11 Tom Tancredo, when he was asked how we make our
12 transportation dollars go further he said, We need to make
13 better use of a dedicated busway.

14 In a nutshell that's exactly what I've been promoting
15 as the best solution for the I-70 Mountain Corridor. And we
16 take into consideration that the I-70 coalition said, We need to
17 address the problem areas first.

18 And the blue ribbon panel that CDOT put together which
19 included Clear Creek County commissioners Kevin O'Malley and
20 Harry Dale were a part of -- and they are both here tonight --
21 they said, We need to use an elevated fixed guideway.

22 I couldn't agree more. They must've been reading my
23 mind.

24 If you also consider the fact that -- and this is not
25 well-known among the public -- both the EPA and the Army Corps

1 of Engineers rated the bus alternative near the very top of
2 their list.

3 So I don't know what the issue is. It seems like
4 there's still people who don't believe in trains, they want to
5 build the road, the big highway project, and just shred through
6 Clear Creek County and absolutely destroy their quality of life,
7 yet they haven't come up with an answer to where all these extra
8 cars are going to park once they get to the ski resorts when
9 they want to go skiing. We already lack adequate parking at our
10 ski resorts.

11 If they're concerned about trailers and campers, where
12 are they going to come up with all the extra campsites? On the
13 busy weekends most of the campgrounds are already full.

14 I hope people, when they go home, do a little of your
15 own research on this. Look up the company Proterra,
16 P-r-o-t-e-r-r-a. It's a bus company based here in Golden,
17 Colorado.

18 They just recently announced plans to build a
19 manufacturing facility for clean-burning buses in South
20 Carolina. They're going to employ 1,000 people.

21 And they are going to export those buses then.
22 They're going to sell them to cities along the eastern coast and
23 the western coast.

24 They already have \$400 million -- my understanding is
25 they already have \$400 million of orders waiting for clean

1 burning buses. We lost those jobs -- we could have had them
2 here -- because somebody was afraid to make a decision.

3 MS. STROMBITSKI: We're at three minutes.

4 MR. KATT: Thank you.

5 (Applause.)

6 MS. STROMBITSKI: Thank you.

7 Next speaker is Nick Dodich.

8 If you will, please state your name, spell it, and
9 provide your address.

10 MR. DODICH: Nick Dodich, D-o-d-i-c-h, 6370 Deframe
11 Way, Arvada 80004.

12 MS. STROMBITSKI: Thank you.

13 MR. DODICH: I've been following this I-70 Corridor
14 business quite diligently, I feel. And I am concerned if we
15 don't act pretty soon we will be in a position like China was
16 where they had 10-day traffic jams. Drivers didn't have money
17 for lunch, hotels; produce was ruined.

18 So it was a very very costly experience. And I'd like
19 to see that never happen in my country.

20 My biggest concern is that the Empire Junction, Floyd
21 Hill be started as soon as possible, because that traffic coming
22 east during the holidays ski season is just horrendous.

23 I've been there in the winter and in the summer, the
24 three holidays. It's just bad. It funnels right into the
25 Empire Junction. And that's the big bottleneck. And the Twin

1 Tunnels of Idaho Springs are the big bottlenecks.

2 And I think that one of the biggest things that we
3 have to conquer is the financing part of it. I think we have
4 the engineering technology and spirit and the know-how.

5 If other countries can have big tunnels going through
6 whatnot, and building great great roadways I think we also have
7 that capability.

8 And I used to do some lobbying in the past. There is
9 money in Washington; it's available. And you have to know where
10 to go and who to see. And we can get a lot of money that way I
11 feel.

12 My biggest concern right now is the Twin Tunnels.
13 They have excellent boring machines on the market now. All over
14 the country they are boring a lot of tunnels: New York, Jersey,
15 whatever.

16 And they are very good because they bore a clean
17 curvature. They don't use drill and dynamite to blow the rock
18 apart.

19 The bad part is it creates tremors. The Donner Pass
20 was started in 1871 and ended in 1881. The blast fractured the
21 rock, and the water came down, and 200 miners were killed.

22 With the boring machine you don't have those
23 vibrations. And it's clean. And you'll operate 24/7 with that.

24 The tunnel -- I used to work at a university --
25 uh-oh -- in Germany. I was going from Gurttingham to Milan. And

1 I went to the Gotard Pass, and that pass -- it was only
2 railroad.

3 MS. STROMBITSKI: We will need to stop now. I'm
4 sorry.

5 MR. DODICH: Can I finish the statement?

6 THE FLOOR: Let him finish.

7 MS. STROMBITSKI: We have to maintain fairness.

8 MR. DODICH: There was only railroad. Trucks, and
9 cars had to go on the railroad. And it cut down on the
10 pollution and traffic jams.

11 MS. STROMBITSKI: All right. Thank you, Nick.

12 (Applause.)

13 MS. STROMBITSKI: CA Lane.

14 MR. LANE: C.A. Lane, L-a-n-e. PO Box 36, Winter
15 Park, Colorado. I'm the assistant general manager and director
16 of resort operations for Winter Park Resorts.

17 An important existing noninfrastructure component
18 adjacent to I-70 Corridor is the ski train to Winter Park and
19 Grand County.

20 When considering noninfrastructure components of this
21 project that encourage change in travel patterns without
22 infrastructure construction, and specifically expanding use of
23 the existing infrastructure adjacent to the Corridor, please
24 consider support for modification of the current Amtrak
25 insurance requirements, which are a barrier to the

1 reintroduction of the ski train to Winter Park and Grand County.

2 The Amtrak classification of the ski train and an
3 onerous requirement for \$200 million of insurance currently
4 prohibits successful reintroduction of this operation.

5 Change in the insurance requirement will allow for the
6 successful operation of the ski train today and in the future,
7 successfully contributing to congestion reduction on I-70.

8 Thank you very much.

9 (Applause.)

10 MS. STROMBITSKI: Our next speaker is Ed Rapp.

11 Please state your name, spell it, and provide an
12 address.

13 MR. RAPP: Ed Rapp, R-a-p-p. I'm at Post Office Box
14 143, 3237 Mill Creek Road, DuMont, Colorado 80436.

15 MS. STROMBITSKI: Thank you.

16 MR. RAPP: Thank you. And particularly thanks to
17 Russell George for this collaborative effort to bring forward
18 the Revised Draft PEIS.

19 I endorse Clear Creek County Commissioner Kevin
20 O'Malley's statements, opening remarks, including his caveat.

21 My concern for this revised PEIS is that the executive
22 summary is not stated strongly enough to survive a 20 year
23 decision arising involving at least four future governor races
24 and their subsequent administrations.

25 The document needs to bring finality to the process in

1 the legal sense or we may be in a perpetual PEIS process.

2 My second concern is that the public currently
3 visualizes the two or three year highway widening and not the
4 14 year construction process that a six lane option would
5 require.

6 Little is being done in the executive summary or
7 through public outreach to dispel this misconception. The
8 document does not describe impacts during construction. Albeit
9 it is not required by law an extended construction period is
10 where most environment and social justice impacts would occur.

11 It is doubtful that any community can survive or any
12 traveling public would endure a 14-year construction delay or
13 closures.

14 Any at-grade construction through the mountains is
15 onerous. And an elevated guideway system off line yet in the
16 right of way requires a short construction period with very
17 little negative impact environmentally, economically, or
18 socially.

19 Fourteen years of at-grade construction in Clear Creek
20 County would essentially be a taking during which all
21 environmental law, including CERCLA and the Clean Water Act, and
22 all social justice law would be imposed.

23 Following that period the remnants of the community
24 fabric would be a ward of the state.

25 These construction impacts need to be addressed in the

1 body and in the executive summary of the reports such that they
2 will be very visible and clear to any future decision-making.

3 My concern is that also, relative to highways, CDOT is
4 not serious about Advanced Guideway Systems as a mission. A
5 former CDOT director stated flatly that, We don't do transit.

6 Institutional culture is slow to change. Nor does
7 CDOT appear to be all that serious in persuing public-private
8 partnerships for construction and operation of advanced systems.

9 MS. STROMBITSKI: We're at three minutes.

10 MR. RAPP: I'll finish the sentence.

11 In the six months following the Record of Decision are
12 you prepared to handle a delightful event of people coming
13 forward with an unsolicited proposal?

14 Thank you.

15 (Applause.)

16 MS. STROMBITSKI: Our next speaker is Bob Vermillion.

17 Bob, if you'll spell your last name and provide your
18 address.

19 MR. VERMILLION: My name is Bob Vermillion,
20 V-e-r-m-i-l-l-i-o-n. I recently moved. My family recently
21 moved to Louisville. I'm a native. I have property directly on
22 I-70.

23 MS. STROMBITSKI: We'll need an address.

24 MR. VERMILLION: Address? Bellford, which is
25 1331 Hector Drive, Louisville.

1 MS. STROMBITSKI: Thank you.

2 MR. VERMILLION: I really support something to get
3 done on I-70. I have had a short experience in driving Donner
4 Pass to Sacramento and on to San Francisco, and moved just one
5 car length on a four lane, just one car length. And that's
6 where we're going if we don't get something done.

7 I support the lane construction and elevated lanes
8 like through Idaho Springs and CDOT had supported and proposed
9 three or four years ago.

10 I would like to see some real hard figures relative to
11 bus lanes only and the rail system. And the reason for that is
12 you can run one or several buses directly to Vail or directly to
13 Breckenridge through a number of different -- to ski areas.

14 You can run a number of buses to different
15 communities. You can run the direct ones that are full and the
16 ones that need to jump. But you can also have secretaries with
17 a bus lane only that work in downtown 17th Street.

18 You can't do that with a rail. I question the money
19 that's being spent relative to rail versus bus lanes only. I
20 would guess that we're talking about a third of the cost, more
21 convenient, certainly doing more for the person.

22 And when you think of what the young lady that spoke
23 first said, buses will handle that, giving them an opportunity
24 to camp and ski and fish and hunt.

25 I followed I-70 for a long long time. Back in the

1 early '80s Colorado was No. 2 in outdoor activities, No. 3 in
2 touring. This is on a national scale.

3 We're way up there now. And because we haven't kept
4 up and we won't with rail I really would like to see CDOT look
5 at bus lanes only, one going one way and one the other,
6 different types of access versus the rail system.

7 Thank you very much.

8 (Applause.)

9 MS. STROMBITSKI: Thank you.

10 Paige Singer. Spell your last name.

11 MS. SINGER: S-i-n-g-e-r. And I'm representing Center
12 for Native Ecosystems, 15 Wyncoop Street, Denver, Colorado
13 80202.

14 First I'd like to thank CDOT for including wildlife
15 crossings in the Preferred Alternative of the Tier 1 Revised
16 PEIS Alternative and as an important component of the Context
17 Sensitive Solution process and the Collaborative Effort Team.

18 We all know that animal-vehicle collisions are bad for
19 both wildlife populations and also for human safety.

20 I'd also like to thank CDOT for being a leader by
21 continuing the ALIVE process for the Revised PEIS. I encourage
22 CDOT to ensure that all Tier 2 processes implement the ALIVE MOU
23 and implementation matrix, and provide funding for wildlife
24 crossings.

25 I ask CDOT to ensure that in addition to utilizing the

1 good information out of the ALIVE process they also use the most
2 up to date information including that coming out of the current
3 ecological project that's under way to study wildlife movement
4 along I-70, and making several recommendations on wildlife
5 crossings.

6 This study is being completed by CDOT, Western
7 Transportation Institute, Center for Native Ecosystems,
8 Ecoresolutions, and the Colorado Watershed Assembly.

9 And I'd also encourage CDOT to consider connectivity
10 through the I-70 Mountain Corridor including areas outside of
11 the linkage interference zones that are identified through the
12 ALIVE process.

13 And that's it. Thank you.

14 MS. STROMBITSKI: Thank you.

15 (Applause.)

16 MS. STROMBITSKI: John Aldridge.

17 If you'll spell your last name, and provide an
18 address.

19 MR. ALDRIDGE: Yes. My name is John Aldridge. And
20 I'm here on behalf of the Independence Institute.

21 My name's spelled A-l-d-r-i-d-g-e. My office is at
22 1840 West Littleton Boulevard, Suite B, in Littleton.

23 Good evening. On behalf of the Independence Institute
24 we appreciate this opportunity to present our comments on the
25 Revised PEIS.

1 While the Preferred Alternative in the document
2 describes a combination of transit and highway improvements to
3 meet the 2035 and 2050 travel demands, it fails to provide a
4 interim program of significant improvements to relieve the
5 current congestion problems, particularly in critical sections
6 of the Corridor.

7 And these critical sections are from the Twin Tunnels
8 to Empire Junction and through, which is obviously through Idaho
9 Springs and the steep uphill section west of Georgetown.

10 In these sections I think in all these, these -- as
11 Scott reported, that minimum improvements would be allowed at
12 Twin Tunnels and Empire Junction, but nothing in between there,
13 okay? Only when, you know, the transit triggers are met would
14 those type of improvements be allowed. And this could be a very
15 very long time.

16 So essentially the Preferred Alternative and consensus
17 recommendation require that all I-70 improvements wait decades
18 for any improvement in the critical sections until sophisticated
19 Advanced Guideway Systems or magnetic levitation technology can
20 be developed and funded.

21 It is obvious through the DPEIS, the technical data
22 that's in it and other studies off AGS, including a recent
23 report from the Federal Transit Administration, that there are
24 massive economic and technological risks involved.

25 Funding \$20 billion for capital costs is not available

1 according to CDOT. The recommended maglev technology has not
2 been fully developed or tested for operation in a harsh mountain
3 environment. In fact neither the proposed propulsion system nor
4 the proposed track has advanced beyond the drawing board
5 according to the FDA.

6 The train has not been designed or tested to meet
7 federal safety and ADA standards, which will add considerable
8 weight and reduce performance significantly. There is no known
9 source of power for 118 miles of electrified track.

10 Finally, there's no guaranteed ridership. And the
11 chance of Colorado taxpayers subsidizing fares similar to Amtrak
12 and RTD is very high.

13 I'm getting the yellow light.

14 It all adds up to a very long wait for a train that
15 will probably never come.

16 MS. STROMBITSKI: One more sentence.

17 MR. ALDRIDGE: Okay. I think what we're recommending
18 is simply to put in some sort of system that is a platform that
19 will allow the bus transit systems that have been talked about
20 and, you know, any other type of mode of transportation to go up
21 in the most congested area of the Corridor, which is between
22 Floyd Hill and Empire Junction.

23 This should be implemented as soon as possible.

24 (Applause.)

25 MS. STROMBITSKI: Thank you very much.

1 Bert Melcher.

2 If you will state your name.

3 MR. MELCHER: My name is, full name is Albert G.
4 Melcher, M-e-l-c-h-e-r, 7504 East Jefferson Drive, Denver 80237.

5 MS. STROMBITSKI: Thank you.

6 MR. MELCHER: I'm here as an advisor to the Sierra
7 Club because I'm the former transportation chairman of the
8 Colorado state chapter. Okay.

9 MS. STROMBITSKI: Okay. You may begin.

10 MR. MELCHER: Good.

11 I've been on the I-70 Mountain Corridor advisory
12 committee from 2001 to 2007, and on the Corridor Collaborative
13 Effort Committee in 2007-8. I am a civil engineer, one of three
14 people to serve on both the CDOT commission, the predecessor to
15 the State Highway Commission, and the RTD board of directors.

16 The purpose of a Draft PEIS is to obtain, review,
17 comment, and guidance on desirable improvements before there is
18 a Final PEIS and a Record of Decision that has binding
19 requirements for the future.

20 The National Environmental Policy Act is our
21 environmental bill of rights, and we must avoid any abuse or
22 misuse of it.

23 Today I am focusing only on the most significant and
24 critical weakness in the EIS document and process, and I hope my
25 comments will be constructive.

1 This weakness or flaw is that, despite its name of
2 Mountain Corridor, it should deal with a entire integrated
3 transportation system, and it does not. It excludes the portion
4 of the system that is east of the junction of I-70 and C-470.
5 In short, it deals with a part of a system, a segment, but not
6 the complete system.

7 It does not deal with cause and effect. The effect
8 is the severe congestion of the Mountain Corridor. The major
9 cause is two and a half million metro Denver residents and
10 visitors to Colorado who are here in no small measure because of
11 our great mountains. They are stakeholders.

12 The C-470 boundary is artificial. At the level of
13 policy and program planning, i.e. the Tier 1 PEIS, it creates
14 very bad transportation planning and evades coming to grips with
15 the opportunities, constraints, and cost of movement from metro
16 origins to mountain destinations, and the reverse movement.

17 It is contrary to the laws and intent of the National
18 Environmental Policy Act, including provisions of full
19 disclosure of transparency as regards all of us who live east of
20 the foothills. This issue has been raised before; it's not a
21 new issue.

22 Just as with the mountain portion of the study,
23 details can and must be deferred to Tier 2 studies. But the
24 policy and possible procedures for this eastern situation must
25 be identified.

1 What are the alternatives for getting people from the
2 metro area to DIA to C-470 and hence to mountain destinations?
3 Can they be efficient, seamless, convenient, and fast? Or will
4 they be the opposite such that people will not leave their cars
5 for the entire trip?

6 What are the agencies involved? And will this Tier 1
7 help guide the forthcoming Colorado state rail plan for CDOT?
8 What are these agencies' mandates, planning, and capabilities?

9 Are the modeling and analysis tasks up to date and
10 comprehensive? Realistic? Or are there flawed, obsolete and
11 unrealistic inputs?

12 What metro area infrastructure can be used or added in
13 general? What general environmental and sustainability factors
14 are relevant? How do we best avoid foreclosing desirable
15 options for the future? What general guidance should emerge for
16 implementing the Tier 2 detailed studies?

17 EISes must have boundaries, but they can and must deal
18 with effects and impacts in related affected areas. To defer
19 these matters to a future Tier 2 study will result in a Tier 1
20 Final EIS that would be flawed, misleading, and producing an
21 unnecessary and undesirable delay.

22 MS. STROMBITSKI: We're now at three minutes. One
23 more sentence.

24 MR. MELCHER: Okay.

25 I'm not advocating any delays. This can be worked

1 into the present process. And in the long run it will expedite
2 implementation of the development.

3 Thank you.

4 MS. STROMBITSKI: Thank you.

5 (Applause.)

6 MS. STROMBITSKI: Next is Helen Bushnell.

7 MS. BUSHNELL: Hello. My name is Helen Bushnell,
8 B-u-s-h-n-e-l-l. I live at 9925 West 20th Avenue, Lakewood,
9 Colorado.

10 MS. STROMBITSKI: Thank you.

11 MS. BUSHNELL: I am a native Coloradoan and a member
12 of the Colorado Rail Passenger Association. During -- I often
13 take the train.

14 During the last week in September I took the train
15 home from California. I was struck by a couple of things.
16 First how crowded the train was. Train ridership has really
17 massively gone up in the last five years throughout the United
18 States.

19 Even though that train is very slow it's starting to
20 get pretty crowded. Even though they're adding more cars it's
21 still crowded. Again, this was not during the summer and it was
22 still crowded.

23 In fact there were more people on the train than were
24 going on I-70 the entire time we were passing it. Now, this is
25 during a weekday. But I think there is a lot of people right

1 now who take the train even though it's once a day and there's a
2 real limited capacity.

3 Also it was interesting, this particular train was
4 interesting because there were a lot of people going from Grand
5 Junction to Fort Morgan. What I find on every train I take
6 there's different stops where there is a lot of people who get
7 on and off.

8 And there's a lot of people that go from these small
9 towns in Utah and go from the small towns in Colorado who live
10 there going between these small towns. I think getting those
11 people off the road during the peak times can help with
12 congestion.

13 I think also it's also important to realize that I
14 think we need to serve -- that CDOT should serve the needs of
15 the people who live in Colorado, and that includes people who
16 live in Grand Junction or in Jefferson County, and not just
17 necessarily people who are going to the mountains to recreate
18 but people who live there.

19 So one of the -- like I said, I'm a member of the
20 Colorado Rail Passenger Association. And in our comment we
21 notice that activity is very important. That's part of why.
22 You don't actually know why every single person is going, if
23 they're going from point A to point C to point X, you don't
24 actually know why everybody is on the road.

25 It's important to connect into a system so no matter

1 where somebody is going there's a bus or a train that can take
2 them so they don't have to drive.

3 So I really support that part of our comment that
4 really we need to lease buses to Denver Union Station, really
5 need to consider steel on rail because we already have rail
6 tracks there.

7 And I also wanted to comment that this crowd doesn't
8 look a lot like the people who take the train. There's a lot
9 more African Americans, Latinos, Native Americans, and Asian
10 Americans on the train than there are in this crowd. I think
11 those people need to be considered.

12 Thank you very much.

13 (Applause.)

14 MS. STROMBITSKI: We have one last speaker, Jeremy
15 Tamsen.

16 MR. TAMSEN: My name is Jeremy Tamsen, J-e-r-e-m-y
17 T-a-m-s-e-n. I live at 3520 East 17th Avenue, Apartment C,
18 Denver, Colorado 80206.

19 The priority sequence as I read the document as far as
20 construction triggers is something that I agree with. First we
21 need to improve the existing infrastructure and then focus on
22 building an Advanced Guideway System.

23 And as Stephanie Thomas from the Environment Colorado
24 said, or the Colorado Environmental Coalition said, it should be
25 carefully considered the survey results that she has gathered

1 as well as comments that my organization will be gathering as
2 well over the comment period.

3 The additional ridership that these comments represent
4 should be a key and integral part of the feasibility study for
5 the Advanced Guidance System.

6 There are a lot of young people that are tuned into
7 this project, and recognize its importance for the viability of
8 Colorado's future economy, and therefore its importance on our
9 adult careers, and their voices should be heard and listened to
10 as well.

11 I grew up in Eagle, Colorado, during the time when the
12 construction was being completed in the Glenwood Springs
13 Corridor through the canyon. And that demonstrated to me how
14 extremely important I-70 is to the state's operation.

15 And by emphasizing the Advanced Guideway System we can
16 ensure that the success of the future economy is maintained and
17 that minimal disruptions are made to the current flow of traffic
18 along the existing infrastructure, and the durability inherent
19 in an Advanced Guideway System will ultimately be a bargain to
20 the state of Colorado.

21 The initial cost may seem high to some, but in the
22 long term, maintaining such a system with such a high ridership
23 volume as is projected would be much less than maintaining a
24 road with similar baseline capacity.

25 And I believe that CDOT should seek aggressively

1 interdepartmental cooperation in innovative funding sources for
2 this project. As others in this room suggested solutions, I
3 believe that all of the solutions should be considered valid
4 alternatives to a bond election that may or may not see an
5 Advanced Guideway System through to construction.

6 Thank you.

7 (Applause.)

8 MS. STROMBITSKI: Again, thank you very much for your
9 participation this evening. All of your comments will be
10 documented and included in the Final Draft.

11 If you would please enjoy the rest of the evening. We
12 do still have CDOT representatives available in the hallway,
13 near the displays, and in this room.

14 The comment area in room 262 is still open for a few
15 more minutes. Please take advantage of that.

16 Thanks so much.

17

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19 (Whereupon the within proceedings adjourned at
20 7:43 PM.)

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C E R T I F I C A T I O N

I, Martha Loomis, Certified Shorthand Reporter,
appointed to take the within proceedings hereby
certify that the proceedings was taken by me, and then reduced
to typewritten form by means of computer-aided transcription;
that the foregoing is a true transcript of the proceedings had
subject to my ability to hear and understand.

IN WITNESS WHEREOF, I have hereunto set my hand.

Martha Loomis
Certified Shorthand Reporter

Proofread by D. Drake