

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

Public Hearing Presentation  
October 2010

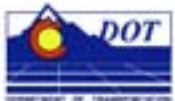


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# Welcome

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



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# 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



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# 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



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# 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

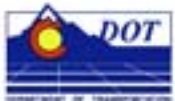


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# Why are I-70 improvements needed?

- 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

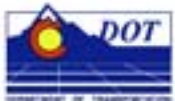


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# How did stakeholders participate in this process?

- 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



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# What alternatives did we consider and analyze?

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

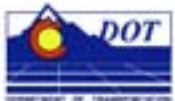


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# What is the Preferred Alternative?

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



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# 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



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# 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



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# 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

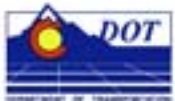


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# What is included in the Maximum Program of Highway Improvements?

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



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# What triggers additional highway improvements?

- Maximum Program would begin to be implemented 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



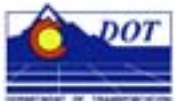
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# How are impacts determined in a PEIS?

- 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

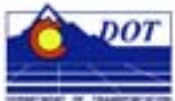


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# How does the Preferred Alternative compare to other alternatives?

- 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



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# 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)



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# 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

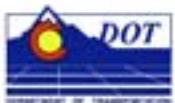


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# What are the next steps in this study?

- 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



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# Thank you for your participation!

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



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# How can you comment on the PEIS?

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



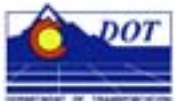
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# How will we receive comments at the microphone tonight?

- 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
- Must provide your name and address
- Court reporter will record your comments, and the transcript will be published in the Final PEIS
- No question and answer at the microphone



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