

Chapter 6. Public and Agency Involvement

The public input to the I-70 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) in making informed decisions for future transportation planning in the Corridor. The purpose of the public involvement program is to communicate with the public and agencies, identify and incorporate their issues into the planning and decision-making process, and address the issues in appropriate documentation. A Public Involvement Program (PIP) with specific goals and activities was produced and made available to two advisory committees. Public input was obtained at key milestones during the project, and public and agency comments were incorporated into the decision-making process during scoping, identification of alternative families, packaging of alternatives, the impact assessment process, and grouping of the preferred alternatives. Public input was a key factor in ensuring that a wide range of transportation options were considered and in determining the level of detail appropriate for a programmatic Tier 1 document.

This section describes the public and agency involvement process, including committees formed and meetings held. Details of these meetings are further discussed in Appendix P, Public and Agency Involvement.

6.1 Notification

The NEPA process for the Corridor PEIS began with the publication of a Notice of Intent in the Federal Register by FHWA on January 13, 2000. In the notice, CDOT and FHWA committed to an extensive and broad public involvement program to keep federal, state, and local agencies; organizations; and interested individuals informed and to provide ample opportunities for such agencies, organizations, and the public to participate throughout the three-year process.

6.2 Public Involvement Program

Before initiating the PEIS, the project management team prepared a PIP in concert with the PEIS work plan. In addition, comments noted through the Major Investment Study (MIS) process served as a starting point for identifying issues and concerns for the PEIS. The PIP described the team's philosophy regarding public involvement and the overall approach including the general techniques used.

The goals of the PIP were to identify issues with the public and/or their concerns through a comprehensive public outreach program. Several means of approaching the public were set in motion, including agency coordination, media relations, and public information and participation. Techniques included media coordination, a project website, a telephone information line, email, a series of informational newsletters, newspaper display advertisements, elected official briefings, legislative briefings, community interviews, small group meetings, advisory committees, and open houses.

6.3 Access to Information

To ensure access to project information, several venues, described below, were established to keep the public and agencies informed and/or to allow participation in the PEIS process.

6.3.1 Newsletters

Five newsletters were distributed by mail 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. Newsletter number three discussed the role of the purpose and need, Level 1 screening results, and Level 2 screening criteria. The fourth newsletter presented the Level 2 screening results and advisory committee updates. Newsletter number five listed alternatives retained for full evaluation in the Draft PEIS. All newsletters were made available on the project website. Hard copies of the newsletters are on file and were made part of the administrative record at J.F. Sato and Associates.

6.3.2 Website

A website (<http://www.I70MtnCorridor.com>) was established to provide project information, as well as an opportunity for the interested public to ask questions, request information, or be added to the mailing list through email. More than 3,330 people visited the website during the scoping period, and 172 responded using the website or other email address (I-70PEIS@jfsato.com).

Supporting Documentation

- Appendix A, Environmental Analysis and Data
- Appendix B, Transportation Analysis and Data
- Appendix P, Public and Agency Involvement

6.3.3 Telephone Information Line

A telephone information line (1-877-408-2930) was established to allow the public to ask questions, request information, or add their names to the mailing list.

6.3.4 Legislative Briefings

Five legislative reports were sent out quarterly to members of the General Assembly, including Senate Districts 4, 8, 13, and 22 and House Districts 25, 56, 57, 61, and 62. These reports contained updated information on the PEIS project and process, the public outreach, and key decisions. Appendix P includes a list of these reports and their content.

6.3.5 Media

To establish a working relationship with the news media early in the PEIS process, CDOT representatives and the consulting team met with newspaper reporters to introduce and clarify the project and planning process. Fifteen articles about the I-70 PEIS have appeared to date in newspapers along the Corridor and in Denver. Prior to the public open houses, CDOT issued 23 press releases to the 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. Media releases and public notice announcements are on file and in the administrative record at J.F. Sato and Associates.

6.4 Environmental Justice Outreach Program

To ensure public involvement opportunities for both minority and/or low-income populations, an environmental justice outreach program was implemented. This outreach included a bilingual supplemental insert within the PEIS newsletter distributed either by mail or by hand to the communities within the Corridor.

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More than 900 newsletters were distributed to the following locations:

- Chambers of Commerce
- Family and Intra-Cultural Resource Center
- Hotels
- Housing authorities
- Libraries
- Media
- Mobile home parks
- School districts
- Social Services
- Thrift stores

A complete environmental justice resource list is located in the administrative file at J.F. Sato and Associates.

6.5 PEIS Committees

The committees described below gave the PEIS team effective, insightful interaction with technical experts, local residents and officials, interest groups, and government agencies throughout the process. FHWA and CDOT collectively considered the advice of these committees, along with direction provided by federal and state regulatory agencies and the general public, in identifying the preferred group of alternatives. Committee members are listed in sections 6.5.1 through 6.5.8, and the role these committees played in the PEIS process is further described in Appendix P, Public and Agency Involvement.

6.5.1 Technical Advisory Committee (TAC)

The TAC included a cross section of federal, state, and local agencies. The members provided technical expertise relevant to the project and knowledge about the resource areas and issues. The TAC is to ensure effective agency communication and provide technical input to the project team at key milestones throughout the project. The committee met 6 times and 13 times in conjunction with the Mountain Corridor Advisory Committee (MCAC). 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 fifth meeting on February 21, 2001, the TAC was informally merged with the MCAC membership. Appendix P contains dates and specific discussion topics of the TAC and MCAC meetings.

TAC membership includes:

- 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

6.5.2 Mountain Corridor Advisory Committee (MCAC)

Members of the MCAC included a cross section of people representing the user and host organizations in the Corridor with selected representation from the counties, municipalities, community associations, and special interest groups. The MCAC is to provide 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 committee met 12 times between

June 2000 and July 2002. The MCAC was instrumental in the decision-making process. Appendix P further describes their input to the PEIS process.

MCAC membership includes:

- 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
- 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

6.5.3 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 could provide the discipline expertise relevant to the resources managed by their agencies. The purpose of the meetings was to allow review and frank discussion of the scope of work being performed to ensure that the agency needs were being met and to avoid surprises later.

The team met seven times at key milestone points to review the findings of the alternative screening process, packaging of alternatives, impact analysis methods, preferred alternatives, and identification of early mitigation action. Dates and discussion items for the federal interdisciplinary team meetings are provided in Appendix P.

Federal interdisciplinary team membership includes:

- 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
- US Army Corps of Engineers
- US Bureau of Land Management
- US Department of Agriculture Forest Service
- US Environmental Protection Agency
- US Fish and Wildlife Service

6.5.4 A Landscape Level Inventory of Valued Ecosystem Components (ALIVE) Committee

CDOT initiated the ALIVE committee as a streamlining program to develop an ecosystem approach at a landscape level to address wildlife and wildlife habitat issues in the Corridor. The tasks before the committee were to identify wildlife habitat of high ecological integrity, wildlife habitat linkages, and barriers to wildlife crossings along I-70. The committee was composed of wildlife professionals from agencies with jurisdictional concerns in the Corridor. The committee identified Laskey Gulch, Herman Gulch, Officers Gulch, and the east and west side of Vail Pass as the priority habitat linkages. The committee also evaluated goals for the development of conservation measures such as the design of structures suitable for wildlife crossings and protective land purchase to preserve habitat linkage for lynx and other wildlife species in the Corridor. Eleven meetings were held. Dates and discussion items for the ALIVE meetings are provided in Appendix P, Public and Agency Involvement.

ALIVE membership includes:

- Arapaho and Roosevelt National Forests
- Colorado Department of Transportation
- Colorado Division of Wildlife
- Federal Highway Administration
- US Bureau of Land Management
- US Fish and Wildlife Service
- White River National Forest

6.5.5 Stream and Wetland Ecological Enhancement Program (SWEEP)

CDOT initiated SWEEP as a streamlining program to identify and address environmental issues related to the improvement of wetlands, streams, and fisheries in the Corridor. The streamlining process provides early consideration of water-related needs in future design and construction decisions. The SWEEP process also facilitates the 404 (b)1 process and the application of identifying the least damaging practical alternative. The SWEEP team included representatives from federal and state agencies, watershed associations, and special interest groups.

Six meetings were held. The team evaluated water-resources-related impacts and methods that could be used to improve the aquatic environment adjacent to the Corridor. Clear Creek from the EJMT downstream to Floyd Hill was selected as a test for this approach because of the wide range of issues affecting the water resource, including historic mining; construction and operation of US 40, US 6, and I-70; and urban and industrial operation.

CDOT also has initiated the development of a Sediment Control Action Plan (SCAP). The sediment control measures to be implemented along I-70 adjacent to Black Gore Creek and Straight Creek were included in the SWEEP analysis. Dates and discussion items for the SWEEP meetings are provided in Appendix P.

SWEEP membership includes:

- 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
- US Army Corps of Engineers
- US Department of Agriculture Forest Service
- US Department of Agriculture Natural Resources Conservation Service
- US Environmental Protection Agency
- US Fish and Wildlife Service

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

The 4(f) and 6(f) committee participated in the identification and inventory of 4(f) and 6(f) properties within the Corridor. The 4(f) properties include public parks, recreation lands, wildlife and waterfowl refuges, and historic sites; 6(f) properties are public park and recreation areas that were developed with assistance from the Land and Water Conservation Fund program.

Ten meetings were held. The committee provided guidance on the level of detail appropriate for the PEIS. 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 meetings 9 and 10 to discuss resources potentially affected in Clear Creek County. Dates and discussion items for the 4(f) and 6(f) committee meetings are provided in Appendix P.

4(f) and 6(f) committee membership includes:

- Advisory Council on Historic Preservation
- Colorado Commission of Indian Affairs
- Colorado Department of Transportation
- Federal Highway Administration
- National Park Service
- State Historic Preservation Officer
- US Department of Agriculture Forest Service
- US Department of Interior

6.5.7 Finance Committee

The Finance committee was formed as a part of the Corridor PEIS to serve as an information-gathering entity. This committee was to ensure that options on the potential affordability of the alternatives were fully explored during the PEIS process so that identification of the preferred alternative would be feasible in light of fiscal constraints.

Eight meetings were held. The committee worked to explore and identify different funding sources and associated availability relative to the alternatives being studied in the PEIS. Dates and discussion items for the Finance committee meetings are provided in Appendix P.

Finance committee membership includes:

- 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

6.5.8 Peer Review Committee

The Peer Review committee was instituted to provide guidance and offer suggestions on the inputs to the travel demand model as it was being developed and to review the model outputs. The committee consisted of seven professionals from the University of California-Davis, Massachusetts Institute of Technology, University of Colorado-Denver, Denver Regional Council of Governments, Portland Metro, and Federal Highway Administration (Washington, DC, office). Each committee member was regarded as an expert in his or her technical field. Review categories included the model structure, discrete choice, study area, time horizon (25 and 50 years), trip purposes, trip distribution and stated preference study, land use interaction scenarios, and latent growth demand. The Peer Review committee met four times 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. Dates and

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discussion items for the Peer Review meetings are provided in Appendix P, Public and Agency Involvement.

6.5.9 Documentation Materials

Table 6-1 lists the products from the coordination activities with each committee described above. This table also documents the application of each product to the PEIS.

Table 6-1. Products of Committees' Coordination Activities

Committee	Product	Date	PEIS Application
<ul style="list-style-type: none"> • Technical Advisory Committee • Mountain Corridor Advisory Committee • Federal Interdisciplinary Team 	Purpose and Need	Dec. 2000	Chapter 1
	Level 1 Screening Report	Oct. 2000	Chapter 2
	Level 2 Screening Report	Mar. 2001	Chapter 2
	Summary of Alternatives, Screening and Description of Alternatives	Apr. 2003	Chapter 2
	Environmental Impact Assessment Methods	Apr. 2003	Chapter 3
	Summary of Preliminary Findings	Sept. 2003	Chapter 2 Chapter 3 Appendix A Appendix B
	Travel Model 2000 and 2025 Assumptions Report	Sept. 2003	Chapter 2 Appendix A Appendix B
	Mode Choice Preference Survey and Model Estimation Report	Sept. 2003	Chapter 2 Appendix A Appendix B
ALIVE	Corridor Wildlife Mitigation Measures by Linkage Interference Zone	Sept. 2002	Chapter 3
SWEEP	An Inventory of Corridor Water Resource Related Issues for Clear Creek (EJMT at mp 214) to Floyd Hill at mp 244.4)	Feb. 2002	Chapter 3
4(f) and 6(f) Committee	4(f) Methods, Criteria, and Initial Evaluation	Feb. 2003	Chapter 3
Finance Committee	Financial Considerations	May 2002	Chapter 5
Peer Review Committee	Calibration Report	Aug. 2001	Chapter 2 Appendix B

6.6 Public Involvement Meetings

6.6.1 Coordination

Four formal agency scoping meetings were held in early 2000. A list of meeting dates and number of people in attendance are provided in Appendix P, Public and Agency Involvement. Written comments were received from the US Forest Service, Environmental Protection Agency Region 8, Colorado Division of Wildlife, and Colorado Historical Society. Other federal and state emailed and oral comments were received during and after the MCAC, TAC, and federal interdisciplinary team meetings. Broad-based issues included revisiting alternatives that were eliminated during the MIS process, determining how to include the Colorado Intermountain Fixed Guideway Authority (CIFGA) proposed technology into the PEIS process, streamlining and cooperating with other agencies, and forming the MCAC and Peer Review committees. Resource-specific issues included impacts on aquatic and wetland resources (compliance with 404[b]1 requirements), threatened and endangered species (Section 7 consultation), and cultural resources (Section 106 consultation).

6.6.2 Community Interviews

Community interviews were conducted 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 MIS, elected officials, and individuals recognized or designated as community leaders—for example, an opinion leader, spokesperson for the community, or head of an organization. Approximately 17 interviews were conducted with citizens from the following counties: Jefferson, Clear Creek, Summit, Eagle, and Garfield.

6.6.3 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 PEIS. Consultation with the Native American tribes recognizes the government-to-government relationship between the federal government and tribal groups.

Two meetings were conducted. The first one occurred on January 16, 2002, to address and answer questions, issues, or concerns the tribes had regarding known archeological sites within and near the Corridor, traditional cultural properties/sacred sites, and any potential inadvertent discoveries during the construction phase. On September 18 and 19, 2002, a field trip was conducted along the Corridor to inform the eight tribes attending about the nature and extent of proposed improvements, and how future projects may affect the natural and cultural environment. A draft memorandum of agreement was reviewed, and proposed revisions were discussed and agreed upon.

Consulting Native American tribes for the PEIS include:

- Kiowa
- Northern Arapaho
- Northern Cheyenne
- Northern Ute
- Rosebud Sioux
- Standing Rock Sioux
- Southern Arapaho
- Southern Cheyenne
- Southern Ute
- Ute Mountain Ute
- White Mesa Ute

6.6.4 Open Houses

Four sets of open houses were held at locations throughout the Corridor to allow 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. Appendix P, Public and Agency Involvement, lists the dates, locations, and number of attendees for these meetings.

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, as well as 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.

6.6.5 Special Interest Group Meetings

Special interest group meetings were held to represent recreation, tourism, homeowners, and transportation interests in the Corridor. The dates and organizations represented for each meeting are listed in Appendix P under Coordination and Planning Meetings. 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 on August 18, 2000, with representatives from FHWA, CDOT, and the county, and with local officials and citizens. The purpose of this tour 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.

6.6.6 Coordination and Planning Meetings

In addition to the aforementioned meetings, approximately 89 internal coordination and planning meetings were held with interested stakeholders and federal, local, and state agencies to help facilitate and provide NEPA guidance and coordination during the PEIS development. Meetings were held with the local communities and special interest groups to discuss issues and concerns and to provide additional opportunity for input into the process. Organizations that held these coordination and planning meetings included:

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

Appendix P provides a summary of dates and discussion topics for these meetings.

Internal coordination meetings between the Corridor PEIS, SH 119 Gaming EIS, and SH 9 EA project team members also were held to assist in ensuring that data, resource information, and project updates were shared between project team members.

6.7 Scoping, Issues, and Comments

Scoping was conducted at the early stages of the project to inform and educate the public and agencies about the PEIS and to solicit their input and perspectives on the issues that should be addressed in the PEIS. A total of 1,251 comments were received during the four public scoping meetings and four open houses that began in January 2000 and ended in June 2000. Although the official scoping phase ended in June 2000, the solicitation of public and agency input and comment occurred throughout the PEIS process.

The comments were reviewed, organized by topic, and entered into a computer-assisted database to facilitate retrieval and tracking through the environmental analysis. The following pie charts, Chart 6-1 through Chart 6-3, illustrate the overall comments, as well as comments relating to environmental resources and alternative families. Appendix P provides a summary of the comments received during the scoping process. Table 6-2 summarizes the issues that are addressed in this PEIS related to scoping.

Chart 6-1. Overall Comments

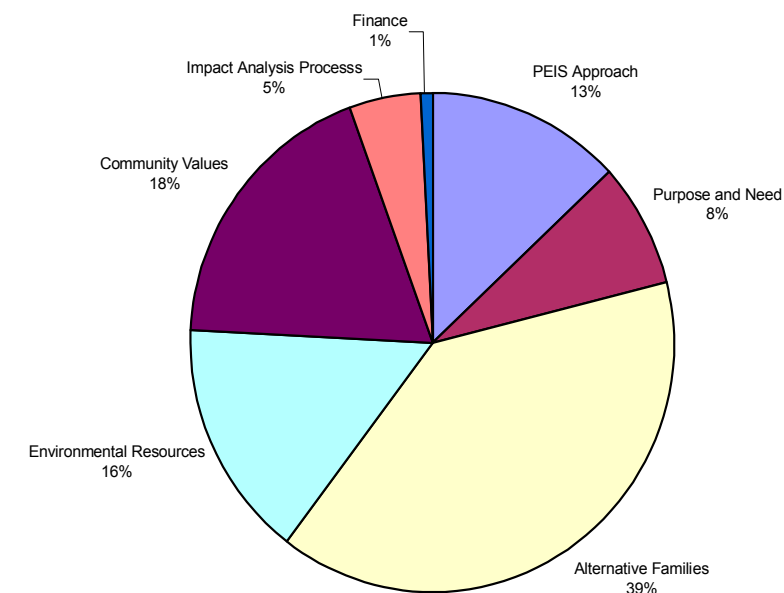
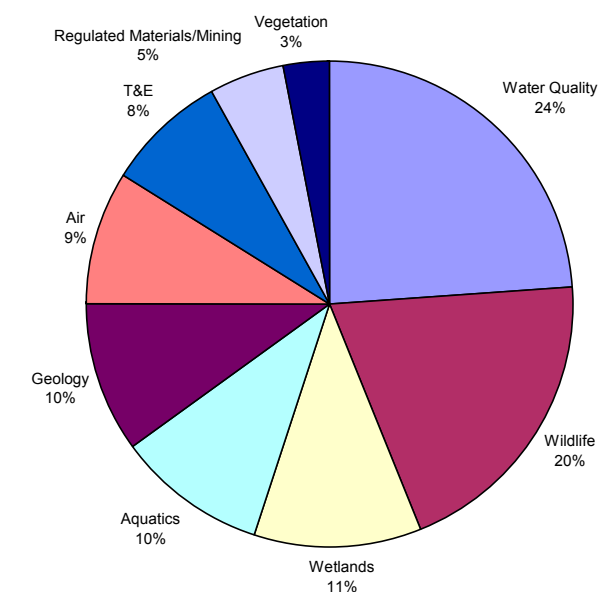


Chart 6-2. Environmental Comments



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Chart 6-3. Alternative Families Comments

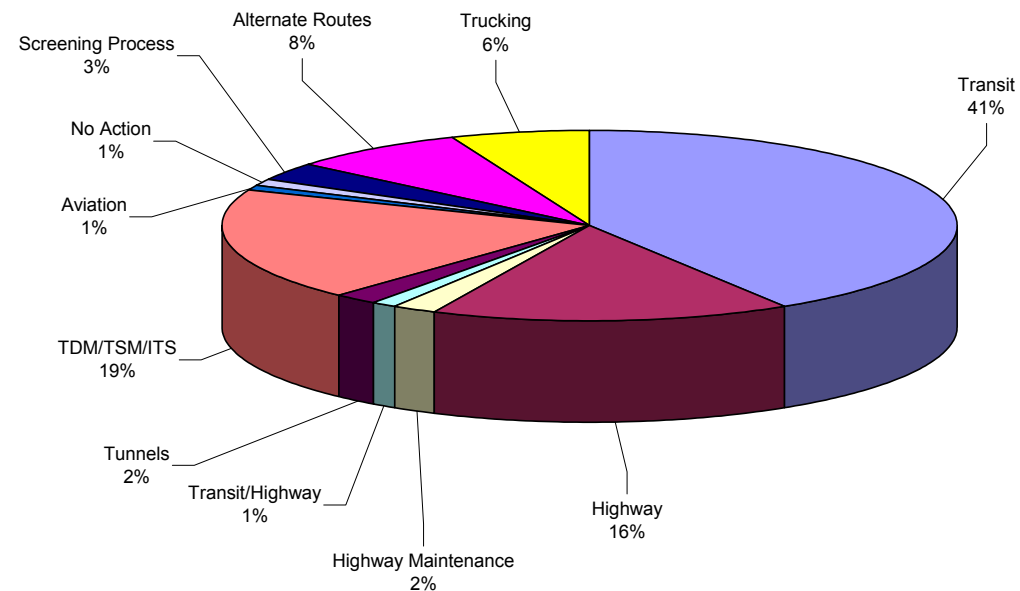


Table 6-2. Issues Summary

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
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 Region 2 of the USFS or by the BLM 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 system <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

Resource Topic	Issues
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 US, and Riparian Areas	<ul style="list-style-type: none"> Loss of wetlands, springs/fens, other waters of the US, and riparian areas Reduced function of wetlands, springs/fens, other waters of the US, 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 (adverse jointing fracture patterns and/or bedding) 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 accidents 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
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 USFS and BLM visual resource management prescriptions

Resource Topic	Issues
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) • WRNF and ARNF 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 US 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." (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
Section 4(f) and 6(f) Evaluation	<ul style="list-style-type: none"> • Avoiding and minimizing harm to significant 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 significant nonrenewable paleontological resources, including:</p> <ul style="list-style-type: none"> • Fossil remains of vertebrates, invertebrates, and plants • Fossil footprints and trace fossils • Significant 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

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