The Charge:

To reach consensus on a recommended transportation solution for the I-70 Mountain Corridor
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

The Members:

CDOT (2)          CMCA
FHWA              CPRA
FTA               CASTA
USFS             Ski Country
City of Denver   Vail Resorts
Metro Chamber   Summit Chamber
CEC             Clear Creek County
Trout Unlimited  Idaho Springs
Sierra Club (2)  Georgetown

Summit County
Frisco
Eagle County
Vail
Garfield County
Pitkin County
RMRA
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

The Vision:

• Multi-modal
• Improvements based on proven needs
• Enhance the corridor, its environment and communities
• Discussion to develop a long-range corridor vision for growth, transportation, and mobility
• Evaluation of capacity improvements
All parties must take ownership in needed changes and continue to work together to achieve this vision!
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

Criteria of Effectiveness

• 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.
I-70 PEIS Collaborative Effort
Consensus-based
Preferred Alternative

Criteria of Effectiveness

• 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.
Recommendation

• A multi-modal solution including non-infrastructure components,

• A commitment to evaluation and implementation of an Advanced Guideway System (AGS), and highway improvements.
**Recommendation**

- 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.
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

Non-Infrastructure Elements

• 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.
Non-Infrastructure Elements

- 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.
I-70 PEIS Collaborative Effort

Consensus-based Preferred Alternative

Non-Infrastructure Elements

• 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.
Consensus-based Preferred Alternative

Non-Infrastructure Elements

• Implement transit promotion and incentives.

• Other transportation demand management (TDM) measures yet to be determined.
An Advanced Guideway System (AGS) 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. As defined by the performance criteria identified by the I-70 Coalition.
I-70 PEIS Collaborative Effort
Consensus-based
Preferred Alternative

AGS Questions

• Feasibility of high speed rail passenger service.

• Potential station locations and local land use considerations

• Transit governance authority

• Alignment

• Technology

• Termini
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

AGS Questions

• 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
I-70 PEIS Collaborative Effort

Consensus-based
Preferred Alternative

AGS Questions

- 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
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

Highway Improvements

• Must be planned considering all elements of the recommendation
• Consistent with local land use planning. They are listed in two categories.
• Specific 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 US 6.

• Empire Junction (U.S. 40/I-70) improvements.
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

Specific Highway 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**

<table>
<thead>
<tr>
<th>Location</th>
<th>Location</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle County Airport (as cleared by FONSI &amp; CDOT 1601 processes)</td>
<td>Eagle County Airport (as cleared by FONSI &amp; CDOT 1601 processes)</td>
<td>Hyland Hills &amp; Beaver Brook</td>
</tr>
<tr>
<td>East Glenwood Springs</td>
<td>Gypsum</td>
<td>Eagle</td>
</tr>
<tr>
<td>Edwards</td>
<td>Avon</td>
<td>Minturn</td>
</tr>
<tr>
<td>Vail West</td>
<td>Copper Mountain</td>
<td>Frisco/Main Street</td>
</tr>
<tr>
<td>Frisco/SH 9</td>
<td>Silverthorne</td>
<td>Loveland Pass</td>
</tr>
<tr>
<td>Georgetown</td>
<td>Downieville</td>
<td>Fall River Road</td>
</tr>
<tr>
<td>Lookout Mountain</td>
<td>Morrison</td>
<td></td>
</tr>
</tbody>
</table>
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

Auxiliary Lanes

• Avon to Post Boulevard (eastbound).
• West of Vail Pass (eastbound and westbound).
• Morrison to Chief Hosa (westbound).
I-70 PEIS Collaborative Effort

Consensus-based Preferred Alternative

Future Stakeholder Engagement

• Improvements may or may not fully address the needs of the corridor beyond 2025,

• Recommendation does not preclude nor commit to the additional multi-modal capacity improvements.

• CDOT and FHWA will convene a committee that retains the Collaborative Effort member profile.
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

Future Stakeholder Engagement

• The committee will establish its own meeting schedule based on progress made against the approved triggers,
• Check-ins at least every two years.
• Review the current status of all projects.
• Consider the following triggers in evaluating the need for additional capacity improvements.
I-70 PEIS Collaborative Effort
Consensus-based Preferred Alternative

Triggers

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 or 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, CDOT and FHWA, in conjunction with the stakeholder committee, may consider the full range of improvement options.
Additional Recommendations

Record of Decision for the PEIS require that Tier 2 studies comply with:

- The Section 106 Programmatic Agreement
- The Context Sensitive Solutions (CSS) decision making process and guidance manual.
- The Memoranda of Understanding for:
  - Stream Wetland Ecology Enhancement Project (SWEEP)
  - Minewaste and
  - A Landscape-level Inventory of Valued Ecosystem Components (ALIVE)
I-70 PEIS Collaborative Effort

Consensus-based

Preferred Alternative

CDOT and FHWA also will consider the principles of the Colorado Governor Ritter’s Climate Action Plan within future environmental studies.