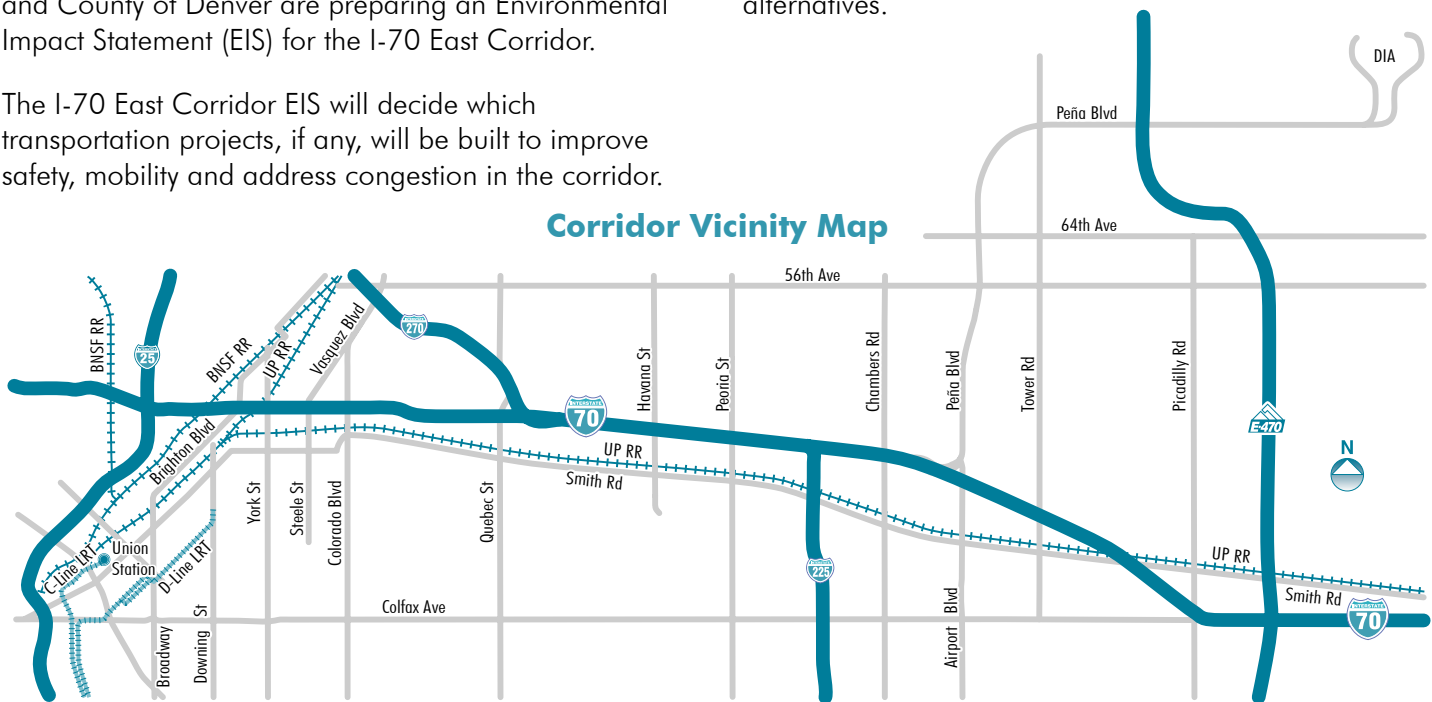


Project Overview

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD) and the City and County of Denver are preparing an Environmental Impact Statement (EIS) for the I-70 East Corridor.

The I-70 East Corridor EIS will decide which transportation projects, if any, will be built to improve safety, mobility and address congestion in the corridor.

The I-70 East Corridor includes I-70 between I-25 and Peña Boulevard and a transit connection between downtown Denver and the Denver International Airport (DIA). The EIS will analyze numerous transportation alternatives.



Upcoming Corridor-wide Meetings Próximas Reuniones de todo el Corredor

► **Wednesday, February 18, 2004**
Miércoles, 18 de febrero de 2004

Sable Elementary
2601 Sable Boulevard (Aurora)

► **Thursday, February 19, 2004**
Martes, 19 de febrero de 2004

Bruce Randolph Middle School
3955 Steele Street (Denver)

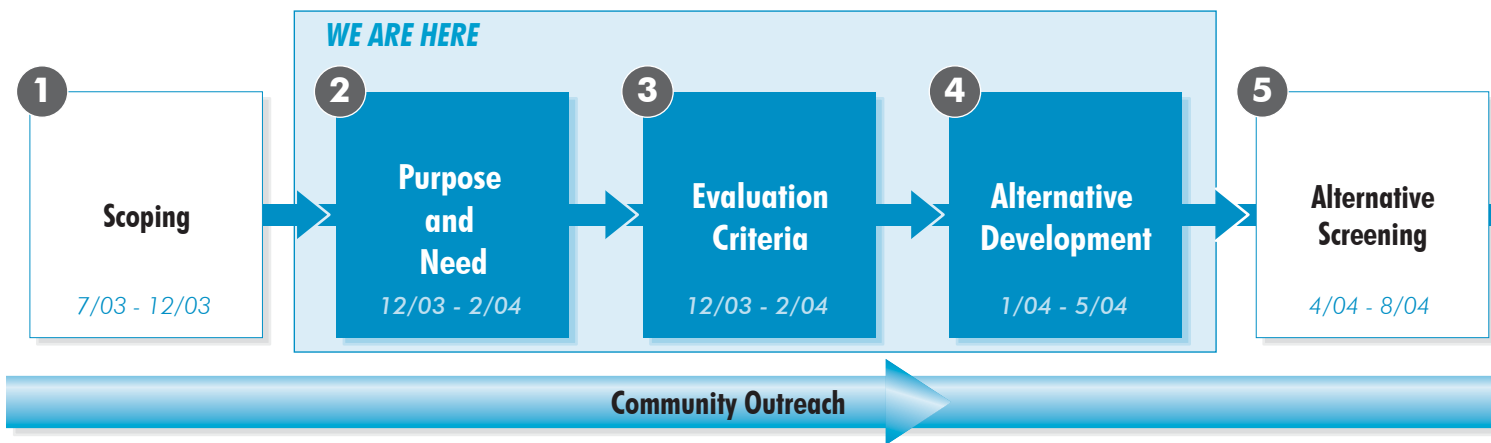
► **Meeting Agenda/Agenda de Reunión**

5:00–7:00 p.m. Open House/Reunión Abierta

7:00–8:00 p.m. Presentation/Presentación

Major discussion items include the project purpose and need and the alternative screening process.

Los artículos de las discusiones mayores incluyen el propósito del proyecto y necesidad y el proceso de la vista alternativa.



The I-70 East Corridor EIS follows a process outlined by the National Environmental Policy Act (NEPA). It is designed to ensure that reasonable transportation alternatives are considered, that community input plays a key role and that the environmental and community impacts are fully disclosed.

An EIS is typically a three to five-year decision-making process required before any major federally-funded transportation project can be built. It ensures that issues affecting the community and the environment are identified and considered before making a final decision. The process is conducted by local, state and federal agencies.

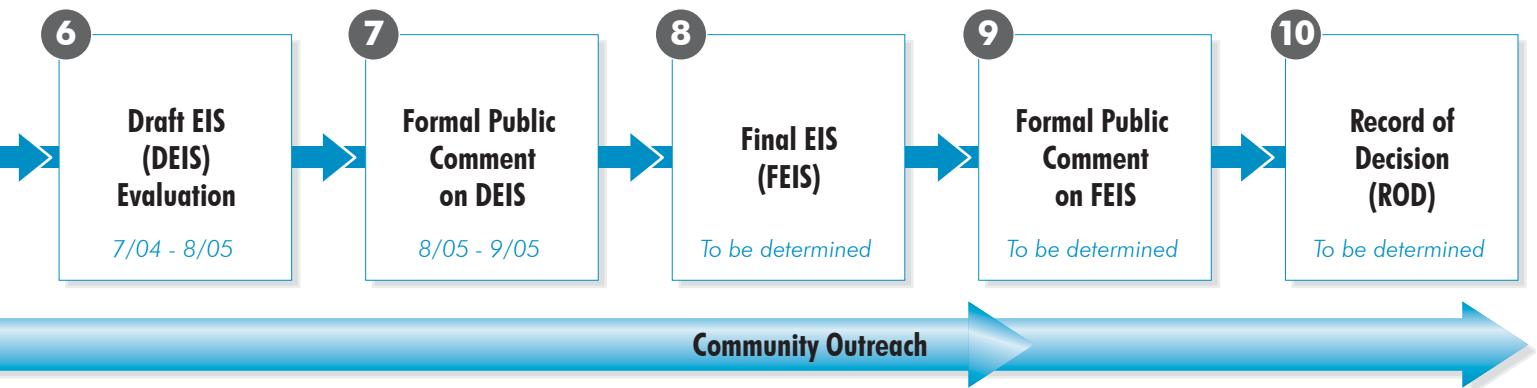
The I-70 East Corridor EIS will consider possible impacts alternatives may have on a variety of social, environmental and economic resources.

The EIS process is highlighted in the following ten steps.

- 1. Scoping** – Issues and concerns are solicited from the various agencies, the community and others. Scoping activities have included a door-to-door questionnaire, block meetings, neighborhood meetings, business meetings and corridor-wide meetings.
- 2. Purpose and Need** – Using the input from scoping, data gathering and technical analysis, a purpose and need statement is developed. It serves as the basis for the alternative development, screening and environmental evaluation.
- 3. Evaluation Criteria** – Working with the community, agencies and other stakeholders, criteria are developed to compare the numerous alternatives that will be considered.

- 4. Alternative Development** – A full-range or “master list” of alternatives, including previous and current proposals, and new ideas from the community and stakeholders will be developed for consideration.
- 5. Alternative Screening** – Once the “master list” has been developed, the alternatives are screened using the previously established criteria to eliminate those that are not reasonable and do not meet the purpose and need.
- 6. Draft EIS (DEIS) Evaluation** – The alternatives that survive the screening process are fully evaluated in the DEIS. The DEIS is an official document issued during the process and includes a detailed analysis of the social, environmental and economic impacts of the alternatives.
- 7. Formal Public Comment on DEIS** – Following the release of the DEIS, the public has 45 days to review and comment on the DEIS. During this 45-day period, a public hearing(s) is held to present the information and encourage formal comments.
- 8. Final EIS (FEIS)** – After incorporating and addressing the public and agency comments, additional analysis is conducted to identify a preferred alternative for the corridor.
- 9. Formal Public Comment on FEIS** – Following the release of the FEIS, the public has 30 days to review and comment on the FEIS. During this 30-day period, a public hearing(s) is held to present the information and encourage formal comments.

and Schedule



10. Record of Decision (ROD) – After receiving public and agency comments and providing responses, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issue a document formalizing the official decision on the preferred alternative, the ROD.

Community Outreach – A continuous community outreach process is integrated into every step of the project to ensure that the corridor residents, businesses, the traveling public and other interested parties have an opportunity to have meaningful participation in the process.

Summary of Scoping Comments

In accordance with NEPA, the I-70 project team initiated scoping early in the EIS process. Scoping was the first opportunity to identify issues and concerns. Through scoping we worked with the public, stakeholders and numerous governmental agencies to identify issues in over 50 scoping meetings, with over 3,500 participants. This process culminated with two corridor-wide meetings in mid-December. These insights and issues have been used to develop the draft project purpose and need. A number of non-corridor issues were brought up during the scoping process and have been passed on to CDOT, RTD and Denver where applicable. All of this information will be included in the DEIS. Meeting notes from the corridor-wide meeting are available on the project website (www.i-70eastcorridor.com). The public and agency comments include the following major categories:

- Station location concerns for accessibility to local neighborhoods
- Multi-modal alternatives should be considered
- Health concerns
- Availability of funding for construction
- Toll road concerns
- Safety concerns at railroad crossings and on the highway
- Noise and vibrations resulting from the transit and highway
- Congestion on the highway
- Bus route locations and schedules
- Alternate route suggestions
- Construction timing and impacts to businesses and the community
- Interchange locations
- Accommodating growth and local plans
- Drainage on the highway and existing bridges

How to Stay Involved

A variety of approaches are being used to provide opportunity for the community to be actively involved in the project. These include:

- Future corridor-wide meetings (February 18th and 19th)
- Presentation/updates on request
- Newsletters
- Technical/Issues Working Groups
- Project office: [3840 York Street, Suite 130, Denver, CO 80205](#)
- [Phone: 303-294-9300](#)
- E-mail: contactus@i-70east.com
- Website: www.i-70eastcorridor.com

Technical/Issues Working Groups

To encourage meaningful involvement from the community and corridor stakeholders, Technical/Issues Working Groups (T/IWGs) are being formed to provide insight and discuss concerns and approaches to various project issues. Tentative groups include:

- Alternate routes
- Bike/pedestrian/open space
- Community impacts
- Economic development
- Interchanges/ramps
- Stations
- Trucking/motor carriers

If you are interested in being involved in a working group, please call the project office (303-294-9300) with your project issue choices from the list above, or sign-up on-line at www.i-70eastcorridor.com on the Community Outreach page, in the Technical/Issue Working Groups (T/IWGs) section.

Draft Project Purpose and Need

Based on comments received during the scoping process, draft project purpose and need statements have been developed.

Project Purpose: The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion in the corridor.

Project Need:

- Safety concerns with the design features of the interchanges, roadway, viaduct and railroad
- Deteriorating transportation infrastructure
- Increased population and corresponding transportation demand
- Current and projected hours of congestion
- Access to population, employment, business and regional travel centers
- Insufficient transportation and mobility choices

Draft Project Goals

Using the scoping comments and the purpose and need, the following goals were drafted to guide the development and evaluation of the alternatives:

- Enhance mobility by providing transportation choices
- Allow for realistic capacity expansion to minimize future congestion
- Address safety needs by upgrading facilities to current standards
- Address deteriorating transportation infrastructure
- Allow for reasonable access to transportation facilities
- Avoid, minimize, and mitigate adverse impacts to the natural, social, and cultural environment
- Support community plans and avoid, minimize, and mitigate adverse impacts to neighborhoods
- Provide a cost-effective transportation solution that can be implemented
- Provide a secure transportation system