



***The Coalition's Preferred Alternative
(As outlined in the FINAL response to the PEIS)***

The Coalition's Regionally Preferred Alternative is a comprehensive long-range plan for the I-70 corridor that evolved from the Coalition consensus on the following twelve macro-planning elements:

1. Transportation in the corridor is a system that must serve off-corridor communities as well as those on I-70. The system must be scenic in and of itself and not simply a way to move people and goods.
2. The system must be multi-modal and include highway, transit, aviation, alternate routes and non-motorized components.
3. The system must increase capacity.
4. Planning must be expanded to at least 50 years. The system cannot become obsolete in 25 to 30 years.
5. Planning for the components must be concurrent.
6. Solutions should be incrementally implemented and address the problem areas first.
7. No alternative should preclude any other component of transportation.
8. Transit must be alluring and at least as fast as the highway component, corridor-wide, networked to a system extending beyond the I-70 corridor and provide seamless connections to Denver International Airport (DIA).
9. Building a rapid transit component must be an essential element of a long range, integrated transportation system in the region.
10. Transit must move things in addition to people.

11. Mitigation must be implemented with each solution. Any plan must provide for the immediate mitigation of existing environmental and community impacts.
12. The artificial constraints of 25 years and \$4 billion do not address the needs of the corridor and should be eliminated as screening criteria.

The Coalition Alternative is a stand-alone alternative and is not a derivative of any single alternative discussed in the PEIS; however, it is often described in terms of different parts of alternatives found in the PEIS.

Overview of the Coalition Alternative

The Coalition Alternative is a long-range, multimodal, sequenced alternative that addresses the transportation concerns of the I-70 corridor for at least the next 50 years. It is designed to align available funding with a sequenced plan to safely increase the long-range capacity of the corridor while addressing the concerns of local communities represented by the Coalition. The Coalition Alternative consists of five different components: highway, transit, aviation, alternate routes and non-motorized.

Implementation of the Coalition Alternative requires balanced, concurrent planning of each of those components with constant community and Coalition involvement regarding the schedule, need and mitigation. This collaborative planning effort will allow local jurisdictions to coordinate their own improvements and land uses (i.e. future transit facilities, feeder lines, etc.) with CDOT's. Concurrent and joint planning for each of these components should preclude doing any work in the corridor that will have to be replaced to accommodate subsequent actions. In addition, the Coalition Alternative includes steps for the logical reevaluation of the capacity requirements, technological advancements and available financing for the corridor. This reevaluation will help determine the sequencing of subsequent actions. The Coalition Alternative envisions Coalition and member involvement for any and all future transportation decisions affecting the I-70 corridor.