



I-70 Corridor PEIS Project Prioritization May 2010

STIP and 4P Process

The long-range Statewide Transportation Plan is implemented by programming priority projects into a six-year document known as the Statewide Transportation Improvement Program (STIP). The STIP is updated every four years using the Project Priority Programming Process (4P) cooperatively created by the Transportation Commission and local agencies. Prior to updating the STIP, revenue projections are confirmed and funding resources are allocated to various CDOT programs. This resource allocation develops a baseline funding estimate that helps determine what projects can advance within the six year timeframe. STIP projects must be consistent with corridor visions identified in the long-range Statewide Transportation Plan as well as be consistent with the goals and strategies laid out in the financially constrained portion of the Statewide Transportation Plan. The 4P process begins with CDOT holding 64 county hearings to understand local priorities.

For an I-70 PEIS project to be considered for funding it must be listed in the STIP. The 2012-2017 STIP process will begin this summer with CDOT County meetings. The CDOT Regions will also hold meetings with the TPRs to discuss project selection and prioritization within that TPR. CDOT Regions then hold a joint meeting with all TPRs within the CDOT Region to elect and prioritize projects in applicable programs when funding is available. The CDOT Regions will be holding meetings in the August/September 2010 timeframe with both the Intermountain TPR and DRCOG which will consider I-70 PEIS projects for the 2012-2017 STIP.

The I-70 Coalition has considered CDOT's "I-70 PEIS Tier 2 Construction Projects" list of 32 projects with a regional perspective and has listed the following as the Coalition's top priorities. As funding becomes available, we would like to see these projects advance from Pre-NEPA Feasibility Study and Design to NEPA Tier 2 Environmental Clearance to Preliminary Design and Engineering to Construction.

REGION 1 PRIORITIES

- 1) AGS pre-NEPA Feasibility Study to evaluate the feasibility of an I-70 mountain corridor AGS from Golden to the Eagle County Airport as defined by the I-70 Coalition AGS Technology Performance Criteria adopted by the I-70 PEIS CE in June 2008. This criterion assumes the ability to climb and descend extended sections of 7 percent grades without significant decrease in speed which is currently beyond the capability of conventional high speed rail.
- 2) Floyd Hill to Twin Tunnels pre-NEPA Feasibility Study to include the feasibility of different designs for six lanes, complete frontage road, complete bike trail and a double track transit alignment.
- 3) Empire Junction Interchange Area pre-NEPA Feasibility Study including Interchange Reconfiguration, Port of Entry Relocation and Potential Transit Station.

- 4) Bakerville to EJMT East Portal WB Climbing Lane.
- 5) EJMT East Portal to Herman Gulch EB Descending Lane .

REGION 3 PRIORITIES

- 1) AGS pre-NEPA Feasibility Study to evaluate the feasibility of an I-70 mountain corridor AGS from Golden to the Eagle County Airport as defined by the I-70 Coalition AGS Technology Performance Criteria adopted by the I-70 PEIS CE in June 2008. This criterion assumes the ability to climb and descend extended sections of 7 percent grades without significant decrease in speed which is currently beyond the capability of conventional high speed rail.
- 2) Dowd Canyon Capacity, Rockfall Mitigation & Curve Straightening, EB & WB.
- 3) West Vail Pass Auxiliary Lanes.

From a regional perspective, the AGS Feasibility Study and the Floyd Hill to Twin Tunnels Project are the top two priorities. Some of the projects in the list of 32 projects are already in the previous STIP. Outside of the specific highway improvements in the Consensus Recommendation, we didn't rank what was already in the previous STIP and will let the TPRs work those projects through their prioritization process for the new STIP.

ACTION ITEMS

- Coalition Members need to attend the county meetings and stress the importance of getting the AGS Feasibility Study and the Floyd Hill to Twin Tunnels project, along with the other priorities above into the new STIP.
- Communicate the above priority list with our representatives to the Intermountain TPR and DRCOG.
- Communicate with Transportation Commissioners on the above priority list.
- Request an update from CDOT on where all the 32 PEIS projects stand.
- Discuss with CDOT how the I-70 Coalition's prioritization will fit into the regional and state planning process.