10. References

Many NEPA documents include a references chapter, which lists the sources that were relied upon in developing the document. The usefulness of this bibliography can be enhanced by grouping the references so that they correspond to the chapters in the main body of the document. Two versions of this approach have been used:

- *Insert chapter headings within the references chapter.* With this approach, all of the references are listed in a single chapter, but within that chapter they are grouped under headings that correspond to the chapters in the main body of the NEPA document – for example, Purpose and Need, Alternatives Considered, etc.

- *List the references at the end of each chapter.* This approach eliminates the references chapter altogether; instead, there is a separate list of references at the end of each chapter in the main body of the NEPA document.
(This page is intentionally left blank.)
References List Is Organized by Chapter of the EIS

- CO: I-70 PEIS
- OR: OR 62 FEIS
Chapter 9. References

Chapter 1. Purpose and Need
Colorado Department of Transportation (CDOT). 1989. *I-70 Feasibility Study*.


—. 1998. *I-70 Major Investment Study*.

—. 2000. *I-70 Mountain Corridor Incident Management Plan*.


—. 2009. *I-70 Mountain Corridor Context Sensitive Solutions Guidance*.


I-70 Coalition. 2009. *Land Use Planning Study for Rail Transit Alignment throughout the I-70 Corridor*.


Chapter 2. Summary and Comparison of Alternatives
Colorado Department of Transportation (CDOT). 1998. *I-70 Major Investment Study*.


Chapter 9. References

Chapter 3. Affected Environment and Environmental Consequences

Section 3.1, Climate and Air Quality Resources


Section 3.2, Biological Resources


Section 3.3, Wetlands and Other Waters of the US


Rapanos v. United States and Carabel v. United States decisions (June 2007).

Section 3.4, Water Resources


Section 3.5, Geologic Hazards


*Memorandum of Understanding Related to Activities Affecting the State Transportation System and Public Lands in the State of Colorado among the Federal Highway Administration, Colorado Department of Transportation, Bureau of Land Management, and United States Forest Service.*

*Programmatic Agreement among the Federal Highway Administration, Advisory Council on Historic Preservation, United States. Forest Service, Colorado Department of Transportation and State Historic Preservation Officer Regarding Rockfall Mitigation Projects along Interstate 70 within the Georgetown-Silver Plume National Historic Landmark District (2009).*
Techniques to note:
- the references section is organized by chapter of the NEPA document, making it easier to locate references applicable to a specific chapter

References

Chapter 1


Chapter 2


Chapter 3
3.1 Transportation Facilities


3.2 Land Use and Planning


Oregon Department of Land Conservation and Development. Transportation Planning Rule, Oregon Administrative Rules Chapter 660, Division 12, as amended December 9, 2011.

3.4 Environmental Justice


3.5 Socioeconomics


References Listed in Each Chapter

- OH: Opportunity Corridor DEIS - Important References Listed at Beginning of the Impacts Chapter
- UT: West Davis Corridor DEIS - References List Included at the End of Each Chapter
the study area does not include farmland or agricultural activity; however, it does include a number of neighborhoods and human resources such as homes, businesses, churches, schools, parks, recreation centers, historic properties, public transportation facilities, and other transportation features.

As noted in Chapter 3, the No-Build Alternative does not meet the purpose and need for the Cleveland Opportunity Corridor project. As a result, it was not recommended as a reasonable alternative. However, the No-Build Alternative is discussed throughout this chapter as a way to compare the impacts, benefits and costs of the preferred alternative.

WHAT DOES THE STUDY AREA LOOK LIKE?

The study area consists of a mix of residential, commercial, industrial and recreational land uses (Figure 4-3). In general, land use varies from parcel to parcel (Figure 4-4, page 4-3). For example, residential properties are located next to industrial properties. Mixing very different land uses very close to one another does not usually work well because the land owners have different goals and objectives. When this occurs, the land uses are called “incompatible.” The Cleveland Opportunity Corridor study area is filled with incompatible land uses including residential, commercial, industrial and recreational properties.
6.1 Introduction

Environmental justice is a term used to describe the fair and equitable treatment of minority and low-income people with regard to federally funded projects and activities. Fair treatment means that no minority or low-income population should be forced to shoulder a disproportionately high share of negative environmental effects. Fair treatment also includes meaningful involvement and opportunities for minority and low-income people to participate in the decision-making process.

This chapter describes the location and concentration of any environmental justice populations in the West Davis Corridor (WDC) study area as well as the expected impacts of the WDC alternatives on environmental justice populations based on the best available data. The impact analysis includes both direct impacts, such as relocations, and indirect impacts, such as impacts to facilities or services that support environmental justice populations.
6.5 References

[CEQ] Council on Environmental Quality

[FHWA] Federal Highway Administration
2011 Guidance on Environmental Justice and NEPA. December.

[NCES] National Center for Educational Studies

U.S. Census Bureau
2010 Census 2010.

Utah Housing Corporation

West Davis Corridor Team