

6.0 PUBLIC COMMENT AND AGENCY COORDINATION

The East Corridor EIS has followed an extensive community and agency involvement process since the project began in July 2003 as the I-70 East Corridor EIS. The overall goal of the community outreach and agency involvement program has been to provide an open, dynamic process that includes as many of the residents, businesses, agencies, stakeholders, and community groups within the project area as possible. The process has been structured to involve people early and often and share information as it was available.

In June 2006, it was determined that the highway and transit elements of the I-70 East Corridor EIS would move forward as independent projects, as described in Chapter 1, Purpose and Need. The public involvement techniques used during the I-70 East Corridor EIS continued as part of the East Corridor EIS.

The public involvement process for the commuter rail maintenance facility (CRMF) began in 2004 as part of the US 36 DEIS and continued as part of the East Corridor DEIS from late 2004 through 2006. During this time, a total of nine public meetings were held. Planning for the CRMF continued in 2008 with an additional six public meetings. During the development of the supplemental environmental assessment (SEA) that supports this FEIS, two additional public meetings were held on January 22, 2009 and April 23, 2009.

The purpose of this chapter is to describe the methods used and procedures followed to engage the community and applicable agencies and solicit input throughout the development of the East Corridor EIS. In general, the community outreach and agency involvement program consisted of three broad elements: scoping, community outreach, and agency coordination.

6.1 SCOPING PROCESS

Scoping is a formal coordination process used to determine the extent of the project and the major issues that need to be addressed. Scoping allows the community and government agencies the opportunity to identify the range of issues and alternatives that need to be addressed in the EIS. In accordance with NEPA, the project team initiated scoping early in the combined transit/highway EIS process. All meetings and contacts with agencies and the community were documented through meeting notes, contact reports, and an outreach database. Issues were identified that helped define the project purpose and need. Objectives of the scoping process included:

- Inviting federal, tribal, state, local governments, and other interested parties to participate in the identification of environmental, social, and economic issues.
- Identifying a range of reasonable alternatives to be evaluated.
- Determining the depth of analysis and significance of issues to be addressed in the DEIS; including identifying environmental justice concerns.
- Determining which issues and resources do not require detailed analysis.
- Identifying if the proposed project contributes to cumulative effects in the region.

The scoping process included agency scoping and public scoping, which are described in the following sections.

6.1.1 Agency Scoping

The agency scoping process began in October 2003 under the combined highway/transit EIS process with the identification of prospective agencies that would guide and contribute to the

project development process. The agencies included in scoping fall into the following categories:

- The lead federal agency is FTA, which is responsible for ensuring that NEPA requirements are met.
- The applicant agency is RTD, which initiates the project and is responsible for the identification and evaluation of alternatives.
- Cooperating agencies are those with a vested interest in the project for which the EIS is being prepared. These agencies may administer properties within the project boundary, have permitting authority, or have expertise in an affected element of the environment. The U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (EPA), Federal Railroad Administration (FRA), FAA, Colorado Department of Public Health and Environment (CDPHE), FHWA, and CDOT are cooperating agencies.
- Other agencies also have a vested interest in the project. These agencies may have planning and programming jurisdiction in the project boundary or have expertise in an affected element of the environment. East Corridor EIS coordinating agencies are Adams County, Aurora, Commerce City, CCD, DRCOG, and the Public Utilities Commission (PUC).

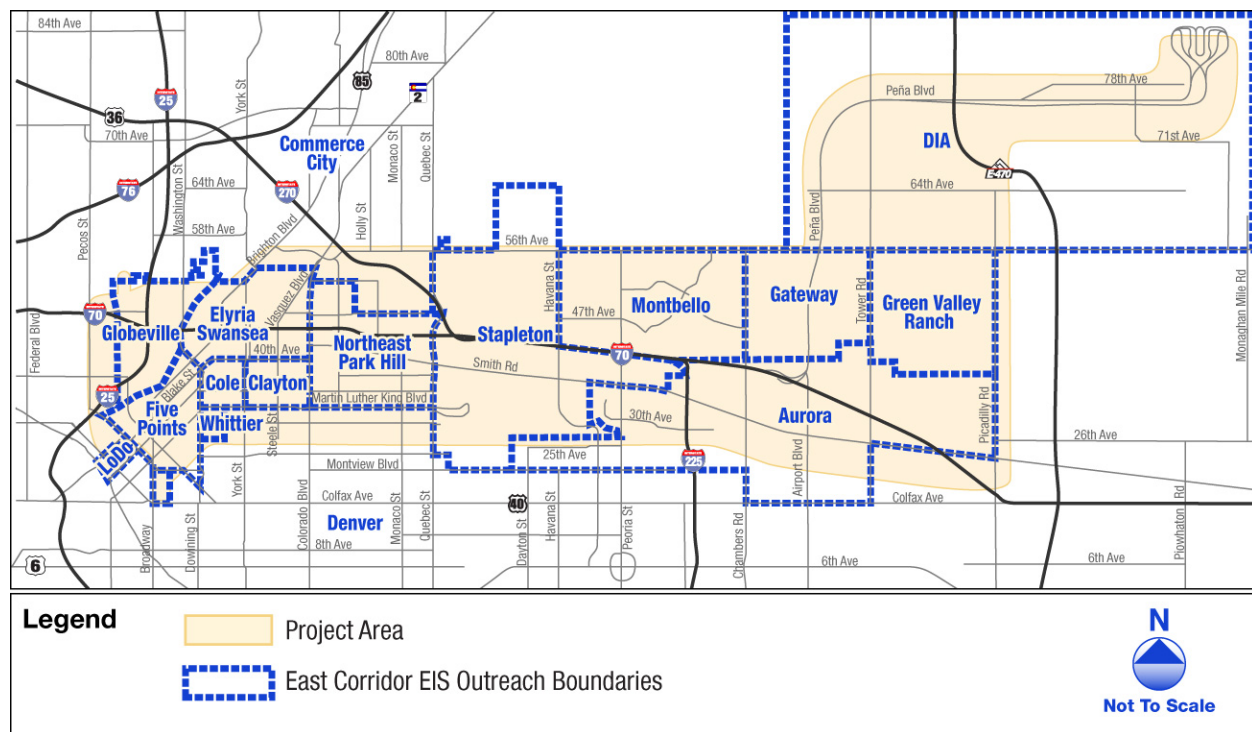
To gather input and respond to individual agency issues, four scoping meetings were held with various agencies. The agency issues included potential environmental and construction effects, mitigation measures, alternative development, design constraints, analysis methodologies, and reporting requirements. The meetings were held between October 2003 and February 2004. Agency correspondence can be found in Volume II, Appendix B, Agency Coordination, of this FEIS. Additional information on the agency scoping meetings is in the *I-70 East Corridor EIS Scoping Report* (2004).

6.1.2 Public Scoping

To develop a logical community outreach boundary, the public scoping process began with an analysis of the neighborhoods and businesses in the project area. A comprehensive public scoping process was developed to ensure that neighborhoods in the project area had ample opportunities to provide input to the study. Several techniques were used during the public scoping process from August to December of 2003, including door-to-door outreach to more than 26,000 households, 28 block meetings, 12 neighborhood meetings, 8 business meetings, 12 stakeholder meetings, and 2 corridor-wide meetings. Attendance at the public scoping meetings exceeded 1,000. Figure 6-1 shows the scoping outreach boundaries that were used including the current East Corridor EIS outreach boundaries and the overall project area.

Concerns voiced by the public in the scoping process included health issues, availability of funding for construction, safety at railroad crossings, noise and vibration, congestion, bus routes, alternate routes, construction timing and impacts, and accommodating growth and local plans. Additional information on public scoping is in the *I-70 East Corridor EIS Scoping Report* (2004).

**Figure 6-1
Scoping Outreach Boundaries**



6.2 COMMUNITY OUTREACH

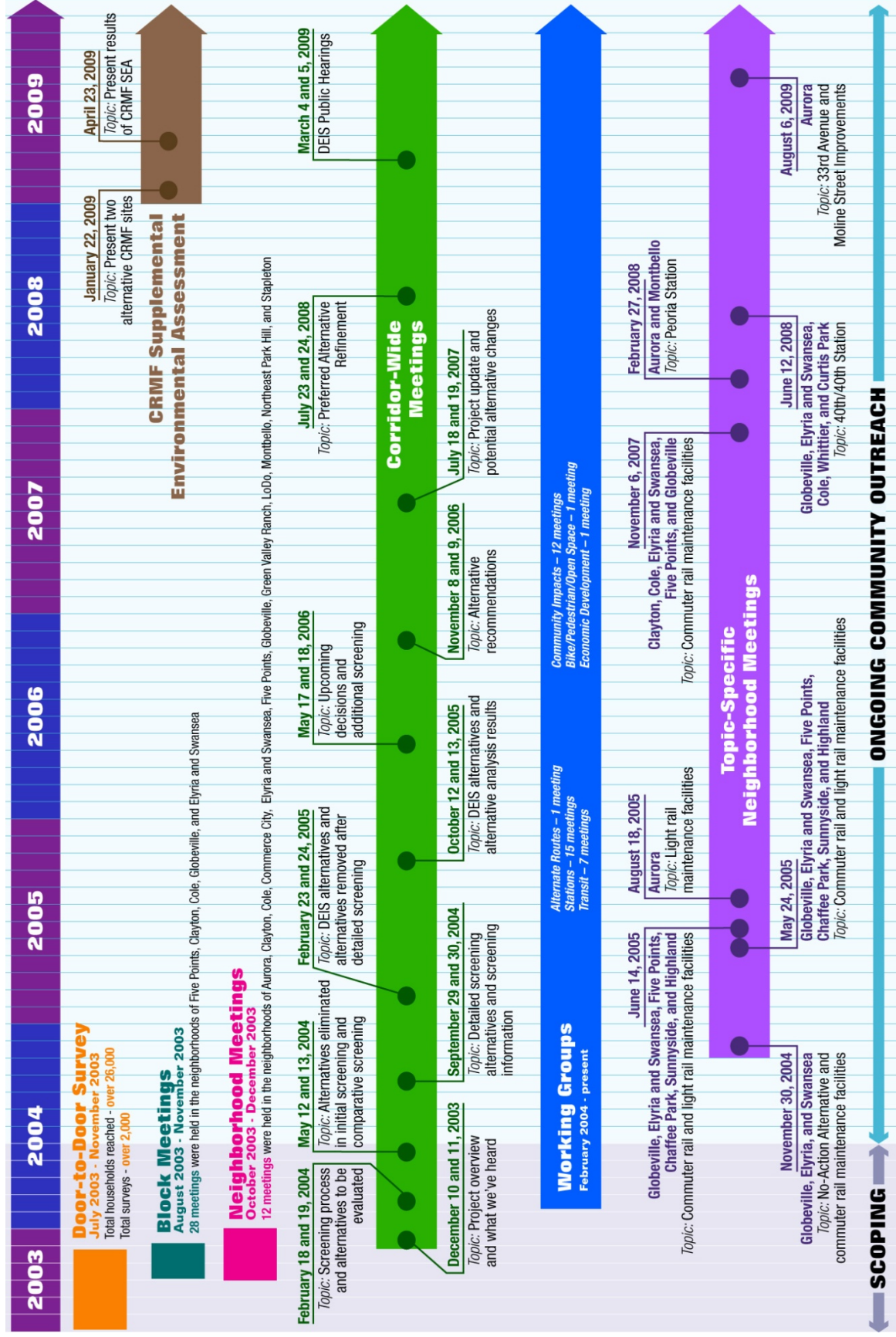
The goal of the community outreach was to develop a process that created an atmosphere of openness and trust with the public. Each outreach activity was customized to address the individual characteristics of the neighborhood. Figure 6-2 summarizes the community outreach activities. Specific community outreach techniques were used to establish open communication in the neighborhoods, beginning with developing an understanding of the community's culture.

6.2.1 Community Awareness

Before beginning the community outreach process, individual community leaders, stakeholders, advocates, and activists provided input that enabled the project team to gain a practical overview of neighborhood concerns and sensitivities. The input collected during public scoping meetings and one-on-one conversations with project team members produced several recommended procedures that served as the foundation of overall public involvement protocols, including:

- Providing food and child care at public meetings to make them more accessible.
- Placing meeting announcements in church bulletins and attending church services to address congregations.
- Providing Spanish-speaking translation services at all public meetings.
- Having the working group members define topics for the sessions (see Subsection 6.2.7, Working Groups).
- Providing a public comment period at the beginning and end of committee meetings.
- Adding three health experts to the Air Quality Compliance Committee (AQCC) (see Subsection 6.3.3, Compliance Committees).

Figure 6-2
Community Outreach Activities



Note: The I-70 East Corridor project separated into two separate projects, East Corridor EIS and I-70 East EIS, in June 2006.

Incorporating these elements into the community outreach process showed that the project team was committed to providing the residents, businesses, and property owners access to information and opportunities for input.

6.2.2 Outreach Specialists and Training

To facilitate the initial phase of the community outreach process, individuals living in the community were hired to assist with outreach efforts including door-to-door outreach, block meetings, and neighborhood meetings. These individuals leveraged their existing relationships and community understanding to encourage their neighbors to get involved in the project. All hired individuals were required to attend a training program to better understand the project and their roles. This training was also required for any project team member involved in community outreach.

6.2.3 Door-to-Door Survey

A door-to-door survey was conducted in neighborhoods that were potentially directly affected by the project, including Clayton, Cole, Elyria and Swansea, Five Points, and Globeville. Outreach specialists used the survey to gather information from residents as part of the scoping process. A standard dialogue was used to ensure that all outreach specialists were communicating the same message to residents. Spanish-speaking outreach specialists were also made available. A neighborhood resources canvas bag was offered to every person who agreed to complete a survey. Surveys were collected at the end of each day and results were input into a database. This information was used to develop a summary of the transportation characteristics and issues disclosed by each neighborhood. Summary reports for each neighborhood were also developed.

6.2.4 Block Meetings

After the door-to-door outreach, block meetings were conducted. The purpose of the meetings was to inform residents of the EIS process, introduce the project team, and provide an informal setting to develop a better understanding of specific concerns. Meetings began with a short presentation by the project team, followed by an open forum to answer questions and solicit input. Spanish translation services and meals were provided. A total of 344 people attended the block meetings.



meetings

6.2.5 Neighborhood Meetings

After the block meetings, neighborhood meetings were conducted to focus on broader neighborhood issues. These meetings were held in all neighborhoods throughout the corridor and included short presentations and an open forum to allow the community to interact with the project team. Meeting materials were available in both English and Spanish. Summaries of the door-to-door questionnaires and block meetings from each neighborhood were discussed. Spanish translation services, meals, and child care were provided at each neighborhood meeting. Table 6-1 lists the date, neighborhood, and number of attendees at each neighborhood meeting. Topic-specific neighborhood meetings held to address issues that arose during the development of alternatives and analysis of impacts are detailed in Subsection 6.2.8.

**Table 6-1
Neighborhood Meetings**

Date	Neighborhood(s)	Number of Attendees
10/14/2003	Montbello/Parkfield/Gateway	36
10/24/2003	Five Points	56
10/28/2003	Clayton	27
10/29/2003	Cole	28
11/6/2003	Green Valley Ranch	42
11/12/2003	Globeville	29
11/17/2003	LoDo	23
11/19/2003	Elyria and Swansea	49
11/20/2003	Northeast Park Hill	16
11/25/2003	Stapleton	50
12/2/2003	Commerce City	21
12/3/2003	Aurora	107
Total		484

6.2.6 Corridor-Wide Meetings

After the neighborhood meetings, corridor-wide meetings were conducted to discuss the issues from the neighborhoods and to provide a corridor-wide understanding of similarities and differences. Each round of corridor-wide meetings provided two opportunities for the public to attend. For convenience, the meetings were held back-to-back on Wednesday and Thursday evenings at strategic locations in the project area. Translation, meals, and child care were provided at each corridor-wide meeting.

The traditional audience-style format with informational boards, a presentation, and a question-and-answer period was used during the scoping process. The format of some subsequent community outreach meetings was modified by substituting the formal presentation and question-and-answer period with small, topic-specific discussion groups moderated by technical consultants. A scribe recorded discussion group comments and questions. The comments were then posted on boards to be reviewed by all participants. Meeting summaries were prepared and posted on the project website along with meeting exhibits and handouts.



Project team members answer questions at a corridor-wide meeting

Issues identified in the corridor-wide meetings included funding options and availability, health and safety concerns, technology compatibility, aesthetics, project schedule, alignment options, station locations, and right-of-way (ROW) impacts. Input obtained at the corridor-wide meetings helped identify the needs of transit users, business owners, and residents living in the project area and played an important role in the development and screening of alternatives. For example, strong community support contributed to the addition of a commuter rail station at Colorado Boulevard and the selection of EMU as the preferred transit technology. Table 6-2 lists the corridor-wide meeting dates, locations, topics, and number of attendees.

**Table 6-2
Corridor-Wide Meetings**

Date	Location	Topic	Number of Attendees
12/10/2003	Now Faith Christian Church	Scoping: Project overview and what we've heard	73
12/11/2003	Bruce Randolph Middle School		158
2/18/2004	Sable Elementary School	Scoping: Screening process and alternatives to be evaluated	26
2/19/2004	Bruce Randolph Middle School		58
5/12/2004	Montbello Recreation Center	Alternatives eliminated in pre-screening and comparative screening	60
5/13/2004	Bruce Randolph Middle School		101
9/29/2004	Montbello Recreation Center	Detailed screening alternatives and screening information	68
9/30/2004	Bruce Randolph Middle School		166
2/23/2005	Montbello Recreation Center	DEIS alternatives and alternatives removed after detailed screening	74
2/24/2005	Bruce Randolph Middle School		162
10/12/2005	Montbello Recreation Center	DEIS alternatives and initial DEIS evaluation results	56
10/13/2005	Bruce Randolph Middle School		140
5/17/2006	Montbello Recreation Center	Upcoming decisions and additional screening	58
5/18/2006	Swansea Recreation Center		128
11/8/2006	Montbello Recreation Center	Alternative recommendations	32
11/9/2006	Swansea Recreation Center		82
7/18/2007	Montbello Recreation Center	Project update and potential alternative changes	24
7/19/2007	Swansea Recreation Center		54
7/23/2008	Montbello Recreation Center	Preferred alternative refinements	73
7/24/2008	Bruce Randolph Middle School		164
1/22/2009	Stapleton Recreation Center	Present and gather input on the two alternatives for the CRMF	65
3/4/2009	North Middle School	DEIS Public Hearings	54
3/5/2009	Bruce Randolph Middle School		115
4/23/2009	Stapleton Recreation Center	Present results of the CRMF SEA	257
Total			2,248

The DEIS was released for public review on January 30, 2009, for a 45-day comment period that ended on March 16, 2009. Public hearings were conducted on March 4 and 5, 2009, to present the findings of the study and to obtain input from the community. Formal comments on the DEIS were accepted verbally and in writing. Verbal comments were accepted at the public hearings and written comments were submitted via the following methods:

- Online at www.eastcorridor.com
- Mailed to FTA Region 8, David Beckhouse, Team Leader for Planning and Program Development, 12300 West Dakota Avenue, Suite 310, Lakewood, CO 80228
- Comment forms submitted at the two public hearings

The DEIS comments and responses are included in Chapter 8, Response to Agency and Public Comments.

CRMF Supplemental Environmental Assessment

The CRMF SEA was released for public review on April 15, 2009, for a 30-day comment period that ended on May 15, 2009. Two public meetings were held for public input regarding the selection of the Fox North site for the CRMF SEA process. The first meeting was held on January 22, 2009, to present and gather input on the two alternative sites considered for the CRMF project (Platte site and Fox North site). A second public meeting was held on April 23, 2009, to present the results of the CRMF SEA and gather input. Verbal comments were accepted at the April 23rd public meeting and written comments were submitted via the following methods:

- Online at www.rtd-fastracks.com, www.rtdgoldline.com, and www.eastcorridor.com
- Mailed to FTA Region 8, David Beckhouse, Team Leader for Planning and Program Development, 12300 West Dakota Avenue, Suite 310, Lakewood, CO 80228
- Comment forms submitted at the April 23rd public meeting

The CRMF SEA comments and responses are included in Chapter Eight, Response to Agency and Public Comments. One group of comments came from employees or affiliates of Owens Corning and individuals outside the project area. The other group of comments generally came from stakeholders representing the nearby residential neighborhoods that have been actively involved in the CRMF site selection process since it began in 2004.

In response to concerns about the potential loss of jobs, RTD redesigned the CRMF to minimize the impact on the Owens Corning facilities. This involved some modifications to the original design and operational criteria. Additional details about the CRMF design modification can be found in Chapter Two, Alternatives Considered.

6.2.7 Working Groups

After the scoping phase, five working groups were established to provide residents, businesses, stakeholders, and property owners an opportunity to continue their participation and learn more about how the scientists, engineers, and planners would evaluate specific resources. Participants included community members who expressed interest in joining the groups at neighborhood and corridor-wide meetings and on the project website.

The working groups were used to solicit input, establish dialogues about specific issues, and educate members about the resources that would be considered in the EIS. Innovative exercises were incorporated into the meetings. The exercises included observing noise monitors on the streets of Denver to understand typical noise levels in the project area; puzzles that helped participants gain an understanding of alternative packaging; and an activity designed to help participants understand how the alternatives would be screened by comparing the process to selective decisions made when buying a car. Issues from each working group were then communicated to the Project Management Committee (PMC) and compliance committees to be resolved (see Subsection 6.3.2, Project Management Committee and Subsection 6.3.3, Compliance Committees). Table 6-3 lists the working groups that were formed and dates of working group meetings.

**Table 6-3
Working Groups**

Working Group*	Number of Members	Date(s) of Meetings
Bicycle/Pedestrian/Open Space	39	6/16/2005
Community Impacts	138	2/12/2004, 3/18/2004, 4/15/2004, 5/20/2004, 6/17/2004, 7/15/2004, 8/19/2004, 9/16/2004, 10/21/2004, 12/09/2004, 1/20/2005, 2/17/2005
Economic Development	35	8/2/2005
Stations	127	2/9/2004, 3/10/2004, 4/14/2004, 5/5/2004, 5/26/2004, 6/23/2004, 7/14/2004, 8/10/2004, 9/15/2004, 11/10/2004, 12/8/2004, 2/2/2005, 3/9/2005, 8/23/2005, 5/9/2006
Transit	90	9/26/2006, 10/24/2006, 3/4/2008, 7/15/2008, 1/27/09, 3/18/09, 3/19/09

*Listed in the table are working groups applicable to the East Corridor EIS. Prior to the split of the highway and transit elements, Alternate Routes, Interchanges, and Trucking/Motor Carriers working groups were also formed.

6.2.8 Topic-Specific Neighborhood Meetings

During and after the development of alternatives and analysis of impacts, topic-specific neighborhood meetings were conducted to focus on issues that affected certain portions of the overall project area. The concerns voiced by the public in the topic-specific neighborhood meetings included funding, air quality, housing, neighborhood and business effects, transit on Downing Street, station and maintenance facility locations, property acquisition, noise, technology options, traffic, and employment. Table 6-4 shows the dates, neighborhoods, topics, and number of attendees at each topic-specific neighborhood meeting.

**Table 6-4
Topic-Specific Neighborhood Meetings**

Date	Neighborhood(s)	Topic	Number of Attendees
11/30/2004	Globeville/Elyria and Swansea	No-action alternatives, highway alternatives, and CRMFs	74
5/24/2005	Globeville/Elyria and Swansea/ Five Points/Chaffee Park/ Sunnyside/Highland	CRMF	102
6/14/2005	Globeville/Elyria and Swansea/ Five Points/Chaffee Park/ Sunnyside/Highland	CRMF and light rail maintenance facilities	62
8/18/2005	Aurora	Light rail maintenance facilities	31
11/6/2007	Clayton/Cole/Elyria and Swansea/ Five Points/Globeville	CRMF	31
1/29/2008	Aurora/Montbello	Peoria station	63
6/12/2008	Globeville/Elyria and Swansea/Cole/Whittier/Curtis Park	40th/40th station	119
8/6/09	Aurora	Roadway improvements to 33rd Avenue and Moline Street	7
Total			489

6.2.9 Stakeholder Meetings

Individual meetings were scheduled with elected officials and established community groups throughout the development of the EIS. The meetings were used to accomplish the following:

- Answer questions
- Solicit input
- Provide information about the EIS process and the need for meaningful involvement
- Establish a dialogue with individuals and groups who live and work in specific neighborhoods
- Obtain input on the outreach methodology
- Solicit early support to help lend credibility to the process

Before major project decisions, the project team met with elected officials to brief them on project recommendations. In addition to formal neighborhood leaders, the project team provided outreach to approximately 40 church congregations in the project area to inform them about the project outreach process and upcoming meetings.

Project team members also visited community organizations during their regular meetings to provide project updates, answer questions, solicit input, and inform participants of upcoming meetings. Stakeholder meetings were also held by request and typically included property or business owners, business or homeowners' associations, special interest groups, religious organizations, neighborhood associations, police/fire personnel, and others as appropriate. As part of the outreach process, project team members participated in, or made presentations to, these stakeholder groups at meetings.

6.2.10 Property Owner Meetings

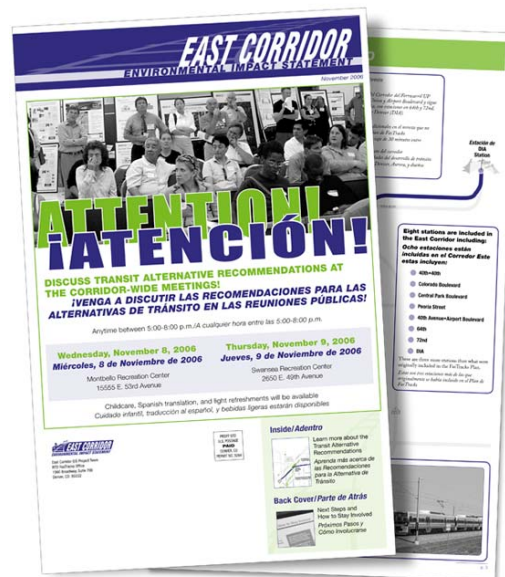
As potential property impacts were identified during the alternative refinement process, the project team held group and individual property owner meetings. The purpose of these meetings was to provide potentially impacted property owners an opportunity to become aware of and comment on the latest developments. Group meetings began in June 2008 and continue through the release of the FEIS.

6.2.11 Additional Communication

Other forms of communication informed the public about upcoming meetings and provided current information.

Flyers and Posters

Flyers were distributed before the door-to-door visits and community meetings. The flyers were typically distributed a week before meetings and provided meeting specifics in both English and Spanish. Posters advertising public meetings were placed throughout the corridor to invite those not reachable through existing community groups, the project's mailing list, or e-mail distribution list. Posters were placed in libraries, community centers, businesses, recreation centers, and neighborhood economic centers.



East Corridor Newsletter

Newsletters

Newsletters provided status updates and information throughout the project area and were a main source for meeting notifications. Newsletters were mailed to property owners, businesses, interested parties, and those who requested contact via mail. The mailing list contained more than 14,000 addresses. Newsletters were also distributed to all corridor residents. Newsletters were published in English and Spanish and included contact information for the project team and a section on how to stay involved. The newsletter, like the other project information, was uploaded to the project website. Six newsletters were produced and distributed.

Advertising and Media Outreach

To announce meetings, advertisements were placed in weekly newspapers, Denver daily newspapers, and other relevant and local publications. The advertisements were published in both English and Spanish newspapers, including *Commerce City Beacon*, *Denver Post*, *Denver Weekly News*, *El Hispano*, *El Seminario*, *Greater Park Hill News*, *La Voz*, *North Denver Tribune*, *Rocky Mountain News*, and *Urban Spectrum*.

In addition to paid advertisements, the project team received substantial local and regional coverage through media outreach. The outreach included press releases distributed before every public meeting and briefings with local reporters.

E-mail and Telephone Notification

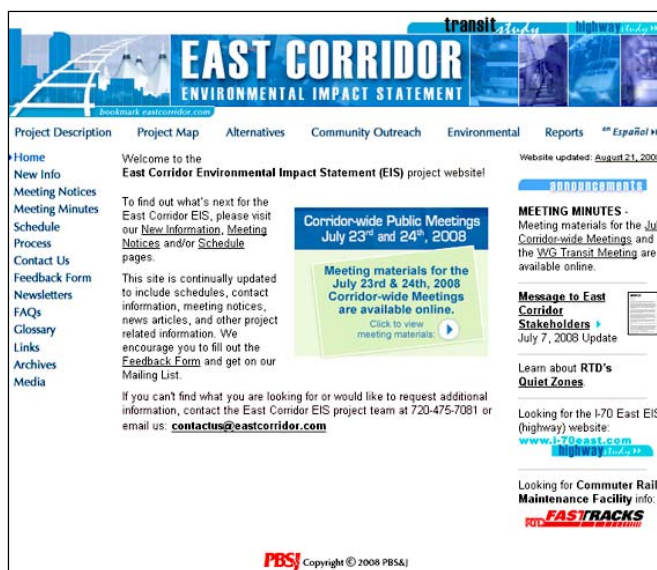
Members of the public who requested e-mails on project activities received regular messages with information on the website, upcoming public meetings, and other pertinent information. The e-mail notification database contained more than 700 addresses. People who preferred to be notified of public meetings through telephone communications were called within one week of any public meeting or working group. The telephone notification database contained nearly 100 telephone numbers.

Project Website

A project website (initially www.i-70eastcorridor.com, now www.eastcorridor.com) was developed to disseminate information and provide a schedule of events. The site offered English and Spanish options and included features such as an online feedback form, an automatic update e-mail distribution for when new information was posted, technical documents, meeting materials, and summaries. The website was updated when new information was available, such as meeting announcements and the availability of meeting materials. Since the website was revised to reflect the separation of the corridors, it has received more than 20,000 visitors.

Project Office

When the EIS began, a project office was established in the corridor. Managers and key project staff from RTD, CDOT, and the consultant team were co-located in the project office, and day-to-day project management activities were conducted from there. The project office was the site for many working group and compliance committee meetings and was available for the public to visit and meet with the project team during regular business hours. After the separation of the two projects, the RTD FasTracks office was used as the official project office.



East Corridor Website

6.3 AGENCY COORDINATION

The East Corridor EIS committee structure provided a framework for involvement by interested federal, state, and local agencies. Specific roles and responsibilities, membership, and meeting logistics are described in the following subsections.

6.3.1 Executive Oversight Committee

The Executive Oversight Committee (EOC) consisted of CCD, RTD, CDOT, FTA, and FHWA. The primary role of the EOC was to coordinate between the transit and highway components as well as provide guidance, insight, and input to the project team throughout the study. Major policy-related recommendations and general updates were presented to the EOC. The EOC was disbanded when the projects were separated in June 2006.

6.3.2 Project Management Committee

The primary role of the PMC was to provide day-to-day direction to the project team and make recommendations to the EOC. The PMC reviewed all major deliverables, decided on recommendations from the compliance committees, and provided decisions for overall project direction with EOC oversight.

The PMC provided project oversight and had representatives from the federal, state, and local agencies sponsoring the project. During the I-70 East Corridor EIS, the PMC was comprised of managers from FTA, FHWA, CDOT, RTD, and CCD. Once the projects were separated in June 2006, the PMC for the East Corridor included FTA and RTD. Coordination with other agencies was conducted through individual meetings.

6.3.3 Compliance Committees

Compliance committees were formed to provide general guidance and ensure adherence to federal, state, and local directives, regulations, policies, and procedures. Membership included agency staff with expertise and knowledge in their respective committee areas. Committee members were tasked with providing technical guidance and support on their agencies, regulations, and areas of expertise or compliance category (such as air quality or environmental justice). Compliance committee meetings were open to the public, and a public comment period was provided at the beginning and end of each meeting. Members of the PMC also attended the compliance committee meetings to ensure project team representation.

Intergovernmental Coordination and Compliance Committee

The Intergovernmental Coordination and Compliance Committee (ICCC) provided technical guidance and support with respect to the members' respective agencies, regulations, and areas of expertise. The ICCC included staff from agencies in the project area and provided an opportunity for staff to understand and work toward balancing the sometimes conflicting needs and desires from a corridor-wide perspective. The ICCC reviewed the project management and public involvement plans, reviewed the study process relative to respective agency policies, reviewed and provided insights on alternative analysis, provided project updates to senior management and peers, and evaluated analysis and recommendations of the working groups that did not have corresponding compliance committees. The ICCC was comprised of representatives from Adams County, Aurora, CDOT, Commerce City, CCD, DIA, DRCOG, EPA, FAA, FHWA, FRA, FTA, and PUC. Twenty meetings were held between 2004 and 2009.

Environmental Justice Compliance Committee

The Environmental Justice Compliance Committee (EJCC) provided technical input into the environmental justice analysis. The EJCC was comprised of regulatory agency experts and was

supported by consultant team experts both locally and nationally to provide a broad perspective. The EJCC identified major issues for analysis and ensured compliance with NEPA and federal directives. Member agencies included CDOT, CCD, DRCOG, EPA, FHWA, and FTA. Eight meetings were held during the project.

Air Quality Compliance Committee

The AQCC provided technical input into the air quality analysis. The intent of the committee was to provide air quality analysis experts who had a strong understanding of the federal and state processes and who could provide guidance and oversight. To provide a broad perspective, the AQCC included both regional and national consultant and regulatory agency experts. Committee members included the CDPHE, CCD, DIA, EPA, and the National Jewish Medical Research Center. The AQCC played a key role in determining the methodology for air quality analysis, provided relevant information about other air quality studies in the area, and ensured compliance with NEPA and federal directives. Eight meetings were held during the project.

6.3.4 Intergovernmental Forum

The Intergovernmental Forum (IF) provided guidance, input, and advice on policy issues relative to their respective agencies. The IF also provided an opportunity for local elected officials to understand other agency issues and the need to balance conflicting needs from a corridor-wide perspective. The IF provided input into the public outreach efforts, reviewed the study process relative to respective agency policies and precedence, provided insights on alternative analysis, and provided project updates to councils, boards, and commissions. Eleven meetings were held during the project.

The IF was comprised of elected and appointed officials from the following entities:

- Adams County
- Aurora
- CCD
- CDOT
- Commerce City
- Denver Mayor's Office and City Council
- Congressman Bob Beauprez's Office
- Congressman Ed Perlmutter's Office
- Congresswoman Diana DeGette's Office
- Senator Ken Salazar's Office
- Senator Wayne Allard's Office

6.3.5 Ongoing Resource Agency Coordination

Coordination activities with federal and state resource agencies included phone calls, emails, letters, and meetings to provide project information. The agencies consulted include:

- Colorado Historical Society
- CDPHE
- CDOT
- Colorado Division of Wildlife (CDOW)
- FAA
- FHWA
- FRA
- FTA
- Rocky Mountain Arsenal National Wildlife Refuge
- State Historic Preservation Office (SHPO)
- USACE
- U.S. Army Reserve Center
- EPA
- U.S. Fish and Wildlife Service (USFWS)

See Volume II, Appendix B, Agency Coordination, of this FEIS for agency correspondence.

6.4 NEXT STEPS

The project team will continue its proactive community outreach efforts through completion of the EIS and ROD. In an effort to inform the public about the FEIS and solicit comments on the document, the project team will conduct two public hearings on September 23 and 24 and disseminate information via the project website.

The FEIS will be available for the public for review on September 4 on the project website www.eastcorridor.com and at the following locations:

- Aurora Central Public Library, 14949 East Alameda Parkway, Aurora, CO 80012
- Blair-Caldwell African American Research Library, 2401 Welton Street, Denver, CO 80205
- Denver Public Library, 10 West 14th Avenue Parkway, Denver, CO 80204
- Ford-Warren Public Library, 2825 High Street at East 28th Avenue, Denver, CO 80205
- Martin Luther King, Jr. Library, 9898 East Colfax Avenue, Aurora, CO 80010
- Montbello Library, 12955 Albrook Drive, Denver, CO 80239
- Pauline Robinson Library, 5575 East 33rd Avenue, Denver, CO 80207
- Rangeview Library District, 7185 Monaco Street, Commerce City, CO 80022
- RTD FasTracks, 1560 Broadway, Suite 700, Denver, CO 80202
- Smiley Library, 4501 West 46th Avenue, Denver, CO 80212
- Valdez-Perry Library, 4690 Vine Street, Denver, CO 80216