

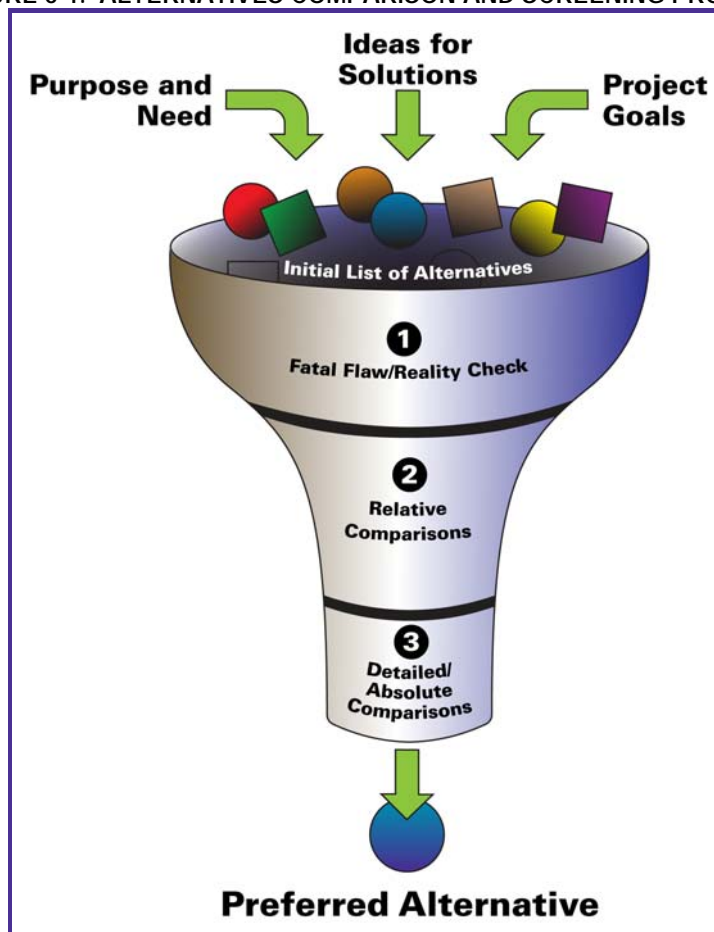
## 6. PUBLIC COMMENT AND AGENCY COORDINATION

The North Metro Corridor PIP was developed to fulfill several objectives to inform the public of the EIS process and how it relates to the implementation of federal actions. Specifically, the objectives of the PIP have been to:

- Keep the public and agencies informed throughout the planning process with respect to project decisions and community, environmental, and technical justifications for screening alternatives.
- Provide effective education to the general public about the DEIS process and their role in it, project funding sources, and the design and construction process.
- Provide opportunities for the public to influence and participate in decision-making at each milestone of the EIS by supplying up-to-date information through the use of accessible and user-friendly project information strategies.
- Establish credibility and trust with transit users and the communities within the identified corridor and ultimately develop broad support for the Build Alternative.
- Assure that minority and low-income persons are provided the same level of participation and input as the population at large in the North Metro corridor decision-making process.
- Anticipate potential public reaction to real and perceived issues and mediate that reaction.
- To fulfill statutory requirements under NEPA (40 CFR 1501.7 Scoping; 40 CFR 1501.6 Public Involvement; 23 CFR 450.212 Public Involvement; and 23 CFR 771.111 Early Coordination and Public Involvement).

Public and agency input has been received on the North Metro corridor's development of the Purpose and Need statements; its alternatives screening process; and the selection, evaluation, and refinement of the Build Alternative throughout the EIS process. This is illustrated in Figure 6-1.

FIGURE 6-1. ALTERNATIVES COMPARISON AND SCREENING PROCESS



Source: North Metro Corridor Project Team, 2008.

## 6.1 ELEMENTS OF THE PUBLIC INVOLVEMENT PROGRAM

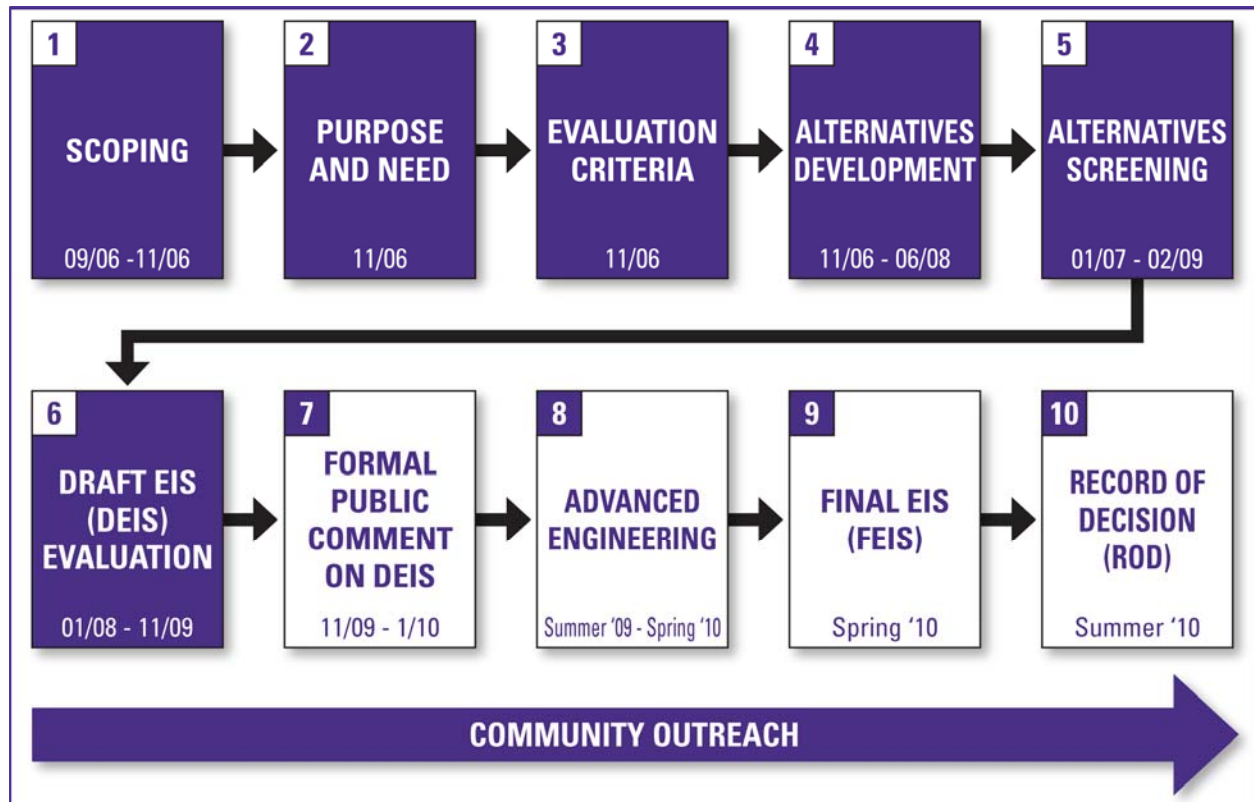
Public involvement for the North Metro Corridor Project blended continuous engagement strategies with community outreach, all organized around key SAFETEA-LU decision-making milestones: scoping, development of the Purpose and Need, preliminary evaluation of alternatives, detailed screening of alternatives, and selection of the Build Alternative. Public involvement has been an ongoing effort throughout the preparation and finalization of this DEIS.

Per SAFETEA-LU guidance, each milestone is to include public and agency participation. For the North Metro Corridor Project, public meetings to gather public input that was then presented to the LGT and AWG prior to proceeding with the next step.

In conformance with the requirements of SAFETEA-LU; the Programmatic Coordination Plan for FasTracks; and in response to involvement, understanding, and decision-making issues and needs during an EIS process; the Project Team developed the North Metro Corridor Coordination Plan (CCP) to be used in conjunction with the PIP. The CCP provides specific and ongoing opportunities for involvement by establishing clear roles and expectations of local governments, agencies, and the public in decision-making. It also identifies the North Metro Corridor Cooperating and Participating Agencies and defines their responsibilities.

Furthermore, it sets forth a format and schedule for coordination and outlines procedures that support timely input at decision milestones and collaborative problem-solving, where appropriate. The CCP and general schedule is illustrated in Figure 6-2. The CCP identifies the responsibilities of its members as well as the group’s organizing principles and the structure of its coordination. (See Appendix E, North Metro Corridor Coordination Plan.)

FIGURE 6-2. COORDINATION PROCESS AND PROJECT SCHEDULE



Source: North Metro Corridor Project Team, 2009.

The PIP establishes a process for linking public involvement to the decision process, defines Public Involvement Team structure, identifies roles and responsibilities, and establishes a process for sharing project information and input gathering strategies. The CCP and PIP processes work together to effectively engage all stakeholders in the community throughout the EIS process. (See Appendix E, North Metro Corridor Coordination Plan.)

### 6.1.1 Public Involvement Organization

As outlined in the CCP and the PIP and agreed to by all participating and cooperating agencies, public involvement was organized in the manner described below.

#### 6.1.1.1 Local Governments Team

The LGT is comprised of a “policy group” of one or two elected officials and a “technical group” of staff members chosen by each of the following local/regional government entities:

- City of Brighton
- Commerce City

- City and County of Denver
- City of Northglenn
- City of Thornton
- Adams County
- Denver Regional Council of Governments

#### **6.1.1.2 Agency Working Group**

The AWG is comprised of agency-designated representatives from the FTA (lead agency) and the RTD (project proponent), as well as the state and federal cooperating and participating agencies. It should be noted that although the railroads are not cooperating or participating agencies, they have been included in the AWG and are referred to as a “participating entity” for this project. The AWG includes:

- United States Army Corps of Engineers (USACE)
- Colorado Department of Transportation (CDOT)
- United States Environmental Protection Agency (USEPA)
- United States Fish and Wildlife Service (USFWS)
- State Historic Preservation Officer (SHPO)
- Colorado Department of Public Health and Environment (CDPHE)
- Colorado Division of Wildlife (CDOW)
- Urban Drainage and Flood Control District (UDFCD)
- Federal Highway Administration (FHWA)
- Federal Railroad Administration (FRA)
- Federal Transit Administration (FTA)
- BNSF Railway Company (a “participating entity”)
- UP Railroad Company (a “participating entity”)
- RTD board members from the North Metro corridor study area’s districts (as representatives of the sponsoring agency)

## **6.2 PUBLIC INVOLVEMENT METHODS AND TOOLS**

The tasks summarized below were designed to provide educational opportunities and user-friendly access to project information. The information will enable stakeholders to develop their opinions and further their recommendations based on accurate knowledge and a realistic understanding of the needs, constraints, and opportunities of the project.

### **6.2.1 Maintenance and Outreach**

This task included maintenance of a database containing the names of more than 2,500 stakeholders and outreach to those stakeholders.

### **6.2.2 Scoping Meetings/Booklet**

Agency scoping meetings presented an overview of the project; defined roles and responsibilities for cooperating and participating agencies; provided a summary of input from public scoping; identified and obtained input; and answered questions regarding the project

Purpose and Need, goals, initial range of alternatives, methodology for alternative screening, and methods for public/agency participation. In conjunction with the meetings, the Project Team produced and distributed a bilingual (English and Spanish) Scoping Booklet that included information on:

- Scoping meetings, including the project website and hotline
- Project location and description
- Project goals
- Project history
- Preliminary list of alternatives
- Preliminary Purpose and Need
- EIS process and schedule
- Evaluation methodology and criteria
- Descriptions of related studies and other projects
- Acronym glossary
- Northeast Area Transit Evaluation (subsequently referred to as NATE)
- Public involvement and its goals
- How to get involved, including contact information for submitting comments

The Scoping Booklet was published and made available at scoping meetings, public meetings, and satellite project offices. It was also posted on the project website and mailed to those who requested a copy.

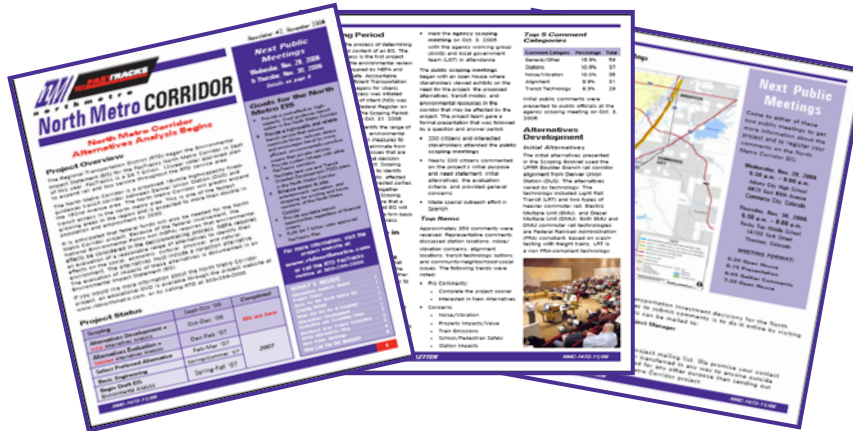
### **6.2.3 Highly Interactive Project Website/ Comments/Discussion Forums**

The purpose of the website was to make information on the project readily available to a broad spectrum of the public who could access information and submit comments from their homes and businesses on any day, at any time. Computer stations were made available at public meetings where attendees could submit comments directly on-line that were included in the public record. The goal was to create inclusion and opportunity for participation that otherwise might not occur.



### 6.2.4 Bilingual Project Newsletters, Fact Sheets, and Other Materials

The purpose of the project newsletter was to provide an eye-catching source of accurate information for the general public, LGT, AWG, key stakeholders, and those included in the database. The Project Team published and distributed project newsletters at key milestones during the study using graphics, attractive layout, and a professional publication format. Additionally, fact sheets and other materials were developed as needed throughout the process, using all available venues for distribution.



### 6.2.5 Educational Video/DVD

An educational DVD was produced to convey information about the project to interested individuals and groups while generating informed public input and effective citizen participation. Video clips were made available through the project website, on DVD, on municipal television stations, and at public meetings.



### 6.2.6 YouTube Internet Technology

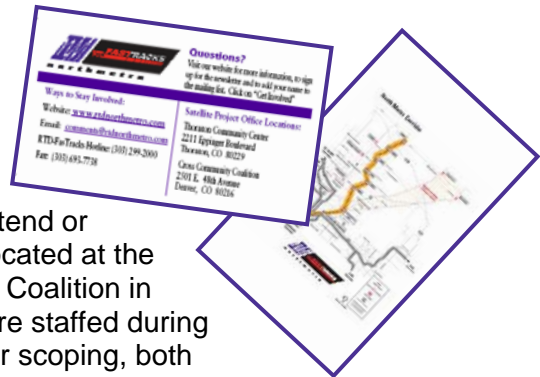
To generate additional public interest, YouTube internet technology enabled the Project Team to reach out to thousands of citizens who might not have been aware of the project, thus garnering further input and support. An e-mail blast (mass e-mail distribution) was sent, linking stakeholders to YouTube on the internet where they were able to view a short video clip that provided a project overview and an invitation to a particular public meeting. The invitation also directed them to the project website, where additional information was available.

### 6.2.7 Telephone Hotline

The FasTracks Team provided an information hotline (303-299-2000) with a specific section for the North Metro corridor, which continues to provide information on the current status of the study, scheduled public meetings, website address, availability of the DVD, office hours in the corridor, and ways in which to participate and comment. Additionally, the opportunity to leave a recorded message for comment and/or response is available.

### 6.2.8 Satellite Offices in Two Communities

Satellite offices were created to provide convenient places within the community where the public could speak to a knowledgeable Project Team member to learn about and get involved in the decision-making process. This concept, primarily for use during the scoping period, was designed to make the process more accessible to those in the community unable to attend or participate in large group meetings. The offices were located at the Thornton Community Center and the Cross Community Coalition in the Swansea neighborhood of Denver. These offices are staffed during posted office hours with a bilingual representative. After scoping, both offices served as dissemination centers for meeting notices, flyers, and contact information. The Cross Community Coalition office located in the heart of a low-income and predominately Hispanic/Latino community identified as an Environmental Justice Community in the PIP, maintained office hours during the first project milestone, and was staffed by a Spanish speaking member of the Project Team.



Thornton Community Center  
 2211 Eppinger Boulevard  
 Thornton, CO 80229

Cross Community Coalition  
 (Swansea Neighborhood)  
 2501 East 48<sup>th</sup> Avenue  
 Denver, CO 80216

### 6.2.9 Media Relations Program

The Media Relations Program was developed by adopting the FasTracks Program Media Guidelines and key message responses. All team members were provided with and followed the guidelines as outlined.

During the EIS process, the Project Team engaged multiple bilingual approaches to reaching out to the public. In addition to utilizing both the Hispanic and general media (newspapers, radio, and television) through press releases, interviews, flyers, and meeting notices; innovative techniques were employed such as YouTube, video messaging, and blast e-mails, to reach an even larger portion of the community, and create further interest in the North Metro Corridor EIS process. Table 6-1 demonstrates the measures taken to include all sectors of the public in the process.

TABLE 6-1. MEDIA OUTREACH

Date Released	Printed Material	Content
<b>Agency and Public Scoping</b>		
12 September 2006	Notice of Intent	FTA announced its intent to prepare an EIS for the North Metro Corridor Project.
September 2006	Scoping Booklet/ Newsletter No. 1	Project location and description, project goals, project history, preliminary alternatives, Purpose and Need, EIS process and schedule, evaluation methodology, and criteria, related studies, acronym glossary, Northeast Area Strategy Study, public involvement and goals, and how to get involved. Scoping Booklet was available at scoping meetings, public meetings, and satellite project offices. It was also posted on the project website and mailed to those who requested a copy.
18 September 2006	Postcard	Postcard announcing project kickoff and public scoping meeting, distributed to 60,000 residents.
20 September 2006	Media Advisory	Sent to statewide media list (television, print, and online news).
21 September 2006	Newspaper Advertisement <ul style="list-style-type: none"> <li>• Northglenn-Thornton Sentinel</li> <li>• La Voz Newspaper</li> </ul>	Public scoping meeting advertisement (27 and 28 September 2006).
26 September 2006	Press Release	Sent to statewide media list (television, print, and online news).
27 and 28 September 2006	Spanish Radio 1220 am, and 1150 am	Spanish language talk show and news hour discussions announcing project kickoff and public scoping meeting.
<b>Review of Conceptual Alternatives Screening</b>		
November 2006	Newsletter No. 2	Alternatives analysis; project status; goals for the EIS; scoping period; scoping process; alternatives development; evaluation and screening steps; Northeast Area Transit Evaluation; Initial Alternatives Map; upcoming meetings; and How to Get Involved. Newsletter No. 2 was available at public meetings and satellite project offices. It was also posted on the project website and mailed those who requested a copy.
November 2006	Spanish Radio 1220 am, and 1150 am	Spanish language talk show and news hour discussions announcing Public Meeting No. 2.
15 November 2006	Mailer – Meeting Announcement	Public Meeting No. 2 announcement (28 and 30 November 2006), mailed to 356 residents and e-mailed to 702 residents.
20 November 2006	Blast E-News	Public Meeting No. 2 announcement: <ul style="list-style-type: none"> <li>• Present summary of scoping comments received.</li> <li>• Present transit alternatives and screening evaluation criteria.</li> <li>• Present and gather public input on evaluation results.</li> </ul>
21 November 2006	Media Advisory	Sent to statewide media list (television, print, and online news).
22, 23, and 24 November 2006	Newspaper Advertisement <ul style="list-style-type: none"> <li>• Northglenn-Thornton Sentinel</li> <li>• La Voz Newspaper</li> <li>• Commerce City Gateway</li> </ul>	Public Meeting No. 2 advertisement (28 and 30 November 2006).

TABLE 6-1. MEDIA OUTREACH

Date Released	Printed Material	Content
28 November 2006	Blast E-News	Public Meeting No. 2 reminder.
29 November 2006	Press Releases	Sent to statewide media list (television, print, and online news).
29 November 2006	Post-It Note – Announcing Public Meeting No. 2	Post-It Note affixed to Rocky Mountain News and Denver Post newspapers targeted for distribution to 50,000 residents, announcing Public Meeting No. 2.
21 January 2007	Press Release	Sent to statewide media list (television, print, and online news).
2 February 2006	Blast E-News – Project Update	Project update: <ul style="list-style-type: none"> <li>• Scoping process results.</li> <li>• Range of alternatives.</li> <li>• Level 1 and Level 2 evaluation process and screening criteria.</li> <li>• Evaluation results for Level 1 and Level 2.</li> <li>• Overview of upcoming station planning and issues forums.</li> </ul>
15 February 2007	Mailer – Meeting Announcement	Stations – Issues Forum Meeting No. 1 announcement (27 February and 7 March 2007), mailed to 408 residents and e-mailed to 817 residents.
15 February 2007	Blast E-News	Stations – Issues Forum Meeting No. 1 announcement: <ul style="list-style-type: none"> <li>• Learn about the station planning process.</li> <li>• Provide input on station locations.</li> <li>• Discuss how key community issues will be addressed in EIS.</li> </ul>
21 February 2007	Blast E-News	Stations – Issues Forum Meeting No. 1 reminder.
<b>Review of Alternatives for Detailed Evaluation</b>		
March 2007	Newsletter No. 3	Commuter Rail Transit Study, alignment and station options map, alternatives evaluation and screening process, summary of Level 2 comparative evaluation, what we've heard, why was light rail along I-25 eliminated, EIS timeline, implementation schedule, RTD FasTracks and the North Metro corridor, rail technology, Northeast Area Transit Evaluation, and ways to get connected. Newsletter No. 3 was available at public meetings and satellite project offices. It was also posted on the project website and mailed those who requested a copy.
8 March 2007	Blast E-News	Public Meeting No. 3 announcement: <ul style="list-style-type: none"> <li>• Review Level 3 evaluation results of the rail alignments for the BNSF/UP Boulder Branch.</li> <li>• Review commuter rail technology characteristics and DMU/EMU.</li> <li>• Present proposed station locations and issues topics.</li> </ul>
10 March 2007	Mailer – Meeting Announcement	Public Meeting No. 3 announcement (20 and 21 March 2007), mailed to 472 residents and e-mailed to 944 residents.
13 March 2007	Media Advisories	Sent to statewide media list (television, print, and online news).
15 March 2007	Flyer – Meeting Announcement	Hand-delivered flyers (2,500) to residents adjacent to railroad corridor announcing Public Meeting No. 3.
19 March 2007	Blast E-News	Public Meeting No. 3 reminder.
10 April 2007	Mailer – Meeting Announcement	Station Planning Meeting No. 2 announcement (24 and 26 April 2007), mailed to 472 residents and e-mailed to 944 residents.
May 2007	Spanish Radio 1220 am, and 1150 am	Spanish language talk show and news hour discussions announcing Public Meeting No. 3.

TABLE 6-1. MEDIA OUTREACH

Date Released	Printed Material	Content
16 May 2007	Mailer – Meeting Announcement	Station Planning Meeting No. 3 announcement (30 and 31 May 2007), mailed to 579 residents and e-mailed to 1,159 residents.
17 May 2007	Blast E-News	Station Planning Meeting No. 3 announcement: <ul style="list-style-type: none"> <li>• South Meeting: 72<sup>nd</sup> Avenue, 64<sup>th</sup> Avenue, 68<sup>th</sup> Avenue, Swansea, Coliseum, and 40<sup>th</sup> Street/40<sup>th</sup> Avenue.</li> <li>• North Meeting: 162<sup>nd</sup> Avenue, 144<sup>th</sup> Avenue, 124<sup>th</sup> Avenue, 112<sup>th</sup> Avenue, 100<sup>th</sup> Avenue, and 88<sup>th</sup> Avenue.</li> </ul>
23 May 2007	Media Advisory	Sent to statewide media list (television, print, and online news).
24 May 2007	Blast E-News	Station Planning Meeting No. 3 reminder.
1 June 2007	Postcard	Issues Forum Meeting No. 2 announcement (13 June 2007).
6 June 2007	Blast E-News	Issues Forum Meeting No. 2 announcement: <ul style="list-style-type: none"> <li>• Commuter rail vehicle characteristics.</li> <li>• Overview of vehicle cost analysis.</li> <li>• Vehicle effects: noise, vibration, pedestrian/school safety, security, traffic impacts, air quality, etc.</li> </ul>
12 June 2007	Blast E-News	Issues Forum Meeting No. 2 reminder.
<b>Review and Evaluation of Proposed Build Alternative</b>		
July 2007	Spanish Radio 1220 am, and 1150 am	Spanish language talk show and news hour discussions announcing Public Meeting No. 4.
July 2007	Newsletter No. 4	Information included in the upcoming public meeting, DEIS development, components of the build alternatives, explanation of no action and transportation systems management alternatives, public input. Implementation Schedule Newsletter No. 4 was available at public meetings and satellite project offices. It was also posted on the project website and mailed those who requested a copy.
13 July 2007	Blast E-News	“Save the Date” Public Meeting No. 4.
13 July 2007	Mailer – Meeting Announcement	Public Meeting No. 4 announcement (31 July and 1 August 2007), mailed to 642 residents and e-mailed to 1,285 residents.
16 through 26 July 2007	Newspaper Advertisement <ul style="list-style-type: none"> <li>• Solid Future</li> <li>• Gateway News</li> <li>• Commerce City Beacon</li> <li>• Hispanic Print Media, LLC (La Voz)</li> <li>• Northglenn-Thornton Sentinel</li> </ul>	Public Meeting No. 4 advertisement (31 July and 1 August 2007).
20 July 2007	Blast E-News	Public Meeting No. 4 announcement: <ul style="list-style-type: none"> <li>• Alignments and their comparative evaluation results.</li> <li>• Vehicle technologies, characteristics and possible impacts and comparative evaluation results.</li> <li>• Draft Service/Operations Plan.</li> <li>• Other general project characteristics and potential impacts.</li> </ul>
20 July 2007	Media Advisory	Sent to statewide media list (television, print, and online news).

TABLE 6-1. MEDIA OUTREACH

Date Released	Printed Material	Content
26 July 2007	Postcard - Targeted Mailing	Targeted mailing (13,500) to residents adjacent to railroad corridor announcing Public Meeting No. 4.
31 July 2007	Blast E-News	Public Meeting No. 4 reminder.
<b>Review and Evaluation of Proposed Vehicle Technology</b>		
September 2007	Newsletter No. 5	Preferred rail service plan, alignment, and station options; vehicle criteria and comparative evaluation; overhead contact system and traction powered supply system for EMU. Newsletter No. 5 was available at public meetings and satellite project offices. It was also posted on the project website and mailed those who requested a copy.
10 September 2007	Mailer – Meeting Announcement	Public Meeting No. 5 announcement (26 and 27 September 2007), mailed to 671 residents and e-mailed to 1,342 residents.
11 September 2007	Blast E-News	“Save the Date” Public Meeting No. 5 announcement.
19 September 2007	Blast E-News	Public Meeting No. 5 announcement: <ul style="list-style-type: none"> <li>• Commuter rail vehicle characteristics.</li> <li>• Overview of vehicle cost analysis.</li> <li>• Vehicle effects: noise, vibration, pedestrian/school safety, security, traffic impacts, air quality, etc.</li> </ul>
21 September 2007	Blast E-News	Public Meeting No. 5 reminder.
<b>Review of Detailed Alternatives Analysis</b>		
27 February 2008	Newspaper Advertisement <ul style="list-style-type: none"> <li>• Northglenn-Thornton Sentinel</li> </ul>	Public Meeting No. 6 advertisement (19 and 20 March 2008).
28 February 2008	Blast E-News	“Save the Date” Public Meeting No. 6 announcement.
March 2008	Spanish Radio 1220 am, and 1150 am	Spanish language talk show and news hour discussions announcing Public Meeting No. 6.
March 2008	Newsletter No. 6	Public meetings, North Metro Corridor DEIS status and UP Railroad Company negotiations, rail vehicle recommendation, environmental impact analysis, and the Quiet Zone Work Plan. Newsletter No. 6 was available at public meetings and satellite project offices. It was also posted on the project website and mailed those who requested a copy.
4 March 2008	Postcard	Public Meeting No. 6 announcement (19 and 20 March 2008).
12 and 13 March 2008	Newspaper Advertisement <ul style="list-style-type: none"> <li>• Hispanic Print Media, LLC (La Voz)</li> <li>• Northglenn-Thornton Sentinel</li> </ul>	Public Meeting No. 6 announcement (19 and 20 March 2008).
18 March 2008	Blast E-News and YouTube Video Link	Public Meeting No. 6 announcement and YouTube video explaining the status of the UP Railroad Company negotiations.
19 March 2008	Media Advisory	Sent to statewide media list (television, print, and online news).
April 2008	Postcard	Station Planning Meeting No. 4 announcement (29 April and 14 May 2008) – Denver Focus.

TABLE 6-1. MEDIA OUTREACH

Date Released	Printed Material	Content
22 April 2008	Blast E-News	Station Planning Meeting No. 4 announcement: <ul style="list-style-type: none"> <li>Denver Focus – review refinements and the preliminary evaluation of the BNSF Railway alignment and station concepts.</li> </ul>
29 April 2008	Blast E-News	Station Planning Meeting No. 4 announcement – Denver Focus (29 April and 14 May 2008): <ul style="list-style-type: none"> <li>Swansea – Review previous alignment and station concepts along the BNSF Railway corridor and provide input on new concepts.</li> <li>National Western Stock Show – Review refinements of 29 April concepts, their evaluation, and initial recommendations for review in the EIS.</li> </ul> Commerce City Focus (10 May 2008): <ul style="list-style-type: none"> <li>Review station plans at 68<sup>th</sup> Avenue and 72<sup>nd</sup> Avenue South and the remaining alignments in Commerce City.</li> </ul>
6 May 2008	Blast E-News	Station Planning Meeting No. 4 reminder: <ul style="list-style-type: none"> <li>10 May 2008 – Commerce City Focus.</li> <li>14 May 2008 – Denver Focus.</li> </ul>
13 May 2008	Blast E-News	Station Planning Meeting No. 4 reminder: <ul style="list-style-type: none"> <li>14 May 2008 – Denver Focus.</li> </ul>
<b>Review of Refined Build Alternative</b>		
September 2008	Postcard	Public Meeting No. 7 announcement (24 and 25 September 2008).
8 September 2008	Blast E-News and Newsletter/Update	Public Meeting No. 7 announcement and RTD-FasTracks Update (21 August 2008): <ul style="list-style-type: none"> <li>FasTracks budget and annual update.</li> <li>Vehicle technology.</li> <li>North Metro corridor to parallel the BNSF Railway corridor.</li> <li>BNSF Railway station site.</li> <li>Upcoming public meeting.</li> </ul>
22 September 2008	Blast E-News and YouTube Video Link	Public Meeting No. 7 announcement and YouTube video explaining the refined Build Alternative, refinements to the station options, new results of DMU and EMU rail vehicle technology analyses, and preliminary environmental findings. The overall RTD-FasTracks Annual Evaluation Program was also presented.
24 September 2008	Media Advisory	Sent to statewide media list (television, print, and online news).
24 September 2008	Newspaper Advertisement <ul style="list-style-type: none"> <li>Hispanic Print Media, LLC (La Voz)</li> <li>Northglenn-Thornton Sentinel</li> </ul>	Public Meeting No. 7 advertisement (24 and 25 September 2008).
5 February 2009	Blast E-News and Newsletter/Update	DEIS Update (5 February 2009): <ul style="list-style-type: none"> <li>News about what to expect in the DEIS.</li> <li>Advisory that public has a 45-day circulation.</li> </ul>

TABLE 6-1. MEDIA OUTREACH

Date Released	Printed Material	Content
24 March 2009	Blast E-News and Newsletter/Update	DEIS Update (24 March 2009): <ul style="list-style-type: none"> <li>• News about public availability of DEIS in June 2009.</li> <li>• Reminder that public has a 45-day review period.</li> </ul>

Source: North Metro Corridor Project Team, 2009.

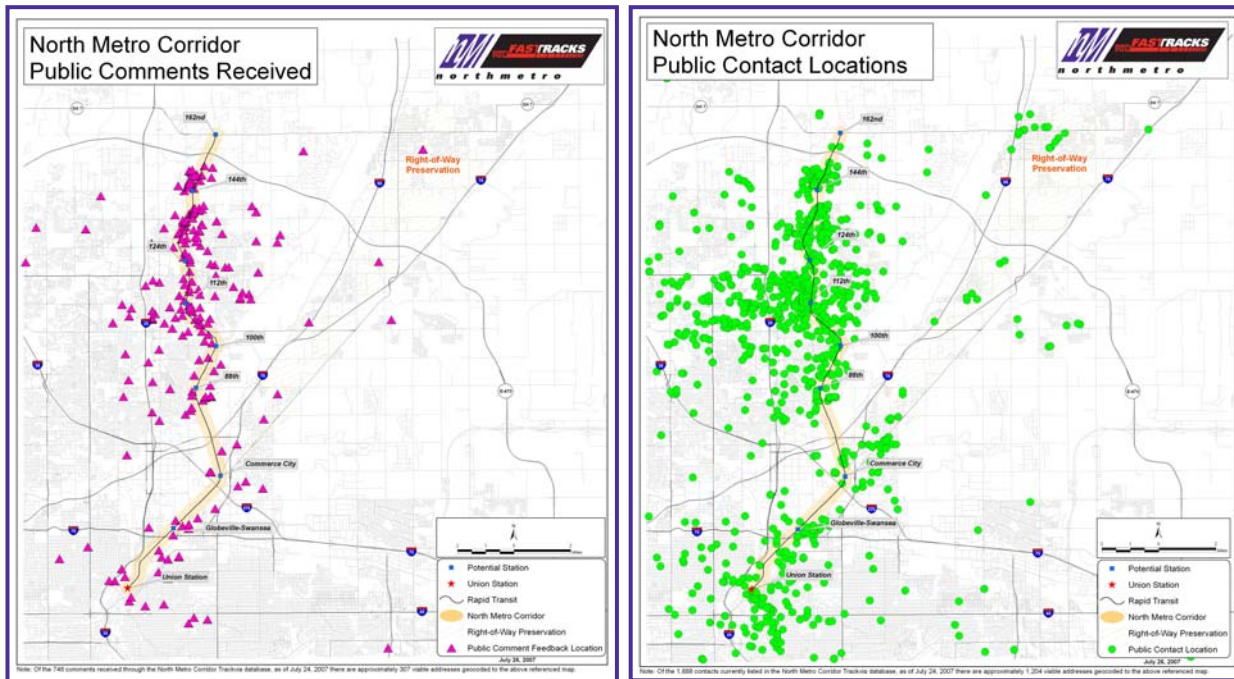
Notes:

- DEIS = Draft Environmental Impact Statement
- DMU = diesel multiple unit
- DUS = Denver Union Station
- EIS = Environmental Impact Statement
- EMU = electric multiple unit
- FTA = Federal Transit Administration
- I-25 = Interstate 25
- LLC = Limited Liability Company
- No. = number
- RTD = Regional Transportation District
- UP = Union Pacific

### 6.3 PUBLIC AND AGENCY INPUT STRATEGIES

In addition to providing user-friendly access to information and educational opportunities that expand stakeholder’s knowledge and a realistic understanding of needs, constraints, and opportunities of the project, the goal of the tasks summarized below was to solicit informed input. Multiple methods were made available for stakeholders to provide feedback to the Project Team and decision-makers at key stages of the EIS process. Large public meetings and smaller, intimate meetings were held to facilitate public, LGT, and AWG input. All input was documented and categorized in a computerized comment tracking system. In excess of 3,550 members of the public, stakeholders, local municipality and agency representatives participated in the North Metro Corridor EIS process. Figure 6-3 illustrates the quantity and location (origin) of public comments received by the Project Team, and with green symbols, where comments originated. Geocoding the comments helped the Project Team understand and associate project issues with the north and south sections of the corridor so these concerns could be strategically addressed.

FIGURE 6-3. GEOCODED COMMENT AND CONTACT DISTRIBUTION



Source: North Metro Corridor Project Team, 2008.

### 6.3.1 Public Open House Meetings

Seven rounds of corridor-wide public meetings were held leading up to the release of the DEIS. Public meetings were held at the northern (Thornton and Northglenn) and southern (Commerce City, Denver) areas of the North Metro corridor study area, at locations large enough to accommodate at least 200 persons and accessible for those with disabilities.

The public meetings provided a time-based point to solicit and consolidate comments to the Project Team, the LGT, and the AWG. The goal was to allow members of the public to learn about the project, have their questions answered in one-on-one and group formats, and to express concerns and ideas to FTA, RTD, the Project Team, and other members of the public. The intent of the process was to ensure the public felt heard and their questions were answered directly. To ensure relevant and timely input from the public, information was organized in a manner that focused on the particular milestone associated with the given round of public meetings. Approximately 1,042 members of the public attended the 14 public meetings.



North Metro Corridor

### **6.3.2 Neighborhood Liaison Program**

The Neighborhood Liaison Program was created to provide an additional resource for specific outreach efforts and to find members of the community interested in volunteering to assist in the PIP. The idea was to expand the program to include a broader base of the community than those identified as key stakeholders, thereby encouraging the greatest participation from those within the North Metro corridor study area. The information gathered during this process allowed team members to contact and make presentations to special interest groups and enhanced the contact database.

### **6.3.3 Neighborhood Meetings**

The Neighborhood Liaison Program and outreach was instrumental as a public input strategy in assisting the Public Involvement Team with gathering information about regularly scheduled meetings of civic and interest groups and homeowners associations and public events to provide opportunities for contact with the public. Public outreach, information dissemination, and solicitation of input were greatly enhanced by the premise of “go to them rather than expecting them to come to us.”

### **6.3.4 Community/Issue Forums**

Issue forums generated ideas and recommendations related to specific public concerns. The forums included both technically proficient staff and interested members of the public and were held as issues arose. Participants provided differing perspectives and expertise to tackle specific issues, opportunities, and potential solutions. These forums focused on vehicle technology, noise and vibration impacts, TOD opportunities, compatibility with local planning, and opportunities to mitigate adverse effects on low-income or minority communities. The issue forums enabled the Project Team to respond in a timely fashion to pressing issues. Fifty-four members of the community participated in the Technology Issues Forum.

### **6.3.5 Station Planning Committees**

Station Planning Committees (SPCs) provided a public forum for stakeholders to contribute to the planning of rapid transit stations in their communities. Each SPC was supported by professionals from the Project Team covering transportation; community and urban planning; and design, architecture, land use/development economics, and site/civil engineering.

During these meetings, the public reviewed candidate station target areas, station site opportunities, and actual station site plans including platforms, bicycle/pedestrian access, bus access, auto access, and parking. Special challenges included assessment of development potential for each station in the form of TOD and the planning and design of each station to serve both the RTD rapid transit function and the development potential where appropriate.

Initially, four distinct committees, one each for Denver and Commerce City and two in the northern Thornton/Northglenn area, were to be formed. However, due to the overwhelming enthusiasm of the public, the meetings evolved into quasi station-focused public meetings. Approximately 465 members of the community attended the nine station planning meetings.



### 6.3.6 Community Meetings and Public Events

Using a number of sources, the Public Involvement Team gathered information about community festivals, fairs, and public events held in different geographic areas. Attendance at the various venues provided excellent opportunities to spread the word about the EIS, encourage participation, and obtain input from an even larger number of citizens who may not have been involved in the EIS process. Several annual events such as Derby Daze, ThorntonFest, Globeville Festival, and HarvestFest were attended by Project Team representatives and reached a minimum of 1,000 members of the public.

### 6.3.7 Key Stakeholder Interviews

A “key stakeholder interview” is a face-to-face conversation with a recognized leader in the community or a small group assembled by such leaders. For the North Metro corridor, key stakeholder interviews were conducted with elected officials and their staffs, representatives of relevant organizations, or interest groups. The Project Team met with several dozen key stakeholders during the DEIS process either through key stakeholder interviews or meetings.

### 6.3.8 Key Stakeholders Meetings

Meetings were held with key stakeholders throughout the process to provide updates, study results, and review public input. Although separate from the interviews conducted during the formal scoping process, many of the meetings involved those who had been interviewed. See Section 6.5, Key Stakeholder Interviews – Scoping, for a summary of key issues from that process.

### 6.3.9 Local Governments Team Meetings

As outlined in the CCP, the LGT met regularly with RTD and FTA and held in-depth discussions regarding project issues and decisions. They also met jointly with the AWG at key milestones to provide focused input to RTD and FTA related to specific questions at each respective milestone. The LGT met prior to public meetings and reviewed and commented on what was to be presented to the public and further refined information gathered from previous meetings. These meetings provided the Project Team a vital sounding board and checks and balances for what was to be presented to the public, and whether they were clearly understanding and addressing the input they had received. Comments, suggestions, and input were vital to the

development of all project aspects and included as part of the public record for consideration throughout the process.

### 6.3.10 Agency Working Group Meetings

In accordance with the CCP, the AWG met at each decision milestone to provide group input to FTA and RTD, individual consultation with the Project Team, and written input and comments. The AWG meetings were held jointly with the LGT. The AWG meetings were held after public meetings which provided the Project Team insight into how to move forward and what information should be clarified and investigated prior to upcoming milestones. Comments, suggestions, and input were vital to the development of all project aspects and included as part of the public record for consideration throughout the process.

### 6.3.11 Regulatory Meetings

At various times throughout the EIS process, the Project Team consulted individually with specific agencies including local governments, the USACE, the SHPO, the APCD of the CDPHE, USEPA, and other consulting parties.

### 6.3.12 Summary of Meetings

Table 6-2 provides a complete overview of all meetings held and with whom, what the meeting covered as well as the number of attendees.

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
<b>Agency and Public Scoping</b>				
9 September 2006	Special Event	HarvestFest	Advertise public scoping meeting.	150
12 September 2006	Partnering Workshop	Project Team – RTD-FasTracks	Partnering.	75
26 September 2006	LGT No. 1	Conter Community Center – 6505 East 60 <sup>th</sup> Avenue, Commerce City, Colorado	Project kickoff, and Purpose and Need.	42
27 September 2006	Public Meeting No. 1	Bruce Randolph Middle School	Public scoping, review of Purpose and Need, range of alternatives, screening methodology, and NEPA public participation process.	38
28 September 2006	Public Meeting No. 1	Thornton City Hall	Public scoping, review of Purpose and Need, range of alternatives, screening methodology, and NEPA public participation process.	119

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
3 October 2006	AWG and LGT No. 1	RTD FasTracks Office, First Floor Conference Room	Overview of project; summary of input from public scoping meetings; and review and obtain input on project Purpose and Need, project goals, and initial range of alternatives.	35
<b>Review of Conceptual Alternatives Screening</b>				
13 October 2006	Alternatives Development Group Workshop No. 1	URS Conference Room	Identify and develop initial alternatives for the North Metro Corridor EIS and apply Level 1 screening criteria to initial alternatives.	14
18 October 2006	LGT	Conference Call	Inform LGT Technical Group of status of alternatives analysis, proposed near-term project calendar of events, and obtain LGT comments on alternatives to and other project issues.	15
27 October 2006	Neighborhood/HOA Meeting	Hunter's Glen HOA	HOA annual meeting.	20
1 November 2006	Agency Coordination	USACE	USACE Agency Coordination Meeting No. 1.	5
7 November 2006	Agency Coordination	UDFCD Agency Coordination Meeting No. 1	Inform UDFCD of overall project status, review alternatives considered and Level 1 and Level 2 evaluation/screening, and identify candidate subjects of interest and concern from UDFCD.	5
8 November 2006	NATE	NATE Working Group	NATE Working Group (included representatives of local jurisdictions).	10
9 November 2006	Agency Coordination	Adams County Public Hearing	FasTracks, TOD, and station planning.	40
10 November 2006	Alternatives Development Group Workshop No. 2	URS Conference Room	Identify alternatives for the North Metro Corridor EIS and apply Level 2 screening criteria to initial alternatives.	12
14 November 2006	Agency Coordination	APCD	APCD Agency Coordination Meeting No. 1.	9
15 November 2006	Technical Working Group No. 4	Conference Call	Review Build Alternatives, Level 2 definition and analysis, and preliminary results of Level 2 comparative evaluation.	10
15 November 2006	Agency Coordination	Section 106 Consulting Parties	Section 106 Consulting Parties Workshop No. 1.	13

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
15 November 2006	NATE	NATE Working Group	NATE Working Group (included representatives of local jurisdictions).	10
15 November 2006	Key Stakeholder Meeting	Adams County, Mapleton Public Schools, Adams County School District 14, Adams 12 School District, and Adams County Economic Development	Discuss Adam County issues related to the North Metro corridor.	14
20 November 2006	Alternatives Development Group Workshop No. 2	URS Conference Room	Alternatives Definition and Evaluation Workshop No. 2.	18
27 November 2006	NATE	E-470 Tolling Authority	E-470 Tolling Authority to discuss NATE Study.	8
28 November 2006	LGT No. 2	City of Northglenn, Maintenance and Operations Building	Review initial alternatives considered and Level 1 and Level 2 evaluation/ screening.	23
29 November 2006	Public Meeting No. 2	Adams City High School	Presentation of scoping summary, review of additional alignment alternatives and transit alternatives, and initial alternative evaluation results.	32
30 November 2006	Public Meeting No. 2	Rocky Top Middle School	Presentation of scoping summary, review of additional alignment alternatives and transit alternatives, and initial alternative evaluation results.	133
5 December 2006	Agency Coordination	USACE and USEPA	Overview of North Metro Corridor EIS process, and initiate coordination among RTD, USACE, and USEPA.	8
5 December 2006	NATE	City and County of Denver	Meeting to discuss NATE and possible future light-rail transit alignment.	7
6 December 2006	NATE	NATE Working Group	NATE Working Group No. 3.	25
12 December 2006	AWG and LGT No. 2	RTD Blake Street, Denver, Colorado	Conceptual alternatives - Level 1 and Level 2 screening analysis.	36

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
14 December 2006	Agency Coordination	CDOT	Inform CDOT of overall project status, review alternatives considered and Level 1 and Level 2 evaluation/screening, and identify candidate subjects of interest and concern from CDOT.	4
18 December 2006	Council Briefing	Commerce City	Present project update to City Council.	58
2 January 2007	Council Briefing	City of Brighton	Present project and NATE update to City Council.	22
17 January 2007	Agency Coordination	Westminster Technical Advisory Committee	Project update and TOD.	6
19 January 2007	Key Stakeholder Meeting	Denver Hispanic Chamber of Commerce	Project update and TOD.	10
25 January 2007	Council Briefing	Northglenn City Council	Project update.	45
9 February 2007	LGT No. 3	City of Thornton Infrastructure Department – Community Room	Confirm recommendations from Level 2 to Level 3, review process for Level 3 analysis and into DEIS, and obtain initial LGT ideas for refinement of Level 3 alternatives.	47
13 February 2007	Key Stakeholder Meeting	TMO US 36 Office for Community Outreach	Represent North Metro corridor at TMO US 36 meeting.	25
13 February 2007	Agency Coordination	Northglenn Ward 1	Introduction of North Metro Corridor EIS and project update.	30
15 February 2007	Agency Coordination	City and County of Denver	Meeting with City and County of Denver representatives to discuss stations.	7
22 February 2007	Agency Coordination	Thornton Ward IV	Project update.	65
27 February 2007	Council Briefing	Thornton City Council	Project update.	45
27 February 2007	Station Planning Meeting No. 1/ Issue Forum No. 1	Commerce City Recreation Center	Station locations and issues.	33
28 February 2007	Agency Coordination	APCD	Discuss methodology for analysis of vehicle technology.	6

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
1 March 2007	Key Stakeholder Meeting	Metro North Chamber of Commerce – Business and Government Affairs Group	Project update.	15
7 March 2007	Station Planning Meeting No. 1/ Issue Forum No. 1	Margaret E. Carpenter Recreation Center	Station locations and issues.	118
<b>Review of Alternatives for Detailed Evaluation</b>				
13 March 2007	LGT No. 4	Commerce City Recreation Center	Level 3 alternatives; Level 3 criteria and vehicle technology; and project updates.	30
13 March 2007	Key Stakeholder Meeting	Northglenn/Thornton Rotary	Project update.	30
16 March 2007	Key Stakeholder Meeting	Denver Chamber of Commerce – Transportation Committee	Project update.	50
20 March 2007	Public Meeting No. 3	Adams City High School	Level 3 evaluation results of rail alignments, review of technology, and discussion of proposed station locations.	41
21 March 2007	Public Meeting No. 3	Northglenn Recreation Center	Level 3 evaluation results of rail alignments, review of technology, and discussion of proposed station locations.	95
22 March 2007	Key Stakeholder Meeting	Elyria/Swansea/ Globeville Business Association	Corridor update and focus on Denver area.	27
27 March 2007	AWG/LGT No. 3	RTD – FasTracks Building, Denver, Colorado	Detailed screening and Level 3 screening analysis.	45
9 April 2007	Council Briefing	Commerce City – Update	Update on North Metro corridor alignment, station options, and NATE to new council members.	25
10 April 2007	Key Stakeholder Meeting	Metro North Chamber of Commerce – Ambassadors	Present North Metro corridor at Ambassadors meeting.	12
16 April 2007	Agency Coordination Meeting	City and County of Denver – FasTracks Committee	Present project update.	15
17 April 2007	Key Stakeholder Meeting	Eaton Metals & Colorado Serum	Objectives and general project update.	6
19 April 2007	Key Stakeholder Meeting	Facility Tour at Suncor on Brighton Boulevard	Tour of Suncor.	4

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
24 April 2007	Station Planning Meeting No. 2	Swansea Recreation Center	Focus on potential station locations in the Southern Section.	30
24 April 2007	Agency Coordination	City of Thornton	Project update.	4
24 April 2007	Agency Coordination	USEPA	Water quality.	8
26 April 2007	Station Planning Meeting No. 2	Northglenn Senior Center	Focus on potential station locations in the Northern Section.	62
8 May 2007	Neighborhood/HOA Meeting	Globeville Neighborhood Association	Project update.	10
8 May 2007	Agency Coordination	Section 106 Consulting Parties	Section 106 Consulting Parties Meeting No. 2.	8
9 May 2007	Key Stakeholder Meeting	Metro North Chamber of Commerce	Project update.	20
10 May 2007	Key Stakeholder Meeting	Adams 12 School District	Eastlake Station at 124 <sup>th</sup> Avenue.	8
14 May 2007	Agency Coordination	City and County of Denver	Identify potential Section 4(f)/6(f) properties.	4
14 May 2007	Agency Coordination	Northglenn Ward II	Project update.	30
14 May 2007	Agency Coordination	City of Northglenn	Identify potential Section 4(f)/6(f) properties.	3
14, 15, and 16 May 2007	Agency Coordination	City of Thornton, Eastlake TOD	TOD with RTD – Bill Sirois.	30
15 May 2007	Key Stakeholder Meeting	Metro Denver North Rotary	Project update.	20
15 May 2007	City Council Planning Session	City of Thornton	Project update.	25
15 May 2007	Key Stakeholder Meeting	Farmers Reservoir and Irrigation Company	Alignment and canal.	5
17 May 2007	Agency Coordination	USACE	Wetlands LEDPA.	6
19 May 2007	Special Event	ThorntonFest	Community outreach, and announce upcoming station planning meeting.	200
21 May 2007	Agency Coordination	City and County of Denver	40 <sup>th</sup> Street/40 <sup>th</sup> Avenue Station options.	30
21 May 2007	Agency Coordination	City of Thornton	Identify potential Section 4(f)/6(f) properties.	4
21 May 2007	Agency Coordination	Commerce City	Identify potential Section 4(f)/6(f) properties.	5
21 May 2007	Agency Coordination	Adams County	Identify potential Section 4(f)/6(f) properties.	4

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
23 May 2007	Key Stakeholder Meeting	Metro Wastewater	Alignment.	2
30 May 2007	Station Planning Meeting No. 3	Commerce City Recreation Center	Station locations.	43
31 May 2007	Station Planning Meeting No. 3	Skyview High School	Station locations.	118
9 June 2007	Special Event	Derby Daze (Commerce City)	Community and Hispanic/Latino outreach, informed public of project and upcoming technology issues forum announcement.	150
13 June 2007	Issues Forum No. 2	Skyview High School	Commuter rail vehicle characteristics; overview of vehicle cost analysis and vehicle effects (noise, vibration, pedestrian/school safety, security, traffic impacts, air quality, etc.).	54
20 June 2007	Key Stakeholder Meeting	Asian and American Indian Chamber of Commerce	Present current project status.	25
28 June 2007	Technical Working Group No. 5	Conference Call	Inform LGT Technical Group of status of alternatives analysis and proposed near-term project calendar of events, and obtain comments to above and other project issues.	24
<b>Review and Evaluation of Proposed Build Alternative</b>				
3 July 2007	Key Stakeholder Meeting	Denver Water	Alignment.	3
25 July 2007	Agency Coordination	Adams County Dinner	Cal Marsella presentation.	25
27 July 2007	LGT No. 5	Adams County Administration Building	Project status, activities since last LGT, public response, build alternatives, Operations Plan, initial alignment and station site option recommendations, vehicle technology, and upcoming public meetings.	28
31 July 2007	Public Meeting No. 4	Adams City High School	Rail service plan and recommended alignment, station locations, and vehicle technology.	55
1 August 2007	Public Meeting No. 4	Margaret Carpenter Recreation Center	Rail service plan, recommended alignment, station locations, and vehicle technology.	148
2 August 2007	Key Stakeholder Meeting	Republic Paperboard Company	Alignment.	2

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
8 August 2007	AWG/LGT No. 4	RTD Blake Street, Denver, Colorado	Preferred alignment to retain in EIS.	36
22 August 2007	Key Stakeholder Meeting	National Western Stock Show	Present current project status.	15
28 August 2007	Agency Coordination	APCD	Air quality differences between DMU and EMU.	1
<b>Review and Evaluation of Proposed Preferred Vehicle Technology</b>				
25 September 2007	LGT No. 6	City of Northglenn, Maintenance and Operations Building	Project update, public and agency activities, upcoming calendar, alignment update, station sites, operations review, vehicle technology, and Build Alternative.	32
26 September 2007	Neighborhood Meeting	Elyria Neighborhood Association	Project update.	20
26 September 2007	Public Meeting No. 5	Rocky Top Middle School	Comparative evaluation of rail vehicles, recommended rail vehicle technology, and rationale.	89
27 September 2007	Public Meeting No. 5	Bruce Randolph Middle School	Comparative evaluation of rail vehicles, recommended rail vehicle technology, and rationale.	45
28 September 2007	AWG/LGT No. 5	RTD FasTracks Building, Denver, Colorado	Vehicle technology.	27
11 October 2007	Agency Coordination	USEPA	Update on alternatives and discussion of air quality and water quality issues.	6
15 October 2007	Agency Coordination	SHPO	Review definition of APE and scope of work.	6
17 October 2007	Key Stakeholder Meeting	Metro North Chamber of Commerce	Project update.	20
22 October 2007	City Council Briefing	Commerce City	Cal Marsella presentation.	30
25 October 2007	Key Stakeholder Meeting	104 <sup>th</sup> Avenue Station Developers Meeting	Objective: share information and promote cooperation regarding station development among the city, RTD, and private developers (a TOD planning effort).	9
29 October 2007	Agency Coordination	Section 106 Consulting Parties	Section 106 Consulting Parties Meeting No. 3.	4
30 October 2007	Key Stakeholder Meeting	Adams City High School	High school redevelopment.	30
1 November 2007	Key Stakeholder Meeting	Commerce City Business and Professional Association	Alignment and stations.	30

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
3 November 2007	Neighborhood Meeting	Elyria/Swansea Neighborhood Plan Workshop at Swansea Recreation Center	Workshop for community outreach.	17
5 November 2007	Neighborhood Meeting	104 <sup>th</sup> Avenue Station Developers Meeting	Further discuss TOD around 104 <sup>th</sup> Avenue Station.	9
8 November 2007	Agency Coordination	NATE/Adams Crossing Meeting	NATE update.	20
10 November 2007	Key Stakeholder Meeting	Adams 14 School District	Adams City High School plans.	20
12 November 2007	Agency Coordination	Sand Creek Regional Greenway Partnership and The Greenway Foundation Meeting	Provide information on the North Metro corridor and discuss the preliminary alternatives as they relate to the Sand Creek Greenway and the South Platte River Trail.	5
15 November 2007	Key Stakeholder Meeting	Property Owner	Station Options in Commerce City.	3
16 November 2007	Key Stakeholder Meeting	Archdiocese of Denver Real Estate Advisory Committee	Objective: share information and promote cooperation regarding station development among the city, RTD, and Archdiocese.	7
3 December 2007	Key Stakeholder Meeting	104 <sup>th</sup> Avenue Station Developers Meeting	Further discuss TOD around 104 <sup>th</sup> Avenue Station.	16
18 December 2007	Agency Coordination	Greenway Partnership and Greenway Foundation Meeting	Community outreach. Information gathering regarding Greenway's plans and its implications for the North Metro Corridor Project.	45
8 January 2008	Agency Coordination	Adams County	Discuss alternatives as they relate to parks and recreational resources.	7
10 January 2008	Agency Coordination	City and County of Denver	Discuss alternatives as they relate to parks and recreational resources.	8
14 January 2008	Agency Coordination	City of Northglenn	Discuss alternatives as they relate to parks and recreational resources.	7
14 January 2008	Agency Coordination	Adams County	Discuss alternatives as they relate to parks and recreational resources.	7
14 January 2008	Agency Coordination	City of Thornton	Discuss alternatives as they relate to parks and recreational resources.	11
14 January 2008	Neighborhood Meeting	Cherrywood Park III HOA (Thornton)	Project update.	30

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
17 January 2008	City Council Briefing	Northglenn City Council Study Session	Cal Marsella presentation.	40
22 January 2008	Agency Coordination	City and County of Denver Parks and Recreation	Swansea Park Master Plan and North Metro corridor.	15
23 January 2008	Agency Coordination	City of Thornton	104 <sup>th</sup> Avenue Station follow-up.	6
30 January 2008	Key Stakeholder Meeting	Adams 14 Schools at Adams City High School	TOD in Commerce City.	5
5 February 2008	Agency Coordination	City of Northglenn	112 <sup>th</sup> Avenue Station options.	6
8 February 2008	Special Event	Thornton Business Exposition	Project update.	60
11 February 2008	Agency Coordination	City of Northglenn	Project update.	3
20 February 2008	Key Stakeholder Meeting	Adams 14 Schools at Adams City High School	TOD in Commerce City.	30
12 March 2008	LGT No. 7	City of Thornton EOC Room	General update, detailed alternatives, overview of preliminary environmental findings, UP Railroad Company, Level 4 analysis and screening, upcoming public meetings, and next steps.	24
19 March 2008	Public Meeting No. 6	Adams 12 Five Star Schools Conference Center	FasTracks update, overview of UP Railroad Company negotiations, review detailed alternatives analysis, and review environmental findings.	132
20 March 2008	Public Meeting No. 6	Bruce Randolph Middle School	FasTracks update, overview of UP Railroad Company negotiations with RTD, review detailed alternatives analysis, and review environmental findings.	41
1 April 2008	AWG/LGT No. 6	RTD Blake Street, Denver, Colorado	Review general program, project status, and UP Railroad ROW situation; provide summary of input from public meetings; present key findings (resource investigations), and discuss Level 4 evaluation.	26
15 April 2008	Agency Coordination	City of Thornton	Corridor TOD.	90

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
26 April 2008	Key Stakeholder Meeting	Adams County 12 Conference Center	Representative Solano Transportation Town Hall Forum.	20
29 April 2008	Station Planning Meeting No. 4	Swansea Recreation Center	Review previous alignment and station concepts along the BNSF Railway corridor and provide input on new concepts.	30
10 May 2008	Station Planning Meeting No. 4	Public Open House – Derby Resource Center	Review the station plans at 68 <sup>th</sup> Avenue and 72 <sup>nd</sup> Avenue South and the remaining alignments in Commerce City and provide comments.	11
10 May 2008	Neighborhood Meeting	Elyria/Tom Anthony Group	Project update.	10
13 May 2008	Key Stakeholder Meeting	Globeville/Elyria/Swansea Business Association Board Meeting	Project update.	10
14 May 2008	Station Planning Meeting No. 4	National Western Stock Show	Review refinements of 29 April 2008 concepts, their evaluation, and initial recommendations for review in the EIS and provide comments.	31
15 May 2008	Key Stakeholder Meeting	Globeville/Elyria/Swansea Business Association	Project update.	20
16 May 2008	Agency Coordination	City and County of Denver River North Greenway	Project update.	8
17 May 2008	Special Event	ThorntonFest	Community outreach and project information distribution.	150
2 June 2008	Key Stakeholder Meeting	Archdiocese of Denver	144 <sup>th</sup> Avenue East Station option.	10
9 June 2008	Council Briefing	Commerce City	Project update.	20
9 June 2008	Agency Coordination	Northglenn Ward Meeting	Project update.	20
14 June 2008	Special Event	Derby Daze (Commerce City)	Project update.	60
17 June 2008	Agency Coordination	City of Thornton	Eastlake TOD walkabout.	10
19 June 2008	Key Stakeholder Meeting	Marty Flaum	Development review of State Highway 7 Station.	2
23 June 2008	Agency Coordination	City and County of Denver	BNSF Railway stations and Brighton Boulevard.	3
25 June 2008	Key Stakeholder Meeting	National Western Stock Show	Station options and alignment.	6

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
8 July 2008	Agency Coordination	Greenway Partnership and Greenway Foundation Meeting	Community outreach and information gathering regarding Greenway's plans and its implications for the North Metro Corridor Project.	65
8 July 2008	Agency Coordination	City of Thornton	Eastlake TOD.	90
16 July 2008	Agency Coordination	SHPO	North of 84 <sup>th</sup> Avenue Station area of potential effect.	6
16, 17, and 18 July 2008	Agency Coordination	FasTracks	FasTracks TOD workshop with Bill Sirois.	40
17 July 2008	Key Stakeholder Meeting	Globeville Business Association	Project update.	20
19 July 2008	Special Event	Globeville Festival	Community outreach and project information distribution.	100
11 August 2008	Agency Coordination	Federal Railroad Administration, UP Railroad, Public Utilities Commission, City of Thornton, Northglenn, Denver, Commerce City, CDOT, and RTD	Quiet Zone safety requirements field tour regarding grade-crossings.	15
15 August 2008	Agency Coordination	City of Thornton	Potential impacts and potential mitigation for parks and recreational resources.	8
19 August 2008	Agency Coordination	City and County of Denver, Restaurant Muneca	River North/Greenway.	40
6 September 2008	Special Event	HarvestFest	Community outreach and project information distribution.	150
18 September 2008	LGT No. 8	City of Northglenn Maintenance and Operations Training Room	FasTracks Program annual update, North Metro corridor principal efforts since last LGT, revised alternatives, preliminary environmental findings, upcoming public meetings, and next steps.	25
18 September 2008	Council Briefing	Northglenn City Council	Project update.	40
24 September 2008	Agency Coordination	City of Thornton EOC Room	Special update to local governments regarding 23 September 2008 RTD board meeting. A meeting like this was also held on 21 October 2008 at RTD Blake Street regarding update of FasTracks options.	21

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
24 September 2008	Public Meeting No. 7	Skyview High School	Update on FasTracks Program (overview of financials, refined Build Alternative, refinements to station options, and results of additional DMU/EMU technology analysis).	49
25 September 2008	Public Meeting No. 7	Adams City High School	Update on FasTracks Program (overview of financials, refined Build Alternative, refinements to station options and results of additional DMU/EMU technology analysis).	25
29 September 2008	Agency Coordination	Commerce City	Potential impacts and potential mitigation for parks and recreational resources.	8
2 October 2008	Agency Coordination	Adams County	Potential impacts and potential mitigation for parks and recreational resources.	8
7 October 2008	Agency Coordination	City and County of Denver	Potential impacts and potential mitigation for parks and recreational resources.	8
9 October 2008	AWG/LGT No. 7	RTD Blake Street, Denver, Colorado	Present updated information on FasTracks Program and obtain additional input, provide status of North Metro Corridor Project alternatives, provide additional key findings of resource investigations, and provide a summary of input from recent public meetings.	22
21 October 2008	Agency Coordination	RTD Blake Street, Denver, Colorado	Special update to multiple local government corridors regarding update on FasTracks options.	20
22 October 2008	Agency Coordination	Adams County Council of Governments	Cal Marsella presentation.	30
12 November 2008	Agency Coordination	APCD	Update on alternatives and confirmation of air quality analysis methodology and preliminary results.	5
19 November 2008	Agency Coordination	Westminster Transportation Commission	Project update.	8
12 December 2008	Agency Coordination	SHPO	Preparation for the Section 106 Consulting Parties Meeting No. 4.	2
16 December 2008	Agency Coordination	Adams 12 School District	Discuss parks and recreation potential impacts.	15

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
17 December 2008	Agency Coordination	Section 106 Consulting Parties	Section 106 Consulting Parties Meeting No. 4.	16
15 January 2009	Agency Coordination	City of Thornton, DRCOG, and RTD	Discuss DRCOG/RTD Travel Model methodology and application for North Metro corridor alternatives analysis.	6
25 February 2009	AWG/LGT No. 8	RTD Blake Street Denver, Colorado	Present status of FasTracks Program, final DEIS alternatives, and environmental resource analysis results. The agencies were told that the CRMF was moved from the North Metro corridor over to the Gold Line and Northwest Rail corridors, and the North Metro Project Team will evaluate the 1.5 mile space in the North Metro corridor vacated by the CRMF.	36
13 March 2009	Agency Coordination	City and County of Denver	Metropolitan Denver development impacts.	8
21 April 2009	Key Stakeholder	Denver Water	Discuss alternative alignments with stakeholder.	6
29 April 2009	Agency Coordination	Section 106 Consulting Parties	Section 106 Consulting Parties Meeting No. 5.	16
5 May 2009	Key Stakeholder	Denver Water	Alignment impacts to Cat-Miller Reservoir.	13
8 May 2009	Agency Coordination	Public Utilities Commission	At-grade crossings, grade separations, and horizontal and vertical clearances.	6
11 May 2009	Key Stakeholder	Farmer's Reservoir and Irrigation Company	Alignment impacts to O'Brian Canal.	5
13 May 2009	Key Stakeholder	Metro Wastewater	Alignment impacts to Metro Wastewater facilities.	5
19 May 2009	Key Stakeholder	Metro Wastewater	Potential mitigation for impacts to Metro Wastewater facilities.	4
27 May 2009	Agency Coordination	City and County of Denver	Corridor overview/Denver station location.	6
9 June 2009	Key Stakeholder	Metro Wastewater	ROW options relative to potential alignment.	5
13 June 2009	Special Event	Derby Daze (Commerce City)	Community and Hispanic/Latino outreach; inform public of project.	30
18 June 2009	Key Stakeholder	Suncor	Overview of potential alignments.	11
18 June 2009	Agency Coordination	Commerce City	Overview of potential alignments.	8

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
9 July 2009	Key Stakeholder	Suncor	Coordination regarding the proposed pipeline versus the RTD alignment.	9
22 July 2009	LGT	Conference Call	Inform LGT of new Southern Section A-3 alignment and DEIS schedule and management changes.	20
22 July 2009	Key Stakeholder	Suncor	Potential mitigation for impacts to Suncor.	11
31 July 2009	Agency Coordination	CDOT	The A-3 alignment along Brighton Boulevard – held on-site.	9
6 August 2009	Key Stakeholder	Disher Truck Company	ROW impacts to property owner.	5
12 August 2009	Public Meeting	Commerce City Recreation Center	Joint meeting with Commerce City. The city presented an economic analysis of the two Commerce City Station options. The North Metro Corridor project team introduced the A-3 alignment, and the schedule for public review of the DEIS.	46
24 August 2009	Agency Coordination	Thornton	Station impacts.	3
25 August 2009	Key Stakeholder	Suncor	Coordination regarding the proposed pipeline versus the RTD alignment.	9
27 August 2009	AWG/LGT No. 9	RTD Blake Street Denver, Colorado	Inform LGT of new Southern Section A-3 alignment and DEIS schedule and management changes. Present status of FasTracks Program, final DEIS alternatives, and environmental resource analysis results, including the space in the North Metro corridor vacated by the proposed CRMF location.	34
4 September 2009	Agency Coordination	CDOT, City and County of Denver, and Commerce City	Typical roadway section along Brighton Boulevard.	13
10 September 2009	Agency Coordination	CDOT, City and County of Denver, and Commerce City	Typical roadway section along Brighton Boulevard.	14
11 September 2009	Key Stakeholder	Terry Erwin, Developer, Thornton	Station and development at 162 <sup>nd</sup> Avenue.	6
14 September 2009	Agency Coordination	Section 106 Consulting Parties	Section 106 Consulting Parties Meeting No. 6	20

TABLE 6-2. MEETING INFORMATION

Date	Meeting Type	Organization Location	Content	Number of Attendees
15 September 2009	Key Stakeholder	Farmer's Reservoir and Irrigation Company	Impacts to O'Brien Canal due to the proposed alignment.	5
17 September 2009	Agency Coordination	City and County of Denver	Denver station location.	10
18 September 2009	Key Stakeholder	Metro Wastewater	Status on alignment impacts to Metro Wastewater.	3
18 September 2009	Key Stakeholder	Suncor	Coordination regarding the proposed pipeline versus the RTD alignment.	6
24 September 2009	Key Stakeholder	Denver Water	Alignment impacts to Denver Water property.	7
15 October 2009	AWG/LGT No. 10	RTD Blake Street Denver, Colorado	Inform AWG/LGT of how to review the DEIS, scheduled for release in November 2009. Provide preview of some of the findings and RTD recommendations.	35
<b>Total Contacts to Date</b>				<b>5,812</b>

Source: North Metro Corridor Project Team, 2008.

## Notes:

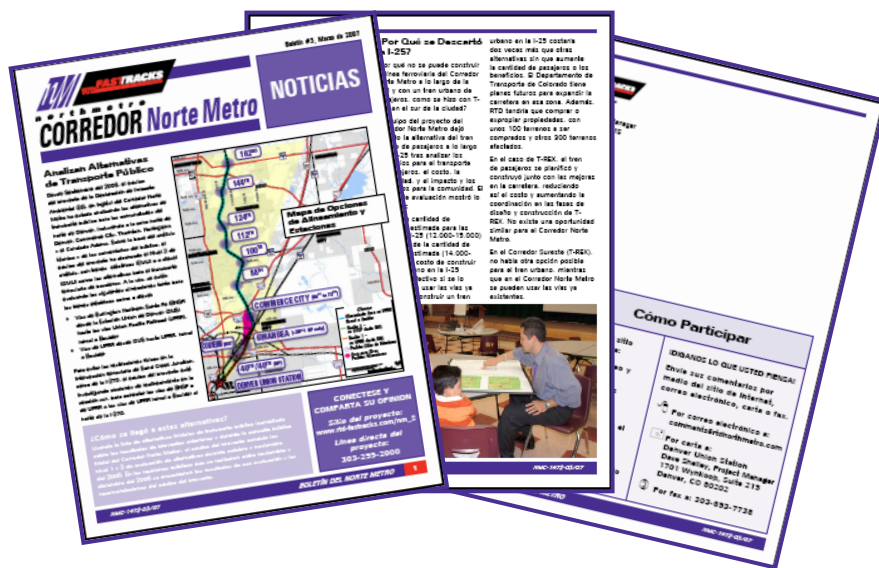
APCD	=	Air Pollution Control Division
APE	=	Area of Potential Effects
AWG	=	Agency Working Group
CDOT	=	Colorado Department of Transportation
CRMF	=	Commuter Rail Maintenance Facility
DEIS	=	Draft Environmental Impact Statement
DMU	=	diesel multiple unit
DRCOG	=	Denver Regional Council of Governments
EIS	=	Environmental Impact Statement
EMU	=	electric multiple unit
EOC	=	Name for Thornton Civic Center meeting room (acronym is unknown)
HOA	=	homeowners association
LEDPA	=	Least Environmentally Damaging, Practicable Alternative
LGT	=	Local Governments Team
NATE	=	Northeast Area Transit Evaluation
NEPA	=	National Environmental Policy Act of 1969
No.	=	number
ROW	=	right-of-way
RTD	=	Regional Transportation District
SHPO	=	State Historic Preservation Officer
Suncor	=	Suncor Energy (U.S.A.) Inc.
TMO	=	Transportation Management Organization
TOD	=	transit oriented development
UDFCD	=	Urban Drainage and Flood Control District
UP	=	Union Pacific
URS	=	URS Corporation
US 36	=	United States Highway 36
USACE	=	United States Army Corps of Engineers
USEPA	=	United States Environmental Protection Agency

## 6.4 STRATEGIES FOR ENVIRONMENTAL JUSTICE

Public involvement outreach is key to addressing environmental justice issues and concerns. Environmental justice refers to social equity in sharing the benefits and burdens of a project or program. Environmental justice law has been created from concerns that undesirable land uses and facilities were being placed in minority and low-income communities without regard for or consideration of the communities' preferences. Title VI of the Civil Rights Act of 1964 requires federal agencies to ensure nondiscrimination on the basis of race, color, national origin, age, sex, disability or religion. EO 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" requires each federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

Public outreach provides the best source of information about people's perceptions of impacts and benefits and can help the Project Team develop a picture of the community that would be affected by the transportation project. There is a responsibility to ensure that populations comprised of low-income and minority communities have a say in decisions that affect them.

For many reasons, people from these communities have not historically participated in traditional public involvement activities. Early in the development of the PIP, the Project Team recognized the value of establishing effective communication with the numerous minority communities in the north Denver metropolitan area, particularly the Hispanic/Latino community.



US Census data further support the necessity of reaching out to the minority communities. According to DRCOG 2005 census data, at least 75% of residents and 90% of public school students in the Denver neighborhoods of Globeville/Elyria/Swansea, located in the Southern Section of the corridor, are minority. Per DRCOG 2005, nearly 28% are minority in the Northern Section of the corridor. The Hispanic/Latino population is very diverse, including people from 21 different countries, although most of the Hispanic/Latinos in the North Metro corridor study area are Mexican-Americans or recent Mexican immigrants.

The Project Team implemented a creative PIP involving activities used successfully to disseminate information and gather input throughout these same communities over the past decade. The activities were designed and conducted in a manner to make the project relevant, so these communities were comfortable with participating.

In order to achieve the goal of disseminating timely, useful, and accurate information to Hispanics/Latinos and other minorities within the same timeframe as provided to the general population, the Public Involvement Team:

- Contacted the formal and/or informal leaders and stakeholders in the identified communities to solicit insights and assistance in developing an effective environmental justice outreach plan.
- With formal and informal leaders serving as hosts, held meetings with individuals and groups in the community.
- Translated information (project documents, Scoping Booklets, newsletters, and the project website) and disseminated it for ease of accessibility throughout non-English-speaking areas of the communities.
- Provided professional translation at corridor-wide public meetings.
- Used a small-group meeting approach in familiar settings, with convenient timeframes.
- Kept within the approach of “going to them,” rather than expecting this population to come to traditionally held large public meetings, by establishing satellite project offices. The offices were located at the Thornton Community Center and the Cross Community Coalition, and staffed during posted office hours with a bilingual representative. After scoping, both offices remained central as dissemination centers for meeting notices, flyers, and contact information. The Cross Community Coalition office located in the heart of the Environmental Justice Community as identified in the PIP, maintained office hours throughout various project milestones.



Public Involvement Team members assisting with Hispanic/Latino outreach were bilingual professionals. In addition, two of the Project Team members participated in live Spanish radio call-in talk shows which discussed the project, addressed concerns, and answered questions. The Public Involvement Team also targeted Spanish media by reaching out to the almost 30 Hispanic/Latino publications in the Denver metropolitan area, as well as 10 radio stations and seven television stations whose publishers, editors, directors, or news directors hailed from at least 12 different countries.

## 6.5 KEY STAKEHOLDER INTERVIEWS – SCOPING

The purpose of conducting key stakeholder interviews was to gather ideas on how to effectively implement the public involvement process, encourage participation, identify issues of concern relevant to the North Metro Corridor EIS, and build relationships with members of the community. The information gathered from the interviews was used to produce an initial status report of public perception and issues surrounding the project.

The interviews explored how to enhance the effectiveness of the PIP and focused on other substantive issues of the study such as the range of alternatives, potential challenges, and issues to be addressed during the EIS (see Table 6-3).

TABLE 6-3. STAKEHOLDER INTERVIEWS — SCOPING

Date	Location	Relevant Organizations/ Agencies Represented	Number of Attendees
15 September 2006	CDOT	CDOT Representatives	6
19 September 2006	City of Brighton	City Manager and City Staff	5
8 November 2006	City of Brighton	City Council Members, City Manager, City Staff, Representatives of Carlson-Parkhill LLC, and RTD Board Member	8
15 November 2006	Adams County	Representatives of Adams County Staff, Adams County Economic Development, Adams County Schools District 14, Adams 12 Five Star Schools, and Mapleton Public Schools	9
27 November 2006	City and County of Denver, District 9	City Council Representative and Aide	2
5 December 2006	City and County of Broomfield	Staff Representative	1
14 December 2006	Globeville, Elyria, Swansea Business Association	Business Owners and Representatives	5
14 December 2006	Cross Community Coalition	Coalition Representatives	2
15 December 2006	City and County of Denver, District 8	City Council Representative and Aide	2
18 December 2006	Commerce City	Mayor and Mayor Pro Tem, Representatives of City Council, City Staff, Planning Commission, Tri-County Health, and Members of Public	13
<b>Total Contacts to Date</b>			<b>53</b>

Source: North Metro Corridor Project Team, 2008.

Notes:

CDOT = Colorado Department of Transportation

LLC = Limited Liability Company

RTD = Regional Transportation District

### 6.5.1 Input Resulting from Key Stakeholder Interviews

Ten interviews with 53 key stakeholders representing 25 relevant organizations/agencies were held during the scoping period. Key issues raised included public outreach and the EIS decision-making process, information and involvement requests, and community and safety issues.

Great interest was expressed to effectively communicate to the public how the EIS decision-making process worked as well as the types of decisions that needed to be made and how input will be used. Most importantly, the key stakeholders wanted to ensure that the public knew decisions had not been pre-determined. In addition, questions were raised as to how the public will be contacted, what specific ways the Hispanic community will be included, and what strategies will be employed to get accurate and timely information to the public.

Key stakeholders were also interested in how RTD/FasTracks planned to meet the transportation needs of existing and future development, ridership estimates for the North Metro corridor and others, and what influence schools and other public institutions will have on station locations and alignment alternatives.

Other topics of interest included air quality, pollution and noise concerns, safety, property values, ROW acquisition, connectivity of the system, coordination, and vehicle technology. Overall, the input received from key stakeholder interviews served as an accurate measure of the input received from the public.

## **6.6 PUBLIC MEETING NO. 1 – PUBLIC SCOPING MEETING**

Public Meeting No. 1 – Public Scoping Meeting, was held on 27 and 28 September 2006, at the Thornton City Council Chambers and Bruce Randolph Middle School, respectively. The purpose of the meeting was to clearly communicate the EIS decision-making process as well as NEPA and SAFETEA-LU requirements, and inform the public of the North Metro corridor's relationship to other related studies. The construction or not of these other projects influences the service and effectiveness of the North Metro corridor's proposed system. The meeting further provided an introduction to and history of the project; identified alternatives, system and vehicle technology, concerns, and environmental effects to be analyzed; explained the methodology for alternatives screening; and presented ways in which the public could become involved and the schedule of upcoming events and next steps. The agenda for Public Meeting No. 1 included:

- Project introduction
- Project history
- Purpose and Need
- Range of alternatives
- Issues/concerns and how they were to be addressed
- Methodology for alternatives screening
- Methods for public/agency participation
- Definition of the NEPA
- Description of the EIS process
- Schedule
- Next steps

### 6.6.1 Public Input Resulting from Public Scoping Meeting No. 1

More than 200 interested stakeholders and citizens attended Public Meeting No. 1, with approximately 175 of them submitting a total of 350 comments. Overall there was support for the BNSF Railway line in the southern reach, and for the UP Railroad line due to access to the Swansea neighborhood. Many still believed that the North Metro corridor should run within or parallel to I-25, and suggestions to review connectivity to other FasTracks corridors were made. There was general support for commuter rail technology and there were several suggestions to consider alternative energy sources, subway and or monorail technologies. Parking was considered a high priority. Support for TOD, locating at least one station to serve low-income neighborhoods, proper landscaping and bicycle facilities were also discussed.

In addition, many comments related to community impacts were made. Concerns raised included noise and vibration levels and the relationship to vehicle technology; the impact to homes and property values; ROW acquisition; air quality; wildlife; impacts to local traffic and the existing roadway system; safety concerns; and impacts to quality of life.

In response, the Project Team provided an overview of the studies that will be conducted during the process such as parking studies and analyses, and traffic and transit impact studies. The Project Team outlined the noise, vibration, and air quality studies, as well as assessment of impacts to wildlife and other environmental resources that will be considered. Ongoing outreach and communication with the various jurisdictions and communities to identify TOD opportunities and to address special concerns were also planned.

As a result of public input related to Public Meeting No. 1, three additional alignments were added for consideration:

- a new alignment parallel to I-25,
- a new alignment along Washington Street, and
- an alignment along the existing UP Railroad Greeley corridor.

Also as a result of the comments, questions, and issues raised during Public Meeting No. 1, a list of frequently asked questions and answers to them were compiled and updated as needed (see Figure 6-4). This information was provided to the public at all subsequent meetings and made available through the various resources mentioned in Section 6.2, Public Involvement Methods and Tools.

FIGURE 6-4. FREQUENTLY ASKED QUESTIONS

**What is the North Metro corridor?**

**Answer:** The North Metro corridor is a proposed 18-mile rail transit corridor between Denver Union Station and 162<sup>nd</sup> Avenue, passing through Denver, Commerce City, Thornton, Northglenn, and unincorporated Adams County. The North Metro Corridor Environmental Impact Statement (EIS), currently underway, will identify the best way to provide a high-quality, reliable, high-capacity fixed-guideway transit service for the North Metro corridor study area while improving travel times and enhancing access to jobs, recreation, and entertainment.

**What will the North Metro Corridor EIS accomplish?**

**Answer:** The North Metro Corridor EIS will identify the best way to provide high-quality, reliable rail transit service that improves travel time in the corridor while enhancing access to metropolitan-area jobs, entertainment, recreation, and shopping for existing and future residents. This EIS will select a Preferred Alternative, identify potential impacts, and recommend ways of lessening those impacts.

**What will the North Metro Corridor EIS study?**

**Answer:** The North Metro Corridor EIS will specifically study No Action Alternative and Rail Transit Alternative to develop recommended transit improvements that are best for the entire corridor. This study will build upon the recommendations from the North Metro Transportation Study, a major investment study completed in 2001, and the Three Corridor Scoping Study completed in 2005. The North Metro Transportation Study evaluated investments to address the transportation needs of the growing northeast area through the year 2020. A comprehensive, multi-modal package representing the Locally Preferred Alternative (LPA) was selected as the most favorable shared solution for the North Metro corridor study area. The LPA included Bus/High Occupancy Vehicle (HOV) lanes on Interstate 25 (I-25) and I-76/State Highway 224 (SH 224), general highway widening of I-25 and I-76, light rail transit/diesel multiple units along the BNSF/Union Pacific (UP) Boulder Branch, select roadway improvements, transportation management elements and right-of-way (ROW) corridor preservation for future fixed-guideway transit serving Commerce City, Brighton, and unincorporated Adams County. The Three Corridor Scoping Study expanded on the earlier study, evaluating other possible rail alignments and possible impacts.

**Which rail alignment will be selected and how will it be determined?**

**Answer:** The project is evaluating a number of rail alignments, including those suggested during the scoping process. The project will evaluate each proposed alignment through public input and technical analysis and will determine the most appropriate alignment for the North Metro corridor. The project will identify a preferred alignment in the Draft EIS (DEIS) document, scheduled to be released for public comment in early 2009.

**How will a preferred North Metro corridor commuter rail technology be identified?**

**Answer:** The North Metro Corridor EIS will evaluate the feasibility of both light rail and commuter rail transit and determine which is most feasible, cost effective, and appropriate for the North Metro corridor. The Regional Transportation District (RTD) is considering two different types of commuter rail technologies for the North Metro corridor: diesel multiple units (DMUs) and electric multiple units (EMUs). The North Metro Corridor EIS will identify a preferred rail technology as part of the EIS. Determining factors include: 1) ability to integrate into the FasTracks system, 2) capital and operating costs, 3) operations and maintenance requirements, 4) environmental impacts, and 5) public input. For more information regarding the different types of rail technologies please go to the project website at [www.rtdnorthmetro.com](http://www.rtdnorthmetro.com).

**How will the North Metro Corridor EIS identify specific rail station locations? What is the role of the proposed station locations outlined in the FasTracks campaign?**

**Answer:** No decisions have been made regarding specific station locations. The Project Team will work collaboratively with communities and property owners to ensure that stations serve the transportation needs and are community assets. The station planning process will integrate public perspectives through Station Planning Committees (SPCs).

Each SPC will be formed with corridor stakeholders to define the station locations and plans, develop a community-based look and feel for the stations, and identify transit oriented development (TOD) strategies. The *FasTracks Plan*, approved by the voters in 2004, identified a number of possible station locations. The North Metro Corridor EIS will build upon and incorporate previous work, including those stations identified in *FasTracks*, and will consider other station location ideas. Through the EIS, the most appropriate location for each station will be identified. Public input regarding stations will be solicited throughout the EIS.

**How will the project protect the safety of children and residents along the corridor?**

**Answer:** The North Metro Corridor EIS will evaluate safety concerns associated with implementing rail improvements, including the safety of children and residents along the corridor. Through public input and technical analysis, safety needs and concerns will be identified. Ways to address concerns will be identified and discussed with the public during the EIS process and made part of the project plans.

## FIGURE 6-4. FREQUENTLY ASKED QUESTIONS

### **How will the North Metro Corridor Project impact the value of homes that directly border the various alignments? Will you need to acquire property?**

**Answer:** Impacts to private property will be evaluated during the EIS process, including the project's effect on property values and whether property acquisition is required. If property acquisition is required, RTD must comply with the requirements of several state and federal statutes and regulations, the most important of which is the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). The Uniform Act was enacted to assure that people who are subject to property acquisition are treated fairly and equitably.

### **How will rail noise and vibration be addressed?**

**Answer:** The North Metro Corridor EIS will identify and evaluate noise and vibration impacts that may arise as a result of implementing rail improvements. If increased noise and vibration levels from the North Metro Corridor Project exceed established federal thresholds, the project will investigate methods to mitigate the impacts to the greatest extent possible. Throughout the EIS process, the Project Team will proactively work with concerned stakeholders to understand their issues and concerns related to noise and vibration.

### **What is environmental justice and how is it considered on this project?**

**Answer:** Environmental justice regulations were created out of concerns that undesirable land uses and facilities were being placed in minority and/or low-income communities without regard to the consequences of these actions. A number of regulations were developed to encourage better decision-making during the planning and implementation of major projects, such as the North Metro Corridor EIS. The U.S. Department of Transportation (USDOT) requires compliance with these regulations for transportation projects. The implementation of environmental justice principles should:

- Assist in making better transportation decisions with the needs of all people in mind.
- Assist in the design of facilities that fit within their host communities.
- Enhance the public involvement process and ensure full and fair participation by all communities potentially affected.
- Avoid or minimize high and adverse affects to human health and environmental impacts on minority and low-income populations.
- Prevent the denial or delay of significant benefits to the project.

The North Metro Corridor EIS is implementing a proactive outreach program to involve low-income and minority communities in the corridor and is guided by the environmental justice principles outlined above.

### **What is the schedule and when can the public participate?**

**Answer:** RTD will conduct extensive community outreach throughout the project. At each key decision-point of the project, public meetings will be held to ensure that the recommendations in the EIS are reflective of what is best for the North Metro corridor communities. The timing of this EIS decision-making process is as follows:

- Fall 2006 – Scoping identifies the scope of the study and alternatives to be evaluated (one set of public meetings).
- Late 2006/Mid 2008 – Conduct increasingly detailed evaluation of alternatives to identify those that best meet the needs of the corridor (two sets of public meetings).
- Summer-Fall 2008 – Select the recommended alternative to undergo a more detailed level of analysis through preliminary engineering (two sets of public meetings).
- Early 2009 – Publish the DEIS, a very detailed report summarizing the impacts of the recommended alternatives and the proposed methods to mitigate them, and gather public comment (one set of public hearings).
- Early 2009 – Respond to comments, then submit the FEIS to Federal Transit Administration (FTA).
- Mid 2009 – FTA issues a decision document on the North Metro Corridor EIS.

Source: North Metro Corridor Project Team, 2008.

## 6.6.2 Agency Input After Public Scoping Meeting No. 1

The results of Public Meeting No. 1 were presented to the AWG/LGT on 10 October 2006. The public concerns expressed at the meeting were summarized for the agency members and the issues of alignment, technology, and railroad negotiations dominated the discussion.

At AWG/LGT Meeting No. 1 on 10 October 2006, the agencies also discussed the project's Purpose and Need statements and the Level 1 and Level 2 evaluation process. With regard to the Purpose and Need, the local jurisdictions asked that the North Metro corridor provide regional connectivity, accessibility, and compatibility with other transportation programs. The local jurisdictions also asked that the North Metro Corridor Project recognize and support land development around stations in the form of TOD.

Regarding the BNSF/UP Boulder Branch Alignment, agencies said they would like the National Western Stock Show and the Elyria and Swansea neighborhoods linked. Others said they would like the UP Railroad Greeley Alignment to be evaluated. They also wanted the proposed project to show potential connections to CDOT's North I-25 Project.

Regarding the Level 1 and Level 2 screening criteria, agencies wanted the North Metro Project Team to review other plans and policies for consistency, and make clear the opportunities and limitations for LRT in freight corridors. The USACE suggested the North Metro Project Team make an early determination of whether the project would need a NWP or an individual permit.

## 6.7 PUBLIC MEETING NO. 2 – PUBLIC REVIEW OF CONCEPTUAL ALTERNATIVES SCREENING

Public Meeting No. 2 was held at two locations, Adams City High School and Rocky Top School, adjacent to the North Metro corridor study area, on 29 and 30 November 2006, respectively. The purpose for Public Meeting No. 2 was to present scoping results, initial alignment, build and transit alternatives. The Project Team also reiterated the importance and need for relevant and timely input from the public. The agenda for the second round of public meetings included:

- Presentation of a summary of comments received during Public Meeting No. 1
- Presentation of additional alignments and alternatives resulting from Public Meeting No. 1:
  - Alternative 1: No Action
  - Alternative 2: Transportation System Management/Travel Demand Management
  - Alternative 3: LRT
    - ◆ UP corridor
    - ◆ BNSF/UP Boulder Branch corridor
    - ◆ I-25 corridor
    - ◆ Washington Street corridor
    - ◆ UP Railroad Greeley corridor
  - Alternative 4: EMU
    - ◆ UP corridor
    - ◆ BNSF Boulder Branch corridor
    - ◆ UP Railroad Greeley corridor

- Alternative 5: DMU
  - ◆ UP corridor
  - ◆ BNSF/UP Boulder Branch corridor
  - ◆ UP Railroad Greeley Rail corridor
- Presentation of transit alternatives, including revised set of build alternatives and the screening evaluation criteria
- Presentation of and input resulting from initial alternative evaluation results

### **6.7.1 Public Input Resulting from Public Meeting No. 2**

Approximately 167 citizens attended Public Meeting No. 2. More than 100 comments were received from the website and other small group meetings and presentations in conjunction with Public Meeting No. 2. From those comments, we learned that, in the southern part of the corridor, there was general support for DMU and EMU commuter rail transit along the railroad ROW. Many expressed interest in further understanding the DMU and EMU technologies, operations, and potential air, noise, and vibration impacts.

While there was strong support for transit alternatives serving the northern part of the corridor, there were concerns from residents who live adjacent to the existing railroad alignment regarding effects on property values, property acquisition, noise, vibration, vehicular traffic, and pedestrian safety.

Many also wondered why light rail along I-25, similar to the light rail implemented as part of the T-REX project, had been eliminated. This was directly addressed at the meeting and again the Project Newsletter.

The key issues resulting from Public Meeting No. 2 centered around:

- Why the light rail along I-25 was not carried forward as an alternative;
- How and when property acquisition would be handled, as well as concern about the impact to property values from residents living along the planned and existing railroad alignment; and
- Concern regarding noise, vibration, air quality, and increased traffic impacts on existing infrastructure and pedestrian safety.

The Project Team explained that an I-25 LRT alignment would require additional ROW because CDOT's planned improvements for I-25 would use existing available ROW. Therefore, an LRT alternative outside the I-25 ROW was evaluated during the screening process. Due to the property impacts, high costs for ROW and grade-separations, and lack of access to Commerce City, this alternative was eliminated. The team further explained and provided information on the ROW acquisition process, and sited/provided access to extensive studies showing impacts to property values when located near access points (i.e., stations) or adjacent to transit. The Project Team also explained ongoing studies will be conducted regarding wildlife, noise, vibration, and air quality impacts, and that the results of these studies will be included in the EIS decision-making process and presented to the public. The Project Team also provided a review of ongoing studies with local governments to further explore traffic infrastructure impacts. The RTD safety policies, procedures, and studies were also explained.

## **6.7.2 Agency Input After Public Meeting No. 2**

The results of Public Meeting No. 2 were presented to the AWG/LGT on 12 December 2006. The agencies supported the recommendations resulting from the Level 1 and Level 2 screening process, which were to set aside LRT and other technologies that could not operate in a freight-rail corridor or were more costly, and to move ahead to the Level 3 screening process that will evaluate the DMU and EMU commuter rail technologies in the UP and BNSF/UP Boulder Branch railroad ROWs. The agencies asked that they be kept informed of RTD negotiations with the railroad companies.

## **6.8 PUBLIC MEETING NO. 3 – AGENCY AND PUBLIC REVIEW OF ALTERNATIVES PROPOSED FOR DETAILED DEIS EVALUATION**

Public Meeting No. 3 was held at Adams City High School in the Southern Section of the corridor and Northglenn Recreation Center in the Northern Section of the corridor, on 20 and 21 March 2007, respectively. The purpose of the meeting was to present the refined alternatives and screening evaluation. The agenda for the third round of public meetings consisted of:

- Review of the Level 3 evaluation results of the rail alignments:
  - BNSF Railway from DUS to UP Alignment
  - UP Railroad from DUS to Boulder Branch/UP Boulder Branch Alignment
- Review of the commuter rail transit technology characteristics and comparisons of DMU and EMU
- Discussion of the proposed station locations and issue-related topics

### **6.8.1 Public Input Resulting from Public Meeting No. 3**

More than 180 stakeholders attended the meetings, and 169 comments were received.

As was the case during Public Meeting No. 2, the residents living in the Southern Section of the corridor remained enthusiastic about keeping the alignments and stations close to or directly in neighborhoods for ease of access, decreasing traffic congestion, and creating greater opportunity for economic development. Participants residing in the Northern Section of the corridor remained concerned about property values decreasing; an increase in crime resulting from stations located near schools and neighborhoods; and again focused on alternative alignments that would avoid the UP Boulder Branch corridor such as an alignment along I-25. Many participants expressed support for a future UP/Greeley/Brighton route.

The key issues resulting from Public Meeting No. 3 included:

- A majority of responders sought additional station locations near employment centers, social and medical services, shopping, dining, and entertainment.
- Concern regarding commuter rail vehicle technology and the associated environmental impacts. Many noted that DMU emissions would produce air quality impacts, while others were concerned about the aesthetics of the EMU catenaries along the corridor.
- TOD relative to station locations.

The Project Team reviewed the intent of the North Metro corridor as providing a system that would take the public greater distances more quickly; therefore, adding more stops would decrease the mobility benefits of the project. As for transit technology, concerns were duly noted and would be considered as the process progressed. In response to these interests and concerns, an Issue Forum on vehicle technology was scheduled for 13 June 2007. The Project Team also referenced the extensive efforts to work with various communities, the cities, and jurisdictions to ensure planned and relevant expansion.

### **6.8.2 Agency Input After Public Meeting No. 3**

The results of Public Meeting No. 3 were presented to the AWG/LGT on 27 March 2007. At this meeting the agencies reviewed the alternatives to be analyzed with Level 3 screening criteria. These alternatives included the UP Alignment; the BNSF/UP Boulder Branch Alignment; the station options at the eight station target areas; and the DMU and EMU technologies. The agencies agreed these alternatives and project components should be advanced to Level 3 evaluation. The Level 3 detailed evaluation criteria were presented. The agencies stated North Metro's Build Alternative needed to connect to the northeast communities.

With regard to the DMU and EMU analysis, the agencies requested examples or demonstrations of the technologies to understand their impacts. The agencies also asked for clarity on the direct impact area boundaries around the station and alignments.

## **6.9 PUBLIC MEETING NO. 4 – REVIEW AND EVALUATION OF PROPOSED BUILD ALTERNATIVE**

Public Meeting No. 4 was held on 31 July and 1 August 2007, at Adams City High School and the Margaret W. Carpenter Recreation Center, respectively. The Project Team presented the recommended Build Alternative alignment and station locations. The agenda for the fourth round of public meetings included:

- Rail service plan
- Recommended alignment
- Station locations
- Vehicle technology

The purpose of the meeting was to get feedback from the public regarding the Project Team's draft recommendations and rationale for the Build Alternatives to advance into the DEIS.

### **6.9.1 Public Input Resulting from Public Meeting No. 4**

A total of 203 members of the community attended Public Meeting No. 4, and 79 comments were received.

Key responses and issues identified during Public Meeting No. 4 included:

- Positive feedback on the proposed station locations.
- Preference for EMU technology was clearly identified over DMU; however, concerns remained regarding the visual impacts of the overhead catenary systems for EMU.

- Noise, vibration, and cost of fuel for DMU were recurring concerns in the comments received.
- Neighborhood constituents again expressed concern about the possibility of crime increasing as a result of expanded service.

The Project Team and members of the public discussed the advantages and disadvantages including the cost analysis of the DMU and EMU vehicle technologies. Some members of the public questioned whether the rising fuel costs would change the cost analysis results.

In response to concerns regarding increased crime resulting from transit expansion, the Project Team referred to (and made available on the project website) crime studies indicating that crime did not increase or decrease as a result of transit availability. Criminal activity within the transit corridor directly reflected the criminal activity of the area it was in.

### **6.9.2 Agency Input Resulting from Public Scoping Meeting No. 4**

The results of Public Meeting No. 4 were presented to the AWG/LGT on 8 August 2007. The agency response to the initial recommended Build Alternative (the UP Railroad Alignment between DUS and the 162<sup>nd</sup> Avenue area option) was a request to evaluate whether double-tracking to the 162<sup>nd</sup> Avenue Station was possible, and to ensure good bus connectivity. The agencies also expressed concerns about the possible impacts to property owners and water resources with any one of the cross-country alignments in the corridor's Southern Section. They agreed with the recommendations to eliminate the cross-country E and F alignments.

Regarding the vehicle technology analysis, the agencies described public perceptions of DMU technology and their own concerns with emissions and noise. They wanted to know the differences between DMU and EMU.

The agencies generally supported the Project Team's initial recommendations for the UP Railroad Alignment (these initial recommendations differ from the final recommendation of the BNSF/UP Boulder Branch Alignment). The City of Brighton and CDOT Region 6 expressed a desire for east to west roadway improvements and good connectivity to North Metro corridor stations. Each agency also indicated their station option preferences in the corridor.

## **6.10 PUBLIC MEETING NO. 5 – REVIEW AND EVALUATION OF PROPOSED VEHICLE TECHNOLOGIES**

Public Meeting No. 5 was held on 26 and 27 September 2007, at Rocky Top Middle School and the Bruce Randolph Middle School, respectively. The purpose of the meeting was to present the Project Team's draft recommendations and rationale for the vehicle technology alternatives.

The agenda for the fifth round of public meeting included:

- Comparative evaluation of DMU and EMU commuter rail
- Rationale for recommended rail vehicle technology – DMU

### **6.10.1 Public Input Resulting from Public Meeting No. 5**

Approximately 134 members of the community attended Public Meeting No. 5, and 74 comments were received. The public voiced its overwhelming preference for EMU technology

because they were concerned about air quality and noise impacts associated with DMU. They also questioned the cost-effectiveness of DMU given the rising fuel prices. Other comments included concerns regarding safety, parking, and traffic. Many felt that the material had been well presented. Station location preferences were also revisited by the public. Other comments focused on alternative technologies the Project Team should evaluate.

The Project Team answered questions surrounding the selection of DMU technology and recognized concerns regarding increasing fuel costs. Again, studies to address air pollution, noise, and vibration concerns were outlined, as were ongoing parking and traffic studies.

### **6.10.2 Agency Input After Public Meeting No. 5**

The results of Public Meeting No. 5 were presented to the AWG/LGT on 28 September 2007. The reaction of the agency members paralleled the public concerns with the selection of the DMU technology. Other points of discussion at this agency meeting focused on the evaluation of DMU versus EMU. The agencies shared the community's concerns regarding noise, air quality, visual impacts, compatibility with other FasTracks corridors, and the ability of the CRMF to serve the technology. The agencies were also concerned about service (headways), the use of alternative fuels, and the cost differences in the commuter rail technologies. Although some cities stated they preferred the EMU technology, they also stated they supported RTD's analysis process to choose the preferred vehicle technology.

## **6.11 PUBLIC MEETING NO. 6 – REVIEW OF DETAILED ALTERNATIVES ANALYSIS**

Public Meeting No. 6 was held on 19 and 20 March 2008, at Adams 12 Five Star Schools conference center and Bruce Randolph Middle School, respectively. The agenda included:

- Update on program, project status, and railroad ROW situation
- Present Level 4 screening of stations and Cross-Country Inner Reach alignments
- Share information on preliminary environmental findings
- Propose re-examination of the BNSF Alignment

The focus of Public Meeting No. 6, centered on the status of the railroad ROW negotiations, specifically those with UP Railroad Company for properties along the Southern Section of the North Metro corridor alignment and the review of the alternatives from DUS to 54<sup>th</sup> Avenue.

### **6.11.1 Public Input Resulting from Public Meeting No. 6**

A total of 173 members of the public attended Public Meeting No. 6 and contributed 53 comments. The public voiced enthusiasm regarding the analysis and review of the station locations, as well as the preliminary environmental findings.

Several comments centered on specific station location preferences, and noise, safety, parking, and traffic increases were recurring themes. Discussion and support for EMU technology and re-evaluation of the technologies continued.

### **6.11.2 Agency Input After Public Meeting No. 6**

The results of Public Meeting No. 6 were presented to the AWG/LGT on 1 April 2008. The agencies were informed of RTD's recommendation to reanalyze the use of the BNSF Alignment out of DUS (due to the higher than expected cost of the UP Railroad ROW in the Southern Section). Because of RTD's reanalysis of the BNSF Railway corridor, the agencies iterated the need for the North Metro corridor to maintain connectivity to other corridors in the region, and specifically to the East corridor for access to DIA. The agencies were informed that due to the higher than expected cost of the proposed CRMF site on the UP Railroad Alignment, other alternatives and sites were under investigation.

At this meeting the results of the Level 4 evaluation were also presented. The noise impacts resulting from the DMU analysis were a main discussion topic, and the proposed mitigation measures in the form of Quiet Zones and sound attenuation walls provided evidence to the agencies that the majority of noise impacts classified as severe or upper moderate would be effectively mitigated. Other Level 4 evaluation results described the traffic and ROW impacts in the cross-country area.

## **6.12 PUBLIC MEETING NO. 7 – REVIEW OF REFINED BUILD ALTERNATIVE**

Public Meeting No. 7 was held at Skyview High School on 24 September 2008, and at Adams City High School on 25 September 2008. The agenda included:

- Update on FasTracks Program – overview of financials
- Refined Build Alternative along the BNSF Railway to the UP Boulder Branch
- Refined station options
- Results of additional DMU/EMU technology analysis

While the focus of the meeting was the refinements to the North Metro corridor Build Alternative, especially in Denver along the BNSF Railway, financial implications due to increased construction costs and decreased revenues impacting the overall FasTracks Program were of great interest. To address the funding shortfalls, RTD's five options for delivering the FasTracks Program were presented and the attendees were encouraged to participate in the FasTracks public meetings. The information presented for the North Metro corridor focused on the refined Build Alternative and station options and the DMU and EMU technology analysis.

### **6.12.1 Public Input Resulting from Public Meeting No. 7**

A total of 74 members of the public attended Public Meeting No. 7 and contributed 35 comments. The public shared their concerns regarding the completion of the North Metro corridor. Most of the comments received focused on the five options presented for delivering the FasTracks Program. The public expressed overwhelming support for the necessity and continued efforts toward completion of the North Metro corridor and voiced their preference for building the FasTracks Program as passed in 2004. The refined Build Alternative as well as station options, especially along the BNSF Railway corridor, received positive comments, and the discussion of DMU versus EMU technology continued. Overall, great enthusiasm for additional analysis of vehicle technology was expressed, especially for further review of the EMU technology.

### 6.12.2 Agency Input Resulting from Public Meeting No. 7

The results of Public Meeting No. 7 were presented to the AWG/LGT on 9 October 2008. The reaction of the local government members paralleled the public concerns about what FasTracks can afford to build due to its financial shortfalls. RTD presented five region-wide options to fulfill its promise (see the meeting summaries in Appendix F, Agency Correspondence, for descriptions). By and large, the local governments expressed interest in options that continued to pursue investment in the North Metro corridor.

At this meeting, the Project Team recommended the components of the Build Alternative to analyze in the DEIS. These included the BNSF/UP Boulder Branch Alignment, cross-country alignments B-1, B-2, B-3, and B-4, and approximately 14 station options for the eight station target sites. Analysis of both DMU and EMU technologies was recommended, although DMU was proposed previously. Both technologies are being re-evaluated because rising fuel and construction costs in 2008 impacted the cost-effectiveness of implementing DMU technology. The agencies were in agreement with these recommendations. The Project Team presented some of the preliminary resource impact findings at this meeting as well. Comments were received to refine two of the station options in Thornton.

### 6.13 PUBLIC MEETING JOINTLY HELD WITH COMMERCE CITY'S TRANSIT STATION OPEN HOUSE

This joint meeting was held 12 August 2009 at the Commerce City Recreation Center. The purpose of the meeting was twofold:

- RTD provided an update on the North Metro EIS and RTD FasTracks Program, and informed the community about a new alignment alternative, A-3, in the southern part of the North Metro corridor.
- Commerce City provided the community with an overview of their evaluation of the two station options at 68<sup>th</sup> Avenue and 72<sup>nd</sup> Avenue, and presented the City's evaluation of the opportunities and challenges of each location.

The focus was to solicit community input on Commerce City's two station options and to update the public about RTD's re-analysis of the previously set-aside "A" alignments, with a focus on the A-3 alternative that features a lengthy elevated segment along the BNSF corridor rather than the at-grade service provided by the A-2 alternative (which was set aside). Overall comments for the A-3 alignment were favorable; however, questions were raised as to why the previously screened out alignment is now considered to be viable.

RTD explained that newer criteria with improved vehicle performance can climb a higher maximum grade (a 4% grade over approximately 1,500 feet) and can therefore "dive" down under I-270 where it was previously not possible, reducing the height and length of the structure, making the A-3 alignment more cost competitive with the B alignments, when it previously was not.

Questions concerning both Commerce City station options included the cost to develop either of the stations, current and future land uses and zoning, parking capacity, access, development opportunities, pedestrian friendliness, bus connectivity, station amenities, considerations for floodplains, and if the realignment/relocation of I-70 would have any impact on either station. Participants appeared to be overwhelming in favor of the 72<sup>nd</sup> Avenue Station option over the

68<sup>th</sup> Avenue Station option because of noise impacts near the 68<sup>th</sup> Avenue Station site, and there is better access to the 72<sup>nd</sup> Avenue Station site.

## 6.14 RESULTS OF THE PUBLIC INVOLVEMENT PROCESS

The process for the development and screening of alternatives was conducted with input from the general public, LGT, and AWG. The alternatives resulting from this process are evaluated and documented in the DEIS. The public and agencies are requested to provide formal comments on this evaluation and the Preferred Alternative, including the alignment, stations, and vehicle technology. A record of the LGT and AWG comments and their recommendations at each North Metro corridor milestone meeting is available in Appendix F, Agency Correspondence. During the 45-day DEIS public comment period, two public hearings will be held.

## 6.15 NEXT STEPS – RELEASE OF THE DEIS

The Project Team will continue its proactive community engagement efforts through the completion of the EIS and receipt of the FTA decision document. In an effort to inform the public about the DEIS and solicit comments on the document, the Project Team will conduct two public hearings and disseminate information on the DEIS via the project website, e-mail blasts, and aggressive outreach to local media.

The DEIS will be available for the public to review at the following locations:

- Online at [www.rtd-fastracks.com/nm\\_2](http://www.rtd-fastracks.com/nm_2)
- Libraries in the surrounding areas:
  - Central Public Library, Denver Public Library: 10 West 14<sup>th</sup> Avenue Parkway, Denver, CO, 720-865-1111, <http://www.denverlibrary.org>
  - State Library: 201 East Colfax Avenue, Suite Y, Denver, CO, 303-866-9900, <http://www.cde.state.co.us/cdelib/>
  - Valdez-Perry Branch Library, DPL: 4690 Vine Street, Denver, CO, 303-295-4302, <http://www.denvergov.org/>
  - Thornton Branch Library: 8992 Washington Street, Thornton, CO, 303-287-2514, [http://www.rangeviewld.org/Thornton\\_info.htm](http://www.rangeviewld.org/Thornton_info.htm)
  - Perl Mack Branch Library, Thornton Rangeview Library District: 7611 Hilltop Circle, Denver, CO, 303-428-3576. [http://www.rangeviewld.org/Perl\\_Mack\\_info.htm](http://www.rangeviewld.org/Perl_Mack_info.htm)
  - Rangeview Library, Rangeview District Administration: 11658 Huron Street, Northglenn, CO, 303-288-2001, <http://www.rangeviewld.org/>
  - Northglenn Branch Library: 10530 Huron Street, Northglenn, CO, 303-452-7534, [http://www.rangeviewld.org/Northglenn\\_info.htm](http://www.rangeviewld.org/Northglenn_info.htm)
  - Brighton Branch Library: 575 South 8<sup>th</sup> Avenue, Brighton, CO, 303-659-2572, <http://www.rangeviewld.org/>
  - Commerce City Branch Library: 7185 Monaco Street, Commerce City, CO, 303-287-0063, [http://rangeviewld.org/Commerce\\_City\\_info.htm](http://rangeviewld.org/Commerce_City_info.htm)

Public comments received on the DEIS will be an important part of refining the Preferred Alternative and preparing the FEIS. In addition to responding to the DEIS comments, the Project Team will continue to actively engage the public so their input can be considered as decisions are made. The Project Team will continue public education efforts, including station target area planning meetings, e-mail blasts, updates to the project website, publishing project newsletters, and disseminating additional project information.

Once the FEIS is completed, the Project Team will notify the public and make the document available online and at the same locations the DEIS was available.

