

**PLANNING AND DEVELOPMENT MEMORANDUM**  
**#11-11**

April 28, 2011

**TO:** Honorable Mayor Joyce Downing and City Council Members

**FROM:** William Simmons, City Manager *WWS*  
James Hayes, Director of Planning and Development *JH*

**SUBJECT:** Transportation Planning Update

The Department of Planning and Development prepared this memorandum to provide a transportation planning update to the City Council. Staff intends to provide these updates quarterly, with additional study sessions for more detailed discussions about specific topics. Generally, these updates will provide information to the City Council regarding the Regional Transportation District (RTD) FasTracks, the North Area Transportation Alliance (NATA) and various studies and projects by the Colorado Department of Transportation (CDOT). This quarter, staff is also including an update from the Federal Aviation Administration (FAA) with information about a new Environmental Assessment (EA) commencing in the Denver region.

**REGIONAL TRANSPORTATION DISTRICT (RTD)**

**West Call and Ride**

On September 16, 2010, Staff provided an update to the City Council regarding the West Call and Ride to serve Federal Heights and the west side of Northglenn and Thornton. Federal Heights agreed to take the lead on the application. RTD will not necessarily provide any funding, but a letter stating their ability to provide the service as part of the application to DRCOG.

There is a requirement for a local match and Federal Heights staff submitted the application for weekday service for three years commencing in 2012. The total cost of the program is \$660,819 with \$165,205 required as a local, twenty-five percent (25%) match. The draft IGA is attached for reference purposes, and outlines a three year funding level for the City of Northglenn of \$53,295. Funding for this program will need to be included in the 2012 budget in the amount of \$21,201. In 2013 and 2014, the budget implications are \$15,656 and \$16,438 respectively. The shares are based on the projected population area to be served by the new service. Approximately 30-60 people per day use each of the existing services, depending on the time of year.

The total expenditure for the east side call and ride programs was \$5,350.00 and RTD has taken over full funding for the North and South Call and Rides in 2011 and all future years. Approximately \$18,500 was included in the Department of Planning and Development budget for 2011, but this expenditure will not be necessary in 2011. Staff will propose budgeted amounts for the 2012 budget as outlined above. The City Attorney has reviewed the draft IGA, and a final version will be presented to the City Council for formal adoption at a future meeting.

## **FasTracks**

The North Metro Line project team for RTD has completed the Final Environmental Impact Statement (FEIS) and the City of Northglenn included formal comments in accordance with the following schedule:

- |                   |   |
|-------------------|---|
| January 28, 2011  | Release of Final Environmental Impact Statement (FEIS) and opening of comment period.   |
| February 17, 2011 | Northglenn City Council study session – Review of staff comments on FEIS  |
| February 24, 2011 | Northglenn City Council review and approval of resolution, authorizing the Mayor to execute a letter with formal comments on the FEIS |
| March 1, 2011     | FEIS Comment Deadline   |

RTD staff anticipates a formal Record of Decision (ROD) from the Federal Transit Administration (FTA) by Summer, 2011.

The larger issue facing RTD and the Board of Directors is the additional funding needed to complete the entire FasTracks project. The North Area Transportation Alliance has been providing input during the process. The RTD Board has set a deadline of May 3, 2011 for their latest decision (see below).

## **Completing the Vision – FasTracks Financial Plan**

On March 8, 2011, the RTD Board of Directors approved the 2011 FasTracks Financial Plan. With this approval, the Board is assuming a ballot initiative in 2012 for a 0.4 percent sales and use tax increase with the flexibility to seek an election in 2011 if conditions are supportive. Included in the 2011 Financial Plan is \$305 million in short-term funding for the projects not yet in construction or under contract.

The plan for spending these funds includes:

- U.S. 36 BRT - Complete managed lanes to Interlocken (\$90 million)
- North Metro - Complete from Denver Union Station (DUS) to Stock Show Complex (\$90 million)
- I-225 - Complete from Nine-Mile to Iliff (\$90 million)
- Northwest Rail - Complete Longmont Station (\$17 million)
- Central Corridor - Additional technical analysis (\$0.5 million)
- Southeast Corridor - Final design & federal environmental process (\$9 million)
- Southwest Corridor - Relocate Union Pacific Railroad track (\$8.5 million)

RTD is evaluating a number of "triggers" to determine if 2011 is, in fact, a viable year to pursue an election.

These triggers include:

- Economic conditions
- Gas prices
- Level of support from stakeholders for a 2011 election
- Level of private financial support for a 2011 campaign

The Board will make a decision no later than the May 3, 2011 FasTracks Monitoring Committee meeting on whether to pursue a sales tax election in 2011.

### **NORTH AREA TRANSPORTATION ALLIANCE (NATA)**

The North Area Transportation Alliance (NATA) has held one meeting since the last Transportation Planning Update, and a second meeting will be held on April 27, 2011 after the preparation date of this memo.

Staff provided support to NATA through the technical committee and met on February 4 and February 18, 2011 to review items in advance of the regular meeting on February 23, 2011.

#### **February 23, 2011**

- Member contributions
- By-Laws update
- I-25 PEL update

Schedule for selecting consultant (I-25 PEL):

Feb 24 – Release of RFP

Mar 10 – Proposals due

Mar 11-Apr 4 – Review of proposals (Gene Putman on selection committee)

Apr 5 – Interviews

May 3 – Final section (one year study)

Lizzie Kemp, CDOT attended the meeting as well and provided information about the PEL. Specifically, she stated CDOT is intending on resurfacing I-25 through Adams County and they are evaluating a proposal to restripe the lanes using the existing right-of-way. This may provide another lane, which may be used for high-occupancy-vehicles/high-occupancy toll (HOV/HOT) lanes in both directions. The Federal Highway Administration (FHWA) has approved this methodology in other parts of the country.

- Transportation Management Organization (TMO) update  
Formal applications are encouraged in March, 2011 with a formal decision from DRCOG in June, 2011 and funding available in October, 2011 (for FY 2012)  
A more current update on the TMO was provided at the April 6, 2011 meeting (see below)

#### **April 6, 2011**

Another staff support meeting was held on April 6, 2011 in anticipation of several items for discussion at the next regular NATA meeting on April 27, 2011.

- Updates on RTD financing strategies – RTD Board to decide on 2011 election no later

than May 3, 2011. Already voted (13-2) to go for an election no later than 2012.

- TMO application update – DRCOG is revamping the TMO submittal process and is not accepting applications until at least May, with funding still planned in October, 2011. Staff from the various cities, including Northglenn scheduled a meeting with DRCOG staff on April 14, 2011 to continue discussions and make sure the new application is approved (see more detailed update below).
- PEL/HOV update – Gene Putman provided conceptual drawings of a new HOV/HOT lane on I-25 from 70<sup>th</sup> Avenue to 120<sup>th</sup> Avenue. Detailed concepts of the connection from US 36 to 84<sup>th</sup> Avenue are attached for reference purposes.

#### **April 27, 2011**

The next formal meeting of NATA is scheduled for April 27, 2011. Preliminary agenda items include:

- NATA staff update on TMO application (see below)
- Discussion on HOV-HOT interim improvements, I-25 PEL study and how these inter-relate with the North I-25 EIS (Meeting scheduled for April 22, 2011 w/ CDOT)
- CDOT representatives will also be invited to attend

Staff will provide a verbal update to this memo at the presentation on April 28, 2011.

#### **Transportation Management Organization (TMO)**

Last September, the City of Northglenn along with other NATA member cities, approved a resolution pledging support for a new Transportation Management Organization (TMO). An example of a TMO in the north metro area is US 36 Commuting Solutions, which is a non-profit organization focused on managing transportation demand along the US 36 corridor. It is a collection of local governments and businesses along the corridor. Unfortunately, last year's application did not meet the minimum threshold for scoring with DRCOG and to federal matching funds were awarded. NATA has directed the staff to continue discussions and prepare a new application for DRCOG.

Staff from Northglenn, Thornton, and Adams County attended a meeting on April 14, 2011 with the DRCOG staff to discuss the new TMO submittal for NATA. DRCOG staff stated the application for the TMO that was submitted for the TIP last year was very good and sufficient detail. However, the application was measured against strong competition including Regional Air Quality Council (RAQC) and road improvement applications. There were also some flaws in the DRCOG measurement and scoring methodology, which has been communicated to the DRCOG by several jurisdictions over the last few months. There is a separate pool of funds available for Transportation Demand Management (TDM) projects, and a new TMO is an eligible request.

The new application for TDM projects are not planned to change very much, but DRCOG staff could not verify a release date and new "call for projects". The funding levels for the 2012-2015 are increasing slightly with a minimum funding request of \$50,000 and a maximum of \$150,000 per year with an 80% federal and 20% local match the first year and 50/50 match the second year. The formal application from NATA will be submitted as soon as possible after the call for

projects with funding as early as October 1, 2011. The exact amount of the contribution required by the City of Northglenn has not been established, but the proportionate share (percentages) will be comparable to the NATA annual dues paid by each jurisdiction. The City of Northglenn currently pays \$1,200 per year in annual dues to NATA. There are currently 16 members of NATA, which pay varying levels of dues, but there may be more members of the TMO, reducing the City of Northglenn proportionate share. More information will be available in the next few months.

## **COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)**

City staff is participating in a group known as the Adams Movers Group (AMG). This group includes transportation planning and engineering professionals from Adams County and the cities within the County. The most recent meeting was held in Denver on March 8, 2011. Representatives from CDOT (Region 6) attended the meeting and discussed a variety of topics related to State and Federal Highway improvements. Most notably was the discussion of a Planning and Environmental Linkage (PEL) study for I-25.

As a reminder, a PEL study is an approach to transportation decision-making that helps CDOT, DRCOG, and local agencies consider environmental issues early in the transportation planning process and use information and analysis commonly found in a National Environmental Policy Act (NEPA) process. It is more focused than regional or system level planning studies. According to CDOT: "PEL can result in a more efficient and streamlined NEPA process, and allow better decision-making with respect to alternatives analysis and project prioritization."

Two proposals were received by CDOT in response to the RFP, which was released in February, 2011. Gene Putman (Thornton) is serving on the selection committee and a formal decision is expected by May 3, 2011. The project will take approximately one year to complete by the selected consultant. The location of the project is the I-25 corridor from State Highway 7 to U.S. Highway 36. The project is intended to evaluate the existing and future (2035) operating conditions and transportation infrastructure features of I-25. The final report shall identify existing conditions, anticipate problem areas, and develop/evaluate a range of multi-modal improvements to reduce congestion and improve operations and safety of the highway within the study area.

There are several projects that are near or in the City of Northglenn that were discussed as well:

- I-70 EIS – to be discussed at next meeting
- 84<sup>th</sup> Avenue bridge (at I-25) – reconstruction has commenced
- 104<sup>th</sup> Avenue bridge (at South Platte River) – design contract being negotiated
- State Highway 7 PEL – RFP released to consultants in April
- Lowell Blvd. underpass (at US 36) – preliminary discussions
- 120<sup>th</sup> Avenue/Federal Blvd. intersection redesign – concepts being developed
- SH 7 between 164<sup>th</sup> Avenue/York Street – comments to Thornton and developer

Staff will continue to update the City Council on the status of the I-25 PEL and these projects after the next quarterly coordination meeting.

## **FEDERAL AVIATION ADMINISTRATION (FAA)**

On March 9, 2011, the Federal Aviation Administration (FAA) through their consultants, HNTB Corporation, held a scoping meeting for a new Environmental Assessment (EA). The specific purpose of the EA is to develop the Next Generation Air Transportation System (NextGen) by modernizing the National Airspace System (NAS). The new system will use satellite-based navigation as opposed to ground-based navigation. The ultimate objective is to optimize airspace and reduce fuel consumption, emissions, and noise during descents. The airports being studied include Denver International Airport (DIA), Centennial Airport (APA), and Rocky Mountain Metropolitan Airport (BJC).

All Federal agencies must examine the environmental consequences of Federal actions and conduct a decision making process that incorporates public input. There are three types of NEPA documents: 1) Categorical exclusion; 2) Environmental Assessment; and 3) Environmental Impact Statement. The following is a summary of the EA process, as outlined at the scoping meeting:

- Conduct Scoping
- Conduct Consultation and Prepare Draft EA
- Circulate Draft EA for Public Review
- Prepare Final EA and Responses to Comments
- Collect Comments on Draft EA
- Hold Public Hearings
- Issue Finding of No Significant Impact (FONSI) or Record of Decision (ROD)
- Implement Project

Formal comments on the scope of the EA were due to HNTB by April 10, 2011. Staff was satisfied about the scope of the project during the meeting in March and did not provide formal comments. Other jurisdictions, such as Arapahoe County and the City of Aurora did express concerns about the exclusion of Buckley Air Force Base in the study. A copy of the formal notice is attached for reference purposes, and staff will continue to monitor the project, and provide periodic updates to the City Council.

### **Other items**

Finally, staff is attending a Colorado APA sponsored event in Fort Collins on April 20, 2011. The presentation includes a 90 minute webinar titled: "Performance Measures in Transportation Planning". At the end, there will also be a live speaker from Fehr and Peers making a presentation on measuring performance for multiple modes of travel and monitoring progress toward transportation goals with cost effective strategies.

### **STAFF REFERENCE:**

If Council members have any questions they may contact James Hayes, Director of Planning and Development at 303-450-8937 or by e-mail at [jhayes@northglenn.org](mailto:jhayes@northglenn.org).

**ATTACHMENTS:**

A - Draft Intergovernmental Agreement (IGA) between RTD and Northglenn, Federal Heights, Thornton, and Adams County, dated April 8, 2011

B - West Call and Ride Proposed Service Area map

C - RTD District K Newsletter, Spring, 2011

D - I-25 HOV/HOT lanes conceptual design (Gene Putman, Thornton), dated April, 2011

E - FAA EA Agency Scoping Meeting (meeting notice and attachments), dated March 9, 2011

## AGREEMENT FOR FEDERAL HEIGHTS CALL-N-RIDE CMAQ FUNDING

This Agreement is made this \_\_\_\_\_ day of \_\_\_\_\_, 2011, between the Regional Transportation District, a political subdivision of the state of Colorado organized pursuant to the Regional Transportation District Act, C.R.S. 32-9-101, et. Seq., (hereafter "RTD") and the Cities of Federal Heights, Colorado, Northglenn, Colorado, Thornton, Colorado and Adams County, Colorado (hereafter the "Community").

### RECITALS

1. RTD currently funds and operates a variety of bus services in the Community. These services provide mobility and access to the commercial areas as well as the business and residential parts of the Community.
2. RTD and the Community desire to provide increased transit service within the Community. RTD and the Community agree that such new service will be complementary to existing service in order to provide attractive and effective transit service for people working and/or living in the Community.
3. The Parties intend that the new service will be call-n-Ride service and will be funded by the Community and RTD as set forth herein.

Now, therefore, in consideration of the promises and obligations set forth herein, the parties agree as follows:

1. The City of Federal Heights has been allocated federal funding through the Congestion Mitigation and Air Quality Improvement (CMAQ) program authorized pursuant to the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) for the purpose of providing call-n-Ride service in Federal Heights. It is anticipated that such CMAQ funding will amount to \$197,156 in federal FY 2012, \$145,589 in federal FY '13, and \$152,869 in federal FY '14 for a total of \$495,614 in CMAQ funds.
2. RTD is an eligible recipient and has ability to use all federal grant funds authorized pursuant to 49 U.S.C. section 5309.
3. By execution of this Agreement, the City of Federal Heights hereby assigns any and all rights to receive the CMAQ funds pursuant to 49 U.S.C. section 5309 in FY 2012-2014 and assigns to RTD those CMAQ funds for call-n-Ride service. If necessary, Federal Heights will prepare a letter to the Denver Regional Council of Governments (DRCOG) and/or FTA confirming such assignment of CMAQ funds to RTD.
4. In consideration of the assignment of the above referenced CMAQ funds, RTD agrees to carry out the grant funded activities as described in the approved CMAQ project budget (Exhibit A), including the provision of call-n-Ride service, valued in an amount equal to CMAQ funds received by RTD and local match funds received by RTD from the Community. The total amount shall not exceed \$660,819 as described in Exhibit A. It is anticipated



that CMAQ funds in a total amount not to exceed \$495,614 will be received according to the following payment schedule:

FY 2012-	\$197,156
FY 2013-	\$145,589
FY 2014-	<u>\$152,869</u>
Total CMAQ	\$495,614

RTD shall assume and perform all duties and obligations attendant with the receipt of the CMAQ funds, and shall comply with all other applicable requirements of the grant agreement with FTA pursuant to which RTD received the CMAQ funds.

5. The value of call-n-Ride service provided shall be determined according to standard internal RTD cost-allocation procedures as determined by RTD Finance division staff. In the event that RTD receives less than the amount of CMAQ funds shown in each of the years, and the Community local match funds shown for each of the years RTD shall be obligated to undertake only those activities and provide such service as is equal in value to the amount of CMAQ funds received, provided RTD undertakes all steps necessary to obtain such funds, plus local match funds received. Nothing shall obligate RTD to advance any future year grant funds or local match funds due from the Community. RTD may expend less than the full amount of CMAQ funds received in FY 2012 to balance out annual expenditures on call-n-Ride service, provided a total of the amount received, anticipated to be \$495,614, is expended over all three years. Nothing shall obligate RTD to provide call-n-Ride service beyond the expenditure of grant and local match funds provided for herein.
6. The Community agrees to pay their share of local matching funds to RTD according to the approved CMAQ project budget, \$165,205 as set forth in Exhibit A. In the event any member of the Community fails to pay its share to RTD service shall be reduced in an amount equal to the Community share and CMAQ amount that was matched by that member of the Community. Service shall be discontinued in the area of the Community member that does not make payment.
7. RTD shall be solely responsible to own, operate and/or maintain all projects and capital items funded by this Agreement. Nothing contained herein obligates RTD to implement service, acquire vehicles, facilities, equipment or property, or maintain any service, vehicles, facilities, equipment or property as a result of this Agreement that exceed the approved CMAQ project budget (Exhibit A). Nothing herein obligates RTD to provide any future funding for any service implemented or vehicles, facilities, equipment or property implemented or acquired as a result hereof, beyond the time supported by the approved CMAQ project funding.
8. RTD shall be solely responsible for hiring and supervision of the employees who operate the call-n-Ride. The Community shall not have any responsibility for, nor authority or control with respect to, the supervision and

management of the drivers and other employees who work in connection with the call-n-Ride.

9. During the provision of service under this Agreement, the parties shall exchange ridership information on the call-n-Ride and shall confer regarding boundary or operating hours changes that the parties believe would be beneficial to the call-n-Ride service. During and after the period of CMAQ and Community funding for this service through this Agreement, the service will be evaluated by RTD staff and with input from the Community staff, will present a recommendation to the RTD Board of Directors regarding the continuance and/or modification of the service. The ability of RTD to continue to provide call-n-Ride service beyond the end of the CMAQ funded demonstration period will be dependent upon the service performing at levels that achieve RTD performance standards relative to other services operating at similar frequencies, the RTD service planning and budgeting process, and is subject to approval by the RTD Board of Directors. Nothing herein shall obligate RTD to continue to provide call-n-Ride service after all grant and local match funds have been expended, or upon attainment of RTD performance standards. Future continuation of service paid for by RTD will be at the sole discretion of the RTD Board of Directors and subject to future budgeting, appropriation and authorization of funds.
10. The term of this Agreement shall be deemed to have begun on January 1, 2012 and shall end on December 31, 2014 provided however this agreement shall terminate in whole or in part at the end of any fiscal year within that period if funds have not been budgeted authorized and appropriated by RTD following receipt of information that CMAQ or Community funds will not be made available to RTD for the following year. Any member of the Community that wishes to terminate this Agreement as to its participation shall so advise RTD on or before September 1 of the preceding year.
11. Without waiving the privileges and immunities conferred by the Colorado Governmental Immunity Act, Section 24-10-101 et seq., C.R.S., each party shall be responsible for any claims, demands or suits arising out of its own negligence. It is specifically understood and agreed that nothing contained in this paragraph or elsewhere in this Agreement shall be construed as an expressed or implied waiver by any party of its governmental immunity or the governmental acceptance by any party of liabilities arising as a result of actions which lie in tort or could lie in tort in excess of the liabilities allowable under the Colorado Governmental Immunity Act, C.R.S. § 24-10-101 et seq.
12. Nothing in this Agreement shall be construed to limit RTD's right to establish routes or services or perform any functions authorized by C.R.S. § 32-9-101, et. seq.
13. There shall be no third-party beneficiaries of this Agreement.
14. This Agreement does not contain any multiple-fiscal year financial obligations by any Party that extend beyond its current fiscal year. The financial obligations of each Party under this Agreement shall be subject to and limited by the annual appropriation of sufficient funds therefore by its governing

body. Funds for this agreement have been budgeted, authorized and appropriated by the RTD Board of Directors and the Community for the 2012 fiscal year. Nothing herein obligates RTD or the Community to budget, authorize or appropriate funds for any future fiscal year. In the event that funds are not appropriated for subsequent years, RTD will inform the Community in writing and no additional call-n-Ride services will be provided by RTD. In such event this Agreement will terminate when RTD has received CMAQ funds and local match funds in an amount equal to the funds it has paid to provide call-n-Ride service and the Parties will have no further funding obligations to one another. In the event that all federal grant funds and local match funds for this service are not expended during federal FY 2012 through 2014 as initially anticipated, the parties may, by mutual agreement of the Parties, extend the time period for the program of service subject to budgeting, authorization and appropriation by the RTD. If all funds received by RTD pursuant to this project are not expended, RTD will refund any excess local match funds paid by the Community to this agreement to the appropriate Community.

**Comment [b1]:** This has not been done yet. Once I have this agreement I will be able to include in the budget.

15. The Parties to this Agreement are not partners or joint venturers as a result of this Agreement.
16. The Parties to this Agreement represent or warrant to each other that they have all necessary authority to enter into this Agreement and to perform their obligations hereunder and that this Agreement does not conflict with any other agreement that each Party is subject or to which it may be bound.
17. Except as otherwise provided in this Agreement, no Party may assign the Agreement and/or any of its rights and obligations hereunder without the prior written consent of the other Parties.
18. This Agreement may be modified or amended only by a written document duly executed by all Parties hereto.
19. Correspondence regarding this Agreement shall be sent to:

For the City of Federal Heights:  
2380 West 90<sup>th</sup> Ave.  
Thornton, Colorado 80260  
Attn: Steve Durian

For the City of Northglenn:  
11701 Community Center Drive  
Northglenn, Colorado 80223  
Attn: Travis Reynolds

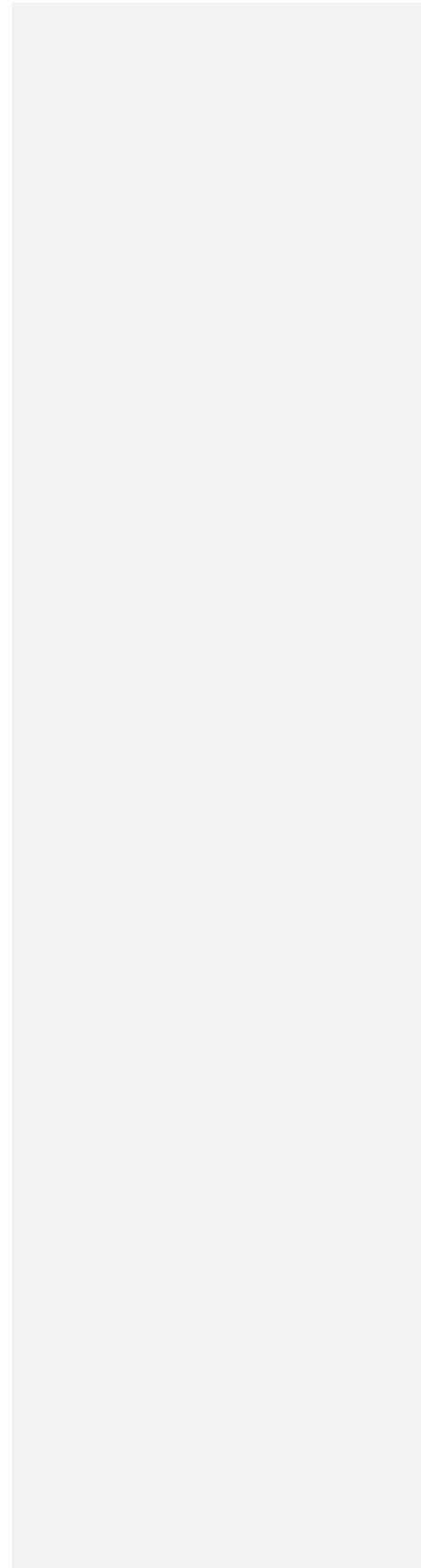
For the City of Thornton:  
9500 Civic Center Drive  
Thornton, Colorado 80229  
Attn: Gene Putman

For Adams County:  
4430 S. Adams County Pkwy  
Brighton, Colorado 80601  
Attn: Jeanne Shreve

For the RTD:  
Regional Transportation District  
1600 Blake Street  
Denver, CO 80202  
Attn: Bruce Abel, Assistant General Manager, Bus Operation

20. The terms and provisions of this Agreement, and its exhibits, represent the entire understanding of the parties with respect to the subject matter of this Agreement, and merge, incorporate and supersede all prior communications between the Community and RTD concerning that subject. No representations or warranties are made by the parties to this Agreement except as herein set forth.
21. Counterparts. This Agreement may be executed in counterparts. Signatures on separate originals shall constitute and be of the same effect as signatures on the same original. Electronic and faxed signatures shall constitute original signatures.

DRAFT



WHEREFORE, the parties have entered into this Agreement as of the date first set forth above.

REGIONAL TRANSPORTATION DISTRICT

By: \_\_\_\_\_  
Phillip A. Washington  
General Manager  
Regional Transportation District

Approved as to legal form  
Regional Transportation District

\_\_\_\_\_  
Rolf Asphaug  
Associate General Counsel

CITY OF FEDERAL HEIGHTS

By: \_\_\_\_\_  
\_\_\_\_\_

By:

Comment [b2]: I can list the persons with titles if you provide

CITY OF NORTHGLENN

By: \_\_\_\_\_  
\_\_\_\_\_

By:

CITY OF THORNTON

By: \_\_\_\_\_  
\_\_\_\_\_

By:

ADAMS COUNTY

By: \_\_\_\_\_  
\_\_\_\_\_

By:

Exhibit A  
Federal Heights call-n-Ride  
Summary of Anticipated Costs and Revenues

Expense-

• acquisition of 1 new small bus with equipment	\$ 68,000
• marketing	\$ 10,000
• operation of service	<u>\$ 582,819</u>
Total Expense	\$ 660,819

Revenues

• federal (CMAQ funds)	\$ 495,614
• local match funds	<u>\$ 165,205</u>
Total Revenue	\$ 660,819

Sources of local funds

• Federal Heights	
• Year 1	\$ 16,088
• Year 2	\$ 11,880
• Year 3	<u>\$ 12,474</u>
• Federal Heights total for 3 year period	\$ 40,442
• Northglenn	
• Year 1	\$ 21,201
• Year 2	\$ 15,656
• Year 3	<u>\$ 16,438</u>
• Northglenn total for 3 year period	\$ 53,295
• Thornton	
• Year 1	\$ 19,979
• Year 2	\$ 14,753
• Year 3	<u>\$ 15,491</u>
• Thornton total for 3 year period	\$ 50,223
• Adams County	
• Year 1	\$ 8,451
• Year 2	\$ 6,241
• Year 3	<u>\$ 6,553</u>
• Adams County total for 3 year period	\$ 21,245

Exhibit B  
call-n-Ride Service Description

Span of Service:

Weekday-	5:30 AM- 8:00 PM
Saturday-	No service provided
Sunday-	No service provided
Holidays-	No service provided

Service Area:

This call-n-Ride service area can be described as an area bounded by I-25 on the east, 112<sup>th</sup> Avenue on the north, 80<sup>th</sup> Ave. on the south and Federal Blvd on the east. The service area is approximately 9.1 square miles in size, and will be served by one (1) call-n-Ride vehicle. The population within the call-n-Ride service area is approximately 49,000.

**Comment [b3]:** This may be adjusted after some field work

Annual Revenue Hours:





Weekday-	3,697.5
Saturday-	N/A
Sunday-	N/A
Total	3,697.5

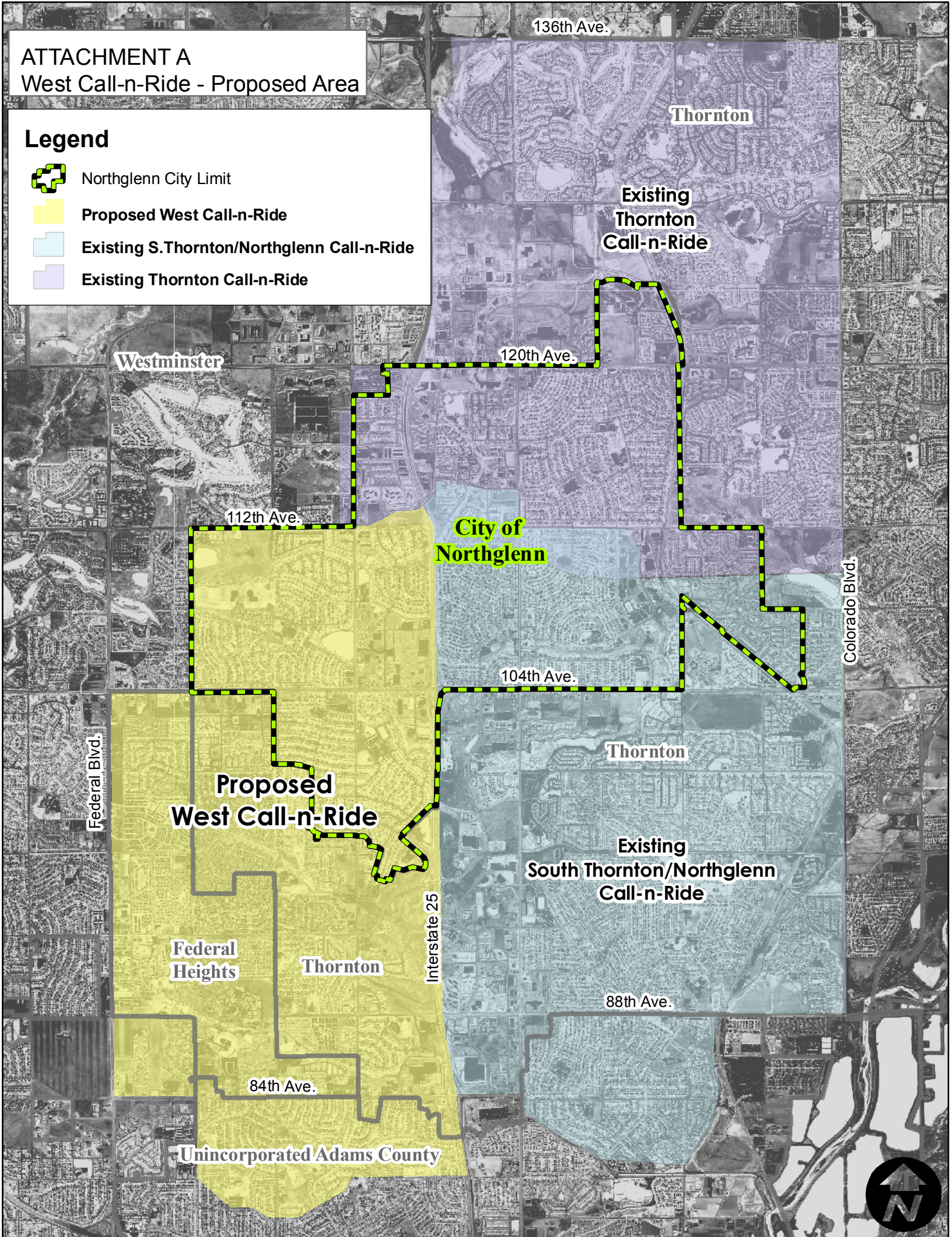
Exhibit B continued will be a map of the call-n-Ride service area

**Comment [b4]:** Map will be attached latter

**ATTACHMENT A**  
**West Call-n-Ride - Proposed Area**

**Legend**

-  Northglenn City Limit
-  Proposed West Call-n-Ride
-  Existing S.Thornton/Northglenn Call-n-Ride
-  Existing Thornton Call-n-Ride





# transit times

**DISTRICT K RTD FasTracks quarterly news link**

**DISTRICT K**

Brighton

Commerce City

Northglenn

Thornton



*Crews installing light rail track on the West Corridor.*

**GREETINGS FROM YOUR RTD BOARD MEMBER**

**DISTRICT K PROFILE**

District K is 210 square miles  
Population of District K is 163,500

**BOUNDARIES:**

- North** – County Highway 2 from I-25 to Watkins Road
- East** – Watkins Road to 120th then Tower Road to Buckley Road
- South** – 56th Avenue from Buckley Road to I-25
- West** – I-25 at US 36, north to County Highway 2

*\*Boundaries are approximate*

**CONTACT INFO**

For more information on District K or the RTD Board of Directors, contact the RTD Board Office at 303-299-2303 or go to [www.RTD-Denver.com](http://www.RTD-Denver.com)

For existing bus and light rail route and schedule information call RTD at 303-299-6000

You can contact Director Riley via e-mail at: [kenneth.riley@rtd-denver.com](mailto:kenneth.riley@rtd-denver.com)



Dear District Stakeholder:

First, let me say, I am proud to represent all of you as a new member of the RTD Board of Directors. As you can likely tell from the news coverage, we have hit the ground running with many decisions that need to be made, and I am busy immersing myself in the issues that are important to the residents of District K.

One of the first big issues has been the FasTracks financial plan. Over the past couple of years, I know RTD has spent a lot of time ensuring that stakeholders are well-informed about the financial challenges we face at RTD and on the FasTracks program.

On March 8, the Board approved the 2011 FasTracks Financial Plan, which assumes a ballot initiative in 2012 for a .4% sales and use tax increase with the flexibility to seek an election in 2011 if conditions support this effort. Between now and then, we will carefully evaluate a number of elements before making a final decision on the next best steps for keeping FasTracks moving forward.

The financial plan also includes \$305 million in short-term funding to kick-start construction on additional projects. Part of that funding would start construction on the North Metro Corridor (from Denver Union Station to the Stock Show Complex). See page 2 for more information.

There is a lot more to come this year. To stay up-to-date as we move into one of the busiest years yet, visit the website at [www.rtd-fastracks.com](http://www.rtd-fastracks.com).

*Sincerely,  
Ken Riley  
RTD Director, District K*

## WHAT'S NEXT FOR FASTRACKS?

To maximize the benefit of FasTracks for the entire region, it is critical to protect and leverage the \$1.03 billion in federal grant money that RTD anticipates being awarded for the Eagle P3 project (East Corridor, Gold Line, and a segment of the Northwest Rail Corridor). While RTD requested that \$150 million of this federal money be committed in the President's Fiscal Year 2012 budget, the President's budget actually includes a recommendation for \$300 million – double our request. This shows a huge vote of confidence by the federal government in RTD, our track record for being good stewards of taxpayer dollars and the manner in which we've brought this innovative public-private partnership project from concept to contract.

In addition, there is \$305 million in short-term funding remaining in the FasTracks budget to get construction underway on additional FasTracks projects. This includes:

- U.S. 36 Bus Rapid Transit (BRT) – Complete managed lanes extension to Interlocken (\$90 million)
- North Metro – Complete from Denver Union Station (DUS) to Stock Show Complex (\$90 million)
- I-225 – Complete from Nine-Mile to Iliff (\$90 million)
- Northwest Rail – Complete Longmont Station (\$17 million)
- Central Corridor – Additional technical analysis (\$0.5 million)
- Southeast Corridor – Final design and federal environmental process (\$9 million)
- Southwest Corridor – Relocate Union Pacific Railroad track (\$8.5 million)



Construction worker starts the relocation of a major fiber optic cable for RTD's East commuter rail line to Denver International Airport.

## FasTracks 2011 Financial Plan

On March 8, the RTD Board of Directors approved the 2011 FasTracks Financial Plan, which assumes a ballot initiative in 2012 for a .4% sales and use tax increase with the flexibility to seek an election in 2011 if conditions support it. A successful .4% sales tax increase in 2011 would complete the FasTracks program by 2019. A successful .4% tax increase in 2012 would complete the program by 2020. RTD is evaluating a number of triggers to determine if 2011 is a viable year to ask taxpayers to consider an additional tax investment in FasTracks. These include economic conditions, gas prices, stakeholder support and financial support. The Board will make a final decision on whether to pursue a sales tax election in 2011 no later than May 3.

The process leading up to the Board's approval has been a comprehensive one, which has revealed that people continue to support FasTracks as a regional priority and want to see the program built and operating sooner, rather than later.

When the FasTracks budget was estimated in 2003, cost and revenue projections were

developed with the best available information at the time, based on historic 10- to 20-year averages. Over the course of the worst economic downturn in more than a generation, a "perfect storm" formed that directly impacted the original budget – reduced revenues and a sharp increase in the cost of construction materials like copper, concrete, steel and diesel fuel.

To build the revised FasTracks budget, RTD worked with regional experts to develop a methodology to forecast more conservative long-term sales tax revenues. In addition, the revised costs for FasTracks projects are based on the increased pricing, conservative cost escalation assumptions, and advanced project design that has occurred over the past six years, which greatly reduces the risk for cost fluctuation.

The Board fully understands the current economic climate and the accompanying challenges, and is discussing these with regional partners before making a final decision on the best next steps to keep FasTracks moving forward.

## CORRIDOR OVERVIEW

**Central Extension** – Staff recommended to the RTD Board of Directors that of the \$305 million remaining funds, \$5 million be applied to final design and a federal environmental process for the Central Corridor Extension. The project team is moving forward with the plan to begin further study of the corridor, including study of a streetcar alternative.

**Denver Union Station** – The temporary Amtrak Station at 21st and Wewatta opened in February. All Amtrak service will operate out of this location until 2014. The west end of the underground bus facility will be completely covered soon.

**East Corridor** – Utility relocations are underway and final design is progressing. Property acquisition is proceeding, and Denver Water will soon start a major relocation project in the corridor.

**Gold Line** – Right-of-way acquisition is underway on the portion of the corridor leading north to the site of the commuter rail maintenance facility. The project team is working on final design, to get ready for construction to begin following the award of a Full Funding Grant Agreement from the Federal Transit Administration, which is anticipated late this spring.

**I-225 Corridor** – The final design efforts for Segment 1 have been completed. The project team is developing implementation plans for possible construction procurement packages for the segment and is exploring opportunities for partnering with the Colorado Department of Transportation (CDOT) for the combined construction of I-225 light rail extension and the highway expansion projects.

**North Metro Corridor** – The North Metro team released the Final Environmental Impact Statement to the public in January and held public hearings in February. The Record of Decision is anticipated in April.

**Northwest Rail** – The first segment of the rail line to south Westminster is included in Phase Two of the Eagle P3 project. Construction on this segment is anticipated to begin sometime in 2011. On March 8, the RTD Board approved the completion of the Longmont Station for \$17 million, which can begin after funding for the Eagle P3 project is finalized later this year.

**Southeast Extension** – The RTD Board of Directors approved the 2011 FasTracks Financial Plan that includes the use of \$9 million of the \$305 million remaining funds, for final design and completion of a federal environmental process for the Southeast Extension.

**Southwest Extension** – The RTD Board of Directors approved the 2011 FasTracks Financial Plan that includes the use of \$8.5 million, of the \$305 million remaining funds, for the relocation of Union Pacific Railroad track for development of the Southwest Extension.

Coordination with CDOT regarding the alignment and planned CDOT flyover at Santa Fe and C-470 remains ongoing. Recently, CDOT secured funding for the flyover and is going forward with this project.

## RTD FASTRACKS SYSTEM MAP



**US 36 Corridor** – Construction on the Table Mesa Pedestrian Bridge and queue jumps at are scheduled to begin this summer. On March 8, the RTD Board approved \$90 million to build the BRT project to Interlocken, which can begin after funding for the Eagle P3 project is finalized later this year.

**West Corridor** – Construction continues as crews prepare to install rail track crossings through the Lakewood neighborhoods this summer. Parking is the top news for this next quarter as the parking structure at Jeffco continues to take shape and crews work diligently to open the new Federal Center Station for parking and bus transfers in mid-May when the old Cold Spring park-n-Ride will close.

**RTD FASTRACKS  
FACTS**

- Six new rail corridors
- Three extensions of existing rail corridors
- Denver Union Station redevelopment into regional transit hub
- Enhanced transit throughout the region
- 122 miles of rail
- 18 miles of Bus Rapid Transit
- 57 new transit stations
- 31 new park-n-Rides
- 21,213 new parking spaces

**FASTRACKS ACCOMPLISHMENTS**



FasTracks has accomplished a tremendous amount in its first six years:

- 48 miles of new rail lines are currently in construction or under contract to begin construction
- U.S. 36 Bus Rapid Transit (BRT) Corridor Phase 1: First FasTracks project was completed in May 2010
- Eight projects will be under construction this year
- Elati Light Rail Maintenance Facility: Complete in 2011
- West Corridor: 72% Complete
- Denver Union Station (DUS): 30% Complete
- East Corridor: Broke ground in August 2010
- Commuter Rail Maintenance Facility: Groundbreaking in 2011
- Gold Line: Groundbreaking in 2011
- Northwest Rail (to Westminster): Groundbreaking in 2011
- U.S. 36 BRT Phase 2 Projects (Table Mesa Pedestrian Bridge and Queue Jumps): Groundbreaking in 2011

- Environmental process wrapping up on the final corridor – North Metro
- RTD signed agreements with BNSF Railway Company and Union Pacific Railroad
- \$308 million in federal New Starts funding for West Corridor
- \$301 in federal loans for Denver Union Station
- Submitted all information required by FTA to apply for \$1.03 billion federal grant for the Eagle Project

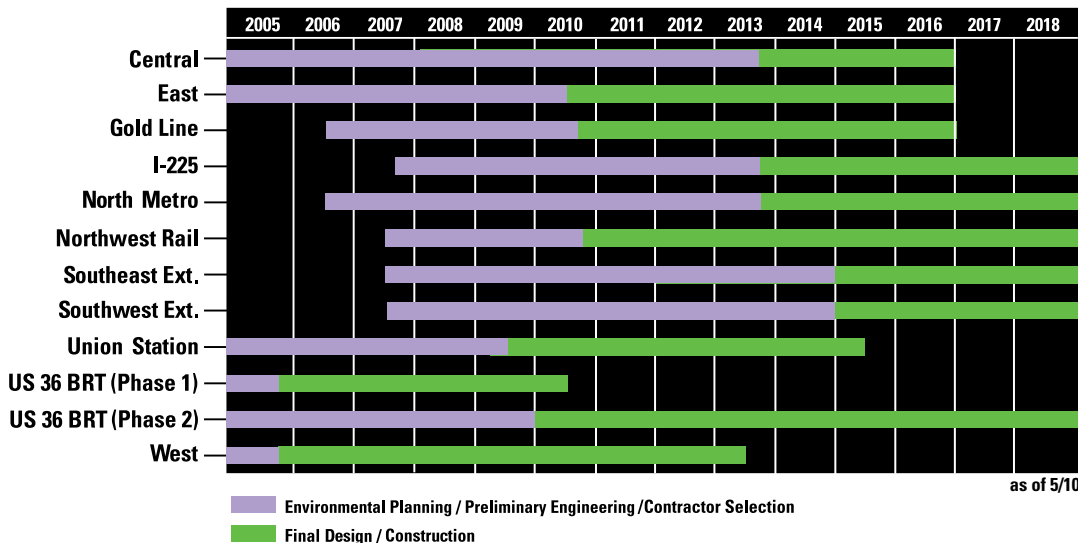
**Exciting activities on the horizon:**

- New construction planned with \$305 million in short-term funds
- A \$1 billion Full Funding Grant Agreement from the Federal Transit Administration (FTA)
- Groundbreakings on Gold Line and Northwest Rail
- The completion of a Record of Decision on North Metro
- The completion of work already underway (West Corridor, DUS, etc.)

**Interested in learning more about FasTracks?**

*To request a presentation for your group or organization, call the FasTracks Public Information Team, at 303-299-6908.*

**RTD FASTRACKS IMPLEMENTATION SCHEDULE**



*All corridor schedules subject to change and based on actual bid and financial plan adjustments.  
U.S. 36 (Phase 2) schedule dependent on CDOT funding.  
Schedule assumes new revenues beginning January 2013.*

***did you know?***

*Approximately 7,700 transit agencies provide public transportation in the United States.*



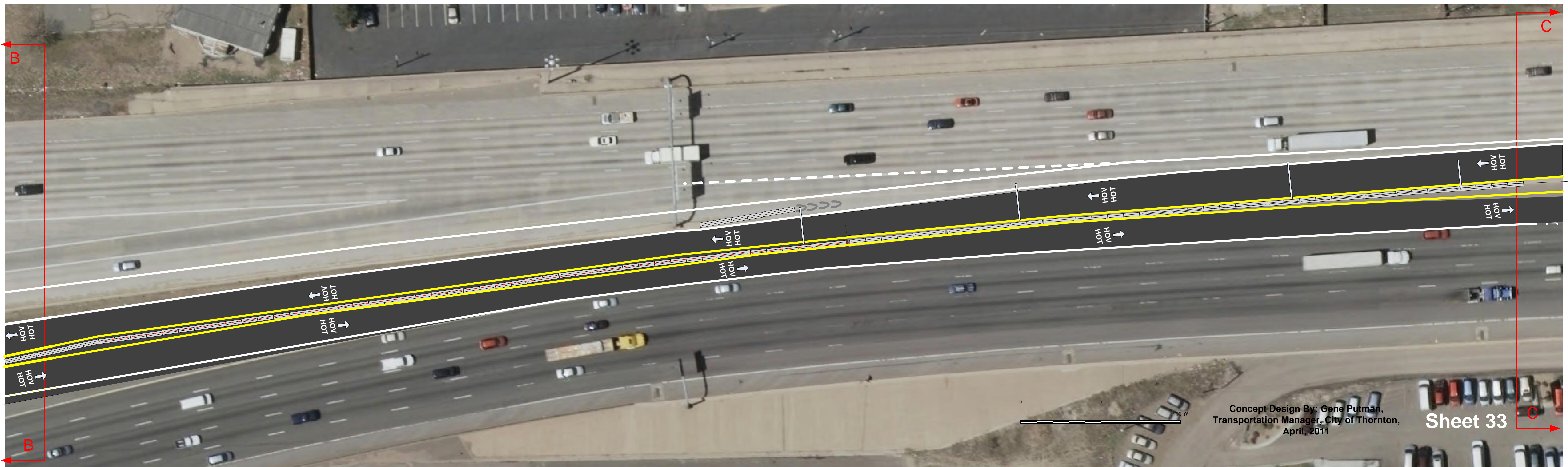
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Concept Design By: Gene Putman,  
Transportation Manager, City of Thornton,  
April, 2011



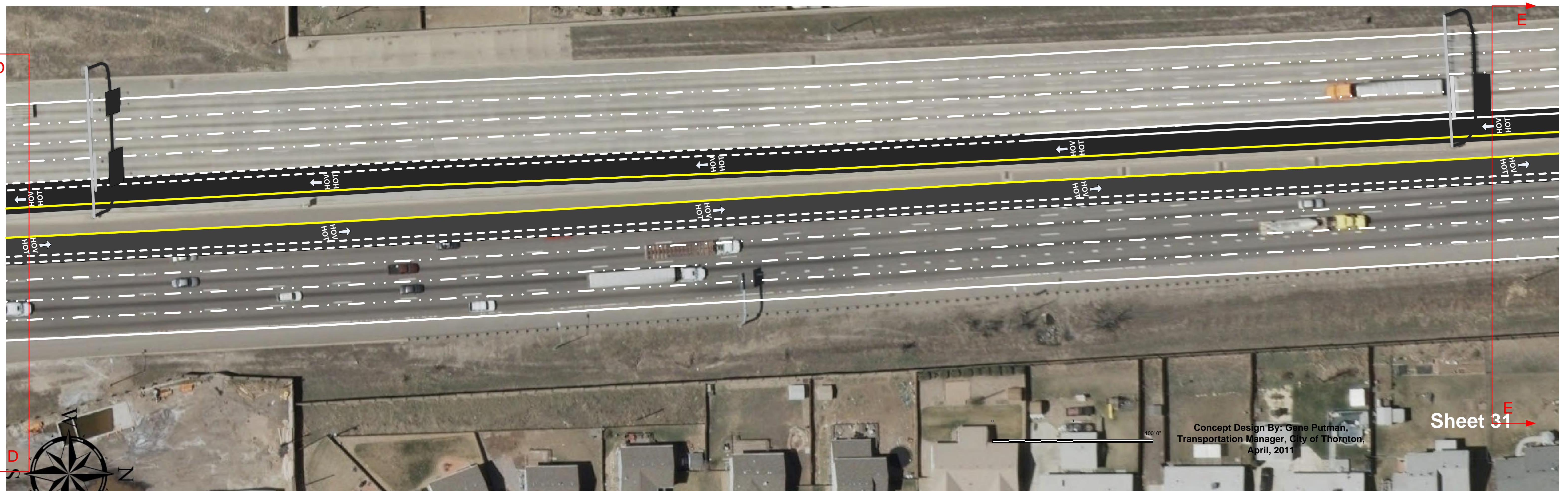
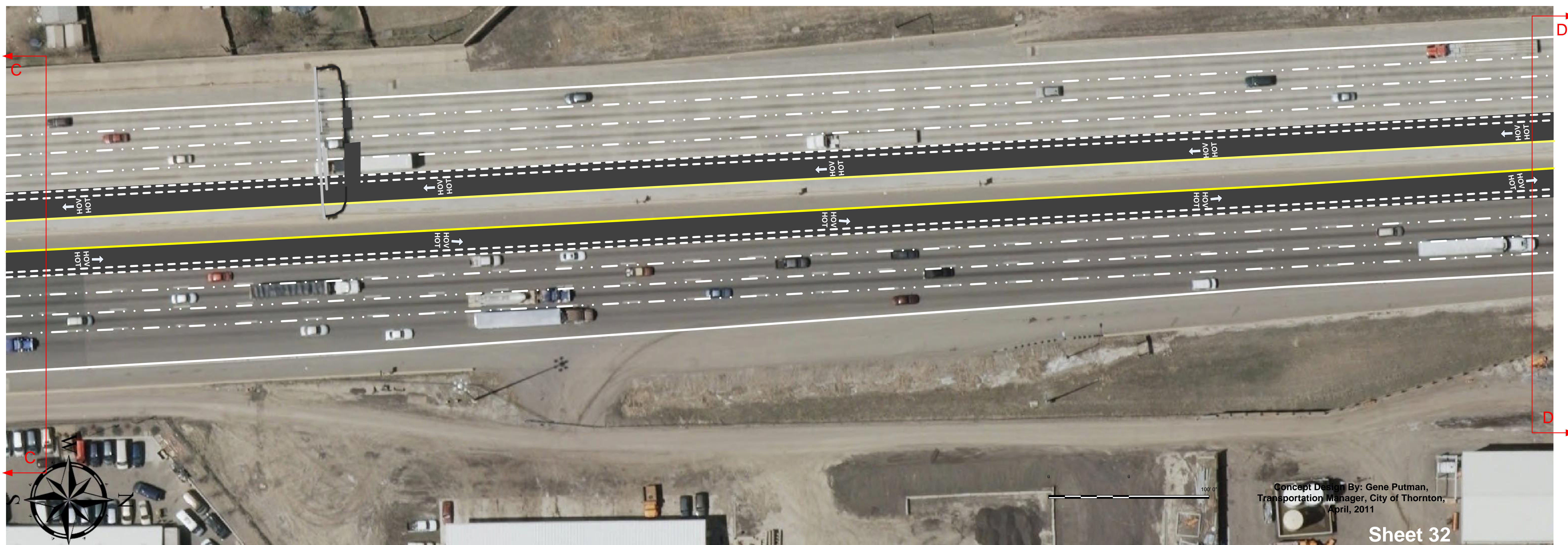
Concept Design By: Gene Putman,  
Transportation Manager, City of Thornton,  
April, 2011

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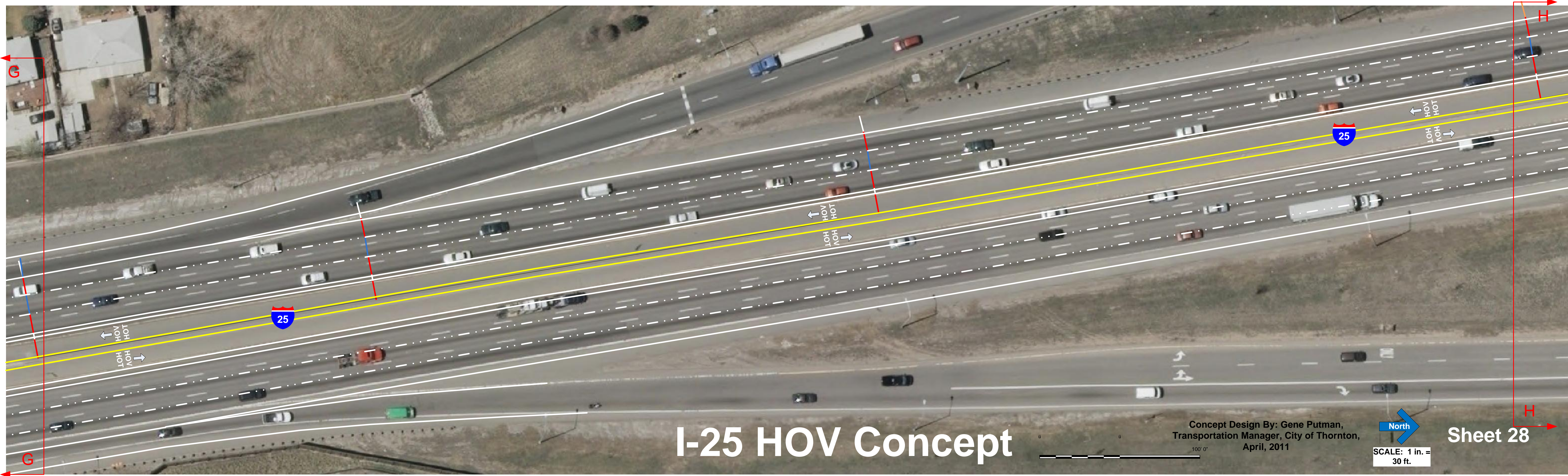
Concept Design By: Gene Putman,  
Transportation Manager, City of Thornton,  
April, 2011

Sheet 33











February 23, 2011

Mr. James Hayes  
Director of Planning and Development  
City of Northglenn  
Northglenn City Hall  
Attn: Planning and Development PO Box 330061  
Northglenn, CO 80233-8061

Dear Mr. Hayes,

The Federal Aviation Administration (FAA), with the assistance of HNTB Corporation, is preparing an Environmental Assessment (EA) for new flight routes and procedures in the airspace surrounding Denver International Airport and two satellite airports, Centennial Airport and Rocky Mountain Metropolitan Airport. Preparation of the EA is being initiated by conducting scoping to identify potential environmental issues related to the new flight routes and procedures. This letter is to invite your agency to participate in the scoping process.

To facilitate meaningful participation in the scoping process, the FAA is providing a Scoping Information Document and conducting scoping meetings. The enclosed Scoping Information Document is provided for review and comment. The Document includes discussion of the scoping process, background information, the EA process, preliminary purpose and need, preliminary alternatives, preliminary study area and anticipated environmental impacts along with analysis methodology.

The FAA will conduct a scoping meeting specifically for interested federal, state, and local regulatory agencies on Wednesday, March 9, 2011 from 1:30 to 3:00 p.m. at the Rocky Mountain Metropolitan Airport in the Mt. Evans Conference Room located at

11755 Airport Way Broomfield, CO. EA team members will be available to present and discuss project information. Attendance is encouraged as this is an opportunity for agencies to learn more about the project and indicate their respective issues and concerns.

Agency representatives are also welcome to attend the public scoping meetings which will be held from 5 to 8 p.m. on the following dates:

- March 8, 2011: Denver Marriott South at Park Meadows (10345 Park Meadows Drive. Littleton, CO)
- March 9, 2011: Rocky Mountain Metropolitan Airport, Mt. Evans Conference Room (11755 Airport Way Broomfield, CO)
- March 10, 2011: Crowne Plaza Denver International Airport (15500 E. 40th Avenue, Denver, CO)

The FAA welcomes comments on the proposed project. In order that the FAA may identify issues early in the EA process, it is requested that all comments be provided by April 10, 2011. Comments may be submitted at the scoping meetings or directly to me via e-mail at [khughes@hntb.com](mailto:khughes@hntb.com) or mailed to HNTB Corporation, ATTN. Kim Hughes, P.E., 2900 South Quincy St., Suite 200, Arlington VA, 22206.

Sincerely,



Kimberly C. Hughes, P.E.  
Manager of Environmental Services

Cc: Augustin Moses, P.E., FAA  
Bob Twedt, FAA

Enclosure: Scoping Information Package

# **RNAV and RNP Procedures at Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport**

## **Environmental Assessment Scoping Information Package**

### **Overview**

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This scoping information package is provided to facilitate the scoping process for the Environmental Assessment (EA) to evaluate new flight routes and procedures in the airspace surrounding Denver International Airport (DEN), Centennial Airport (APA) and Rocky Mountain Metropolitan Airport (BJC). The package includes the following sections:

- Scoping Process
- EA Process
- Background
- Preliminary Purpose and Need
- Preliminary Alternatives
- Study Area
- Environmental Analysis

The Federal Aviation Administration (FAA) encourages each agency to review these materials, attend the agency or a public scoping meeting, and provide comments. You are welcome to submit comments either by mail at the below address or by email to [khughes@hntb.com](mailto:khughes@hntb.com).

Submit written comments to:

Denver RNAV/RNP Project  
c/o Kim Hughes, PE  
HNTB Corporation  
2900 South Quincy Street, Suite 200  
Arlington, VA 22206

# RNAV and RNP Procedures at Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport

## Environmental Assessment Scoping Information Package

### Scoping Process

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Scoping is defined as an early and open process for determining the scope of issues to be addressed and identifying the significant issues related to a proposed action (40 CFR 1501.7). Scoping as described in 40 CFR 1501.7 is required for an Environmental Impact Statement but optional in the case of an EA. The FAA considers an open public process to be an important component of this project and therefore has decided to conduct scoping with the following specific goals in mind:

- Identify significant issues to be analyzed in greater depth;
- Clarify legal responsibilities and areas of environmental analysis requiring special expertise;
- Encourage the public to provide their input and concerns;
- Identify and eliminate from detailed study any issues that are insignificant or which have been covered by prior environmental review;
- Establish the extent of the study area; and
- Identify available technical information.

The scoping process for this project includes distributing preliminary project information and soliciting comments on this information. The scoping meetings provide the first major opportunity for gathering comments from agency representatives and the general public. An agency scoping meeting for interested federal, state, and local regulatory agencies will be held on Wednesday, March 9<sup>th</sup>, 2011 from 1:30 to 3:00 p.m. at the Rocky Mountain Metropolitan Airport in the Mt. Evans Conference Room located at 11755 Airport Way, Broomfield, CO. EA team members will be available to discuss available project information.

Agency representatives are also welcome to attend the public scoping meetings which will be held from 5 to 8 p.m. on the following dates:

- March 8, 2011: Denver Marriott South at Park Meadows (10345 Park Meadows Drive, Littleton, CO)
- March 9, 2011: Rocky Mountain Metropolitan Airport, Mt. Evans Conference Room (11755 Airport Way, Broomfield, CO)
- March 10, 2011: Crowne Plaza Denver International Airport (15500 E. 40th Avenue, Denver, CO)

Each public meeting will include a presentation and an exhibit area where EA team members will be available to discuss the project and the EA process one-on-one with attendees. Attendees will be offered the opportunity to submit written comments at these meetings.

It is important to participate in the scoping process by submitting comments during the scoping period which ends on **April 10<sup>th</sup>, 2011**. This allows the FAA to identify issues early in the EA process and meet the stated scoping goals. Comments may be submitted via e-mail to khughes@hntb.com or mailed to Denver RNAV/RNP Project, c/o Kim Hughes, PE, HNTB Corporation, 2900 South Quincy Street, Suite 200, Arlington, VA 22206.

# RNAV and RNP Procedures at Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport

## Environmental Assessment Scoping Information Package

### EA Process & Schedule

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The following overview illustrates the FAA process for preparing an EA. The FAA initiated the scoping process with the announcement of the scoping meetings. The FAA expects to complete the scoping process in April 2011 and to complete the entire study approximately nine months later.

Steps in the EA Process	Action
Conduct Scoping	Scoping is being conducted to identify significant issues to be analyzed in greater depth; clarify legal responsibilities and areas of environmental analysis requiring special expertise; encourage the public to provide their input and concerns; identify and eliminate from detailed study issues that are insignificant; establish the extent of the study area; and identify available technical information. Federal, state and local agencies and the public are invited to participate in scoping.
Prepare the Draft EA	After the scoping comments are reviewed, the FAA and its consultants conduct necessary environmental analysis and prepare the Draft EA. Coordination with interested agencies and the public continues.
Circulate the Draft EA	The Draft EA is made available for public and agency review and comment. Copies of the Draft EA are sent to interested federal, state, and local agencies. A notice of availability (NOA) is placed in newspaper(s) to advise the public about where the Draft EA is available for review and announce the public hearing logistics.
Conduct Public Hearing	A public hearing is held no sooner than 30 days after the Draft EA is available to the public.
Prepare Final EA	All comments on the Draft EA including those received at the public hearing are reviewed and responses to the substantive comments are developed. These responses and any required edits to the Draft EA are incorporated into the Final EA.
Prepare Finding	If, based on the Final EA, the FAA determines that the proposed action would not result in a significant impact, the FAA prepares a Finding of No Significant Impact (FONSI)/Record of Decision (ROD).
Circulate the Final EA and the FONSI/ROD, Publish NOA	The Final EA including the FONSI/ROD is published and distributed. An NOA will be published.
Implement Project	Upon publication of the FONSI/ROD NOA, the implementation of the alternative selected by the FAA may begin.

# RNAV and RNP Procedures at Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport

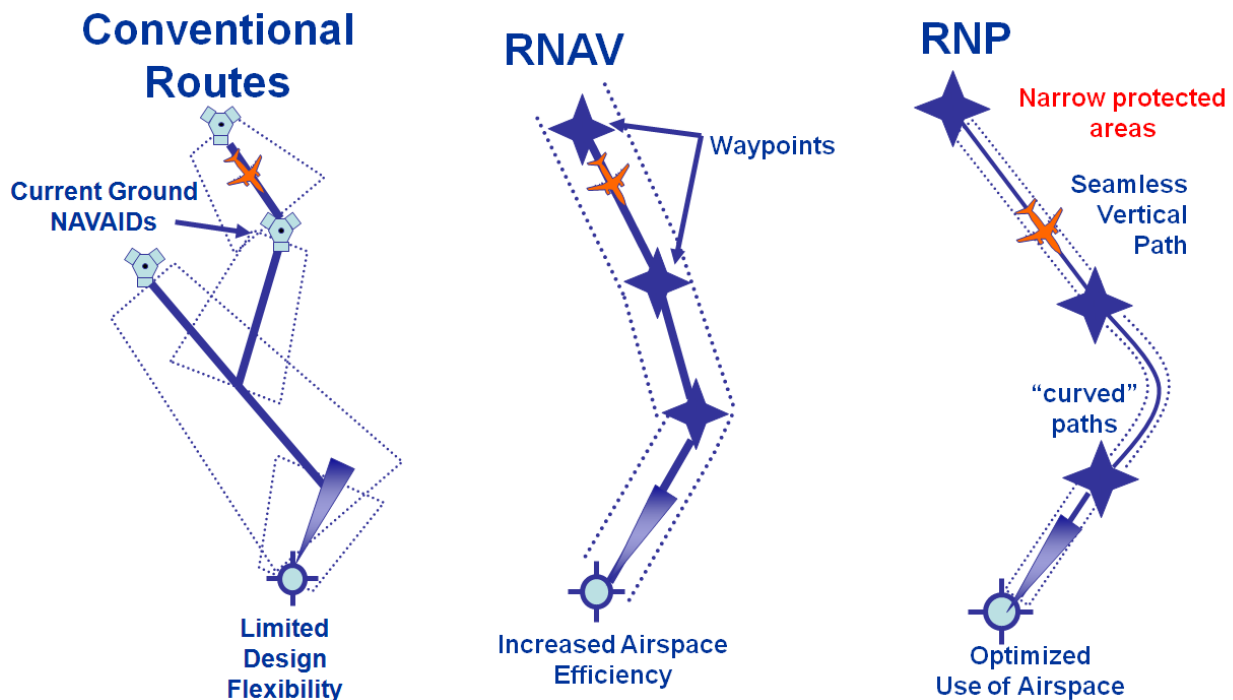
## Environmental Assessment Scoping Information Package

### Background

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The FAA is preparing an EA to fulfill the requirements of the National Environmental Policy Act of 1969 (NEPA). NEPA requires environmental review of federal actions including federal funding, approvals and certifications. The implementation of new flight procedures is considered a federal action. Therefore, environmental review of the proposed development is required per NEPA. The environmental review will be documented in an EA and completed in accordance with Federal Aviation Administration (FAA) policies and procedures for considering environmental impacts: FAA Order 1050.1E, "Environmental Impacts, Policies and Procedures."

The Proposed Action to be evaluated in the EA is to implement new Area Navigation (RNAV) and Required Navigation Performance (RNP) approach procedures and RNAV departure procedures at DEN, APA and BJC. RNAV enables aircraft to fly without relying solely on ground based navigation aids. Aircraft can fly on any desired flight path within the coverage of ground- or spaced-based navigation aids, within the limits of the capability of aircraft self-contained systems, or a combination of both capabilities. RNP is RNAV with the addition of on-flight monitoring of the airplane's performance. The pilot receives an alert if the aircraft is not performing in accordance with the requirements for a specific procedure.



# **RNAV and RNP Procedures at Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport**

## **Environmental Assessment Scoping Information Package**

RNAV and RNP are the two main components of Performance Based Navigation (PBN). The FAA describes PBN as a framework for defining performance requirements in “navigation specifications” that contain detailed aircraft operator/pilot requirements. PBN flight routes and procedures allow aircraft to fly more direct routes and the FAA to optimize the use of airspace, which will increase airspace capacity and reduce delays. PBN is one of the key building blocks for the Next Generation Air Transportation System (NextGen).

The FAA is in the process of implementing NextGen, the FAA's plan to modernize the National Airspace System (NAS) through 2025. NextGen in very basic terms is defined as the development of an air traffic management system based on the use of satellite-based navigation as opposed to ground-based navigation. This definition is deceptively simple because NextGen is a very complex program to develop and implement new technologies and adapt the air traffic management system to a new way of operating. NextGen will allow the FAA to guide and track air traffic more precisely and efficiently and thereby increase system capacity while reducing environmental impacts. Ultimately, more aircraft will safely fly closer together on more direct routes, reducing delays and providing unprecedented benefits for the environment and the economy through reductions in carbon emissions, fuel consumption and noise.

NextGen is needed because the existing air traffic management system will not be able to accommodate future levels of air traffic. According to the FAA's recently released aviation forecast, air travel will more than double in the next 20 years. In a related press release on February 15, 2011, the U.S. Secretary of Transportation Ray LaHood stated, “Innovative NextGen technology will help meet the demands of the future by getting passengers to their destinations safely and more quickly.”

### **Preliminary Purpose and Need**

The Purpose and Need are identified by describing the problems being addressed and the proposed solutions. Defining the Purpose and Need is essential in documenting a sound justification for a proposed action.

The Proposed Action is needed because:

The current Denver area airspace does not efficiently accommodate today's levels of air traffic. As air traffic continues to grow, efficiency will further deteriorate and delays will build.

The Purpose of the Proposed Action is to:

Accommodate current and future air traffic in an efficient manner by leveraging advances in technology through use of RNAV/RNP procedures.



# RNAV and RNP Procedures at Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport

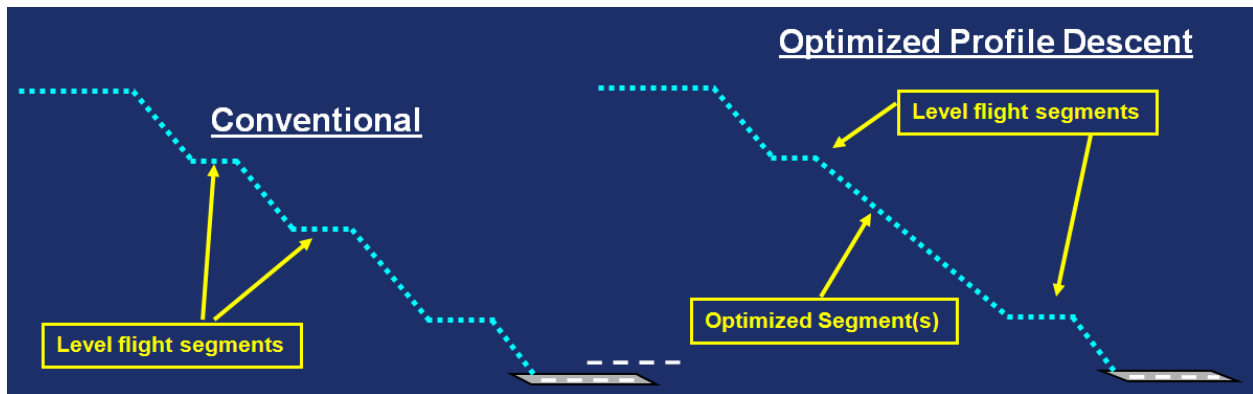
## Environmental Assessment Scoping Information Package

### Preliminary Alternatives

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Alternatives analysis is key to the NEPA process. The EA will consider potential alternatives based on the alternatives' ability to meet the purpose and need of the Proposed Action. Alternatives to be considered will consist of specific routes and procedures with altitude and aircraft speed requirements. These alternatives will be developed to improve airspace efficiency while considering the potential environmental benefits and disbenefits.

As part of developing the alternatives, the FAA will explore the possibility of implementing Optimized Profile Descents (OPD) with the new RNAV approach procedures. OPDs reduce fuel consumption, emissions, and noise during descent by allowing pilots to set aircraft engines near idle throttle while they descend. OPDs use the capabilities of the aircraft Flight Management System to fly a continuous, descending path without or with fewer level segments.



There is no specific requirement regarding the number of alternatives that must be evaluated. The number of alternatives to be considered is influenced by the degree of potential impact as well as the stated project purpose. According to FAA Order 1050.1E, "An EA ... may limit the range of alternatives to action and no action when there are no unresolved conflicts concerning alternative uses of available resources." Therefore, it is anticipated that the detailed environmental impact analysis of alternatives will be limited to the No Action and the Proposed Action Alternatives.

# RNAV and RNP Procedures at Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport

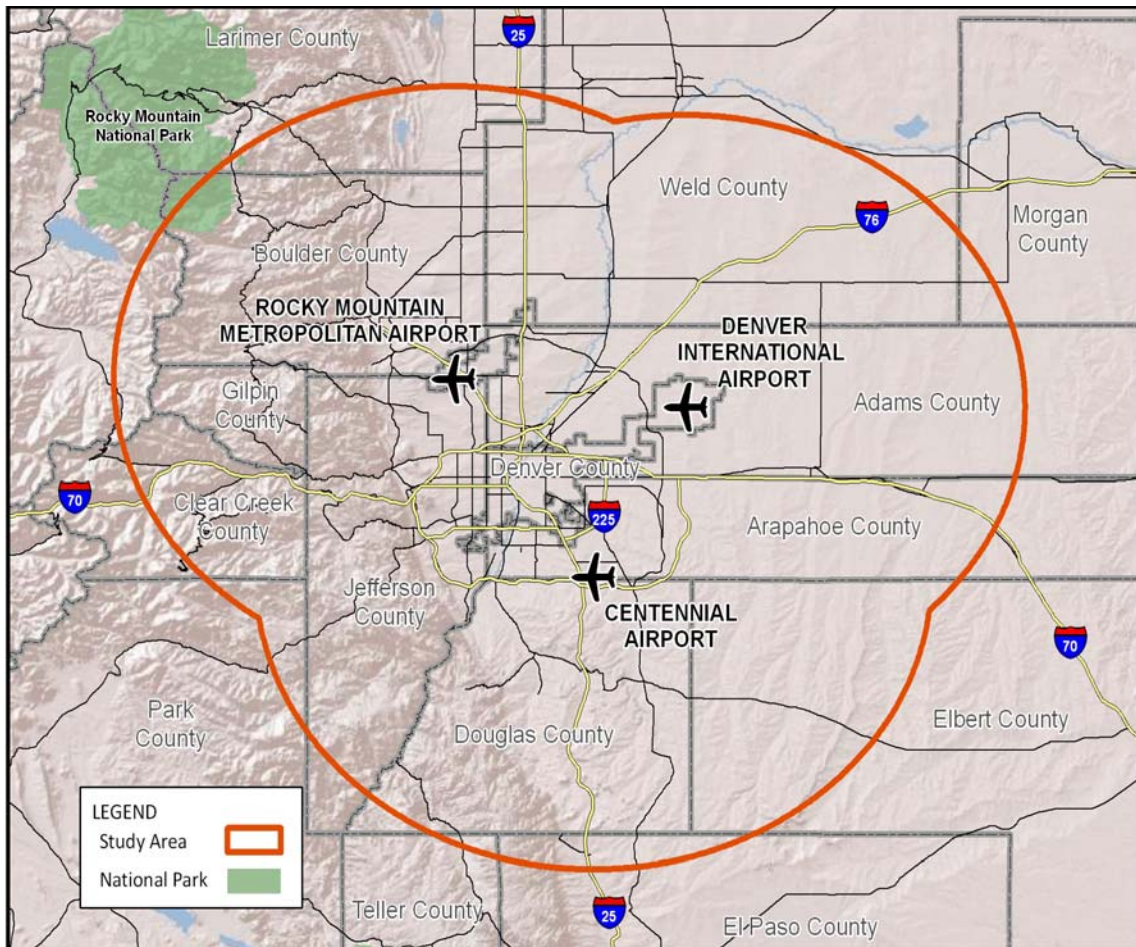
## Environmental Assessment Scoping Information Package

### Study Area

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The study area is defined as the geographic area potentially environmentally impacted by the proposed action. FAA Order 1050.1E and FAA Order JO 7400.2G, *Procedures for Handling Airspace Matters* were used to establish the Preliminary Study Area for the Proposed Action. According to FAA Order 1050.1E, the altitude ceiling for environmental consideration regarding airspace actions is 10,000 feet above ground level (AGL). Additionally, FAA Order JO 7400.2G recommends considering proposed changes between 10,000 feet and 18,000 feet AGL when the proposed changes are over a National Park or Wildlife Refuge. Therefore, because changes could occur over Rocky Mountain National Park (RMNP), the cut-off elevation used to determine the Preliminary Study Area was 18,000 feet AGL. The Preliminary Study Area was created to encompass the geographic areas where the proposed changes to aircraft routes would occur below 18,000 feet AGL; roughly a 30 nautical mile (NM) radius around the three airports.

### Preliminary Study Area



# RNAV and RNP Procedures at Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport

## Environmental Assessment Scoping Information Package

### Environmental Analysis

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The EA will assess the environmental consequences of the Proposed Action and the reasonable alternatives. Impact categories will be analyzed according to the criteria included in FAA Order 1050.1E, Environmental Impacts: Policies and Procedures.

All of the environmental impact categories identified in FAA Order 1050.1E will be addressed in the EA. Recognizing that the Proposed Action is limited to changing aircraft flight paths and does not require new infrastructure, the major emphasis of analysis is expected to be on noise and noise related impacts. Thus, the potentially impacted categories and anticipated level of analysis are as follows:

**Noise** – A detailed noise analysis will be conducted in accordance with FAA Order 1050.1E.

**Compatible Land Use** – The impact to compatible land use will be assessed based on the results of the detailed noise analysis and in accordance with FAA Order 1050.1E.

**Air Quality** – No air quality analysis will be conducted because the proposed action is presumed to conform under general conformity (FR/ Vol. 72, No. 145, item 14 Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations). The potential benefits of fuel reduction will be disclosed.

**Fish, Wildlife, and Plants** – The related analysis will likely be limited to coordination with resource agencies to assess potential impacts to Bald Eagles.

**Section 4(f) of the DOT Act** – Since the Proposed Action does not require new infrastructure, there would be no physical use of Section 4(f) resources. Therefore, analysis will be limited to determining whether the potential noise impacts would result in a constructive use of a Section 4(f) resource.

**Historical, Architectural, Archeological, and Cultural Resources** - Analysis will likely be limited to determining whether a change in noise would constitute an adverse effect on a historic resource.

**Light Emissions and Visual Impacts** – Analysis of related impacts will be in accordance with Order 1050.1E.

**Socioeconomic Impacts, Environmental Justice, and Children’s Environmental Health and Safety Risks** – Analysis will likely be limited to identifying the potential for changes in noise exposure to result in disproportionately high and adverse impacts on a minority or low-income population.

**Cumulative Impacts** – Potential for cumulative impacts will be disclosed in accordance with Order 1050.1E.

# **RNAV and RNP Procedures at Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport**

## **Environmental Assessment Scoping Information Package**

The Proposed Action, implementation of RNAV/RNP procedures, does not include construction of physical infrastructure. Therefore, there are no anticipated impacts to the following environmental impact categories and no related analysis will be conducted:

- Coastal Resources
- Construction Impacts
- Energy Supply and Natural Resources
- Farmlands
- Floodplains
- Hazardous Materials and Solid Waste
- Water Quality
- Wetlands
- Wild and Scenic Rivers