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Ways to Comment

Comments will be accepted through March 1, 2011 and can be submitted in the following ways:

In Person: Public Hearings

Website: www.rtd-fastracks.com
Click on North Metro Corridor

Email: comments@rtdnorthmetro.com

Mail: FTA Region 8
Attn: David Beckhouse
C/O North Metro Project
999 18th St., Ste. 900
Denver, CO 80202

For More Information

Contact: Kristi Estes
RTD-FasTracks
Public Involvement Liaison
(303) 299-6921

Nanci Regnier
Public Involvement Lead
(720) 306-8039

Hotline: (303) 299-2000
Follow the prompts

The North Metro Corridor Final Environmental Impact Statement (FEIS) is Now Complete and Available for Review!

The Regional Transportation District (RTD) and the North Metro Corridor team are pleased to announce the release of the North Metro Corridor Final Environmental Impact Statement (FEIS). This document represents more than four years of in-depth project development, evaluation, refinement and public outreach.

Extensive community involvement and agency participation has enabled the North Metro team to identify a Preferred Alternative alignment, station locations and vehicle technology to build and operate commuter rail transit between Denver Union Station and 162nd Avenue in Thornton. Once completed, the North Metro rail line will improve mobility, enhance regional connectivity and serve existing and new transit users while supporting community and regional plans.

The FEIS is available for public review and comment between Jan. 28 and March 1, 2011. Public hearings, during which a summary of the document will be presented for comment, are scheduled for Feb. 16 and 17, 2011 (see "What's Happening" on page 6 for location and times). We encourage you to attend a public hearing and provide formal comment on the FEIS. Comments also can be made online, by mail or by e-mail (see "Ways to Comment" in the left margin).

To view the FEIS, visit www.rtd-fastracks.com (click on North Metro Corridor) or find it at the libraries listed below.



North Metro resident reviews DEIS at 2009 Public Hearings

View the North Metro Final Environmental Impact Statement at one of the following libraries:

Anythink Rangeview Library District:

- Brighton Branch Library
327 E. Bridge St.
Brighton, CO 80602
- Commerce City Branch Library
7185 Monaco St.
Commerce City, CO 80022
- Huron Street Branch Library
9417 Huron St.
Northglenn, CO 80260
- Washington Street Branch Library
8992 Washington St.
Thornton, CO 80229
- Wright Farms Branch Library
5877 E. 120th Ave.
Thornton, CO 80602

Denver Public Libraries:

- Central Branch Library
10 West 14th Ave. Pkwy.
Denver, CO 80204
- Valdez-Perry Branch Library
4690 Vine St.
Denver, CO 80216

Other Libraries:

- Colorado State Library
201 East Colfax Ave.
Suite 314
Denver, CO 80203

Overview of Preferred Alternative Alignment, Station Locations and Train Type

The North Metro Corridor FEIS documents the Preferred Alternative, its impacts and mitigations, as well as cost estimates and 30 percent engineering plans. Comments and input gathered during the Draft EIS comment period ending on Jan. 15, 2010, have been addressed and incorporated. Coordination with the impacted public, other coordinating and cooperating agencies, local jurisdictions, stakeholders, elected officials, and consulting and countless interested parties have remained integral to the development of the EIS and will continue well into the construction of the project.

While the Preferred Alternative alignment, station locations and vehicle technology have been determined, engineering will advance, new information will be evaluated, and agency and stakeholder coordination will continue, resulting in further refinement and adjustments throughout final design and construction.

RTD remains committed to working with its partners and stakeholders to provide a transportation infrastructure that will meet the demands of its residents, position the region to take advantage of economic development and growth, and make the north metro Denver area an even better place to work and live.

Public Involvement Summary

During the environmental process, the project team has engaged the public through an extensive community outreach and public involvement process. In all, the team conducted 17 public meetings/hearings; 14 station planning and issue focused meetings; more than 160 meetings with representatives of the partner jurisdictions; more than 20 council briefings and presentations; more than 200 key stakeholder meetings with business and property owners; and 30 community meetings, special events and festivals.

Stations

The North Metro Corridor includes eight new stations plus Denver Union Station (locations indicated on map). Since the release of the DEIS, parking demand projections have increased totaling approximately 4,020 spaces for opening day and approximately 8,490 for the project planning horizon year 2035.



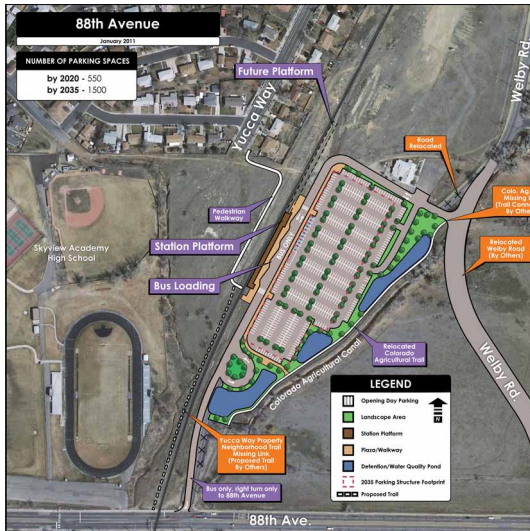
National Western Stock Show Station:

Surface parking (210 spaces) is provided on opening day. Modification: Access to the horse barn will be relocated south of the station.

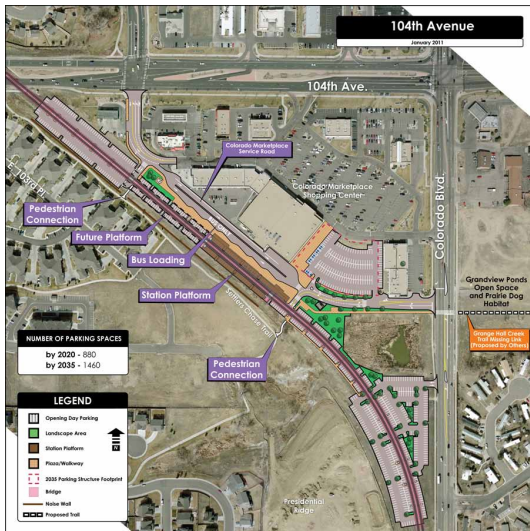


72nd Avenue Station:

Surface parking (330 spaces) is provided on opening day. Modification: The O'Brian Canal Bridge will be widened to accommodate gravel trucks, additional traffic and pedestrians.



88th Avenue Station: Surface parking (550 spaces) is provided opening day. A parking structure is planned to meet projected 2035 demand (1,500 spaces). Modification: This alternative requires the City of Thornton to relocate Welby Road. If Welby Road is not relocated as planned, the layout shown in the DEIS will remain.



104th Avenue Station: Parking is provided under elevated station (880 spaces). A parking structure is planned (east of Albertsons) to meet projected 2035 demand (1,460 spaces). Modification: This alternative reduces environmental impacts, particularly to wetlands.

The Preferred Alternative and Alignment

The Preferred Alternative includes a single-track with five passing tracks beginning at Denver Union Station, moving north for approximately 18 miles, where it ends just north of State Highway 7 (SH 7) in Thornton. The alignment runs along the existing BNSF Railway in Denver. As it reaches Commerce City, the alignment crosses over the existing line and runs along the O'Brian Canal. At 70th Avenue, the alignment connects to the former Union Pacific (UP) Railroad right-of-way (ROW) - purchased by RTD in 2009 - where it continues north staying within the ROW, to just north of SH 7. Once complete, the line will provide service to Denver, Commerce City, Thornton, Northglenn and unincorporated Adams County.



Train Type

The preferred rail vehicle is Electric Multiple Unit (EMU) due to cost effectiveness, decreased noise and environmental impacts and public preference. The vehicle will be powered by an overhead contact system (OCS) similar to that of existing light rail lines.

Operations/Service Plan and Travel Time

Service will generally be provided from 5 a.m. to 11:30 p.m. on weekdays; Friday and Saturday night service will extend to 1:30 a.m. Base headways (time between trains) will be 30 minutes with 15-minute headways during weekday peak commuting hours. Weekends and holidays will be more limited than weekday service. Travel time is projected to be 32 minutes between DUS and 162nd Avenue, with 24,500 riders per weekday (2035).

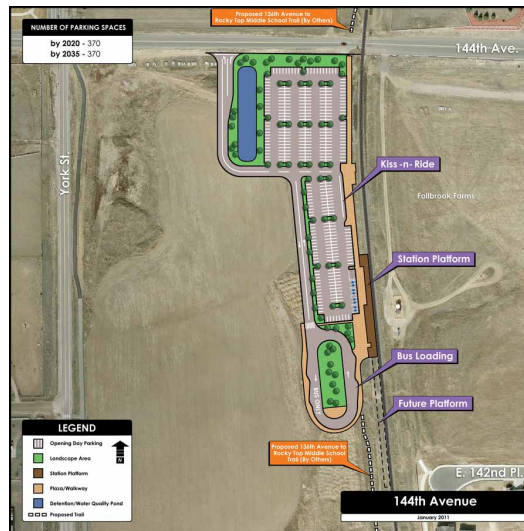
Capital Cost Estimate

As of December 2010, the anticipated cost to complete the North Metro Corridor by 2020 is an estimated \$910 million dollars. These expenditures include construction of the alignment from DUS to SH 7/162nd Avenue, vehicles, stations, ROW (including railroad ROW already purchased), ancillary facilities, structures, and roadway improvements. Project financing will be a combination of federal loans and the RTD sales tax. Cost estimates are updated regularly as part of RTD's Annual Program Evaluation.



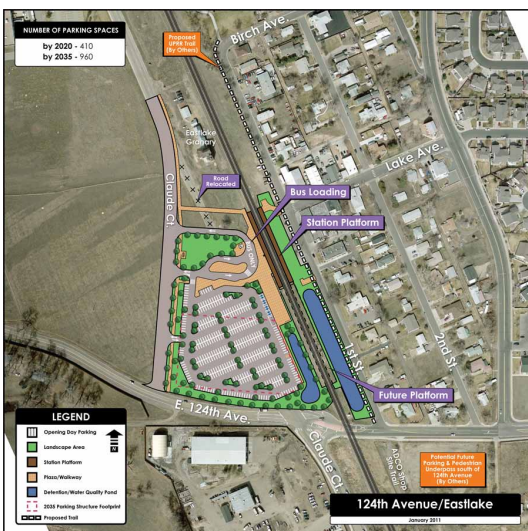
112th Avenue Station:

Surface parking (310 spaces) is provided opening day. A parking structure is planned to meet projected 2035 demand (1,200 spaces).



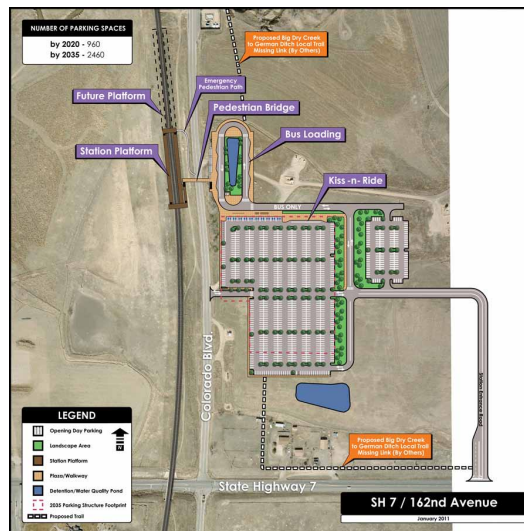
144th Avenue Station:

Surface parking (370 spaces) is provided on opening day. Modification: The station footprint has been elongated to accommodate future development.



124th Avenue/Eastlake Station:

Surface parking (410 spaces) is provided opening day. A parking structure is planned to meet projected 2035 demand (960 spaces). Modification: This station footprint has been decreased by using the existing site for a future parking garage.



SH 7/162nd Avenue Station:

Surface parking (960 spaces) is provided opening day. A parking structure is planned to meet projected 2035 demand (2,460 spaces). This alternative includes a pedestrian bridge from the parking area to the station platform. Modification: Access and layout may be altered due to planned future development.

Project Benefit and Impact Mitigation Summary

BENEFITS		
Mobility	Economic and Land Use	
Improved Travel Time – DUS to SH 7 (2035) <ul style="list-style-type: none"> North Metro Corridor – 32 minutes Automobile – 61 minutes Reduced Vehicle Miles of Travel (VMT) and Hours of Travel (VHT) Increased Regional Transit Ridership	Increased Indirect, Construction and Operations Related Jobs Improved Access to Jobs for Transit Dependent Populations Improved Access to Education, Entertainment, Recreation and Shopping Transit Oriented Development (TOD) Opportunities Regional and Community Land Use Plan support	
IMPACTS		
Topic	Impact	Mitigation
Transportation		
Freight Rail	BNSF Railyard UP Operations near 112th Ave	Relocate tracks to avoid impact Operational Agreement with UP railroad
Commuter Rail Crossings	Safety Traffic Congestion	Crossing Signals, Gates and Raised Medians Grade Separations (104th and 120th Ave.) and Intersection Modifications
Station Traffic	Traffic Congestion	Modify Intersections and Signalization
Pedestrian and Bicycle Crossings	Safety	Increase Safety Measures
Social		
Social	Social Trails Community Cohesion	Identify and Establish Formal Crossings Maintain Connections
Safety and Security	Operational and Construction Safety Emergency	Provide Fencing Fire and Life Safety Committee Emergency Response Plan
Neighborhood Parking	Overflow into Neighborhoods	Monitor and Jurisdictional Coordination
Economic		
Property Acquisition	121.68 Acres of Right-of-Way <i>*(Increase)</i>	Follow Uniform Relocation Assistance and Real Property Acquisition Policies Act
Relocation	1 Residential Property <i>*(Decrease)</i> 6 Commercial/Industrial <i>*(Decrease)</i>	Follow Uniform Relocation Assistance and Real Property Acquisition Policies Act
Business	Several Business Operational Impacts	Coordinate with Affected Owners to Minimize
Utilities	Standard Relocations	Coordinate with Utilities
Community Resources		
Archaeological and Historic Properties	3 Sites <i>*(Decrease)</i>	Mitigate as Specified in Memorandum of Agreement with SHPO and ACHP (pending participation concurrence)
Noise	439 pre-mitigation severe (i.e., Requires Mitigation) <i>*(Decrease)</i>	Quiet Zones north of 70th Avenue 16,500 linear feet Noise Wall Monitor once revenue service begins
Visual	New Bridges, Noise Walls, 2035 Parking Structures, Station Lighting, Fencing, Catenary System, and Autotransformers	Coordinate Design with Jurisdictions
Parks and Recreation	8 Parks/Open Space 12 Trails (Primarily during Construction)	Coordinate with Jurisdictions
Natural Resources		
Air Quality	Operations and Construction	Follow Best Management Practices
Biological Resources	Prairie Dogs; Migratory Birds; Burrowing Owls	Follow CDOT Guidelines Coordinate with Colorado Department of Wildlified
Vegetation	Construction	Coordinate with Affected Owners
Wetlands and Other Waters	4.0 Acres (2.1 acres jurisdictional) <i>*(Decrease)</i>	Mitigate as Specified in 404 Permit Decrease Impacts Where Possible
Water Resources	Water Supply; Water Quality	Replace or Compensate Follow Best Management Practices
Floodplain	Construction Activities	Coordinate with Jurisdictions and UDFCD

* Indicates a change between DEIS and FEIS documents



RTD - FasTracks
 1560 Broadway, Suite 700
 Denver, CO 80202

Next Steps

- Release FEIS Document
 – Jan. 28, 2011
- FEIS Document available on-line:
www.rtdfastracks.com, click on
 North Metro Corridor, or at
 libraries listed on page 1
- Public Hearings:
 – Feb. 16 and Feb. 17, 2011
- Public Comment Period:
 – Jan. 28 to March 1, 2011
- Record of Decision (ROD) by
 FTA anticipated spring 2011
- Identify funding scenarios to
 complete RTD FasTracks Program
- Implement Construction Ready
 Plan and complete project

When funding is secured to complete the FasTracks program, it is anticipated that the North Metro Corridor will move into final design and construction. Please feel free to contact us on-line at www.rtd-fastracks.com or 303-299-2000. Thanks to everyone who participated in the process!

WHAT'S HAPPENING

The North Metro Corridor FINAL Environmental Impact Statement is Now Available for Review! Please join us for these Public Hearings.

The North Metro Corridor Team is pleased to present the North Metro Corridor Final Environmental Impact Statement document, which is now available for public review and comment. The public hearings will include a brief presentation which will begin at 6:30 p.m. The public will have the opportunity to submit verbal, written or electronic comments. The comment period runs from Jan. 28 to March 1, 2011. Your input is important to us!

Wednesday, Feb. 16, 2011

6 p.m. to 8 p.m.

Skyview High School

8990 York St.

Thornton, CO 80229

(Location served by RTD bus route 88)

Thursday, Feb. 17, 2011

6 p.m. to 8 p.m.

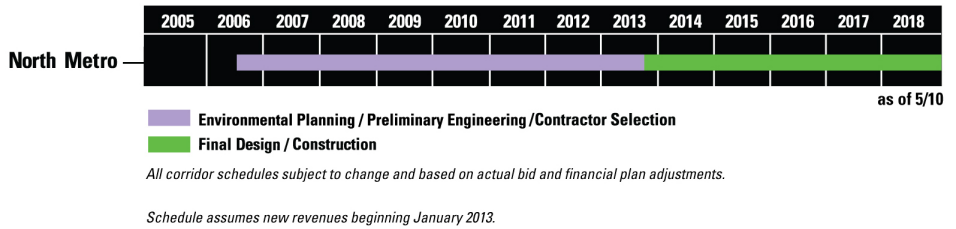
Denver Coliseum (Main Concourse)

4600 Humboldt St.

Denver, CO 80216

(Location served by RTD bus route 48)

The same information will be presented at both meetings and Spanish translation will be available. Light refreshments will be provided.



COMMUNICATION ASSISTANCE AVAILABLE:

The following communication assistance is available for all RTD public meetings/hearings: language interpreters, sign-language interpreters, assisted listening devices, alternate formats such as large print or reasonable accommodations for special needs. Contact RTD at (720) 306-8039 at least 72 hours prior to the meeting to discuss your special needs and request for accommodations.