<table>
<thead>
<tr>
<th>Time</th>
<th>Attendee(S):</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:00 A.M.</td>
<td>Adam Burg</td>
<td>Legislative Update</td>
</tr>
<tr>
<td>11:40 A.M.</td>
<td>Brian Staley / Chris Chovan</td>
<td>Federal Boulevard Multimodal Study Update and Discussion</td>
</tr>
<tr>
<td>12:40 P.M.</td>
<td>Rachel Gruber, Manager of Community Affairs / Rachel Marion, Director of Government Affairs / Cristal DeHerrera, Executive Vice President, Chief of Staff / Bill Poole, Senior Vice President of Planning and Design / Michael Cloud, Director of Infrastructure</td>
<td>DEN Presentation</td>
</tr>
<tr>
<td>1:10 P.M.</td>
<td>Raymond Gonzales</td>
<td>Administrative Item Review / Commissioners Communication</td>
</tr>
<tr>
<td>1:40 P.M.</td>
<td>Heidi Miller</td>
<td>Executive Session Pursuant to C.R.S. 24-6-402(4)(e) for the Purpose of Instructing Negotiators Regarding Economic Incentives</td>
</tr>
<tr>
<td>2:10 P.M.</td>
<td>Heidi Miller</td>
<td>Executive Session Pursuant to C.R.S. 24-6-402(4)(a) for the Purpose of Instructing Negotiators Regarding Property Sale or Acquisition</td>
</tr>
</tbody>
</table>

**TO WATCH THE MEETING:**
- Watch the virtual Zoom Study Session through our [YouTube Channel](https://www.youtube.com/channel)

**(AND SUCH OTHER MATTERS OF PUBLIC BUSINESS WHICH MAY ARISE)**

***AGENDA IS SUBJECT TO CHANGE***
**DISCUSSION POINTS:**

- Adams County, in partnership with the Cities of Westminster and Federal Heights, began the Federal Boulevard Multimodal Corridor Study last year.
- The study covers the Federal Boulevard corridor from 52\(^{nd}\) Ave to 120\(^{th}\) Ave.
- The discussion will focus on the activities presented at the most recent Stakeholder Working Group meeting including a review of similar corridors, discussion of mobility needs, and conceptual roadway cross sections.
- In addition, the staff will share the next steps of plan development and upcoming opportunities for public outreach.
Plan Development Update

Board Of Commissioners Study Session

Brian Staley, Director
Chris Chovan, Senior Transportation and Mobility Planner

May 25, 2021
Today’s Discussion

• Review of Similar Corridors
• Discussion of Mobility Needs and Goals
• Cross Sections and Right-of-Way
• Moving forward
Similar Corridors
HIGHWAY 7 - TORONTO -
+ Wide, detached sidewalks
+ Green infrastructure and landscaping
+ Consistent lighting
- Still lacks frequent pedestrian crossings
- Includes bike lane along 3 lanes of high-speed traffic
HIGHWAY 7 - TORONTO -
+ Wide, detached sidewalks
+ Green infrastructure and landscaping
+ Consistent lighting
+ Bus/HOV/Turn lanes
+ Transit stop/station upgrades
- Still lacks frequent pedestrian crossings
11th AVE - EUGENE, OREGON - AFTER
+ Wide, detached sidewalks
+ Green infrastructure and landscaping
+ Consistent lighting
+ Bus/Turn lanes
+ Transit stop/station upgrades
+ Pedestrian signal at transit stop/trail connection
CENTRAL AVE - ALBUQUERQUE, NM - AFTER
+ Green infrastructure and landscaping in median
+ Upgraded lighting
+ Center-running bus rapid transit facilities
+ Transit stop/station upgrades
+ Incorporate public art
COLFAK & PARK AVE - BEFORE

COLFAK & PARK AVE - AFTER
+ Low-cost crossing enhancements
+ Major reductions in pedestrian-involved crashes
OTHER BUILT EXAMPLES

Business Access Transit Lane and tree lawn

Bus Lane and stations

Bus Lane and stations

Bus Lane and landscaped median

Bus Lane and stations

Multi-use Sidewalk and Stormwater Treatments

Landscaping and Stormwater Treatments

Landscaping and Stormwater Treatments

Detached Sidewalk and Landscaping
Draft Mobility Needs and Goals

- Focus on safe, equitable, consistent, and high-quality options
- Build on existing multimodal facilities (trails, rail, etc.)
- Identify attainable alternatives to driving alone
- Generate recommendations for walking, rolling, biking, transit, driving, and freight
Draft Modal Visions & Potential Elements
Pedestrians

Existing Conditions and Stakeholder Input

• Many pedestrian crashes
• Difficult to cross
• Important issue for most stakeholders

Objectives for Improvements

• Greater connectivity
• Encourage addressing sidewalk concerns
• Improve safety for pedestrians
Pedestrians

Attached Sidewalk - 8’ wide
Detached Multi-use Path - 10’ wide
Enhanced Safety for all Users at Intersections - various treatments
Safer Pedestrian Crossings: Signals, Rectangular Rapid Flashing Beacons (RRFBs) & High Intensity Activated Crosswalks (HAWKs)

Key
Recommended corridor-wide
Not Recommended

Detached Sidewalk - 8’ wide
Transit

Existing Conditions and Stakeholder Input

- Slower bus speeds due to congestion
- Record ridership
- Advocate for quality transit amenities
- Improve service

Objectives for Improvements

- Lack of multimodal connections to bus stops
- Safer access to bus stops and shelters
- More frequent service
- Prepare for ridership growth
- Opportunity for development, redevelopment, and land preservation
Transit

Semi-exclusive dedicated bus lanes (lanes that are reserved for buses and right turning vehicles)

Service Enhancements - more frequent service (every 10 minutes), Timed Transfers to other routes and increased hours of service

Transit bypass lanes (dedicated lanes for bus approaches to intersections) at key locations, coupled with transit signal priority 'queue jumps'

Stop/Station Enhancements - ADA accessible bus shelters, relocated bus stops, sidewalk connections, multilingual information

Key

Recommended corridor-wide
Not Recommended
Bicycles

Existing Conditions and Stakeholder Input

- Minimal on-street bike infrastructure
- Not a designated bike corridor
- Encourage development of complete bike network
- Advocate for underpasses for all ages and abilities

Objectives for Improvements

- Concern over air quality
- More bike connections to neighborhoods
- Reduce emissions/pollution
- Addresses congestion management
Bicycles

- Expanded connections to adjacent side paths
- Dedicated Bike Lane along Lowell Boulevard
- Dedicated Bike Lane along Federal Boulevard

Key

- Recommended corridor-wide
- Not Recommended
Trails

Existing Conditions and Stakeholder Input

• Five regional trails
• Address missing greenway trail and infrastructure
• Encourage accessible connections
• Greater connectivity to existing trails

Objectives for Improvements

• Option for commuters
• Provide a connection to Camenisch Park
• Enhance connection to natural resources
Trails

Wayfinding

Expanded connections to existing regional trails

Connections to other modal options

Key

Recommended corridor-wide
Not Recommended
Streetscapes

Existing Conditions and Stakeholder Input

• Lack of unifying streetscape elements
• No sidewalk uniformity
• Prioritize wayfinding to key destinations
• Reduce urban heat island effect

Objectives for Improvements

• Aesthetic consistency
• Tree canopy
• Enhances traffic calming
• Greater user comfort
Streetscapes

- Street Lighting and Pedestrian Amenities
- Green drainage elements
- Brick or hardscape median
- Public Art/Gateway Elements
- Improved Signage - Inventory and reassessment

Key

- ✔️ Recommended corridor-wide
- ✗ Not Recommended
Auto Safety and Operations

Existing Conditions and Stakeholder Input

- Inadequate sight distance
- Non-compliant signals equipment
- Insufficient ADA facilities
- Improve traffic operations along the corridor
- Meet Vision Zero goals

Objectives for Improvements

- Manage congestion
- Vehicle speed
- Improve travel time
- Improve safety
- Reduce congestion
Auto Safety and Operations

- Update signal equipment - Signal Rebuilds
- Raised medians
- Improved left turn treatments
- ADA compliant design
- Interchange improvements
- Consistent corridor speed limits and signal progression based on lower target speeds

Key

Recommended corridor-wide
Not Recommended
Cross Sections and Right-of-Way
Cross Section

Corridor-Wide Vision

- Lighting & Pedestrian Amenities
- Bus/Turn Lane
- 2 Auto Travel Lanes
- Raised Median
- Detached Multi-Use Sidewalk
- Detached Multi-Use Sidewalk
- Transit Stop/Station Amenities
- Directional ADA Ramps
- Intersection Safety Improvements
- Landscaped Buffer & Green Infrastructure
Zone A

Zone A Representative Location: Between 65th Avenue and Longfellow Place

Existing Condition

Proposed Condition

1 Story
9'-13"

1 to 2 Stories
14'-19"

1 Story
9'-13"

1 to 2 Stories
14'-19"

Row Way - Curb to Curb
69'

Complete Street
121'

ROW Varies
100'-120'

Landmark
Intersection

Roadside Facility
Detached Amenity
Zone 6
Bus/RT Lane 12
Travel Lane 11'
Travel Lane 11'
Median/Turn Lane 19'
Travel Lane 10'
Travel Lane 11'
Travel Lane 12'

Sidewalk
10'

Median
Roadway
Curb to Curb
89'

Complete Street
121'

ROW Varies
100'-120'
Zone B Representative Location: Between 73rd Avenue and 74th Avenue

**Existing Condition**
- 2 Stories 20'
- Sidewalk 10'
- Travel Lane 12'
- Travel Lane 11'
- Travel Lane 12'
- Travel Lane 11'
- Median/ Turn Lane 14'
- Travel Lane 12'
- Travel Lane 11'
- Travel Lane 12'
- Sidewalk 10'

**Proposed Condition**
- 2 Stories 20'
- Detached Sidewalk 10'
- Amenity Bus/RT Lane 12'
- Travel Lane 11'
- Travel Lane 11'
- Median/ Turn Lane 16'
- Travel Lane 11'
- Travel Lane 11'
- Bus/RT Lane 12'
- Amenity Zone 6'
- Detached Sidewalk 10'

Roadway - Curb to Curb: 89'
Complete Street: 121'
ROW Varies: 100'-120'
Zone C

Zone C Representative Location: Between 91st Avenue and 91st Place

<table>
<thead>
<tr>
<th>Existing Condition</th>
<th>Proposed Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Stories 36'</td>
<td>3 Stories 36'</td>
</tr>
<tr>
<td>Southbound</td>
<td>Southbound</td>
</tr>
<tr>
<td>Northbound</td>
<td>Northbound</td>
</tr>
<tr>
<td>Side-walk 4'</td>
<td>Side-walk 6'</td>
</tr>
<tr>
<td>Travel Lane 17'</td>
<td>Travel Lane 12'</td>
</tr>
<tr>
<td>Travel Lane 11'</td>
<td>Travel Lane 11'</td>
</tr>
<tr>
<td>Travel Lane 11'</td>
<td>Travel Lane 11'</td>
</tr>
<tr>
<td>Median/Turn Lane 15'</td>
<td>Travel Lane 11'</td>
</tr>
<tr>
<td>Travel Lane 11'</td>
<td>Travel Lane 12'</td>
</tr>
<tr>
<td>Travel Lane 11'</td>
<td>Travel Lane 12'</td>
</tr>
<tr>
<td>Sidewalk 6'</td>
<td>Sidewalk 10'</td>
</tr>
</tbody>
</table>

Detached Sidewalk 10' | Amenity Zone 6'
Bus/RT Lane 12'      | Travel Lane 11'
Travel Lane 11'       | Travel Lane 11'
Travel Lane 11'       | Median/Turn Lane 16'
Travel Lane 11'       | Travel Lane 11'
Travel Lane 11'       | Bus/RT Lane 12'
Amenity Zone 6'       | Detached Sidewalk 10'

Roadway - Curb to Curb 89'
Complete Street 121'
ROW Varies 100'-155'
Zone D Representative Location: Between 107th Avenue and 108th Avenue

Existing Condition

- Sidewalk: 6'
- Travel Lane: 14'
- Travel Lane: 12'
- Travel Lane: 12'
- Median/Turn Lane: 17'
- Travel Lane: 12'
- Travel Lane: 12'
- Median/Turn Lane: 17'
- Travel Lane: 12'
- Travel Lane: 14'
- Sidewalk: 8'

Proposed Condition

- Detached Sidewalk: 10'
- Amenity Bus/RT Zone: 6'
- Travel Lane: 12'
- Travel Lane: 11'
- Median/Turn Lane: 16'
- Travel Lane: 11'
- Travel Lane: 11'
- Bus/RT Lane: 12'
- Amenity Zone: 6'
- Sidewalk: 10'

- Roadway - Curb to Curb: 89'
- Complete Street: 121'
- ROW Varies: 120'-185'
Key Takeaways

Right-of-Way (ROW) and Other Impacts

• Most parcels are affected for typically minor ROW acquisitions
  – Varies along corridor
  – Most ROW needs impact parking to some extent
  – Few structures are impacted

• Modifications to interchanges and bridges will be needed
Next Steps

• Digital Survey
• Online public meeting
• Recommendations

• Plan Completion expected in August/September
• Additional briefing(s) via Study Session expected this summer
Thank You!

FEDERAL BOULEVARD
MULTIMODAL TRANSPORTATION STUDY
ADAMS COUNTY STUDY SESSION

MAY 25, 2021

CRISTAL DEHERRERA, CHIEF OF STAFF
RACHEL MARION, SENIOR DIRECTOR OF GOVERNMENT AFFAIRS
DENVER INTERNATIONAL AIRPORT
# DEN By the Numbers

<table>
<thead>
<tr>
<th></th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Passenger Traffic:</strong></td>
<td>69.9 million</td>
<td>33.7 million</td>
</tr>
<tr>
<td><strong>U.S. Rank:</strong></td>
<td>5&lt;sup&gt;th&lt;/sup&gt;</td>
<td>3&lt;sup&gt;rd&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>World Rank:</strong></td>
<td>16&lt;sup&gt;th&lt;/sup&gt;</td>
<td>7&lt;sup&gt;th&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>Number of Routes:</strong></td>
<td>(July – Dec) 211</td>
<td>(July – Dec) 187</td>
</tr>
<tr>
<td><strong>Passenger Profile:</strong></td>
<td>36% Connecting</td>
<td>41% Connecting</td>
</tr>
</tbody>
</table>
COVID-19 FINANCIAL IMPACT

• Developed three recovery scenarios and the associated financial model
• We chose the middle as the base case with a projected $400 million revenue loss for 2020
• As a result, we:
  • Reduced our costs by $50 million
  • Renegotiated our largest contracts
  • Put a freeze on hiring, travel and discretionary spending
  • Required all employees to take eight furlough days
• At the same time, we gave relief to all our partners (airlines, concessions, rental cars and farmers) that included combinations of:
  • Deferral of rent payments for a limited amount of time
  • Removal of Minimum Annual Guarantees
  • Allowed flexibility in hours and permitted temporary or permanent closures without penalty
  • Airlines, concessions, rental cars and DEN all received federal relief
PASSENGER SAFETY/COVID-19 RESPONSE

- Health and safety of passengers and employees is number one priority
- Limiting the spread of COVID-19 through frequent cleaning, Plexiglass barriers, hand sanitizer stations and disinfecting wipes
- Additional signage and messaging to help traffic flow and support social distancing
- COVID-19 testing for ticketed passengers
To enhance the passenger experience and provide a more touchless experience, we implemented Eats Delivered in 2020.

- App-based delivery service for food and travel amenities
- Download the AtYourGate app to place your order, pay and have it delivered to you in approximately 30 minutes or less
COVID-19 CONSTRUCTION IMPACT

- It was also important for us to maintain and create jobs, where possible
- Continued forward with our major projects: Gate Expansion, Great Hall, Peña Boulevard
- Reprioritized $3.5 billion Capital Improvement Program to leverage low passenger traffic to expedite certain projects
GREAT HALL PROJECT

- Improves security of TSA checkpoints
- Meets passenger growth demands
  - Terminal only built for 50 million annual passengers
  - 69 million annual passengers in 2019
  - 39 new gates operational by early 2022; first gates opened November of 2020
- Enhances passenger experience and operational efficiency
DENVER INTERNATIONAL AIRPORT

GATE EXPANSION

- $1.5 billion program
- Adds 39 gates, all operational by early 2022
- Over 1,000 construction workers
- New terraces at the end of the concourses, new restrooms, new signage, conveyances and systems
- On time and on budget
DEN Master Plan & History

- DEN's 53 square miles of land can accommodate up to **12 runways** with an estimated capacity of **1.23 million aircraft landings and takeoffs**.

- In 1989, an Environmental Impact Statement was completed for the initial 6 runways, with the intent to perform additional reviews for future buildout.

- DEN's land was purchased to accommodate these 12 runways and associated clear zones to protect the Airport and its neighbors from noise, and other environmental impacts.
## DEN BY THE NUMBERS

<table>
<thead>
<tr>
<th>Airport Ranking In the U.S.</th>
<th>Annual Economic Impact</th>
<th>Airlines Serving DEN</th>
<th>Non-stop Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th</td>
<td>$33.5B</td>
<td>23</td>
<td>216</td>
</tr>
</tbody>
</table>

### Passenger Traffic Growth

<table>
<thead>
<tr>
<th>Year</th>
<th>Passenger Traffic Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>54M</td>
</tr>
<tr>
<td>2019</td>
<td>69M</td>
</tr>
<tr>
<td>2025*</td>
<td>82M</td>
</tr>
<tr>
<td>2030*</td>
<td>92M</td>
</tr>
<tr>
<td>2035*</td>
<td>102M</td>
</tr>
<tr>
<td>2040*</td>
<td>110M</td>
</tr>
</tbody>
</table>
DEN Previous Runway Planning and Future Need

- Recent forecasts indicate that a runway could be justified as soon as 6 years, depending on COVID-19 recovery
- A new runway can take 10 years for environmental review, planning, design, and construction
- DEN has coordinated with the FAA over the past 24 months to discuss the future runway need and study requirements
- Critical that DEN takes action to maintain its level of service for the airspace system

Historic and Forecast Operations

<table>
<thead>
<tr>
<th>Year</th>
<th>Historic</th>
<th>2020 Forecast Base Case</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>400</td>
<td>450</td>
</tr>
<tr>
<td>2016</td>
<td>450</td>
<td>500</td>
</tr>
<tr>
<td>2017</td>
<td>500</td>
<td>550</td>
</tr>
<tr>
<td>2018</td>
<td>550</td>
<td>600</td>
</tr>
<tr>
<td>2019</td>
<td>600</td>
<td>650</td>
</tr>
<tr>
<td>2020</td>
<td>650</td>
<td>700</td>
</tr>
<tr>
<td>2021</td>
<td>700</td>
<td>750</td>
</tr>
<tr>
<td>2022</td>
<td>750</td>
<td>800</td>
</tr>
<tr>
<td>2023</td>
<td>800</td>
<td>850</td>
</tr>
<tr>
<td>2024</td>
<td>850</td>
<td>900</td>
</tr>
<tr>
<td>2025</td>
<td>900</td>
<td>950</td>
</tr>
<tr>
<td>2026</td>
<td>950</td>
<td>1,000</td>
</tr>
</tbody>
</table>

Current 6 Runway Capacity*

- It takes about 7 to 10 years to implement a runway

SOURCES: InterVISTAS, Denver International Airport Aviation Activity Forecast, August 2020 (forecast); City and County of Denver, Department of Aviation, April 2019 (Historical); *FAA Annual Service Volume Study for DEN, December 2016 (ASV), 4-minute average delay
DEN Future Runway Planning Studies Currently Underway

• Airfield planning studies and analyses for subsequent Environmental Review:
  • Surrounding airspace and DEN airfield simulation modeling
  • Airfield and runway system demand and capacity analysis
  • Runway system configuration and length analysis

• Planning studies will provide data for the FAA National Environmental Policy Act (NEPA) process:
  • Purpose and need, alternatives, affected environment, and environmental consequences review
  • Planning studies will narrow down potential alternatives
DEN Runway Delivery Approach

Project Approach

• Built-in off-ramps for DEN, City and County of Denver, and FAA
  • Phase I – Environmental Review, including up to 30% design
  • Phase II – Final Design and Construction of the 7th Runway
• DEN is procuring three Professional Services consultants for Phase 1:
  • Environmental
  • Design
  • Program Management Services
• DEN must amend these contracts with City Council approval to complete Phase II
• Close coordination with FAA is required throughout to comply with Federal funding requirements
CONCEPTUAL RUNWAY SCHEDULE

BASELINE CONCEPTUAL SCHEDULE

<table>
<thead>
<tr>
<th>Year</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Define:** RUNWAY PLANNING STUDIES
- **PMT Procurement**
- **Design Procurement**
- **Environmental Consultant**
- **Environmental Review Process**
- **Design Services**
- **Program Management Services**
- **Contract Amendment (City Council)**
- **Construction Procurement**
- **Construction**
- **Closeout**

**Phase I**

- 2020: Define
- 2021: Procurement
- 2022: Procurement
- 2023: Procurement
- 2024: Procurement

**Phase II**

- 2025: PRE-ENVR. REVIEW
- 2026: ENVIR. REVIEW
- 2027: ENVIR. REVIEW DESIGN SUPPORT
- 2028: COMPLETE DESIGN
- 2029: DESIGN AND CONSTRUCTION PROGRAM MANAGEMENT SERVICES

**Legend of Required Approvals and Key Events**
- ★: Runway Open to Air Traffic
- •: DEN Administration and Denver City Council

- Procurement of Environmental, Designer, and Program Management Services contracts
- Phase markers are required approval points
- To meet future growth, DEN is beginning the process now in anticipation for completion in 8+ years
- Project schedule shown is high level, conceptual, and is subject to change throughout project duration
DEN/Faa Future Outreach

Environmental Review – Phase I

- Public Involvement Plan (PIP) and Outreach Approach
  - Increase public awareness of the National Environmental Policy Act (NEPA) process
  - PIP provides roles of the agency and the public, schedule, coordination, and communication throughout
  - Educate the public on the challenges associated with the project
  - Encourage the public to become involved in the environmental review process
  - FAA and Environmental Consultant will be responsible for conducting public meetings/hearings, but DEN will conduct our own outreach as well.