



PEÑA BOULEVARD NATIONAL ENVIRONMENTAL POLICY ACT & DESIGN SERVICES (I-70 TO E-470)

MARCH 5, 2025

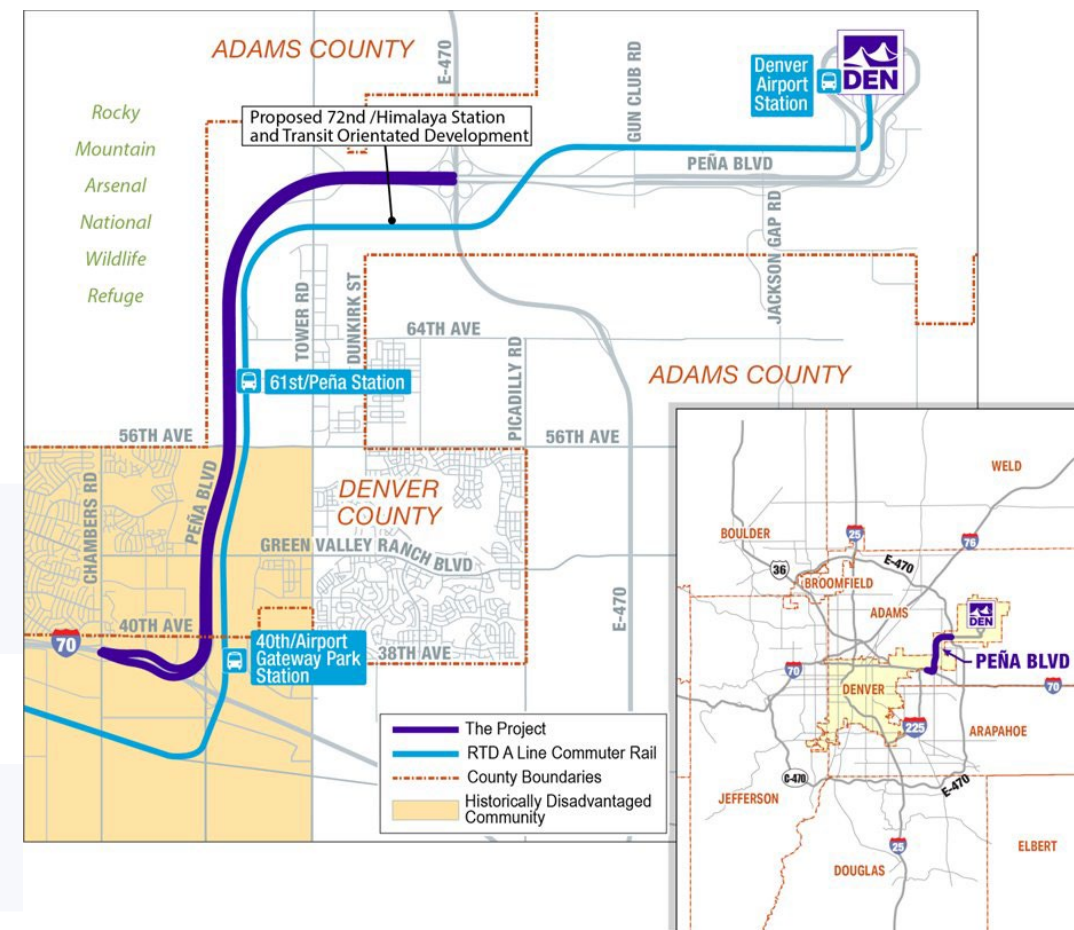
PHIL WASHINGTON, CHIEF EXECUTIVE OFFICER
DENVER INTERNATIONAL AIRPORT

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DENVER INTERNATIONAL AIRPORT



REQUESTED COUNCIL ACTION

- Approval of contract with Peak Consulting Group, contract number PLANE-202473952
 - **Amount:** \$15,000,000
 - Sources of Funding: DEN Enterprise Capital Improvement Plan (CIP) and Federal Surface Transportation Block Grant (STBG)
 - **Term:** 5 years
 - **Purpose:** National Environmental Policy Act (NEPA) Study to identify a preferred alternative for Peña Boulevard with an option for Design Services (I-70 to E-470)



- NEPA Process
 - Public Engagement and Agency Coordination
 - Formal Project Scoping
 - Alternative Analysis and Preferred Alternative Selection
 - Environmental Effects and Mitigation
 - Preparation of a NEPA Document
- Design
 - Level of Design needed to inform the NEPA process (up to 30%)
 - Option for completion of final design and construction bid documents

CONTRACT SELECTION PROCESS



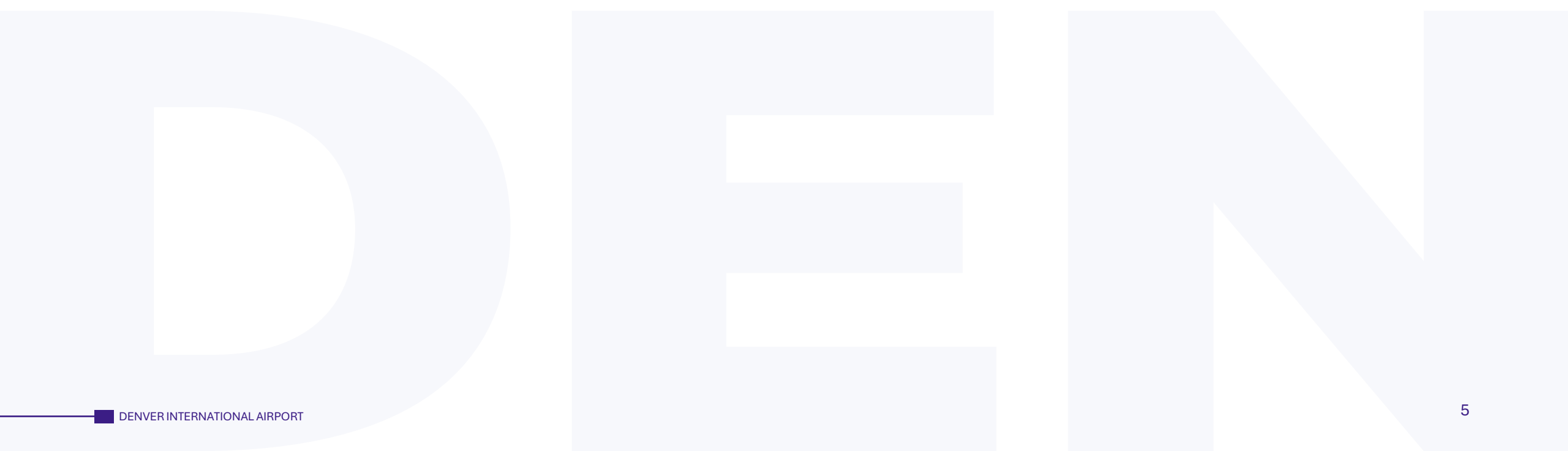
- March 5, 2024 - The Peña Boulevard Design Services & NEPA (I-70 to E-470) was placed on the DEN forecast list.
- March 14, 2024, and April 11, 2024 – DEN Design, Engineering and Construction participated in two business community outreach events
- August 22, 2024 - The Peña Boulevard Design Services & NEPA (I-70 to E-470) was advertised
- August 26, 2024 – Optional pre-submittal conference was held
- September 17, 2024 – DEN received three (3) proposals from Peak Consulting Group, HG Consult & Parsons Transportation Group
 - DEN Business Management Services reviewed and approved all three (3) bids for responsiveness
- Dec. 12, 2024 – DEN issued a notice to Peak Consulting Group as the preferred consultant

CONTRACT MWBE/ACDBE/DBE GOALS



Disadvantaged Business Enterprise (DBE)

- Division of Small Business Opportunity (DSBO) established an **18% DBE Goal**.
- Peak Consulting Group is committed to achieving a **32% DBE Participation**



- Peak Consulting Group is a woman-owned business that specializes in delivering transportation and environmental planning services to federal, state, and local agencies, as well as private sector clients
- Their team of 15 professionals have experience on some of Colorado's largest and most complex transportation projects including the I-270 Environmental Impact Statement and I-70 Floyd Hill Environmental Assessment

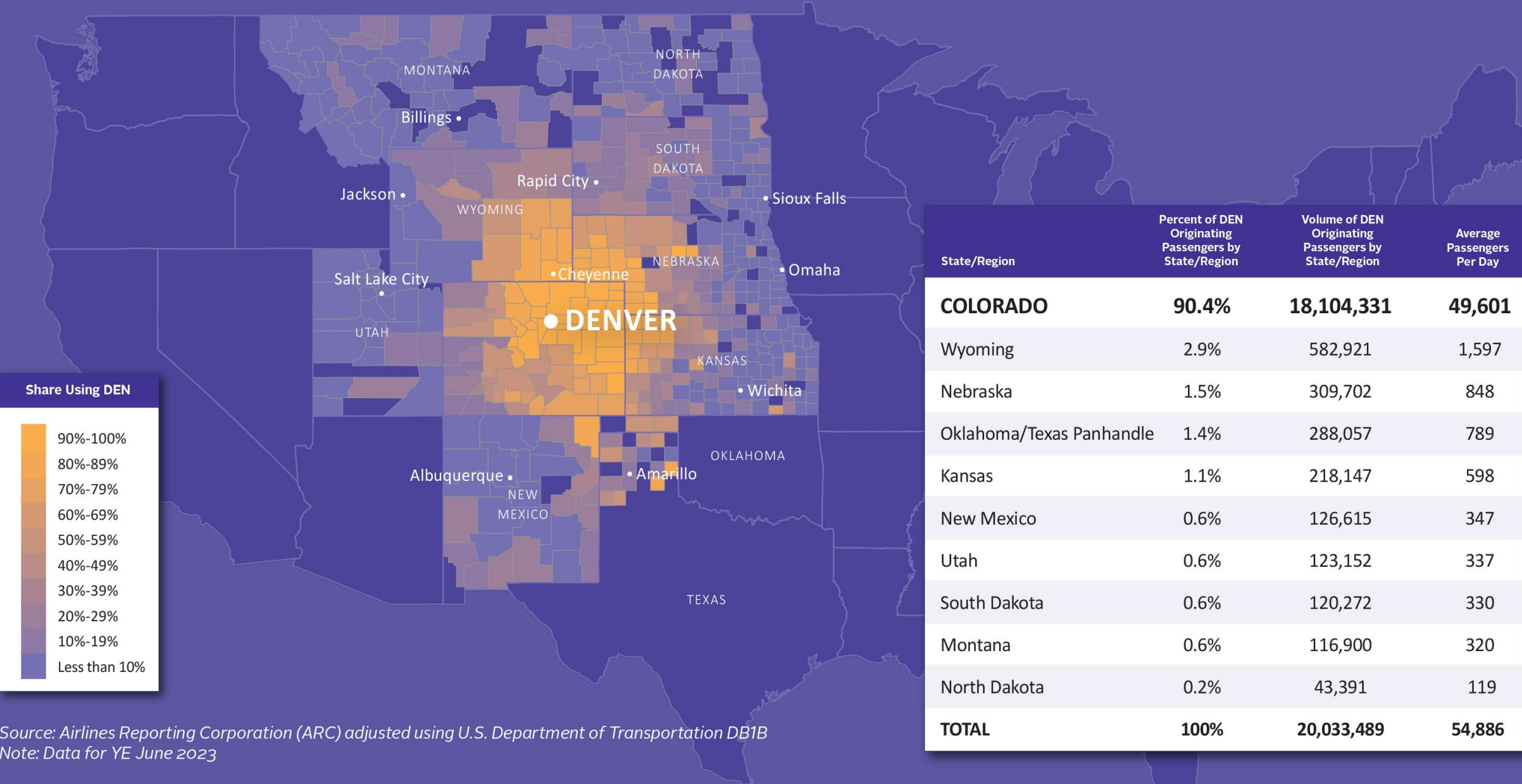


PEÑA BOULEVARD OVERVIEW



- Peña Boulevard is a regional 11.1-mile roadway
 - Primary access for travel to/from DEN
 - Included in DRCOG 2050 Regional Transportation Plan: MetroVision
 - Included in Denver's Far Northeast Area Transportation Plan and Next Steps Study
 - Listed on the National Highway System (NHS) between I-70 and E-470, a system of roads that are important to the nation's economy, defense and mobility
- Average daily traffic along Peña Boulevard has increased from 75,000 in 1995 to more than 136,000 in 2023, an increase of 80%
- DEN employs over 40,000 people that commute to and from the airport
- Safety is a top priority. There were 1,250 crashes on Peña Boulevard from 2016 through 2023, 45% of which were rear-end collisions that are typically the result of traffic congestion.

DEN Catchment Area



State/Region	Percent of DEN Originating Passengers by State/Region	Volume of DEN Originating Passengers by State/Region	Average Passengers Per Day
COLORADO	90.4%	18,104,331	49,601
Wyoming	2.9%	582,921	1,597
Nebraska	1.5%	309,702	848
Oklahoma/Texas Panhandle	1.4%	288,057	789
Kansas	1.1%	218,147	598
New Mexico	0.6%	126,615	347
Utah	0.6%	123,152	337
South Dakota	0.6%	120,272	330
Montana	0.6%	116,900	320
North Dakota	0.2%	43,391	119
TOTAL	100%	20,033,489	54,886

Recent DEN planning studies and implementation activity

- Transportation Demand Management (TDM) Plan – April 2024
 - 2035 Sustainable Travel Target Goals
 - Decrease DEN employee drive-alone trips by 10% (from 71% to 61%)
 - Increase DEN passenger transit trips (RTD A-line, buses, shuttles) by 10% (from 9% to 19%)
 - Majority of the mobility strategies are focused on increasing transit and A Line ridership
 - Minimum of \$4 million dedicated to TDM Program over the next 5 years
 - TDM implementation – three mobility consultants will supplement in house capacity
- Peña Boulevard Master Plan – April 2024
 - Existing conditions assessment
 - Traffic data collection and analysis
 - Initial set of concepts for Peña Boulevard will be carried forward to NEPA, and new concepts can be added through public engagement
 - All Master Plan alternatives include multi-modal and TDM elements, which can be combined in the NEPA preferred alternative

- Requires federal agencies to assess and document the environmental effects of proposed major federal actions and provide opportunities for the public to weigh in and influence outcomes

Key Resources Categories include...

- Air Quality and Climate
- Biological Resources
- Department of Transportation (DOT) Act Section 4(f) and Section 6(f)
- Farmlands
- Hazardous Materials and Solid Waste
- Historical, Architectural, Archaeological and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Compatible Land Use
- Socioeconomics and Environmental Justice
- Visual Effects
- Water Resources
- Cumulative Effects

State and local requirements will also be considered through the NEPA process

- **Federal Highway Administration (FHWA) is the Lead Federal Agency**
- Colorado Department of Transportation (CDOT) is a key partner as the administrator Surface Transportation Block Grant (STBG) funds
 - They expect their role to be that of a liaison
- DEN is the Applicant, or Project Sponsor
- Public Engagement and Agency Coordination
 - Will continue throughout the NEPA process
 - Input has, and will continue to, influence project development
 - Agencies participate in the process and provide input and special expertise

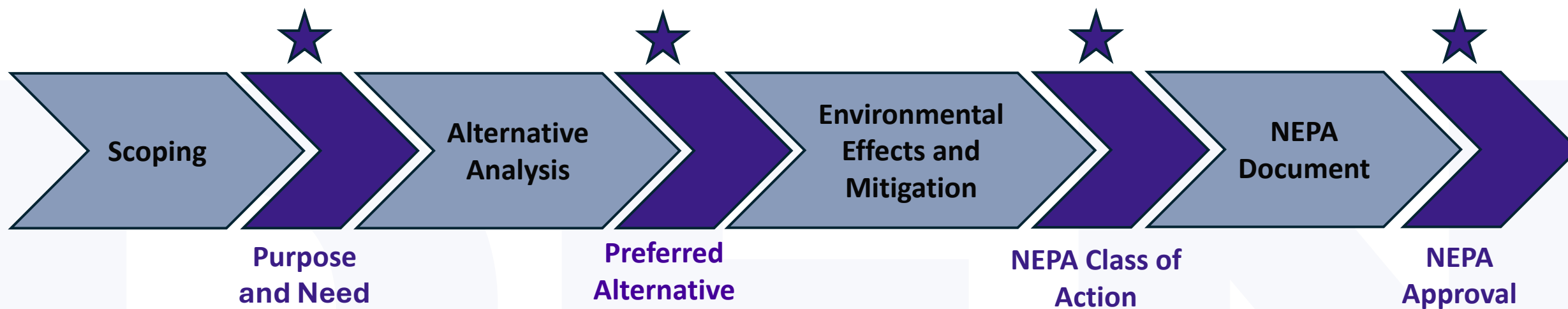
- DEN is committed to transparency and providing ample opportunities for public input
- Engagement during the Master Plan has already laid the groundwork for outreach, anticipated strategies include:
 - Digital self-guided online meetings and information dissemination
 - In-person engagement (including grassroots community events)
 - Community Ambassador Program
 - Stakeholder Working Group
 - Required NEPA in-person public meetings at key decisions



NEPA PROCESS



Public Engagement and Agency Coordination



The **FAA Authorization Act of 1994** imposes a long-standing federal prohibition against revenue diversion. The Act specifically prohibits airport payments for city services unrelated to the operation of the airport.

What can airport funds be used for?

- The airport
- The local airport system
- Other facilities owned and operated by the airport that are directly related to **air transportation or aviation purposes**
- Any use of airport revenues outside of these categories would be considered **Revenue Diversion** by the FAA

What can airport revenues NOT be used for?

- Pay municipal projects or salaries unrelated to the airport that should be funded from the general fund
- Overpaying for services or facilities of the airport utilities or undercharging for use of its property and/or services
- Charity and community purposes that are not directly and substantially related to the operation of the airport
- Use of airport property for community purposes without charging fair market value, unless approved on a case-by-case basis by the FAA

- DEN seeks approval for contract with Peak Consulting Group for \$15,000,000 for Peña Boulevard NEPA with an option for Design Services (I-70 to E-470).
- The project involves:
 - Conducting public engagement and agency coordination
 - Identification of multiple alternatives
 - Conducting environmental studies
 - Preferred alternative selection
 - Approval of National Environmental Policy Act (NEPA) Decision Document, and
 - Completion of final design and construction bid documents

THANK YOU & QUESTIONS?



APPENDIX



DEN

TRANSPORTATION AND MOBILITY STUDY



TDM Program Startup

- Confirm TDM Program Delivery Model
- Establish Branding
- Engagement and Communications Strategy
- Evaluation Strategy



Priority 1: Initial Service Offering

- Airport GRH Program
- Vanpool Parking
- Airport Vanpool Fare
- RTD Discount Support
- Carpool Matching and Incentives
- Transit Rider Security Line
- Free Transit for New Employees



Priority 2: Service Expansion and Optimization

- Bike Storage Facilities
- Transit Purchases During Ticketing
- TNC Shared Ride Policy
- Retail Discounts for Transit Riders
- Employer Parking Maximums
- Parking Cash Out



Priority 3: Transportation Options Enhancement

- Transit Market Study
- Employee Shuttles or Microtransit
- Transit Center Placemaking
- Vanpool Driver Stipend
- Reduced E-470 Tolls for Carpools
- TNC Connections to Rail

Strategy Audience



Employees



Passengers

RECENT MOBILITY ADVANCEMENTS



- Added Bustang Outrider service from Sterling, Colo (10/7), with service to Sterling, Brush, Fort Morgan, Wiggins & Keenesburg - an area that accounted for over 81,500 trips to DEN in 2023, a full launch of this route will be announced this month.
- Added eight (8) 350kW EV charges to the Transportation Network Company (TNC), and Taxi lot – providing opportunity charging to drivers that accommodate over 15,500 trips a day to DEN.
- In January 2025 RTD reinstated the AB2 route increasing the number of trips and service frequency between Downtown Boulder Station and the Denver Airport.

