

1                   GOLD LINE  
2                   ENVIRONMENTAL IMPACT STATEMENT

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4 IN RE:  
5 PUBLIC FORUM

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9                   TRANSCRIPT OF PROCEEDINGS

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11                   September 9, 2009

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13 Taken at 6901 Wadsworth Boulevard, Arvada,  
14 Colorado, at 6:20 p.m., before Mary S. Parker,  
15 Registered Professional Reporter and Notary  
16 Public within Colorado.

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19 APPEARANCES:  
20 ANDY MOUNTAIN, GBSM, INC.  
21 DON ULRICH, CH2M HILL

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1           WHEREUPON, the following proceedings  
18:20 2   were taken  
18:20 3           MR. MOUNTAIN: We're going to begin  
18:20 4   the presentation for the hearing, if I could get  
18:20 5   everyone to grab a seat, please.  
18:20 6           (Pause in the proceedings.)  
18:22 7           MR. MOUNTAIN: Again, if I could get  
18:22 8   everybody to wrap up their conversations and  
18:22 9   join us, grabbing a seat, we're going to begin  
18:22 10   the presentation in about two seconds here.  
18:22 11   Before we do, what I'd like to do is we do have  
18:22 12   translation services and a computer station  
18:22 13   available, so I do have Alicia here, who has  
18:22 14   some words to share.  
18:22 15           (Presentation in Spanish.)  
18:23 16           MR. MOUNTAIN: Thank you again for  
18:23 17   coming. My name is Andy Mountain. I am the  
18:23 18   public involvement lead on the consulting team  
18:23 19   for the Gold Line Environmental Impact  
18:23 20   Statement. Many of you have spent the last  
18:23 21   three-plus years with us, many of these  
18:23 22   meetings, so thanks again for coming out.  
18:23 23           Before we get into it, I did just  
18:23 24   want to recognize the elected officials that are  
18:23 25   in the room joining us tonight. From the City

18:23 1 of Arvada, we've got Councilman Mark McGoff.

18:23 2 Mark, if you want to just give a

18:23 3 quick wave.

18:23 4 We also have the city treasurer,

18:23 5 Larry Schultz. Larry is in the back there as

18:23 6 well. And then I do bring regards from RTD

18:23 7 Director Walter Pullium, who had another

18:23 8 commitment this evening, is unable to make it,

18:23 9 and one other actually former RTD board member

18:23 10 that I'd like to recognize just because of the

18:23 11 years of service and commitment that he's put

18:24 12 into both this project and the whole RTD system,

18:24 13 is former Director Dave Black, and I think I saw

18:24 14 Dave standing in the back there.

18:24 15 Thanks again, Dave.

18:24 16 Just a quick rundown on the evening:

18:24 17 Those of you who have been to these previous

18:24 18 meetings in the past, these are actually similar

18:24 19 to the Draft EIS hearings that we had. What I'm

18:24 20 going to do is I'll go over the ground rules and

18:24 21 then I'll turn it over to Liz Telford and Don

18:24 22 Ulrich, the project managers for both RTD and

18:24 23 the consultant team, for the presentation

18:24 24 portion.

18:24 25 There are a few things that are a

18:24 1 little bit different tonight, one, this being  
18:24 2 the public hearing on the Final Environmental  
18:24 3 Impact Statement. Really, our goal here is to  
18:24 4 overview the document for you and gather  
18:24 5 whatever additional comments you may have that  
18:24 6 you feel may not have been addressed from the  
18:24 7 Draft EIS when those comments came in.

18:24 8           The comments are going to be  
18:24 9 accepted. However, we are going to have a  
18:24 10 verbal comment period. If you do want to speak  
18:24 11 your comment, we have a court reporter that will  
18:24 12 be capturing everything verbatim that you say.  
18:24 13 You do also have the option of the computer  
18:24 14 comment stations if you want to type your own  
18:25 15 comments in, or we also recognize some folks  
18:25 16 don't like to speak in front of a crowd, so  
18:25 17 we've got Loretta and Chris over there as well  
18:25 18 that can type in your comments for you if you  
18:25 19 prefer.

18:25 20           Beyond that, tonight is not your  
18:25 21 only opportunity. You do have opportunities  
18:25 22 through September 21st to submit comments on the  
18:25 23 Final EIS. The comments can be submitted again  
18:25 24 tonight through the project website,  
18:25 25 [WWW.RTDGoldLine.com](http://WWW.RTDGoldLine.com).

18:25 1 I'm going back eight years. Sorry.

18:25 2 And you can also e-mail info at

18:25 3 RTDGoldLine.com, and then all of this is on the

18:25 4 handout you were given when you came in, so

18:25 5 you've got opportunities there, but, I mean, if

18:25 6 you actually do want to go traditional and mail

18:25 7 your comment in, we do still allow that. You've

18:25 8 got the mailing address on that handout as well.

18:25 9 It's sent in care of the Federal

18:25 10 Transit Administration. We'll take care of

18:25 11 getting that into the formal record to the FTA

18:25 12 on your behalf. So a final quick thing: On the

18:25 13 verbal comments, again, you do need to

18:26 14 preregister for those, so if you would like to

18:26 15 submit your comment at the microphone, what I do

18:26 16 need you to do out -- right where you signed in,

18:26 17 there's a verbal comment registration.

18:26 18 Jessie's there to get you signed up,

18:26 19 and then we'll do that immediately following the

18:26 20 presentation here. The only difference, again,

18:26 21 verbal comments, there's a three-minute limit

18:26 22 just so that we can kind of get through and give

18:26 23 everybody an opportunity. Obviously watch the

18:26 24 length on your e-mails and comment form, et

18:26 25 cetera.

18:26 1           So that's kind of the flow we're  
18:26 2 going to have for the evening. The presentation  
18:26 3 itself is about 15, 20 minutes. My assumption  
18:26 4 is verbal comments, from what I've seen, we'll  
18:26 5 probably have about another 20, 30 minutes of  
18:26 6 verbal comment, and then we're here until  
18:26 7 8 o'clock if you've got other questions you want  
18:26 8 answered at the display stations and that kind  
18:26 9 of thing, so hopefully we'll get through this  
18:26 10 and gather whatever comments you've got.

18:26 11           With that, let me turn it over. Liz  
18:26 12 Telford is the project manager for RTD. She has  
18:26 13 been cracking the whip for the last three years  
18:26 14 on the consultant team as we've been working  
18:27 15 hard on the document you're reviewing tonight,  
18:27 16 so let me turn it over to Liz for some opening  
18:27 17 words.

18:27 18           MS. TELFORD: I hope that was an  
18:27 19 endearing "Cracking the whip," Andy.

18:27 20           MR. MOUNTAIN: Yes.

18:27 21           MS. TELFORD: Okay, all right, I  
18:27 22 really just want to thank you for your  
18:27 23 participation in this project. It has been  
18:27 24 three years. We do listen to you. I've read  
18:27 25 every one of the 183 comments on the Draft EIS

18:27 1 personally, and you have some very astute  
18:27 2 comments.

18:27 3           We pay attention to them. If we can  
18:27 4 do something about them, we do, and so I want to  
18:27 5 thank you. I know you're all very busy and this  
18:27 6 takes a lot of your time to come here, so I  
18:27 7 appreciate it.

18:27 8           This is a milestone in the Gold Line  
18:27 9 project. It's the Final Environmental Impact  
18:27 10 Statement. We will have the Federal Transit  
18:27 11 Administration, in the October, November time  
18:27 12 frame, making the decision on the project,  
18:27 13 saying, "Go ahead" or "Don't go ahead." They're  
18:27 14 likely to say, "Go ahead."

18:27 15           That means we can then go into final  
18:27 16 design, right-of-way procurement, the final  
18:28 17 financing for the project, and construction, so  
18:28 18 this is getting close. I've worked on the Gold  
18:28 19 Line with some wonderful people from Arvada  
18:28 20 since the late '90s and this is as close as  
18:28 21 we've been, so it's getting pretty exciting.

18:28 22           Thanks again, and I will turn it  
18:28 23 over to Don Ulrich, the consultant project  
18:28 24 manager, to do the presentation, and then we  
18:28 25 will listen to your comments. Thanks.



18:28 1 MR. ULRICH: Thank you, Liz. I want  
18:28 2 to echo the same type of comment that Liz has.  
18:28 3 This has been a really fun project for all of us  
18:28 4 on the consultant team. I think it's a good  
18:28 5 project and it's a better project as a result of  
18:28 6 the input that many of you have had for, my  
18:28 7 goodness, since 1998, so 11 years that some of  
18:28 8 you have been working on this, so thank you very  
18:28 9 much, and in many respects, I'm sorry it's over.

18:29 10 What we'll go over tonight, what I'd  
18:29 11 like to go over tonight, is basically that we  
18:29 12 will go through some background stuff like we  
18:29 13 always do, but I'd like to focus on what has  
18:29 14 changed since the Draft Environmental Impact  
18:29 15 Statement.

18:29 16 As we both alluded to, both Liz and  
18:29 17 I, this has been a ten-year-plus project in the  
18:29 18 planning phase and now we have gone into  
18:29 19 engineering. We're about to go into  
18:29 20 construction next year. It has been -- we have  
18:29 21 had very good success throughout this and great  
18:29 22 support throughout this project from the public  
18:29 23 and from the local agencies.

18:29 24 Sure, we've had a couple of  
18:29 25 challenges and we've been able to mitigate those

18:29 1 challenges, so I think that most everybody is  
18:29 2 pretty happy with the project, so let us know if  
18:29 3 there's any difference.

18:29 4           Many of you were with us when we  
18:29 5 were over here -- I don't know if that little  
18:29 6 laser shows -- we're over here to the left of  
18:29 7 the schedule. Now we find ourselves here at the  
18:30 8 FEIS hearing and, really, the only other  
18:30 9 milestone from a regulatory standpoint is the  
18:30 10 Record of Decision, which, as Liz said, is  
18:30 11 expected in the middle of next month, and after  
18:30 12 that time, the concessionaire, the private-  
18:30 13 partner, venture people, will eventually be  
18:30 14 hired and they will move forward into  
18:30 15 construction.

18:30 16           Okay, the purpose and need -- I bet  
18:30 17 that many of you have memorized this at this  
18:30 18 point -- is to implement a fixed guideway  
18:30 19 transit between Denver Union Station and Ward  
18:30 20 Road. This is the basis for which we founded  
18:30 21 the original alternatives analysis and continues  
18:30 22 to hold true today.

18:30 23           We covered over 20 alternatives  
18:30 24 during this process. We looked at all different  
18:30 25 types of technologies during the major

18:30 1 investment study, highway widening, bus HOV,  
18:30 2 even personal rapid transit, and commuter rail  
18:31 3 as well as light rail. We've also looked at  
18:31 4 alternative alignments in the Draft  
18:31 5 Environmental Impact Statement and alternative  
18:31 6 station locations.

18:31 7 This is the result of all of our  
18:31 8 effort. This is a \$590.5 million project. It  
18:31 9 shares the first three and a half miles from  
18:31 10 Denver Union Station down here past the Commuter  
18:31 11 Rail Maintenance Facility to Pecos with  
18:31 12 Northwest Rail, and it has the seven stations,  
18:31 13 as you see, with the Ps on them, and it also  
18:31 14 includes the Commuter Rail Maintenance Facility,  
18:31 15 which is this green rectangle there on the left  
18:31 16 of the diagram.

18:31 17 Okay, how was the project funded?  
18:31 18 The project, as I said, is \$590.5 million. Most  
18:31 19 of the project will be funded either by private  
18:31 20 equity provided by the concessionaire, plus the  
18:32 21 Full Funding Grant Agreement, which you get from  
18:32 22 the Federal Transit Administration, and,  
18:32 23 frankly, is one of the key reasons that we are  
18:32 24 going through the environmental process, is to  
18:32 25 qualify for those funds. There is some local

18:32 1 funding with the project as well.

18:32 2           Okay, so what has happened? Liz

18:32 3 mentioned we had 183 comments on the draft. We

18:32 4 responded to those. We did some more

18:32 5 engineering, and we incorporated the Commuter

18:32 6 Rail Maintenance Facility. How were your

18:32 7 comments important? Your comments are important

18:32 8 because we changed the project and we changed

18:32 9 the Final Environmental Impact Statement as a

18:32 10 result of those comments to make sure that they

18:32 11 were all accommodated and addressed.

18:32 12           At the Draft Environmental Impact

18:32 13 Statement phase, if you will, clearly, on the

18:32 14 left side -- you'll see the blue bar -- these

18:32 15 are public comments and how many public comments

18:32 16 we had for the different categories, and clearly

18:33 17 stations and stations and stations were where we

18:33 18 got the comments.

18:33 19           There was a lot of interest in

18:33 20 stations. RTD listened to you and they charged

18:33 21 the consultants forward with providing

18:33 22 additional designs and stations and fencing, as

18:33 23 you'll see more reliably in some graphics here

18:33 24 later.

18:33 25           Okay, the other refinements were we

18:33 1 actually picked some stations. We picked the  
18:33 2 east -- I'm sorry. We picked the final  
18:33 3 alignment. We picked the east direct design  
18:33 4 option, which I'll show you in a graphic here  
18:33 5 momentarily, and we picked stations at 41st and  
18:33 6 Pecos.

18:33 7           Let's jump right into this graphic.  
18:33 8 This is the -- many of you recall and many of  
18:33 9 you had a significant amount of input into the  
18:33 10 four alternatives we had to the railroad  
18:33 11 alignment, which is shown here in red, and  
18:33 12 basically, when it became apparent that the  
18:33 13 negotiations that the railroad might be tough --  
18:33 14 and they proved to be tough -- we needed to have  
18:34 15 some other alignments between Denver Union  
18:34 16 Station and Pecos, and after doing an impact  
18:34 17 analysis and public outreach, this one that --  
18:34 18 this is the east direct design option, direct  
18:34 19 because it goes straight up and down, rather  
18:34 20 than a circuitous route -- and east because  
18:34 21 that's where it is -- proved to be the most  
18:34 22 favorable. It was the most cost effective. It  
18:34 23 had the fewest impacts, and it was the most  
18:34 24 constructable.

18:34 25           We also looked at stations at 41st.

18:34 1 We had the 38th Avenue station, and I'm just  
18:34 2 going to walk over here because I don't think  
18:34 3 this thing is showing up very well. The 39th  
18:34 4 Avenue station and a 41st and Gold Avenue East  
18:34 5 station as well.

18:34 6           The 38th station fell out as soon as  
18:34 7 we could use the railroad alignment because it  
18:34 8 was on the railroad alignment. The 39th and  
18:34 9 41st stations were fairly close, but, frankly,  
18:34 10 the 41st Avenue station got more public support  
18:34 11 and it had more support by City and County of  
18:34 12 Denver and meshed better with their transit  
18:35 13 development plan, so it was selected.

18:35 14           Up at Pecos we had two stations. We  
18:35 15 had what's called a Pecos West on the left side  
18:35 16 and a Pecos East which is shown in gold on the  
18:35 17 right. The Pecos East was selected principally  
18:35 18 because it followed the Adams County DOT plan  
18:35 19 better and it also provided a cross-platform  
18:35 20 transfer to Boulder, so it had more flexibility  
18:35 21 and it also had less property impacts than the  
18:35 22 Pecos West station, a pretty easy decision.

18:35 23           Again, you saw that the public  
18:35 24 comments were the greatest on stations. Station  
18:35 25 architecture and how are things going to look

18:35 1 was very important to people, so the program  
18:35 2 developed through Mark Lease, who is with us  
18:35 3 here tonight -- and he can address comments on  
18:36 4 this -- varies different with what architects  
18:36 5 call topologies, architectural styles for each  
18:36 6 of the stations, and I hope your eyes are good  
18:36 7 because what we're calling the Main Street  
18:36 8 Historic up here in the upper left was selected  
18:36 9 for Olde Town.

18:36 10 The Town Center Contemporary concept  
18:36 11 was for the Federal station and the Ward  
18:36 12 station. Industrial Loft Modern was selected  
18:36 13 for both the 41st Avenue and Pecos stations, and  
18:36 14 the Neighborhood Craftsman was selected for the  
18:36 15 Arvada Ridge and Sheridan stations.

18:36 16 Fencing was another issue. There's  
18:36 17 a lot of fencing, 11.2 miles of fencing, to be  
18:36 18 exact, on both sides of the track on this  
18:36 19 project. The aesthetics of the fencing were  
18:36 20 very important. We had a series of public  
18:36 21 workshops with the local governments to discuss  
18:37 22 the fencing.

18:37 23 There were four types of fencing  
18:37 24 that were evaluated. I'll show you some  
18:37 25 pictures in a moment which I think describe them

18:37 1 much better, and we selected options based on  
18:37 2 the input that we received.

18:37 3           The first one here is -- and, boy,  
18:37 4 you can barely see it because that's the beauty  
18:37 5 of it. You can barely see the strands here, but  
18:37 6 this is what's called post and cable. It's  
18:37 7 considered more of an architectural design. It  
18:37 8 is for visually sensitive areas, such as the  
18:37 9 historic district, and bridges, because bridges  
18:37 10 are up in the air and people can see them, and  
18:37 11 near stations.

18:37 12           The areas where visual impact is not  
18:37 13 as important is chain link fence, and, again,  
18:37 14 the fencing is needed for safety and security  
18:37 15 purposes on the project.

18:37 16           Incorporation of the Commute Rail  
18:37 17 Maintenance Facility: Well, the Commuter Rail  
18:38 18 Maintenance Facility was considered a must have  
18:38 19 for the Gold Line and for the east corridor and  
18:38 20 for the other Commuter Rail Facilities,  
18:38 21 Northwest Rail and North Metro.

18:38 22           Now, because it was in the Gold Line  
18:38 23 study area, we incorporated it into the Final  
18:38 24 Environmental Impact Statement, so you will see  
18:38 25 discussions of the Commuter Rail Maintenance



18:38 1 Facility in the document that you've read and  
18:38 2 there was what's called a Supplemental  
18:38 3 Environmental Assessment that was produced and  
18:38 4 that is, according to the lawyers, incorporated  
18:38 5 by reference into this document and we've  
18:38 6 summarized the findings in the FEIS.

18:38 7           The other thing that I think all of  
18:38 8 us are very proud of on the project team and in  
18:38 9 RTD is that we heard loud and clear that there  
18:38 10 were concerns about property acquisition,  
18:38 11 particularly related to Owens Corning and to the  
18:38 12 design of the Commuter Rail Maintenance  
18:38 13 Facility, and our engineers charged ahead and  
18:38 14 redesigned it and pretty much mitigated those  
18:39 15 impacts to the point that the facility does not  
18:39 16 need to move.

18:39 17           And that's shown here in this very  
18:39 18 busy graphic, but this is beauty to my eyes.  
18:39 19 Essentially there were four design modifications  
18:39 20 that we incorporated to reduce the size and we  
18:39 21 were able to, if you recall, last time, these  
18:39 22 tracks -- these are the storage tracks here --  
18:39 23 moved down into the facility and were required  
18:39 24 for that facility, which is no longer the case.

18:39 25           Okay, I've got some discussions on

18:39 1 how the impacts change. You go "My God, you  
18:39 2 look at the document and it looks just about the  
18:39 3 same." Well, the devil's in the details, as we  
18:39 4 like to say.

18:39 5           When you incorporate the public  
18:39 6 comments, you incorporate -- you go from  
18:39 7 10 percent to 30 percent engineering -- and you  
18:39 8 incorporate the Commuter Rail Maintenance  
18:39 9 Facility -- there is a lot that changes in the  
18:39 10 document, even if it takes a heavy read, if you  
18:39 11 will, to disclose them.

18:40 12           We have three colors up here. The  
18:40 13 white lines are the areas where we didn't find  
18:40 14 much in the way of troublesome impacts. The  
18:40 15 gray areas are where we had impacts, some of  
18:40 16 them a little bit more concerns than others, and  
18:40 17 the pink area -- in fact, we have two pink areas  
18:40 18 now.

18:40 19           Thank you, Andy.

18:40 20           The pink areas, park land and noise,  
18:40 21 where there actually were some changes to the  
18:40 22 analysis. Let me go through these. The  
18:40 23 changes, as you might guess, are the -- I guess  
18:40 24 we'll call that gray, highlighted in gray, the  
18:40 25 land acquisition, and I think we did pretty good

18:40 1 on that.

18:40 2           We had no residential acquisitions  
18:40 3 and as many as 16 business acquisitions, and  
18:40 4 historic -- we went from one adverse effect to  
18:40 5 two plus one for the Commuter Rail Maintenance  
18:40 6 Facility. I want to point out these are not  
18:40 7 structures. These are historic track, period.  
18:41 8 They're historic track and, you know, I don't  
18:41 9 think, other than the regulatory side, are all  
18:41 10 of that particular a concern.

18:41 11           On park land, the main change -- and  
18:41 12 I said we really get into details when we get  
18:41 13 into this much engineering -- the biggest  
18:41 14 difference was that we had to acquire about a  
18:41 15 tenth of an acre of park land from the Jim Baker  
18:41 16 Reservoir area, and that is a result of having  
18:41 17 to provide greater separation between the Union  
18:41 18 Pacific tracks and the Commuter Rail tracks.

18:41 19           Instead of 25 feet, we had to  
18:41 20 provide 50 feet upon agreement with the  
18:41 21 railroad, and so that pushed us out into the  
18:41 22 park land and we had to acquire about a tenth of  
18:41 23 an acre.

18:41 24           Wetlands, for all practical  
18:41 25 purposes, stayed the same. They went down a

18:41 1 tiny bit because we tried to engineer around the  
18:41 2 wetlands, frankly.

18:41 3 Now, the biggest, I think, point of  
18:41 4 interest is the noise. In the DEIS, we had 202  
18:42 5 residences that were impacted and then, when we  
18:42 6 did the FEIS, we had 885. You go "My God,  
18:42 7 what's changed?" Well, what's changed is the  
18:42 8 fact that the rules of the game changed.

18:42 9 In the DEIS, we assumed the horn  
18:42 10 noise from a Commuter Rail vehicle and in the  
18:42 11 FEIS, the FTA told us "Well, you ought to assume  
18:42 12 the horn noise from a freight vehicle," which is  
18:42 13 considerably louder, and so we had more impacts,  
18:42 14 no surprise there, but the good news is that all  
18:42 15 the impacts but one can be -- and that's the  
18:42 16 Flour Mill Museum -- can be mitigated with the  
18:42 17 quiet zone.

18:42 18 The other good news is that, by  
18:42 19 moving the track a little bit to the south, we  
18:42 20 avoided the vibration impacts of 18 residences  
18:42 21 that we had during the DEIS.

18:42 22 And this is the quiet zone here. It  
18:43 23 extends from Lowell Boulevard to Ward Road.

18:43 24 Transportation Impacts: Pretty  
18:43 25 close. The model, the RTD -- the model that RTD

18:43 1 used changed between the draft and the final.  
18:43 2 We got slightly different results. That's why  
18:43 3 we have a range in ridership of the 16,8 to the  
18:43 4 20,000, and the reduction in vehicle miles  
18:43 5 traveled, which is basically cars you're taking  
18:43 6 off the road, went from 14,500 to about 18,200.

18:43 7           And the rest of it, frankly, didn't  
18:43 8 change. I will say that the travel time stayed  
18:43 9 the same. The Gold Line on the train is  
18:43 10 19 minutes -- and this is 2030 -- compared to  
18:43 11 27 minutes in an automobile.

18:43 12           Okay, at this point, I'll turn it  
18:43 13 over to my colleague, Mr. Mountain.

18:43 14           MR. MOUNTAIN: Thank you, sir.

18:43 15           So just a couple more pieces here  
18:44 16 and then we'll move into the verbal-comment  
18:44 17 portion. Part of the Environmental Impact  
18:44 18 Statement gets into the public involvement  
18:44 19 effort and the community's role in the  
18:44 20 decision-making process. What we've tried to  
18:44 21 capture here is just kind of a quick snapshot of  
18:44 22 how engaged you, your neighbors, your colleagues  
18:44 23 have been in this process.

18:44 24           You see the public workshops. Those  
18:44 25 are the big meetings like this, and this is

18:44 1 Number 17. Next week in Denver will be  
18:44 2 Number 18, over three years that we've done  
18:44 3 those. The listening sessions on the Issue  
18:44 4 Focus Team -- you'll see that combined we  
18:44 5 essentially have done, you know, virtually 90 at  
18:44 6 this point, and we probably have a few more of  
18:44 7 those coming as we move forward.

18:44 8           Really, those are the small-group  
18:44 9 meetings that we did, whether it was showing up  
18:44 10 at your Kiwanis group or your rotary club, or  
18:44 11 the issue focus teams -- we gathered small  
18:44 12 groups to really wrestle with issues.

18:44 13           Whether it was station design,  
18:44 14 whether it was alternative alignment or  
18:44 15 technologies, we got groups of citizens together  
18:44 16 working side by side with planners of local  
18:45 17 municipalities, working side by side with  
18:45 18 planners from RTD and the consultants, so that  
18:45 19 we collaboratively could come up with  
18:45 20 recommendations that went into the document.

18:45 21           One of the big things you obviously  
18:45 22 see there -- you know, virtually 4,000 people  
18:45 23 have shown up and are participating. It shows a  
18:45 24 lot about the kind of "Get up and go" attitude  
18:45 25 in this corridor, but the other one that jumps

18:45 1 out at me drastically is, when we looked at the  
18:45 2 draft comments that came in, we definitely are  
18:45 3 moving toward that virtual world now where folks  
18:45 4 want to engage on their own time and their own  
18:45 5 terms.

18:45 6 For some perspective, out of the 183  
18:45 7 comments that we got on the Draft EIS, I think  
18:45 8 that we had eight of them submitted at the  
18:45 9 public hearings. I would say 90 percent of them  
18:45 10 were coming in via e-mail, via the website, and  
18:45 11 that sort of thing, so we've really done  
18:45 12 everything we can to make the website as  
18:45 13 engaging as possible to make sure we get what  
18:45 14 you need.

18:45 15 On that point, you know, you may  
18:45 16 specifically ask "When can I see the boards?  
18:45 17 When can I see the presentation?" Those were  
18:46 18 all floated to the website this afternoon, so if  
18:46 19 you want to go home and take a look at this  
18:46 20 presentation, look at any of these boards on the  
18:46 21 website, you've got that opportunity once you  
18:46 22 get home, so, moving forward, where do we go  
18:46 23 from here?

18:46 24 Don't hit on some of this in that  
18:46 25 schedule, so I won't belabor the point too much,

18:46 1 but, again, the Final Environmental Impact  
18:46 2 Statement comment period ended September 21st.  
18:46 3 At that point, the board -- the Draft  
18:46 4 Environmental Impact Statement comment period  
18:46 5 and then what we do is we consolidate all of the  
18:46 6 comments together, review all of them, and  
18:46 7 develop responses to every single one of them.

18:46 8 That will get appended to the Record  
18:46 9 of Decision, which gets submitted to the Federal  
18:46 10 Transit Administration, and they will issue  
18:46 11 their formal approval of the document. We've  
18:46 12 talked a lot about the stop sign at the end of  
18:46 13 the process and, you know, you can't move  
18:46 14 forward and you can't pass go until you get that  
18:46 15 ROD, the Record of Decision.

18:46 16 We're at that point now, so we'll be  
18:46 17 submitting the document for formal approval to  
18:46 18 the FTA. Our hope is that the FTA does approve  
18:46 19 the project in the October, November time frame.  
18:46 20 That really is a key thing from two different  
18:46 21 perspectives. I mean, obviously there's the  
18:47 22 environmental clearance and approval of the  
18:47 23 project.

18:47 24 What that triggers is two things.  
18:47 25 One, we've got up there "Secure financing in the



18:47 1 next two years." The Record of Decision is one  
18:47 2 of the things that's required in order for the  
18:47 3 Gold Line project to qualify for those Federal  
18:47 4 Transit Administration funds that are assumed  
18:47 5 for this project.

18:47 6           Again, we've got to compete  
18:47 7 nationally for those, so the key thing is that  
18:47 8 we keep this project cost effective so that, as  
18:47 9 it's compared against projects in other parts of  
18:47 10 the U.S., we look like a good, sound investment  
18:47 11 for those federal dollars to come in, so that's  
18:47 12 one of the reasons, you know, that you hear us  
18:47 13 harp consistently on, you know.

18:47 14           Is it in the budget or beyond the  
18:47 15 budget? What it comes down to is that cost  
18:47 16 effectiveness is really making sure that we  
18:47 17 qualify for the federal grants because of how  
18:47 18 important that is.

18:47 19           The second piece of that triggers --  
18:47 20 there's the constant question that comes in of,  
18:47 21 even though we've done a great job of avoiding  
18:47 22 private-property impact, it's very difficult to  
18:47 23 build, you know, a major project like this  
18:48 24 without some impacts, and we talked about the  
18:48 25 16 businesses that we need to have purchased.

18:48 1           People are always asking: When does  
18:48 2 that start? When are you going to buy my  
18:48 3 property? When is that going to move forward?  
18:48 4           RTD cannot even begin that process  
18:48 5 until they have that Record of Decision, so that  
18:48 6 Record of Decision is the earliest point that  
18:48 7 the discussions can even really begin to occur  
18:48 8 with these property owners, and that process  
18:48 9 itself will really take place over the next year  
18:48 10 or so, year or two, something like that, and  
18:48 11 it's really depending on kind of the specific  
18:48 12 needs of the project and that sort of thing, but  
18:48 13 obviously none of that will begin until that  
18:48 14 Record of Decision happens because it's not an  
18:48 15 approved project.

18:48 16           Moving forward, we're really  
18:48 17 looking, again, at getting this project to a  
18:48 18 point of being operational by the end of 2016.  
18:48 19 You've got kind of a general design and  
18:48 20 construction time frame up there of 2011 to  
18:48 21 2015, testing in that 2015, 2016 time frame,  
18:48 22 with, again, opening day occurring by the end of  
18:48 23 2016, so we're still -- you know, what are we  
18:48 24 now? I guess about seven years away maximum  
18:49 25 from service being operational on the Gold Line

18:49 1 here, but we're definitely at that key milestone  
18:49 2 to get there.

18:49 3           So the verbal-comment process -- let  
18:49 4 me just overview a few things. Again,  
18:49 5 September 21st -- you've got until that point to  
18:49 6 submit your comments. The comments, again, can  
18:49 7 come in -- you've got it here tonight, in  
18:49 8 person, at the meeting, and you've got the  
18:49 9 verbal comments, the comments stations.

18:49 10           We've got hard-copy forms if you  
18:49 11 want to fill those out as well, the website, the  
18:49 12 e-mail address, again, Comments@RTDGoldLine.com,  
18:49 13 and then by mail. The verbal-comment piece --  
18:49 14 again, this is just a little bit different than  
18:49 15 some of the more informal meetings that we've  
18:49 16 done.

18:49 17           A few key things on the verbal  
18:49 18 comments: One, again, we've got the  
18:49 19 preregistration. I think Megan is making her  
18:49 20 way to the front with all the folks who have  
18:49 21 signed up so far. I think last time we had  
18:49 22 about seven or eight folks signed up. A few key  
18:49 23 rules and key things that go into play.

18:49 24           One is we've got the comment groups  
18:50 25 that people were assigned to. I think the

18:50 1 groups are sized in tens, so if we're not above  
18:50 2 ten, we've got one comment. We're just going to  
18:50 3 plow our way through in that direction.

18:50 4           The comment group itself is  
18:50 5 randomized just so that everybody has a fair  
18:50 6 shot of being the first one or the last one,  
18:50 7 making their last statement. There will be a  
18:50 8 three-minute limit, just like the Draft EIS.  
18:50 9 For the people who weren't here, we'll switch  
18:50 10 through those presentations -- I'll show it to  
18:50 11 you before we begin the comments.

18:50 12           It goes from green to yellow to red  
18:50 13 to let you know when to stop. That way, as  
18:50 14 you're going through your three minutes, you can  
18:50 15 pace your comments appropriately so that you  
18:50 16 don't run out of time as we near the end.

18:50 17           As relates to your three minutes,  
18:50 18 it's your three minutes and it ends when your  
18:50 19 three minutes end, so unlike the cell phone  
18:50 20 commercials, you can't give your three minutes  
18:50 21 to somebody else and share them in a family plan  
18:50 22 or anything like that, and, finally, in this  
18:50 23 one -- I'll try to remind everybody because it's  
18:50 24 easy to forget -- before you do begin your  
18:50 25 comment or before we start the time or anything

18:50 1 like that, I do need you to clearly state your  
18:50 2 name and your city of residence.

18:50 3           Again, our court reporter here --

18:51 4 many of you, I know -- I saw Vince sign up, and  
18:51 5 the spelling of his name is nearly impossible,  
18:51 6 so we want to make sure that we get a good  
18:51 7 opportunity for her to capture the names  
18:51 8 appropriately.

18:51 9           We'll double-check that against the  
18:51 10 sign-in sheets, but just name and city of  
18:51 11 residence. You don't need to go into your full  
18:51 12 address or anything like that, so with that,  
18:51 13 we're going to do just a quick shift in  
18:51 14 presentation here.

18:51 15           (Pause in the proceedings.)

18:51 16           MR. MOUNTAIN: The other thing that  
18:51 17 I'll go ahead and do -- I mean, obviously, I  
18:51 18 think, looking in here -- I'll let you know who  
18:51 19 is speaking and I'll let you know who is next so  
18:51 20 that you're ready and not surprised, and if  
18:51 21 you're on deck or next to speak, as it is almost  
18:51 22 Roctober here, so make your way towards the  
18:51 23 microphone so that we're able to keep things  
18:52 24 moving here, and we'll go from there, so let me  
18:52 25 just flip through so nobody is shocked and

18:52 1 surprised as we go through.

18:52 2           The way we'll do this, once you  
18:52 3 being your comment, we'll start the timer. It  
18:52 4 will go down from three to two to one to 30, 15.  
18:52 5 From 15, it will slowly count down. When it  
18:52 6 gets to five, it will count down for you, and  
18:52 7 then I figure a big red screen is a little bit  
18:52 8 more appealing than me cutting you off.

18:52 9           I will let you wrap up your point,  
18:52 10 obviously, as you get to this stage, if you get  
18:52 11 to this point, but when you see the red screen  
18:52 12 up here, we do appreciate your wrapping up and,  
18:52 13 if you've got more to share, again, we do have  
18:52 14 the computers over here as well, so our first  
18:52 15 commenter is going to be Vince Baldassano, and  
18:52 16 on deck will be Bob Baston, so, Vince, I'm going  
18:53 17 to remind you to start with your name and city  
18:53 18 of residence for us.

18:53 19           MR. BALDASSANO: Vince Baldassano,  
18:53 20 Arvada, Colorado.

18:53 21           Okay, you know what bothers me about  
18:53 22 this whole thing? You gloss over this PPO like  
18:53 23 it's going to be approved, and it's not. You  
18:53 24 don't know that. You can't guarantee that.  
18:53 25 According to the whole thing, RTD financing was

18:53 1 going to come before we got approval. Now your  
18:53 2 putting it in the back end, and you're talking  
18:53 3 about how difficult it is going to be to compete  
18:53 4 with these other enterprises to get this money.

18:53 5 In addition, it's been reported that  
18:53 6 the PPO partnership has to go to the vote of the  
18:53 7 public to be approved under statutory law, so  
18:53 8 now we're talking about something that -- is it  
18:53 9 being assumed? We're talking about all these  
18:53 10 great things that are going to happen, but you  
18:53 11 gloss it over and say, "Oh, look at the final  
18:53 12 approval and then we'll vote on the PPO and then  
18:53 13 we'll hire enough people," but there's a big  
18:53 14 ditch here that nobody wants to seem to address,  
18:54 15 and yet PPO wasn't discussed before all these  
18:54 16 issues that RTD -- it came in quite a few years  
18:54 17 later -- and now RTD is voting that you have to  
18:54 18 get an approval from the voters.

18:54 19 What happened to these judicial  
18:54 20 eagles that were working for RTD? Couldn't they  
18:54 21 review that proposal before that? Didn't they  
18:54 22 know that? So don't gloss it over, because  
18:54 23 people are not going to be putting up with any  
18:54 24 more blowing about the voting back and forth,  
18:54 25 and the final question is -- and I've got to ask

18:54 1 it -- can you build this without the PPO

18:54 2 funding?

18:54 3 If you do not win this competition,

18:54 4 can you build the line? And that you've got to

18:54 5 answer yes or no, and how difficult it is, and

18:54 6 what are your options if you don't get approved?

18:54 7 Thank you.

18:54 8 MR. MOUNTAIN: Thanks, Vince.

18:54 9 So Bob Baston is our next commenter.

18:54 10 I probably don't need to lead into that as much,

18:54 11 and Geoff Bruce will follow Bob.

18:54 12 If you can just state your name and

18:54 13 city of residence, that would be great.

18:54 14 MR. BASTON: I'm Bob Baston,

18:55 15 B-a-s-t-o-n. I'm a native of Arvada, 79 years'

18:55 16 worth, and the railroad and our FasTrack is no

18:55 17 further away from my back door than that wall.

18:55 18 We have the Burlington Northern, which is a

18:55 19 noisy train, granted. My whole deal was -- and

18:55 20 I'm still a little concerned -- is the cost of

18:55 21 the electrical.

18:55 22 From some of the first meetings that

18:55 23 I attended -- and I've attended them all except

18:55 24 one. I was out of state for the last one --

18:55 25 it's \$1.3 million per mile to put that electric



18:56 1 wire in the sky. It's 11 miles out to Ward  
18:56 2 Road. Just rough math will take you -- that's  
18:56 3 probably \$50,000,000, and a diesel unit probably  
18:56 4 costs 1,200,000 apiece. I don't know how much  
18:56 5 the electrical units cost, the EMUs, but as I  
18:56 6 recollect, they were somewhere quite a bit more  
18:56 7 expensive.

18:56 8 In other words, we could buy one  
18:56 9 diesel unit and put ten times 1.2 or \$3,000,000  
18:56 10 off of the top of the budget. Now, this  
18:57 11 electric train is fine if you live in  
18:57 12 Switzerland, hydroelectric power, if you live in  
18:57 13 Washington, the hydroelectric power, if you live  
18:57 14 on the East Coast, atomic energy.

18:57 15 We haven't got it yet. These people  
18:57 16 around here say, "Not in my backyard, you  
18:57 17 don't," but we're going to get it in our  
18:57 18 backyard whether we like it or not. They're  
18:57 19 putting the natural gas in to burn and make the  
18:57 20 electricity, so why don't we just burn the  
18:57 21 natural gas or diesel?

18:57 22 They've got some diesel units now  
18:57 23 that you can't even hear them when they're  
18:57 24 sitting at the curb. These are trucks. We've  
18:57 25 come a long ways.

18:57 1 Thank you.

18:57 2 MR. MOUNTAIN: Thank you, Bob.

18:58 3 Geoff Bruce, again, is our next

18:58 4 commenter, and then following Geoff we've got

18:58 5 Jane Schnabel.

18:58 6 MR. BRUCE: I think you did a great

18:58 7 job. I don't need to say anything else. Thank

18:58 8 you.

18:58 9 MR. MOUNTAIN: Thanks, Geoff.

18:58 10 So, Jane, you didn't get much

18:58 11 warning there.

18:58 12 George Ek is on deck.

18:58 13 MS. SCHNABEL: Thank you. My name

18:58 14 is Jane Schnabel, S-c-h-n-a-b-e-l, and I live in

18:58 15 Arvada, Colorado, and I would also mention that

18:58 16 I live directly across from the tracks on

18:58 17 Grandview Avenue.

18:58 18 I guess I would like to express a

18:58 19 kudos, thank you, to the Gold Line team. Over

18:58 20 the years that I've been working on the Gold

18:58 21 Line -- I know Andy mentioned three years. Don

18:58 22 and Liz mentioned ten years -- I've been around

18:58 23 for ten years. I've been kind of a bug, fly in

18:59 24 the ointment, whatever, over the ten years,

18:59 25 starting with the major investment study back in

18:59 1 2000, 1999, 2000, whenever that was, and I have  
18:59 2 experienced nothing but professionalism,  
18:59 3 enthusiasm, inclusiveness, everything positive  
18:59 4 in working with the Gold Line team over these  
18:59 5 last ten years, so thank you to everybody.

18:59 6 I've been trying to get through the  
18:59 7 FEIS, at least got through the Executive  
18:59 8 Summary, and working on some of the other parts,  
18:59 9 and just a few of the things that I'd like to  
18:59 10 mention is that I have been very pleased to see  
18:59 11 that most of the neighborhood -- and I live in  
18:59 12 Olde Town. I work closely in Olde Town.

18:59 13 All of the concerns or most of the  
18:59 14 concerns have been addressed in this FEIS, such  
19:00 15 things as sensitive to social impacts. Don  
19:00 16 mentioned about the fencing. Thank you. Thank  
19:00 17 you to the City to know that we're going to get  
19:00 18 fencing that is not going to detract in the  
19:00 19 Historic District.

19:00 20 The visual and aesthetic resources,  
19:00 21 that's been heavily mentioned. Throughout they  
19:00 22 mentioned the need to look at the areas like  
19:00 23 Kipling in Arvada, and this would have to be the  
19:00 24 historic districts, and so I'm very pleased to  
19:00 25 see that that's been mentioned, and then,

19:00 1 finally, I would like to mention -- and Don  
19:00 2 talked about this too -- is the quiet zones.  
19:00 3 I live -- my house is right where  
19:00 4 they blow the horn for the Salisbury crossing,  
19:00 5 so I can really relate to the need for the quiet  
19:00 6 zones, and I'd like to urge that when the  
19:00 7 concessionaire, construction companies are  
19:00 8 selected, that they look at considering the  
19:00 9 implementation of the quiet zones at the  
19:00 10 beginning of the project, not waiting until the  
19:01 11 end of the project.

19:01 12 It's very, very important that  
19:01 13 what's happening right now -- I know, at the  
19:01 14 beginning of the project, we aren't going to be  
19:01 15 having the EMUs there, but it will certainly  
19:01 16 help with what the neighbors are facing right  
19:01 17 now with all the noise of the trains.

19:01 18 Thank you.

19:01 19 MR. MOUNTAIN: Thanks, Jane.

19:01 20 So George Ek is next and following  
19:01 21 George is Shelley Cook.

19:01 22 MR. EK: Thank you so much. I

19:01 23 really think this is a time to --

19:01 24 MR. MOUNTAIN: George, I'm going to  
19:01 25 remind you to state your name and city of

19:01 1 residence.

19:01 2 MR. EK: Yes, I'm sorry.

19:01 3 MR. MOUNTAIN: Thank you very much.

19:01 4 MR. EK: My name is George Ek, and I

19:01 5 live here in Arvada and my house will be

19:01 6 50 years old this coming December. In any

19:01 7 event, thank you for letting me be a part of

19:02 8 this. I really want to express what Jane just

19:02 9 said too. I'm very pleased with the way in

19:02 10 which this has happened.

19:02 11 I really feel that we've carried

19:02 12 through what has been envisioned 177 years ago.

19:02 13 Alexis Tocoville had an idea about America when

19:02 14 he came over here to examine our processes of

19:02 15 prisons and the like from France, and his

19:02 16 writings on democracy in America were probably

19:02 17 the best books that have ever been written on

19:02 18 democracy in America or democracy anywhere, and

19:02 19 he was saying this, that the community of the

19:02 20 commons is also as significant for how this

19:02 21 country has begun and where it might go, and it

19:02 22 occurs to me that he'd be proud too of how we've

19:02 23 brought this community together and tried to

19:02 24 deal with things in a sane and wholesome, kind,

19:02 25 often thoughtful way with disagreements.

19:02 1 I'm with the thought in mind too --

19:03 2 I'm not pleased with electrification. This is

19:03 3 not Switzerland. It's not Sweden, and I very

19:03 4 much agree with what one of my friends back here

19:03 5 stated as to that position. It might be a

19:03 6 trade-off with the money that's there for

19:03 7 diesels, and there are a lot of things that have

19:03 8 been done with diesel.

19:03 9 I also look to three or four tracks

19:03 10 in the center of downtown Arvada. Well, that

19:03 11 hasn't happened. Well, a lot of ideas that

19:03 12 we've had. Each of us have not gone necessarily

19:03 13 the way we'd like to have had them. However, I

19:03 14 think there's been a meeting of minds, a respect

19:03 15 that is extraordinary.

19:03 16 I'd like to thank Don and Liz and

19:03 17 the staff that's worked there, all of them. I

19:03 18 wish I could name them all. I can't. Because

19:03 19 it's been a pleasure to have had association

19:03 20 with them and to argue about points from time to

19:03 21 time. It's just been grand. There are

19:03 22 frustrations.

19:03 23 Gosh, I'm frustrated. I don't know

19:04 24 where it's going to go and what's going to

19:04 25 happen, but, for example, I know that we're in a

19:04 1 situation where we're going to possibly have  
19:04 2 one-third of our -- in this country blow out.  
19:04 3 Why? Because it won't rise to the public  
19:04 4 responsibility to make sure that we've got  
19:04 5 enough taxation to improve them.  
19:04 6 I hope that it doesn't come to an  
19:04 7 issue that we're going to abandon this great  
19:04 8 agreement we've got. Do you realize what we've  
19:04 9 done? Here, at least in the suburbs -- Denver  
19:04 10 is another story -- but at least in the suburbs  
19:04 11 we tried to get together and join in similarity  
19:04 12 with something that's in common and finding  
19:04 13 common places where we can get together.  
19:04 14 That's community and community  
19:04 15 action. I think it's significant too that what  
19:04 16 we have is -- do you realize this is the 130th  
19:04 17 anniversary since the first involvement of  
19:04 18 striking at Promontory? We could have done this  
19:05 19 as a lottery. I'm frustrated. This should have  
19:05 20 been done at the end of the last century, the  
19:05 21 whole damn thing.  
19:05 22 We would have had it over with and  
19:05 23 be riding it, but in Tinmath, in one day they  
19:05 24 laid 10 miles of track. We probably could have  
19:05 25 done some exciting things too, but I like the

19:05 1 way we've gone as a community, and I'm proud to  
19:05 2 have been here with a community that's been  
19:05 3 decent, kind, thoughtful, and respectful of  
19:05 4 others.

19:05 5 MR. MOUNTAIN: Thanks, George, so  
19:05 6 next up is Shelley Cook, and following Shelley  
19:05 7 we've got Martha Harvey.

19:05 8 MS. COOK: Hi there, I'm Shelley  
19:05 9 Cook. I'm a resident of Arvada, and I'm here to  
19:05 10 express my full support for the Gold Line EIS  
19:05 11 findings, and I would also like to echo what  
19:05 12 Jane Schnabel so eloquently expressed about how  
19:05 13 the project has been handled from the start, and  
19:06 14 in addition to the project team being highly  
19:06 15 skillful, sensitive, responsive, professional  
19:06 16 always, I want to express my appreciation for  
19:06 17 the City's involvement and close attention and  
19:06 18 proactivity, and then, finally, I agree Don  
19:06 19 Ulrich and with Liz Telford about the impact of  
19:06 20 the public involvement.

19:06 21 I do think that hasn't had a very  
19:06 22 beneficial effect on the project. I wanted to  
19:06 23 add one point also echoing Jane Schnabel, and  
19:06 24 this is from my experience in talking to people  
19:06 25 as a candidate. I am hearing over and over how



19:06 1 important are the quiet zones and the prospect  
19:06 2 of installation of those quiet zones sooner  
19:06 3 rather than later, so I just wanted to tell you  
19:06 4 I'm hearing that by the scores, so, anyway,  
19:06 5 thanks for all that you have done, and I'll  
19:06 6 leave it at that.

19:07 7 MR. MOUNTAIN: Thanks, Shelley.  
19:07 8 Martha is next, and then my last  
19:07 9 card is Bob Wilson.

19:07 10 MS. HARVEY: Hi, my name is Martha  
19:07 11 Harvey. I'm a resident of Arvada. I've been  
19:07 12 attending these meetings also for about two  
19:07 13 years, not as long as a lot of them, but I am  
19:07 14 really impressed with everything that's gone on,  
19:07 15 like I said. Now, my concerns -- I'm disabled,  
19:07 16 and a lot of things have suggested that you guys  
19:07 17 have more than met.

19:07 18 I've got a few more ideas. I  
19:07 19 actually talked to a guy when I was down on the  
19:07 20 Mineral route and one thing he suggested -- and  
19:07 21 I really looked around -- when you put these  
19:07 22 lines in at these stations, can you put a place  
19:07 23 for people to put their cigarette butts, things  
19:07 24 like that?

19:07 25 It's appalling, or either they need

19:07 1 to quit smoking. I'm not sure which, but,  
19:08 2 anyway, trash containers, things like that, and  
19:08 3 I was at the board meeting for RTD last week and  
19:08 4 I made a suggestion of you have Adopt A Trail,  
19:08 5 Adopt A Highway. Why not adopt a Light Rail  
19:08 6 station?

19:08 7 I think that would be a cost saving,  
19:08 8 and more people out there will volunteer. If  
19:08 9 you just give them a chance, they'll volunteer  
19:08 10 to do anything, so like I said, I want to thank  
19:08 11 the community, RTD, and the public, and that's  
19:08 12 it.

19:08 13 MR. MOUNTAIN: Thanks, Martha.

19:08 14 So Bob is the last one who signed  
19:08 15 up. If there are others who do want to speak  
19:08 16 their comment at the microphone here, feel free  
19:08 17 to line up behind Bob. We'll kind of get you  
19:08 18 registered afterwards, or we can let Mr. Wilson  
19:08 19 here have the final word, which I'm sure he  
19:08 20 won't object to.

19:08 21 MR. WILSON: Since you pointed out  
19:08 22 we're getting closer to Roctober, Bob Wilson,  
19:08 23 resident of Arvada, and let me make two comments  
19:09 24 with two different hats on, first as the chair  
19:09 25 of the 12-member Arvada Gold Line Advisory

19:09 1 Committee, 12 residents of Colorado appointed by  
19:09 2 the city council, the mayor, that we did have a  
19:09 3 discussion about horn noise, a detailed  
19:09 4 discussion, a presentation by Don and Liz,  
19:09 5 giving up their evening hours. Thank you again.  
19:09 6 Thank you.

19:09 7 Jane Schnabel, George Ek are  
19:09 8 members, and we do -- the committee recommended  
19:09 9 that the train noise be mitigated as soon as  
19:09 10 possible, again, and we also discussed that  
19:09 11 there has been a big change on what the  
19:09 12 locomotive operators have to do since, what,  
19:09 13 2005 or '06? They cannot do it at 2 or 3 in the  
19:09 14 morning.

19:09 15 Another member of our committee, Kip  
19:09 16 Davis, is a railroad operator. He has to blow  
19:09 17 those whistles very loud, 106 DB at 3 in the  
19:10 18 morning, or he gets in trouble and they get find  
19:10 19 see the supervisor. Let me take off that hat.

19:10 20 Let's talk as a resident, and, Jane,  
19:10 21 just from an engineering standpoint, as I  
19:10 22 mentioned to the RTD board, I'm afraid they're  
19:10 23 the last-cost impacts of doing the noise  
19:10 24 mitigation, the quiet zones early.

19:10 25 I think it will be later in the

19:10 1 project, even though we don't want to hear that,  
19:10 2 but just in terms of the balance of the costs  
19:10 3 versus the enjoyment, the pleasure, and the  
19:10 4 safety, of course, of the public, there's going  
19:10 5 to be that difficult trade-off that the managers  
19:10 6 at RTD and the board members must make.

19:10 7           And the last comment, since we don't  
19:10 8 see there's any desserts left and talking to all  
19:10 9 the experts at the board, is it's quite a  
19:10 10 document. Congratulations. I've been reading  
19:10 11 the Executive Summary, all 101 pages or  
19:11 12 thereabouts. It's a very good document.

19:11 13           There will be problems. We'll work  
19:11 14 them out, just like previous speakers have said,  
19:11 15 with the City, with its proactive approach, the  
19:11 16 many, many studies that have been done on Olde  
19:11 17 Town, the station planning meetings, everything,  
19:11 18 the trails, the access, many, many meetings.

19:11 19           My wife, Susan, is very tolerant of  
19:11 20 me going to another transit meeting, but,  
19:11 21 anyway, congratulations to the City, the City  
19:11 22 staff, RTD, RTD directors, good job. We'll get  
19:11 23 the job done, and 2015 or bust, right?

19:11 24           MR. MOUNTAIN: Thanks, Bob. I think  
19:11 25 your position is closing. You just got usurped.

19:11 1 MR. SCHULTZ: Sneak up behind you,  
19:11 2 Bob, Larry Schultz, resident of Wheat Ridge,  
19:11 3 city treasurer of Wheat Ridge, and board member  
19:11 4 of the Alliance, and I'll make it short and  
19:11 5 sweet.

19:11 6 I think, if someone was to do a  
19:12 7 study of how these studies should be done, or  
19:12 8 wanted to make a movie of a successful EIS study  
19:12 9 and study of collaboration through all the  
19:12 10 various communities, this would be the model  
19:12 11 they should follow.

19:12 12 I can't express enough respect for  
19:12 13 Liz and Don and everyone who's been involved in  
19:12 14 the study. Congratulations on a super project.  
19:12 15 You know, you dealt with unforeseen barriers,  
19:12 16 change in technology, issues with railroads, and  
19:12 17 somehow got through it all.

19:12 18 You have a great product. It will  
19:12 19 be a great project, and, yes, we'll be keeping  
19:12 20 our eye on those proposals from the consortium  
19:12 21 for the financing and construction, but somehow  
19:12 22 I believe it will come through. Thanks once  
19:12 23 more.

19:12 24 MR. MOUNTAIN: Okay, thanks, Larry.  
19:12 25 So, with that, we'll go ahead and

19:13 1 close out the verbal-comment portion. Again, I  
19:13 2 have almost quarter after 7 at this point here.  
19:13 3 We'll have the staff back at the display  
19:13 4 stations so you can get a little more familiar  
19:13 5 with the project again and get some more  
19:13 6 questions answered if you want.

19:13 7           Just as a quick overview, again,  
19:13 8 we've got the fly-through which kind of shows  
19:13 9 you the project from beginning to finish, some  
19:13 10 station lay-outs, photo simulations. If you've  
19:13 11 got interest in the engineering drawings, those  
19:13 12 are in the back corner here.

19:13 13           Up here we've got copies of the  
19:13 14 document as well as the summaries of impacts and  
19:13 15 that sort of thing. If you want to dig through  
19:13 16 the book with some of our experts, they can help  
19:13 17 guide you through the information there. Thanks  
19:13 18 again for coming down, everybody.

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1           C E R T I F I C A T I O N

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3           I, Mary S. Parker, Registered  
4 Professional Reporter, Registered Merit  
5 Reporter, and Certified Realtime Reporter,  
6 certify that the above proceedings were had;  
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9           I further certify that I am not  
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