

GOLD LINE  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

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REPORTER' S TRANSCRIPT  
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LOCAL GOVERNMENTS TEAM MEETING  
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Pursuant to notice to all parties of interest, the above-entitled matter came on for hearing before the Interested Public, commencing at 6:15 p.m. on August 7, 2008, at the Arvada Center, 6901 Wadsworth Boulevard, Arvada, Colorado, said proceedings having been reported in shorthand by Harriet S. Weisenthal.

Whereupon, the following proceedings were had:

PRESENT:

ANDY MOUNTAIN - GBSM, INC.  
DON ULRICH - CH2M HILL

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1                   MR. MOUNTAIN: Good evening. Welcome to  
2 the Gold Line Public Hearing, for the Draft  
3 Environmental Impact Statement.

4                   Before we get started, we do have  
5 interpretation services available. I would like Anna  
6 to share a few words with folks, to offer that up.

7                   (Discussion off the record.)

8                   MR. MOUNTAIN: Welcome. Up here, on the  
9 dark side -- I hope you can actually see us up here.  
10 We had brought the lights down, so we can see the  
11 presentation this evening. I want to welcome you,  
12 again. This is the Draft Environmental Impact  
13 Statement Public Hearing.

14                   Now the public hearing, you will  
15 notice -- normally we will have a public workshop up  
16 here. There's just a little bit of a difference going  
17 on with a public hearing versus a public workshop.  
18 Actually, it's kind of a legal proceeding, to capture  
19 public comments on the Draft Environmental Impact  
20 Statement that was published last month. So, with  
21 that, there is a little bit more formality to it, a few  
22 more rules, regulations, that sort of stuff. So, we'll  
23 walk you through that.

24                   Before we get into everything, though, I  
25 did want to recognize the elected officials that have

1 joined us this evening. We have got a number of them  
2 here, so far. So, what I will do, when I do call your  
3 name, if you could just stand up and give a quick wave,  
4 so the folks can recognize you. I would appreciate  
5 that.

6                   From the City of Arvada, Mayor Pro Tem  
7 Lorraine Anderson. Lorraine is in the back corner.  
8 Lorraine, give a wave. There you go. Welcome,  
9 Lorraine.

10                   Also, from the City of Arvada City  
11 Council is Mark McGoff. From the RTD board, District  
12 M, is David Ruchman, back here. From the City of Wheat  
13 Ridge is the treasurer, Larry Schultz, also in the  
14 back. From the Jefferson County School Board, we have  
15 Scott Benefield. And from the Colorado Board of  
16 Education, Evie Hudak. Have I missed any elected  
17 officials? All right. Excellent.

18                   So, again, with the public hearing  
19 tonight, again, there's a little bit more formality, so  
20 this is a little different than what we will typically  
21 do. Normally, we kind of have the presentation, for  
22 those of you who have been at our meetings before,  
23 followed by a back-and-forth question-and-answer  
24 segment, that sort of thing. Because the requirement  
25 is to gather verbal comments, as well as the written

1 comments, that sort of thing, we actually just take the  
2 comments in. All of the responses to comments actually  
3 come in a written format in the Final Environmental  
4 Impact Statement.

5                   So, this is, actually, drastically  
6 different from what we typically do, you know, we're a  
7 bit talkative. But I can tell you, last night, we  
8 were -- a lot of us were biting our tongues to fight  
9 the urge to be able to respond to a lot of questions  
10 right away, just given the process that we have got to  
11 go through here, responses actually come in written  
12 format in the final document.

13                   So, structurewise, throughout the  
14 evening, the approach that we're going to take here,  
15 we've got a very general presentation here, which Don  
16 is going to run through. I will introduce Don in a  
17 moment. What that's going to be is a brief summary of  
18 the Draft Environmental Impact Statement. Again, it's  
19 a 500-some odd page book with two appendices that are  
20 equally as large, so, clearly, Don's presentation isn't  
21 going to hit every single detail. He is going to  
22 provide the highlights, almost similar to what's in the  
23 executive summary of the document.

24                   Following that, we'll open up the verbal  
25 comment period. If you have not had a chance to

1 register, and you are interested in submitting a verbal  
2 comment tonight, if you want just to walk back out into  
3 the hallway, Jesse is taking care of the table that  
4 says, "Verbal Comment Registration." Sign up there.  
5 You'll have an opportunity to submit your verbal  
6 comments after Don is through with the presentation.

7           Other comment opportunities, you will get  
8 tired of me saying. We got computer comment stations  
9 over here. You folks can type your comments there.  
10 Additionally, Loretta is going to be over there, if  
11 folks want to speak a comment rather than getting up on  
12 the microphone. You got that opportunity as well.  
13 Great.

14           You will hear repeated over and over, you  
15 got until September 1st to submit comments. This is  
16 just the second of the two public hearings that we got,  
17 and if last night was any indication, the computers  
18 were definitely more popular than the verbal comments,  
19 but we do encourage you to submit verbal comments. I  
20 mean, we're all here to hear what you have to say.

21           So, with that, let me just quickly  
22 introduce the members of the project team that are  
23 going to be up here with me. Then, I should probably  
24 introduce myself, since I haven't done that. I have  
25 been rambling on for 10 minutes.

1                   My name is Andy Mountain. I am leading  
2 the public involvement effort for the Gold Line  
3 Environmental Impact Statement. What that means,  
4 basically, I have two responsibilities. One is to make  
5 sure you get the information that you need, and the  
6 second piece is to make sure that the project team gets  
7 its comments from you, that they need to hear, and  
8 integrating them into the decision-making process. So,  
9 in some ways, it's a very simple task, and oftentimes  
10 it turns out not to be quite that simple, but that's my  
11 job here.

12                   Joining me at the table up here is Liz  
13 Telford, the Project Manager from RTD, so she was the  
14 RTD representative that is leading this effort  
15 completely. And next to her is Don Ulrich, the  
16 consultant team manager. Don is leading the team of  
17 people that are in the throes of all of the analysis  
18 and everything that went into preparing the document  
19 you had a chance to review.

20                   So with that, let me go ahead and turn  
21 this over to Don. He'll walk through the presentation,  
22 kick it back to me, then we'll open up the verbal  
23 comment period after that.

24                   Again, if you are interested in  
25 submitting verbal comments today, I would encourage you

1 to go ahead and just step into the hallway and register  
2 and sign up. We'll get you set up that way. Thank you  
3 for coming.

4 MR. ULRICH: Well, thank you all for  
5 coming. This is an exciting night for us. Of course,  
6 this culminates the Draft Environmental Impact  
7 Statement process. And our next step is to refine the  
8 design, as Andy said, respond to the comments, and from  
9 that point on, finish up the engineering and then  
10 produce a Final Environmental Impact Statement, which  
11 is then used to support the full funding grant  
12 agreement.

13 Let me get into the presentation. As  
14 Andy said, it is pretty much a summary of the executive  
15 summary. I call it a, "Cliff Notes of the Cliff  
16 Notes."

17 And to start off, you'll see that the  
18 written presentation is organized like the executive  
19 summary, where we essentially go through and we answer  
20 questions that we think are important to you, like why  
21 is the DEIS written? You know, how do I read the  
22 document most effectively? What's the purpose of the  
23 project? What alternatives did we look at? What are  
24 the environmental consequences associated with  
25 implementing the project? What are the transportation



1 consequences of implementing the project? And lastly,  
2 how has the public been involved and how have those  
3 public comments helped to improve the alternative that  
4 we had selected?

5                   The first thing is why do we -- why do we  
6 go through and write an EIS that is about this thick,  
7 supported by another 22 technical memoranda. The  
8 reason being that this project is going for Federal  
9 funding, from the Federal Transit Administration, and  
10 the Federal government wants to make sure, when they  
11 invest their money in a public infrastructure project,  
12 that all considerations have been included. It is not  
13 just the cost-effectiveness and engineering  
14 effectiveness, but also the community impacts and the  
15 environmental impacts and public acceptance of the  
16 project. And they are convinced that that process  
17 improves the decision-making, which I personally  
18 believe that it does.

19                   The documents, before I get into the next  
20 slide -- I'm a little ahead of myself. One great thing  
21 about the NEPA process is that it encourages the public  
22 involvement process. This is the 14th workshop we have  
23 had. We also had about 20 meetings associated with the  
24 stations, and numerous other small public meetings.  
25 All of them have given us input and again have resulted

1 in a better project.

2                   And I'm not sure -- when I turn around,  
3 this gets louder, so I will talk sideways here for a  
4 minute. This is what the document looks like. You  
5 have an executive summary, and you have seven chapters.  
6 My suggestion to you, when you put together comments,  
7 is that you read the executive summary, and if you see  
8 something in the executive summary that piques your  
9 interest, or it doesn't sound right to you, dive into  
10 whatever the appropriate chapter. Generally, it will  
11 be the Chapter 3 or 4, of the environmental or the  
12 transportation. And if you don't find your answer  
13 there, then I would suggest you go to the Appendix.  
14 And if it's not in the Appendix, you can go to a  
15 technical memorandum that supports the document, but,  
16 frankly, if you have gotten that deep into the  
17 document, you still don't have an answer, it's obvious  
18 that there is something wrong with the way we have  
19 written it. So, give us a written comment and we'll  
20 respond to you.

21                   The first chapter, purpose and need, is  
22 just the basis for the project, why are we doing what  
23 we're doing. What is the study area and what  
24 determined the size of the study area, and the  
25 boundaries of the study area.

1                   The second chapter is alternatives  
2 considered. What are the alternatives that we looked  
3 at throughout the process, and what were the trade-offs  
4 associated with all of those alternatives, and why did  
5 we select what we selected.

6                   The third chapter is the environmental  
7 consequences, and we go through 20 different  
8 environmental disciplines to see what the trade-offs  
9 are, again, associated with implementing the project.  
10 And then Chapter 4, we go into transportation impacts.  
11 If we implement a transit system, what does it do to  
12 the bigger transportation network, the systems within  
13 the study area and within the region, for that matter.

14                   No. 5 is an evaluation -- called the,  
15 "Evaluation of Alternatives." It's more a  
16 cost-effectiveness chapter. It talks about trade-offs,  
17 once again, except these are financial, versus other  
18 commitments that you make as a community to implement  
19 the project.

20                   Chapter 6 summarizes the public comment  
21 and agency coordination process, what we found out in  
22 each step of the way, in making the decision in Chapter  
23 7 of -- and Chapter 2, documenting the impacts on  
24 everybody, impacts on historic landmarks and parks and  
25 recreation features.

1                   Back to the purpose, those of you who --  
2 many of you have been to this -- maybe this is the 14th  
3 meeting that you have been to, and you well remember  
4 that the purpose of this project was to implement fixed  
5 guideway transit between Denver Union Station and Ward  
6 Road. And that the study area goes from -- I guess I  
7 am not working this right. It goes from Denver Union  
8 Station here, up through Adams County -- or Denver and  
9 Adams County, Wheat Ridge and Arvada and terminates  
10 here at Ward Road. It's about 11 miles.

11                   Okay. Let's talk about alternatives for  
12 a moment. During the Major Investment Study -- and  
13 some of you were even involved in the Major Investment  
14 Study, that was completed almost 10 years ago, now, and  
15 it looked at everything. It looked at the highway  
16 widening. It looked at bus alternatives. It looked at  
17 bus HOV. It also looked at light rail and commuter  
18 rail alternatives.

19                   As we proceeded into the environmental  
20 process, because our purpose and needs said fixed  
21 guideway between Denver Union Station and Ward Road, we  
22 just looked at what you might want to call, "rail  
23 alternatives," light rail, streetcar and commuter rail  
24 alternatives, either on the railroad alignments, or on  
25 street, surface streets, to avoid the railroad

1 alignment and give us another option to look at.

2                   Alternatives were screened at five  
3 levels, and many of you recall that we had public  
4 workshops at the completion of each one of those  
5 levels, to let you know what we had found out at that  
6 level of evaluation. And we got more and more  
7 qualitative in our evaluation, until we got to Level 5.

8                   And at each level of analysis, we looked  
9 at mobility factors, environmental factors, community  
10 support factors and costs. As you recall, the decision  
11 process was very much driven by alignment and by  
12 transit technology and by the stations. And certainly  
13 there was a lot of concern about where are you going to  
14 put it on? Are you going to put it on the rail  
15 alignment? Are you going to put it on down one of the  
16 streets through our neighborhood? Is the technology  
17 going to be diesel power or electric power? Is it  
18 going to be light rail, streetcar or commuter rail?

19                   The alternative alignments. We had many  
20 alternative alignments but, frankly, the impacts were  
21 comparatively much higher than the railroad alignment.  
22 And these alternatives, in general, did not work as  
23 well. When I say, "didn't work as well," they didn't  
24 go as fast, they didn't have as many riders, they cost  
25 more and they had more impacts.

1                   And we ended up with this preferred  
2 alternative in Workshop 4, where we selected the rail  
3 alignment with electric multiple unit commuter rail  
4 technology, with the first 3 1/2 miles from Denver  
5 Union Station there, up to Pecos, being shared with  
6 Northwest Rail, and with a budget of \$552.5 million.

7                   Let's talk about impacts. This is what  
8 we're here for tonight, as much as anything, to get  
9 comments on. What do you think about the impacts that  
10 we have found.

11                   We have direct impacts, indirect impacts  
12 and cumulative impacts. Hopefully, you can all see  
13 that first picture up there. It is a picture of a  
14 bridge going across the South Platte River. That is an  
15 example of a direct impact. When you build something,  
16 and you immediately affect something, with the  
17 earth-moving equipment, and other construction  
18 techniques, such as digging in the water, that's a  
19 direct impact, because you dig in the water and you  
20 immediately get some turbidity in the water. And  
21 that's what we call a, "direct impact."

22                   An indirect impact is, if I do something,  
23 what happens later, after I do it. And one of the best  
24 examples is if we build a transit station, we get  
25 transit-oriented development, which is shown by this

1 figure on the lower right.

2                   And then a cumulative effect is we look  
3 at how, if we build the Gold Line, does it affect the  
4 region, if you will, with all of the other projects  
5 that are being built at the same time, generally  
6 transportation projects and other FasTracks projects,  
7 as well as new development to support the population.

8                   We want through this and we looked at  
9 about 23 sources. And we have summarized impacts  
10 between community impacts and environmental impacts.  
11 The resources highlighted in yellow -- and this is out  
12 of the executive summary -- are those that seem to have  
13 a more measurable effect than the other ones. And  
14 let's go through some of those, with the next slide.

15                   Community impacts: Certainly, probably  
16 the biggest concern that we saw was construction  
17 impacts. If we build this 11-mile alignment,  
18 particularly as it goes through Arvada, the  
19 construction goes pretty close to some residences and  
20 businesses, as we go through Arvada. And like any  
21 other construction project you see, it now, down on --  
22 at the grade separation project, you have construction  
23 traffic, you have exposed dirt, you have exhaust, you  
24 have a little more noise, and so forth. That is  
25 something that fortunately is short-term and can be

1 mitigated but cannot be eliminated. So we will have  
2 some of those issues.

3                   The land-use changes are basically  
4 summarized as transit-oriented development. This  
5 project is compatible with all of the land-use plans in  
6 Denver, Adams County, Arvada and Wheat Ridge. And land  
7 acquisition was another issue that was of concern. We  
8 have been able to design around impacts to residences,  
9 so we have zero residential displacements. We have  
10 from 12 to 23 businesses that would be relocated, and  
11 up to 62 acres of private property that would be  
12 purchased to implement the project.

13                   Now, most of the property is for the  
14 stations. Of the 62 acres, it's about 50 of it that's  
15 for stations. And the reason that businesses fluctuate  
16 between 12 and 23 is not because we're concerned that  
17 we can't count them right, it's because you have  
18 different numbers of business with different station  
19 options that you select. Most of those different  
20 options are at the 38th station.

21                   And then, visual change, we're going to  
22 build track, we're going to build bridges, we are going  
23 to build catenary to power the train and we're going to  
24 be operating trains and have stations. And that is a  
25 visual change, and to the community. And we hope that



1 it is a contribution to the community and it's not a  
2 negative change.

3                   And probably the most complicated and  
4 concerning is noise with the transit project. We have  
5 a 100 -- using the most conservative worse case  
6 criteria, we have 192 houses that would be affected by  
7 noise, with no mitigation; 110 multi-family buildings;  
8 one park; one museum; and about 18 residences that  
9 would be affected by vibration. Again this is without  
10 mitigation.

11                   The implementation of a quiet zone would  
12 mitigate all of the noise impacts, and we believe that  
13 noise actually would be less burdensome, with the  
14 implementation of the project in the quiet zone, than  
15 what you have now with the freight train operation.  
16 And the vibration impacts can be mitigated through what  
17 we call, "vibration isolation treatment." This is a  
18 fancy way of saying, we put rubber mats under the rails  
19 to cushion the shock of the train going over track, to  
20 reduce the vibration.

21                   Then, on the science side, boy, the  
22 impacts on the science side are pretty minimal. We  
23 have about an acre, 1.2 acres of wetland that would be  
24 affected. We have some temporary impacts to parkland,  
25 the trails along Clear Creek and then along Ralston

1 Creek, where we are building a bridge. We have to  
2 temporarily detour the trail, because obviously we  
3 can't have people riding bikes or walking under the  
4 construction of a bridge.

5 Air quality is a small positive impact.  
6 Biological resources, we affect perhaps an acre of  
7 vegetation where we have bridge construction along the  
8 creeks.

9 Water resources, boy, there really isn't  
10 much to mention there. Again, where we have bridge  
11 construction over creeks is some of our biggest  
12 challenges. You may have some erosion or turbidity in  
13 the water during construction.

14 Then, hazardous materials is more of a  
15 cost issue. You can see there are 18 sites that we  
16 believed we would affect with the construction of this  
17 project. These eighteen sites are things like leaking  
18 underground storage tanks, or maybe soils that have old  
19 metals contamination from railroad operations. These  
20 are not classic hazardous waste sites that are serious  
21 public health issues, but they are illegal and a  
22 regulatory issue and we'll have to clean up. The good  
23 news is the corridor is going to be cleaner after we  
24 build the project than it is today.

25 And then historic. And we have one

1 impact to a historic building, if we chose one of the  
2 three options at the 38th Station. If we don't choose  
3 that, we have no historic impacts, which is a very,  
4 very big deal on a project this extensive.

5                   And minerals and geology and floodplains.  
6 And there is essentially -- I am not going to even go  
7 into those. There are no issues of concern there.

8                   Safety and security has been an issue of  
9 concern, with the public, but the implementation of  
10 this project will not increase crime, or decrease  
11 crime, in any of the neighborhoods. What we have found  
12 is that if the crime rate of a neighborhood is high,  
13 before you build the project, it's still high after the  
14 build the project. If it's low before you build the  
15 project, it's still low with the project. So, the  
16 station activity is reflective of the neighborhood  
17 crime conditions, and you will see that in the  
18 document. We have a crime index that we calculated for  
19 each one of the stations.

20                   Let me cover one other, transportation.  
21 Okay. The preferred alternative is much faster than  
22 the car. And some of you have seen this before. And  
23 we calculate everything for 2030. And in 2030,  
24 congestion is pretty severe in the corridor. We  
25 estimate that either a bus or a car, going between

1 Denver Union -- Ward Road and Denver Union Station will  
2 take about 27 minutes. The train will take 19 minutes.  
3 That's because there is no congestion on the track like  
4 you have on the roadways.

5 Our ridership is about 20,000 people per  
6 day. We'll take about 14,500 vehicle miles off the  
7 road, hence the slight benefit to air quality per day.  
8 We'll have no impact on freight operations because we  
9 have a separate track.

10 And then, lastly, there would be some  
11 mitigation required. We have seven stations. We add  
12 parking at all of the stations. There will be an  
13 increase in local traffic. And, so, we'll be adding  
14 turn lanes and signals at three of the stations, turn  
15 lanes at most of the stations.

16 We also have 19 grade crossings in the  
17 study area. All of these grade crossings will be  
18 improved for safety. Most of these grade crossings  
19 will also be improved to allow us to implement a quiet  
20 zone. So -- and that includes construction of gates,  
21 improvements in the signalization, improvements in the  
22 geometry, actually, of the crossing itself, and in some  
23 cases, islands, so that people don't drive around the  
24 gates.

25 Okay. I would turn it over to Andy to

1 talk about the public involvement, to date.

2 MR. MOUNTAIN: Don mentioned Chapter 6 of  
3 the Draft Environmental Impact Statement summarizes the  
4 public and city outreach that occurred. What we want  
5 to do is just give you a quick snapshot of that.

6 You see it on the chart here. Public  
7 workshops is a big one. We have done each one of those  
8 decision milestones, as well as to kick off the  
9 project. We did twelve of those, until the document  
10 was published. Last night was 13. Tonight is No. 14.  
11 Those are smaller group meetings we have had. A number  
12 of you we've seen in public meetings. Then we might go  
13 to the Kiwanis group or the Chamber of Commerce or  
14 those sort of groups. We have done smaller group  
15 briefings with groups like that, as well as the  
16 neighborhood organizations, and just those sort of  
17 small groups, to be able to get folks to interact in a  
18 smaller setting, get some questions answered. Those  
19 have worked well.

20 Issue focus teams: Those are the teams  
21 that we have formed, people that volunteered, and we've  
22 got the opportunity to sign up tonight as well, to,  
23 again, partner with the project team on key elements of  
24 the project.

25 So, one of the key ones we have done a

1 lot of issue focus time working on are the stations, on  
2 both selecting the options that are recommended,  
3 looking at the footprints that are in the documents up  
4 now and moving forward. We will still be working with  
5 those issue focus team members on those preliminary  
6 design elements we'll talk about in a minute. In  
7 total, we have had well over 2500 folks actually show  
8 up at the meetings we posted.

9           The thing I want to draw your attention  
10 to is actually the bottom line on this chart. The one  
11 that says, "Website Visitors." Over 44,000 coming up  
12 on the Website. I think it's a true testament to the  
13 day and the age. What we have been seen, many folks  
14 are preferring to get their information, getting access  
15 on their own time, submitting comments on their own  
16 time, that sort of thing, and that proves well, and  
17 it's been a great tool for us.

18           As it relates to the -- this presentation  
19 you have seen tonight is already up on the Website.  
20 There is access there as well, to all of the other  
21 presentations, from every meeting we have done.

22           The boards you have seen in the room,  
23 those will be up on the Website by the end of the week,  
24 tomorrow. You have a chance to review every single  
25 board, every presentation we have done, it is all

1 available to you, basically giving the entire project  
2 to you at your leisure, if you want to take a look at  
3 it.

4           Submit comments on the DEIS. I have seen  
5 a lot of folks already submitting their comments on the  
6 computer, rather than trying to speak. That kind of  
7 speaks to, kind of -- we got work to do still. The  
8 book is big. The appendices are bigger. That said,  
9 there's still a lot of work to do moving forward. The  
10 engineering drawings you see on the screen here, in the  
11 room next door, represent about 10 percent of the  
12 complete engineering, so there is still a long ways to  
13 go in completing the design of this, before this  
14 thing -- before it get can get completely built. We  
15 got some work to get done here.

16           One of the key examples is station  
17 options. We have three options for 38th Avenue that  
18 you can see next door. We got options for Pecos. Our  
19 plan is to, at a minimum, select a preferred option, if  
20 not name the option, as the station location to be  
21 carried forward in the final EIS. That needs to keep  
22 moving, station design.

23           Then I mentioned the issue focus team  
24 work, after the draft EIS is finished, in the  
25 September/October frame. What we'll be doing, pulling

1 together workshops for station design. We have had  
2 some interest in providing some of the station design.  
3 We may do that. We're actually developing some kind of  
4 station types and themes and elements, and that sort of  
5 thing. That will be segregated into the design of, you  
6 know, what will these things begin to look like. We're  
7 certainly not going to get to the final design, nailing  
8 down the exact, you know, color of the roof that's  
9 going to keep the rain from dripping on your head when  
10 you ride the train, but we're going to get a long ways  
11 towards that more of a thematic level of what should be  
12 there.

13                   The goal with that is really to begin to  
14 integrate community input into the design elements of  
15 what's going to be built, and to do that at this early  
16 stage, in a manner that gives enough information, so  
17 the final design and building can be reflective of what  
18 the community wants, but not get so far ahead, again,  
19 that we're designing something that we just can't  
20 build.

21                   Railroad negotiations: That's a big one.  
22 I know a lot of people have been asking questions about  
23 this throughout the study. RTD located this alignment,  
24 for the majority, in the railroad right-of-way. So,  
25 there is railroad property which needs to be acquired



1 as part of that. So, RTD is negotiating with the  
2 railroad actively right now, and those negotiations  
3 need to be completed.

4 Mitigation measures: Again, that's, for  
5 example, with the noise, with the quiet zones, that  
6 sort of thing, identifying the impact mitigation from  
7 this. We're recommending quiet zones, again, moving  
8 forward with that, and that's one especially out here  
9 in Arvada. I mean, I did -- I hear it from you guys  
10 all of the time, about trains going back and forth, and  
11 the horns that are blowing, and how everyone seems to  
12 think, in the last eight months, they are blowing  
13 louder and longer than they have ever blown before.

14 And it's something that, with quiet zone  
15 status, Don had mentioned not only are at-grade  
16 crossings safer but quieter. Horns will no longer be  
17 required, as well as for the Gold Line train, as well  
18 as the freight trains.

19 What we need to do is keep moving forward  
20 with this, so the local municipalities can get that  
21 quiet zone status. That's something we're looking  
22 forward to.

23 Finally, public involvement during the  
24 final EIS. We'll be working with you as we are making  
25 those decisions, and that sort of thing. The other

1 piece, we're going to get back together for what will  
2 be Public Workshops 15 and 16 for the Final Environment  
3 Impact Statement. In other words, once we publish the  
4 final document, there is not a public hearing like  
5 this, to gather comments. It actually goes to the  
6 Federal Transit Administration for their seal of  
7 approval. But what we want to do is actually inform  
8 you all of the final decisions that are incorporated  
9 into that document, so you are at least informed and  
10 aware, as we move into the next phase of what the  
11 decisions were coming out of this.

12                   Upcoming milestones: Again, September 1  
13 is the end of the public comment period. In the  
14 September/October time frame, we will begin the  
15 preliminary station design process.

16                   The final EIS, a lot of people tend to  
17 ask questions, what's the difference between the draft  
18 and final. What happens between now and then. It  
19 really boils down to three key themes. One is that  
20 every single comment that we get, whether it's  
21 submitted on the computer, mailed in through the U.S.  
22 post office, e-mailed into the e-mail address that we  
23 got set, or submitted verbally here tonight, all of  
24 those comments get documented in the final EIS. They  
25 are put in there, and each and every single comment

1 gets considered and responded to. And that's also  
2 published in that final document. So, there is a big  
3 effort that goes into that response process.

4           In addition, final decisions on both  
5 things like parking and station locations, as well as  
6 mitigation options, and where appropriate, you know,  
7 the engineering is still not complete. So, as I said,  
8 we're about 10 percent right now. We'll be at about 30  
9 by the final EIS, by the time that's complete. We're  
10 still continuing to do the engineering, which I kind of  
11 think of it as the engineer sees a big difference in  
12 the changes that occur in that way, but, to the  
13 layperson, it may not be too significant. There's a  
14 lot of work that goes into getting that done. Those  
15 are big changes that occur between now and then.

16           By spring of next year, we hope to have  
17 what's called a, "Record of Decision," the Federal  
18 Transit Administration decision document. We publish  
19 the Final Environmental Impact Statement. We give it  
20 to them. They consider it and they either approve it  
21 with the Record of Decision, or they will say, go back  
22 and do some more work. We hope we do get that approval  
23 of the Record of Decision next spring.

24           And back to the question that I think 90  
25 percent of the conversations I have had with folks out

1 in the community always get to. What about your  
2 environmental study? When is it going to get built?  
3 And when is it going to open?

4 Our construction schedule calls for  
5 construction to begin in 2011. And about three years  
6 from that, we plan on opening, about 2016, the end of  
7 the 2015 time frame, to get that opened. That's kind  
8 of looking further ahead, past this environmental  
9 clearance process.

10 So, with that, we're going to begin the  
11 verbal comment period here, for this portion of the  
12 hearing. And, again, this is going to be just slightly  
13 different than some of the things that we have done in  
14 the past, and in that the comments -- and we don't  
15 actually get to respond when those come in.

16 Let me just quickly walk you through,  
17 again, the opportunity to comment includes both  
18 verbally here tonight, the computers that are here too.  
19 If you don't want to speak in the microphone, Loretta  
20 is over there, willing to get your comments into the  
21 computer. I've seen people typing already.

22 The Website has a comment form that folks  
23 can fill out as well. That is up there,  
24 [rtdgoldline.com](http://rtdgoldline.com). You can e-mail those as well, at your  
25 leisure, [comments@rtdgoldline.com](mailto:comments@rtdgoldline.com).

1                   We haven't given up on the traditional  
2 way of dropping something into the mail. We will get  
3 them and forward them onto the Federal Transit  
4 Administration.

5                   So, with that, rules. With a public  
6 hearing, we have rules. And I see Vince standing, and,  
7 Vince, the rules are a little different. So, here's  
8 the way this is going to work for us. I think we got  
9 some -- how many people do we have signed up? We have  
10 got five people that have signed up to submit verbal  
11 comments tonight. So, again, if you do want to submit  
12 comments, you can still sign up at the registration  
13 table outside the room.

14                   Everybody who signed up will be put into  
15 a comment group. So, the five people that have signed  
16 up are in this comment group. And we'll -- what we  
17 will do, we actually random order selected within that  
18 group. So, I would call the name of the person who is  
19 going to comment, and then I will inform the person  
20 who's next in line, so he can prepare. So, you can  
21 have a seat.

22                   So a couple of key things that come into  
23 play here. One is for the verbal comments, again,  
24 there's a three-minute limit. Written comments,  
25 e-mailed comments, comments on the comment form,

1 comments on the Website, all of those, it's unlimited.  
2 You can have as long as you want. But we do keep the  
3 verbal comments limited to three minutes.

4           The three minutes that you have are your  
5 three minutes. So, they expire when you are done with  
6 it. You can't give up your three minutes to somebody  
7 else, so they end up with 6, 9 or 12 or that sort of  
8 thing. So, we'll keep it that way.

9           And then finally, the last bullet,  
10 there's kind of an important one. And this is really  
11 for our court reporter here. She's going to capture  
12 everything that you have got to say verbatim, and you  
13 see her fingers flying right now, and capturing all my  
14 words, as they speedily come out of my mouth. Just  
15 clearly state your name. If you can spell your name  
16 after you say it and let us know your city of  
17 residence, we have got that as part of the comment  
18 record, that will be great.

19           Finally, again, every single comment that  
20 comes in gets included in the Final Environmental  
21 Impact Statement. That's where -- our comment response  
22 comes from that, so, do you want to switch me over  
23 here?

24           What we have pulled together is kind of a  
25 simplified three-minute process for everyone, so a

1 little visual aide for you. That will time itself down  
2 from three minutes to zero seconds. And the slide  
3 looks a lot like what the previous slides did. I want  
4 to make sure, whoever comments first, is not cutoff.

5                   So, the way this basically is going to  
6 work, after you state your name and city of residence  
7 and begin your comments, we'll start the time. We got  
8 a slide that says three minutes. About 60 seconds  
9 later, you get a slide that says two minutes, 60 more  
10 seconds you get a minute, 30 more seconds -- begin to  
11 see a trend. It does turn yellow. That's your warning  
12 sign, at 15 seconds remaining. So you do have a sense.  
13 You can pace yourself. I want to make sure you get  
14 your whole comment in in that three-minute time frame.  
15 Then you will see it time down from 5 to 0. And it  
16 will turn red at that point. There again, I am going  
17 to have to get you to wrap up your comments.

18                   Hopefully, those cues will give you a  
19 good pace when you're going through your comments. If  
20 you are running long, you can kind of wrap-up at the  
21 end. And, again, we have got multiple opportunities  
22 for comments there.

23                   So, with that in mind, we have -- okay,  
24 four commenters. And our first one is going to be Jeff  
25 Bruce. And the person who is going to be on deck is

1 Carol Zinanti. Carol, we'll call you up first, and  
2 Jeff, you are on.

3 MR. BRUCE: This is going to be very  
4 unpleasant for everyone here.

5 MR. MOUNTAIN: Hang on one second. We  
6 need to get your microphone turned on, which Miles is  
7 in absolute control of here.

8 MR. BRUCE: This is going to be very  
9 unpleasant for everyone, because I want to talk very  
10 briefly about a French invention which will make  
11 everything you are doing rather -- it's going to make  
12 it rather useless. Have you come across --

13 MR. MOUNTAIN: Jeffrey, we need your full  
14 name and --

15 MR. BRUCE: Jeff Bruce from Arvada. The  
16 French compressed air engine, which will make it very  
17 unpleasant here, or unpopular. The Indians are making  
18 it. It can be formed into trains, buses or on  
19 individual cars. It has no pollution, very little  
20 noise. And one little charge will take one air car 250  
21 miles. When you collect the engineers together, to  
22 make the trains -- we have here an infinitely more  
23 flexible system. You can run on tracks, you can come  
24 off the track, you can go to town, you can go back onto  
25 the track.





1 that still seems unnecessarily long to run the train.  
2 But I do thank you for increasing the time limit to one  
3 hour in the early morning and late evenings rather than  
4 every 15 minutes.

5 My second question is also -- my second  
6 comment is also a question. And I'm just along the  
7 L-train, so it -- so that I am hoping Arvada and the  
8 Gold Line people are working positively to negotiate  
9 the quiet zone on Grandview Avenue, both the quiet zone  
10 and the vibration reduction. Thank you.

11 MR. MOUNTAIN: Thank you, Carol. So, our  
12 next speaker is going to be Harriet Hall and after her,  
13 John -- I can never remember if the "J" is silent.

14 MR. KILJAN: No. It's allowed, but it's  
15 a "Y" sound.

16 MS. HALL: My name is Harriet Hall,  
17 H-a-r-r-i-e-t, H-a-l-l. I live in Arvada. I live on  
18 Grandview Avenue, right across from where the train  
19 will go. And I live in a rather special part of  
20 Grandview Avenue, which is, really, is the historic  
21 entrance to Olde Town.

22 I've talked before about the impacts on  
23 our neighborhood of the train and mitigating impact.  
24 And I want to thank you for all of the attention that's  
25 being paid to quiet zones, and urge RTD and the City of

1 Arvada to continue working together, so that we can  
2 have a quiet zone, which will mean that our quality of  
3 life will actually be improved from what it is now.

4           But I also want to look at the aesthetic  
5 impact a little bit, and I want to do it, not from the  
6 perspective of myself and my neighbors on Grandview,  
7 but a person from Denver, who decides, for the first  
8 time, to visit Olde Town Arvada and rides the train and  
9 comes into Olde Town Arvada. And before they get to  
10 the station, what are they going to come through? Are  
11 they going to see a chain link fence? Are they going  
12 to see something that's attractive, that is as  
13 attractive as the houses along the street, as the large  
14 trees and the vegetation? That, I think, is a very  
15 important thing for us to think about, for RTD to think  
16 about, and for the city to think about.

17           As individuals come to Arvada, they will  
18 be coming basically through a gateway community that  
19 right now is at the threat of being redeveloped in ways  
20 that might not keep it as attractive and as much of a  
21 welcoming statement to people coming to Arvada for the  
22 first time, or coming to Arvada on a regular basis. Or  
23 not going to Arvada, going to the end of the line and  
24 going through Arvada and saying, hey, this looks great.  
25 This looks like a place I want to stop.

1                   So, I would urge RTD, I would urge the  
2 City of Arvada, both, to remember the importance, in  
3 terms of the Gold Line, as, at this point, an economic  
4 developer for the City of Arvada and keeping that  
5 gateway community attractive.

6                   MR. MOUNTAIN: Great comment. Thank you.  
7 John.

8                   MR. KILJAN: Sorry, folks.

9                   MR. MOUNTAIN: That's why we do the on  
10 deck.

11                   So, now, here's what we're going to do.  
12 I got about 5 after 7 on my watch right now. I realize  
13 the presentation may spark some ideas in some folks'  
14 mind, or it did last night. You may want to interact  
15 with the folks in the back. We'll have -- John being  
16 the last commenter in this grouping, what we will do,  
17 if someone signs up before 7:30, we'll do another  
18 comment group at 7:30. If folks haven't signed up,  
19 we'll stay until 8 o'clock and just answer questions in  
20 the other room, and help you find the information that  
21 way.

22                   MR. KILJAN: There should be no  
23 surprises.

24                   MR. MOUNTAIN: I do need -- because I  
25 know she is not going to spell your name right. . .

1                   MR. KILJAN: It's K-i-l-j-a-n. And I  
2 live at 6185 Field Street in Arvada. This is about  
3 airport access, the impact on the airport access when  
4 the Gold Line opens. Right now, Arvada enjoys a very  
5 nice service called the, "A-Line," which is sponsored  
6 partly by RTD, partly by the city and I think local  
7 businesses as well. It will get you down to the  
8 airport in about 35 minutes.

9                   My understanding is that this will go out  
10 of existence on opening day, because it will be in  
11 competition with the A-Line. We don't want to see  
12 that. I think it's about 32,000 trips per year, up to  
13 date. And it's a wonderful service. But, when we  
14 start taking the Gold Line down to the airport,  
15 transferring to Denver Union Station, and then going  
16 out there, it's going to approximately, I think, double  
17 your trip time. Having worked that out, there's a  
18 delay down in Denver Union Station.

19                   I was hoping, what we came up with, the  
20 electric multiple units, with the EMU, that we could  
21 come in at the same platform or adjacent platform down  
22 in Denver Union Station, and it would be a quick  
23 transfer for people carrying baggage, and so forth. So  
24 it doesn't look like -- that we're going to be at the  
25 opposite side of the platform, have to come up, cross

1 over several lines, drop down and then wait for an  
2 unscheduled trip to go out on the east corridor, if I  
3 got that right, and then go the full run on the east  
4 corridor out to DIA. That's unfortunate.

5                   If we came into the same platform, or we  
6 coordinate the trains, or we had through trains that  
7 came in and went out on the other line, that could  
8 reduce that. I am hoping -- this will be my issue --  
9 there will be mitigation. I will be writing a comment  
10 on the e-mail, whatever it is, in regards to that.

11                   MR. MOUNTAIN: Great.

12                   MR. KILJAN: Thanks.

13                   MR. MOUNTAIN: Thanks, John. That will  
14 wrap up the first group. What we'll do, we'll get the  
15 lights back on in here so you can actually see us, and,  
16 then, again, the room next door is open with all  
17 displays and copies of documents. If you do want to  
18 submit a comment verbally tonight, just sign up in the  
19 hallway there. We'll do another grouping at 7:30, if  
20 folks do want to submit more verbal comments. Thanks.

21                   (Recess.)

22                   (Whereupon these proceedings were  
23 concluded at 7:35 p.m. on August 7, 2008.)

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CERTIFICATE

STATE OF COLORADO ) ss  
CITY AND COUNTY OF DENVER )

I, Harriet S. Weisenthal, Certified Shorthand Reporter and Notary Public for the City and County of Denver, State of Colorado, do hereby certify that the foregoing proceedings were taken in shorthand by me at 6901 Wadsworth Blvd., Denver, Colorado on the 7th day of August, 2008, and was reduced to computer-aided typewritten form under my supervision;

That the foregoing is a true transcript of the proceedings had; that I am neither attorney nor counsel, nor in any way connected with any attorney or counsel for any of the parties to said action or otherwise interested in the event;

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 15th day of August, 2008.  
My Commission expires October 15, 2009.

Harriet S. Weisenthal