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**FOR IMMEDIATE RELEASE**

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**Gold Line Corridor Draft Environmental Impact Statement (DEIS)  
to be Released for Public Review on July 18**

DENVER – The RTD FasTracks Gold Line is taking one more step towards becoming a reality with the upcoming release of the Draft Environmental Impact Statement (DEIS) for the high quality, reliable rail transit service proposed to run between Denver Union Station and Ward Road in Wheat Ridge, while passing through northwest Denver, Adams County and Arvada.

The Regional Transportation District (RTD) project team is scheduled to publicly release the DEIS document on Fri., July 18. This will begin a 45-day public comment period that will include two public hearings to present the DEIS and gather public comment on the document: Wed., Aug. 6 at 6 p.m. at the Highlands Masonic Center, 3550 Federal Blvd., Denver; and Thurs., Aug. 7 at 6 p.m. at the Arvada Center, 6901 Wadsworth Blvd., Arvada.

“We have completed two years of intensive screening and analysis of alternatives for the Gold Line corridor and the Draft EIS outlines our recommendations for a safe and reliable transit rail line that will improve mobility and provide enhanced access for our communities in the corridor and the region,” said Liz Telford, project manager for the Gold Line EIS. “We are now seeking input on our recommendations from area residents, business owners and other interested stakeholders.”

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The DEIS analyzes the project team's recommendation (called the Preferred Alternative) to operate electric commuter rail train technology along the BNSF/Union Pacific railroad route, with seven station locations along the Gold Line corridor. Station locations include 38<sup>th</sup> Ave., Pecos, Federal Blvd., Sheridan, Olde Town Arvada, Arvada Ridge and Ward Rd.

The RTD project team is currently evaluating two different route options for the section between Denver Union Station and Pecos, as part of the study. This section includes tracks that are shared with the Northwest Rail project (which goes from Denver Union Station to Longmont). The first option would operate the rail line within the current railroad right-of-way, while the second would run immediately adjacent to the east side of the railroad property.

The DEIS recommendations are a result of detailed technical, operational and financial analysis, as well as input received from local governments, regulatory agencies and the public throughout the two-year study.

The DEIS examines the potential environmental impacts that implementing the Gold Line project may have and recommends methods to avoid these issues, where possible, or mitigate for them when avoidance is not possible. A "No Action" alternative included in the DEIS also illustrates what changes would likely happen to the corridor if the project were not constructed and is used as a basis for comparison with the Gold Line Preferred Alternative as described above.

After the 45-day public comment period, RTD will begin work on the Final EIS (FEIS), scheduled for release in early 2009. Comments received on the draft EIS will be responded to in the FEIS. Public comments on the DEIS can be submitted at the public

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hearings, in writing or through the project Web site, [www.rtdgoldline.com](http://www.rtdgoldline.com). The DEIS will be available in its entirety on the project Web site and all public libraries in the study area.

About Gold Line Corridor EIS

The Gold Line is an 11.2-mile rapid transit corridor extending from Denver Union Station in downtown Denver to the vicinity of Ward Road in Wheat Ridge. The Gold Line and the Northwest Rail project share the alignment from Denver Union Station to Pecos Street. In the 2004 FasTracks election, voters approved funding for the Gold Line, serving Denver, Arvada, Wheat Ridge and unincorporated Adams County. The two-and-a-half year Environmental Impact Statement analyzes transit alternatives in this corridor and includes extensive public involvement.

About FasTracks

FasTracks is RTD's voter-approved \$6.1 billion, 12-year program to expand rail and bus service throughout the RTD service area. Scheduled for completion in 2017, FasTracks will create six new commuter rail and light rail corridors, extend three existing corridors, add 21,000 new parking spaces, and expand bus service across the entire District.

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