

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 17, 2009

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13 Taken at 3550 Federal Boulevard, Denver,
14 Colorado, at 6:26 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
18:26 2 were taken:
18:26 3 MR. MOUNTAIN: If I could get
18:26 4 everyone to grab a seat, we're going to begin
18:26 5 the presentation and then we'll have the verbal-
18:26 6 comment portion of the public hearing, so if I
18:26 7 could get you to, again, wrap up your
18:26 8 conversations, we'll reopen the open house of
18:26 9 the displays following the verbal-comment
18:26 10 period, so you'll have more time later to visit
18:26 11 with the staff.
18:26 12 (Pause in the proceedings.)
18:27 13 MR. MOUNTAIN: Thank you very much
18:28 14 for coming. This, again, is the Gold Line Final
18:28 15 Environmental Impact Statement Public Hearing.
18:28 16 Before we begin the festivities, we do have
18:28 17 interpretation services available, so I'd like
18:28 18 Alicia to share a few words about those services
18:28 19 with you folks.
18:28 20 (Presentation in Spanish.)
18:28 21 MR. MOUNTAIN: Thank you again for
18:28 22 coming. For those of you that I've not met over
18:28 23 the last three years, my name is Andy Mountain.
18:29 24 I'm the Public Involvement Lead on the Gold Line
18:29 25 Environmental Impact Statement. We're excited

18:29 1 to have you here tonight for the last of our
18:29 2 large public workshops during this process.

18:29 3 Before we jump too far into things,
18:29 4 just a few quick housekeeping notes, the kind of
18:29 5 flow of the evening, that sort of stuff: We've
18:29 6 got a brief presentation Don will run through.
18:29 7 It will be about 15, 20 minutes, something like
18:29 8 that. It just gives you the basic sense of the
18:29 9 project, similar to the story that you would get
18:29 10 if you walked all the boards.

18:29 11 After that, we'll have the verbal-
18:29 12 comment presentation or the verbal-comment
18:29 13 session. As we did during the Draft EIS public
18:29 14 hearing, we've got a court reporter here that
18:29 15 will kind of get verbatim what you've got to say
18:29 16 as far as your verbal comment. Also the same as
18:29 17 the Draft EIS, we do need folks to preregister
18:29 18 if they do want to speak their verbal comment.

18:29 19 We've also got the computer stations
18:29 20 if you want to submit your comment that way.
18:30 21 You can type it in yourself. We've got staff
18:30 22 over there that will help you type it in if you
18:30 23 want to do that, or else you have until the end
18:30 24 of the verbal-comment period on September 21st.

18:30 25 After that point, we'll reopen

18:30 1 things back up and have the staff back here so
18:30 2 that you've got a chance to kind of get more
18:30 3 general questions answered. If you don't have
18:30 4 specific comments, but you're more looking for
18:30 5 information and answers, that will be a good way
18:30 6 for you to get some of that, so a quick final
18:30 7 housekeeping note from the elected official
18:30 8 side: Judy Montero, City Councilwoman, is not
18:30 9 here at the moment, but she did send a
18:30 10 representative.

18:30 11 She must be out of the room. Oh,
18:30 12 Theresa St. Peter is waiving diligently in the
18:30 13 back of the room, and with that, what I'd like
18:30 14 to do is enlist Liz Telford, private manager for
18:30 15 RTD, and then she'll turn things over to Don.

18:31 16 MS. TELFORD: I just want to thank
18:31 17 you for coming and thank you for participating
18:31 18 in the Gold Line environmental process. We
18:31 19 have, as Andy said, been working at this just a
18:31 20 little over three years. I actually started
18:31 21 working on the Gold Line in 1998, so I've been
18:31 22 at this for a long, long time, and it's a
18:31 23 project that's very dear to my heart and I can't
18:31 24 wait to see it get built, so this is getting to
18:31 25 be an exciting thing for our region and for the

18:31 1 Gold Line corridor.

18:31 2 I always like to start with just a

18:31 3 little trivia. You know, if you look at the

18:31 4 whole FasTrack program, we have rail lines

18:31 5 called Northwest Rail and North Metro and I-225,

18:31 6 Southeast, Southwest Extension, and then we have

18:31 7 the Gold Line, so why is the Gold Line the Gold

18:31 8 Line?

18:31 9 I know people here from Arvada will

18:31 10 know, but originally this line was called the

18:31 11 Beer Line because it served Coors out in Golden,

18:31 12 and then there were some local historians in

18:32 13 Arvada that didn't like that name at all. They

18:32 14 thought that was not a good name and not a very

18:32 15 respectful name, so they said, "Since gold was

18:32 16 found in Ralston Creek, let's call it the Gold

18:32 17 Line instead of the Beer Line," so that's how

18:32 18 the Gold Line was born, and we hope that the

18:32 19 Gold Line moves ahead and gets built because

18:32 20 this has been a vision for a lot of Gold Line

18:32 21 communities for a long, long time, so, again,

18:32 22 thank you for participating.

18:32 23 Northwest Denver has been a great

18:32 24 partner in this project. You asked a lot of

18:32 25 questions and we appreciate them. They're very

18:32 1 informed questions and they've helped us develop
18:32 2 this project into what it is, so thanks again.

18:32 3 Now I'll turn it over to Don Ulrich. He's the
18:32 4 consultant project manager from CH2M Hill.

18:32 5 He'll do the brief presentation and then we'd
18:32 6 like to hear your comments. Thank you.

18:32 7 MR. ULRICH: Thanks, Liz, and thanks
18:33 8 to all of you again for your commitment to us.

18:33 9 MS. TELFORD: Can't hear you.

18:33 10 (Pause in the proceedings.)

18:33 11 MR. ULRICH: I probably pushed it
18:33 12 the wrong way. Well, again, thank you very
18:33 13 much. This is the, if I count right, the 98th
18:33 14 public meeting that we've had during the course
18:33 15 of this project and the 18th milestone workshop,
18:33 16 so there has been a lot of public involvement
18:33 17 and thank you very much for your commitment.

18:33 18 What we'll discuss tonight is --
18:33 19 basically I want to go over three fairly key
18:33 20 things. I want to talk a little bit about
18:33 21 project history, a little bit about what we've
18:33 22 heard from you during the DEIS and what has
18:33 23 changed between the DEIS, the draft, and the
18:34 24 final document.

18:34 25 Let's talk about the history: Yes,

18:34 1 some of us have started on this project
18:34 2 approximately ten years ago and throughout the
18:34 3 course of this project the public support and
18:34 4 the public interest have really been great, and,
18:34 5 also, I'd like to acknowledge that all of the
18:34 6 local government that has been involved in the
18:34 7 project has also done a lot of preplanning in
18:34 8 terms of transit-oriented development to make
18:34 9 this project work even better, so thank you.

18:34 10 We are, believe it or not, on the
18:34 11 right side of the schedule now, we've completed
18:34 12 the draft and we got it to the FTA on the 7th of
18:34 13 August. It was in the Federal Register the 21st
18:34 14 of August, and the comment period will close
18:34 15 about the 21st of September, and after that, we
18:34 16 will produce a Record of Decision and that we're
18:35 17 hoping, with our fingers crossed, that we get
18:35 18 that at about in the middle of October, and then
18:35 19 construction will -- and final design will occur
18:35 20 next year and construction will probably start
18:35 21 sometime in 2011, although, in theory, the
18:35 22 concessionaire could start construction earlier
18:35 23 if they see fit.

18:35 24 Many of you have heard this for 18
18:35 25 times now, that the purpose and need of this

18:35 1 project, the purpose being to implement fixed
18:35 2 guideway transit between Denver Union Station
18:35 3 and Ward Road and serve the communities of
18:35 4 northwest Denver, Adams County, Arvada, and
18:35 5 Wheat Ridge.

18:35 6 Again, over the last ten years, we
18:35 7 have discussed all kinds of alternatives,
18:35 8 highway widening, bus HOV, Light Rail, commuter
18:35 9 rail, street car. We've had some alternatives
18:35 10 that have been not so good and not very well
18:35 11 received, particularly in this room, and we have
18:36 12 other alternatives we've all gone through and
18:36 13 come up with a preferred alternative.

18:36 14 This is your alternative that you've
18:36 15 developed, 11.2 miles, \$590 million and some
18:36 16 change, seven stations. It also includes a
18:36 17 Commuter Rail Maintenance Facility, which is not
18:36 18 in that cost estimate, and that's the -- I don't
18:36 19 know if this shows. Can anybody see that? I
18:36 20 certainly do. Anyway, it's over near 25, is the
18:36 21 Commuter Rail Maintenance Facility.

18:36 22 The project is going to be funded
18:36 23 principally by two sources, by the full funding
18:36 24 grant from the Federal Transit Administration
18:36 25 and a private equity through the P3

18:36 1 concessionaire. There will also be a small
18:36 2 amount of local contribution.

18:36 3 What has happened since the DEIS?
18:36 4 Those of you who have been nice enough to read
18:36 5 this book will go, you know, "Don, it's still
18:36 6 big and orange and kind of looks the same to me.
18:37 7 The appendices get bigger." Well, believe it or
18:37 8 not, that has been revised 17 times since the
18:37 9 Draft Environmental Impact Statement.

18:37 10 Generally what happens is we get
18:37 11 your comments, 183 comments, and we respond to
18:37 12 the comments. If we respond to the comments and
18:37 13 say we're going to do something, we have to
18:37 14 modify the impact accordingly. We've gone from
18:37 15 10 percent to 30 percent engineering, a lot more
18:37 16 detail when you get the 30 percent engineering.

18:37 17 You actually can measure a lot more
18:37 18 things, and, lastly, we've incorporated the
18:37 19 Commuter Rail Maintenance Facility into the Gold
18:37 20 Line FEIS, principally because it's in the study
18:37 21 area, No. 1. No. 2, it's because this project
18:37 22 nor any other commuter rail project could not
18:37 23 function without a maintenance facility.

18:37 24 We talked about 183 comments. Most
18:37 25 of these comments deal with stations and things

18:37 1 related to stations such as fencing and
18:38 2 aesthetics, and we have responded to these
18:38 3 comments through additional station planning,
18:38 4 fencing workshops, and more public involvement.

18:38 5 A couple of key things have changed
18:38 6 since the draft in terms of the physical aspects
18:38 7 of the project, and what I'm going to do is I'm
18:38 8 going to go jump right into the graphics here
18:38 9 because I think this is a lot easier to
18:38 10 understand -- at least it is for me -- than
18:38 11 reading those slides, and the first thing is, as
18:38 12 you'll recall, our original alignment went right
18:38 13 down the middle of the rail yards and it became
18:38 14 apparent that that wasn't really going to be
18:38 15 really well received by the railroads and we
18:38 16 needed to come up with options, so we came up
18:38 17 with options to the east and to the west of the
18:38 18 railroad alignment.

18:38 19 We ended up picking what we call the
18:38 20 EDDO, or the East Direct Design Option. It
18:38 21 basically parallels the railroad alignment
18:38 22 immediately to the east, and as a result -- as a
18:39 23 result of the public involvement and a result of
18:39 24 the cost estimation and the impacts that we saw
18:39 25 to that alternative, it was a clear winner.

18:39 1 Now, as a result of that decision,
18:39 2 we also then had to refine the stations that we
18:39 3 looked at. The original station was the 38th
18:39 4 station, as many of you recall. However, that
18:39 5 was on the railroad alignment. When we couldn't
18:39 6 be on the railroad alignment anymore, that
18:39 7 station was no longer viable, so we looked at
18:39 8 another one at 38th and another one at 41st.

18:39 9 Now, the one at 41st had more public
18:39 10 support, was a little more constructible, and
18:39 11 had fewer impacts on what we call Section 106
18:39 12 for cultural resource or historic properties, so
18:39 13 that one was selected.

18:39 14 Pecos didn't have the alignment
18:39 15 issues, but we carried a Pecos West and a Pecos
18:40 16 East option into the -- through the draft and
18:40 17 into the final. The Pecos East option was
18:40 18 eventually selected because it had, by far and
18:40 19 away, more support because it allowed, as much
18:40 20 as anything, across-platform transfer. In other
18:40 21 words, you could step off of one train,
18:40 22 virtually on to the next, and go all the way to
18:40 23 Boulder, and vice versa.

18:40 24 The other that I think we heard a
18:40 25 lot about was the visual impact of the stations.

18:40 1 We went through -- we came through with a series
18:40 2 of different what we call architectural
18:40 3 topologies for each of the stations, went out to
18:40 4 station workshops, and we actually were able to
18:40 5 get endorsement on a topology for each station,
18:40 6 and this up in the upper, left-hand side is what
18:40 7 we call the Main Street Historic, which was
18:41 8 accepted for the Olde Town Station.

18:41 9 The Town Center Contemporary for the
18:41 10 Federal and the Ward Road station; the
18:41 11 Industrial Loft Modern for the 41st and the
18:41 12 Pecos stations; and, lastly, the Neighborhood
18:41 13 Craftsman for the Arvada and Sheridan stations.

18:41 14 Fencing: Fencing, for a whole host
18:41 15 of reasons, principally for security and safety
18:41 16 standpoints, we will fence the whole 11.2-mile
18:41 17 corridor. The visual impact of fencing was an
18:41 18 issue that the public wanted us to address, so
18:41 19 RTD sponsored fencing workshops with all of the
18:41 20 affected local governments, and we basically
18:41 21 recommended fencing by land use, and let me show
18:41 22 you some pictures of that.

18:41 23 The first one is what we call
18:41 24 Decorative Post and Cable, and you may say,
18:41 25 "Well, gee, I can't see the fence." Well,

18:42 1 that's the point. You can't really see the
18:42 2 fence, but it fulfills the basic function of
18:42 3 preventing trespassing onto the alignment. This
18:42 4 area will be in the more visually sensitive
18:42 5 areas such as going over bridges, where you can
18:42 6 see it, at stations, and through historic
18:42 7 districts.

18:42 8 The other fencing type is a chain
18:42 9 link fence, which is shown on the lower
18:42 10 right-hand side. That will go through
18:42 11 industrial properties and generally the more
18:42 12 rural areas where visual impacts are not as much
18:42 13 of an issue.

18:42 14 The incorporation of the Commuter
18:42 15 Rail Maintenance Facility: I mentioned earlier
18:42 16 that the Commuter Rail Maintenance Facility was
18:42 17 incorporated, and technically it's called
18:42 18 incorporated by reference, in NEPA language.

18:42 19 Because of the fact that none of the
18:42 20 premier rail corridors could function without a
18:42 21 maintenance facility and because of the fact in
18:42 22 our case it was within our study area, we
18:42 23 prepared something that is called a Supplemental
18:43 24 Environmental Impact Statement, which is another
18:43 25 one of those books, only a little bit smaller,

18:43 1 which, in fact, evaluated the impacts of the
18:43 2 Commuter Rail Maintenance Facility.

18:43 3 Frankly, there are very few impacts
18:43 4 to the maintenance facility other than property
18:43 5 acquisition because of the fact that it's on an
18:43 6 industrial site. There isn't a lot of ecology
18:43 7 there and there aren't a lot of people that live
18:43 8 next to it.

18:43 9 Nonetheless, the greatest concern
18:43 10 when we had a comparable meeting to tonight's
18:43 11 meeting was the fact that the track, the storage
18:43 12 track for the maintenance facility, would
18:43 13 require the acquisition of Owens Corning and
18:43 14 some 60 jobs, plus the indirect effect of jobs.

18:43 15 They were concerned those jobs would
18:43 16 be lost even though, under law, RTD is required
18:43 17 to relocate the facility, so what we did is we
18:43 18 came up with four basic design modifications to
18:43 19 reduce the size of the facility and were able to
18:44 20 avoid the site. We have a graphic over here
18:44 21 that you can look at the details on that if you
18:44 22 desire.

18:44 23 Okay, how does the impact change?
18:44 24 We talked about the fact that we have more
18:44 25 engineering, and so the kinds of impacts that

18:44 1 you measure very closely, like square feet of
18:44 2 property acquisition or square feet of wetlands
18:44 3 or square feet of park land, those kinds of
18:44 4 measures, are more definitive because you have
18:44 5 more engineering and right-of-way information at
18:44 6 this level.

18:44 7 In the Draft Environmental Impact
18:44 8 Statement and in earlier presentations, you may
18:44 9 recall the gray and the white. The white areas
18:44 10 are areas where we had very, very few impacts.
18:44 11 The gray areas of the draft were areas that we
18:44 12 had impacts that we thought we needed to bring
18:44 13 forward to you, and now tonight we have a slight
18:44 14 difference between park land and noise impacts,
18:45 15 which I'll go through here momentarily.

18:45 16 The first thing on land
18:45 17 acquisition -- you can see we're a little
18:45 18 more -- we used to have a range. We hit that
18:45 19 pretty close. Now there are, as there were
18:45 20 before, zero residential acquisitions, and 16
18:45 21 businesses will be acquired to implement the
18:45 22 project.

18:45 23 For historic resources, we had one
18:45 24 adverse effect, and now we've identified, with
18:45 25 the Commuter Rail Maintenance Facility, three.

18:45 1 Now, remember, these are not
18:45 2 historic structures. These are a technicality.
18:45 3 These are sections of historic track that we
18:45 4 have to move when we do our alignment.
18:45 5 Park land: Again -- and I said we'd
18:45 6 get into details here -- the differences in park
18:45 7 land impact are about a tenth of an acre at Jim
18:45 8 Baker Reservoir that we have to require because
18:45 9 Union Pacific -- and I don't just mean to blame
18:45 10 it on the railroad -- required greater clear
18:46 11 answers in this area that pushed our alignment
18:46 12 to the north and into a portion of the parking
18:46 13 lot for the Jim Baker Reservoir.
18:46 14 And jurisdictional wetland actually
18:46 15 went down a tiny bit as our engineering team
18:46 16 continued to re-engineer these various impacts.
18:46 17 Noise: Now, the noise is the one
18:46 18 that I wanted to particularly bring your
18:46 19 attention to. Look at those numbers, and you go
18:46 20 "Gee, in the Draft Environmental Impact
18:46 21 Statement, you have 202. Now you have 185.
18:46 22 What in the world are you doing?" Well, what
18:46 23 we're doing is that we were required to change
18:46 24 the standards by which we evaluate noise
18:46 25 impacts, so instead of the noise that would come

18:46 1 from a proposed electric multiple unit vehicle
18:46 2 like we're going to implement, the regulator
18:46 3 said, "You've got to assume all of those
18:46 4 commuter rail vehicles were freight trains," and
18:46 5 so -- and you have to blow a louder horn, under
18:47 6 six decibels, as opposed to 90 decibels.

18:47 7 It makes a huge, huge difference.
18:47 8 The good news is that, with the implementation
18:47 9 of the quiet zone, we're still back down to,
18:47 10 I'll say, no impacts. We have one impact to the
18:47 11 Flour Mill Museum in Arvada.

18:47 12 And vibration: The vibration is
18:47 13 really good news. We actually went from 18
18:47 14 structures down to zero because we moved the
18:47 15 freight track to the south, and that was enough
18:47 16 to change the impact.

18:47 17 And this is the quiet zone here.
18:47 18 It's a large quiet zone. It goes from Lowell
18:47 19 Boulevard up here down to Ward Road.

18:47 20 Then the very last slide I have on
18:47 21 the environmental stuff is how did
18:47 22 transportation impacts change, and basically
18:47 23 they have not changed very much. We did change
18:47 24 the model and we have a range of ridership
18:47 25 between 16 and 20,000, and the vehicle miles

18:48 1 traveled or taken off the road actually went
18:48 2 from 14,000 to about 18,000. Again, that's
18:48 3 resulting from a change in the model.

18:48 4 At this point, I'll turn it over to
18:48 5 Andy.

18:48 6 MR. MOUNTAIN: Thanks. So just a
18:48 7 few quick final things before the verbal-comment
18:48 8 period here: Just a quick snapshot on -- we've
18:48 9 been at this for just over three years now, just
18:48 10 to give you a sense on how you have engaged with
18:48 11 us and we with you over those three years.

18:48 12 The 16 public workshops were up
18:48 13 until last week, so this, again, is No. 18, as
18:48 14 Don was referencing. The listening sessions
18:48 15 were the small-group presentations, when we go
18:48 16 out to the Sunnyside neighborhood and meet with
18:48 17 the neighborhood group or those sorts of things,
18:48 18 and those smaller interactions, again, share
18:49 19 information on a more personal level.

18:49 20 On the issue focus teams, those --
18:49 21 so the station designs were an example when we
18:49 22 brought citizens who volunteered together with
18:49 23 city planners, with project team staff, to all
18:49 24 sit around the same table and work to resolve
18:49 25 the same issues, so, I mean, we did that with

18:49 1 station design.

18:49 2 Many of you remember when we were
18:49 3 looking at street-car and alternative alignments
18:49 4 through the neighborhoods. We certainly had
18:49 5 some interesting discussions as those
18:49 6 alternatives were being evaluated and
18:49 7 eliminated, and at the end of the day, though,
18:49 8 what we ended up with is nearly 4,000 folks have
18:49 9 shown up in person to participate.

18:49 10 The other piece, I think, that
18:49 11 speaks to a slight shift is when you look at the
18:49 12 website numbers. There are 70,000 people over
18:49 13 three years. We keep seeing those numbers
18:49 14 increase month on month on month of folks
18:49 15 choosing to engage that way, where folks are
18:49 16 choosing to submit, you know, computer comments
18:49 17 over verbal comments and that sort of thing,
18:49 18 pretty typical of what we're seeing on a lot of
18:50 19 the public involvement work that our team's been
18:50 20 doing and RTD and otherwise.

18:50 21 So where do we go from here? We
18:50 22 talked a little about getting from the Draft EIS
18:50 23 to the Final EIS. We've got until
18:50 24 September 21st as the public comment period on
18:50 25 the Final Environmental Impact Statement. At

18:50 1 that point, we begin, obviously, reviewing all
18:50 2 the comments and developing responses to them,
18:50 3 so what you see in the Final EIS is a table that
18:50 4 basically shows your name, your comment, and
18:50 5 your response.

18:50 6 The same exact table will be
18:50 7 developed with all of the Final EIS comments
18:50 8 that we receive tonight. That will be included
18:50 9 in the Record of Decision which Don referenced
18:50 10 which is submitted to FTA. We hope to get that
18:50 11 approved by them in the October, November time
18:50 12 frame and that, if you think back three years,
18:50 13 just about at every one of these meetings I keep
18:50 14 talking about a stop sign at the end of the
18:50 15 environmental process, that this project can't
18:50 16 move forward into final design or construction
18:50 17 or getting funding or anything until that Record
18:50 18 of Decision, so we expect that stop sign to be
18:50 19 met and progress through in the October,
18:51 20 November time frame.

18:51 21 What that puts us into is design and
18:51 22 construction and then testing and opening day.
18:51 23 Again, as we referenced, we're looking at the
18:51 24 2011-to-2015 time frame roughly on the
18:51 25 construction and getting the final design.

18:51 1 Again, we're talking about 30 percent, so if you
18:51 2 think about -- you know, our cup is not yet half
18:51 3 full.

18:51 4 We still have 70 percent of the way
18:51 5 to go to get that design completed on the
18:51 6 construction side, and then the other piece that
18:51 7 comes in is, after it's built, we've got to do
18:51 8 testing and everything to get everything ready
18:51 9 for opening day, so we're still looking at an
18:51 10 opening day in the, you know, by the 2016 time
18:51 11 frame, is the estimate right now on opening day
18:51 12 with the Gold Line, so with that, we'll jump
18:51 13 into the verbal-comment period.

18:51 14 Just a few quick things: Again, we
18:51 15 talked about the multiple ways that you can
18:51 16 submit your Final EIS comments. Obviously, if
18:51 17 you want to speak your comment, tonight is your
18:51 18 opportunity to do so, and, again, you can do
18:51 19 that verbally or we've got staff over at the
18:51 20 computers that you can kind of talk through your
18:52 21 comment with them.

18:52 22 On the website, you can obviously go
18:52 23 there. We've got the form up there through the
18:52 24 end of the day on Monday. E-mail comments at
18:52 25 RTDGoldLine.com, and then, finally, if you do

18:52 1 want to drop it in the mail to us, you can print
18:52 2 something out and mail it to us. It gets sent
18:52 3 into our offices at GBSM.

18:52 4 We get it put into the database and,
18:52 5 at that point, it gets responded to, and, again,
18:52 6 all responses and all comments, regardless of
18:52 7 how they're submitted, get put into the Record
18:52 8 of Decision.

18:52 9 Just a few quick points on the
18:52 10 verbal comments: Again, those of you who have
18:52 11 preregistered -- you've been given a little slip
18:52 12 which says which comment group you're assigned
18:52 13 to. We have one comment group -- two comment
18:52 14 groups. So we've got probably right around ten
18:52 15 or a little more than ten folks that have
18:52 16 registered.

18:52 17 What we'll do is just kind of
18:52 18 randomize the order within the comment groups so
18:52 19 that everybody kind of gets a fair shot at going
18:52 20 earlier or later. Everybody has their own
18:52 21 preferences there. We'll do a three-minute
18:53 22 limit on the verbal comments just to kind of
18:53 23 keep things moving and give everyone a chance to
18:53 24 speak.

18:53 25 Again, there's no limit if you want

18:53 1 to submit your comments on the computers. You
18:53 2 can go as long as you want. Your three minutes
18:53 3 is your three minutes, so your three minutes end
18:53 4 with you and it can't be used by other people.

18:53 5 And then the final thing: Clearly
18:53 6 state your full name and city -- slowly -- is
18:53 7 the word I don't have on this slide. Again,
18:53 8 we've got a court reporter taking everything
18:53 9 down verbatim and one of the things that we do
18:53 10 need to make sure we catch -- and we'll track it
18:53 11 with the sign-in sheets -- is names, and we just
18:53 12 need, again, city of residence so we've got a
18:53 13 sense of where you're coming from, so with that,
18:53 14 let me flip this over to the actual timing
18:53 15 thing.

18:53 16 I misspoke. I was optimistic.
18:54 17 There are two commenters, not two comment
18:54 18 groups. This will be quick. Here's what we'll
18:54 19 do. We've got two folks. You know who you are.
18:54 20 I can tell by the grins in the audience who at
18:54 21 least one of the commenters is. I can't quite
18:54 22 tell who the other one is.

18:54 23 You've got three minutes. What
18:54 24 we'll do, once you kind of get into the comment,
18:54 25 we'll start the timer. You'll see the big green

18:54 1 screen. After a minute, we'll go down to two
18:54 2 minutes. After a minute, it will go down to one
18:54 3 minute. It will go down to 30 seconds, and
18:54 4 then, at 15 seconds, you get your yellow
18:54 5 warning, so you know that you have to kind of
18:54 6 begin to wrap your thought up.

18:54 7 Then we'll count you from five down
18:54 8 to zero, so this is really just kind of a tool
18:54 9 for you to be able to pace yourself to kind of
18:54 10 get your full thoughts expressed, and, again,
18:54 11 you know, we're not going to cut you off at the
18:54 12 very second the red light comes on or anything
18:54 13 like that.

18:54 14 We'll let you finish your thought
18:54 15 and then we'll wrap up at that point. If you
18:54 16 want to go further, what we'll do is type in on
18:54 17 the computers -- so with that, it looks like the
18:55 18 best lottery chances around of who gets to go
18:55 19 first. Fred Marvel is going to speak first and
18:55 20 Theron Olsen is going to speak second, so Fred.

18:55 21 MR. MARVEL: Fred is right here.

18:55 22 MR. MOUNTAIN: And, actually, we've
18:55 23 got that microphone for you.

18:55 24 MR. MARVEL: My name is Fred Marvel,
18:55 25 owner of Brannan Sand and Gravel Companies.

18:55 1 We've been in business since 1906, 103 years,
18:55 2 and our property is on 4090 Gallapego, 41st and
18:55 3 Fox, and we operate on asphalt right there, and
18:55 4 just recently we were notified that our property
18:55 5 was going to be taken by RTD.

18:56 6 We've built roads and we partnership
18:56 7 with RTD a lot and it's about a ten-acre site
18:56 8 that we're on and it's an asphalt plant, and I
18:56 9 don't know if RTD knows -- has any idea what
18:56 10 we've done there. We've invited RTD over to
18:56 11 take a look at what we do, but we're the only
18:56 12 asphalt plant in the City and County of Denver
18:56 13 and with the exception of City and County of
18:56 14 Denver's asphalt plant.

18:56 15 Like I said, we've been there -- we
18:56 16 mined it a hundred years ago. We employ
18:56 17 500-plus people and it's just -- the relocation
18:56 18 of our asphalt plant is almost virtually
18:56 19 impossible because it takes a state air permit,
18:56 20 federal, EPA, the whole thing, and once we were
18:56 21 notified that, you know, there's potential of a
18:56 22 relocation, we've looked around Adams County.

18:57 23 We have another asphalt plant in
18:57 24 Adams County, and there's just no way to get a
18:57 25 state air permit, so with shutting down that

18:57 1 plant, we're looking at the possibility -- and
18:57 2 I've talked with Owens Corning about this -- we
18:57 3 could potentially lose 200 jobs of residents in
18:57 4 the City and County of Denver, so we're here to
18:57 5 say, you know, is there any other option?

18:57 6 I hear a great speech by this
18:57 7 gentleman up here. It was great. However, we
18:57 8 have to really look at what it could do to the
18:57 9 Denver economy and our personnel, our employees,
18:57 10 our livelihoods, and our historic background.
18:57 11 We've been at this site for over a hundred years
18:57 12 and it's an active asphalt plant.

18:57 13 We produce asphalt for the City and
18:57 14 County of Denver, Adams County, CDOT, Colorado
18:58 15 Department of Transportation, and we don't want
18:58 16 to tell -- we've tried to ease our employees,
18:58 17 but because they've heard in the last month,
18:58 18 they've heard that, gosh, we could be actually
18:58 19 closing down this plant, and they're coming to
18:58 20 me and saying, "What's going on? Am I going to
18:58 21 be out of a job?"

18:58 22 With the economy the way it is right
18:58 23 now, they're scared to death. We're seasonal.
18:58 24 We work seven to eight months out of the year
18:58 25 because of the construction season, so we're

18:58 1 saying, "Well, hang on here, you know. Hang on.
18:58 2 Don't believe, you know, everything you read in
18:58 3 the paper," and just, please, let us discuss it
18:58 4 with RTD and the board and see what else we can
18:58 5 do.

18:58 6 Maybe there's an option, an
18:58 7 alternative. We've heard that maybe they'll
18:58 8 take half our land. We have, like I said, ten
18:59 9 acres, and we've heard of options of taking half
18:59 10 of it. It's not feasible. We store aggregates
18:59 11 on-site that we bring in every day. We're kind
18:59 12 of a hand-to-mouth operation, but we do well
18:59 13 over a hundred million dollars a year and we
18:59 14 employ 500 employees plus a year. I hate to
18:59 15 lose those jobs, and I know our employees would
18:59 16 hate to lose their jobs. Thank you.

18:59 17 MR. MOUNTAIN: Thank you very much,
18:59 18 Fred.

18:59 19 And our second commenter is Theron
18:59 20 Olsen, and what we'll do is those of you that
18:59 21 were at the Draft EIS hearing -- you'll recall
18:59 22 we kind of did a delay on the oral comment
18:59 23 thing. If anybody else does want to submit a
18:59 24 verbal comment, feel free to just kind of form a
18:59 25 line behind here.

18:59 1 If nobody does, we'll go back to the
18:59 2 stations after Theron's comments, but if other
18:59 3 folks do feel so inclined, you've got the
19:00 4 opportunity.

19:00 5 MR. OLSEN: My name is Theron Olsen.
19:00 6 My office is at the site selected for the 41st
19:00 7 and Fox, division manager, one of the owners as
19:00 8 well of Brannan Sand and Gravel. As Fred said,
19:00 9 we're a Colorado-owned company, family owned,
19:00 10 103 years. We've been there forever. We employ
19:00 11 a lot of people, and on top of what Fred said,
19:00 12 as far as our 500 employees, we have numerous,
19:00 13 numerous vendors and subcontractors that depend
19:00 14 on our volume of business as well, you know.

19:00 15 We have haulers, equipment
19:00 16 suppliers, and I'm sure Lee here, a consultant,
19:00 17 can attest to the volume of business that we do
19:00 18 from that plant. We're seasonal, but we
19:00 19 basically run 24, seven. We've got night work
19:00 20 going, day work going, Monday through Sunday.

19:00 21 It's our biggest location. It's our
19:00 22 most vital location. Like Fred said, a lot of
19:00 23 people depend on that, and I guess, you know,
19:00 24 one of the things that puzzles me with that
19:01 25 location is that two blocks to the north there's

19:01 1 a vacant lot, and I'm pretty sure that will be
19:01 2 less expensive and not on the site of our
19:01 3 location and, with being vacant, won't impact
19:01 4 jobs, so I guess that's all I've got to say.

19:01 5 I mean, I think everybody in here
19:01 6 probably knows Brannan. You see our trucks
19:01 7 everywhere. We've got a distinct color. We're
19:01 8 a good contractor. We're honest and we're good
19:01 9 to our employees and we're good to our
19:01 10 customers. Thank you.

19:01 11 MR. MOUNTAIN: Thank you very much.

19:01 12 So with that --

19:01 13 Yes? Come on up. If I can get you
19:01 14 to just give your name and city of residence so
19:01 15 we can get that, then we'll have Jessica
19:01 16 cross-reference it.

19:01 17 MR. RENNE: My name is John Renne.
19:01 18 I'm a resident of New Orleans, Louisiana. I'm a
19:01 19 manager of a company called TOD Group. We
19:01 20 recently purchased a 21-acre property near the
19:02 21 Federal Boulevard train station, and I have been
19:02 22 working closely with Adams County, the community
19:02 23 groups nearby our property, and RTD to establish
19:02 24 a vision plan which was adopted by the Adams
19:02 25 County Planning Commission last week

19:02 1 unanimously, and we're very excited about the
19:02 2 Gold Line.

19:02 3 We're very excited about RTD. I
19:02 4 represent a group of investors from around the
19:02 5 United States who have chosen to buy property
19:02 6 here in Denver because of this investment, and
19:02 7 the gist of my comment is that I would like to
19:02 8 encourage RTD to stay on schedule, keep doing
19:02 9 things the way you're doing them.

19:02 10 I think you're doing a great job,
19:02 11 and I know there's some, certainly, budget
19:02 12 concerns out there, but as a property owner who
19:02 13 has invested money into Denver because of this
19:02 14 particular project, I would like to strongly
19:02 15 encourage RTD to do whatever it takes to move
19:03 16 forward and construct this line on time and, you
19:03 17 know, take advantage of those federal resources.
19:03 18 Thank you.

19:03 19 MR. MOUNTAIN: Thanks, John.

19:03 20 All right, last call. All right,
19:03 21 what we'll do, again, it's -- we're just a
19:03 22 little bit after 7 o'clock. We're planning on
19:03 23 staying here until about 8 o'clock tonight, so
19:03 24 if you've got additional questions, we'll have
19:03 25 the stations back open.

19:03 1 As a reminder, those of you looking
19:03 2 for some more details, John Spencer over here is
19:03 3 the lead engineer from the consulting team.
19:03 4 What he's got on the screen there are very
19:03 5 detailed engineering drawings of the proposed
19:03 6 project, and he can zoom in on a property level
19:03 7 and kind of get a look on where things are.
19:03 8 In addition, we've got a slew of
19:03 9 kind of other boards and graphics to give you a
19:03 10 sense or a feel for what it is, but I do want to
19:03 11 encourage you that the document itself is where
19:03 12 the details are. That's over in the corner.
19:03 13 Sabrina and Jane are there to kind of help guide
19:03 14 you through the document.
19:03 15 If you've got questions on specific
19:04 16 things, they can help you find it. It's crazy
19:04 17 how well they know that document and they can
19:04 18 get you to the right page real quick, so thank
19:04 19 you again for coming, and we'll talk to you.
19:04 20 Thanks.

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1 C E R T I F I C A T I O N

2

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;
7 then reduced to typewritten form, by means of
8 computer-aided transcription.

9 I further certify that I am not
10 related to any party herein or their counsel and
11 have no interest in the result of this matter.

12 IN WITNESS WHEREOF, I have hereunto
13 set my hand and seal.

14

15 _____
16 Mary S. Parker
17 Registered Professional Reporter
18 Registered Merit Reporter
19 Certified Realtime Reporter

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