

# **GOLD LINE FREQUENTLY ASKED QUESTIONS**

## ***Preferred Alternatives Refinements***

### **1. What are the potential refinements to the Preferred Alternative?**

The Gold Line Team is evaluating alignment options between Denver Union Station and Pecos Street that would not interfere with railroad operations, nor require major purchases of railroad property. After a preliminary evaluation of four potential refinements, the team is recommending that one option immediately east of the railroad property (named Option B - East Direct) be further evaluated for environmental and engineering feasibility. The analysis of both the Preferred Alternative and the recommended refinement option will be included in the Draft Environmental Impact Statement (DEIS).

### **2. Why are you looking at refinements to the Preferred Alternative?**

As a result of RTD's negotiations with the railroad companies, the cost of railroad right-of-way for the original Gold Line alignment between Denver Union Station and Pecos Street came out higher than what was budgeted. Evaluating potential refinements to the east and west of the Gold Line Preferred Alternative between Denver Union Station and Pecos Street is one step being taken to see if there are more feasible routes.

### **3. How will this affect the Gold Line?**

In order to keep the Gold Line Environmental Impact Statement progressing and the line on schedule to open by 2016, the Gold Line Team has decided to include in the Draft Environmental Impact Statement (DEIS) an evaluation of potential refinements to portions of the Preferred Alternative between Denver Union Station and Pecos Street. These refinements would not require major portions of railroad property, nor would they affect either railroad's current or future operations. We anticipate the Draft Environmental Impact Statement (DEIS) will be published in the summer or fall of 2008 and the Final Environmental Impact Statement (FEIS) in early 2009.

#### **4. Does this mean the Preferred Alternative goes away?**

No. These design options are not new alternatives. They are only refinements to the original Gold Line Preferred Alternative. The general Gold Line alignment and all the transit stations remain the same. The Gold Line Team will still evaluate the original Preferred Alternative in the Draft Environmental Impact Statement (DEIS), as well as the recommended refinement option.

#### **5. Will this have an effect on the Gold Line's schedule?**

The Gold Line is still on schedule to open by 2016. The team plans to complete its analysis of the refinements and publish the Draft Environmental Impact Statement (DEIS) in the summer or fall of 2008. The Final Environmental Impact Statement (FEIS) is scheduled for publication in early 2009.

#### **6. Have negotiations with the railroads totally broken down?**

No. Negotiations have been constructive and positive and will continue. RTD continues to negotiate with both the UP and BNSF Railroads and anticipates reaching an agreement in the upcoming months to purchase several properties for FasTracks – including portions of the Gold Line Preferred Alternative. RTD anticipates having agreements with both railroads by the end of this year, if possible.