

Draft Meeting Summary

Gold Line Local Governments Team Meeting

Monday, November 30, 2009

11 a.m. - 1 p.m.

RTD FasTracks – Express Conference Room

1560 Broadway, Denver, CO

MEETING GOALS

The meeting goals were to:

- Provide an update on the Record of Decision;
- Discuss next steps for the project, including final design, property acquisition and construction; and
- Provide an overview of the latest information related to the Eagle P3 and Gold Line funding.

MEETING PARTICIPANTS

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| • Jeanne Shreve | Adams County |
| • Lorraine Anderson | City of Arvada |
| • Shelley Cook | City of Arvada |
| • Bob Manwaring | City of Arvada |
| • Mark McGoff | City of Arvada |
| • Jenn Hillhouse | City and County of Denver |
| • Steve Nguyen | City of Wheat Ridge |
| • Sally Payne | City of Wheat Ridge |
| • Larry Schulz | City of Wheat Ridge |
| • Will Kerns | Jefferson County |
| • Angela Brand | RTD FasTracks Gold Line Team |
| • Megan Lane | RTD FasTracks Gold Line Team |
| • Andy Mountain | RTD FasTracks Gold Line Team |
| • Liz Telford | RTD FasTracks Gold Line Team |
| • Don Ulrich | RTD FasTracks Gold Line Team |
| • Ashland Vaughn | RTD FasTracks Gold Line Team |

MEETING SUMMARY

Liz Telford, RTD project manager, kicked off the meeting by welcoming everyone to the last Gold Line Local Governments Team Meeting of the Environmental Impact Statement (EIS)

process. Andy Mountain, public involvement consultant, then conducted introductions and reviewed the agenda for the meeting. Andy provided an update on the recently issued Record of Decision and overviewed the upcoming milestones and schedule for the next phase of the project. He then turned it over to Ashland Vaughn, new Gold Line project manager, to preview the information that will be presented at the upcoming Construction and Mitigation Issue Focused Team Meetings.

Ashland discussed the different phases of construction, providing photo examples of common construction practices. He also clarified the roles of RTD versus the private-sector concessionaire during the design/construction phase, and he summarized the construction mitigation commitments of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

The following questions were raised during this discussion:

- Lorraine Anderson, City of Arvada, asked whether utility relocation would be coordinated with the city, to which Ashland replied yes. Jenn Hillhouse, City and County of Denver, also requested that any major Gold Line construction activities be coordinated with Denver and its projects.
- Shelley Cook, City of Arvada, asked about the possibility of getting a Quiet Zone implemented sooner than originally planned. Ashland Vaughn responded that it will likely be difficult to implement a Quiet Zone earlier, due to the required infrastructure as well as the fact that, during construction of the Gold Line, freight trains would still have to blow their horns for work crews doing construction on the tracks. Ashland stated that even if the quiet zone were implemented sooner, it would likely start only 6-9 months earlier, and it would be costly for that amount of time savings. He also mentioned another drawback: If for some reason the alignment had to be tweaked at a later date, RTD would potentially have to rebuild the at-grade crossing infrastructure.
- Bob Manwaring, City of Arvada, was concerned about noise impacts at night in Olde Town Arvada. Liz Telford responded that this concern was the kind RTD was hoping to gather during the upcoming Issue Focused Team meetings so that the concessionaire could consider integrating that into their construction planning. Ashland Vaughn added that construction crews are required to adhere to city noise ordinances. He also added that nighttime construction can sometimes be beneficial, since there is less disruption to local traffic.
- Jenn Hillhouse asked whether the local municipalities would have the opportunity to comment on the color and texture of the concrete retaining walls. Ashland responded that it would be determined jointly by the local jurisdictions and the concessionaire.
- Steve Nguyen, City of Wheat Ridge, asked whether construction activities could have an adverse effect on storm water and erosion. Ashland responded that the construction team will be required to follow both local and state regulations regarding storm water management.

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- Shelley Cook asked if it would be possible to avoid road closures and major construction during busy times (e.g. holidays, festivals, etc.). Liz Telford responded that those are exactly the types of requests that should go into the Construction Mitigation Plan. She mentioned the example of West Corridor completing its I-70 closures before ski season started.
 - Don Ulrich, consultant project manager, added that many of the local governments' concerns - as well as their individual ordinances - can be addressed in the Construction Mitigation Plan. He added that it's also possible to require the concessionaire to conduct ongoing coordination with the local governments (e.g. quarterly meetings), and he encouraged the local governments to request those things that were most important to them when working with the concessionaire to create the plan.

Ashland then provided an update on the Eagle P3, specifically the process for selecting the concessionaire and the local governments' opportunities to provide input.

Liz Telford then conducted a discussion about funding for the Gold Line. During that discussion, she explained the Federal Transit Administration's (FTA) risk assessment that is currently occurring. She noted that, while Intergovernmental Agreements (IGA) between RTD and the local governments have yet to be completed, the FTA indicated a willingness to consider a letter from local governments identifying the general terms for the local match they and RTD had agreed upon in order to minimize the risk assigned to the lack of an IGA. Most participants agreed that it would be a good idea to do this letter, and Liz stated that she would send draft language to all entities for them to modify as they saw fit and finalize the letter.

During the final portion of the meeting, Ashland Vaughn went through a map of the Gold Line alignment in detail and discussed the anticipated property impacts based on the current level of engineering design. The following questions and comments were raised:

- Bob Manwaring asked whether all impacted property owners had been contacted. Andy Mountain responded that they have been added to the stakeholder database and are receiving project updates. He noted that, because RTD can't begin the property acquisition process until receiving a ROD and that design changes could minimize or avoid impacts, RTD has not sent certified letters directly to these stakeholders regarding the possibility of their property needing to be acquired. Bob asked when they would be notified, and Ashland Vaughn responded that the impacted property owners would be notified via certified letter in 2010. He added that RTD will prioritize its acquisitions to take the properties most crucial to construction first.
- Will Kerns, Jefferson County, asked what kind of accommodations would be made for pedestrians at at-grade crossings, and Ashland Vaughn replied that there will be standard sidewalks. Ashland also added that nearly all the at-grade crossings in the corridor will be improved to the point that all types of vehicles - included low-riding trailers - have the ability to get across.

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- Bob Manwaring encouraged the RTD team to do all in their power to reassure the public that the Gold Line will indeed be built, despite negative media coverage regarding FasTracks funding.

After confirming that there were no further questions or comments, Andy Mountain adjourned the meeting.