

Gold Line Project

Final Environmental Impact Statement (FEIS)

Public Hearing

September 9 and 17, 2009

What Will We Discuss Tonight?



- **Gold Line history**
- **What is the proposed project?**
- **What has happened since the DEIS?**
- **What alternatives were considered, and what were the results?**
- **What kinds of environmental impacts will the project have and what are the proposed mitigations?**
- **How has the public been involved?**
- **What are the next steps?**



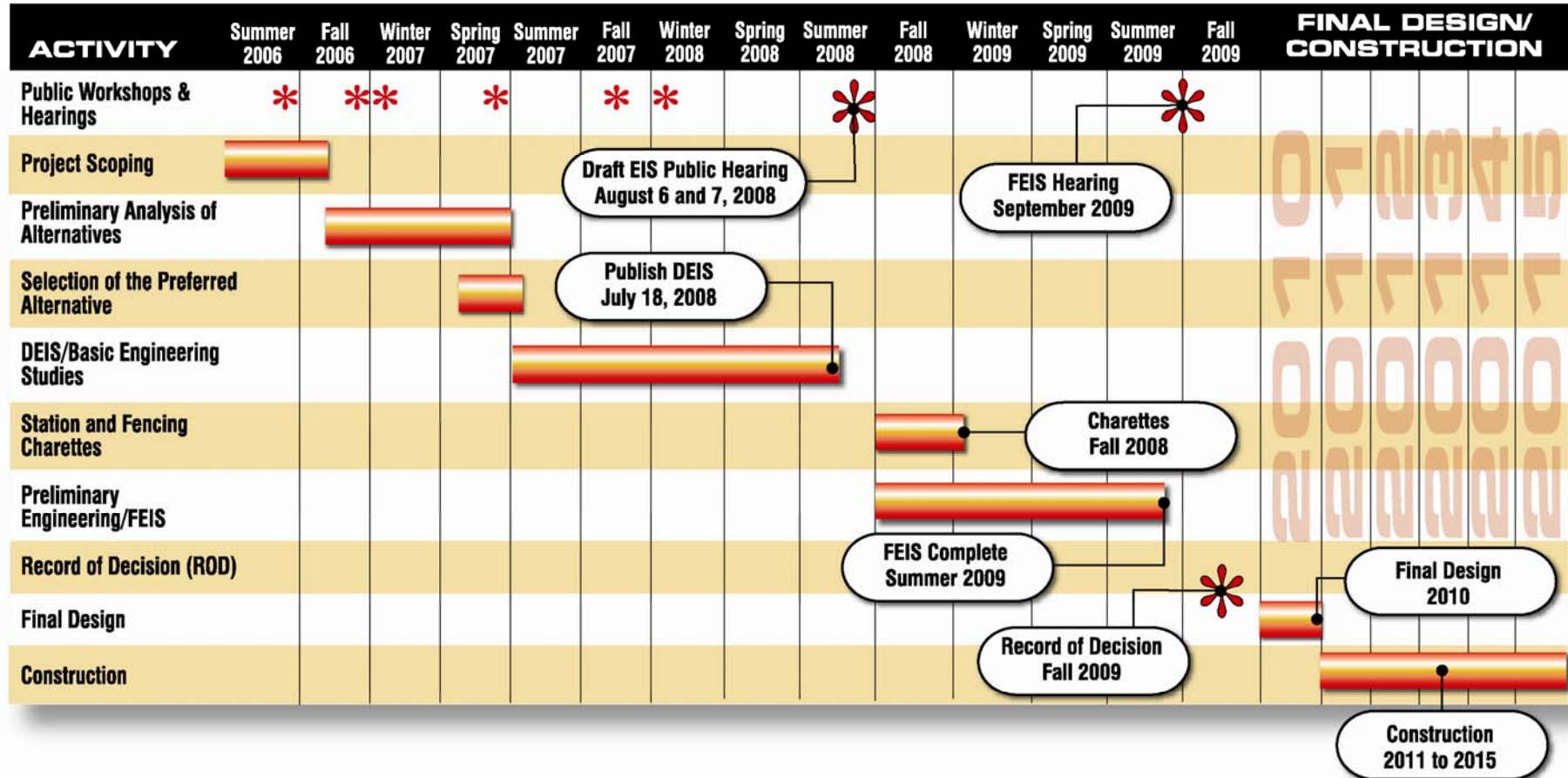
Gold Line history



- RTD has studied the Gold Line corridor for the past 10+ years
 - Major Investment Study completed in 2000
 - Included in Regional Transportation Plan
 - Included in 2005 Three Corridors Scoping Study
 - Included in FasTracks
- Strong corridor-wide community support
- Significant local planning is already happening



Gold Line EIS Schedule



Over 20 alternatives have been studied over 10 years



- **Alternative Technologies**

- Highway (MIS)
- Bus (MIS)
- LRT
- CR
- Streetcar



- **Alternative Alignments**

- Railroad
- Streets



EMU on the railroad alignment is the preferred alternative



- 11.2 mile Electric Commuter Rail corridor
- Shares first 3.5 miles with NW Rail
- 7 stations
- \$590.5 Million
- Includes a Commuter Rail Maintenance Facility

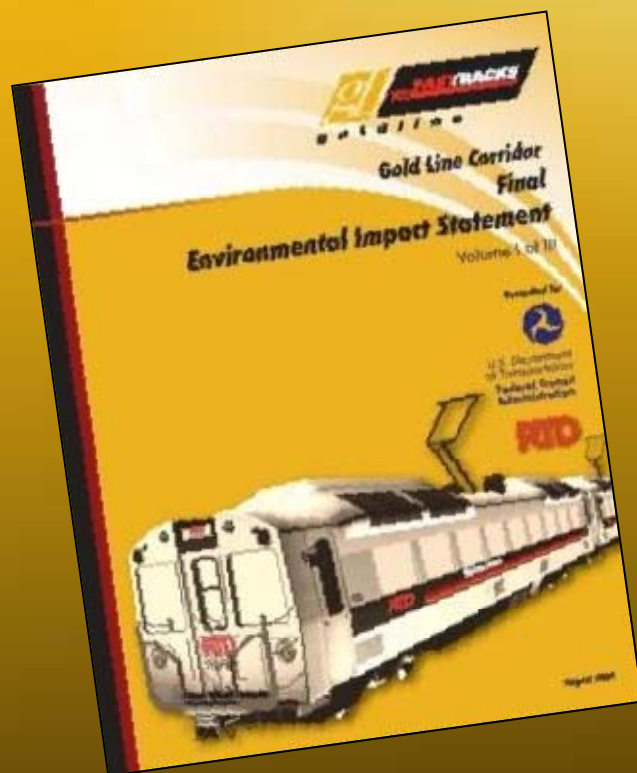
Information is current as of August 21, 2009

Gold Line Funding



- Current Gold Line estimate is \$590.5 million (YOE)
- Funding Assumptions
 - Majority of funding provided by:
 - Federal Transit Administration Funds (must compete nationally for these)
 - Eagle P3 Funds (Public Private Partnership)
 - Some local funding

What has happened since the DEIS?

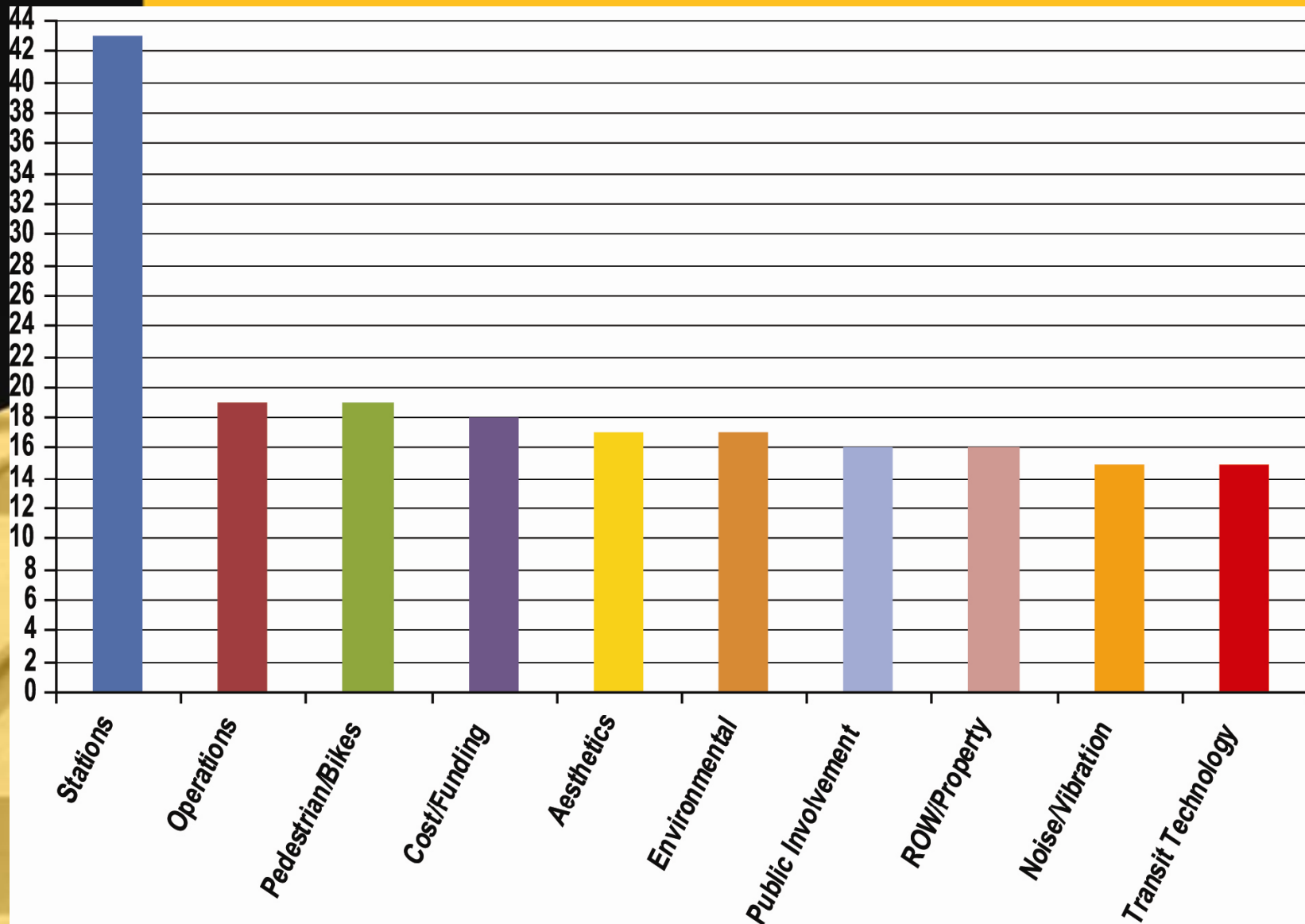


Summary of changes since the DEIS



- Agency and public comments on the DEIS have been addressed and responded to in the FEIS
- The Preferred Alternative has been refined
- Inclusion of the Commuter Rail Maintenance Facility
- Impact evaluation has been refined to address changes in the Preferred Alternative
- Additional Public Involvement
- Regulatory requirements have been addressed

183 comments on the DEIS
have been addressed...



Refinements to the Preferred Alternative



- Selection of the East Direct Design Option (EDDO)
 - Railroad negotiations and public and agency comments guided the selection of an alignment outside the railroad right of way from Denver Union Station to Pecos
- Selection of the 41st Avenue East Station
 - 38th Avenue option not possible because the EDDO
 - 39th Avenue East option effected more businesses and was less constructible
 - 41st Avenue East had greater public support

Refinements to the Preferred Alternative



- Removal of the Pecos West Station Option
 - Allowed a cross platform transfer to Boulder/Longmont
 - More compatible with TOD Planning
 - Fewer business impacts with the East Option
- Station Templates (Architectural Style) have been presented and selected
- Fencing style and materials have been selected.

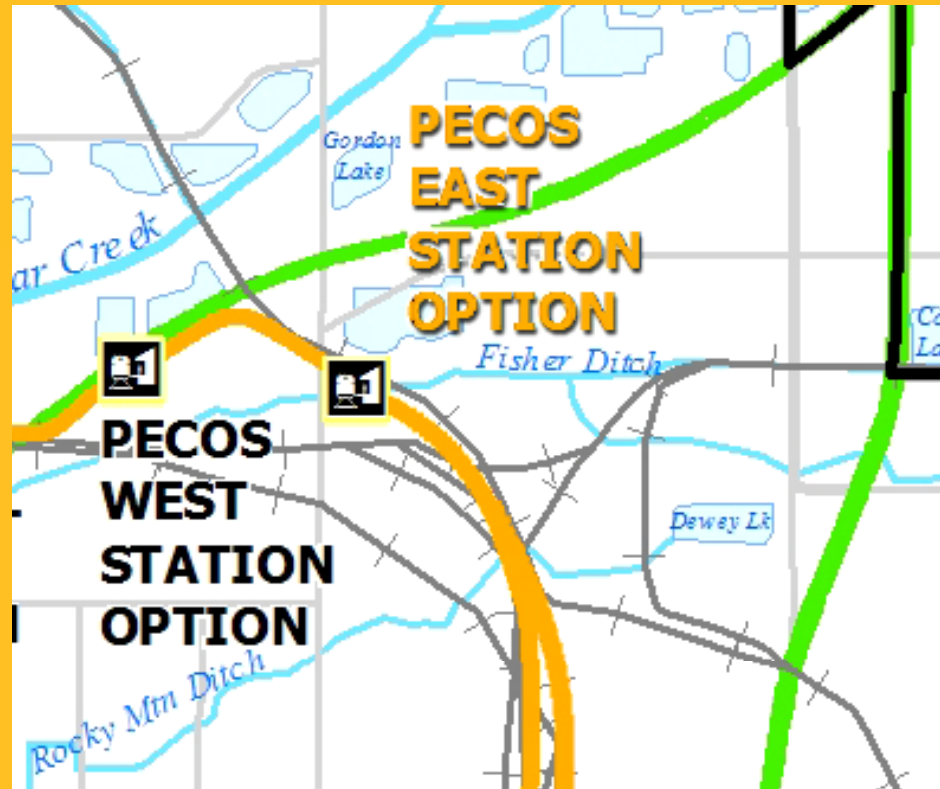
East Direct Design Option was selected as the best choice



41st Avenue East Station



Pecos Station



Station Design Templates



Main Street
Historic



Olde Town



Town Center
Contemporary
Federal
Ward



Neighborhood
Craftsman

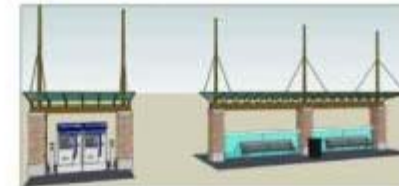
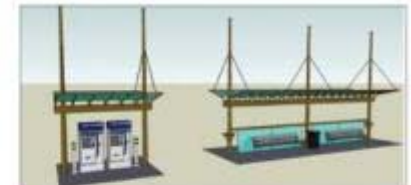


Arvada Ridge
Sheridan



Industrial Loft
Modern

41st
Pecos



Fencing



- Meetings w/ local governments developed fencing recommendations
 - Deter trespassers and increase safety/security
 - Consider nearby land uses
- Four types of land uses identified
 - Rural/Open Space
 - Industrial/Commercial
 - Roadway Adjacent
 - Residential
- Two options for each land use type identified
 - FasTracks funded
 - Upgrade options (locally funded)

Fencing Types Chosen



Decorative Post & Cable for visually sensitive areas (historic district, bridges, near stations)



Chain Link elsewhere



Incorporation of the CRMF

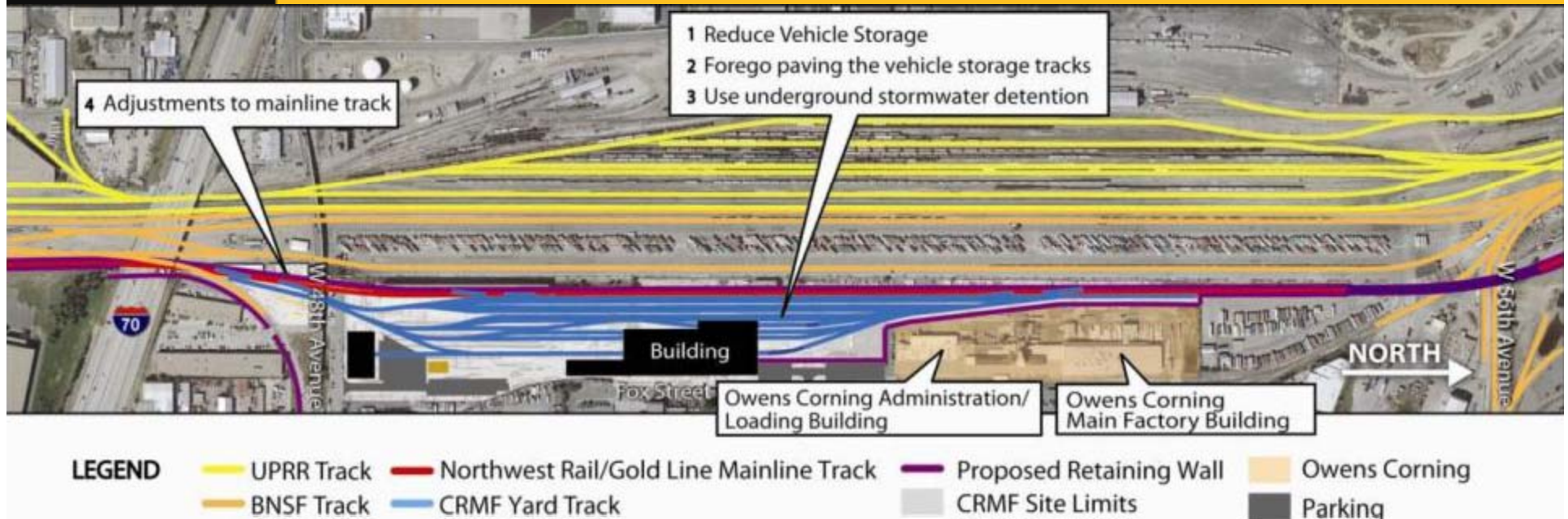


- FTA decision – since the Gold Line and other Commuter Rail Corridors cannot operate without a CRMF, it became part of the Preferred Alternatives
- Supplemental Environmental Assessment (SEA) was prepared
- CRMF impacts were reduced dramatically with redesign
- Results are included in the respective documents

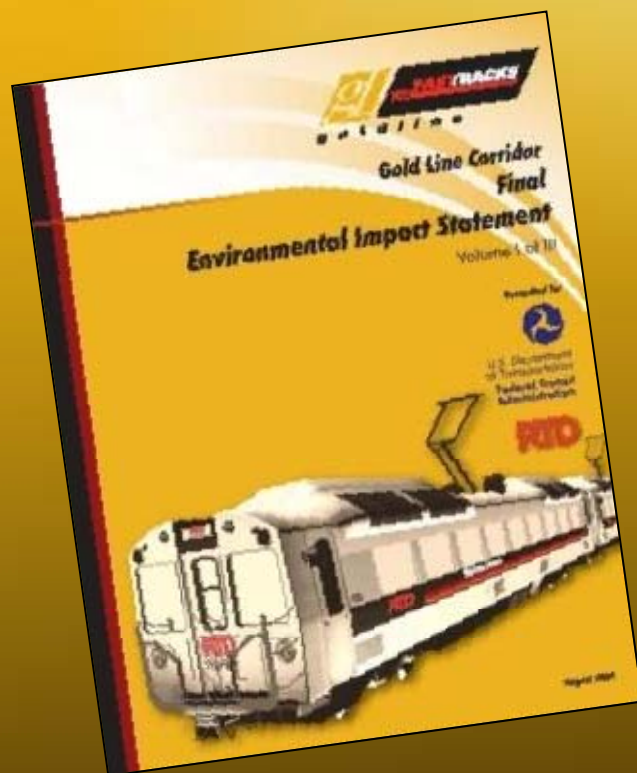
CRMF was reconfigured to reduce property impacts



The greatest concern at the SEA Public Hearing dealt with impacts to the Owens Corning property, the possible loss of jobs and economic impacts.



How have the impacts changed since the DEIS?



Impact Modifications



- Additional engineering provides clearer understanding of quantitative impacts, especially:
 - Economic Conditions
 - Land Acquisition
 - Historic Resources
 - Parkland
 - Noise
 - Wetlands
- Qualitative impacts (e.g. Land Use, Air Quality) resulted in few changes
- Inclusion of the CRMF resulted in very few changes, as it affects industrial land

What are the key impacts?



Resource Studied	Most Significant Impacts
Social Impacts	Yes (during construction)
Environmental Justice	No
Land Use	Yes (benefits)
Economic Conditions	No
Land Acquisition	Yes
Historic Resources	Yes
Visual Resources	Yes
Parkland, Open Space	Yes
Air Quality and Energy	No
Noise	Yes
Vibration	No
Biological Resources	No
Water Quality/Floodplains	No
Wetlands	Yes
Hazardous Materials	No
Public Safety and Security	No

How did the impacts change?



Resource	DEIS Impact	FEIS Impact
Social Impacts	<ul style="list-style-type: none">•Construction•Mostly in Arvada	<ul style="list-style-type: none">•No change
Land Acquisition	<ul style="list-style-type: none">•0 residential acquisitions•12 to 23 businesses	<ul style="list-style-type: none">•0 residential acquisitions•16 businesses
Historic Resources	<ul style="list-style-type: none">•One adverse effect	<ul style="list-style-type: none">•Two adverse effects (GL)•One adverse effect (CRMF)
Visual	<ul style="list-style-type: none">•Catenary, bridges retaining walls•Arvada most effected	<ul style="list-style-type: none">•No change

How did the impacts change?



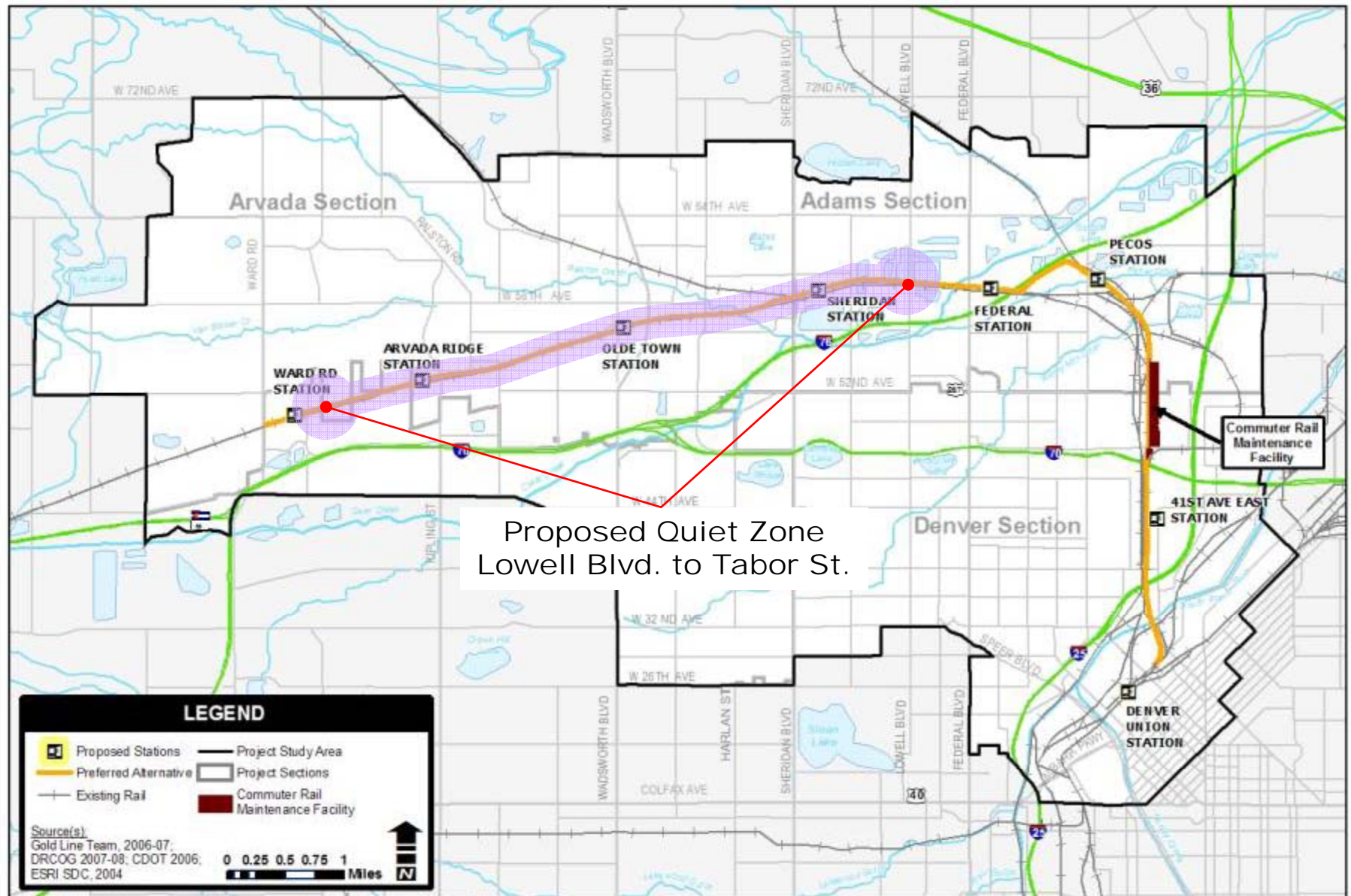
Resource	DEIS Impact	FEIS Impact
Parkland	<ul style="list-style-type: none">• Temporary impacts to two trails	<ul style="list-style-type: none">• Temporary impacts to three trails• 0.11 acre of Jim Baker Reservoir
Jurisdictional Wetlands	<ul style="list-style-type: none">• 0.37 acres affected	<ul style="list-style-type: none">• 0.34 acres affected

How did the impacts change?



Resource	DEIS Impact	FEIS Impact
Noise	<ul style="list-style-type: none">•202 residences•1 park•1 museum•0 schools•0 institutional facilities <p>All were mitigated with Quiet Zone</p>	<ul style="list-style-type: none">•885 residences•1 park•1 museum•2 schools•1 institutional facility <p>All but 1 impact are mitigated with Quiet Zone</p>
Vibration	<ul style="list-style-type: none">•18 residences	<ul style="list-style-type: none">•No impacts

Noise Mitigation: Quiet Zone

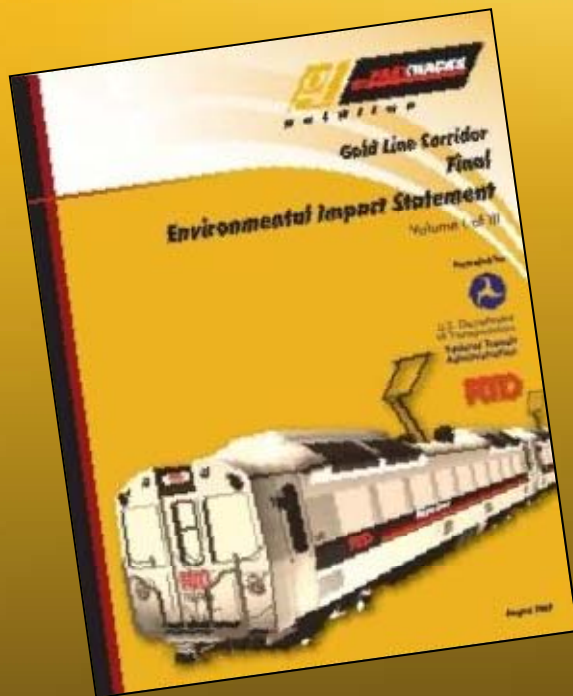


How did the Transportation impacts change?



	DEIS Impact	FEIS Impact
Travel Time (Denver Union Station to Ward Rd)	Gold Line: 19 min Auto: 27 min	No change
Ridership	20,100	16,800 - 20,100
Reduction in Vehicle Miles Travelled	-14,500	-18,221
Impact on freight	None	No change
Impact on Bicycle and Pedestrian	None	No change

How has (and will) the public been involved?



Public input has helped shape the Preferred Alternative



Meetings & Outreach	Quantity
Public Workshops	16
Listening Sessions	55
Issue Focus Teams	23
Total Meeting Attendees	3,677
Newsletters, Scoping Booklets	34,501
Website Visitors	70,034

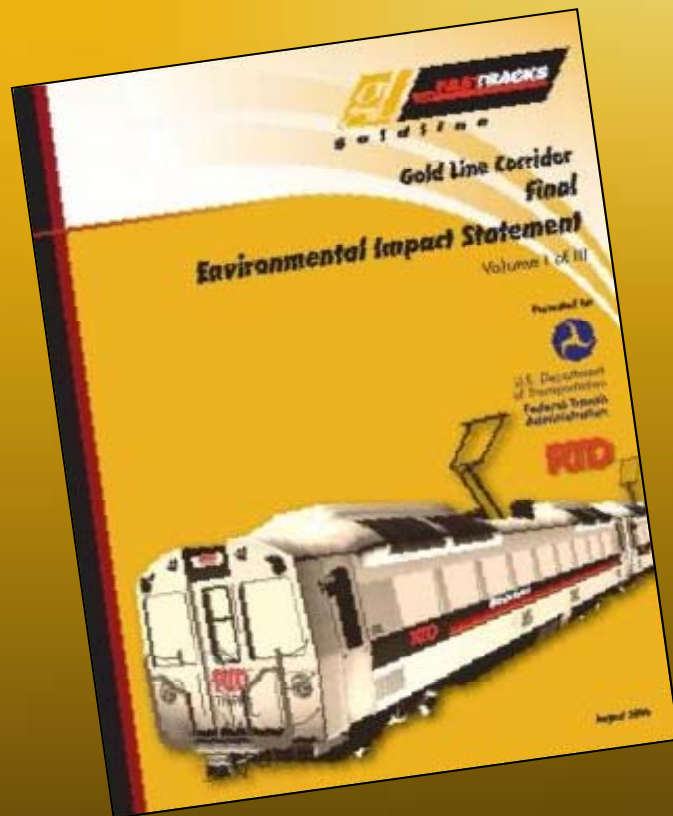
Upcoming Milestones



- **August 21 to September 21, 2009** – FEIS Comment Period
- **Oct/Nov 2009** – FTA issues Record of Decision (EIS process work complete)
- **2009-2011** – Secure financing
- **2011-2015** – Final Design & Construction
- **2015/2016** – Testing and Opening Day

FEIS

Public Comment Period



Submit FEIS Comments



In Person

At tonight's public hearing

Online

www.rtdgoldline.com

By Email

comments@rtdgoldline.com

By Mail

RTD Gold Line Comments
Dave Beckhouse, FTA
c/o GBSM, Inc.
600 17th Street 2020-S
Denver, CO 80202



FEIS Comment Period ends September 21, 2009

Verbal Comment Rules



- **Verbal comment registration** at sign-in
 - Assigned to a comment group
 - Random order within comment groups
- **3-minute limit** for verbal comments
- **Can't defer/give verbal comment time** to other individuals
- **Clearly state your full name and city of residence** before beginning your comment

