



Gold Line Corridor Final Environmental Impact Statement

Volume II of III
Response to Agency and Public Comments for the Gold Line
Corridor and Commuter Rail Maintenance Facility

Presented To:



U.S. Department
of Transportation
**Federal Transit
Administration**



August 2009

Acronym List

AA	A-Line
AC	alternating current
ADA	Americans with Disabilities Act
ADT	average daily traffic
AWG	Agency Working Group
BMF	Bus Maintenance Facility
BMP	Best Management Practice
BOD	biological oxygen demand
BRT	bus rapid transit
CD	compact disk
CDOT	Colorado Department of Transportation
CDPS	Colorado Discharge Permit System
CEI	cost-effectiveness index
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CO	carbon monoxide
COSTIS	Colorado Storage Tank Information System
CRMF	Commuter Rail Maintenance Facility
dBA	A-weighted decibel
DC	direct current
DEIS	Draft Environmental Impact Statement
DIA	Denver International Airport
DMU	Diesel Multiple Unit
DRCOG	Denver Regional Council of Governments
DRMC	Denver Revised Municipal Code
DUS	Denver Union Station

EA	Environmental Assessment
EDDO	East Direct Design Option
EIS	Environmental Impact Statement
EMU	Electric Multiple Unit
EOL	end-of-line
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HB	House Bill
HHRA	Human Health Risk Analysis
HMMP	Hazardous Materials Management Plan
HOV	high occupancy vehicle
IFT	Issued-Focused Team
IGA	Inter Governmental Agreement
LCC	life-cycle cost
LEED	Leadership in Energy and Environmental Design
LGT	Local Governments Team
LHC	locomotive hauled coach
LOS	level of service
LRT	light rail transit
LRTMF	Light Rail Transit Maintenance Facility
LUST	leaking underground storage tank
MF	multi-family
MIS	Major Investment Study
MOW	maintenance-of-way
MSAT	Mobile Source Air Toxics

NA	not applicable
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO _x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OC	Owens Corning
PDF	Portable Document Format
Penta-P	Public-Private Partnership Pilot Program
PM	particulate matter
pnR	park-n-Ride
PUC	Public Utilities Commission
RAQC	Regional Air Quality Council
RCRA	Resource Conservation and Recovery Act
REPE	Request to Enter Preliminary Engineering
RFP	Request for Proposal
ROD	Record of Decision
ROW	right-of-way
RTD	Regional Transportation District
RTP	Regional Transportation Plan
SEA	Supplemental Environmental Assessment
SF	single family
SH	State Highway
SHPO	State Historic Preservation Officer
SOV	single occupancy vehicle
TAZ	Transportation Analysis Zone
TIP	Transportation Improvement Program
TOD	transit-oriented development



TSM	transportation system management
UDFCD	Urban Drainage and Flood Control District
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
UST	underground storage tank
VMT	vehicle miles traveled
VOC	volatile organic compound
YOE	year of expenditure



FASTTRACKS
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Volume II – Response to Agency and Public Comments

TABLE 1
Response to Public Comment on the Gold Line Draft Environmental Impact Statement

Comment Number	Comment	Response
1	<p>Kenneth W. Bennett 5487 Balsam Court Arvada, CO 80002-3571 August 11, 2008 RTD Gold Line Team Dave Beckhouse, FTA Region 8 c/o GBS, Inc. 600 17th St. 2020-S Denver, CO 80202</p> <p>Dear Mr. Beckhouse:</p> <p>Your proposed solutions for placement of the Olde Town station and related parking facilities are doable, but contain some “fatal flaws” with regard to meeting legally mandated Americans with Disabilities Act requirements. These questionable aspects include issues of wheelchair/foot traffic distances, major grade changes, and the absence of temporary queuing shelter; all of which violate the true intent of ADA. The disregard of the “ease of access,” does not minimize, but actually imposes additional barriers on mobility impaired riders.</p> <p>For this reason, I've provided you with an alternative (see attached) that needs to be evaluated on the merits so graphically shown and described. My alternative provided for underground sheltered handicapped stalls with a level, direct, and safe access to the Olde Town RTD platform. As a wheelchair user, this solution would satisfy my specific desires to maintain my independence and keep me in the “mainstream” of society without secondary interference such as interfacing with shuttle</p>	<p>Appropriate Americans with Disabilities Act (ADA) Access. Regional Transportation District (RTD) and the Federal Transit Administration (FTA) are committed to providing the appropriate level of ADA access. The station concept that you have provided is very workable but considerably more expensive than our budget would allow due to the tunneling requirements. There are also concerns with the security of an underground tunnel to the station, although there are other properties/stations that do use underground facilities. As you will see from the engineering drawings that accompany the Final Environmental Impact Statement (FEIS) in Appendix C, Preliminary (30 percent) Engineering our station designers have provided access via parking facilities near the proposed elevator. The elevator will convey patrons to the walkway and to a landing at the Vance Street crossing with a near level path to the platform. Limited ADA access will also be provided at the platform area. However, due to space limitations, there will be no parking of any kind immediately adjacent to the platform.</p>



Comment Number	Comment	Response
	<p>bus transport from A to B. Not only individuals with disabilities would benefit from this configuration, but sizeable portion of the general public to include our aging population. I fully realize money and politics drive a significant part of the design process; however, one needs to continue to focus on how best to serve the public domain over the next 25 to 50 years, or for that matter, longer. If you have any questions, you may contact me at the above address of at 303-958-8274.</p> <p>Sincerely, Kenneth W. Bennett</p>	
2	<p>Stan Edwards Gold Line Draft EIS Comments Sir, I have reviewed the Executive Summary of the Draft EIS for the Gold Line, and have some questions and/or comments.</p> <ol style="list-style-type: none"> 1. What is the population in the Gold Line study area – current? – projected in 2030? 2. What is the population within 1/2 mile of proposed station locations – current? – projected in 2030? 3. What percentage of the population is expected to ride the Gold Line daily – of study area population? – of population within 1/2 mile of stations? 4. What is the expected average length of a Gold Line ride in miles? 5. You project 20,100 riders (average weekday) in 2030. In this number, are you considering one rider to be a round trip (to and from work) or would a round trip be counted as two riders? 6. There seems to be a serious disconnect between daily riders on the Gold Line and reduction in VMT. If there are 20,000 daily riders, and a ride is a round trip, and the average rider rides half the length of the line each way, then daily "rider miles" would be $20,000 \times 11.2 = 224,000$ miles. Why then are VMT only reduced by 14,500 miles? It would seem that VMT 	<p>Thank you for reviewing the Executive Summary of the Gold Line Draft Environmental Impact Statement (DEIS). Much of the information that you are requesting can be found in other chapters of the document but for your convenience we are reporting the information below.</p> <p>Population in the Gold Line Study Area. This information is given below:</p> <ul style="list-style-type: none"> - 2005 Gold Line study area population: 158,015 - 2030 Gold Line study area population: 211,267 <p>Population within 0.5 Mile of Stations. This information is given below:</p> <ul style="list-style-type: none"> - 2005 Gold Line population within 0.5 mile of stations: 14,132 - 2030 Gold Line population within 0.5 mile of stations: 27,808 <p>Gold Line Ridership near Stations and in the Study Area. The Gold Line projected ridership is between 16,800 and 20,100 persons per average weekday in 2030. Many other people will ride the system living at a greater distance than 0.5 mile from the station. The 0.5 mile radius is generally assumed as the threshold for walk access to the stations.</p>



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	<p>should be reduced by some number close to daily "rider miles." Yet rider miles seems to be 15 times the reduction in VMT. Can you explain this?</p> <p>7. Was there any consideration for bus or van shuttles from neighborhoods to the stations – or from stations to and from local employers? Shuttles to and from neighborhoods would further reduce VMT, and reduce the number of parking spaces required at stations. Shuttles to and from employers would increase ridership.</p> <p>8. Why is there so much more parking at the 38th Ave station in 2030 than at stations further out the line? This seems like an area where a greater percentage of the residents might not have cars, and might walk to the station than, for instance, at the Ward Road station.</p> <p>9. By 2030, at all Gold Line stations combined you are providing 5,000 parking spaces, and expecting 20,000 riders. (Some will carpool, bike or walk to the station.) Does this ratio (4 riders per parking space) seem reasonable?</p> <p>10. What would be the effect of gas price on ridership? At first blush, you would think increasing gas price would cause increasing ridership. However, if gas prices rise before the Gold Line is built (and they will,) then some folks may move closer to work, or find a job closer to home, may start carpooling, or may trade in their SUV for a gas miser. If people make some of the adjustments above before the Gold Line goes into service, then they may have less incentive to ride the Gold Line. Any thoughts?</p> <p>A final thought on system wide transportation planning. Has there ever been a study to learn how far people in metro Denver commute to work, and where they commute from and to? Without that, you may know a lot about traffic volume on major arteries, but not how far or where they are going. If the state required each employer to report annually how many employees lived in each</p>	<p>Length of the Average Ride. The projected length of the average trip taken on the Gold Line is 6.5 miles.</p> <p>Average Weekday Ridership in 2030. The 16,800 to 20,100 daily ridership range is measured as morning and evening inbound “on” riders and outbound “off” riders.</p> <p>Vehicle Miles Traveled (VMT) Reduction. VMT reduction is not measured by transit VMT, which would be passenger miles (rider miles); it is a measure of auto VMT not driven. The VMT reduction is a regional number that is derived from the 2030 Denver Regional Council of Governments (DRCOG) regional model. This means that the comparison is regional VMT in a No Action scenario to VMT in a Build scenario. Mode shifts from auto to transit occur primarily in the Gold Line study area, but there are also shifts throughout the region as a result of the Gold Line rail. In addition, not all 16,800 to 20,000 riders on the Gold Line are new riders, some were already taking transit, which would not equal a VMT savings.</p> <p>Bus or Van Shuttles. Feeder bus service is provided to each of the proposed stations. However, the operating budget does not include funding for other bus or van shuttle services.</p> <p>Number of Parking Spaces at the 38th Avenue Station. The parking numbers are based on the results of the travel demand model. Most of the riders/parkers at this station live in Northwest Denver and commute to downtown Denver. The major reason for the large amount of parking is that both 38th Avenue and Park Avenue are projected to be highly congested in 2030 and people are parking at the transit station and taking transit into downtown because they can not get into downtown via auto or bus with any reasonable travel time. New modeling evaluations have revealed that the 2030 parking demand at this station is now 1,000 versus the 1,695 in the DEIS. Additionally, the 41st Avenue East location has been selected in favor of the 38th Avenue location as discussed below under Comment No. 3.</p>

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	<p>zip code, then you could easily determine metro area travel patterns, and plan your resources accordingly.</p> <p>Thank you for your time, Stan Edwards</p>	<p>Ratio of Parking to Users. The number of parking spaces is dictated by the results from the regional travel demand model. Figure 4-3 in the FEIS shows the mode of access to each transit station. On average, 8 percent walk, 54 percent drive, and 38 percent take the bus. The average occupancy per automobile is estimated at the standard 1.1 per vehicle. The analysis indicates that the amount of parking provided seems reasonable.</p> <p>Effect of Gas Prices. Higher gasoline prices do seem to increase the use of transit. When prices increased to nearly \$4.00 per gallon, RTD experienced an increase of about 10 percent in system-wide ridership.</p> <p>While the short term effects of gas prices are notable related to transit ridership, these changes can not be reliably used to make long-term ridership forecasts outside of the adopted assumptions in the regional travel demand model.</p> <p>Average Commute Length. According to DRCOG, the average commute in the metro area is about 23 minutes. This is projected to increase to about 32 minutes in 2030.</p>
3	<p>Monique Elwell</p> <p>p2 of the EIS executive summary (See http://www.rtd-fastracks.com/media/uploads/gl/DEIS2_-_Exec_Summary.pdf) I prefer the 38th Ave. location. I moved to the urban core so public transportation would be easy. I prefer to go to work/see my friends, etc. via public transportation. I came to realize that access to the light rail is a 20 min. walk (Union Station.) The Highland bridge has helped tremendously in reducing that commute about 5 min. However, I would like more access, a 38th Ave. light rail stop would be great, but a 39th one, I would not use. It's just one block too far and 38th Ave. is dangerous.</p> <p>As an additional note, circulator buses like Boulder would be really helpful since the 32, 44 and other buses that come through all oddly stop within 10 min of each other!! So even though there are four bus lines, you still have to wait for an hour. Thank you.</p>	<p>Station Location at 38th Avenue. Thank you for your interest in the selection of a station at 38th Avenue. The three candidate stations (38th Avenue, 39th Avenue East, and the 41st Avenue East) have been evaluated based on operations, environmental impacts, financial impacts, and public and agency input.</p> <p>The station at 38th Avenue is not possible since negotiations with the railroad companies have favored the East Direct Design Option (EDDO) alignment to the east of the North Yard. Locating the station at 38th Avenue is not possible with this alignment.</p> <p>The 39th Avenue East option is technically possible with the EDDO but has been scored lower because it would require three more business acquisitions and require the demolition of a historic property that would not be required with the 41st Avenue East option. Additionally, locating the pedestrian bridge in the vicinity of 39th Avenue is difficult due to railroad property constraints.</p>

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		<p>The 41st Avenue East Station option has been selected because it would affect fewer businesses (one versus three) and appears to be most supported by the public and agencies, based on our outreach program and comments on the DEIS. Additionally, the more northerly location of the 41st Avenue East Station is more responsive of the City of Denver's Transit Oriented Development (TOD) planning. It would also have fewer traffic impacts on the 38th Street and Fox Street Intersection.</p> <p>Circulator Buses. Implementation of the Gold Line Preferred Alternative would require the restructuring of the bus service in the corridor. A transit network grid in Northwest Denver with some bus service feeding the rail station will be maintained. The 38L and the 44L service will be retired and the new 38b and the 44b will terminate at the 41st Avenue East transit station. A shuttle or circulator system is not planned at this time due to operational cost limitations.</p>
4	<p>Marie Nadeu Train horns Hi, I just want to know when the loud, obnoxious, quality of life affect of the train horns is going to stop. I have had enough of getting woke up at 2:00 a.m., 3:00 a.m., 4:00 a.m. and so on and on and on and on. Prior to July of 2007 there were no train horns. I just would like to know if at some point hopefully in the near real near future they will be quieted. I await your timely response. Thank you. Marie Nadeau</p>	<p>Existing Train Noise. The freight railroads have been operating adjacent to the Gold Line alignment for many years. While horn noise would have occurred prior to July, 2007, train horn noise has increased in volume due to recent changes in Federal Railroad Administration (FRA) regulations.</p> <p>Quiet Zone to Mitigate Future Train Noise. The planned noise mitigation for the Gold Line project is the implementation of a Quiet Zone from Lowell Boulevard to Tabor Street. With the success of this strategy, both Gold Line and freight trains will not sound their horns, resulting in a net reduction of noise when compared to existing conditions. RTD is assisting in the application process for the Quiet Zone; however, the local governments along the Gold Line must apply for the Quiet Zone by law.</p> <p>In the event that Quiet Zones are found not to be feasible in certain areas, the fallback mitigation measure would be to use wayside horns at the grade crossings. These horns, activated by the trains but located at the crossing, are not quite as loud as the</p>

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		train horns and focus the warning sound at the crossing area rather than along the tracks on the approach to the crossing. As a result, wayside horns significantly reduce the noise exposure in the vicinity of grade crossings.
5	<p>Dave Brehm (Public Hearing Comment)</p> <p>I am Dave Brehm and I live in the City and County of Denver. I am going to focus my comment on what you have said about selecting the station. And the question that I am going to have is what criteria did you use? Who makes that selection? And when you have mentioned that you will make the selection and invite us to tell you what color to make the fences and do the design for it, that charrette, that process really needs to be opened up for neighborhood input. It shouldn't just be based on engineering criteria, costs and the existing zoning, because there's a huge impact to what happens when that station goes there. And it should include the people that are going to be -- that do live there now, and use that. The most important thing I am interested in is the 38th and Inca station, because that's the one I want to use. I see the options -- and I haven't seen all of the options yet. I see that there's options that keep going further north to 44th and the further north that goes, the less likely that is something that the Highlands individual is going to use, and I am going to be able to use, because it just gets too far apart or too far away. So, the only other thing I was going to say is, if there's a way that you can, before you get to selecting it, before however it is you are selecting it, include the people around that neighborhood. I've already sat in the charrette about that one. I think that was very positive, very productive. That needs to be going through, not just to make it look good but where it is. Second thing, I understand the technical aspects. This feels like a real attorney-driven process. You are not going to comment on what I say. I am going to have to read your comments. I'm sure there was -- it would be nice to have a dialogue, to be able to talk to somebody, rather than a microphone, about how this goes, because I do some of</p>	<p>Station Selection Process at 38th Avenue. Please refer to the response to Comment No. 3 above.</p> <p>Urban Design Features (Fences etc.). As part of the station planning process, the team conducted a meeting for the 41st Avenue Station on November 4, 2008. In this meeting, it was identified that this station would incorporate the architectural template called "Industrial Loft Modern." See Chapter 2, Alternatives Considered, for a description of this architectural style. Additionally, the template of colors for the Gold Line alignment is also described in Chapter 2, Alternatives Considered.</p> <p>Neighborhood Input. The station planning process has been inclusive of the surrounding neighborhood. Public input was taken during the station alternatives evaluation process with two Issue-Focused Team (IFT) meetings and two meetings held for the evaluation of the design of the selected 41st Avenue East Station option. The City of Denver is hosting additional meetings for the TOD Plan for the land uses surrounding the station.</p> <p>Formal Hearing Process. While we understand that the formal hearing process is quite different and less comfortable than the previous workshops that the team has hosted, the public hearing process is a legal hearing and has a different purpose than the public workshops. In an effort to obtain more interactive public input, the Gold Line team has hosted 10 Public Workshops up to the time of the DEIS hearing and over 20 meetings to discuss station planning. Numerous other less formal meetings were also held to gain public input. An additional eight planning meetings were held after the DEIS to gain input on the station design. The project hotline and Web Site are other mechanisms for the project team to receive public input.</p>



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	<p>this stuff, and, really, talking to people, you end up with a better solution. Not talking to a microphone and reading the hearing statements. So, that's just my commentary on that, kind of the attorney feeling of this very formal process. So, thank you.</p>	
6	<p>Keith Dameron (Public Hearing Comment)</p> <p>Good evening. My name is Keith Dameron. I'm a resident of Denver. And I live about six blocks north northwest of Union Station. And I will be able to see every Gold Line train going in and out, so I have a vested interest. The first comment has to do with the public, or the -- I'm sorry, Pecos East station. I believe that's much preferable to the Pecos West. Several reasons, is the potential for the northwest corridor connect there. And that, to me, is very important, is the connection. That makes transit work, so that's my -- ends that one.</p> <p>I prefer 41st Avenue, was my own opinion because I think 41st is better. It appears to be better, just from a bus standpoint. 39 -- or the 39 bus will be turning onto the curve, it looks like. Just from an engineering standpoint, 41st would seem to be much better for parking and bus technology and everything else. I'm a big fan of 41st Avenue, even though it's slightly farther away from where I live.</p> <p>The last one is, I'm not clear -- I know there's a connection between the Gold Line and east corridor, how they connect to Union Station. And I have been told that Union Station is being built for an eight-car platform, maximum length of a train to go to the airport or the Gold Line, and that the east corridor is proposed for an eight-car train. It was not going to be built that way originally, but it's going to be expanded. My understanding is the Gold Line will also be expandable to eight cars. My concern is, that I believe we're going to reach that capacity much sooner than what the EIS would propose. And I'm concerned that -- why single-level cars is the only thing that I hear talked about. I believe bi-level cars, which practically double the capacity per car, would save a whole ton of money for the number of cars</p>	<p>Station Selection Process at 38th Avenue. Please refer to the response to Comment No. 3 above.</p> <p>Station Selection Process at Pecos Street. Two station options were investigated at Pecos Street during the DEIS: Pecos East and Pecos West. The Gold Line station selection process considered the operational, environmental, and financial feasibility of the options, and public and agency input. The Pecos East alternative was selected due its potential to provide an easy transfer to Northwest Rail. The Pecos West option would not provide a transfer to Northwest Rail. Additionally, the Pecos West option would require the acquisition of nine businesses and would impact non-jurisdictional wetlands. The Pecos East option would not result in these impacts and is more compatible with TOD planning in Adams County. The Pecos East Station has also received a much higher level of public support than the Pecos West option, which has received almost no support.</p> <p>However, the Pecos East option is dependent on Adams County building the Pecos Street grade separation project prior to the Gold Line. Therefore, the Pecos East Option A was developed for the FEIS that allows for future retrofit of the option to allow a Northwest Rail transfer. Pecos East Option A involves moving the proposed cross-over (which direct trains to Northwest Rail) further south. This change allows the implementation of the Pecos East Station but prohibits a cross-platform transfer to Northwest Rail. However, the cross-over could be relocated north in the future to allow a cross-platform transfer to Northwest Rail once the Pecos grade separation project is funded and constructed.</p> <p>Use of 8-Car Platforms. There is no intention of ever using 8-car platforms in the Gold Line Corridor. The travel demand modeling for the corridor indicates that 2-car platforms will suffice until after</p>

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	<p>needed and the length of station platforms that would be required, including, potentially, the number of blocked streets. A three-car light rail train downtown takes all of those long blocks. I am trying to picture an eight-car train and how many city streets you blocked if you have to go through, so that doesn't make sense to me, to use single-level cars when a bi-level car would save a whole ton of money and platform building and stuff. And I believe the technology is out there. It may be in Europe, but it's -- I believe the technology is out there. I believe an RFP should at least be tried, to find people to build those cars. And if you don't start with bi-level cars, please, build your catenary, for example, have the poles tall enough that if five years or 10 years after this opens, you go to bi-level cars, at least you won't have to redrill and put in new poles. All you have to do is raise the catenary on the existing pole. That could be planned in advance, for the future of using bi-level cars for additional capacity. Thank you for your time.</p>	<p>2030. If these projections prove to be conservative, space has been provided for 3-car platforms. In lieu of expanding the platforms, service could be increased as an alternative to building the larger platforms.</p> <p>Bi-Level Cars. As you suggest, the technology of bi-level cars is proven and several vehicle manufacturers provide them. Bi-level cars require the use of locomotive-hauled vehicles, which do not have the capability to ascend or descend the proposed four percent grades on the structures proposed for the Gold Line project.</p> <p>Nonetheless, RTD will be looking for cost saving proposals on all of the FasTracks projects. Should a different technology be selected, additional environmental National Environmental Policy Act (NEPA) work may be required.</p> <p>Catenary Poles. The catenary system can be designed to accommodate bi-level cars. However, as mentioned above, bi-level cars are probably not a feasible solution for this corridor.</p>
7	<p>Keith Howard (Public Hearing Comment)</p> <p>I am a resident of Denver. I also currently serve as the president of the Sunnyside United Neighbors, Inc. I'm sorry there's not more people to be here and to congratulate the entire Gold Line project team for moving the project to this point, a major effort. I have a few remarks about the 38th Avenue station and it's difficult for us to comment intelligently on the choices between the -- among the three alternatives, and until the bus part of the location issue is settled. I would like you to explain, in some form, whether there's any option of any extended comment period. And if not that, what is the possibility of reevaluating the station location after a bus barn decision is made, so -- the bus barn to the southwest, the bus maintenance facility. The other recommendation I want to raise, and I believe should be addressed in public, is the --I guess it's not part of the NEPA process here, but both the purpose, and Appendix H of the draft,</p>	<p>Congratulatory Comment. Thank you for the compliment on the public involvement process.</p> <p>Comment Extension Process. Prior to the end of the comment period, FTA and RTD discussed your request for a comment extension. FTA suggested that you make comments contingent on assumed decisions about the commuter rail maintenance facility Commuter Rail Maintenance Facility (CRMF) location and the associated potential relocation of the Bus Maintenance Facility (BMF). FTA did not feel that a comment extension was warranted. Additionally, there was an opportunity to comment as part of the CRMF Supplemental Environmental Assessment (SEA) process.</p> <p>Station Selection Process at 38th Avenue. The station selection process has been described under the response to Comment No. 3 above.</p> <p>Cost of the Public-Private Partnership Pilot Program (Penta-P) Process. FTA has sponsored the Penta-P program due to</p>

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	<p>that we've been seeing since last month, describe the public-private partnership -- or mentioned the public-private partnership arrangements and the Public-Private Partnership Pilot Program, which this is planned to be a principal financing and building mechanism for the Gold Line. I think that the public are not well-informed, at this point, as to how these mechanisms work, and what they cost the public, although this may be the only mechanism that such a project can be built, under the present circumstances. The public needs to understand that there are costs to the -- tax revenue costs to the public purse, both by the financing mechanisms of the private entities, applied to raising the money they are going to invest; and also their ability to depreciate the assets that they create over a quite short period of time costs the treasury a large amount of money. And then, additional questions, once they have depreciated it as much as they can, will they be allowed to sell the assets they have, which is the lease, and under that arrangement, to another entity, which will then carry out the entire process again? So, my real point is, here, in my 30 remaining seconds, that it's important for the public to understand what the whole costs of the project are. Public-private partnerships are not the cheapest way to fund infrastructure, and we need to be thinking about that. Thank you.</p>	<p>successful experience in Europe where cost savings of 10 to 30 percent have been realized. While it is true that the private sector has the ability to depreciate capital items for tax purposes, RTD believes that the Penta-P process will save tax payer funds because it will:</p> <ol style="list-style-type: none"> 1. Spread large upfront cash requirements over the life of the project; 2. Encourage the use of value engineering principles during the design phase to improve bids; 3. Transfer some of the construction and operational risks to the private sector; and 4. Take advantage of the reputation of the private sector to deliver projects on time. <p>The combination of these factors is estimated to result in lower life-cycle costs for the involved projects. While it is true that the private sector can write-off capital depreciation, and has a profit motive, RTD still believes that the competitive nature of the procurement will benefit the taxpayer.</p> <p>Additional detail about the cost of the Penta-P process has been added to the FEIS in Chapter 5, Evaluation of Alternatives.</p>
8	<p>John Valerio (Public Hearing Comment)</p> <p>I am a Sunnyside resident, so I am close to the Inca and 38th station. I would just generally like to say, you know, I support the alignment that you guys have come up with. I think it's been a good process of going through all of the different possible alignments and coming down to this one. I am very pleased to see that you are choosing passenger rail in this corridor rather than, you know, more highway improvements. A question, really, about the quiet zones. I wonder if the yard there, at 38th and Inca, can you impose a quiet zone on the freight railroad operations? It's a switching yard in there. I just wondered if you even have a quiet zone in there. I would like to second Keith's</p>	<p>Support for Commuter Rail Alignment. Thank you for your support of the Preferred Alternative.</p> <p>Quiet Zone in the North Yard. The noise impact analysis conducted for the Gold Line indicated that the project would have no noise impacts in the section of alignment from Denver Union Station (DUS) to Lowell Boulevard. No mitigation, including a Quiet Zone, is required for project areas that have no noise impacts. Implementation of a Quiet Zone in the North Yards would need to be initiated by the City and County of Denver.</p> <p>Double Decker (Bi-Level) Trains. The use of bi-level vehicles is addressed above in the response to Comment No. 6.</p>



Comment Number	Comment	Response
	<p>comments about planning for the double decker trains. I know there is an issue around this route -- I guess it's the Boulder route that has bridge issues, but, you know, being able to accommodate more capacity, provide more capacity through double decker trains is important. So, I can see that included in the longer plan. Through movements at Denver Union Station. Again, it's a capacity issue with Denver Union Station. I understand that having a through station, compared to a stub station, which is what we're planning, will really cut the capacity in half, in the peak hour. And we're going to be hitting that peak at some point, probably sooner than later. And, so, I think, what's really needed is to look at how you get from Union Station south, whether it be on a train that would continue south, or switching to another train that would continue south, but the connection to Union Station to go south to Littleton or Castle Rock or Colorado Springs, it's not a good connection, and that should be looked at. Another comment about the 38th and Inca station. I would hope that we could shift the station a little bit north, so it's not right up against 38th but closer to the 39th, 40th, 41st, somewhere in there, in order to allow some room for DOT to happen. If you put the station right at 38th, you are kind of creating a zone that's close to busy roads and makes it a little more difficult to see good development happen. And one small design issue, which -- I've brought this issue up at a number of these types of meetings, and never seen anything being done about it, but I notice that all eight stations on light rail, throughout the Denver metro area, I can't think of one of them that has a clock. I would like to see the design part of this -- it's not such a foreign concept to have a clock at a station, train station. Everybody's got cell phones and watches now -- I just bought a watch yesterday. So, if RTD imposed a \$15 cost on me -- if we could have a clock at the station, it really facilitates passenger movement.</p>	<p>Traveling from Union Station South. RTD and FTA have heard the desire to maintain connectivity both north and south of DUS for future long-distance commuter travel. This issue is being considered in plans that will evolve through longer-range planning processes.</p> <p>Selection of the 41st Avenue East Station. This comment is addressed above in the response to Comment No. 3.</p> <p>Placement of a Clock at Transit Stations. This suggestion will be considered by RTD.</p>

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9	<p>Constantin Nickonov</p> <p>All the stationary plans around 38th there is a lot of thought going into what is going on the east side of the platform but nothing on the west side. There will be buses at the least on the west side dropping people off and we need to make sure that is addressed.</p>	<p>Access from the West. Currently the plan is to provide bus access to the pedestrian structure on the west side of the alignment. Buses would deviate from their current routing on Lipan Street to circulate one block to the pedestrian structure. It is not in the current plan, and is not financially feasible, to make improvements to Inca Street under the Gold Line budget. Roadway and pedestrian improvements to Inca Street would be the responsibility of the City and County of Denver.</p>
10	<p>Chris Cahal Wagner Rents</p> <p>When choosing the 38th Ave Station please consider the impact to the historical buildings and the local businesses. The 39th Ave East options would seem to remove the historical buildings and could possibly cause further traffic congestion. Either the 38th Ave or the 41st Ave would seem to be better choices.</p> <p>Thanks</p>	<p>Selection of the 41st Avenue East Station. This comment is addressed above in the response to Comment No. 3.</p> <p>The selection of the 41st Avenue East Station option removes the impacts to the historic buildings in which your company resides.</p>
11	<p>Juan Jimenez Transformation Realty</p> <p>The station at Federal lies on the Flood Plain and Flood Way, what is RTD proposing for changes of Clear Creek to accommodate this concern?</p>	<p>Impact of the Floodway at Federal Station. Our most recent floodplain data suggests that the original data misrepresented the extent of flooding at the station. Even with the original design, the majority of parking would not have been within the 100-year floodplain. Please review Section 3.10.4, Floodplains/Drainage/Hydrology for the most recent hydrologic modeling for the project.</p>
12	<p>Elia Fisher SUNI</p> <p>I feel that the 41st Avenue East Option for the planned 38th Avenue Station is the best choice for the neighborhood. Selecting a more northerly location would provide better access for the Sunnyside and Globeville neighborhoods.</p> <p>I agree with the selection of Electric Multiple Unit for the technology to be further considered.</p> <p>I appreciate Andy Mountain and Liz Telford's efforts to reach out</p>	<p>Selection of the 41st Avenue East Station. This comment is addressed above in the response to Comment No. 3</p> <p>Electric Multiple Unit (EMU) Technology. The EMU technology was greatly favored over the Diesel Multiple Unit (DMU) technology due to local air quality benefits and less noise.</p> <p>Public Involvement. Thank you for the compliment.</p>



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	<p>to the residents for their input. The Gold Line Project Team is doing a very good job. Thank you.</p>	
13	<p>Mike Salazar (Public Hearing Comment) LAPITR First of all, thank you for letting me participate and I would like to be included in future focus groups.</p> <ol style="list-style-type: none"> 1. Noise-- Speaking from personal experience, the quiet zones are the most important to consider for noise mitigation. The noise from operation of the train pales in comparison to the whistle. I have become accustom to the sounds of the train and can cope with the clickkity clack of the rails after living next to the tracks for 30 years, but the whistle will wake me up from a dead sleep in the wee hours of the morning especially in the summer when I keep the windows open. Sound walls are expensive and are not the answer. Please address the source and quiet the horns. 2. I want to keep my property intact and continue to access my garage from Ridge Road. Many of my neighbors have the same concerns so I would like to speak for them also. That is the main reason I got involved 2 years ago any I was very surprised that I could actually speak my mind and that people would listen. When we got legislation to gain RR indemnification it made it possible to share the ROW. Lets keep it inside and save the properties. 3. Continue Ridge Road westward to connect to the Ward Road Station and have more access and disperse traffic. <p>Thanks, Mike</p>	<p>Public Involvement. Thank you for the compliment and thank you for participating in this process over the past 2 years. The Public Involvement team will continue to include you on the mailing list for future focus group efforts.</p> <p>Quiet Zones. The implementation of the Quiet Zone is to mitigate train horn noise. The safety improvements provided at all grade crossings in the Quiet Zone area allow the train operators to not use the horns.</p> <p>Sound walls were found to be ineffective due to the gaps associated with the multiple at-grade crossings along the alignment.</p> <p>Please also refer to the response to Comment No. 4 above.</p> <p>Property Acquisition. Due to the ability to use railroad right-of-way (ROW), in some cases shifting the freight track south, and the use of a single-track configuration in constrained areas, we have dramatically reduced the impacts on private properties in your area. This is a goal of the project as the design moves forward.</p>
14	<p>Louis Silletto I prefer 38th and Inca Station.</p>	<p>Selection of the 41st Avenue East Station. This comment is addressed above in the response to Comment No. 3.</p>

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15	<p>Bruce Buck</p> <p>How will the 38th Ave. and Fox intersection change to accommodate traffic from I-25 and eastbound 38th Ave.</p>	<p>Impact on the 38th Avenue/Fox Street Interchange. One of the reasons that the 41st Avenue East Station site is preferred is the greater distance between it and the 38th Avenue/Fox Street interchange. This will allow more cars to queue on Fox Street and not back up onto 38th Avenue. Nonetheless, traffic congestion on 38th Avenue will be a future problem with or without the transit station in 2030. This segment of 38th Avenue is projected to carry approximately 50,000 vehicles per day in 2030. By comparison, the station will attract approximately 500 vehicles per day, or an increase of about 1/10th of 1 percent. To mitigate the impact of the station, a northbound turn lane will be provided on 41st Avenue before the opening day of operations.</p>
16	<p>Holly Buck</p> <p>Provide analysis of the traffic impacts (and mitigation necessary) to Fox Street and 38th Avenue intersection. The large parking supply proposed along Fox Street will create long queues and delays at that intersection.</p>	<p>This comment was addressed in the response to Comment No. 15 above.</p>
17	<p>Bruce Buck</p> <p>Protect parking availability for local residents through a residential parking permit program or charge \$ for auto commuters using station for downtown parking at the 38th Ave. station.</p>	<p>Parking Impacts on Residents. The parking facility near 38th Avenue (41st Avenue East Station) has been sized through travel demand modeling and located on the east side of the North Yard, so as to discourage parking in the neighborhoods to the west. RTD only has the legislative authority to charge for out of District or long-term parking. Local parking permit programs must be implemented through the City and County of Denver, as RTD does not have this authority.</p>
18	<p>Holly Buck</p> <p>We prefer the Railroad Alignment option for the 38th Avenue Station to better serve residents of the community who will be dealing with impacts of the station, and to spur development in the residential area.</p>	<p>Selection of the 38th Avenue East Station. This comment is addressed above under the response to Comment No. 3.</p>



Comment Number	Comment	Response
19	<p>Patrick Disner</p> <p>My property at 2200 w. 60th Ave seems to be in the middle of the gold line project for at least two reasons. First the track almost certainly has to cut through the North west corner of my property to stay on the south side of The man made mountain that I-76 was built on. I want to know why we get so deep into this process before a land owner even gets to hear the extent to which his/her property will be affected. I don't have a clue other than common sense as to how much of my property will be affected. when will I know? Secondly, the Pecos West station option is shown in one picture as ending on my Eastern boundary and shown on a different picture on the goldline website as wiping out my buildings. Which is it and when will I know if my buildings are going to be under a new parking lot?</p>	<p>Impact to 2200 W. 60th Avenue. The Gold Line proposed alignment travels to the north of 60th Avenue and is located on the I-76 slope you refer to in your comment. Additionally, the Pecos West Station has been eliminated from consideration, so none of your property will be affected by that option.</p> <p>The northwest corner of your property is not likely to be impacted by the Gold Line project. The tracks are on the north side of 60th Avenue. An additional impact that may occur to your property on the southwest corner is due to alignment refinements made after the detailed survey of the I-76 Bridge was received that crosses over the Union Pacific Railroad (UPRR) tracks. A triangular sliver of the southwest corner of your property may be needed where a retaining wall would be built to support the tracks as they ramp up from the grade crossing at 60th Avenue to the elevation of the UPRR tracks before the tracks curve to pass under I-76.</p> <p>The environmental process does not allow, by law, formal property negotiations until the process is completed. The Gold Line team has attempted to provide as much information to property owners as is available based on the current design of the project.</p> <p>Communication with Property Owners. During the preparation of the DEIS, we have communicated with the public through the public workshop process, the Project Web Site, Newsletters, and "email blasts". RTD can not approach property owners with reference to the purchase of private property until after the receipt of a Record of Decision (ROD) from the FTA.</p> <p>Information about the timing of property acquisition activities that are allowed in a federal project can be found in the NEPA at 23 CFR 771.113 Timing of Administration Activities.</p> <p>Pecos West Option. This option has been set aside and will no longer be carried into the FEIS process. Please refer to Comment No. 6.</p>

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20	<p>Martha Harvey Self</p> <p>RTD will needs to put in racks that scooters can be locked to. Bike racks are not heavy enough to protect scooters from being stolen and if they are not chained to something, it will be stolen. More and more people are riding scooters than ever and this would help more people ride RTD (buses and Lightrail.</p>	<p>Scooter Locks. Currently, bicycle racks are assumed at the stations. However, RTD is interested in expanding safe multimodal access to our stations. Your interest for scooter locks at our stations has been referred to RTD's bicycle planner.</p>
21	<p>Jerry Espinoza</p> <p>What's going to happen with the 38th and Jason Corner after the project starts?</p>	<p>38th Avenue and Jason Street. The Gold Line project does not affect the corner of 38th and Jason Street and RTD has not made any plans to change that intersection. The City and County of Denver is responsible for roadway improvements so we would suggest that you contact the City of Denver if you have concerns about that intersection.</p>
22	<p>Craig Kocian City of Arvada</p> <p>Surface parking around the stations is a very poor and inefficient land use, discouraging to great TOD development and, ultimately, a waste of taxpayer dollars, completely antithetical to all of the great thinking that went into FASTRACKS and regional and local planning efforts. IGA's with local communities or land transfers could permit revenue financing of parking garages now, it would seem. There needs to be much more thought about how partnerships might help overcome the funding resource issue that we have allowed to handcuff us on this issue presently.</p>	<p>Surface Parking and TOD. Due to concerns about transit patrons parking on residential streets, FTA requires that transit agencies provide sufficient parking to accommodate the projected ridership of the project. The transit agency must estimate the demand for parking using an approved travel demand model, and plan for and fund the required parking spaces. The spaces can be either surface, structured, or a combination of both. Because there have been concerns about the effect of parking facilities on TOD, RTD plans to phase the number of parking spaces, so that the larger 2030 parking demand is not built for opening day. If parking demand has been over-estimated, the number of spaces will be adjusted accordingly. If real estate economics justify structured parking (to save land area), parking structures will be constructed assuming that the developers and local municipalities participate with RTD in the funding of these facilities. Structured parking is currently about three times the cost of surface parking and therefore is only recommended in those locations where current real estate costs would justify this expenditure.</p>

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23	<p>Oliver Wesley Opal Group, Inc. To Whom It May Concern:</p> <p>The western side of the proposed location of the Federal East station overlays a former sand and gravel quarry that may have been backfilled with uncompacted and waste materials. The landowner of 5900 Federal Boulevard to the immediate west of the proposed station location (between the western side of the station and Federal Boulevard), Cunningham Q-Tip, L.L.C., is interested in understanding how the construction may impact its property with respect to potential environmental remediation and/or foundation preparation issues at the proposed station location. Moreover, the landowner may have an interest in negotiating a mutually agreeable arrangement to enable station expansion onto the property if desired by Fastracks. As a local representative of Cunningham Q-Tip, L.L.C., please feel free to contact Oliver P. Wesley (Opal Group, Inc.) to discuss. Thank you for consideration of these comments.</p> <p>Regards, Oliver P. Wesley</p>	<p>Federal Station Location. A Phase II (hazardous materials environmental site assessment) will be conducted during final engineering and currently geotechnical borings are being taken at all station locations (at which RTD has permission to access). A remediation plan, if needed, will be developed at that time.</p> <p>Currently, the Federal East Station location is consistent with Adams County planning.</p>
24	<p>Vincent Baldassano</p> <p>The Bridge on Sheridan, south near the Sheridan Station, needs to be specifically mentioned and indicated that this bridge may need to be replaced. Even though, it may be engineering feasible for the train under the bridge--it should be mentioned, if the layout changes. In addition the pedestrian paths on the bridge is extremely bad and does not allow pedestrian access, from the south, to the station. The access certainly does not meet safety standards for pedestrian or any sort of disability access,</p> <p>The map for the roads around the Sheridan Station does not show the completion of Ralston Road east to Tennyson, when the station is completed.</p>	<p>Sheridan Bridge Replacement. At this point in the design, the bridge will be widened by one bay and a crash wall will be installed to separate the commuter rail from freight operations. RTD has no plans to add pedestrian walkways on the existing bridge.</p> <p>Colorado Department of Transportation (CDOT) is aware of the condition of the bridge and is currently moving the design of the Sheridan Bridge forward and investigating the cost feasibility for improvements to the structure.</p> <p>Extension of Ralston Road. Extension of roadways in the study area is under the purview of local governments.</p>

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25	<p>Jeff Bruce</p> <p>This is going to be very unpleasant for everyone, because I want to talk very briefly about a French invention which will make everything you are doing rather -- it's going to make it rather useless. Have you come across -- Jeff Bruce from Arvada. The French compressed air engine, which will make it very unpleasant here, or unpopular. The Indians are making it. It can be formed into trains, buses or on individual cars. It has no pollution, very little noise. And one little charge will take one air car 250 miles. When you collect the engineers together, to make the trains -- we have here an infinitely more flexible system. You can run on tracks, you can come off the track, you can go to town, you can go back onto the track. And I would rather suspect -- because all we're doing here is talking about a specific rail system. So, rather like a Henry Ford, not realizing maybe, that aircraft might take over and fly people this long distance. So, I am hoping RTD will start examining this system, in all seriousness, and also decide whether it might be a better way of doing things. That's all.</p>	<p>Compressed Air Locomotives. During the DEIS, much time was spent on selection of the appropriate technology. Light Rail Transit (LRT), Streetcar, EMU, and DMU technologies were all considered. Due to recent railroad policy, the Light Rail and Streetcar technologies would not be allowed to operate within the railroad ROW. Only compliant (FRA crashworthiness test requirements) EMUs and DMUs could be candidates to operate on the selected Gold Line alignment.</p> <p>Although compressed air locomotives have operated in mines since the 19th Century, there are no FRA compliant compressed air vehicles currently operating in transit service. To introduce untested and pre-production stage vehicles into the funding process would increase the risk and contingencies for the project.</p> <p>Additionally, compressed air vehicles likely will be less robust than typical vehicles of today which poses a danger from sharing the ROW with larger, heavier, and more rigid vehicles. Cool weather operation is also anticipated to be a challenge to operations in Colorado. It is difficult to maintain or restore the air temperature in cool weather by simply using a heat exchanger with ambient heat at the high flow rates used in a vehicle; thus, the ideal isothermic energy capacity of the tank will not be realized. Cold temperatures will also encourage the engine to ice up.</p>
26	<p>Harriet Hall</p> <p>My name is Harriet Hall. I live in Arvada. I live on Grandview Avenue, right across from where the train will go. And I live in a rather special part of Grandview Avenue, which is, really, is the historic entrance to Olde Town. I've talked before about the impacts on our neighborhood of the train and mitigating impact. And I want to thank you for all of the attention that's being paid to quiet zones, and urge RTD and the City of Arvada to continue working together, so that we can have a quiet zone, which will mean that our quality of life will actually be improved from what it is now. But I also want to look at the aesthetic impact a little bit, and I want to do it, not from the perspective of myself and my</p>	<p>Quiet Zones. Thank you for the support for Quiet Zone mitigation. Please refer to the response to Comment No. 4 above with regard to Quiet Zone implementation.</p> <p>Aesthetic Treatments along Grandview. RTD recognizes the importance of aesthetic impacts in historic districts and particularly along Grandview. Fencing Workshops were held by RTD with Arvada to address materials of construction along the entire alignment including the historic Grandview Avenue area. To reduce impacts of all kinds, RTD is proposing a single track configuration in Arvada from the Ralston Road underpass to east of Balsam Street just to the west of Olde Town.</p>

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	<p>neighbors on Grandview, but a person from Denver, who decides, for the first time, to visit Olde Town Arvada and rides the train and comes into Olde Town Arvada. And before they get to the station, what are they going to come through? Are they going to see a chain link fence? Are they going to see something that's attractive, that is as attractive as the houses along the street, as the large trees and the vegetation? That, I think, is a very important thing for us to think about, for RTD to think about, and for the city to think about. As individuals come to Arvada, they will be coming basically through a gateway community that right now is at the threat of being redeveloped in ways that might not keep it as attractive and as much of a welcoming statement to people coming to Arvada for the first time, or coming to Arvada on a regular basis. Or not going to Arvada, going to the end of the line and going through Arvada and saying, hey, this looks great. This looks like a place I want to stop. So, I would urge RTD, I would urge the City of Arvada, both, to remember the importance, in terms of the Gold Line, as, at this point, an economic developer for the City of Arvada and keeping that gateway community attractive.</p>	<p>From Lamar Street to the Wadsworth Bypass, the single track commuter rail will be north of the existing freight tracks and immediately south of Grandview Avenue. It is approximately 100 feet south of existing residences and from 8 feet to 3 feet lower than Grandview Avenue due to the topography in this area of the alignment. As the alignment travels west, this difference is reduced as the train ascends onto the bridge crossing over Wadsworth Bypass. The consequences include:</p> <ul style="list-style-type: none"> • Loss of more than 50 percent of the landscaped median currently between Grandview and the freight tracks, including most of the trees; • The addition of catenary; • The addition of protective fencing; and • The addition of one track <p>To mitigate these effects, RTD is providing post and cable fencing instead of the more typical chain link fence and replacing the landscaping on the space available between Grandview and the new track, where this is feasible. Due to possible interference with catenary, RTD can not plant trees immediately next to the track. A photo simulation of the revised design is included in Section 3.5, Visual and Aesthetic Qualities. The fencing selection process and materials are discussed in Chapter 2, Alternatives Considered.</p>
27	<p>John Kiljan I live at 6185 Field Street in Arvada. This is about airport access, the impact on the airport access when the Gold Line opens. Right now, Arvada enjoys a very nice service called the, "A-Line," which is sponsored partly by RTD, partly by the city and I think local businesses as well. It will get you down to the airport in about 35 minutes. My understanding is that this will go out of existence on opening day, because it will be in competition with the A-Line. We don't want to see that. I think it's about 32,000 trips per year, up to date. And it's a wonderful service. But, when we start taking the Gold Line down to the airport, transferring to</p>	<p>Airport Access. Estimates for rail travel times are in 2030, so bus and auto access travel times to Denver International Airport (DIA) must also be considered in 2030 to have an equitable comparison. The AA (or A-Line) currently has a 35-40 minute trip to DIA. This can be factored up by roughly 30 percent to account for congestion increases between now and 2030. Assuming the current day travel time of 40 minutes x 30 percent = about 52 minutes in 2030. The A Line runs only about 15 trips per day (60 minute headways with a 6 a.m. to 9 p.m. service span). This is a useful point for comparison of other aspects of service to the</p>



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	<p>Denver Union Station, and then going out there, it's going to approximately, I think, double your trip time. Having worked that out, there's a delay down in Denver Union Station. I was hoping, what we came up with, the electric multiple units, with the EMU, that we could come in at the same platform or adjacent platform down in Denver Union Station, and it would be a quick transfer for people carrying baggage, and so forth. So it doesn't look like - - that we're going to be at the opposite side of the platform, have to come up, cross over several lines, drop down and then wait for an unscheduled trip to go out on the east corridor, if I got that right, and then go the full run on the east corridor out to DIA. That's unfortunate. If we came into the same platform, or we coordinate the trains, or we had through trains that came in and went out on the other line, that could reduce that. I am hoping -- this will be my issue --there will be mitigation. I will be writing a comment on the e-mail, whatever it is, in regards to that. Thanks.</p>	<p>future Gold Line/East Corridor Rail.</p> <p>The rail travel time from Olde Town to DIA in 2030 would be Gold Line Travel Time: Olde Town to DUS at 13 minutes + transfer to East Corridor at 7.5 minutes + East Corridor Travel Time at 29 minutes = 50 min</p> <p>The travel times are fairly comparable between the A-Line and commuter rail, but the rail service is more frequent and has higher reliability since bus travel time can be affected by traffic incidents and weather.</p>
28	<p>Carol Zinanti (Public Hearing Comment)</p> <p>I heartily endorse what Jeff said about the French train system. I have two things that I would like to ask questions about. One is the proposed schedule of operations. Is that still from 4:30 a.m. until 1:30 in the morning? Is that the proposed schedule of operation? Oh, it's not. If it's still that long, as that still seems unnecessarily long to run the train. But I do thank you for increasing the time limit to one hour in the early morning and late evenings rather than every 15 minutes. My second question is also -- my second comment is also a question. And I'm just along the L-train, so it -- so that I am hoping Arvada and the Gold Line people are working positively to negotiate the quiet zone on Grandview Avenue, both the quiet zone and the vibration reduction. Thank you.</p>	<p>Compressed Air Locomotives. Please refer to the response under Comment No. 25 above.</p> <p>Operations Schedule. The Preferred Alternative would operate at eight trains per hour (7.5-minute headways) from 6:00 a.m. to 8:30 a.m. and from 3:30 p.m. to 6:30 p.m. From 5:15 a.m. to 6:00 a.m.; from 9:00 a.m. to 3:30 p.m.; and from 7:00 p.m. to 9:00 p.m. four trains per hour (15-minute headways) would be provided. For early morning, 4:00 a.m. to 5:15 a.m., and late evening service, 9:00 p.m. to 12:30 a.m., two trains per hour (30-minute headways) would be provided from Monday to Friday. To assist with operations, a transition period from 8:30 a.m. to 9:00 a.m. and from 6:30 p.m. to 7:00 p.m. would provide six trains per hour (10-minute headways).</p> <p>During weekends and holidays, train service would be two trains per hour (30-minute headways) from 4:00 a.m. to 8:00 p.m. One train per hour (60-minute headways) would be provided from 9:00 p.m. to 12:30 a.m. From 8:00 a.m. to 9:00 p.m. on weekends and holidays service would be four trains per hour (15-minute</p>



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		<p>headways). See Chapter 2, Alternatives Considered, for the current operational assumptions.</p> <p>Quiet Zones. Please see the response to Comment No. 4 above.</p>
29	<p>Martha Harvey</p> <p>I was going to take light rail to Littleton and the website had no information about where the closest station Bus connection would be. The website doesn't have any information about what exit to take and there is no signage on the roads either for Light Rail stations. The people coming for the Democratic convention won't be able find their way to the stations!</p>	<p>RTD Web Site. Please call 303-299-6000 for general RTD service questions.</p>
30	<p>Charles Boling homeowner</p> <p>With the increased population of the Water Tower Project, west of Olde Wadsworth and south of the BNSF tracks the number of elementary students crossing the tracks at Allison St has greatly increased. Consideration of a pedestrian crossover should be evaluated to insure the safety of the children.</p>	<p>Pedestrian Bridge. Each grade crossing has been evaluated for safety and recommendations made for improvements (see Table 4-8 in Chapter 4, Transportation Systems). RTD will convene a Fire, Life and Safety Committee (which includes local fire and safety organizations) during final design to ensure the safety of the system. A separate pedestrian bridge at Allison Street is not currently planned by RTD.</p>
31	<p>Richard Norris Bliss Cafe'</p> <p>Regarding the future planned (2030) parking garage at the Olde Town Arvada stop, I would suggest limiting the height to two stories to preserve the spectacular view from the aptly named GRANDVIEW AVE. All aspects of the Olde Town part of the project should strive to preserve the great view from street level on Grandview.</p>	<p>Views from Grandview. This visual impact of the parking structure has been a consideration throughout the public workshop process. Based on the elevation of Grandview Avenue, and assuming that the top of a three story parking structure of approximately 36 feet, there should be no visual impact. The height of the parking structure will be comparable, and perhaps lower, than the surrounding buildings planned as a part of the City of Arvada's TOD planning.</p>
32	<p>Georg Ek</p> <p>The orientation of FasTracks has concentrated the activity to the south of Denver, What will happen in Boulder and Ft. Collins.</p> <p>We need to have wide track at the juncture of UP &BN that leads to Boulder, Longmont and places to the north. The population in Arvada may be oriented to northern Colorado just as much as</p>	<p>Travel to the North. The provision of a cross-platform transfer to locations to the north (Westminster, Broomfield, Louisville, Boulder, and Longmont) at the Pecos Street and the 38th Avenue (now 41st Avenue) East Stations has been identified as an important issue from the initiation of the DEIS process and are assumed in the current design.</p>



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	<p>they are to south of Denver.</p> <p>The attraction of Arvada retaining it's historical character will draw folk to the city. The Arvada center has grown in significance since it's construction. It draws people from all over the state. That growth seems assured. therefore it is logical that special trains coming from the north would serve Olde Town for passenger transfer even in the future by street railway to the Arvada Center.</p> <p>Barring that I'm in error, I do not see that the present plans and designs address themselves to a northern exposure.</p> <p>As rapidly as we can, we need to put FasTracks into operation. that may necessitate our postponing the desired outcomes. What we would like to do can be incorporated in to the engineering designs and plans so that retrofitting to what is desired cost but nickels, dimes and quarters against major changes that without that forward perspective would cost thousands, maybe millions.</p> <p>This process has been quite exciting. The public involvement has been one of unified direction with courteous disagreements. For my part it has been one of the happier things that has happened in this chaotic chronological catastrophe called the 21st century.</p> <p>All of the staff, RTD and those in the private sector who have worked to submit this DEIS are to be commended. Their courtesy to the public is outstanding. My impression is that they believe in what they have done and what they are doing and are working for the common good of the public. Congratulations!</p> <p>It's very significant that this has been an activity that has strong people out of the capsules that run on rubber tires. Not addressed is the physiological benefit of people coming in contact with others. Rail traffic make people interface.</p> <p>Automobiles among all the other problems they cause include significant costs to governments at all levels precludes a common association with other citizens. There exists within public transportation an equalitive condition that is one of the fine and remarkable aspects of the democratic process.</p>	<p>Plans for future service to Fort Collins and to Pueblo are currently being studied by CDOT under the Front Range Study. Recommendations from this study have not been finalized.</p> <p>We appreciate your interest in the DEIS process, your concerns to plan adequately for the future so as to not preclude expansion, and your comments regarding your support of the process.</p>

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33	<p>George EK</p> <p>Good plans have gone into the Gold Line DEIS and are praiseworthy from other points of view. Only casual mention is made of Denver Union Station. The DUS may be the Achilles heel for the Gold Line and the other FastTracks projects. Adequate passenger friendly transfers for the infirmed children, bicycles, packages, etc. will be a challenge. The early vision of taking a train from Old Town Golden to Englewood of course is precluded by need for Gold Line to be commuter rail. As the DUS group has planned it the uncomfortable transfer or even riding a walkway probably can be likened to taking a flying carpet. Easy cross platform exchanges to intercity and other modes of transportation are precluded by separating our commuter rail from the light rail system. Even transferring from commuter rail to Amtrack is a little better gives no consideration to the need of having sufficient Amtrack track to meet current and future use. Further expansion of commuter rail south to hookup with Colorado Springs, Pueblo and Raton and the New Mexico commuter rail system has hardly been considered.</p>	<p>DUS Operations. Your concerns about the operations, transfers, and expandability at DUS are important considerations for the continued planning efforts of DUS.</p> <p>Please direct these comments to that process.</p>
34	<p>Gary & Lanna Gosage</p> <p>We think the Gold Line is a good thing, but we have a few concerns about the visual impact of fencing, poles and catenary along Grandview from Olde Wadsworth to Lamar.</p> <p>Visually, the catenary is going to be an impact in historic Olde Town, particularly to the residences east of the Wadsworth Bypass. However, the chain link fencing depicted in the visual simulations is an even bigger concern as it will be a greater visual impact, very unattractive and not fit the context of the community. In addition, chain link fence has numerous problems with trash and other debris getting stuck in it.</p> <p>Who is responsible for cleaning and maintaining the property on both sides of the fence? How often will that cleaning and maintenance occur?</p>	<p>Visual Impact of Catenary. The installation of catenary would represent a visual change. RTD will be installing architectural poles that are compatible with the historic character of the Grandview area (See Table 3.5-2, Mitigations for Visual and Aesthetics under the Preferred Alternative). However, the fact that catenary was once found in Arvada as part of the historic trolley car system, mitigates these impacts.</p> <p>Visual Impact of Fencing. Due to concerns over the visual impact of fencing, RTD hosted Fencing Workshops where local governments considered four basic fencing types. Based on cost and visual considerations, the team recommended chain link fencing except on emergency walkways on the Ralston Creek Bridge, between Lamar Street and Carr Street, and adjacent to the Sheridan and Arvada Ridge transit stations, where post and cable was recommended.</p>



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	<p>The design of the fence needs to be visually sensitive to the surrounding community and fit the historic look of the neighborhood.</p> <p>We support the EMU technology for the Gold Line.</p>	<p>Support for the EMU Technology. Comment noted.</p>
<p>35</p>	<p>Carol Zinanti</p> <p>Thank you for not taking any homes.</p> <p>I appreciate the new schedule of train on the Gold Line but still resist the hours of 4:30 am to 1:30 at night as I don't believe the ridership warrants the use of energy it takes to keep it functioning on a daily basis.</p>	<p>Not Acquiring Residences. The Gold Line team has redesigned the alignment numerous times to avoid and minimize all impacts so thank you for the recognition of these efforts.</p> <p>Operations Schedule. Late evening operation will be truncated at 12:30 a.m. not 1:30 a.m. due to public concerns about noise and energy usage. Also refer to the response under Comment No. 28 above. Please see Table 2-16, RTD Methodology for Defining Program-wide Architectural Style, for the current assumptions of the Gold Line.</p>
<p>36</p>	<p>Bill DeGroot Urban Drainage & Flood Control District FTA Region 8</p> <p>David Beckhouse Team Leader for Planning and Programs c/o Gold Line Team, GBSM 600 17th Street, Suite 2020 South</p> <p>RE: Gold Line Corridor Draft Environmental Impact Statement</p> <p>Dear: Mr. Beckhouse:</p> <p>This letter contains the comments of the Urban Drainage and Flood Control District regarding the above referenced DEIS. The comments are all addresses to Section 3.10.4 Floodplains/Drainage/Hydrology contained in Volume 1. Our comments follow:</p> <p>Ralston Creek Bridge</p> <p>The text indicates that a new structure over Ralston Creek would require six bridge piers, and that the placement of the piers would replicate the current pier locations of the adjacent railroad bridge. We would rather see new bridges put fewer piers in the waterway</p>	<p>Bridge Piers at Ralston Creek. We understand the goal of using fewer bridge piers for new structures. However, due to visual impacts, structure depth, and cost, RTD's current plan is to maintain the same 6-pier design as the existing BNSF Railway Company bridge.</p> <p>Bates Lake Floodplain. Construction of the two facilities mentioned in your letter will be coordinated between the City of Arvada and the Gold Line.</p> <p>Sheridan Station Flooding. Thank you for the information regarding the new conveyance structure located west of Sheridan Boulevard. This will avoid the flooding of the track way and possibly portions of the parking at the future station. Regarding parking, the station footprint has been redesigned at the request of the railroad for greater clearances in this location. Even without your proposed storm water conveyance project, the Sheridan Station parking facilities will be outside the influence of the 100-year flood.</p> <p>Lake Sangraco Spillway. The proposed Gold Line trackway will not affect the Lake Sangraco spillway or channel.</p>

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	<p>so that the obstruction of the original bridge is not perpetuated when that bridge is inevitably replaced.</p> <p>Bates Lake Floodplain</p> <p>In 1975 the District, City of Arvada and Adams County completed a master plan and floodplain delineation for Hidden Lake and Bates Lake. We are currently revising and updating that master plan. Included in the recommended plan is an enlarged pipe under the existing railroad embankment between Ralston Creek and Sheridan Boulevard. A second conveyance facility is proposed immediately west of Sheridan Boulevard passing under the existing railroad bridge. Construction of these two facilities should be coordinated between the City of Arvada and the Gold Line.</p> <p>Sheridan Station Location</p> <p>Both the original Bates Lake master planning study and the on-going update identify a 100-year floodplain along the north side of the existing railroad from Sheridan Boulevard to Tennyson Street. It appears as though both the new tracks and at least a portion of the Sheridan Station would be encroaching into that floodplain. The proposed conveyance facilities discussed in the above paragraph west of Sheridan Boulevard would eliminate the floodplain east of Sheridan.</p> <p>Lake Sangraco Spillway and Channel</p> <p>This facility is located immediately north of the existing railroad embankment west of Federal Boulevard. It is the outlet for the Hidden Lake watershed. Please recognize this facility and confirm that the proposed extension of the railroad embankment to the north, as depicted in Figure 3.10-11, will not impact this facility.</p> <p>Clear Creek Bridge</p> <p>As with the Ralston Creek Bridge we question the intent to replicate the number of piers in the waterway.</p>	<p>Commuter Rail Bridge of Clear Creek. The intent of matching the existing freight rail bridge architecture at Clear Creek is for both cost and aesthetic reasons.</p> <p>Update of the Clear Creek Master Plan. Thank you for the information regarding the intent to re-construct a 100-year bridge at Federal Boulevard with downstream channelization to match into the downstream channel. Given the re-designed station (with parking moved eastward outside of the 100-year floodplain), the Urban Drainage and Flood Control District (UDFCD) project should not impact access to the station. However, the two respective design projects should be coordinated.</p> <p>Federal Station. Due to concerns about providing parking in the Clear Creek floodway, the parking facility at this station has been moved to the east, outside of the floodway.</p>



Comment Number	Comment	Response
	<p>Federal Station</p> <p>The District, Adams County and several other entities are in the process of updating the Clear Creek master plan. The recommended plan in this vicinity is a 100-year bridge at Federal Boulevard with downstream channelization to match into the downstream channel. This project might impact access to the station from 61st Avenue and Federal. Additionally, unless or until this project is constructed, the DEIS correctly notes that the entire Federal Station location is within the 100-year floodplain, but says nothing about public safety. Cars float and cars carry hazardous materials. The Final EIS should address potential hazards resulting from the construction of such a large parking lot in known flood hazard area.</p> <p>If you have questions concerning any of the above comments, please call me.</p> <p>Sincerely, Bill DeGroot, P.E. Manager, Floodplain Management Program</p>	
37	<p>Georg Ek</p> <p>The Gold Line EIS vaguely addresses how and where DUS will service passengers and the necessary train station maintenance at DUS of Commuter Rail movements in and out of DUS.</p> <p>Just where does the Gold Line and companion Commuter Line trackage enter and depart DUS?</p> <p>How adequate will the trackage be or will it resemble and avoid the current trackage and snarling switching and delays that Amtrak endures?</p> <p>Northern service on the Commuter Lines begs for addressing southern service on current Light Rail Lines as well as future Commuter Rail and Amtrak expansions.</p> <p>The trail or 'choke' track parallel to Wewatta Street has been removed. That choke held promise of resumption of southern rail</p>	<p>Please see response to Comment 33 regarding DUS operational comments.</p>

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	<p>service to connect with what is now called the Consolidated Main Line (CML).</p> <p>For DUS station trackage to once again enjoy southern access to the CML past the Pepsi Center is feasible. Such connections serves public needs and is an advantage to the Gold Line and its northern Commuter line partners. Has the south-west Wawatta St. railway trail trackage been temporarily removed or abandoned just for development?</p> <p>Another option for southern rail connections from DUS is to construct a mirror image of the wye that the California Zephyr now uses in its reversing to enter DUS at Prospect Junction.</p> <p>The California Zephyr trains serving passengers must snake through the labyrinth of switches at the southwest corner of Prospect Junction to enter DUS. This time consuming process is accomplished while arriving and departing passengers wait. (During freezing snow blowing nights waiting on the platform to board the California Zephyr is misery. Will it be less painful for Gold Line and northern Commuter Rail passengers?)</p> <p>These reverse directional movements to enter DUS – as presently configured – adds time to the public timetable scheduling. Far more damaging is the unfriendly delays and inconvenience visited upon both arriving and departing passengers.</p> <p>As future passenger needs pressure both Commuter Rail and Amtrak to expand trackage, conflicting requirements of both Amtrak and Commuter Rail to gain quick and efficient entry and departure from DUS fails to be addressed by the proposed DUS EIS.</p> <p>Can the efficient service needs of intracity and intercity trains be considered oblivious of the common and different requirements of each mode?</p>	

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38	<p>George Ek</p> <p>The NORTHERN EXPOSURE</p> <p>Job opportunities and attractions to Boulder and other cities north of Arvada promises to be more significant than it is in 2008.</p> <p>Does the EIS in all of its 600 plus pages address the daily work force, population and transportation needs oriented to the North?</p> <p>Is the Pecos Street station, especially the optional Pecos St. station to the East, serving the interchange of passengers – particularly those commuting north to work daily – from the Gold Line to transfer to the Northwest and North Metro Corridors on the same or adjacent platforms adequately addressed?</p> <p>If the east Pecos St. option is chosen those ticketed to stations on the Gold Line from the northern corridors can transfer easily.</p> <p>The attraction for folk living north to attend performances at the Arvada Center can with a minimum of steps detrain from an inward bound train to the Gold Line.</p> <p>A focus on attraction of those living north to the facilities off the Gold Line deserves attention.</p> <p>A wye off the northern lines to directly head into the Gold Line in the Pecos area offers direct service and interchange not only of passengers but of equipment.</p> <p>The popularity of the Arvada Center continues to grow. The quality of its choice of performances and the professional actors and musicians have a wide state attraction currently and even more so in the future.</p> <p>Isn't it reasonable to foresee the needs of special trains routed into Denver over a wye from the north switching into the Gold Line Corridor?</p> <p>Intermodal Connections</p> <p>How very necessary it is for passengers to step off of one mode on to another!</p>	<p>Northern Exposure. Due to very strong support throughout the agency and public involvement process, RTD is planning peak hours cross platform transfers from the Gold Line to the Northwest Rail traveling to Westminster, Broomfield, Louisville, Boulder, and Longmont. This will allow persons living in these communities access to Wheat Ridge, Arvada, Unincorporated Jefferson County, Adams County, and Denver and vice versa. Access to the north has, and continues to be, one of the top issues expressed during the DEIS/FEIS process.</p> <p>Intermodal. As shown on Table 4-4, Preferred Alternative Bus Operations Plan, bus service has been re-configured to support the commuter rail system. Figure 4-3, Station Boardings, Mode of Access to Stations, and Passenger Volumes between Stations, shows that 38 percent of the Gold Line ridership will access the station by bus.</p> <p>Fares. Commuter Rail fares will be comparable to LRT fares for equal service. That is, the cost for a 5-mile trip on either service will be identical.</p> <p>Aesthetic and Historical Considerations. Thank you for your compliments on the DEIS. Both considerations have been addressed in the planning meetings held for all seven of the proposed transit stations.</p> <p>Cooperation and Coordination. Thank you for the compliments on the Public Involvement process.</p> <p>Sensible Investment. Regarding the comment on sensible investment, we have conducted value engineering studies throughout the course of this study to provide the best life-cycle cost (LCC) value to transit patrons. The realization of an acceptable cost-effectiveness index (CEI) has encouraged the team to further consider LCC.</p>



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	<p>Bus Stops need to be as close as space permits for passengers to transfer from or two rail or bus. Walking any distance beyond a few steps, especially anything even as short as a long block, is unacceptable – often impossible for those with strollers, carrying children, bearing shopping baggage or luggage and for the elderly and infirmed.</p> <p>Busses are an adjunct to rails service, feeders that are next to not distant.</p> <p>Fairs</p> <p>Commuter Rail ticketing calls for the identical tariffs adopted for Light Rail service.</p> <p>Ticketing for bus and rail must be the same and fair zones integrated.</p> <p>Shorter trips on any mode need to be the same -not confusingly or unreasonably unlike.</p> <p>Passengers boarding an express bus, for example, should not be tempted to select a local because of differences in cost. (Some passengers select RED line 52 over 72X and 76X because it's cheaper. This dichotomy must be thoughtfully address to attract ridership.)</p> <p>Esthetic and Historical Considerations</p> <p>The Gold Line draft EIS has addressed these issues well and is to be commended. In final preparation, acute focus on both is necessary and must be an on going part of planning long after the Gold Line is in operation.</p> <p>Cooperation and Coordination</p> <p>The process of public involvement that has marked all the phases of preparation up to the development of this GOLD LINE CORRIDOR Draft Environmental Impact Statement has been one of the more uplifting actions of the 21st. Century. So much of this chaotic period has been depressing. Nothing seems to have gone well.</p>	

Comment Number	Comment	Response
	<p>Choices were made to repudiate George Washington's admonishment to avoid foreign entanglements. FasTracks has suffered with escalating cost of copper and construction because of those decisions.</p> <p>With the storm clouds of a malicious campaign to rescind FasTracks ominously gathering on the horizon, delay of the Gold Line is unthinkable.</p> <p>Any costly changes can be designed by engineers for nickels, dimes and quarters for easy retrofitting that will be far less expensive than if wise thoughtful planning to meet our future needs is not incorporated in their current designs and current track and facility drawings.</p> <p>The beauty of FasTracks is that it has involved the folk at the grass roots level in an equality of condition when nothing else has offered what FasTracks has offered: HOPE!</p>	
39	<p>Bob Gailer Gold Line Preferred Alternative Graphic too small? I went to http://www.rtd-fastracks.com/gallery.php?section=gl and clicked on the Preferred Alternative link hoping to see a much larger map (one that I could read). The link took me to: http://www.rtd-fastracks.com/gallery.php?category=49&ion=gl There the map was the same size! Can you provide a larger picture? Bob Gailer Chapel Hill NC 919-636-4239</p>	<p>Preferred Alternative Graphic. A revised map has been sent to you on a compact disk (CD). Additionally, a more detailed Portable Document Format (PDF) of the alignment has been included on the project Web Site.</p>

Comment Number	Comment	Response
40	<p>Tom Dufficy 38th Avenue Station Dear Andy,</p> <p>I am a property owner of the land between 42nd and 43rd on Fox Street. I want to take a moment to provide my opinion on what would be the most advantageous location for the 38th Ave station. Of the three options being considered, I feel that the 41st East location would provide the easiest access to the station and the greatest benefits to the community. My reasons for holding this opinion may be summarized thus:</p> <p>The Brannan Sand and Gravel Company, which occupies the entire area on which the station would be located, is a heavy industrial enterprise which dominates the character of the surrounding area. It generates a very high volume of heavy truck traffic as well as smoke, and its tall hoppers and heaps of gravel will remain an unsightly feature after the station is in operation. If the station is located further south, then the placement of Brannan will likely choke-off desirable development to the north, and probably limit such development to the south as well.</p> <p>Since RTD will likely locate their Bus Maintenance Facility on the old Denver Post property, then those of us north of Brannan will be bracketed by these heavy industrial operations. Traffic in buses and dump trucks will affect the entire length of Fox Street and probably eliminate any chance of meaningful renewal for the area.</p> <p>Locating the station on this option would serve the Quigg Newton and Globeville neighborhoods better than the other options, allow for a shorter pedestrian bridge straight across 41st from Inca, and allow for a very uniform configuration of the station. It would eliminate the heavy traffic generated by Brannan now, and so make the addition of new traffic produced by the station less significant. It would also require the condemnation of only one property.</p>	<p>Selection of the 41st Avenue East Station. This comment is addressed above under the response to Comment No. 3. We believe that the advantages that you cite have been addressed under this response and have been included in our screening criteria.</p>



Comment Number	Comment	Response
	<p>Placement of the station on the 41st East option will encourage development to the north and minimize the effect of the Maintenance Facility. Replacing Brannan with an attractive station placed essentially in the center of the Fox strip will encourage renewal on both sides. If this option were chosen, then my company would look seriously at developing our property with mixed-use retail and residential units along the lines of the Englewood Town Center. Additionally, if the station is located next to our property, we would also be interested in talking with RTD about a possible PPP involvement with the station.</p> <p>Please feel free to contact me for any further information.</p> <p>Sincerely, Tom Dufficy, President, CDI Tom Dufficy Central Denver Iron Works, Inc., 303.433.3180 (Phone) ext. 304, 303.433.3002 (Fax), tomdufficy@CDIronworks.com</p>	
41	<p>Alicia Phillips (Bruggerman) Goldline Hi, My husband and I just moved to the Old Town Arvada area. We live on Grandview Ave just east of Wadsworth. At this point in time our neighborhood does not appear to be in a Quiet Zone so that is my main concern with the additional gold line. We don't mind the trains running in front of our house but the horns for the train are blown frequently and right in front of our house. Since comments are being solicited at this time I'd encourage whatever measures are possible to keep the noise level to an absolute minimum. I've also been told there will be cables exposed to run the light rail. We just moved here from San Francisco. Many neighborhoods there were having cables run underground instead of above ground. Those areas of the city looked so much nicer than one's that ran above ground. If at all possible I think it</p>	<p>Quiet Zone. Regarding the implementation of a Quiet Zone, please refer to Comment No. 4 above. The concept of a Quiet Zone in the Arvada area has been strongly supported and your neighborhood is included.</p> <p>Underground Catenary. The cable cars in San Francisco work very well for local travel. The problem with that technology is that they only are able to carry small numbers of passengers and only go approximately 10 miles per hour. This would significantly increase the travel time on the Gold Line, thereby impacting the ridership. While catenary does have a visual effect, much of Olde Town was originally served by the Trolley (until the 1950's) which also had overhead catenary.</p> <p>Visual Aesthetics at the Olde Town Station. Station aesthetics have been addressed through the station planning process and fencing workshops, so that the Olde Town Station will be</p>



Comment Number	Comment	Response
	<p>would be great to have the cables run underground, at least in our neighborhood, to keep the Old Town Arvada feel. Finally, I think that the location of the station should be in Old Town Arvada and should fit the "feel" of old town Arvada to lure people out of the train and have them come and explore our neighborhood for a bit.</p> <p>Thank you for asking for our opinion, Alicia and Greg Bruggeman</p>	<p>consistent with the surrounding area. Also, as stated earlier, architectural catenary poles will be provided throughout the historic districts in Arvada.</p>
42	<p>Barney Brewer Comments: Goldline DEIS Attn: Dave Beckhouse Subject: Gold Line Draft Environmental Impact Statement Reference: (3.5,pp.18-20)(Figure 3.5-9)(ES-47)</p> <p>Following a review of the Arvada Section of the Gold Line DEIS, please find enclosed my concerns and comments along with exhibit "A" &"B", attached hereto and made a part hereof. Please include my comments in the Final EIS.</p> <p>Respectfully, Barney Brewer Comments RTD DEIS, Barney Brewer</p> <p>3.5.2 Affected Environment</p> <p>... "Generally, viewers in parks and residential areas are assumed to be the most sensitive to visual and aesthetic impacts"...</p> <p>The Stocke/Walter Addition is the location of the most significant historical residential dwellings in Arvada. This district located on Grandview Avenue between Wadsworth Bypass and Lamar Street is the gateway neighborhood to Historic Old Town. Therefore; it would be valuable to uphold the historical nature of the area when erecting new structures.</p> <p>All of the historic homes along this section of Grandview face directly toward the Gold Line right-of-way. Potentially, 20K riders per day will be able to view at eye level, the activities of the residents causing a visual and privacy impact.</p> <p>Suggested Mitigation: (1) Replace the chain link type fence with a</p>	<p>Visual Impacts along Grandview. Regarding fencing design recommendations, please refer to the response to Comment No. 26 above. It is anticipated that an aesthetically pleasing fencing material will be used throughout the historic district.</p> <p>Also, as stated earlier, architectural catenary poles will be provided throughout the historic districts in Arvada.</p> <p>The SHPO agrees that the reintroduction of passenger rail into a historic district that was originally served by the trolley does not negatively impact the visual environment or aesthetics of the area.</p>

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	<p>fence similar to that used on the new Grandview Bridge. This would make an attractive transition from the bridge along the right-of-way through the neighborhood. The fence should be of sufficient height to support vines and plantings above the level of the train car windows. This would substantially reduce the visual impact. (2) Use architectural catenary poles throughout the area.</p>	
43	<p>Alicia Bruggeman Hi, We live on Grandview Ave facing the tracks. Our concerns are that we keep noise levels to an absolute minimum and that it's aesthetically pleasing to keep our privacy. We'd be absolutely opposed to a chain fence of any sort. A wood fence would be appropriate and should cover the majority of the view from the tracks to our home. We'd like our home to remain private so it's important to us that there be a tall wooden fence between us and the tracks and that there be trees or hanging plants that prevent views into our home. Thank you for considering these options.</p>	<p>Visual Impacts along Grandview. Regarding fencing design recommendations, please refer to the response to Comment No. 26 above. As stated earlier, architectural catenary poles have been provided throughout the historic districts in Arvada. Regarding the erection of a wood fence, this option was not supported during our fencing workshops due to concerns that the fence (that could be up to 12-feet high) would represent a greater visual impact than the use of architectural fencing and landscaping. Additionally, wood fences provide maintenance problems over the long term.</p>
44	<p>Margaret Christon I am very strongly in favor of the quiet zone being proposed for the historic district in Olde Town Arvada – i.e. along Grandview Avenue. With trains coming by every few minutes during peak hours – this is absolutely essential for those of us who live on this street. I have lived in my house for over 15 years – I moved here because of the character of the neighborhood and the large lots – I am an avid gardener. I love quietly pattering in the yard – and this would be pretty hard to do with train horns and clangs every few minutes. I very much appreciate the single track in front of the house instead of two. Having the quiet zone will make all the difference in helping us tolerate this huge change to our neighborhood.</p>	<p>Quiet Zone. Please refer to the response to Comment No. 4 above. Single Track. Support for this recommendation is noted.</p>

Comment Number	Comment	Response
45	<p>Margaret Christon</p> <p>I live on Grandview Avenue in a 100 year old house that I love. One of my big concerns as the Goldline moves forward is what I will look at out my front window once the project is completed. Right now there is a greenbelt with trees in front of my house. I would hate to see that replaced with a view of chain link fence and light rail wires. Please consider landscaping the north side of the track somehow – with trees and shrubs and even perennials and grasses. They will add beauty to the neighborhood and will also help buffer the vibration from the trains and afford us some privacy from the trains running in front of our houses every few minutes. Thank you.</p>	<p>Visual Impacts along Grandview. Regarding fencing design recommendations, please refer to the response to Comment No. 26 above. As stated earlier, architectural catenary poles have been provided throughout the historic districts in Arvada. The planting of trees is not assumed along the railway alignment due to concerns about tree limbs interfering with the catenary and ongoing maintenance requirements.</p>
46	<p>Elaine Jurries</p> <ol style="list-style-type: none"> Noise/vibration: I live on Grandview Ave. and the light rail will go right in front of my house. Needless to say, I strongly urge the "powers that be" to institute a quiet zone through Arvada. A quiet zone will help make living along the light rail more tolerable for the dozens of people who live in homes close to the light rail. Aesthetics: Since this part of Grandview Ave. is an historic district (Stocke-Walter), it would also enhance Arvada's reputation to have nice landscaping and trees in the zone between the tracks and Grandview Ave. <p>Thank you Elaine F. Jurries</p>	<p>Quiet Zone. Please refer to the response to Comment No. 4 above.</p> <p>Visual Impacts along Grandview. Regarding fencing design recommendations, please refer to the response to Comment No. 26 above. The planting of trees is not assumed along the railway alignment due to concerns about tree limbs interfering with the catenary and ongoing maintenance requirements.</p>
47	<p>Evelyn King</p> <p>Comments on Draft EIS With the Purpose and Need statements suggesting the need for mobility improvement, there should be additional alternatives analyzed which might provide more mobility than the Preferred Alternative. I also have concerns about the human and natural environment where the environmental consequences are concerned. Specifically:</p> <ol style="list-style-type: none"> Why were new general purpose highway lanes and bus/HOV lanes not included in the decisions made for cost/benefit? The 	<p>Alternatives Considered. Highway widening, Bus/high occupancy vehicle (HOV) lanes, and bus rapid transit (BRT) on I-70 were investigated during the Denver to Golden Major Investment Study (MIS), the predecessor of the DEIS. The widening of the I-70 footprint for any of these alternatives was not supported by the public due to property acquisition, loss of parkland, and noise to surrounding land uses. Additionally, CDOT had (and has) no funding for improvements to I-70 between I-25 and state highway (SH) 58.</p>

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	<p>initial decisions appear to have been based on inaccurate costs for the rail alternative, with all the announced cost increases. Considering the "human and natural environment," I believe highway lanes would provide greater mobility for many more people; with less disturbance of the natural environment, than the Preferred Alternative. Where is the comparative data supporting the Preferred Alternative?? I believe the other alternatives would cost less than the Preferred Alternative and there is no valid reason why to exclude them from consideration in the EIS.</p> <p>2. I do not believe the EIS properly considered the impacts of construction on pollution and greenhouse gas emissions. The rail alternative shows greater greenhouse emissions than the no-action alternative. Exactly how many tons of greenhouse gases will be emitted during construction?? Since the reduction in highway traffic is extremely tiny, I do not agree with the statement that the increase in emissions will be offset by the traffic reduction. The fleet turnover and flex/no fuel car technology may not have been included in the EIS modeling; however, those vehicles will continue to provide mobility while emitting few if any emissions. It is important to be open and honest with the citizens in this regard.</p> <p>3. If the Preferred Alternative plans to eliminate single occupant vehicles (SOV), the EIS should provide data as to exactly how much that reduction will be, and the assumptions made. The amount of overall traffic reduction is minuscule. I was very disappointed in the I-25 North Front Range EIS, which did not clearly explain how much traffic congestion reduction would occur with rail options versus highway options. Again, let's be open and honest with the data provided.</p> <p>4. If there is a goal to ensure equal opportunity regardless of financial means, exactly how is it decided that the more wealthy don't have greater access to this subsidized transit versus those who have fewer financial means?? Will there be</p>	<p>The alternatives evaluation for the Gold Line EIS followed the guidance from a document called, "<i>Linking Transportation Planning and NEPA</i> (FHWA/FTA, 2005)", which encourages the use of the results of past transportation projects in current planning. Consequently, the Gold Line DEIS did not re-investigate alternatives that were dismissed in the MIS. A summary of the results of the MIS is provided in Chapter 2, Alternatives Considered.</p> <p>The FasTracks Plan and the DRCOG's Regional Transportation Plan (RTP) recommended fixed-guideway transit on the Gold Line alignment. This resulted in a Purpose and Need for the Gold Line DEIS calling for the implementation of fixed-guideway transit from DUS to Ward Road. Thus, highway widening, HOV lanes, or BRT were not supportive of the Purpose and Need, were eliminated in previous planning studies, and so were not further evaluated in the DEIS.</p> <p>Regarding the rail cost estimates; they have been reported in the DEIS in current dollars. They were reported in current dollars so as to provide the most reliable information in the DEIS since construction costs, as was the general economy, in a very unpredictable condition.</p> <p>The announcement of cost increases for the FasTracks program, were reported in year of expenditure (YOE) dollars. Therefore, the decisions made in the DEIS were based on accurate cost estimates for today without speculation as to what will happen in the next 10 to 20 years.</p> <p>Regarding highway alternatives, improving mobility with less environmental impact: that is generally not the case, particularly when highways are constrained by parks and urban development adjacent to the alignment, as is the case on I-70 and other major freeways in the Denver region.</p> <p>For the Denver region, there are no highway funds identified for improvements to I-70. Projects that are not in the DRCOG fiscally</p>

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	<p>some form of means testing to determine fare equity?</p> <p>5. Regarding the concern for the human environment, I would like to know how the eliminated alternatives compared in the number of property acquisitions with the Preferred Alternative. Property acquisition takes a heavy toll on the humans involved.</p> <p>Thank You, Dan King 303-588-6073 dking49326@aol.com</p>	<p>constrained 2030 RTP, i.e., those that are not funded, can not receive a decision document from the FTA.</p> <p>You are correct that there is a slight increase in greenhouse gas emissions emitted in the Gold Line study area with the Preferred Alternative. However, these impacts are quite modest and less than the No Action Alternative. However, taken as a whole, the FasTracks program slightly reduces greenhouse gas in the Denver metro area. Additionally, the FEIS air quality assessment shows that the Preferred Alternative improves air quality slightly over the No Action Alternative for all parameters. The benefits are very modest, typically within 1/100th of a percent.</p> <p>Traffic Reduction. First, the elimination of single occupancy vehicle (SOV) travel was not identified as a project goal for the Gold Line (Please see Chapter 1, Purpose and Need, for the project Purpose and Need and goals).</p> <p>The transportation impacts (identified in Chapter 4, Transportation Systems) of the Preferred Alternative are estimated using an approved travel demand model that is required to be used by air quality conformity laws. The model is in the purview of DRCOG, the agency (along with the Air Pollution Control Division) responsible for air quality conformity and for evaluating travel demand and transportation improvement needs in the region.</p> <p>After Level 2 Screening, every alternative investigated in the DEIS was evaluated using this model. The Preferred Alternative performed the best of all of the alternatives investigated. The model measures reductions in SOV usage in terms of VMT. The Preferred Alternative was found to reduce VMT by 18,221 per day.</p> <p>Transit alternatives, similar to highway lanes, are built to handle peak period travel. During the peak period, mode share on transit is estimated to be 25 percent to central Denver and similar percentages for transit are found on interstates in the peak period in the rest of the region. For example, the Southeast Corridor carries approximately 20 percent transit riders in the peak period.</p>



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		<p>Equal Opportunity. Equity is an important criterion for FasTracks, which is one reason that all portions of the metro area (north, south, east, and west) include proposed transit projects. The demographics of the Gold Line project suggest that minority and low-income persons are distributed throughout the corridor, with somewhat higher percentages of these groups located near the 38th Avenue (now 41st Avenue East) and Pecos Stations. This is shown on Figures 3.1-5 Existing Minority Populations in the Gold Line Study Area, and 3.1-6 Existing and Low-Income Populations in the Gold Line Study Area. In fact, five of the seven Gold Line stations are bounded by areas with low income populations exceeding 25 to 50 percent of the total population. All of the transit stations have minority populations of at least 10 percent and five of the seven stations have minority populations of at least 25 percent.</p> <p>RTD has a number of fare programs including fare reductions for senior and low-income persons and others. Please refer to the RTD Web Site for specifics about the current programs at www.rtd-denver.com</p> <p>Property Acquisition. As shown on Table 2-6, Summary of Major Environmental Impacts, in the DEIS, the Preferred Alternative (Alternative 3) was estimated to require 0 to 6 residential and 15-20 business acquisitions. This was significantly lower than the Alternative 6DD (100 to 120 residential and 30 to 36 business acquisitions) or Alternative 6G (50 to 60 residential and 35 to 40 business acquisitions) and comparable to the Streetcar Alternative 7BB.</p> <p>Further design and study completed since the DEIS the study shows that the Preferred Alternative would require 0 residential and 16 business acquisitions (see page 3.3-1 of the FEIS). Highway widening or Bus/HOV requiring the widening of I-70 could be anticipated to require many more property acquisitions. This is because highway widening would require a number of private residential or business acquisitions due to the proximity of these</p>



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		uses to the I-70 alignment whereas the Gold Line was able to capitalize on using a great deal of existing railroad ROW.
48	<p>George Ek</p> <p>Megan Quinn's Residents weigh in on Gold line is commendable. I too attended the good meeting at the Arvada Center on Thursday, 7th of August, and due to a mix up did not present my comments to those assembled.</p> <p>The process of public involvement that has marked all the phases of preparation up to the development of this GOLD LINE CORRIDOR Draft Environmental Impact Statement, in my judgment has been one of the more uplifting actions of the 21st Century.</p> <p>So much of this chaotic period, when nothing seems to have gone well, FasTracks and particularly the interaction of people concerning the Gold Line Corridor – even among those with differing views – has been both courteous and respectful.</p> <p>The beauty of FasTracks for me has been that it has involved the folk at the grass roots level in an equality of condition. Cooperation and coordination between all entities involved in the Gold Line planning has been characteristic.</p> <p>For me, FasTracks and the Gold Line plans have escaped the deluge of the international and national storms. It has been a calm sea remote from the stormy sea of trouble and discontent. The Gold Line horizon promises what I feel that which we all down deeply yearn: HOPE!</p> <p>An aspect of promise for Arvada and adjacent communities along the Gold Line to which little has been addressed include:</p> <p>The NORTHERN EXPOSURE</p> <p>Job opportunities and attractions to Boulder and other cities north of Arvada promises to be more significant than it is in 2008.</p> <p>Viewing the daily work force, population and transportation needs are increasingly oriented to the North.</p>	Please refer to the response to Comment No. 38 above.



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	<p>The Pecos Street station, especially the optional Pecos St. station to the East, could more easily serve as the interchange of passengers – particularly those commuting north to work daily. Gold Line passengers could, if the optional East Pacos Station is selected, transfer to the Northwest and North Metro Corridors on the same or adjacent platforms.</p> <p>If the East Pecos St. Option is chosen those ticketed to stations on the Gold Line from the northern corridors can transfer easily. On the other hand, if the Pecos west option is chosen, the transfer will be down the line, perhaps even somewhere in the Denver Union Station complex. How many will choose that inconvenience, and add to their precious transportation time?</p> <p>The attraction for folk living north to attend performances at the Arvada Center continues to grow. The quality of its choice of performances and the professional actors and musicians have a wide state attraction currently. Even more so in the future.</p> <p>A focus on attraction of those living in the northern exposure to the facilities off the Gold Line aside from the Arvada Center deserves attention. With a minimum of steps detrain from one of the North corridor trains to the Gold Line, and visa versa, makes the choice to go by rail over a gas guzzler appealing.</p> <p>Additionally, the selection of the East Option at Pecos Street Station frees up space for the construction of a wye A railway wye connecting the northern lines to directly head into the Gold Line provides direct service and interchange not only of passengers but for railway service needs and railway equipment functions.</p> <p>Isn't it reasonable to foresee the needs of special trains routed into Arvada over a wye from the north switching into the Gold Line Corridor?</p> <p>Intermodal Connections</p> <p>How very necessary it is for passengers to step off of one mode on to another!</p>	



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	<p>Bus Stops need to be as close as space permits for passengers to transfer from or two rail or bus. Walking any distance beyond a few steps, especially anything even as short as a long block, is unacceptable – often impossible for those with strollers, carrying children, bearing shopping baggage or luggage and for the elderly and infirmed.</p> <p>Busses are an adjunct to rails service, feeders that are next to not distant.</p> <p>Fairs</p> <p>Commuter Rail ticketing calls for the identical tariffs adopted for Light Rail service.</p> <p>Ticketing for bus and rail must be the same and fair zones integrated.</p> <p>Shorter trips on any mode need to be the same – not confusingly or unreasonably unlike.</p> <p>Passengers boarding an express bus, for example, should not be tempted to select a local because of differences in cost. Some passengers select RED line 52 over 72X and 76X because it's cheaper. This dichotomy must be thoughtfully addressed to attract ridership.)</p> <p>Esthetic and Historical Considerations</p> <p>Acute focus on esthetic and historical consideration appears to be part of the Gold Line plans. Both are necessary and must be an on going part of planning long after the Gold Line is in operation.</p>	
49	<p>Michael Francone Central Street Capital, Inc.</p> <p>The biggest concern to our organization is the location of the rail stop at 39th-41st Inca. The surrounding neighborhood located East of Inca is a prime location for a TOD, it has many investors interested in developing the neighborhood into a high density mixed use neighborhood with Fox Street serving as a Main</p>	<p>Selection of the 41st Avenue East Station. You will find that your concerns and preferences have also been expressed in other comments on the project. Please refer to the response to Comment No. 3 above.</p> <p>Bike and Pedestrian Access. RTD will provide bike racks for securing bicycles at all seven of the stations. New bike and pedestrian trails accessing the station from beyond RTD property</p>



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	<p>Street. High density mixed use development will benefit not only Denver and the neighborhood but RTD in the form of higher ridership of FasTracks at this location and also the park and ride for bus service. Of the three locations outlined in the DEIS the stop at 41st seems to be the best for the surrounding area. First off it is a midpoint on Fox opening up more of the surrounding area for development, it also allows for a longer staging area between the 38th Avenue stop light and the park and ride so buses don't clog the streets leading into the neighborhood.</p> <p>Another concern is the infrastructure in the area for pedestrians/bicycles, right now none exists. It is important that station design incorporate and keep in mind that pedestrians/bicycles from the surrounding neighborhood need to get to the station safely. Bike paths from the surrounding neighborhoods will be important.</p>	<p>are not provided within the FasTracks budget and will be the responsibility of the local municipality, in this case the City and County of Denver. Bike and pedestrian access paths were discussed at the station planning meetings for future local agency planning purposes.</p>
50	<p>Globeville Civic Association # 1, Sunnyside United Neighbors, Inc., Highland United Neighbors, Inc. 27 August 2008 Mr. Dave Beckhouse, Federal Transit Administration c/o GBSM, Inc. 600 17th Street 2020-S Denver, CO 80202 Dear Mr. Beckhouse, This letter of comment on the RTD Gold Line Draft EIS is a cooperative effort of three Registered Neighborhood Organizations (RNOs) in Denver. These organizations are: Globeville Civic Association # 1 (GCA # 1) 349 E. 47th Ave. Denver, CO 80216 Highland United Neighbors, Inc. (HUNI)</p>	<p>38th Avenue Station Location. RTD remains committed to a station in the area of 38th Avenue. The recommended final option in this FEIS is the 41st Avenue East Station (see the response to Comment No. 3). Additionally, the recommended service plan is for peak period peak direction service connections to Northwest Rail at this station location.</p> <p>38th Avenue Station Benefits. We agree that the station will provide regional access for low-income populations in the area. This is evidenced by the fact (see the response to Comment No. 47 above) that the area around this station is populated by more than 50 percent low-income and/or minority persons/households. RTD has also seen that the provision of transit access at rail transit stations in other rail projects has promoted TOD when market conditions are ripe.</p> <p>Station Safety and Station Access. The station will be designed with RTD safety standards as noted in Section 3.12, Safety and Security, in the FEIS. RTD will provide bicycle racks at the station and will design for adequate station circulation for bicycles,</p>



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	<p>P. O. Box 11305 Denver, CO 80211</p> <p>Sunnyside United Neighbors, Inc. (SUNI) P. O. Box 11381 Denver, CO 80211</p> <p>Please see Attachment A for a map showing the three neighborhoods as well as the approximate location of the Gold Line 38th Avenue Station.</p> <p>This letter falls into several sections, as follows:</p> <ol style="list-style-type: none"> 1. RNO History of Involvement in Rail Transit Matters 2. Value and Importance of the 38th Avenue Station 3. 38th Avenue Station Character & Connections 4. 38th Avenue Station Location; NEPA Process Deficiency 5. Public Private Partnership Issues 6. Attachments <p>HUNI, SUNI, GCA # 1 Involvement with Rail Transit Issues and Process</p> <p>Our three neighborhoods have been strong advocates for urban rail transit in Denver since it was first proposed, and we continue to believe in the tremendous value for the Denver metropolitan area of a successful rail transit system. We have taken part in all official processes and many unofficial meetings and events related to the Gold Line and the Commuter Rail Maintenance Facility since late 2004. We have attempted to operate within the NEPA processes so as to help bring about good outcomes. All three neighborhoods are founding members of Judy Montero's Council District 9 Stakeholders group. We have organized networks of interested NW Denver residents, and a website (www.SunnysideDenver.org) has posted relevant documents. We have sought out rail experts and NEPA advisers to enable us to participate more intelligently. A salient example of the three neighborhoods' cooperation with RTD was our early acceptance</p>	<p>pedestrians, autos, and buses.</p> <p>There are no funds in the Gold Line budget for the provision of bicycle or pedestrian facilities that are not on the site of the transit station. These facilities are the responsibility of the local municipality; in this case the City and County of Denver.</p> <p>Pedestrian Bridges. RTD is working with the railroads to rebuild the existing pedestrian structure at the 41st Avenue East Station location (i.e. relocate the existing structure to the south). There is no plan to add an additional pedestrian structure (i.e. rebuild the existing and add another) due to cost considerations. There are also likely to be difficulties in negotiating an additional pedestrian structure with the railroads.</p> <p>Station Design in Coordination with TOD Planning. RTD has been involved, and plans to continue involvement, with the City and County of Denver's TOD planning efforts to integrate the transit station into the surrounding development.</p> <p>Location of the BMF. The Fox North CRMF is the Preferred Alternative, as described in the CRMF SEA and in the Gold Line FEIS. As a result there will not be a need to relocate RTD's BMF from the current Platte site.</p> <p>41 Questions about the CRMF and Relocated Platte Division BMF. These questions have been answered by RTD as part of the CRMF SEA process.</p> <p>Project Decision Making during NEPA. The DEIS is intended to evaluate what is known at the time of the process. This FEIS identifies and evaluates additional information and any project changes that have occurred since the DEIS. This includes information about the CRMF and the selection of the preferred station location at 41st Avenue East. The FEIS includes impact information on the CRMF under the Preferred Alternative.</p> <p>Public-Private Partnership Information. Please see the response to Comment No. 7 for additional information.</p>



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	<p>and advocacy for electric commuter rail on the Gold Line, when light rail became impossible. Taking the value of the entire Gold Line project as a given, we will concentrate our comments on the function most particularly important to our neighborhoods: the "38th Avenue" Station (aka Fox Station, aka Sunnyside Station.)</p> <p>Importance of Gold Line 38th Avenue Station for Three Neighborhoods</p> <p>We are very happy that the DEIS shows the 38th Avenue Station remaining as a basic part of the Gold Line project. From the time of the earliest discussions of an RTD rail network NW Denver residents and RNOs insisted on a station at the east end of Highland or Sunnyside. This station was to be NW Denver's only direct connection to the rail system, and NW Denver residents were the first to recognize the advantages of having the Gold Line station also serve the Boulder-Longmont line (now NW Rail.) It is our primary objective to see the 38th Avenue Station built and its revitalizing potential for surrounding areas realized. We believe that the new transit function will have many desirable effects for our neighborhoods and for the City as a whole. Among those effects are the following:</p> <ol style="list-style-type: none"> 1. Our three neighborhoods are home to many lower-income residents. We host a concentration of public and subsidized housing, several community correctional facilities, and various institutions serving poor residents. The new transit mode within easy reach will offer opportunities of especial value to such residents. Whereas now a job at DIA, for instance, might seem too far away from Sunnyside or Highland, the completion of the FasTracks system will open such possibilities for our residents. 2. Revitalization and redevelopment are likely in the vicinity of the new station. This new activity has potential to alleviate the consequences of environmental and social injustices stemming from a prior history of dirty industry in the area (smelting, brick making, heavy rail infrastructure and related 	<p>The NEPA process discloses as much information as is verified and reliable at the time of the process. The actual costs of the Public-Private Partnership can not be identified until bidding and contracting are much further along. However, additional information about this delivery method can be found in Chapter 5, Evaluation of Alternatives of the FEIS.</p>



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	<p>enterprises.)</p> <p>3. The 38th Avenue Station vicinity has excellent potential for Transit Oriented Development. This station is the first station away from DUS on two lines. Only two other stations in the FasTracks system have this characteristic (40/40 and Auraria.) A considerable acreage of underutilized land lies within half a mile of the 38th Ave station, both east and west of the railyards. It is logical and possible for a much higher density environment to be developed in this station's immediate vicinity, and we intend to work to encourage new concentrations of employment in the station area, e.g., a medical and/or educational complex.</p> <p>Station Character and Connections</p> <p>Because the public comment period for the Gold Line DEIS will end on September 1st, we are forced to submit these comments before knowing where exactly the Fox St. station will be located. (About this schedule disconnect, please see below.) But whichever of the three potential sites is chosen, it is reasonable to enumerate the station characteristics that seem most essential to us:</p> <p>1. We want the station to be a success – by which we mean that transit riders find it comfortable, safe, attractive and convenient to use. The station access must accommodate cars, buses, pedestrians and bicycles smoothly. Best practice, non-scattering light, downward-directed; shelter against wind and weather; protection from noise and smoke from the freight equipment operating nearby will all be essential ingredients in a successful station.</p> <p>2. We support more, rather than fewer, access bridges from Sunnyside and Highland; this will be especially necessary if the most southerly site is chosen. The existing bridge over the railyard at 43rd Ave. should be upgraded; we believe this to be a railroad obligation. And a new bridge should reach the station</p>	

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	<p>platform from Sunnyside. The City is planning a pedestrian bridge over 38th Ave. at Inca to bring Highland residents more easily to the west end of the platform access bridge.</p> <p>3. The whole catchment area must be considered as part of the station plan. Pedestrians and bikes approaching from SE Globeville via W. 44th Ave., for instance, need much better (and safer) infrastructure.</p> <p>4. The station must be designed with sensitivity for future land use and TOD. In particular, the Fox Street frontage of the Station area must be designed and/or preserved for human-scale use. Improved street amenity (sidewalks, curbs and gutters, drainage, street furniture and lighting) along Fox Street is also a necessity.</p> <p>38th Avenue Station Location; NEPA Process Deficiency</p> <p>The Gold Line DEIS exhibits three possible sites for the Sunnyside station. RTD plans to choose one of the three in September 2008, after Gold Line DEIS public comment closes. The lack of a site decision has caused the repeated postponement of Denver's planned Station Area Study – a study we hoped would clarify many issues related to traffic flow, foot and bike access, and logical zoning reconsiderations.</p> <p>In addition, a function not analyzed at all in the GL DEIS may be relevant to the choice of station site: RTD has concluded that the present Platte Division Bus Maintenance Facility site is the only practical location for the Commuter Rail Maintenance Facility.</p> <p>Thus, RTD has decided to conduct a separate Environmental Assessment for the CRMF. This EA – on no schedule coordinated with the Gold Line EIS – will study the “indirect effect” of relocating the Platte Division bus facility (aka Bus Barn, aka BB.) RTD announced on July 1, 2008 that its preferred location for the new BB is the former Denver Post printing plant site at W. 44th Ave. and Fox Street (see Attachment B.) Although there have been developments, at the date of this writing we</p>	



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	<p>have no official indication that RTD has changed its mind. Concerned as we are with the smooth functioning of our future rail station, we naturally need to know how a new Bus Barn next door will affect it.</p> <p>To elicit the information we need about the impacts of a new BB near our station, the three neighborhoods cooperated to present detailed questions to RTD and the City of Denver. These “41 Questions” (Attachment C) were hand-delivered to RTD and the City on July 21, 2008. We have had cursory responses from the City (Attachment D, received August 21, 2008.) From RTD the only response has been a note of acknowledgement from the General Manager, Mr. Marsella, dated 22 July 2008 (Attachment E.) We include the 41 Questions as a part of this comment letter in the expectation that they will be answered. These Questions/Answers will also be relevant to the Maintenance Facilities EA.</p> <p>As suggested by our 41 Questions, the Bus Barn and its ultimate location have significant potential to affect multiple aspects of the FasTracks project. A facility expected to service at least 300 buses will obviously have a substantial dynamic effect upon the other impacts to the environment caused by the greater FasTracks development. NEPA analyses not just for the Bus Barn itself, but also for the Gold Line and NW Rail, and possibly for DUS, North Metro, and East Corridor, should account for any direct, indirect and cumulative impacts caused by the construction and operation of the Bus Barn. Some of those impacts include:</p> <ol style="list-style-type: none"> 1. Increased traffic in the immediate Bus Barn vicinity and in the vicinity of the Fox Street Station directly caused by bus trips in and out of SW Globeville; 2. Indirect effects on traffic; 3. Impacts to air quality; 4. Levels of noise pollution and vibration; 	



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	<p>5. The effect on ancillary Transit Oriented Development;</p> <p>6. Impacts from the storage of fuels and other hazardous materials;</p> <p>7. The potential for disproportionate impacts to low-income communities and possible measures to mitigate those impacts.</p> <p>The various NEPA analyses now underway – and the Gold Line in particular – must assess these impacts in order to comply fully with the statute.</p> <p>It is not our intention here to assign blame. But this concatenation of uncoordinated studies and absent information makes it impossible for our three neighborhoods to analyze and comment effectively upon the various Fox Street station sites. To us this seems to violate the spirit of NEPA, which aims to encourage and facilitate – not to frustrate – informed public involvement. To this extent, we believe that the Gold Line EIS process has been deficient.</p> <p>Public Private Partnership Issues</p> <p>The Preface and Appendix H of the Gold Line DEIS make reference to RTD's expectation that the Gold Line project will involve a PPP arrangement of some kind. The total budget for the Gold Line was established by the voters when they passed the FasTracks funding measure. Any PPP structure will occasion increased total costs to the public, although those costs will not appear in RTD's budget. We believe that public officials and agencies have an obligation to explain these increased total costs. We are not sure where and in what manner this disclosure should best occur, but since the Gold Line DEIS documents the assumption of a PPP, we believe that the FEIS should at least recognize the necessity for full disclosure. We are also concerned to know what structure of accountability will bind the private operator to the public interest.</p> <p>Very sincerely yours, Mrs. Paulette Hirsch, President</p>	



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	<p>Globeville Civic Association # 1 Ms. Kristin Morley, President Highland United Neighbors, Inc. Tim Boers, Chair Planning and Community Development Committee Highland United Neighbors, Inc. Keith Howard, President Sunnyside United Neighbors, Inc. CC: Ms. Liz Telford, RTD Don Ulrich, CH2MHill Andy Mountain, GBSM Attachments A. Map showing Sunnyside, Highland and Globeville, with approximate location of the Gold Line 38th Avenue station, http://www.sunnysidedenver.org/documents/HUNI_SUNI_GCA_Map.pdf B. RTD Bus Maintenance Facility Site Selection Process: PowerPoint presentation made to RTD Board on 7/1/2008, http://www.sunnysidedenver.org/documents/Bus_Maintenance_Facility_Selection_Process.pdf C. 41 Questions http://www.sunnysidedenver.org/documents/BB_reloc_1_questions.pdf; Transmittal letter to RTD Director Chacon (http://www.sunnysidedenver.org/documents/Chacon_BB_l_letter.pdf) D. Denver Community Planning & Development responses to 41 Questions (8/21/2008) (http://www.sunnysidedenver.org/documents/41%20questions_8-21-08.pdf) E. Cal Marsella note (7/22/2008) acknowledging receipt of 41 Questions</p>	

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51	<p>Willie R. Taylor United States Department of the Interior ER 08/713 Mr. David Beckhouse Federal Transit Administration c/o GBSM, Inc. 600 17th Street, Suite 2020-S Denver, Colorado 80202 Dear Mr. Beckhouse: Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Gold Line Corridor Project, Denver, Adams, and Jefferson Counties, Colorado. The Department of the Interior (Department) reviewed the document and provides the following comments.</p> <p>WILDLIFE COMMENTS</p> <p>The Department recommends that the Biological Resources chapter of the DEIS Incorporate discussion and guidelines for conservation of migratory birds, as follows:</p> <p>Under the Migratory Bird Treaty Act (MBTA), activities in grassland, wetland, stream, and woodland habitats, and at bridges (e.g., which may affect swallow nesting on bridge girders) that would destroy (i.e., “take”) migratory birds, eggs, young, and/or active nests should be avoided. Although the provisions of the MBTA are applicable year-round, the primary nesting season of most migratory birds in eastern Colorado is from April 1 to August 15. Some migratory birds nest outside of this period. For example, raptors can be expected to nest during February 1 through July 15. Adherence to the following guidelines will help avoid the unnecessary take of migratory birds and help ensure compliance with applicable laws.</p> <p>The Fish and Wildlife Service (FWS) recommends that field</p>	<p>Incorporation of Text Relevant to Migratory Birds. This narrative has been incorporated into the FEIS under mitigation for Biological Resources.</p> <p>Section 4(f) and the Preferred Alternative. There is a Preferred Alternative selected in the DEIS calling for Commuter Rail on the Gold Line alignment using EMU technology. The Preferred Alternative in the FEIS would result in a <i>de minimis</i> (0.11 acre) use of Jim Baker Reservoir as a result of the Union Pacific Railroad Company’s requirements for 50-foot track centers. There would also be direct uses of three historic resources, The Denver West Side Line (5DV3512.3), the Denver Utah Pacific Railroad, Chicago Burlington Quincy Siding & Spur (Waterworks Sales Co., J.M. Warner Co, & Richardson Lumber Spur (5AM1888 and 5DV6243), and the Allen-Rand Ditch (5JF4454.1). This is documented in the Section 4(f) Analysis in Chapter 7, Final Section 4(f) and 6(f) Evaluation, of the FEIS.</p>

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	<p>surveys of habitats and structures in the project area be conducted by a qualified biologist to determine the absence or presence of nesting migratory birds prior to project construction or demolition. The results of these field surveys along with information regarding the qualifications of the biologist should be documented and retained on file by the project proponent until construction of the entire project has been completed. At bridges or similar structures where nesting may occur, measures may be taken early in the year, prior to the onset of nesting in order to prevent nesting re-initiation.</p> <p>Please contact Dave Carlson, Regional Environmental Review Coordinator, telephone 303-236-4254, in the FWS's Ecological Services Field Office in Lakewood, Colorado, immediately if a field survey identifies the presence of one or more active bird nests that cannot be avoided by the project activities.</p> <p>SECTION 4(f) COMMENTS</p> <p>The Department appreciates that you have considered both existing and future planned properties in the Section 4(f) Evaluation; however, because there is no Preferred Alternative selected, we cannot concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources. We recommend that once you have selected a Preferred Alternative, specific mitigation measures be solidified for the affected Section 4(f) properties, and documented in the Section (f) Evaluation.</p> <p>For further information concerning Section 4(f) resources, please contact Roxanne Runkel, National Park Service, telephone 303-969-2377.</p> <p>We appreciate the opportunity to review this document.</p>	



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	<p>Sincerely, Willie R. Taylor Director, Office of Environmental Policy and Compliance cc: Ms. Elizabeth Telford Regional Transportation District Gold Line Corridor 1560 Broadway, Suite 700 Denver, CO 80202</p>	
52	<p>Bill McDowell Pecos Street Station – Public Comment for the EIS Adams County Self Storage 5999 Pecos Street Denver, CO 80221 August 8, 2008 Mr. David Beckhouse Mrs. Liz Telford Federal Transit Administration, Region 8 Regional Transportation District C/O Gold Line Team Gold Line Corridor Project Manager GBSM RTD-FasTracks 600 17th Street, Suite 2020 1560 Broadway, Suite 700 Denver, CO 80202 Dear Mr. Beckhouse and Mrs. Telford: I am writing on behalf of my partners and myself. We own Adams County Self Storage (ACSS) located at 5999 Pecos St. in Denver, Colorado. It is our opinion that part of our site would provide your project with the optimal location for the joint Pecos Street Station that will serve</p>	<p>Selection of the Pecos East Station Option. The rationale for selecting the Pecos East Station versus the Pecos West Station site is addressed under the response to Comment No. 6 above. As a result of the analysis, the Pecos West site has been eliminated and replaced by an Option A to the Pecos East Station. Option A would allow an eventual cross platform transfer to Northwest Rail in the event that the Pecos Grade Separation project was funded.</p> <p>The Pecos East site, as a reclaimed landfill, is well suited for a parking facility and is less likely to conflict with future TOD development opportunities. The future development of the Adams County Self Storage site for TOD land uses is most likely a higher and better use for this site</p> <p>Property negotiations can not be conducted until after the receipt of a decision document from FTA that is expected during the fall of 2009.</p>



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	<p>both the Gold Line and Northwest Corridor. As such, the purpose of this letter is to formally ask the FTA and RTD to consider our property as a 3rd alternative for the Pecos Street Station.</p> <p>First, I will start with a little background regarding 5999 Pecos Street and ACSS. The property is approximately 23 acres, and abuts the Burlington Northern line on the south for almost 1000 feet. We have developed our business with a unique system of storage containers that are not permanently fixed to the ground. They are currently configured to maximize storage options for our tenants, but all of them can be moved on site or elsewhere.</p> <p>Please also note that every one of our tenants is on a month to month lease.</p> <p>We point this out because we have been told the reason that our property has not been considered as an option previously is because the FTA is concerned about the time and cost of negotiating with a large number of individuals per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. It is our belief that this concern is unfounded, and has created a flawed process to date.</p> <p>Two examples include the following:</p> <ol style="list-style-type: none"> 1. In order to reach the Pecos West Station Option an access road has to be constructed through the middle of ACSS. 2. When acquiring the Gold Line Right of Way, FasTracks is going to have to purchase or condemn ACSS property (as shown on the draft alignment). <p>It is our belief that should FasTracks decide to locate the Pecos Street Station on our property that we as the business operators can downsize, reconfigure the storage containers, or relocate existing tenants to other units on site. We are the only body that you would need to</p>	



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	<p>negotiate with.</p> <p>Another item that should be considered is the cost savings of locating the Station and the Parking Lots on the same side of the Burlington Northern line. If built on our property the project will be able to eliminate the cost of a pedestrian bridge currently required with the Pecos East Station alternative.</p> <p>Much like the FTA and RTD we have been gathering facts and information over the past few months (or years in your case) in order to make educated future decisions regarding this project and our property. We are excited about the future of rapid transit in this area and can only hope that before a final decision is made on the location of the Pecos Street Station our property is thoroughly examined and compared to the current two options.</p> <p>Sincerely, Bill McDowell Partner Adams County Self Storage (303) 499-1441</p>	
53	<p>Brian Murphy Bombardier</p> <p>Section 2.2.5 Conceptual Alternatives of the Gold Line DEIS lists two of the four different fixed-guideway transit technologies selected for potential use as Electric Multiple Unit (EMU) and Diesel Multiple Unit (DMU). Does the definition of EMU and DMU include locomotive hauled coaches? If not, can this alternative been considered in the DEIS? Locomotive hauled coaches could be a cost effective and efficient solution for the project.</p>	<p>Locomotive Hauled Coaches (LHC). The concept of LHC was vetted during the planning process MIS and was dismissed due to poorer ridership, the large scale of the vehicles, and environmental consequences (especially when compared to LRT). While there is no requirement to reevaluate this technology in the DEIS when it has been previously eliminated, considering the FTA/Federal Highway Administration (FHWA) February 2005 guidance, <i>Linking Transportation Planning and NEPA</i>, a summary of the alternatives eliminated in the MIS is presented in Chapter 2, Alternatives Considered.</p> <p>From an engineering standpoint, the LHC technologies could not negotiate the 4 percent grades on the structures from Denver Union Station to Pecos Street. Flattening the grades would require elevated structures over both I-25 and I-70. If this were required, the guideway would be elevated from the South Platte River</p>

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		<p>crossing 3.5 miles north to Pecos Street. This would increase costs and visual impacts.</p> <p>Furthermore, LHC would have greater noise and vibration impacts than those identified in the DEIS with EMU technology, which would be difficult to mitigate, particularly in the sensitive historic district surrounding Olde Town. If these impacts could be mitigated, the cost of mitigation would increase over that required for EMU technology. Vibration mitigation can be costly and difficult to achieve if the impacts are great, as would be anticipated in the historic districts in Arvada with LHC technology.</p> <p>The Gold Line Corridor had been identified as an LRT project in the FasTracks Plan. After receiving railroad direction that only FRA-compliant vehicles could be used within their ROWs, numerous public meetings were held to discuss this issue. The result of those meetings was that the use of EMU technology was considered an acceptable substitute for LRT. A revisit of the evaluation of technologies in the EIS process would not be well received by the stakeholders and would likely result in schedule delays.</p> <p>The fact that the Gold Line is only anticipated to require two car trains by 2030, means that it is unlikely that the capital cost savings of the LHC technology would offset the increased operating costs, increased costs for elevated structures, increased mitigation costs and the costs of schedule delays to evaluate this technology.</p>



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54	<p>Timothy T. Carey Department of the Army Corps Of Engineers, Omaha District August 29, 2008 Federal Transit Administration, Region 8 Mr. David Beckhouse c/o Gold Line Team, GBSM 600 17th Street, Suite 2020 Denver, Colorado 80202</p> <p>RE: Gold Line Draft Environmental Impact Statement (DEIS), Application #200680390 Comments on DEIS</p> <p>Dear Mr. Beckhouse:</p> <p>Reference is made to the Gold Line Draft Environmental Impact Statement (DEIS) that was delivered to the Denver Regulatory Office July 11, 2008. The document describes the proposed plan to provide Commuter Rail from Denver Union Station in downtown Denver to Ward Road in Wheat Ridge, Colorado.</p> <p>The DEIS indicates that you are currently in negotiations with Union Pacific Railroad regarding the amount of clearance between the existing tracks and your proposed set of tracks. If they require a 50 foot track center, the additional wetland impacts for the project may exceed the 0.50 acre threshold and require an Individual Permit rather than a Nationwide Permit. We assume you will notify us as soon as that decision is made as additional information will be needed such as all the Township(s), Range(s) and Sections (s) where the project exists, adjacent property owners, etc.</p> <p>The determination of which permitting process is appropriate is predicated upon the amount of impacts to jurisdictional waters. We will use the Approved Jurisdictional Determinations to guide our evaluation of impacts. Since the extent and magnitude of these are not known at this time, we cannot provide any input for the DEIS regarding this matter. For the same reasons, we cannot</p>	<p>Due to avoidance and minimization efforts the project impacts have been maintained to less than 0.5 acre qualifying the project for a Nationwide Permit. Coordination since the DEIS has continued with the United States Army Corps of Engineers (USACE).</p>



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	<p>comment on which Alternative in the DEIS may be the least environmentally damaging, practicable alternative that meets your purpose and need (LEPDA).</p> <p>Please note that Ms. Margaret Langworthy is the new project manager for this application. If you have any questions or need clarification, please contact her at (303)-979-4120.</p> <p>Sincerely, Timothy T. Carey Chief, Denver Regulatory Office Department of the Army Corps Of Engineers</p>	
55	<p>Craig G. Kocian City of Arvada Liz Telford, AICP Gold Line Project Manager Manager of Corridor Planning-Environmental RTD FasTracks Team 1560 Broadway Suite 700 Denver, CO 80202 Re: Gold Line Draft EIS</p> <p>Dear Ms. Telford:</p> <p>The City of Arvada staff has reviewed the Draft EIS and we offer the following comments:</p> <ol style="list-style-type: none"> 1. We appreciate the diligent and energetic work of RTD and its consultants in arriving at a preferred alternative, assessing its impacts and coming up with appropriate mitigation. The work of your team has been extremely professional and responsive to the concerns of our community. We look forward to working closely with RTD on the Final EIS and more detailed design plans. 2. During the Final EIS, we feel that it is important to continue the high level of public involvement in developing more detailed design plans and performance specifications. In particular, we 	<p>High Level of Public Involvement. RTD has addressed each of these issues with the City of Arvada during the public involvement program sponsored during the NEPA process. Both station planning and fencing meetings were conducted. RTD has also met with the City of Arvada to discuss your comments and responses on the DEIS. RTD and the City will finalize these agreements in an Inter Governmental Agreement (IGA). Agency coordination and public involvement has been added to the FEIS mitigation. See Section 3.5.</p> <p>Quiet Zone. Please refer to the response to Comment No. 4 regarding the Quiet Zone.</p> <p>Vibration Mitigation. The single-track section in the DEIS engineering has been shortened slightly in the FEIS engineering. The result of this has been that there are no longer any vibration impacts from the project.</p> <p>Northwestern Denver Tramway Feature. From the viewpoint of the State Historic Preservation Officer (SHPO), this feature is eligible for protection. RTD intends to proceed with the design to protect this facility.</p> <p>Additionally, excavation for the structure into the hillside would require expensive retaining wall construction and the benefits gained by this cost would be minimal.</p>

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	<p>believe public involvement and coordination with the City is important for:</p> <ol style="list-style-type: none"> a. Catenary design through residential sections of the City and Olde Town in particular b. The new bridges that will span the Union Pacific Railway, Ralston Creek, Kipling Parkway and the Wadsworth Bypass c. Fencing design d. Retaining walls e. The transformer needed at the Sheridan Station f. Station shelter design for the Sheridan, Olde Town and Arvada Ridge stations g. Pedestrian bridges at the Olde Town and Arvada Ridge stations h. Specific access and circulation plans for all three transit stations. <p>3. We support RTD's direction in mitigating noise and vibration impacts from the Gold Line. We agree that it is essential to pursue Quiet Zone improvements at existing at-grade rail crossings as horn noise for existing trains and proposed commuter rail is the key noise issue. We also agree with RTD's direction in mitigating vibration impacts between Carr Street and Independence Street by employing track isolation and turnout modification techniques.</p> <p>On these topics, we have the following questions:</p> <ol style="list-style-type: none"> a. The word "potential" is used when describing vibration impacts but is not used when describing noise impacts. The EIS states that further vibration analysis will be completed during project design. We are concerned because the 18 single family homes that would experience vibration impacts are at, or just above, the 72 VbD level that defines an impact. When will this analysis take place and how may it differ from that which has been done to date? Might these homes "fall 	<p>Hazardous Materials. Assuming that there are no other responsible parties, RTD will remediate any sites that are found to be contaminated within the Gold Line project impact area during construction. In the case of the Lucky Mart leaking underground storage tank (LUST) located at 7201 Grandview Avenue, it is likely that soil and/or ground water contamination have been remediated with the CDOT Grade Separation Project. This site is located approximately one block north of the proposed alignment.</p> <p>Nonetheless, should contamination be found, RTD is responsible for the cost of remediation for any contaminated soils, groundwater, or building materials encountered during construction. An allowance of 2.5 percent of total project costs is currently included for remediation is included in the engineering estimate for the project.</p> <p>56th Avenue. RTD has pledged the value of the original mitigation towards the total cost of construction of the 56th Avenue extension. The original DEIS mitigation assumed the following:</p> <ul style="list-style-type: none"> – Signalization of 55th Avenue in 2030; – Addition of a second eastbound through lane at 55th/Vance Street in 2015; and – Addition of a second eastbound left turn lane with eastbound and westbound left turn protected/permitted phasing in 2015. <p>Ward Road Parking. Parking estimates will remain as shown in this FEIS until other analysis indicates that additional spaces are needed. RTD will evaluate parking requirements once a Gold Line park-n-Ride (pnR) obtains 80 percent capacity. To prepare for possible unforeseen increases in opening day demand, RTD will obtain control of sufficient land at the Ward Road station site so that additional spaces could be added, if required. This will be addressed in an IGA with Wheat Ridge and Arvada. It is unlikely that any spill over parking at the Ward Road Station would impact the Olde Town Station parking demand due to the distance between the two stations.</p>

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	<p>out” of the impact definition range?</p> <p>b. There is a clear commitment to noise mitigation in the implementation of Quiet Zones through Arvada. However, it appears that vibration mitigation will be implemented only if it is reasonable and feasible (Section 3.8.2.4). The City expects that the determination of whether mitigation is reasonable and feasible will be included in the FEIS. Please confirm or explain as necessary.</p> <p>4. While the City appreciates that RTD must follow applicable Federal laws, City Council is of the opinion that the Denver and Northwestern Denver Tramway feature north of the parking area is barely identifiable and not "significant". In reality, there may be more benefit from what may be learned from any artifacts extracted from the site. These could be displayed at the Olde Town Station and offer an historic benefit to the citizens of Arvada. We see this as an opportunity and a possible community project to be taken on by a group of interested citizens. Further, the current plans for the location of structured parking are influenced by this feature and it may be advantageous to move the structure further to the north. Moving the structure further to the north may better facilitate the extension of West 56th Avenue and transit-oriented development in that area.</p> <p>5. Page 3.11-8 states that a Letter of No Further Action for the remediation of the Lucky Mart has not been received from the State. Please explain what, if any, effect this may have on the Gold Line and associated costs.</p> <p>6. How have costs for handling of hazardous materials been accounted for in the construction costs for the project?</p> <p>7. Chapter 4, Transportation Systems.</p> <p>a. The Final EIS should reflect the City's adopted master plan with respect to the extension of West 56th Avenue between the Wadsworth Bypass and Vance Street. This road</p>	<p>Olde Town Parking Structure. The plan includes 500 surface parking spaces in 2015 and 600 structured parking spaces in 2030. Structured parking could be implemented earlier if 1) the opportunity for joint development was presented to RTD or 2) if additional funding was made available from the City of Arvada. Disparities between the design drawings and the DEIS have been clarified in the FEIS, showing a structure with a capacity of 600 spaces. (Note: the most recent travel demand modeling suggests a demand of 600 versus the originally estimated 650 spaces required at the Olde Town Station.)</p> <p>RTD will have acquired adequate property at the station site for early construction of the parking structure should this be warranted.</p> <p>West 51st Place does not connect with Miller Street as shown in Figure 4-17. This figure has been corrected in the FEIS.</p> <p>Lee Street Crossing. A public hearing was held in January 8, 2009 with the Public Utilities Commission (PUC) to request the opening of this crossing. At that time, the request was not granted by the PUC; however, it is assumed the decision would be appealed. Mitigation has been presented in the FEIS and would be required, if the PUC grants the crossing request.</p> <p>Traffic Impacts. The methodology for evaluation has been developed on a programmatic basis for all of the FasTracks projects so that impacts and mitigations within 0.25 mile of transit stations can be defined in a consistent and equitable manner.</p> <p>Sheridan Station. RTD recognized the access issues at this station and has reconfigured the station as shown in both the FEIS and the Preliminary Engineering drawings. Zenobia Street will no longer be used. All access to the station will be via Wolfe Street.</p> <p>FTA Review of the Travel Demand Forecasting. FTA begins to review a project once the Request to Enter Preliminary Engineering (REPE) is made (including cost estimates, travel demand forecasting, and a variety of other project elements). This</p>



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	<p>extension will be mutually beneficial to RTD and the City. The West 56th extension which includes signalization of its intersection with the Wadsworth Bypass, provides RTD a more direct connection to station parking, improves bus circulation and may reduce the improvements needed at the intersections of West 55th Avenue with the Wadsworth Bypass, Vance Street and Olde Wadsworth Boulevard. This extension also implements one of the goals of our Transit Station Framework Plan and facilitates much better access to Olde Town proper and our planned redevelopment area south of the tracks. The City of Arvada would like to partner with RTD in constructing the West 56th Avenue extension to facilitate our mutual goals.</p> <p>b. With regard to Section 4.7.1, Parking Demand, we are concerned that the opening day parking supply for the Ward Road Station may be significantly undersized. Looking at this station from a purely intuitive standpoint, it would seem the end of the line station needs more than 200 spaces on opening day. To the extent that opening day supply doesn't address actual demand, increased pressure will be placed on Arvada Ridge and Olde Town Stations.</p> <p>c. Arvada continues to believe that a parking structure is needed at the Olde Town Station long before 2030, if not on opening day. We realize that RTD cannot currently charge for parking (except for out-of-district users) so we would like to explore all possibilities. To this end, we suggest that RTD acquire the necessary property for the parking structure now and deed it to the City. Construction and operation of the parking structure would be handled by the City with RTD partnering in a suitable percentage.</p> <p>d. Regarding the amount of parking, Table 4-7 seems to indicate that parking at the Olde Town Station will consist of 650 structured spaces in 2030, yet Sheet SP-011 in the Appendix shows just a portion of the spaces structured.</p>	<p>request was made in September 2008.</p> <p>The Gold Line received confirmation from FTA that the project has been accepted into the "REPE", thus the results of the cost estimates and travel estimates been found to be acceptable to them.</p> <p>Where in the Document are Changes in Bus Service Discussed. Bus service will be changed to accommodate the Gold Line Preferred Alternative. Table 4-4, Preferred Alternative Bus Operations Plan, in both the DEIS and FEIS presents the proposed bus operations plan.</p> <p>Pecos East Station. The Pecos East Station is recommended in the FEIS.</p> <p>Renewable Energy Resources. The use of renewable energy resources is encouraged through RTD's Sustainability Policy. The use of solar power and local and recycled materials is encouraged in this policy.</p> <p>Stakeholder Input to the Request for Proposal (RFP). Please provide this input when RTD provides the opportunity for stakeholders to comment on the Penta-P RFP.</p> <p>Fuel and Construction Equipment. Table 3.7-9, Mitigation Measures for Air Quality under the Preferred Alternative, notes that RTD will include language in the construction specifications requiring all construction equipment to be equipped to burn ultra low-sulfur diesel fuel.</p>



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	<p>What is RTD's intent with respect to the amount of structured parking?</p> <ul style="list-style-type: none"> e. Structured parking will also free up land for transit-oriented development and be more compatible with our urban form objectives for this area. f. It should be noted that West 51st Place does not connect with Miller Street as shown in Figure 4-17. g. Table 4-9 recommends elimination of the Lee Street crossing at the Arvada Ridge Station. While we realize that the ultimate decision regarding whether this crossing is allowed rests with the PUC, we feel that the Lee Street crossing and the extension of Lee Street to the south is important to providing better connectivity for motorists, pedestrians and emergency vehicles. This crossing and extension of Lee Street is shown on our adopted Transit Station Framework Plan. h. The traffic impact analysis has been conducted for streets and intersections within one quarter mile of the stations. The City believes that impacts extend well beyond this radius. Because RTD has used and refined the DRCOG model, information on access and mode of access to the stations is known. The City requests an evaluation of traffic volume increases, and mitigation, on streets used to access the stations, such as Olde Wadsworth and Ridge Road. Further, we request the evaluation of intersection impacts, and mitigation, beyond the one quarter mile radius used, such as Olde Wadsworth and Ralston Road. This comment applies to the three Arvada stations. i. Specific to the Sheridan Station, the Zenobia Street access is about 70 feet from intersection of Sheridan Boulevard and W. 60th Ave., which does not comply with the City's standards for access to new development. The City requests that RTD develop an alternative access. 	



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	<p>j. Section 4.1 states “However, for New Starts Purposes, FTA headquarters has not reviewed or approved the travel forecasting, Summit modeling, or model calibration used for evaluating the Preferred Alternative.” What does this mean and how might the pending review affect the EIS? When will this review occur? The model is fundamental to nearly every aspect of the project.</p> <p>k. Changes in current bus service will likely change with the Gold Line. Where in the document are changes in bus service discussed? This is a very important element to the overall improvement in mobility that the Gold Line will bring to the City.</p> <p>8. The City of Arvada prefers the Pecos Street East location for the station planned in this area as it facilitates a connection with the Northwest Rail Corridor. In addition to providing a more convenient transfer point for Arvada residents that travel to or from the northwest area, this station location seems to be most consistent with the plans of our neighbor, Adams County.</p> <p>9. While we realize that station design will be addressed during the Final EIS, we would encourage RTD to explore opportunities to incorporate renewable energy technologies. For example, given the east to west orientation of most station platforms, there is an opportunity to incorporate solar panels on south facing roofs of the stations. Since the cost of photovoltaic technology is expected to drop in coming years, RTD may find this approach very cost effective in terms of offsetting costs associated with consumption of electricity. Incorporating solar in station design would also deliver an important message to our citizens about the importance of renewable energy in addressing the issues of global warming and regional air pollution.</p> <p>10. With respect to the anticipated public private partnership (PPP), the City suggests that the contractor/operator receive a bonus (or a deduct) based on satisfaction ratings from the</p>	



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	<p>public. Also regarding the PPP, the City would appreciate involvement in the selection of the contractor/operator, or as a minimum, that our opinion be considered in the decision-making process.</p> <p>11. RTD should fully investigate the use of recycled materials in constructing the Gold Line. Arvada is fortunate to have a major concrete and asphalt recycling operation just west of Sheridan Boulevard.</p> <p>12. To further address the issue of air pollution during construction of the Gold Line, RTD should investigate requiring contractors to use low sulphur diesel fuel and clean diesel technology.</p> <p>The City appreciates the opportunity to comment and we look forward to continuing the excellent working relationship that the City has enjoyed throughout this project.</p> <p>Sincerely, Craig G. Kocian City Manager C: Arvada City Council Members Bill Ray, Deputy City Manager Mike Elms, Director, Community Development Department Jim Root, Director, Public Works Department Bob Manwaring, Deputy Director, Public Works Department Mike Smith, Planning Division Manager Kevin Nichols, Senior Planner Patricia Lorence, City Traffic Engineer</p>	
56	<p>Carmen Lerma Mendoza Regency Student Housing</p> <p>I am writing on behalf of The Regency: Auraria's Student Housing Community. Our property is located at 3900 Elati Street. We have</p>	<p>Selection of the 41st Avenue Station. Please refer to the response prepared for Comment No. 3 above.</p> <p>Bike and Pedestrian Access. RTD will provide bike racks at all seven of the Gold Line stations. In this case, improvements off of RTD property are the responsibility of the City and County of</p>



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	<p>over 500 students who would benefit from and definitely use the new rail stop. Our preference would be the stop at 41st because this would allow better access to buses and would make development in the neighborhood more likely. Also for the use of this rail stop, it would be important for Brannon Sand and Gravel to relocate.</p> <p>Finally, the safety of our residents and other users is very important so having both pedestrian and bicycle access to the rail stop are important so that they are safe from traffic.</p>	<p>Denver. Please also refer to the response to Comment No. 49 above.</p>
57	<p>Kenneth P. Charles DEIS No surprises, just hope the funding holds up. Ken Charles</p>	<p>Comment noted.</p>
58	<p>Constantin Nickonov DEIS comments For both the record and your immediate consideration, I would like to add the following comments to the Gold Line DEIS process. My area of concern is around the first stop from Denver Union Station, which will ultimately be shared by the Northwest Rail line -- and possibly other future commuter lines (both local and regional), the station in the proximity of 38th Ave. and Fox St. It seems to me that a lot of thought has gone into defining the area east of the station, while almost nothing is planned for the west side. This is an omission, which will not serve well the surrounding neighborhoods, whose most dense populations are currently located to the west. Plans for access, parking, and bus service must be carefully considered to ensure both neighborhood ridership and minimal strain on the vicinity -- which will, in turn, promote the Transit Oriented Development that is logical for the blocks around the station.</p> <p>What are your plans? How has the public been involved -- and how will the public be involved -- in making sure Denver's only transit station along the Gold Line serves its residents best?</p> <p>Constantin Nickonov</p>	<p>Selection of the 41st Avenue East Station. Please refer to the response prepared for Comment No. 3 above.</p> <p>West Side Planning. RTD will provide a pedestrian bridge from the west of the North Yard, east to the 41st Avenue East Station. It is planned that bus service will drop patrons off at the pedestrian bridge for accessing the site. RTD has no funding to improve pedestrian access, streets, trails, or other amenities west of the North Yard. Improvements such as these are the responsibility of the City and County of Denver.</p> <p>Public Involvement. RTD has sponsored two station planning meetings and one fencing workshop for gaining public input for the 41st Avenue East Station and for fencing through the Denver Section of the alignment. The concerns of the community have been addressed in the Preliminary Engineering completed for the project, where feasible.</p>

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59	<p>Tom Graham Concerned Commuters Gold Line DEIS Comments</p> <p>When, at public presentations, comparisons of effectiveness between various rail and bus solutions were requested, the response invariably was, “Bus was taken off the table at the outset,” or similar answers. This was troubling to experienced transportation planners. ES.3 of the DEIS states that over 20 alternatives were evaluated and, “Highway widening and bus/HOV lanes were not supported by the public due to the environmental impacts associated with the required interstate widening.”</p> <p>Quite to the contrary, knowledgeable public commentators have, from the start of the FasTracks planning process, recommended that a form of bus rapid transit (BRT), with, or without reserved express lanes, HOV, etc., is the appropriate solution to reduction of traffic congestion in this region, and at greatly less cost than rail systems. In support of this expert opinion are recent GAO reports ranking BRT as more cost effective.</p> <p>This DEIS includes only these alternatives: (1) Do nothing, (2) Transportation System Management (TSM), which consists largely of token bus service improvements, and (3) Build the rail line.</p> <p>Transit planning is a response to the public dissatisfaction with increasing traffic congestion, and FasTracks was sold to the public as a solution. This DEIS neglects solutions, and is a classic exercise in pre-determined outcome. It certainly is insulting to the public. Note well that the earlier Gold Line Major Investment Study (MIS) published by RTD, included new highway lanes as well as Bus/HOV lanes, which cost very much less than rail alternatives. There is no valid reason for neglecting them in this DEIS. Further, the rail system is forecast to reduce traffic by</p>	<p>Alternatives Evaluated. A discussion of the alternatives investigated from the MIS through the DEIS is presented above under the response to Comment No. 47.</p> <p>Pre-Determined Outcome. The Purpose and Need for the DEIS called for the implementation of fixed-guideway transit from DUS to Ward Road. As discussed above, highway widening, Bus/HOV, and BRT alternatives were investigated in previous planning studies, anticipated to have lower capital costs, yet received almost no public or local agency support and the environmental impacts of widening I-70 were considerable and greater than the adopted rail Preferred Alternative for the Gold Line. Cost has been one criterion throughout the numerous evaluation processes conducted for this corridor.</p> <p>The location of the Preferred Alternative has not been pre-determined. The DEIS investigated many alternative alignments and three different transit technologies. Please refer to Chapter 2, Alternatives Considered, in the FEIS.</p> <p>Estimates for the MIS. It is correct that in the MIS, the preferred LRT Alternative was estimated to cost \$283 million in 1998 dollars. This translated to \$25.7 million per mile at the time of the MIS. The cost was based on the Southwest Corridor that had just been bid at approximately \$20 million per mile.</p> <p>Estimates for the EIS. The LRT element of the Southeast Corridor was bid at about \$40 million per mile. The original estimates for the Gold Line in 2006 were compared to the Southeast Corridor and recent West Corridor bid estimates. Estimates for the EIS were presented in current day dollars. The DEIS estimate for the Gold Line was \$439 million in 2007 dollars (not YOY dollars as reported by RTD in the Annual Program Evaluation for 2007 and 2008). The YOY cost is estimated at \$590.5 million plus the Gold Line’s pro rate share of the CRMF, which would add an additional \$43.3 million.</p>

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	<p>a negligible 0.0085%. (TSM would be a similar 0.0097%). Some project consultants put the figure at zero.</p> <p>The MIS estimated the Gold Line to cost \$281 million. Later, published documents and comments by public officials gave a figure of \$316 million for a line extending to downtown Golden. By the date of the '04 election, the figure was \$355 million. This DEIS puts the price at \$609 million, 117% over the original, for a line about half the length of the original plan. Transit planning professionals consider the early estimates as being intentional "low-balling" to help get the project approved. Had these cost increases been divulged, highway lanes and BRT solutions would have been enormously attractive, and certainly would have been chosen. The excuse of "unforeseen materials cost increases" is not supported by the experiences of many other major projects.</p> <p>The no-action alternative produces virtually the same amount of carbon monoxide as the rail alternative. The rail alternative produces more greenhouse gas emissions than no-action. This DEIS claims that this increase would be offset by traffic reduction, but since the reduction is already taken into account, the statement appears to be purposely misleading. The DEIS neglects to mention greenhouse gas emissions during construction. The DEIS statements on pp. 3.7-6 and 3.7-9 are contradicted by the table on 3.7-10.</p> <p>It is noted that the most vigorous support of rail, in lieu of the widely accepted solutions for this type of region, including bus and other traffic measures, comes from advocates of Transit Oriented Development (TOD), and its real estate speculation opportunities. In addition, enormous effort and money has been expended by people and firms who recognize that contracting opportunities for rail system design and construction far exceed those for other modes. These advocates also recognize that the average citizen lacks knowledge of the technical and financial aspects of transit, and is influenced by mere slogans.</p>	<p>By comparison, highway and BRT costs have also escalated. Again, for the selection of the Preferred Alternative cost was only one criterion. Table 2-1, Evaluation Criteria at each Level of Screening, in the DEIS shows the evaluation criteria used in the screening process.</p> <p>Air Quality and Greenhouse Gas Emissions. Please refer to the response to Comment No. 47 above that addresses this issue.</p> <p>Average Citizen "Lacks Knowledge." The reasons for dismissing highway alternatives in the MIS were discussed in the Project Scoping meetings and throughout the public and agency screening process for the EIS. The MIS screening and results were presented at the Scoping meeting and the information was also available in the MIS document that was available to the public at the Scoping meetings.</p> <p>There was very little support for highway widening in the Gold Line project study area. Conversely, there was over-whelming support for fixed-guideway transit.</p>



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	Respectfully submitted, Tom Graham Transitanalysis@aol.com	
60	Perry Stearns BNSF trains currently using the Gold Line passageway have in the past month greatly increased the cautionary noises they emit. They are now exceedingly loud. What is the meaning of this? Is this really disturbing noise day and night a protest designed for some particular end?	Loud Freight Train Horn Noise. The freight train horns are louder than before. Recently promulgated FRA standards require 102 A-weighted decibel (dBA) versus 90 dBA horns. This is exponentially louder.
61	John Kiljan Gold Line Draft EIS Comments September 1, 2008 Dave Beckhouse, FTA c/o GBSM, Inc. 600 17th Street 2020-S Denver, CO 80202 Dear Mr. Beckhouse: Here are my comments on the Draft Environmental Impact Statement (DEIS) issued by the Regional Transportation District (RTD) for the Gold Line for its 45-day public comment period. These comments are on the four underlined subject headings that I feel are the most important. All of them relate to the Olde Town station site, its support facilities and future access to Denver's airport from Arvada's Olde Town. 56th Avenue and Bus Routing Plans The DEIS does not address the planned routing of RTD busses that will connect to the Olde Town commuter rail station. Only the bus loading and unloading areas on a new extension of 56th Avenue are shown on project plans (Figures 2-26 and 2-27, file attached). These figures also show the new 56th Avenue extension will be the only access to the closer-in northern Olde	56th Avenue and Bus Routing Plans. RTD has pledged the value of the original mitigation towards the construction of the 56th Avenue extension if funded. Since RTD's proposed mitigation was not to construct the 56th Avenue extension, RTD does not save any money if the City of Arvada or a private developer constructs the 56th Avenue extension prior to Opening Day for the Gold Line (refer to comment 55, above). Pedestrian Access and Bridges. There is one pedestrian bridge budgeted for the Olde Town Station. Two such bridges were never planned for this station. The intention of the bridge is to convey transit patrons from an elevator shaft to the Vance Street crossing. The elevator is being provided to assist patrons up the grade at Vance Street. Vance Street is a legal crossing of the BNSF Railway Company track, so the pedestrian bridge does not have to cross the track. This pedestrian bridge as planned will have a minimal visual impact in the Olde Town area. A bridge over the tracks, from the elevator shaft to a landing point north of the tracks, would have a much greater visual impact. Many comments have been made throughout the NEPA process to not obstruct the view from Grandview. The Economics of a Three-Story Parking Structure. RTD has always committed to the construction of a parking structure at the Olde Town station for a number of reasons.

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	<p>Town RTD parking lot. That northerly lot is also where the DEIS shows a three-story parking structure is to be built by 2030 on top of the 2015 opening-day parking.</p> <p>Yet, as essential as the 56th Avenue extension is to the parking plan in the DEIS, RTD does not plan build this extension of the road. The DEIS only shows the extension is to be built 'by others'. See Figure 4-17 in the DEIS. Currently, the City of Arvada, which estimates the cost of the road to be \$1.3 million, has not budgeted to build an extension of 56th Avenue, nor has any other private entity that I am aware of.</p> <p>Without knowing the routing of the connecting busses into these parking lots and to the other drop off points on the plans, and without knowing whether or not 56th Avenue will actually be extended, the impacts on city traffic can only be guessed at by the public when reviewing this document.</p> <p>I request that the final EIS show:</p> <ul style="list-style-type: none"> the expected bus routes in and out of the Olde Town lots with the planned 56th Avenue extension (assuming some entity does fund it), and how RTD plans to handle the bus routes and mitigate other traffic flow issues if 56th Avenue is not extended by others, and the cost (or savings) to the Gold Line project if the City of Arvada (or any other entity) does not build the 56th Avenue extension as expected, and the impact the increased cost may have on the other elements of the Gold Line if RTD adopts build-to-budget restraints for the Gold Line. <p>Pedestrian Access and Bridges</p> <p>I had assumed from participating in early Gold Line focus groups, that there would be at least one, and possibly two, pedestrian bridges at the Olde Town station. They were to have been multi-purpose, allowing access to the Gold Line platform while freight trains were using the adjacent track, and to provide safer and</p>	<p>The latest parking estimates assume 600 spaces at the Olde Town Station by 2030.</p> <p>Structured parking is approximately \$17,000 per space. Assuming that all 600 spaces are required by 2030, the approximately cost of the parking structure would be \$10.2 million. Surface parking is always less costly than structured parking; however, real estate economics must also be considered. RTD has not planned to charge for parking, with the exception of the new parking policy that allows for a parking charge for out of district patrons. RTD has not discussed a joint pay for parking structure with the City of Arvada.</p> <p>The Doubling of the Time Needed to Reach DIA by Public Transportation. Please refer to the response to Comment No. 27 regarding the effectiveness of the A-Line in 2030 compared to rail transit to DIA.</p>



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	<p>faster access for pedestrians crossing to or from the parking and residential areas on the south side of the tracks to the business district on the north side while either the freight or commuter lines were in use. These bridges are not in the DEIS, nor is any comparable pedestrian underpass, nor can I see where the DEIS says why they have not been included. (Note: A pedestrian 'bridge' is shown in Olde Town in the DEIS, but it does not cross the tracks, or anything else, and serves a different purpose.)</p> <p>I request that the final EIS show how the pedestrian access and safety issues these bridges were meant to address will be mitigated and why a pedestrian bridge is not needed to do that.</p> <p>The Economics of a Three-Story Parking Structure</p> <p>The DEIS calls for the construction of a three-story 455-space parking structure on the north Olde Town station parking lot by 2030, if not before. That this structure will be built as a part of the Gold Line has been confirmed in public hearings and in a recent presentation to the Arvada City Council by RTD. However, other statements in the DEIS leave the structure's viability and the impacts of not having the structure in doubt. Specifically, the DEIS says that all the Gold Line's engineering elements will be subject to a 'value engineering' review, and that the Gold Line will be a public-private partnership (also known as Penta-P) that will design-build-operate-maintain-finance the line under a decades-long contract, and that 455-space structure will only add 150 additional spaces to the Olde Town station parking (see again Figure 2-27 and related text).</p> <p>RTD did not provide cost figures for the structure in the DEIS, but City of Arvada has estimated the total cost of the structure to be about \$20 million. That comes to \$133 thousand for each additional parking space for the Olde Town station. Even if the structure's cost were offset by charging for each of the 455 parking spaces in the structure, depending upon the cost of financing, I estimate that the daily parking fee would have to be between \$5 and \$11 a day just to cover the cost of the structure's</p>	



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	<p>construction. Even those numbers assume full occupancy 365 days a year and no ongoing maintenance or operations costs.*</p> <p>It does not appear from the numbers that have been made available to the public that the parking structure, as a Gold Line design feature, is an economically feasible investment--regardless of whether or not it is publicly or privately funded. The concern, of course, is that if adequate close-in parking cannot be provided by RTD for the Olde Town station—either surface or structured parking--the spill-over demand for commuter parking will have an adverse impact on local businesses and residences.</p> <p>I request that the final EIS include the calculations that show the proposed parking structure has a reasonable chance of passing its upcoming value engineering review. If it cannot, I request that RTD show in the final EIS where else it plans to provide for the additional 150 spaces of close-in parking that the DEIS says will be needed by 2030.</p> <p>The Doubling of the Time Needed to Reach DIA by Public Transportation</p> <p>Although I've listed it last, this is my primary concern with the DEIS.</p> <p>RTD plans to discontinue its financial support for the A-Line shuttle service from Olde Town to Denver International Airport (DIA) on the Gold Line's opening day--effectively canceling the service. It appears that this is being done with the hope that the A-Line ridership will move to the Gold Line and that the A-Line would be in competition with the Gold Line for ridership if it were to continue to operate.</p> <p>The impact of losing this service is not addressed in this DEIS, nor, as far as I know in the planning documents for Denver Union Station (DUS) or the Fastrack's East Corridor that runs to the airport from DUS, or in any other publicly available RTD planning document.</p>	



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	<p>Because of the pending A-Line cancellation, the opening of the Gold Line will not be a happy event for Arvada business travelers and vacationers who plan to use public transportation to reach DIA and the rest of the world. Moreover, the economic impact of loosing the A-Line goes beyond the line's mere ridership numbers. From my own experience, I believe that businesses that are considering locating in Arvada will make their decision, in part, on how easy access will be to our regional airport for its employees. The same is true for Arvadan's who work for established companies in other metro areas that require frequent travel for their employees.</p> <p>Again, none of this is addressed in the DEIS, but here is the relevant information as I have come to understand it over the past year:</p> <p>The A-Line is the successor to the earlier RTD AS route from Olde Town to DIA that ran a full-sized bus to DIA. RTD discontinued the AS route in early 2003 saying that it was not cost effective, but agreed to be a sponsor of the replacement A-Line to mitigate the impact of the AS line's cancellation.</p> <p>The replacement A-Line ran a smaller and more cost-effective shuttle service and was supported in a three-way partnership between RTD, the City of Arvada and local businesses.</p> <p>Even though the A-Line does not enjoy the same fare subsidy of other RTD routes, it is efficient enough that it has been able to fund the periodic replacement of its three vans and it no longer needs a subsidy from the City of Arvada to continue to operate.</p> <p>A-Line ridership is currently about 32,000 trips per year and growing.</p> <p>The A-Line leaves hourly from RTD's Olde Town parking lot and has a 45-minute trip time to DIA. The return trip is also offered hourly.</p> <p>Outbound service begins at 5 AM and last return service is at 9 PM, requiring earlier departures or later arrivals to take a</p>	



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	<p>\$75 private taxi ride. There is no other privately run shuttle service going from DIA to Olde Town or anywhere else in Arvada.</p> <p>The A-Line will permanently stop its service on the opening day of new Gold Line planned for sometime late in 2015, leaving the Gold Line as the only public transportation option for access to DIA. This reason for this is that the A-Line may not operate in competition with the Gold Line.</p> <p>Unlike the current A-Line where passengers simply carry their luggage from the adjacent parking lot to a waiting van a couple of hundred feet away, travelers to DIA via the Gold Line who park in the lots will have to pull or carry their luggage up the Vance Street hill (or use the pedestrian 'bridge' to take them up to the level of Grandview Avenue), then walk the half-block to the platform, and then travel to DUS on the commuter rail line.</p> <p>There will then be another transfer at DUS. Since the Gold Line trains will be arriving at Track 6 or Track 7 at DUS, DIA-bound travelers will then get off their train and take their luggage up an escalator (or use a handicap-access elevator) to cross over Tracks 5, 4, 3 and 2 and then descend by another escalator to wait for the East Corridor train leaving on Track 1. There are no plans to coordinate the East Corridor departure times with the Gold Line arrival times at DUS. The additional time needed to disembark from the East Corridor terminus and reach the actual DIA terminal is not known. See also Diagram 3 in file <DUS_tracks.pdf> which is attached.</p> <p>The total trip time to DIA from Olde Town via the Gold Line, including wait times at DUS for the East Corridor train is expected to be about 90 minutes.</p> <p>RTD estimates that trip times to DIA using the Gold Line may take 15 to 20 years to be comparable to those of simply continuing the A-Line, or any other bus service, to DIA from Olde Town.</p>	



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	<p>A number of full or partial mitigation measures are possible to reduce the impact of the increased travel times and inconvenience that go with using the Gold Line as a substitute for the A-Line. These include simply continuing the A-Line at its present level of support even if it does lower Gold Line ridership, requiring the private-sector partner to run it's own equivalent shuttle service for the life of its Penta-P contract with RTD, bringing the Gold Line into the same platform as the East Corridor and schedule some, or all, of all those trains to continue onto DIA without the need to transfer between trains, setting up once-an-hour express 'air trains' to DIA from Arvada that arrive at Track 1 and then continue onto DIA without the need to disembark at DIA, providing sidings on the East Corridor to allow an express non-stop service to DIA from DUS on a half-hourly basis that will bypass regular commuter trains on that corridor, and coordinating arrival and departure times on Tracks 7 and 1 to reduce the average wait times for DIA passengers from Arvada.</p> <p>At the risk of pointing out the obvious, a number of these mitigation measures can also help improve access to DIA for other metro-area communities and for Denver's central business district.</p> <p>I request that the final EIS address the impact on public transportation to DIA with a discontinued A-Line service and identify the measures RTD plans to make to mitigate those impacts.</p> <p>Sincerely, John P. Kiljan, P.E. 6185 Field Street Arvada, Colorado 80004 303-423-9875 jpkiljan@yahoo.com xc via e-mail:</p>	

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	<p>Regional Transportation District <comments@rtdgoldline.com> Dave Beckhouse, FTA <David.Beckhouse@fta.dot.gov> Wally Pulliam, RTD Board, District L <wally.pulliam@rtd-denver.com> Dave Ruchman, RTD Board, District M <d.ruchman@comcast.net> Liz Telford, RTD <Elizabeth.Telford@rtd-fastracks.com> Bob Frie, Mayor, City of Arvada <BFrie@arvada.org> Kevin Nichols, City of Arvada planning <KNICHOLS@arvada.org> Bob Wilson, GLAC chair <rewilson_pe@comcast.net> Mark Schaefer, GLAC member <Mark_schaefer@urscorp.com> Shelley Cook, Ride Provide (A-Line) <cooks@attglobal.net> Rachael Zenzinger, CCPPC member <r.zenzinger@comcast.net></p> <p>* These are my simplified calculations for break-even parking charges for the 455 spaces in the structure. The \$20M structure (the city's figure) works out to \$44,000 per space. Amortized over 30 years at 4.5% (roughly the going rate for un-insured municipal bonds) comes out to about \$4.70 a day. This is an optimistic interest rate considering that RTD's investment bankers used a 7% cost-of-money rate for RTD when calculating whether or not to select the EMU over the DMU for the line. If I were to be conservative and use that rate and calculated it only bonding for 20 years (the City of Arvada's preferred bonding term) it would kick the daily rate up to a more challenging rate of about \$11.40 per space per day.</p> <p>Figure Links Figure 2-26 See the attached file or click on this link to see this figure. http://www.flickr.com/photos/jp_k/2757014715/sizes/o/</p>	

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	<p>Figure 2-27</p> <p>See the attached file or click on this link to see this figure. http://www.flickr.com/photos/jp_k/2757852016/sizes/o/ Attachments</p> <p>This file: DRAFT EIS COMMENTS.doc DEIS Figure 2-26: 2-26.jpg DEIS Figure 2-27: 2-27.jpg RTD's PDF file containing Diagram 3: DUS-tracks.pdf [file: DRAFT EIS COMMENTS.doc]</p>	
62	<p>Keith Dameron</p> <p>I believe you could save millions of dollars on this project if you use bi-level (or double deck) rail cars. A bi-level car will carry nearly twice as many passengers as a single level car. You would save money by ordering fewer cars and reducing annual maintenance costs. You also would save money by not needing to build platforms as long.</p> <p>The DEIS states that you would need 20 EMU cars. I believe you would need about 12 bi-level EMU cars for the same projected ridership. For example; a two car, bi-level train would carry more people than a three car single level train. Shorter platforms would save construction dollars in the beginning and maintenance costs down the road.</p> <p>I was told at one of your meetings that bi-level EMU technology did not exist at this time. I have since found out that there are three transit operations in the USA that use bi-level EMU's. METRA in Chicago has one line called the 'Electric' line. They use vehicles manufactured by Nippon-Sharyo. In fact, they have ordered (or are receiving) new vehicles for this line now.</p> <p>NJ Transit and the Long Island railroad also use bi-level EMU technology on a part of their system.</p> <p>Originally the argument against bi-level cars was that DUS was</p>	<p>Bi-Level Cars. Please refer to the response to Comment No. 6 above regarding transit technology.</p>

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	<p>going to be underground. That is not true now!</p> <p>Also, a Gold line decision to use single level EMU cars would appear to affect the Northwest Rail corridor due to the shared portion of track from DUS to Pecos. It would appear to be extremely short-sighted to force Northwest rail to use single level cars due to the Gold lines catenary height.</p> <p>Please consider the use of bi-level EMU technology on the Gold Line!! It saves money up front and allows increased ridership in the future (at an additional cost savings).</p>	
63	<p>Richard R. Taft Urban Ventures, LLC September 1, 2008 RTD Gold Line Comments Mr. Dave Beckhouse – FTA c/o GBSM Inc. 600 17th St., #2020-S, Denver, CO 80202</p> <p>Dear Mr. Beckhouse,</p> <p>We are hereby submitting the following comments following our review of the RTD Fastracks Gold Line Corridor, Draft Environmental Impact Statement published July 18, 2008.</p> <p>Urban Ventures LLC, in partnership with Perry Rose and Company has entered into a contract to purchase the existing Marycrest Convent site at the corner of 52nd and Federal, in Denver. Under our current master plan for redevelopment of this site, we are planning a neighborhood of 300+ housing units and 20,000 square feet of commercial space.</p> <p>Our review focused on the potential positive impacts that the Gold Line might have for the redevelopment. We have reviewed the following Sections of Chapter 4 of the Draft EIS:</p> <ul style="list-style-type: none"> Section 4.3 Existing Transit Service, 	<p>Bus Operations. It is possible that the DEIS was not clear:</p> <ul style="list-style-type: none"> First, all alternatives in the DEIS (No Action, transportation system management (TSM), and Build) compare service as proposed in 2030. The current service level on Federal Boulevard is every 15 minutes north to West 72nd Avenue, not to I-70. Also, Route 52 would not be moving "back" to West 52nd Avenue if it moved. It would be relocating to a street that it never ran on. (A predecessor bus route used 1 block of 52nd Avenue to turn around on from Federal Boulevard to Elliot Street.) <p>Proposed Service. Regarding the proposed service (2030), RTD has recommended the following:</p> <ul style="list-style-type: none"> Route 31 running Evans to Front Range Community College: 15-minute headway for peak and base service the length of the route. Route 33 (existing Route 31 branch) running from Federal Boulevard (Gold Line Station) to Westminster Center pNR on 30-minute headway for both peak and base service. Route 52 running current route. No change from current service levels (15-minute peak direction headway, 30-minute base, and reverse peak headway). Because of the overlap with Route 6 on the best part of Route 52, combined with competition from



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	<ul style="list-style-type: none"> • Section 4.4 Future Transit Service and Operations, • Table 4-1 Gold Line Transit System Management (TSM) Alternative Bus Operations Plan: • Route 31 – Federal and Route 52 – West 52nd Ave/South Pearl St <ul style="list-style-type: none"> - Table 4-4 Preferred Alternative Bus Operations Plan • Route 31 – Federal and Route 52 – West 52nd Ave/South Pearl St <ul style="list-style-type: none"> - Current Bus Operations Schedules for Routes 31 & 52 as of August 19, 2008. <p>This review has brought to light the following information:</p> <ul style="list-style-type: none"> • In both the TSM and the Preferred Alternatives, the service levels of Routes 31 and 52 do not change from the No Action Alternative. In other words Bus frequencies for these two routes do not change from current levels. • In addition, the table does not accurately reflect the Service Frequency of Route 31. The Table simply lists the frequency as 15 minutes peak and off peak. However According to the Current Bus Operations Schedule for this Route on RTD's web site, current as of August 17, 2008, the 15/15 frequency is only for stops south of I-70. For all stops north of I-70 the current scheduled frequency is 30/30. • As for Route 52 the frequency is listed as 30/30 when in fact the current schedule on the web site is 15/30. <p>It is our opinion that RTD should plan for increased frequency of bus service on the 31 Route to 15/15. We believe this will significantly enhance the convenience and accessibility for riders from the north who will use the Gold Line and that such an improvement will result in increased Gold Line ridership</p> <p>We request that further studies be conducted of Existing and Future Transit Service and specifically on establishing a 15/15</p>	<p>the Gold Line, there is little potential for added service. Bus service headways will be adjusted according to the demand and budget availability at the time the line opens. If your project develops additional ridership, RTD will add extra service.</p>



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	<p>minimum frequency of all routes within the study area that travel north/south on Federal, and a 15/30 minimum frequency for the routes that cross Federal.</p> <p>In addition we request that any further study consider relocating the 52 Route back to 52nd Avenue east of Federal. We feel that the redevelopment of the Marycrest site with its projected 300+ new households will also act as a catalyst for new development along Federal.</p> <p>Any of us at Urban Ventures and Perry Rose will make ourselves available to review this letter and participate in any further Transit Service analysis that RTD and FTA undertake.</p> <p>Sincerely, Richard R. Taft, Vice President, Development Urban Ventures, LLC</p>	
64	<p>David Heller DRCOG DRCOG Comments on Gold Line DEIS</p> <ol style="list-style-type: none"> 1. p. ES-3. Table ES-1: Goals for Gold Line Study Area. How were these goals developed? Were they part of the initial screening process? 2. p. ES-20 and throughout document. Reference of the Gold Line study as being in the 2030 Metro Vision Regional Transportation Plan is made throughout the document. There should be some mention that the Gold Line study is also included in the adopted DRCOG 2035 Regional Transportation Plan. (I don't know how feasible it is to update all the 2030 RTP references to 2035 RTP). 3. p. ES-25: Opening day is listed as 2015 in this EIS, but Liz Telford mentioned 2016 in her 8/18 presentation to the TAC. (Dates should be consistent). 4. p. ES-29. I like these insets where certain terms, (e.g. "Quiet 	<p>Goals for the Study Area. The goals were developed and vetted though the Local Governments Team (LGT), presented at the Gold Line Public Scoping Meetings and finally endorsed by the Agency Working Group (AWG).</p> <p>DRCOG 2035 RTP. This reference will be included in the FEIS in the Air Quality analysis for conformity purposes and when discussing the consistency with plans.</p> <p>The 2030 planning horizon was used for the alternatives analysis based on FTA direction. Since the Gold Line is applying for federal funds and needs to be evaluated on a nationwide basis, FTA wants RTD to be evaluated against the same planning horizon year as all other transit properties (2030).</p> <p>2015. RTD is assuming opening day on this date. RTD will be consistent in the future by identifying 2015 as the opening day.</p> <p>Inserts. RTD will attempt to use more of the text box format for defining technical subjects.</p> <p>Linked Transit Trip. A definition is provided in the FEIS in Chapter 4.</p>

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	<p>Zone”) are defined.</p> <p>5. p. ES-30. Define “linked transit trip”</p> <p>6. p. ES-31. Figure ES-19 Travel Time Comparison—While it may seem obvious, I would specifically indicate the units of time—minutes—on this chart.</p> <p>7. p. 1-3 In Section 1.3.2.1--.”As detailed below, automobile and bus travel times in the study area will increase in 2030 by approximately 35 percent.” (from what--2005?)</p> <p>8. p. 1-4. I am glad you included this section on Regional Connectivity. That objective supports one of DRCOG's goals and policies in reviewing any major transportation improvement.</p> <p>9. p. 1-5. Minority and low-income households should be defined (although they are later in Section 3.1.2. Environmental Justice)</p> <p>10. p. 1-5. Bottom. The US EPA defines the Denver metropolitan area as an attainment/maintenance area for PM10, CO, 1-hour ozone, and nonattainment for the 8-hour ozone standard.</p> <p>11. p. 1-6. Top --However, in 2007, Denver had measured violations of the 8-hour ozone standard. Also—under Affordability section—this information needs to be updated based on latest FasTracks cost increase. (August 2008)</p> <p>12. p.3-1-7. Bottom --.These changes are supported by local and regional plans. [Cite specific plans]</p> <p>13. p. 3.1-10. Under Low-Income definition. –List specific low-income thresholds.</p> <p>14. p. 3.1-14. Elaborate further on Metro Vision 2030 Plan definition of low-income households.</p> <p>15. p. 3.7-1. Fourth down—The USEPA has recently designated the Denver metropolitan area as non-attainment for 8-hour O3.</p>	<p>Travel Time Comparison. Units of time will be added; yes the unit is minutes. The comparison between ‘existing’ and 2030 is 2005 as the base.</p> <p>Regional Connectivity. Comment noted. This is important to the success of the Gold Line project and FasTracks.</p> <p>Minority and Low Income. These terms will be footnoted in Chapter 1, Purpose and Need.</p> <p>Air Quality Comments. Comments 10, 11, and 15 have been addressed in the FEIS.</p> <p>Plan Citations. Comment 12. The plans have been cited in the FEIS.</p> <p>Low Income thresholds. Comments 13 and 14. These thresholds have been included in the FEIS.</p> <p>2035 RTP. Comment 16. This reference has been added in the FEIS.</p> <p>Chapter 5. Comment 17. RTD uses the most recently Board adopted financial plan for the purposes of EIS analyses.</p> <p>Chapter 5. Comment 18. An overall time line has been included in Executive Summary and in Chapter 6.</p>



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	<p>16. Under Regional Transportation Conformity section, update as follows...”The Preferred Alternative of the Gold Line project is included in the DRCOG 2008-2013 Transportation Improvement Program (TIP) and is consistent with the DRCOG Metro Vision 2035 Regional Transportation Plan.</p> <p>17. p. 5-6. 5.3 Financial Feasibility section, including Table 5-5 needs to be updated to reflect latest FasTracks Annual Program Evaluation Summary (APE).</p> <p>18. 18. An overall implementation bar chart, showing the completed steps, future steps and approximate date of completion with significant milestones, (i.e. FEIS, New Starts submittal, Final Design, ROW, Construction, Opening Date, etc.) would be helpful. I do not believe I saw any timeline this comprehensive in the document.</p>	
65	<p>Michael Tavel comment on gold line DEIS Regarding 38th Ave station area: This station should be planned to be as accessible as possible to pedestrians coming from 38th Ave, and thus as close as possible to 38th Ave. This is so that North Denver residents, when walking or cycling, can easily access the station from our primary east-west mixed-use transportation corridor. A pedestrian bridge over the rail yards, and close to 38th Ave, is necessary due to the substandard pedestrian environment at the 38th Ave. underpass. The station area should be planned to support dense TOD redevelopment on the east side of the rail yards. The gold line EIS should coordinate with the Northwest Rail EIS on these topics: The Fox Street neighborhood will become a significant TOD due to market demand and its position on the line to Boulder from Denver. The Northwest rail should stop all day in both directions</p>	<p>Bike and Pedestrian Access. Please refer to the response to Comment No. 49 above.</p> <p>Station Selection. Please refer to the response to Comment No. 3 above.</p> <p>Pedestrian Bridge. A pedestrian bridge in the vicinity of 41st Avenue is currently in the FEIS plans.</p> <p>TOD Development. RTD has participated with the City and County of Denver in their TOD planning effort to encourage station compatibility with future land use planning for the station area.</p> <p>Northwest Rail Access. Access to the Northwest Rail system is planned in the morning and evening peak periods in the peak direction at both the 41st Avenue East and Pecos Stations. After opening day, RTD and the Gold Line operator will continue to monitor demand and adjust service accordingly.</p>



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	<p>to coordinate with this redevelopment, and to provide additional paying customers for the Northwest Rail.</p> <p>We must ensure that the Northwest Rail can transfer its riders to the Gold line in both directions. This is to support travel between Arvada and Boulder.</p> <p>If the Northwest rail, on opening day, stops both ways all day at the Pecos station, but not at 38th Ave, then there needs to be a cross platform transfer at the Pecos station so that riders originating at 38th Ave in the morning can transfer to northwest rail and travel to Boulder – without having to first travel to Union Station.</p>	
66	<p>I'd like to see the Olde Town station match the community character and be built with brick & stone. While it isn't the least expensive building system on the front-end it will cost less over the life of the building and be beautiful addition to the area. Using load-bearing masonry instead of just a veneer over a steel frame will reduce the construction cost by 25 % by decreasing the amount of steel.</p>	<p>Olde Town Station Aesthetics. The general station architecture has been established through the station design planning process since the DEIS. Materials consistent with station architecture have been proposed. RTD has a base cost for each station along the Gold Line. Local governments may upgrade station materials as their funding permits.</p>
67	<p>Christine Howland</p> <p>REF TO SHERIDAN STOP ON GOLD LINE:</p> <p>Of course I suggest moving the stop to the West side of Sheridan first. But is that is COMPLETELY not possible, than I suggest:</p> <p>To handle Traffic – speed bumps and/or median islands to slow drivers down on 60th Ave, having only one entrance to the facility by keeping it towards the West end of 60th.</p> <p>To handle security – The low height parking lights that face directly downward is good but if they were motion lights that would be better. The trains run about every hour through the night so motion lights need to be focused on the lot only. This will also help with privacy.</p> <p>To handle privacy – The proposed parking lot directly behind our homes on 60th Ave is the main violator. Trees and fencing will</p>	<p>West Side Location. The proposed station is planned for the east side of Sheridan Boulevard but has been completely reconfigured as shown in Chapter 2, Alternatives Considered. The new station moves the parking from the open field behind your home to the storage facility lot (which is assumed to be acquired by RTD). The storage facility is approximately 260 feet from your property.</p> <p>Speed Bumps. RTD has no plans or the authority to add speed bumps or other forms of traffic calming devices on 60th Avenue. Traffic issues on 60th Avenue should be addressed by the City of Arvada.</p> <p>Station Lighting. Station lighting decisions have been vetted through the station planning process. RTD is planning to use downward directed lighting to reduce light pollution. RTD works with local governments to make lighting consistent with local guidelines.</p>



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	<p>not be enough. Even a set back of 10 yards to the lots edge will not be enough. Our homes sit above the open space lot (owned by the Fire Alarm Company). To provide you a better picture, I can see the roof of the storage facility. We don't want to loose our view of the mtns so a large wall at decided height may help. But the best option is to have the proposed second parking lot on the South side of the tracks with a pedestrian bridge. Liz, project manager, said this was too costly but when you consider landscaping for privacy and safety, the cost will be the same.</p>	<p>South Parking Lot Location. Parking has been moved to a new location as referenced above. A second parking facility south of the station and associated pedestrian structure are outside of the current budget for the station.</p>
68	<p>Jennifer Husum I prefer the stop at 41st out of all the proposed stops. I think it would do a lot for the development of the surrounding area. This new stop needs to have pedestrian and bicycle access to maintain and increase ridership. Due to student housing in the area, if the access points are done right, over 500 students will be able to use this station. Also, if the 41st street station is implemented Brannan Sand and Gravel needs to be relocated. Thank you.</p>	<p>Selection of the 41st Avenue East Station. Please refer to the response to Comment No. 3 above. Bike and Pedestrian Access. Please refer to the response to Comment No. 49 above.</p>
69	<p>Comments for Gold Line DEIS Jane Schnabel 7005 Grandview Ave. Arvada, CO 80002 The DEIS is very thorough and addresses all aspects of the project which I have been involved with as a community member since the MIS was conducted in 1999. Following are only a few areas that I would like to emphasize as being crucial for inclusion in the final draft. 3.5.2 Affected Environment The Stocke-Walter Historic District on Grandview Avenue between Lamar and the Wadsworth By-Pass will be the gateway to Olde Town Arvada. Twenty thousand riders per day will be able to view the homes and activities of the residents on</p>	<p>Visual and Privacy Impacts on Grandview. Please refer to the response to Comment No. 26 above. The SHPO agrees that the reintroduction of passenger rail into a historic district that was originally served by the trolley does not negatively impact the visual environment or aesthetics of the area. Privacy. The FEIS indicates that there is an average of 100 feet of distance, including the two-lane Grandview Avenue, between the train and the front of the residences. Additionally, the track will be from 3 feet (near Wadsworth Bypass) to 8 feet lower than Grandview Avenue (near Lamar Street), reducing the sight line to the residences. The speed of the trains through this segment (above 40 miles per hour) will also limit the exposure of any person viewing the adjoining residences. Refer to the revised visual simulation in Section 3.5, Visual and Aesthetic Qualities.</p>

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	<p>Grandview as well as the residents viewing many EMU's daily. This visual and privacy impact needs to be mitigated with more than just the proposed wire fencing in the DEIS (figure 3.5.9). A suggestion for a similar type fencing that is being used on the new Grandview bridge is put forth. If it is of sufficient height, vines and other natural vegetation would help not only with visual impact, but could also act as a noise buffer. A fencing of this type would also provide an aesthetic quality for the historic neighborhood not found with the standard chain-link type fence.</p> <p>3.5.18 Arvada Section, Structures and Retaining Walls</p> <p>Because the tracks pass 50-100 feet in front of historic residential structures on Grandview Ave. in the Stocke-Walter Historic District, it is imperative that the recommendation for a single track from Ralston Creek to approximately Dudley Ct. be followed. This also will allow all historic structures in the Olde Town proper to remain untouched.</p> <p>It is also recommended that architectural catenary poles be used throughout the area.</p> <p>3.8.1 Noise</p> <p>Noise mitigation using Quiet Zones is imperative. According to figure 3.8-3, all residences on Grandview Ave in the Stocke-Walter Historic District and businesses located on Grandview Ave. in Olde Town will be "severely impacted" by noise. It is essential to pursue Quiet Zone improvements at existing at-grade rail crossings since horn noises from existing trains and proposed commuter rail will continue to be the primary noise issue. The tracks in the Stocke-Walter Historic District will be only 50-100 feet from the front doors of most residences.</p> <p>Thank You, Jane Schnabel 7005 Grandview Ave. Arvada, CO 80002 303-423-5585</p>	<p>Single Track. The single-track configuration has been preserved in the section of the alignment that you suggest.</p> <p>Noise. Quiet Zones will be implemented from Lowell Boulevard to Tabor Street. Please refer to Comment No. 4 above.</p>



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70	<p>Lola Salazar Salazar Family Foundation</p> <p>Hi there,</p> <p>As one of the owners of the Regency Student Housing Community I really think out of the three rail stops outlined in the DEIS for Inca Street I prefer the stop at 41st. I can't stress the importance enough of our student safety to and from the rail stop. I know if the stop at 41st is done correctly I am confident our 500+ students will use the light rail system to school and around town.</p>	<p>Selection of the 41st Avenue East Station. Please refer to the response to Comment No. 3 above.</p> <p>Bike and Pedestrian Access. Please refer to the response to Comment No. 49 above.</p>
71	<p>Doug Magee</p> <p>Gold Line DEIS comments Gold Line DEIS Comments and Questions</p> <p>The Gold Line Corridor Draft EIS is an impressive document. It is well written, extremely detailed yet the Executive Summary presents the nearly two-year EIS process in an interesting and substantial way. The graphics, maps, charts, tables etc. are well designed and work well to enhance the narrative sections of the document. While hundreds of pages in length, the document is enjoyable to read, that is if the topic is of interest to the reader.</p> <p>The Gold Line Corridor EIS process provided a good analysis of various routes and alternatives – from LRT, DMU, EMU and Streetcar – and determining the best technology (EMU) and route to be used (existing rail corridor) to serve the NW Denver area. I support the preferred alternative described in the DEIS document.</p> <p>The East Direct Design option for the alignment of the Gold Line from DUS to Pecos St. station is the correct alignment choice for this segment of the line.</p> <p>The FTA's New Starts funding program is mentioned in the DEIS. Can that federal funding be secured as well as any Penta P funding (private funding pilot program)? Or, are these two funding</p>	<p>East Direct Design Option. This option has been selected primarily because the railroad companies did not support the original Railroad Alignment due to concerns about conflicts with their freight operations in the North Yard.</p> <p>Penta-P and Funding. The Penta-P is a program sponsored by FTA, which provides both the potential for New Starts Funding and the infusion of private capital. The programs are complementary, not mutually exclusive.</p> <p>Northwest Rail and Gold Line Shared Track. Yes, these two projects share the trackway and the stations from DUS to near the Pecos Street. The 7.5 minute peak headway proposed for the Gold Line is possible under this configuration.</p> <p>Operating Schedule. RTD will truncate service if the demand is not sufficient. Service will be increased if demand is greater.</p> <p>Duration of Construction. This is based on industry averages and the experience of the project team. The actual schedule will be determined by the Penta-P contractor, and may be shorter.</p> <p>Ward Road Parking. Please refer to the response to Comment No. 55 above regarding Ward Road parking.</p> <p>Quiet Zones. Please refer to the response to Comment No. 4 above regarding the implementation of a Quiet Zones.</p>



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	<p>sources mutually exclusive and you pursue one source or the other?</p> <p>Do the Gold Line and Northwest Rail projects actually share the same tracks (trackway) from DUS to Pecos St., or do the two projects just share the bridge structures and alignment ROW for the first few miles north of DUS? If track is shared, is it envisioned that schedules for both routes will meet the proposed schedules even though tracks are shared?</p> <p>The preliminary train operating schedules are excellent, but RTD should have flexibility to reduce late night (10:30 PM and later) and early morning (from 4:30 AM) to one train per hour seven days a week based upon actual ridership. RTD should base any revised schedules after at least six months of operations.</p> <p>The DEIS breaks down the construction schedule but the 36 to 48 month schedule seems long. Why will it take so long to build the 11 miles of rail line and station construction for the Gold Line?</p> <p>Parking spaces available at the seven stations for opening day in 2015 seem appropriate except for the end of line station at Ward Rd. While ridership projections are based upon industry-accepted methodology, I believe the estimate of 200 parking spaces needed at Ward Rd. for 2015 is too low. RTD needs to be flexible in its design of the Ward Rd. station so in the event additional parking spaces are needed once the line opens, that RTD quickly can create temporary parking (a gravel lot) where the additional spaces projected for 2030 parking will be constructed.</p> <p>The inclusion of Quiet Zones (Quiet Zone) on opening day in 2015 from Lowell Blvd. in Adams County to Tabor St. in Wheat Ridge must be part of the Gold Line design from the beginning. Local jurisdictions within this area must invest in Quiet Zone for existing freight train operations prior to opening day in 2015 for the Gold Line.</p> <p>Pedestrian and bike accessibility to each of the seven stations is critical. Such access needs to be coordinated with each local</p>	<p>Bike and Pedestrian Facilities. Please refer to the response to Comment No. 49 above.</p> <p>Power Needs of EMU. The EMU vehicles require slightly more power when compared to LRT regarding energy requirements, because they are about 30 percent heavier. Both can operate on either alternating current (AC) or direct current (DC) current, but the latter is more common for LRT. AC is being used for this project because the capital cost of the traction power system is slightly less due to smaller copper supply lines and fewer substations. AC power would require one substation, while DC power would require 11 substations.</p>



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	<p>jurisdiction as part of proposed TOD plans by each jurisdiction for each station. Pedestrians, bikes, persons with disabilities, including those in wheelchairs, and buses need to have priority over other vehicular access to the stations.</p> <p>What is the difference between the electrical power needs of EMU technology (kVA) vs. the electrical power needs of a light-rail vehicle (Vdc)? Do EMUs use more or less power to get up to, and maintain speed compared to LRTs?</p>	
72	<p>Guillermo V. Vidal City and County of Denver September 2, 2008 Mr. Dave Beckhouse, FTA c/o GBSM, Inc. 600 17th Street 2020-S Denver, CO 80202 Re: RTD Gold Line DEIS Comments Dear Mr. Beckhouse:</p> <p>Thank you for this opportunity to comment on the Gold Line Draft Environmental Impact Statement (DEIS). Several city staff from multiple agencies and departments have reviewed the document and provided comment. The full list of comments is available for consideration by FTA and RTD on the enclosed spreadsheet.</p> <p>There are two issues of particular interest and concern to the City and County of Denver that I would like to call attention to:</p> <p>1. RTD Gold Line Denver Station Location: Of the station options presented in the DEIS, the City and County of Denver supports the 41st Avenue Station location as the preferred station location in Denver. Specific reasoning for our support of this station location can be found in the enclosed spreadsheet.</p>	<p>Selection of the 41st Avenue East Station. This station option has been selected. Also, please refer to the response to Comment No. 3 that addresses the station selection process.</p> <p>Impact on 3501 Park Avenue. RTD is working with the City and County of Denver and toward a consensus position.</p>



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	<p>2. RTD Gold Line Preferred Alignment:</p> <p>The preferred alignment identified in the DEIS will intersect property owned by the City and County of Denver at 3501 Park Avenue. Currently, there are several existing and planned critical operations at this site that would either be temporarily or permanently impacted if this alignment is selected. The City's preference and current plan is to continue and expand operations at this location. Impacts from the construction of a new rail alignment across this property will affect critical day to day operations and would likely cause displacement of at least some of the City's current facilities and operations. Such impacts are likely to have additional environmental and fiscal implications which must be adequately discussed with the City and addressed by RTD prior to publication of the Final Environmental Impact Statement.</p> <p>At this time, discussion of these potential impacts and mitigation efforts are not included in the DEIS document as reviewed and must be taken into consideration.</p> <p>The City and County of Denver is a strong proponent of the RTD FasTracks program and the Gold Line Environmental Impact Statement process. We look forward to continuing to work with FTA, RTD and the Gold Line stakeholders to address all of the issues and concerns of this future improvement as we continue to move this effort from concept to reality.</p> <p>Sincerely, Guillermo V. Vidal Manager of Public Works CC: Councilwoman Judy Montero, District 9 Councilman Rick Garcia, District 1 Bob Kochevar, FasTracks Liaison, Public Works Peter Park, Manager, Community Planning & Development Crissy Fanganello, Director Policy & Planning, Public Works</p>	



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	<p>Michael Sheehan, Senior Engineer, Public Works Steve Gordon, Manager, Community Planning & Development Tom Hoaglund, Senior City Planner, Community Planning & Development Jenn Hillhouse, Senior City Planner, Public Works</p>	
73	<p>Jeanne Shreve Adams County c/o GBSM, Inc. Attention : Dave Beckhouse, FTA 600 17th Street, #2020-S Denver, CO 80202 September 2, 2008 RE: Adams County's Official Comments on the Draft Environmental Impact Statement for the RTD FasTracks Gold line Dear Gold Line Project Management Team, Adams County has actively participated in the Gold Line Draft Environmental Impact Statement (DEIS) process through regularly attending meetings and organizing multiple county staff meetings with the project team. The County is pleased with the progress of the Gold Line EIS process and looks forward to working towards the Final EIS with the project team and the other jurisdictions along the corridor. To that end, please find attached Adams County's official comments for the DEIS. Should you have any questions, please do not hesitate to contact me at 303.453.8809. Sincerely, Jeanne M. Shreve, Transportation Coordinator Cc: Rob Coney, Director, Planning and Development</p>	<p>Station Nomenclature. For the purposes of the FEIS, the name will remain Pecos East to avoid reader confusion. After the environmental process is complete, Adams County should contact their RTD Board representative to make this request.</p> <p>Funding of the Pecos Grade Separation. Comment No. 6 above, presents the strategy for designing the Pecos Station if the grade separation project is not constructed before the Gold Line construction. The Pecos East option has been reconfigured (Pecos Option A) such that whether the grade separation project is built before or after the Gold Line, the station can remain on the east side and can either accommodate the Northwest Rail transfer on opening day or be retrofitted for a Northwest Rail transfer in the future.</p> <p>RTD can not commit \$3 million to the Pecos grade separation project. Investments in the grade separation project by Adams County can potentially be considered in subsequent local match considerations.</p> <p>Extension of 60th Avenue for the Pecos West Station. Since the Pecos West Station is no longer under consideration, this comment is no longer relevant.</p> <p>700 Parking Spaces at Pecos East Station. Travel demand estimates for parking assume the transfer to Northwest Rail at the Pecos Station. Recent travel demand modeling suggests that the 2030 parking demand is for 525 spaces. RTD and Adams County have agreed to identify triggers for parking expansion in an IGA. ROW that Adams County owns near the station can be considered in local match to the extent that the property contributes to the function of the station.</p>

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	<p>Besharah Najjar, Acting Director, – Public Works</p> <p>Adams County's comments are grouped by the following topics:</p> <ul style="list-style-type: none"> • Pecos Junction Station • Clear Creek at Federal Station • 60th Avenue Impacts • Other Roadway Impacts • Reasonably Foreseeable Future Projects and Impacts to TOD Planning Area • Drainage and Water Quality <p>Pecos Junction Station</p> <ul style="list-style-type: none"> • The County refers to the Gold Line station at Pecos as Pecos Junction. • The County's preferred location for Pecos Junction is the East Option, and the County requests the Pecos West Option be eliminated prior to the Final EIS. • Adams County understands the East Option is contingent on the construction of the Pecos Grade separation project (Project). There are multiple references to the Project being 'unfunded'. This is an inaccurate statement. The FIR cost estimate for the Project is \$43 million. The identified funds for the project are: <ul style="list-style-type: none"> – \$10 million federal – \$14.4 million Union Pacific Railroad (reimbursement arrangement per PUC allocation requirements.) – \$8.4 million Adams County in 2008; with \$7 million proposed for 2009. As costs and additional financial resources are identified, the County's financial portion will adjust accordingly. • Based on the FIR cost estimate for the Pecos Grade Separation Project (Project), the funding shortfall is 	<p>Subsection 6-08-05 in Reference to HB 1041, Pecos Street Station. RTD is analyzing the traffic generated by stations, and has developed parking projections (including Gold Line and Northwest Rail demand) based on FTA and best practices guidance. These analyses are consistent with the assumptions in the currently adopted 2030 RTP as inputs to the adopted regional travel demand model. RTD will base mitigation measures on those analyses, as presented in the DEIS and this FEIS. These mitigation measures will be adopted in the federal decision document for the project.</p> <p>Any requirements for an analysis for a development application that differ from NEPA requirements, in assumptions or process, may lead to a schedule delay for the project if FTA requires revised submittals. It is critical that RTD and FTA do traffic and parking analyses, for the EIS and any other studies, based on consistent assumptions and acceptable practice.</p> <p>Regional pnR. Comment noted. The regional travel demand model accounts for parking demand at each station. The demand at the 41st Avenue East Station can not be met at Pecos since the demand at the former is originating from northwest Denver. Moving the parking from 41st Avenue East to Pecos would require out of direction travel by our patrons. The same issues generally hold true for the Westminster station.</p> <p>How RTD Accounts for the Percentage of Bus Trips to the Pecos East Station. The mode of access information is derived from 2030 regional travel model results. These results represent mode of access to stations in the peak period, not all day. This is important to note because, according to the travel model, drive access to this station is higher in the off peak than in the peak period. The total peak period boardings for this station are fairly low. The low amount of drive access trips and very low amount of walk access trips combined with a relatively sizeable number of people transferring from the 6a bus to the Gold Line yields a high percentage of bus transfers in the peak period. The local bus route</p>

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	<p>approximately \$3 million. Adams County requests RTD consider financially contributing \$3 million to the Project because it affords the only rail-to-rail transfer station outside of the City and County of Denver.</p> <ul style="list-style-type: none"> • In order to eliminate the West Pecos Station Option from further consideration, what documentation is required to satisfy the District that the Pecos Grade Separation Project is funded, and the County is committed to building the project? • Figure 2-23 indicates an “access road by others.” If the Pecos West Option is kept in the Final EIS, RTD should be responsible for building the access road (extension of 60th Avenue) from Pecos to the station. • Will 700 parking spaces be adequate to support a regional Park and Ride facility at Pecos Street? Because Pecos Junction is a transfer station between the Northwest rail and the Gold Line, it is logical to assume more parking would be needed. • RTD has stated they will abide by all local standards and regulations throughout the FasTracks EIS processes. • RTD and the Gold Line Team should review and be familiar with Subsection 6-08-05 in Chapter 6 of the Adams County Standards and Regulations, of which the Gold Line will be required to comply with for a Rapid or Mass Transit Facility. <ul style="list-style-type: none"> – At the time of the development application for Pecos Junction Station, RTD will be required to submit a narrative and associated analysis of the motor vehicle, bicycle, and pedestrian traffic likely to be generated by the stations, including but not limited to traffic generation at various times of the day, potential congestion, and potential demand for parking generated by the development. – As a part of the application submittal, RTD will be required to show parking projections at the Pecos 	<p>6 will be the only bus serving the Pecos Station in 2030. This route will provide access from 104th Avenue near I-25 to the Pecos Station. The Pecos Station offers a 7.5 minute peak headway and a quick trip to downtown Denver. Remaining on the route 6 to get to downtown Denver would take significantly longer.</p> <p>Construct Free Westbound Right Turn Lanes. This analysis was done without the grade separation improvements. Due to the proximity of the I-76 on ramp, this may still be needed for lane merging. This recommendation will be revisited in coordination with the grade separation design.</p> <p>Figure 4-9. There are no plans to add lanes on Pecos Street or 62nd Avenue; mitigations are for turn lanes only.</p> <p>Greater coordination is needed. This comment was acknowledged and the coordination has been provided.</p> <p>Table 4-8. The corrections have been made in the FEIS.</p> <p>Standards and Regulations Require a Spacing of 600 Feet Between all Major Accesses. Approximately 150 feet is a minimum separation distance established by queuing analysis. County requirements of 600 foot spacing of major access points will be reviewed. The current access design is being modified with every attempt to meet this criterion.</p> <p>Gold Line’s Proportionate Share of Traffic on Pecos Street. Pecos Street south of I-76 is estimated to carry 25,000 Average Daily Traffic (ADT) in 2030 and about 50,000 ADT north of I-76. As referenced above, drive access to this station is higher in the off peak than in the peak period. The total peak period boardings for this station are fairly low. The low amount of drive access trips and very low amount of walk access trips combined with a relatively sizeable amount of people transferring from the 6a bus to the Gold Line yields a high percent of bus transfers in the peak period and therefore smaller traffic impacts to Pecos Street. Peak hour analysis was done to quantify impacts and recommend mitigation for Gold Line impacts per adopted EIS methodology and standard</p>

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	<p>Junction Station that include both the Gold Line and Northwest Rail. This analysis should be conducted prior to the Final EIS.</p> <ul style="list-style-type: none"> • Adams County considers the Pecos Junction Station as a regional Park & Ride facility because of the direct access to/from I-76, and the close proximity of I-70 and I-25. • Including the Northwest Rail line in the EIS Gold Line parking analysis for Pecos Junction will allow local jurisdictions to better react to the direct ridership implications of the FasTracks program at multiple stations, potentially alleviating parking demand at both Westminster's 71st & Lowell Station, and Denver's 38th/41st Avenue station. Placing more parking at Pecos Junction helps to meet Adams County's objective of providing a regional commuter park and ride facility while potentially allowing for additional development opportunities for Westminster and Denver at their respective stations. • According to Table 4-5, 65% of the trips to the Pecos Junction station will be by transit. Currently the RTD Route 6 is the only service along Pecos with no additional bus service proposed in the Preferred Alternative Bus Operations Plan (Table 4-4). How does the District account for this high percentage of bus trips to the Pecos Junction Train Station? • Section 4.7.3.2 Pecos Station Options – <ul style="list-style-type: none"> - The first bullet under Pecos East Station reads, "Construct free westbound right turn lanes into the northbound lane addition in 2015." Does this statement indicate an additional number of (dedicated) right turn lane(s) from 60th Avenue onto northbound Pecos? This statement needs to be clarified. Figure 4-12 needs to be updated to reflect the number of lanes on both 62nd and Pecos Street required for mitigating the traffic impacts. Greater coordination between the Gold Line team and the Pecos grade separation team is needed to ensure the 	<p>practice. The identification of required traffic mitigation measures follow the RTD EIS traffic projection and adverse effect methodology, which was developed using best practices in traffic analyses and DRCOG standards for improvements. That is, if the level of service (LOS) degrades below D as a result of the project, or if the intersection is already at LOS E and delay increases by 10 percent or more, then the project will include mitigation for that impact.</p> <p>Federal Station Nomenclature. Please refer to the comment on this same subject above.</p> <p>Subsection 6-08-05 in reference to House Bill (HB) 1041, Federal Boulevard Station. Please refer to the comment above regarding this subject for the Pecos Street Station.</p> <p>Clear Creek at Federal Station: It appears that the area depicted in the preliminary station plan in Figure 2-24 is larger/different than what is shown on the property acquisition. This station has been redesigned to address new floodplain information. However, the reason for the discrepancy is that the amount of property that needs to be acquired under the original design is actually larger than the station footprint. There would be a small 'surplus' of property under the old design due to the assumptions on parcel acquisition. This condition is also true for the new design.</p> <p>61st Avenue Should be 60th Avenue. This change has been made in Chapter 4, Transportation Systems, of the FEIS.</p> <p>Figure 3.10-3 on p. 3.10-13 Shows the Federal West Design Option. The cross section of the bridge construction remains correct and valid; however, the reference to the Federal West Station platform should have been removed from the graphic. It has been removed from the FEIS.</p> <p>No Parking in the Floodplain. Further research on the floodplain in this location has revealed that the earlier flood elevations were not correct. The new information shows that the majority of the site</p>

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	<p>latter does not preclude any needed mitigation requirements for FasTracks.</p> <ul style="list-style-type: none"> - The second bullet under Pecos East Station reads, "...150 feet east of Federal Boulevard..." This needs to be changed to Pecos Street. Table 4-8 also references Federal Boulevard when it should be referencing Pecos Street under the Pecos options. - The second bullet also states, "...the access location should be a minimum of 150 feet east of [Pecos Street] by 2015." 62nd Avenue is classified as a major collector and the Adams County Standards and Regulations requires a spacing of 600 feet between all major accesses. Due to the high percentage of truck and bus traffic in this area, this additional storage should be considered necessary for traffic to operate efficiently. <ul style="list-style-type: none"> • According to Figure 4-7, Gold Line Study Area Roadways 2030, Pecos Street will experience severe congestion during the PM peak from I-76 north, and from 52nd Avenue south by 2030. The DEIS does not indicate the Gold Line's proportionate share of the traffic on Pecos Street by 2030, particularly in the areas indicated to fail by 2030. • Clear Creek at Federal Station • The County refers to the Gold Line station at Federal as the Clear Creek at Federal Station. • RTD and the Gold Line Team should review and be familiar with Subsection 6-08-05 in Chapter 6 of the Adams County Standards and Regulations, of which the Gold Line will be required to comply with for a Rapid or Mass Transit Facility. <ul style="list-style-type: none"> - At the time of the development application for the Clear Creek at Federal Station, RTD will be required to submit a narrative and associated analysis of the motor vehicle, 	<p>is not in the floodplain. Nonetheless, due to concerns of flooding, the station has been redesigned. The new design is shown in Chapter 2, Alternatives Considered, of the FEIS.</p> <p>Grade Separation of 60th Avenue. The traffic analysis for the EIS does not indicate that a grade separation of 60th Avenue is required for the operations of the Gold Line. While Adams County may see this as a desirable project, the Gold Line project can not commit to grade separations that are not directly required for this project.</p> <p>Adams County "Clay Outfall Project." RTD has been coordinating with Adams County regarding the future needs of these projects. Again, while RTD will work to not preclude Adams County projects, RTD can not commit to improvements not directly relate to the Gold Line project. RTD will define coordination protocols in the IGA with Adams County. The extent to which Adams County improvements contribute to the benefit of the Gold Line project will be considered for the local match calculation.</p> <p>Other Roadway Projects, 52nd Avenue and Sheridan Boulevard. The Gold Line rail project does not substantially contribute to the roadway congestion that is mentioned in your comment. The FasTracks methodology for station generated traffic impacts accounts for impacts within 0.25 mile of the station. Both 52nd Avenue (approximately 4,800 feet) and Sheridan Boulevard (approximately 7,600 feet) are well beyond the anticipated area of influence.</p> <p>Federal West Station Impacts. This observation is correct. This has been changed in the FEIS.</p> <p>Reasonably Foreseeable Projects. For the DEIS and FEIS, the Gold Line team is responsible for identifying projects that have been included in the TIP or RTP (2030). Please identify those projects in these adopted plans and the changes will be made. Any development plans are included in the EIS (i.e. CARMA development) so long as they have been adopted in the 2030</p>

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	<p>bicycle, and pedestrian traffic likely to be generated by the stations, including but not limited to traffic generation at various times of the day, potential congestion, and potential demand for parking generated by the development.</p> <ul style="list-style-type: none"> • According to Figure 4-7, Gold Line Study Area Roadways 2030, Federal Boulevard will experience severe congestion during the PM peak along the majority of the corridor by 2030. The DEIS does not indicate the Gold Line's proportionate share of the traffic on Federal by 2030. • At the Clear Creek at Federal station it appears that the area depicted in the preliminary station plan in Figure 2-24 is larger/different than what is shown on the property acquisition map on page 3.3-8. • Section 4.7.3.3 Federal Station – The first bullet point refers to 61st Avenue. This needs to be changed to 60th Avenue. • Figure 3.10-3 on p. 3.10-13 shows drawings of the Federal West Station impacts on Clear Creek. Federal West is not an option in the Preferred Alternative. • Adams County does not currently allow parking in the flood plain. Under this current County policy, the District would be required to raise the station and park & ride out of the floodplain prior to development. Please refer to Drainage and Water Quality comments for further discussion on this topic. <p>60th Avenue Impacts</p> <ul style="list-style-type: none"> • RTD and the Gold Line project team need to have greater coordination with the County and Urban Drainage to minimize potential conflicts and ensure the future alignment of 60th Avenue, the Gold Line alignment, the TOD redevelopment area, and necessary drainage improvements specified in the Clear Creek Drainage Master Plan are planned and implemented in an integrated manner. 	<p>RTP. Coordination with future Adams County projects and the Gold Line will be defined in the IGA.</p> <p>Gold Line Study Area. The Gold Line study area was developed using the Transportation Analysis Zones (TAZ) that have a significant number of trips to and from the proposed Gold Line station areas based on the 2030 DRCOG RTP. The development of the study area is used for the environmental analysis of direct and indirect impacts and does not limit the travel demand to particular stations.</p> <p>The trips to and from the Gold Line stations are not limited by the study area, since the travel demand model used for the project is a regional model. This model considers origins and destinations from all areas of the region. That means that the regional model does not cut off trips from outside of the study area. Therefore, trips to and from the Perl Mack neighborhood are included in the ridership, station area boardings, and parking demand analysis for the Gold Line EIS.</p> <p>Visual Impacts at the Pecos Station. The project team did not mean to be “dismissive” to the future land use plans of local governments. However, the analysis can not speculate about future view sheds but must rely on current conditions.</p> <p>Visual Impacts of Traffic at Federal Boulevard. Traffic continuing on Federal Boulevard is not an impact of this project. Traffic exists today and in 2030 and the project would not significantly increase the amount of the traffic or the impact from the traffic in the No Action condition.</p> <p>Drainage and Water Quality Related to the “Clay Outfall” project. RTD is coordinating with Adams County regarding this project. Since impacts from this project are not a result of the Gold Line project, it is not discussed in the document. Future coordination requirements will be defined in the IGA between Adams County and RTD.</p>

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	<ul style="list-style-type: none"> - Adams County understands 60th Avenue will need to be realigned as a part of the Gold Line project on the east side of I-76. The DEIS does not discuss 60th Avenue requiring realignment. Please clarify this assumption and reflect the proposed 60th Avenue realignment in future EIS documents. - The Clear Creek Drainage Master Plan proposes a realignment of 60th Avenue near Federal Boulevard. • Adams County is concerned about the Gold Line alignment creating a new at-grade crossing at 60th Avenue, particularly in light of the TOD Study market analysis, which indicates the area surrounding 60th Avenue is viable long-term for more intensive mixed use development. <ul style="list-style-type: none"> - RTD should consider grade separating 60th Avenue from the Gold Line railroad tracks. Because the Gold Line alignment is already on a portion of the I-76 embankment south of 60th, the District should analyze the feasibility of staying on the highway embankment to 60th Avenue, grade separate 60th Avenue, and continue on embankment making the gradual descent to grade north of 60th. - Furthermore, the County's Clay outfall project will likely intersect 60th Avenue and the Gold line at close to the same point. The Clay outfall project includes a pedestrian/bike trail to connect the Guardian Angels neighborhood south of 56th Avenue to the TOD redevelopment area and the Clear Creek and Little Dry Creek regional Trails. Please refer to Drainage comments for further discussion on the Clay outfall project. • Other Roadway Impacts • According to Figure 4-7, Gold Line Study Area Roadways 2030, 52nd Avenue and Sheridan Boulevard and will experience severe congestion during the PM peak by 2030. 	<p>Station Areas and Floodplains. The Federal Station for the Gold Line project is not in the floodplain based on the most recent mapping.</p> <p>Channelization of Clear Creek and the Gold Line Project. The Gold Line project will mitigate for impacts created by the Gold Line project. Preexisting conditions are not a direct impact of the project.</p> <p>Colorado Discharge Permit System (CDPS) requirements. The Gold Line project will comply with all permit requirements.</p> <p>Drainage; Other Comments. The Gold Line project will comply with all drainage requirements. RTD will coordinate with Adams County as they move forward on this project.</p>



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	<p>The DEIS does not indicate the Gold Line's proportionate share of the traffic on 52nd or Sheridan by 2030, particularly in the areas indicated to fail by 2030.</p> <ul style="list-style-type: none"> • Reasonably Foreseeable Future Projects and Impacts to TOD Study Area • A clear list of reasonably foreseeable future projects within the corridor study area should be disclosed and reflected in the analyses of DEIS. The list should include the following Adams County projects: <ul style="list-style-type: none"> - Pecos Grate Separation Project - Clay Outfall/Trail Project - CARMA Midtown Project north of I-76 - 62nd Avenue realignment east of Pecos Street to Lipan Street - 60th Avenue realignment between Federal and Pecos due to Gold line and drainage master planned improvements • The DEIS does not account for the 1,200 homes planned at the CARMA Midtown project north of I-76. • It appears that the study area shown in Figure 2-2 does not include the Perl Mack neighborhood to the north, which would provide a major source of ridership for the Pecos Junction station. • Concerning section 3.5 on visual impacts, the DEIS focuses only on current conditions (p. 3.5-16). The County's TOD planning calls for intensive commercial and residential uses in the area, particularly around the Federal station. The text comes across as dismissive because the area is currently vacant or industrial. The Final EIS should ensure the design of structures and walls to accommodate the rail line will be compatible with future uses and not focus solely on existing conditions. Also, the text describes impacts to the Clear Creek Trail crossing, but no rendering is provided. 	



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	<ul style="list-style-type: none"> The Gold Line crossing of Federal Boulevard has definite visual impacts, namely traffic, on Federal Boulevard. RTD should provide much better assurances of mitigating the visual and physical impacts to this major corridor. <p>Drainage and Water Quality</p> <ul style="list-style-type: none"> The DEIS does not discuss the Clay Outfall Project, which is a current drainage outfall system from Clay Street, south of 56th Avenue, to Clear Creek. The alignment of the outfall system is approximately halfway between Federal and Pecos. The county will utilize this project to build bike/pedestrian trail connections between the residential areas south of I-76, the stations areas, and the Clear Creek and little Dry Creek trail systems. It appears the outfall/trail intersects 60th Avenue at approximately the same location as the Gold line alignment. Greater coordination between the clay outfall/trail project and the Gold Line is crucial to ensure the former does not preclude any additional requirements needed to support the tracks and commuter trains traversing over the outfall system, as well as necessary safety measures needed to ensure the safety of bikes and pedestrians using the trail as the Gold Line crosses it at-grade. The DEIS ignored the “Major Drainageway Phase B, Conceptual Preliminary Design for Clear Creek,” dated February 2008 (Phase B Plan). This Report was sponsored by the City of Wheat Ridge, City of Golden, City and County of Denver, Jefferson County, Adams County, and the Urban Drainage and Flood Control District (UDFCD). The design provides the blue print for removing the Clear Creek at Federal Station from the 100-year floodplain. The EIS must follow any applicable Phase B Plan implementation recommendations. The proposed Federal and Sheridan Stations will be located within the designated 100-year floodplain by both the Federal Emergency Management Agency and Adams County. The 	

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	<p>DEIS has not analyzed the impacts of proposing such stations in a flood zone area. The Federal Station is proposed to be built at-grade without any analysis of how the station will be in compliance with the County and National Flood Insurance Regulations. Adams County's regulations currently prohibit the storage of floatable, in this case parked cars, in the floodplain. Any action to remove the proposed stations from the floodplain will require a Letter of Map Revision.</p> <ul style="list-style-type: none"> • RTD should consider financially participating in the channelization of Clear Creek per the UDFCD Phase B Plan. Current County regulations require parking areas to be elevated out of the floodplain. RTD will either have to raise the station platforms and parking area at the Clear Creek at Federal station out of the floodplain, or alternatively participate in the Phase B Plan. The County would prefer RTD's participation in the Phase B Plan Drainage Master Plan. • Section 3.10.2 Water Resources <ul style="list-style-type: none"> - Page 3.10-6, Paragraph 4 – Please note that a Colorado Discharge Permit System (CDPS) Groundwater Cleanup of Gasoline Wastewater General Discharge Permit may be required for the dewatering of contaminated ground water. - Page 3.10-12, Groundwater – It is recommended to revise the reference to the “NPDES” permit and replace it with, “Colorado Discharge Permit System Stormwater Construction Permit”. Also, at the end of the same sentence after “discharged”, it is recommended to add, “in accordance with federal and state regulations.” - Page 3.10-25 Floodplains/Drainage/Hydrology – General Comment: Improvements made within the drainageways should be made in accordance with applicable approved drainage master plans. - The DEIS should list applicable drainage master plans. 	



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74	<p>Marie Madeau</p> <p>train horns Hello, I do want to make sure that the train horns will not be blasting me and thousands of others out of bed between the hours of 10:00 p.m. and 7:00 a.m. They really are obnoxiously loud and way too long. I know the decibel level is being abused. They really don't need to blare them as loud and long as they do. I can be walking my dog at Crown Hill lake and hear the train horn. I don't know why the ducks and geese on the lake need to know there is a train coming. Yeah, it's really that loud. Please tell me it will go back like it was for the last 13 years and hear no train horns. At least while the majority is sleeping. Hopefully it's not a surgeon having to do surgery the next day. I await your response. Thank you. Marie</p>	<p>Noise Impacts. Please refer to the response to Comment No. 4 regarding Quiet Zones and noise mitigation.</p> <p>The existing noise exposure along much of the Gold Line Corridor is dominated by noise from the freight trains that operate during both daytime and nighttime hours. The noise is generated primarily from the horns sounded by the trains as they approach the numerous grade crossings along the line; these horns may be much louder than the minimum level required by FRA. Because the new FRA horn rule was already in force at the time we made the measurements, our characterization of existing noise should be representative of existing conditions unless the railroads have changed their horn-blowing practices since then.</p> <p>In summary, whatever the existing freight train horn noise levels are, this noise would be eliminated in the future by the application of either Quiet Zones or wayside horns as mitigation measures for the Gold Line project.</p>
75	<p>Steve Nguyen</p> <p>City of Wheat Ridge</p> <p>RTD Gold Line Comments</p> <p>Dave Beckhouse, FTA</p> <p>c/o GBSM, Inc.</p> <p>600 17th Street 2020-S</p> <p>Denver, CO 80202</p> <p>RE: Gold Line Fast Track Corridor Draft Environmental Impact Statement</p> <p>The City of Wheat Ridge has reviewed the above document and has the following comments:</p> <p>Table 2-12 – Gold Line Station Characteristics</p> <p>The City of Wheat Ridge does not believe 200 spaces on opening day is sufficient given that the existing Ward Rd. park-n-ride will be relocated to the new transit station and the fact that Ward Rd. is an end-of-line station.</p>	<p>Wheat Ridge Concern that Proposed Parking at Ward Road is Insufficient. Parking at the existing Ward Road pnR is currently 40 to 60 percent utilized (statistics over the past 10 years for the existing 491 spaces). RTD will provide parking for opening day that matches this demand as previously presented to Wheat Ridge.</p> <p>However, the plan to phase and monitor parking (noted in the DEIS) is intended to provide flexibility, to address parking demand as it occurs, to provide opportunities as market conditions change, and to not overbuild public infrastructure while resources are scarce.</p> <p>Therefore, RTD will work with Wheat Ridge and will provide, in an IGA, a commitment that RTD will purchase an additional 2 acres (which would account for 150 to 200 additional spaces) on opening day such that, if opening day demand exceeds expectations, the RTD will be able to adjust immediately. Since this property is presently used for the storage of Recreational</p>

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	<p>There are 491 spaces at the current Ward Rd. park-n-ride. Data provided by RTD states there was an average utilization rate of 42% between 2004 and 2008. The 2008 utilization averaged 53%. Fifty –three percent of 491 is 260, indicating that opening day parking will provide fewer spaces that are currently utilized at the current park-n-ride.</p> <p>Page 4-8 of the DEIS states, “Ward Rd. is an end-of-line station with a higher capture area than other stations and is planned to be served by six bus routes.” Page 4-9 shows the Ward Rd. station as having the second highest number of projected station boardings of all the stations on the Gold Line. One should expect that utilization of mass transit should increase significantly once the Gold Line is in service.</p> <p>The City is concerned that inadequate parking projections will doom the success of the Gold Line Ward Rd. Station. The parking impact will spread onto adjacent City streets and neighborhoods where there is little or no public parking. Adequate opening day parking has been a problem on some early RTD transit corridors. Thus, it is crucial that thorough projection analysis be done to determine the adequate number of opening day parking spaces. Appropriate mechanisms should be established to promptly address any unforeseen increases in demand for both opening day and 2030 scenarios.</p> <p>While the City is concerned with the current design providing inadequate parking on opening day, it is also concerned with valuable real estate being used for surface parking that could potentially become land used for TOD. As state below, the City would prefer that a parking structure would ultimately be constructed at the Ward Rd. in lieu of the initial surface parking.</p> <p>As currently proposed by RTD, approximately 10 acres will be acquired for surface parking adjacent to the proposed station site. This is valuable real estate with the potential for future TOD as</p>	<p>Vehicles, it would be ready to accommodate cars on opening day with no additional construction.</p> <p>Request for a Parking Structure. While parking structures are ideal from a land conservation perspective, parking spaces in structures are, at least, three times the cost of surface parking. The Ward Road Station location has not yet realized major market potential for redevelopment. This redevelopment is, of course, the desired outcome for both the City of Wheat Ridge and RTD. However, RTD can not expend local or FTA funds providing for this at opening day. RTD remains open to the potential that this will occur, hence the recommendation to monitor parking demand and market conditions in the DEIS. Should the City of Wheat Ridge, or developers who are working with the City of Wheat Ridge, show interest in structured parking, RTD will seriously consider such offers and will not preclude this from occurring.</p> <p>Current Zoning and Future Land Use Maps in the DEIS. This has been corrected in the FEIS.</p> <p>Future Facilities. This has been corrected in the FEIS.</p> <p>Surface Runoff and Water Quality at the Ward Road Station. RTD is aware that there are no existing storm water runoff projects to handle the existing problems. The project is prepared to handle the projected runoff (and water quality issues) related to the project. However the Gold Line project can not compensate for existing deficiencies.</p> <p>The proposed surface runoff and water quality solutions are provided in the engineering drawings found in Appendix C.</p> <p>Ward Road Station Roadway Area Deficiencies. RTD agrees that there are existing roadway deficiencies. The mitigation measures outlined in the DEIS are intended to solve roadway problems directly related to the Gold Line project. The proposed circulation scheme provided in our current station drawings would accommodate a future connection from West 50th Place to Ridge Road.</p>

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	<p>proposed in the City's Northwest Subarea Plan. The City does not have the funding or developer support at this time to engage in discussions about structure parking. The City would like the fact it would prefer structured parking to be included in the DEIS even if the funding is not available at this time. If structured parking were to become a reality, the City wants to be sure it is addressed properly throughout the EIS process to be sure there would be no issues with FTA at a later date.</p> <p>FIGURE 3.2-2 Current Zoning in the Gold Line Study Area The current zoning shown on this map does not show the correct zoning designation per the City of Wheat Ridge zoning maps. The DEIS map indicates the zoning has either Commercial or Other. The correct zoning for the area is primarily PID – Planned Industrial District or I – Industrial both north and south of the tracks. There are a few small commercial parcels fronting on Ward Rd.</p> <p>FIGURE 3.2-3 Future Land Use in the Gold Line Study Area The future land use indicated on this map shows Industrial or Commercial land uses for the Ward Rd. station area. This is incorrect per the Northwest Subarea Plan. The Northwest Subarea Plan contains a Preferred Land Use Map indicating the desired future land uses for the area. The Preferred Land Use Map shows this area as being primarily Mixed Use north of the tracks with Commercial on parcels fronting on Ward Rd. The area south of the tracks is Office/Light Industrial with commercial fronting on Ward Rd.</p> <p>Page 4-29 Future Facilities The two bullets under the Ward Road Station are incorrect. The first bullet should read that the proposed Tabor Street and Van Bibber Creek Trail are planned by Arvada not Wheat Ridge. Those connections are in the City of Arvada. The second bullet does not make sense as written. A suggested statement instead would be, "Per the City of Wheat Ridge Northwest Subarea Plan,</p>	<p>Safety Issues Related to End of Line (EOL) Storage. RTD convenes a "Fire, Life, and Safety" Committee for all of it's projects. This committee will provide the best available safety requirements for the EOL storage proposed at the Ward Road pnR.</p> <p>Local Match Contributions. The local match policy has been established on previous projects and RTD has provided the City of Wheat Ridge with this information.</p> <p>Existing Ward Road pnR Future Condition. The RTD is not able to negotiate future property relocations/changes until a decision document is obtained from FTA. Therefore, the future condition of the existing Ward Road pnR can not be discussed in the FEIS.</p>

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	<p>additional connections are proposed from Ward Rd. on the west along 50th Place and from the east along Ridge Rd.</p> <p>Section 3.10-11 – Preferred Alternative, Direct Impacts, Surface Water Runoff and Water Quality</p> <p>This section states that the runoff from the rail structures along the alignment would be collected and brought to the storm water system through under-drains and discharged to the local storm drainage systems. This is incorrect for the Ward Road station area and the rail line along Ridge Road. There are no storm sewers for existing or projected drainage in this area of the City. Impact from Ward Road Station drainage will be a major concern due to the fact that there are no existing drainage facilities. This station is thousands of feet away from the nearest available storm drain outfall. Non-traditional drainage facilities, such as over-sizing the detention pond, should be explored. The appropriate solution would require the construction of a new storm sewer system connecting to the available downstream facility. The DEIS does not discuss the inadequate storm drainage system in the vicinity of the Ward Rd. station or related solutions to address proper storm drainage.</p> <p>Page 4-25</p> <p>Figure 4-18 Depicts Ward Road Station Area Intersection Mitigation. While this document has identified major transportation improvements associated with station planning for the station, other crucial related improvements should be identified to provide a properly interconnected safe roadway network that has sufficient capacity. 50th Avenue and 52nd Avenue between Ward Road and the proposed north-south connecting road should be improved with turn lanes to provide safe travel to and from the station. The connection to Ridge Road should be identified and constructed by opening day as this connection will serve the residential/commercial area to the east of the station. Current indirect access to Ridge Road is via 52nd and Simms Street, which are local streets. These streets are</p>	



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	<p>substandard and inadequate to serve additional new traffic. Additional traffic introduced to these streets will have great impact to this existing residential area.</p> <p>Section 3.12.4 Avoidance and Minimization</p> <p>Parking lot and stored transit vehicles overnight at end of the line –there is no specific discussion to address safety issue in terms of vandalism and break-in.</p> <p>Page ES-35 How Would This Project Be Paid For?</p> <p>The City of Wheat Ridge believes that there should be an equitable method for local agencies to contribute their share of the local match to the project costs. The benefits of the Gold Line to local agencies should be proportionate to the share of the total local match. Based on the Study Area generated for this document, Jefferson County is a benefited agency and therefore should participate in the local match. It is also clear that agencies, such as Westminster, will benefit greatly from the Gold Line and should share in the local project match.</p> <p>Park and Ride Facility Acquisition</p> <p>As previously discussed, it is the City's understanding that the current park-and-ride at I-70 and Ward Road will be moving or consolidating with the new Gold Line Ward Road transit station. The City fully supports the plan and acknowledges that this is good planning. This presents an opportunity for the City's long range plan of realigning Youngfield/Ward Road to address the regional traffic congestion in the area. Specifically with the relocation of the current park, the City is seeking an opportunity to acquire the current Ward Road Park and Ride for future major roadway realignment. The DEIS should speak to the disposal of the Ward Road Park and Ride.</p>	

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76	<p>Eugene Howard SUNI (Sunnyside)</p> <p>During the DEIS presentation, a mock station design was shown. I thought this was a great starting point and provides a good concept of what a final station may look like. Whatever ends up being a final design, there needs to be serious consideration for renewable/sustainable energy and raw materials for this station (and for all stations along the Gold line corridor).</p> <p>Pedestrian and alternate modes of transportation must be factored into the station, the station's design and security.</p> <p>The relocation of the Bus Maintenance Facility should NOT be placed in close proximity to the Inca/38th Street station. There had been discussion of placing a bus maintenance facility in close proximity of this station (the former Denver Post site). Residents of SUNI, HUNI and Globeville are vehemently OPPOSED to this location being used for anything but vibrant, progressive, private redevelopment – NOT a transit maintenance facility of any sort for any kind of mass/bulk transit maintenance facility.</p>	<p>Renewable and Sustainable Energy and Raw Materials. Please refer to the response to Comment No. 55 regarding these issues.</p> <p>Alternative Modes. Please refer to the response to Comment No. 49 regarding bike and pedestrian access to the Gold Line stations.</p> <p>Location of the BMF. RTD has recently selected the Fox North site (north of 48th Avenue, immediately east of the railyards) for the new CRMF thus avoiding the need to relocate the Platte Division BMF. This decision was documented in the CRMF SEA and is included in the Gold Line FEIS. It will become final once FTA issues a decision document for the Gold Line (anticipated in the Fall of 2009).</p>
77	<p>Chandler Romeo Neorama</p> <p>Comment re: 38th & Inca Station Hopefully my comment isn't too late. I have great concerns over the location of the 38th & Inca station. In particular, there are three areas which need to be served by this station -- Sunnyside west of Inca, Highland, and the area to the northeast of the I-25 interchange. Of those three, I am most concerned that Highland, one of our oldest and most established neighborhoods in Denver, will be completely left out, without safe access to light rail, if the station is not located as close to 38th avenue as possible. 38th is a very dangerous street for pedestrians, and if that station is not located with safe access for Highland residents in mind there could be dire consequences. Please do not cut out an entire neighborhood from light rail</p>	<p>Selection of the 38th Avenue East or the 39th Avenue East Stations. The response to Comment No. 3 above presents the station option selection process and results. With all criteria considered, the 41st Avenue East Station option has been selected due to fewer property acquisition impacts, fewer traffic impacts, fewer historic property impacts, and generally more public support. The 41st Avenue East site is also better for TOD because it is more centralized within the developing area.</p>



Comment Number	Comment	Response
	<p>access. Please locate the station close to 38th Avenue and provide safe pedestrian access for all.</p> <p>Chandler Romeo (303) 433-5917 home (303) 437-7788 cell</p>	
78	<p>Jody Ostendorf US EPA Region 8 EPA's comments A signed copy was mailed today. Please call if you have any questions or concerns. Thanks! (See attached file: GoldLineDEIS.doc) Jody Ostendorf NEPA Program U.S. Environmental Protection Agency, Region 8 1595 Wynkoop Street Denver, CO 80202 303 312-7814</p>	<p>See the following responses to the United States Environmental Protection Agency (USEPA) comments.</p>
79	<p>Larry Svoboda U.S. Environmental Protection Agency, Region 8 David Beckhouse, Federal Transit Administration c/o Gold Line Team, GBSM 600 17th Street, Suite 2020 Denver, CO 80202 Re: Gold Line Corridor Draft EIS, CEQ# 20080276 Dear Mr. Beckhouse: The U.S. Environmental Protection Agency (EPA) Region 8 has reviewed the Draft Environmental Impact Statement (DEIS) for the Gold Line project. Our comments are provided in accordance with our authorities pursuant to the National Environmental Policy Act (NEPA), 42 U.S.C. 4231, Section 309 of the Clean Air Act,</p>	<p>Document is Easy to Read. Thank you for the compliment.</p> <p>Water Quality Impact Regarding Bacteria and Organics. At the suggestion of USEPA the DEIS team used the Driscoll Model as a quantitative method to measure possible impacts from Gold Line pnR. The Driscoll model is typically used for assessing the impact of runoff from highways on water quality. The model uses copper, zinc, and lead as surrogates for all contaminants of concern including biological oxygen demand (BOD), fecal and total coliform and other organics. However, the model does not specifically measure these contaminants.</p> <p>While it is logical to assume that the pnRs supporting the Gold Line could increase discharges of organic compounds and bacteria to streams in the study area if unmitigated, the contributions would be negligible based on the predictions of the model.</p>



Comment Number	Comment	Response
	<p>and Section 404 of the Clean Water Act.</p> <p>The proposed project is to provide commuter rail from Denver Union Station (DUS) in downtown Denver to Ward Road in Wheat Ridge, Colorado. From DUS to Pecos Street, the alignment is shared with the Northwest Rail project. Including the 3.5 mile shared section from DUS to Pecos Street, the total proposed alignment would be 11.2 miles long and include seven stations. West of Pecos Street to Ward Road, the alignment will be within the existing BNSF Railway Company and Union Pacific Railroad Company (BNSF/UP) freight railroad right-of-way (ROW). The Federal Transit Administration, local governments, regulatory agencies and the public concurred with the selection of the Preferred Alternative in the summer of 2007. The Gold Line study area is in the Denver metropolitan area and encompasses the northwestern portion of the City and County of Denver, and parts of Adams County, Jefferson County, the City of Arvada and the City of Wheat Ridge.</p> <p>The DEIS considers three alternatives including the No Action Alternative, the Transportation System Management (TSM) Alternative and the Preferred Alternative. The No Action Alternative includes existing projects and financially committed projects within the study area to respond to the expected growth in the study area to the year 2030. The TSM alternative represents the “best that can be done” without implementing a major capital investment. This alternative is also described as the “best bus alternative.” The Preferred Alternative provides faster, safer and more reliable travel time over single occupancy vehicles and/or buses in the other alternatives (Tables 5-1 and 5-2, DEIS page 5-2). In expanding service to traditional and new transit users, the Gold Line will result in reduced vehicle miles traveled, and corresponding reductions in greenhouse gases. Despite the projected growth in the project area, air quality, as measured in CO, NOx, VOC and PM10, is expected to modestly improve under the proposed action (Table 5-3, DEIS page 5-4).</p>	<p>All of the pnR sites would provide onsite detention resulting in reduced discharges to surface waters, which would meet or exceed all state and local standards regarding discharges from these sites.</p> <p>Flooding and Hydraulic Scour. In compliance with existing regulations, all seven of the station sites will be provided with onsite detention so that runoff will not surpass historic/existing conditions. Any new developments, or more importantly re-development projects, will need to provide onsite detention systems that also require no net increase in storm water runoff. In cases where existing areas are re-developed, it is probable that onsite detention will be provided to areas that currently do not provide these facilities. This is anticipated to result in a small benefit to receiving waters.</p>



Comment Number	Comment	Response
	<p>Overall, EPA finds the DEIS provides a thorough description of the alternatives evaluation process, the proposed alternatives and the environmental impacts of the project. The document is well-organized, with excellent graphics and schematics, and easy to read. The Gold Line EIS team has combined land use and transportation planning, with an emphasis on environmental resources, in developing its Preferred Alternative. While much depends on how negotiations with the railroad companies proceed, the Preferred Alternative will minimize environmental impacts by sharing portions of the railroad right-of-way. By utilizing an existing corridor, the Gold Line will have limited impacts to wildlife habitat, ecosystems, wetlands and source waters.</p> <p>Although the proposed Gold Line will encourage new development around the transit stations, it will primarily be compact urban development. Infill development and redevelopment will contribute to reducing urban sprawl in the outskirts of the Gold Line study area and offer redevelopment opportunities for older suburbs. Communities that accommodate more infill and redevelopment can greatly reduce the environmental impacts of development. Infill can reduce overall impervious surface in a watershed, reduce trip times and distances to lower emissions and energy use, help protect human health and attract private capital to upgrade infrastructure and/or clean up contamination.</p> <p>EPA's primary concern is with impacts to surface water quality from increased impervious surfaces for parking facilities. In the project area, the South Platte River, Clear Creek and Ralston Creek are all impaired for E. coli, and Clear Creek is also impaired for aquatic life use and organic sediment. The Preferred Alternative will add 55-58 acres of new impervious surface, which will increase contaminated runoff loadings to those impaired waters. The DEIS should better address the impacts from increased flooding and erosion due to new impervious surfaces</p>	



Comment Number	Comment	Response
	<p>associated with residential, business, and transportation development on those water bodies.</p> <p>As a cooperating agency over the past two years, EPA has attended numerous Agency Working Group meetings and public meetings. EPA notes that the extensive inter-agency and public process, where alternatives were changed or added based on agency and public concerns with community and/or environmental impacts, has resulted in high community support for the Preferred Alternative. Federal, State, local community leaders, and the public provided comments and input at five milestone meetings for each step of the alternatives screening process. EPA commends the Gold Line EIS Team for involving affected local governments, agencies and the public in a thorough, collaborative planning and decision making process.</p> <p>Based on EPA's procedures for evaluating potential environmental impacts of proposed actions and the adequacy of the information presented, EPA is rating the Preferred Alternative as EC-1. The "EC" rating means that our review has identified potential environmental impacts to impaired water bodies that should be further addressed in the FEIS. The "1" portion of this rating means that the DEIS contains sufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment. A summary of EPA's rating system is enclosed.</p> <p>If you have any questions or would like to discuss our comments, please contact me at 303 312-6004 or the lead reviewer of this project, Jody Ostendorf, at 303 312-7814.</p> <p>Sincerely, Larry Svoboda Director, NEPA Program Office of Ecosystems Protection and Remediation</p>	



Comment Number	Comment	Response
80	<p>Thomas Hoaglund City and County of Denver Show pedestrian and bicycle access and circulation to station platform on Figures 2-16 through 2-21</p>	<p>Bike and Pedestrian Access. RTD will provide bike racks for securing bicycles at all seven of the stations. New bike and pedestrian trails accessing the station from beyond RTD property are not provided within the FasTracks budget and will be the responsibility of the local municipalities. Bike and pedestrian access paths were discussed at the station charrettes for future local agency planning purposes. Also refer to Comment No. 49.</p>
81	<p>City and County of Denver Show pedestrian and bicycle connection from Fox Street to station platform</p>	<p>Bike and Pedestrian Access. Please refer to the responses to Comment Numbers 49 and 80.</p>
82	<p>Thomas Hoaglund City and County of Denver Add "However, the City of Denver is currently reevaluating the area of stability designation and land uses on the east side of the Denver Gold Line Station as part of an ongoing station area plan."</p>	<p>RTD had coordinated with Denver's TOD planning process so that the 41st Avenue East Station plan is supportive of future land use goals. The Auraria Student Housing project is anticipated to contribute to the Gold Line ridership if these demographics are included in the DRCOG 2030 RTP.</p>
83	<p>Thomas Hoaglund City and County of Denver Add "The area on the east side of the Denver Gold Line Station is already beginning to change from industrial uses with projects such as the Auraria Student Housing at 39th Avenue and Elati Street."</p>	<p>Land Use. Narrative on these ongoing changes in land use east of the 41st Avenue East Station has been included under the land use discussions in the FEIS.</p>
84	<p>Thomas Hoaglund City and County of Denver Add information about existing pedestrian crossing of railroads at 43rd Avenue.</p>	<p>Pedestrian Bridge at 43rd Avenue. It is anticipated that the existing pedestrian bridge at 43rd Avenue will be replaced with a new bridge at 41st Avenue to best address connectivity to the proposed 41st Avenue East Station.</p>



Comment Number	Comment	Response
85	<p>Thomas Hoaglund City and County of Denver</p> <p>41st Station Advantages-The 41st Station location is closer to the Quigg Newton Homes, a Denver Housing Authority property, and would provide better transportation access to the low-income residents of Quigg Newton.</p>	<p>Selection of the 41st Avenue East Station. Please refer to the response to Comment No. 3 above.</p>
86	<p>Thomas Hoaglund City and County of Denver</p> <p>41st Station Advantages-The 41st Avenue station location is closer to the 44th Avenue connection across I-25 to the Globeville neighborhood and would provide better transportation access to the residents and businesses of the Globeville neighborhood.</p>	<p>Selection of the 41st Avenue East Station. As discussed above under the response to Comment No. 3, the 41st Avenue East Station has been selected as the preferred alternative due to its advantages over the other options, including those referenced in your comment.</p>
87	<p>Thomas Hoaglund City and County of Denver</p> <p>41st Station Advantages-The 41st Avenue station location would provide for a more feasible pedestrian bridge structure connecting to the residents of the Sunnyside neighborhood to west of the consolidated mainline railroad tracks.</p>	<p>Selection of the 41st Avenue East Station. Please refer to Comment No. 3 above.</p>
88	<p>Thomas Hoaglund City and County of Denver</p> <p>41st Station Advantages-The 41st Avenue station would require fewer property displacements than the 39th Avenue option.</p>	<p>Selection of the 41st Avenue East Station. Please refer to the response to Comment No. 3 above.</p>
89	<p>Thomas Hoaglund City and County of Denver</p> <p>41st Station Advantages-The 41st Avenue station would provide better opportunities for configuring parking and bus transfer facilities to support pedestrian access and neighborhood development objectives.</p>	<p>Selection of the 41st Avenue East Station. Please refer to Comment No. 3 above.</p>



Comment Number	Comment	Response
90	<p>Thomas Hoaglund City and County of Denver</p> <p>41st Station Advantages- The 41st Avenue station location is more centered among existing and future usable land areas. More employment and residents would be located within a 10 minute walk of the station than with the 39th Avenue location. Much of the land near the 39th Avenue location is in the right-of-way for I-25.</p>	<p>Selection of the 41st Avenue East Station. Please refer to the response to Comment No. 3 above.</p>
91	<p>Thomas Hoaglund City and County of Denver</p> <p>41st Station Advantages- The 41st Avenue station would create fewer impacts to the 38th Avenue/Fox/Park Avenue intersection that could be caused by queuing of buses and automobiles entering the bus transfer and park-n-Ride.</p>	<p>Selection of the 41st Avenue East Station. Please refer to the response to Comment No. 3 above.</p>
92	<p>Thomas Hoaglund City and County of Denver</p> <p>39th Avenue Station Advantages-The 39th Avenue station location is closer to the Highlands neighborhood south of 38th Avenue. Several residents of the Highlands neighborhood have expressed a strong desire to have the station as close to their neighborhood as possible.</p>	<p>Selection of the 39th Avenue Station. The 39th Avenue East Station option was set aside in favor of the 41st Avenue East Station option as discussed in the response to Comment No. 3 above. The proximity of this station option to 38th Avenue was an advantage expressed by some of the public at our outreach meetings. However, the disadvantages of a less central location for TOD, less public and agency support, and the requirement to demolish an historic property, offset the advantages.</p>
93	<p>Thomas Hoaglund City and County of Denver</p> <p>39th Avenue Station Advantages-The 39th Avenue station location is closer to the 38th Avenue business corridor. However, much of land near the station does not front onto 38th Avenue because onto 38th Avenue because of the viaduct stretching from Fox Street to Lipan Street.</p>	<p>Selection of the 41st Avenue East Station. Please refer to the response to Comment No. 3 above.</p>

Comment Number	Comment	Response
94	Savannah Jameson City and County of Denver Landmark recommends that the 39th Avenue East Station not be selected due to adverse Effects to NRHP-eligible property	Selection of the 41st Avenue East Station. Please refer to the response to Comment No. 3 above.
95	Savannah Jameson City and County of Denver Add to mitigation table (3.4-14), "If the 39th Avenue East Station is selected, move, restore and rehabilitate the buildings at 705 38th Avenue, Texaco Site (5DV9173)."	Historic Impact. Mitigation will not be required since this station option has not been selected, in part due to impacts on historic property. Also please refer to the response to Comment No. 3 above that explains why the 39th Avenue East Station is no longer under consideration.
96	Savannah Jameson City and County of Denver The Texaco Site (5DV9173) has significant historic value.	Historic Impact. Mitigation will not be required since this station option has not been selected, in part due to impacts on historic property. Also, please refer to Comment No. 3 above that explains why the 39th Avenue East Station option is no longer under consideration.
97	Marco Cabanillas City and County of Denver ROW improvements will be required along station frontages; i.e. Fox Street, W 39th Ave, W 40th Ave, W 41st Ave, W 42nd Ave. Improvements may include, but not be limited to the following: ROW dedication, if necessary; roadway widening and construction to align with adjacent segments, curb & gutter and sidewalk, curb ramps, signing and striping, public street lighting, etc.	ROW Improvements. RTD will provide improvements to curb, gutter, sidewalks, signing, and lighting along the perimeter of the 41st Avenue East Station as required by City and County of Denver ordinances. Turn lanes will be added to Fox Street at 41st Avenue to improve access to the station.
98	Marco Cabanillas City and County of Denver If access to station is via private roadway, driveway shall be required, not curb returns and pedestrian ramps. Continuous sidewalk with no grade changes across access entrances and exits. At access points via public intersections in the ROW, returns and ramps will be considered.	ROW Improvements. We agree with your comment and understand the requirements.

Comment Number	Comment	Response
99	<p>Marco Cabanillas City and County of Denver</p> <p>ROW improvements will be required along Inca St entrance near vicinity of the west side of the pedestrian bridge. Since minimal improvements currently exist in this area, full frontage improvements may include, but not be limited to the following: ROW dedication, if necessary; roadway widening and construction to align with adjacent segments, curb & gutter and sidewalk, curb ramps, signing and striping, public street lighting, etc.</p>	<p>ROW Improvements. Improvements to the west the railyards will be limited to an elevator shaft, stair case, and support pier for the pedestrian bridge. The site for these facilities is generally impervious, so no added loads to the storm drainage system are anticipated. The main use for the pedestrian bridge is for persons traveling on foot or on bicycles from the surrounding neighborhoods. RTD has no plans or funding available for street, sidewalk or drainage improvements on Inca Street.</p>
100	<p>Marco Cabanillas City and County of Denver</p> <p>Pedestrian routes within station are unclear. Pedestrian connections from public ROW to station area, and vice versa, are also unclear. As we move forward, more information and discussions are necessary to achieve complete pedestrian route networks.</p>	<p>Bike and Pedestrian Access. Please refer to the response to Comment No. 49 above.</p>
101	<p>Marco Cabanillas City and County of Denver</p> <p>All work in the ROW shall conform to current City and County of Denver Specifications.</p>	<p>ROW Improvements. Please refer to the response to Comment No. 97 above.</p>
102	<p>Marco Cabanillas City and County of Denver</p> <p>Replace all damaged or substandard existing curb and/or sidewalk. Sidewalks must be ADA compliant.</p>	<p>ROW Improvements. Please refer to the response to Comment No.97 above. Sidewalks on the station site will be ADA compliant.</p>
103	<p>Marco Cabanillas City and County of Denver</p> <p>Regardless of which station site is selected, what will happen to the ROW and access to Galapago St cul-de-sac to the south of the station? Will the existing cul-de-sac remain as ROW and tie into exiting bus route to Fox Street? The alignment (existing</p>	<p>Traffic Impact. Access to businesses on Galapago Street would not be affected with the proposed 41st Avenue East Station. This proposed station has been located far enough north to avoid these impacts.</p>

Comment Number	Comment	Response
	cul-de-sac to new bus exit route) should align in a "T" intersection. W 39th Ave and Galapago should remain in ROW, due to access to businesses. In general, more discussion regarding access to businesses on W 39th Ave and Galapago cul-de-sac.	
104	Philip Kim City and County of Denver Proposed pedestrian bridge footings for the 38th Ave Station in Inca may interfere w/existing 72" storm main, along w/possible future storm improvements. Pedestrian bridge options extending onto private property are the preferred options.	38th Avenue Station Pedestrian Bridge Footings. This comment should no longer be of concern since this station location has been set aside in favor of the 41st Avenue East Station location.
105	Philip Kim City and County of Denver All 3 Denver Gold Line Stations will require re-route of two north-south public sanitary mains. Relocation of public sanitary mains will need to be constructed and as-built prior to vacation of ROW.	Impacts to Sanitary Sewers. Public sanitary sewers will be relocated or protected as required.
106	Philip Kim City and County of Denver Coordinate w/Denver storm master plan engineer to determine when storm improvements will be made at the 38th and 39th crossings.	Utility Impacts. Neither the 38th or 39th Avenue Stations would be constructed, since the 41st Avenue East option is the preferred location. Please refer to the response to Comment No. 3 above.
107	Philip Kim City and County of Denver Discuss intention to incorporate regional water quality in station area design.	Utility Impacts. The size of the station site is sufficient to provide onsite detention on the existing station site. There is no plan to incorporate runoff from the RTD station into regional detention provided by the City and County of Denver.
108	Philip Kim City and County of Denver Both rail options at 31st and Fox conflict w/an existing regional water quality pond and 72" storm outfall for the Prospect Park area. These facilities will need to be protected or relocated.	Utility Impacts. This is correct and both facilities have been identified on our utilities map in the engineering planset. The water quality pond will be moved immediately to the south and the 72 inch storm sewer will be relocated, or protected, as required.

Comment Number	Comment	Response
109	<p>Thomas Gregg City and County of Denver</p> <p>There are numerous misstatements in this paragraph, and the information is outdated. Recommended rewrite is suggested as follows:</p> <p>When assessing the potential impacts of transportation projects, the pollutants of primary concern are carbon monoxide (CO), ozone (O3), and particulate matter 10 microns in diameter or smaller (PM10). The United States Environmental Protection Agency (USEPA) classifies the Denver metropolitan area (DMA) as an attainment/maintenance area for PM10, CO, 1-hour average ozone, and currently in attainment for the criteria pollutants particulate matter less than 2.5 microns (PM2.5), sulfur dioxide (SO2), nitrogen dioxide (NO2), and lead (Pb).</p> <p>In November 2007, the USEPA designated the DMA and part of Weld and Larimer counties as non-attainment for 8-hr ozone (\geq 85 parts per billion [ppb]). The Regional Air Quality Council (RAQC), in cooperation with the State of Colorado, is preparing a state implementation plan (SIP) to be submitted to EPA in mid-2009 to demonstrate compliance (8-hour average $<$85 ppb) by the end of 2010. In addition, in March 2008 the USEPA promulgated a more protective 8-hour ozone standard of 75 ppb that is scheduled to take effect around 2015. A revised SIP for the 75 ppb standard needs to be submitted to the USEPA in 2013.</p> <p>The improvements recommended in the Gold Line project will result in reductions in air pollutant emissions, greenhouse gas emissions, and energy consumption over the No Action and Transportation System Management (TSM) Alternatives.</p>	<p>Air Quality Impacts. The original report was prepared in 2007, and reflected the regulatory setting and existing conditions at that time. The corresponding sections have been updated as recommended in the FEIS.</p>



Comment Number	Comment	Response
110	<p>Thomas Gregg City and County of Denver Visibility – Fast Tracks Impacts: Slightly lower growth in auto passenger traffic than without FasTracks. Greenhouse Gases: CO2 not CO</p>	<p>This refinement has been made in the FEIS.</p>
111	<p>Thomas Gregg City and County of Denver Please make past tense, these items are already in place and this document needs to appear current</p>	<p>This refinement has been made in the FEIS.</p>
112	<p>Thomas Gregg City and County of Denver I do think this needs to be updated with 2005-07 data, especially for ozone since those years factor into our non-attainment designations.</p>	<p>The table has been updated with 2005 – 2007 monitoring data for the FEIS.</p>
113	<p>Thomas Gregg City and County of Denver More care needs to be taken in discussing ozone. While the number of exceedances are correct, please make it clear that the 8-hr ozone standard is based on the 3 year average of the 4th maximum, so while there may be exceedances in any given year, those monitors are demonstrating compliance.</p>	<p>The corresponding sections have been updated in the FEIS.</p>
114	<p>Thomas Gregg City and County of Denver Replace "cause positive air quality impacts" to "improve air quality"</p>	<p>The corresponding sections have been updated in the FEIS.</p>

Comment Number	Comment	Response
115	<p>Thomas Gregg City and County of Denver</p> <p>I am not sure I understand the logic with applying 2030 emission factors to earlier years. It doesn't paint a flattering picture of the future, regardless of whether it is no-action/preferred. It seems to me that you would like to show a reduction or a smaller increase in emissions, taking into account cleaner vehicles and a higher fleet penetration of these clean vehicles than was in place in 2005.</p>	<p>The criteria for 2005, 2015, and 2030 have been updated in the FEIS.</p>
116	<p>Thomas Gregg City and County of Denver</p> <p>As per the previous comment, the info in Table 3.7-3 shows that the preferred alternative reduces regional emissions over the no action, yet the data in Tables 3.7-4 & 5 show that the preferred alternative is slightly worse than the no-action for ambient the hot-spot analysis. Granted one is hot-spot and one is regional, so it might be worth pointing that out.</p>	<p>The corresponding sections have been updated in the FEIS. The Preferred Alternative reduces regional emissions for all parameters compared to the No Action Alternative in 2015 and 2030.</p>
117	<p>David Erickson City and County of Denver</p> <p>Please check the address for Westric Battery Company. I am not aware of a "Galago" Street in Denver. I'm thinking this should be "Galapago Street".</p>	<p>Spelling. You are correct that the DEIS should have referenced Galapago Street. This was a typographical error. The correction has been made in the FEIS.</p>
118	<p>David Erickson City and County of Denver</p> <p>There are two additional sites the authors may wish to include in Table 3.11-2. First, a CDOT site is located at Fox Street and Platte River. This facility is identified on the Colorado Storage Tank Information System (COSTIS) as a leaking underground storage tank (LUST) site. Second, the TD Rowe Corporation is located at 4230 Elati. This facility also is identified as a LUST site.</p>	<p>CDOT Site. Based on research on the Colorado Storage Tank Information System (COSTIS) Web Site and a call with an OPS regulator, there is no information on any registered tanks or a LUST at this site.</p> <p>TD Rowe Corporation. This site was not included in the modified Phase I Environmental Site Assessment, and subsequently in the DEIS, because it is located approximately 1,100 feet from the alignment and 400 feet (a block and a half) from the edge of the station footprint.</p>

Comment Number	Comment	Response
119	<p>David Erickson City and County of Denver</p> <p>Figure 3.11-1 is informative but the legend should be expanded to identify the meaning of the numbers shown in dark gray (e.g. 00070-0000637).</p>	<p>Site Identification Numbers. This refinement has been added to the FEIS, in Section 3.11, Hazardous Materials.</p>
120	<p>Jon Novick, City and County of Denver</p> <p>Although the use of the Driscoll model is a relevant and important part of the evaluation of potential impacts to water quality resulting from the Gold Line, the selection of zinc and copper as the constituents of concern ignores several important constituents that could result in runoff from impervious surfaces constructed as part of the Gold Line project. In particular, organic compounds (Segment 14 of Clear Creek is listed for organics in sediment) and bacteria (all three affected stream segments are listed for E. coli). Discharges of these constituents from impervious surfaces constructed as part of the Gold Line project could exacerbate existing problems in the affected stream segments. As a result, an adequate evaluation of potential impacts to water quality from the Gold Line needs to consider, at a minimum, copper, zinc, organics and bacteria.</p>	<p>Water Quality. Please refer to the response to Comment No. 79, which addresses this same issue.</p>
121	<p>Jon Novick, City and County of Denver</p> <p>See comment above on Driscoll modeling (page 3.10-9).</p>	<p>Please refer to the response to Comment No. 79 and 120 above.</p>

Comment Number	Comment	Response
122	<p>Jon Novick, City and County of Denver</p> <p>Please clarify within this paragraph if the analysis of potential impacts on water quality was conducted assuming permanent BMPs were in place or if the analysis was conducted to evaluate impact during construction</p>	<p>Water Quality Best Management Practices (BMP). The analysis assumes temporary BMPs during construction and permanent onsite detention during operation. RTD anticipates discharges from RTD pnR will be detained during both construction and operations in compliance with appropriate water quality standards. For the crossing of the South Platte River, Clear Creek and Ralston Creeks, there is the potential for minor amounts of erosion during construction; however, BMPs will be deployed during construction to control erosion and sedimentation.</p>
123	<p>Al Polonsky City and County of Denver</p> <p>In reference to and commentary on the use of silt fences and similar type construction BMPs, if not properly installed and or maintained these CBMPs have greatly diminished effectiveness. In additional, silt fences and other types of BMPs can be more effective when used in combination. The agency has observed, in general and not necessarily on RTD projects, that silt fences are not properly installed or regularly maintained. As significant soil disturbance will occur near surface water bodies for Gold Line project, the agency suggest that RTD pay particular attention to this issue.</p>	<p>Water Quality BMP. FTA will require that RTD monitor the effectiveness of BMPs implemented by the Concessionaire during construction, including the installation of silt fences.</p>
124	<p>Al Polonsky City and County of Denver</p> <p>References to increased impervious area as a result primarily of PnR and stations but no clear statement that all development will be accounted for with permanent water quality/quantity BMPs to address storm water impacts. It is understandable that there can be no details provided at this stage, but the premise that there will be no net increase in storm runoff rates as a result of this development would be re-assuring.</p>	<p>Water Quality BMP. As discussed in Table 3.10-5, onsite storm water detention is planned for all pnRs constructed for the Gold Line project per local ordinances. In two instances (Pecos and Arvada Ridge) onsite detention is provided in a regional pond. RTD is not responsible for TOD or other development that occurs in the future around the stations. However, it is assumed that future developments will be required to comply with the City's regulations for on-site detention, resulting in no additional storm water runoff above the undeveloped condition.</p>

Comment Number	Comment	Response
125	<p>Jon Novick, City and County of Denver</p> <p>Further discussion of the potential impacts of discharges from dewatering of bridge piers is needed. Should the piers need to be installed to depths greater than equivalent to the level of surface water in Clear Creek, will additional dewatering be required? If so, BMPs and impacts on water quality need to be described.</p>	<p>Dewatering Impacts. Based on design revisions at the FEIS, no in-stream pier construction is planned for Clear Creek or Ralston Creek. For Ralston Creek caisson construction involving an auger in a steel sleeve would be used to minimize turbidity. Any dewatering water would be discharged to the local storm sewer system after receipt of the appropriate National Pollutant Discharge Elimination System (NPDES) permit.</p>
126	<p>Jon Novick, City and County of Denver</p> <p>The second sentence in this paragraph is speculative and should be removed. Comprehensive modeling has not been conducted to evaluate impacts of the Gold Line on water quality and the Driscoll modeling that was conducted (presented earlier in this section) indicates that there will be water quality impacts.</p>	<p>Please see the response to USEPA in Comment No. 79 above.</p>
127	<p>Jon Novick, City and County of Denver</p> <p>Please verify the accuracy of Community Facilities that are stated to be depicted on the map. For example, the map legend contains an icon for churches, but there are no churches depicted in the study boundaries. This appears to be inaccurate as a quick comparison to an online map shows numerous churches exist within the study boundaries. Similarly, the map may not accurately reflect Police facilities as it does not depict a Denver Police Department district office (District 1) near Pecos and I-70. Please correct and verify other relevant community facilities have not been omitted (e.g., recreation centers), if they are relevant to the intent of the figure.</p>	<p>This information is based on available Geographic Information System (GIS) information. We have manually added other facilities based on information that we found in sources like Google Earth etc., and discussions with local agencies.</p>

Comment Number	Comment	Response
128	<p>Gene Hook City and County of Denver</p> <p>General comment – all tables and figures in the document should stand alone. Specific comment – this table does not provide a complete explanation for the abbreviations "SF" and "MF", nor does it explain the meaning of "NA" in the line for Adams County (while providing a numeral value for residences affected). Please provide complete definitions as a footnote or within the table itself.</p>	<p>Table Content. This refinement has been made to the FEIS. SF stands for single family (SF). MF stands for multi-family (MF). The project area for the Adams Section is noted as not applicable (NA) because the section has not been subdivided for the analysis.</p>
129	<p>Gene Hook City and County of Denver</p> <p>It is not explained why the table does not contain a reference to impacts within Denver. Please provide an explanation within a footnote or in related document text.</p>	<p>Impacts in Denver. In the DEIS, impacts in the Denver Section were discussed under the No Action Alternative since it was felt at the time that the alignment would be constructed as part of the Northwest Rail project. An explanation of what is included in the No Action Alternative versus the Preferred Alternative is included in Section 3.0, Affected Environment and Environmental Consequences of the DEIS.</p> <p>At the request of FTA, the section of alignment from DUS to the Pecos has been included as a part of the Gold Line Preferred Alternative. Thus, the impacts within Denver will be shown under the Preferred Alternative in the FEIS.</p> <p>The portion of the alignment will still be shared by the Gold Line and Northwest Rail projects.</p>
130	<p>Gene Hook City and County of Denver</p> <p>Last column of table is labeled "Traditional Transit Users". In a footnote, might wish to clarify these are "in addition" to the other populations listed in the other columns, and who might be included in this population, e.g., "including the elderly and no-car households", if that is the case.</p>	<p>Traditional Transit Users. A note has been added to the table in the FEIS that traditional transit users include elderly and no-car households in addition to the minority and low-income populations.</p>

Comment Number	Comment	Response
131	Reynaldo Ornelas City and County of Denver Perform protected left turn warrant study for northbound movement at Fox St & 39th Ave intersection.	Traffic Impacts. This study is not needed since the 41st Avenue East Station was selected in favor of the 39th Avenue East Station during the FEIS process.
132	Reynaldo Ornelas City and County of Denver Perform protected left turn warrant study for southbound movement at Fox St & I-25N intersection.	Traffic Impacts. Currently this intersection is configured for a shared through left at the intersection. Due to the proximity of 38th Avenue, this lane also provides storage for the 38th Avenue intersection southbound left turn traffic. 2030 projected left turns are 250 vehicles; however, opposing traffic is light with 274 opposing vehicles in two lanes during the worst peak hour. Levels of service are projected to be A for this period and the left turn movement under the shared lane configuration.
134	Reynaldo Ornelas City and County of Denver Perform signal warrant studies for major Park-n-Ride driveway entrances and exits that intersect with avenues along Fox St using forecasted volumes and expected pedestrian volumes.	Traffic Impacts. Projected 2030 peak hour signal warrant analysis shows that a peak hour warrant would not be met during either of the peak hours.
135	Reynaldo Ornelas City and County of Denver Signing and striping plan for Inca St & Fox St for impacted blocks using forecasted vehicular movements. Include time-limited parking mitigation measures for residential areas.	Traffic Impacts. Operational analysis has been completed to determine impacts and mitigation. A formal striping plan for Fox Street would not be included in the FEIS. Signing and striping plans will be completed in final design and reviewed with the City and County of Denver. Any time-limited parking mitigation measures for residential neighborhoods would be initiated and implemented by the City and County of Denver. Note that RTD has provided sufficient parking to mitigate unauthorized parking in neighborhoods adjoining the 41st Avenue East Station.



Comment Number	Comment	Response
136	<p>Michael Sheehan City and County of Denver Include the most recent graphics depicting the changed alignment.</p>	<p>Final Alignment. Minor shifts of the alignment have occurred during the maturity of the design, as a result of railroad negotiations. Therefore, the drawings appended to the DEIS have been slightly modified in the FEIS.</p> <p>These refinements will be difficult to see in the FEIS document due to the scale of the graphics and the comparative similarities of the new versus original alignment. However, these changes will be evident in the 30 percent drawings that are included in Appendix C Preliminary (30 percent) Engineering of the FEIS.</p>
137	<p>Jennifer Hillhouse City and County of Denver Continue to meet the concurrence requirements of temporary occupancy including: possibility of increasing security efforts along the detour route, minimize the potential negative impacts to trail users, and provide the City and County of Denver with a draft bicycle detour plan for review.</p>	<p>Temporary Trail Closure. RTD will continue to meet the concurrence requirements outlined in the February 14, 2008 letter, which included exploring the possibility of increased security along the detour, minimizing potential negative impacts to trail users, and providing the City and County of Denver with a draft bicycle detour plan for review. This letter is included in Appendix F, Agency Correspondence of the FEIS.</p>
138	<p>Jennifer Hillhouse City and County of Denver Pedestrian access improvements will be required for much of the station area as access to the station is constrained by substandard infrastructure including: sidewalks, curb ramps, lighting, storm drainage and roadway pavement.</p>	<p>Please refer to the response to Comment No. 97 above.</p>
139	<p>Jennifer Hillhouse City and County of Denver Bicycle routes within the station are unclear. Bicycle connections from public ROW to station area, and vice versa, are also unclear. As we come forward, more information and discussion are necessary to achieve complete bicycle route networks.</p>	<p>Please refer to the response to Comment No. 97 above</p>

Comment Number	Comment	Response
140	Jennifer Hillhouse City and County of Denver Discuss the ability for bicycles to use the Inca pedestrian bridge to access the Denver Gold Line Station.	Pedestrian Bridge. The pedestrian bridge associated with the 41st Avenue East Station will include elevators that can be used for the conveyance of bicycles.
141	Jennifer Hillhouse City and County of Denver Discuss bicycle access and connection to existing bike route and provide suggestions to extend existing bicycle out if necessary.	Please refer to the response to Comment No. 49 above.
142	Jennifer Hillhouse City and County of Denver Discuss impacts/mitigation of the length of the 38th Ave. pedestrian bridge.	Visual Impact. There will be no pedestrian bridge near 38th Avenue since the 41st Avenue East Station is the selected option. Section 3.5, Visual and Aesthetic Qualities, in the FEIS documents that the pedestrian bridge will represent a visual change near the 41st Avenue East Station area. It will be a prefabricated architectural structure that is estimated to be 350 feet long and 40 feet high. It will represent a visual improvement over the existing wood frame pedestrian bridge near 43rd Avenue.
143	Jennifer Hillhouse City and County of Denver Discuss visual impacts of pedestrian bridge required for 2015 and additional impacts with 2030 structure.	Please refer to the response to Comment No. 142 above.
144	Jennifer Hillhouse City and County of Denver Add information on potential future multimodal options along 38th Ave. and discuss opportunities to link modes.	Multimodal Options. RTD continually refines its bus operations plan to adjust to market demands. Should additional ridership opportunities be presented to improve the effectiveness of the Gold Line ridership, modifications to the proposed bus network will be made. As mentioned in Comment No. 140 above, the elevators for the pedestrian bridge accessing the 41st Avenue East Station from Inca Street will accommodate pedestrians and bicycles.

Comment Number	Comment	Response
145	Jennifer Hillhouse City and County of Denver Need to work with waste water on impacts to storm drainage along Inca Street.	Utility Impact. The staircase, elevators shafts and support structure for the west landing of the pedestrian bridge to the 41st Avenue East Station will involve approximately 1,600 square feet of impervious surface being constructed on a site used to store automobiles. These improvements would have no impact on the storm drainage on Inca Street. Therefore, RTD has planned no additional improvements there. Of course, RTD will coordinate with all appropriate departments within the City and County of Denver.
146	Jennifer Hillhouse City and County of Denver Denver Gold Line Station is likely to increase traffic and use of 44th bridge and may require additional traffic study to better understand impacts.	Traffic Impact. Most of the station traffic (approximately 90 percent) is projected to go south on Fox Street and arrive from the south. Some portion of the remaining 10 percent could be expected to use the 44th Avenue bridge. In 2015, this might be 25 to 50 people and in 2030 perhaps twice this number.
147	Jennifer Hillhouse City and County of Denver Clarify what 2007b stands for. The Denver Strategic Transportation Plan will be finalized in September, 2008.	Reference. The reference should be to the October 2008 Denver Strategic Transportation Plan.
148	Jennifer Hillhouse City and County of Denver General comment – reference stations within Denver as the Denver Gold Line stations instead of including street names.	Station nomenclature will not be changed in the FEIS so as to not confuse readers. If the City and County of Denver wants to formally change station names, they should discuss this with their RTD Board representative and formally present this request.
149	Jennifer Hillhouse City and County of Denver Add "neighborhood" after northwest Denver-therefore the sentence should read "The 38th Avenue Station is close to downtown Denver and allows residents of the densely populated northwest Denver neighborhoods to avoid..."	This refinement has been added to the FEIS.



Comment Number	Comment	Response
150	<p>Jennifer Hillhouse City and County of Denver</p> <p>After the last sentence of section 4.5.2 add " The Denver Strategic Transportation Plan recognizes the need to increase person trips to become multimodal in nature which may affect future modal access to the Denver Gold Line Station and thus Denver is interested in knowing what RTD plans are for servicing this area in the future.</p>	<p>Current assumptions for future bus service can be found in Chapter 4, Transportation Systems.</p>
151	<p>Jennifer Hillhouse City and County of Denver</p> <p>General comment- We appreciate RTD's need for phasing parking and we hope prior to build out further evaluation will be conducted to understand the need for additional parking, land use changes etc.</p>	<p>Thank you for this comment.</p>
152	<p>Jennifer Hillhouse City and County of Denver</p> <p>Document impacts to the displacement of the City and County of Denver Park Avenue West Maintenance Facility located at 3501 Park Avenue.</p>	<p>During the DEIS this portion of the alignment was considered part of the No Action Alternative. At the request of FTA, this area is now included as part of the Preferred Alternative and the associated impacts will be documented in the FEIS. See Section 3.3 Land Acquisition and Displacements.</p>
153	<p>Will Kralovec City and County of Denver</p> <p>Include mixed use development when describing TOD in the 3rd sentence.</p>	<p>This refinement has been added to the FEIS.</p>

Comment Number	Comment	Response
154	<p>Edward Nichols SHPO 5DV10434 – Town & Country Motel: Was the property evaluated under National Register Criterion A for either transportation or commerce for significant association to the context of motor courts/hotels along major transportation corridors in Denver? Several similar hotels/motels have been determined eligible on both east and west Colfax Ave in Denver. Why is this building not a good example of the International Style in Denver? We do not concur that integrity of setting and feeling have been lost due to commercial and industrial uses near this property The historic setting within the historic boundary for this resource is intact and conveys a feeling of a motor court/hotel.</p>	<p>Based on additional research completed by the project team, the Town and Country Motel is eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its association with the mid-century growth of the automobile industry and the related motor court hotels that developed along major thoroughfares. The information presented in Section 3.4, Historic, Archaeological, and Cultural Resources, and the Architectural Inventory Form has been updated to reflect this change.</p>
155	<p>Edward Nichols SHPO 5DV10489: The site form states that the surveyed building is one of many buildings located on the parcel and that no information on this specific building was found. What was the history of the entire parcel and are the other buildings related to this building? Do all the buildings share the same history? In our opinion, the entire parcel should be evaluated for historical significance.</p>	<p>The project team re-examined this resource and further researched the entire parcel. This additional information has been incorporated into the Architectural Inventory Form. This structure predates the industrial uses on the very large parcel with multiple buildings. No information was found on this specific structure, or the previous uses of the parcel. The 1904 to 1929 Sanborn maps show no development. Records research (historic maps, building permits, title search, property Directory) did not produce any information regarding the previous owners of this lot. This building was estimated in the field to have been constructed around 1950. The majority of the alterations have occurred where the bays have been enclosed, blocked, or removed. The use of the building may also have changed since it was originally constructed. This building is located on the far northern boundary of the current Brannan Sand and Gravel parcel and does not appear to have originally been associated with this facility. Given that the resource is the only structure on the parcel that is 50 years of age or older, and the lack of historical data regarding the parcel, evaluation of the entire parcel for historical significance was not warranted.</p>

Comment Number	Comment	Response
156	<p>Edward Nichols SHPO 5DV10490: We do not concur that the resource is eligible for the NRHP. In our opinion, the additions of the dormers overwhelm the historic integrity of the building in such a way that the building can no longer convey the significant area of architecture under National Register Criterion C. We would consider the building contributing to an eligible historic district, but not individually eligible for the NRHP.</p>	<p>Based on the additional research completed by the project team, this resource has been changed to Not Eligible. This additional information has been incorporated into Section 3.4, Historic, Archaeological, and Cultural Resources; and the Cultural Resource Survey Form. Our research also indicated this structure is not located in a historic district.</p>
157	<p>Edward Nichols SHPO 5DV10492: We are unable to concur with the recommended finding of eligible for the NRHP. The site form states that this resource is "a good and rare representative example of the style and type of structure found along Fox Street " This statement does not clearly describe the distinctive characteristics of a type, period, or method of construction Please specify the style (such as Queen Anne style) or type (such as Terrace) and include the character-defining features that make the style or type significant under National Register Criterion C.</p>	<p>Based on the additional research completed by the project team, this resource has been changed to Not Eligible. Upon re-examination, the previous eligibility determination could not be sufficiently justified, so the eligibility was changed to Not Eligible. This additional information has been incorporated into Section 3.4, Historic, Archaeological, and Cultural Resources; and the Architectural Inventory Form.</p>
158	<p>Edward Nichols SHPO 5DV3512.3: We understand that the past determinations of eligibility of the multiple segments is confusing. We recommend that you assess whether or not the surveyed segment can support the overall eligibility of the entire linear resource, which we agree is eligible under Criterion A for transportation.</p>	<p>The information presented in Section 3.4, Historic, Archaeological, and Cultural Resources; and the Management Data Form has been adjusted to reflect the overall eligibility of the entire linear resource as Officially Eligible, under Criterion A for transportation. Additionally, this segment (5DV3512.3) has been adjusted to Contributing, because the segment retains sufficient integrity to support the eligibility of the resource as a whole.</p>

Comment Number	Comment	Response
159	<p>Edward Nichols SHPO</p> <p>5DV6243.5 and 5DV6243.6: According to the item 17 of the Linear Component Forms, OAHP determined the entire linear resource not eligible for the NRHP on January 19, 2001. According to our database, a segment of the entire resource, 5DV6243.1, was officially determined not eligible on that date. The entire linear resource of 5DV6243 has not been evaluated for NRHP status.</p>	<p>The information presented in Section 3.4, Historic, Archaeological, and Cultural Resources; and the Management Data Form has been adjusted to reflect the overall eligibility of the entire linear resource as Eligible, under Criterion A for transportation. Additionally, both segments (5DV6243.5 & 5DV6243.6) have been adjusted to Contributing, because the segments retain sufficient integrity to support the eligibility of the resource as a whole.</p>
160	<p>Edward Nichols SHPO</p> <p>5JF519: This evaluation includes segments 5JF519.4, 5JF519.6, and 5JF519.11. The effects spreadsheet lists two different findings of effects for this resource. Keeping in mind that the entire linear resource is being evaluated and not just the segment, we concur with the recommended finding of no adverse effect.</p>	<p>All three segments of this resource presented in Section 3.4, Historic, Archaeological, and Cultural Resources have been adjusted to reflect No Adverse Effect.</p>
161	<p>Edward Nichols SHPO</p> <p>5JF4451 – Jolly Rancher: On the Management Data Form under item 38, the Jolly Rancher Candy Company is recommended as not eligible for the NRHP. The site form states that only two buildings related to the candy company remain, but no further justification for the recommendation of not eligible is provided. In our opinion, the railroad spur (5JF4451) should be more fully evaluated within the entire complex of the candy factory. After reading the brief history of the Jolly Rancher Candy Company included on the site form, we have questions on whether or not the Jolly Rancher Candy Company is significant under Criterion A at the local level in either commerce or industry. If so, the railroad spur should be evaluated to determine if it could contribute to the overall eligibility of the candy company. There is not enough information provided in the site form to determine if the candy</p>	<p>Based on additional discussions with the SHPO, the project team re-examined the rail spur and buildings existing on the site and conducted further research on the Jolly Rancher Candy Factory. The remnants of the disconnected rail spur and two 1970s buildings are all that remain of the candy factory. The factory itself was previously removed. The remaining two buildings formerly related to the Jolly Rancher Factory are not greater than 50 years of age and were not evaluated for this survey. The rail spur is disconnected from the main rail line and many of the physical features of the spur have been removed. The site is not associated with any significant persons or events that have contributed to the broad pattern of history and has lost integrity due to materials losses and the loss of the factory to which it was attached. The Management Data Form has been updated to reflect this information.</p>

Comment Number	Comment	Response
	company may be significant under Criterion C. We recommend that the entire complex as well as the railroad spur be evaluated for NRHP eligibility.	
162	Edward Nichols SHPO 5JF4463 – Vacant Land/Barn: The site form states that the resource is only significant under Criterion C for architecture. The site form states in item 35 that the historical background of the resource is not known, but in item 42 the statement of significance states that the building is significant to Wheat Ridge's history as an agricultural and farming community. Please clarify why this resource is significant to Wheat Ridge's agricultural and farming history.	The project team re-examined the information available for this resource. The information presented in Section 3.4, Historic, Archaeological, and Cultural Resources; and the Architectural Inventory Form has been adjusted to remove the statement associating this resource with Wheat Ridge's agricultural and farming history. Additional research did not reveal any documented evidence that this barn was associated with any particular farm or agricultural establishment.
163	Edward Nichols SHPO 5JF4452: Change "No archaeological resources affected" to "No historic properties affected" in the report.	Section 3.4, Historic, Archaeological, and Cultural Resources, has been adjusted to No Historic Properties Affected.



TABLE 2
Response to Public and Agency Comments for the Commuter Rail Maintenance Facility Supplemental Environmental Assessment

Comment Number	Comment	Response
1	<p>Ed Kieta Colorado Commercial Real Estate Please include me in the newsletter distribution. Thanks!</p>	<p>Request to be added to the newsletter distribution list. You have been added to the project distribution list.</p>
2	<p>Jennifer Payne-Alonso Owens Corning - Denver Roofing and Asphalt This is the second time I am writing in to let you know that your intent to take our property at 5201 Fox Street is unreasonable. There are multiple other options for your maintenance facility that will not cause hardship to the many wonderful people we have employed in our facility. Many of our employees have never worked anywhere else. They have over 25 years of service in this plant and at this time in their lives will not have many options for other employment. Our facility is clean, safe and provides an outstanding income to our team and their families. I honestly believe there has to be another site that accommodates your maintenance facility that will not put our people out of jobs and create hardship for their families. I know for fact that over 20 other sites were considered, I have to think that out of the 20 there is at least one other site that would work without disrupting the lives of so many hardworking residents of the Denver Area. Has anyone from RTD even been inside of our plant to see what we do and the services we provide to the public and to our employees? We provide a stable, clean and healthy environment for our team while encouraging their growth and development. Yes, I know you say you can relocate us. I don't believe you know what you are signing up for when you say that. We are not a warehouse, but a manufacturing facility with huge machines and equipment that can only be moved by cranes. Also, have you taken into account the fact that we are a co-located plant? That our asphalt plant will have to be relocated</p>	<p>Concern about the site location and potential impacts. Based on the CRMF Public Hearing held on April 23, 2009 and subsequent responses received over the 30-day comment period, the potential acquisition of the Owens Corning (OC) facility was the issue that received the majority of the comments opposing the site. Almost in entirety, the OC employees and management believed that RTD had under-estimated the cost of relocation of the OC facility, that the facility would close, and all of the OC jobs as well as indirect employment related to OC operations would be lost.</p> <p>In response to all of these concerns RTD has redesigned the CRMF to avoid and minimize the impact on the OC facilities. This involved some modifications to the original design and operational criteria and included the following measures:</p> <ul style="list-style-type: none"> Reducing the minimum vehicle storage requirements at the CRMF to 78 vehicles (the full 2015 fleet) from 96 (the full 2030 fleet), with the assumption that the additional 18 vehicles would be stored at the EOL of the Gold Line, North Metro, and Northwest Rail corridors (this would involve storing 6 vehicles at the EOL for each of the following commuter rail corridors: Gold Line, Northwest Rail, and the North Metro commuter rail corridors. No EOL storage would be assumed for the East Corridor due to security concerns at DIA). It should be noted that EOL storage for morning startup would most likely be needed regardless of the CRMF storage capacity, due to the need to avoid morning dead-head (with no passengers) runs. This option would save site space, but would slightly reduce the amount of storage in the yard.

Comment Number	Comment	Response
	<p>with us? I don't know, if when looking at those 20 or more sites, if anyone really did their research and looked at who we are and what it takes to relocate us. I don't believe that there is a true understanding of the scope of this project and that if it was fully understood you would see that our site is not the best option for your facility. I know that out of the 20 other options there has to be a better place to put your facility. In fact, we know that there are open, empty building sites along this same stretch of rail. Why not take one of those instead of putting so many people out of work? It seems like with the economy the way it is and unemployment as high as it is, you would take an empty open building instead of a successful thriving business. I have to believe that it would be a hard sell to the people of the Denver Area to explain putting more people out of work when there are other good options that don't put anyone out of work.</p>	<ul style="list-style-type: none"> • Underground storm water detention, and reduced overall detention requirements based on less impervious surface accomplished by not paving significant areas of the CRMF, would be provided to reduce the surface area of the site. Underground storm water detention is more expensive than surface detention and presents ongoing maintenance (hence cost) concerns. Eliminating the surface detention saves approximately 1.5 acres of the OC site. • Adjust the mainline track not only accommodates southern movements from the CRMF to DUS, but also allows the entire storage track configuration to be moved to the south, thus further removing track work from the OC site. • By not paving the yard as mentioned above (the area between the storage tracks), the amount of impervious surface is replaced with pervious ballast. This reduces the amount of storm runoff and thus also reduces the amount of onsite detention. Reducing the amount of paving is also a construction cost savings, but is expected that it may increase future maintenance for replacement of ballast. <p>In total, these changes avoid the acquisition of approximately 8.5 acres of the OC site, allowing the administration and plant operating facilities to remain intact. OC could potentially lose some outside storage area and some parking that would need to be relocated as a part of this project. These changes have been accepted in concept by OC management, thus offsetting your concerns as well as those of other OC employees and suppliers.</p> <p>Has RTD been inside our plant. As part of the outreach to OC, RTD has met in your facilities several times.</p> <p>Underestimate the relocation effort. Please refer to the comment above.</p>

Comment Number	Comment	Response
3	<p>Michael Tavel Highland United Neighbors Inc The Fox North Site is the only acceptable site to the surrounding community, because it is the site that does not obstruct future transit-oriented infill and revitalization.</p>	<p>Comment noted. In general, the Fox North Site has been well supported from the surrounding Northwest Denver neighborhoods.</p>
4	<p>Sarah Boyd Owens Corning As a spouse of an Owens Corning employee, I am upset to know that this NATIONAL company had NO knowledge of the proposed acquisition prior to a newspaper article. The audacity of the RTD to assume that this Fortune 500 company would just allow this to happen to one of the top 5 producing plants in the entire organization. On a personal level, as an "empty nester" household, we are not capable of (1) going back to school for a career change. (2) Relocate in this economic downturn without company help and support (3) maintaining our current lifestyle if the plant closes and only one income (female producer) lower pay scale) ...we would lose our house, this would be devastating to our family.</p>	<p>No knowledge of the proposed acquisition. The public involvement process for the Gold Line project has been ongoing since August 2006 when a Scoping Booklet for the Gold Line project was sent to the local OC's Denver location (5199 Fox Street) and the corporate headquarters of OC in Toledo, Ohio (1 Owens Corning Parkway) Please see the response to Comment No. 2 above.</p> <p>Neither the local Denver location nor the corporate Toledo location returned the postage-paid card included with the Scoping Booklet requesting to remain informed of the project.</p> <p>In February of 2008, when it became evident that there were options under consideration that could impact the OC property the two OC addresses that received the first mailing as well as a third address (5201 Fox Street in Denver) were added to the stakeholder database.</p> <p>Between February 2008 and April 2009, 26 additional mailings and emails summarizing the project and opportunities for public participation were sent to the three locations. None of the mailings or emails were returned as undeliverable</p> <p>In total, more than 3,500 individuals have attended the 120 meetings the project team has scheduled and completed with the public and government agencies affected by the Gold Line project. More than 63,000 individuals accessed information from the project Web site, with many using it as one of their primary tools to provide input to the process.</p> <p><i>Assessing property impacts required advanced engineering.</i> Until a project like the Gold Line or CRMF reaches advanced stages of design it is not possible to determine the exact extent of property</p>

Comment Number	Comment	Response
		<p>acquisition. In the case of the Gold Line, the alignment was being modified until late in 2008 due to 1) railroad negotiations and 2) design refinements. The preliminary engineering (30% engineering) was completed on April 1, 2009.</p> <p>All engineering associated with the environmental impacts noted in the appropriate environmental documents have been included as appendices to those documents and has been used to assess potential environmental impacts.</p> <p>In the case of the CRMF, the Fox North Site was reconsidered in January 2009 due in part to 1) the reduction of the site size of the CRMF and 2) modifications of the Gold Line/Northwest Rail preferred alignment requiring acquisition three of four properties comprising the Fox North Site.</p> <p>The most recent notices/meetings since the identification of the Preferred Alternative for the CRMF, have included:</p> <ul style="list-style-type: none"> - Email to stakeholder on December 3, 2008 - Email to stakeholders on January 7, 2009 - Stakeholder mailing on January 8, 2009 - Newspaper advertisement January 8, 2009 - Email to stakeholders on January 20, 2009 - Public Meeting January 22, 2009 - Email to stakeholders on February 5, 2009 - Email to stakeholders on February 18, 2009 - Email to stakeholders on February 21, 2009 - Public Meeting April 23, 2009 <p>Relocate in this current economic downturn. Please refer to Comment No. 2 above.</p>
5	<p>Greg Gerganoff Brannan Sand & Gravel</p> <p>I oppose this construction. As tentatively planned, the main plant of my employer will be moved. That means our primary source of income for our business will be gone. 400 plus</p>	<p>Oppose this construction. Your opposition regarding the acquisition of Brannan Sand & Gravel for the 41st Avenue East Station is noted. (Also see response to Comment No. 3 above under Response to Public Comment for the Gold Line DEIS).</p> <p>The Gold Line team has received support for the 41st Avenue</p>

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	<p>employees will/may be out of work. Why take an active and productive plant site for use of an ineffective and costly rail system. This simply makes no economic, human or environmental sense. I oppose this construction plan.</p>	<p>East Station location (see comments above relative to the Gold Line DEIS with regards to selection of the 41st Avenue East Station location after consideration of multiple sites for this station location).</p> <p>The three candidate stations considered (38th Avenue, 39th Avenue East, and the 41st Avenue East) have been evaluated based on operations, environmental impacts, financial impacts, and public and agency input during the DEIS and as presented in the comments related to the DEIS.</p> <p>The station at 38th Avenue is not possible since negotiations with the railroad companies have favored the EDDO alignment to the east of the North Yard. Locating the station at 38th Avenue is not possible with this alignment.</p> <p>The 39th Avenue East option is technically possible with the EDDO but has been scored lower because it would require three more business acquisitions and require the demolition of a historic property that would not be required with the 41st Avenue East option.</p> <p>Additionally, locating the pedestrian bridge in the vicinity of 39th Avenue is difficult (and potentially infeasible) due to railroad property constraints.</p> <p>Including a pedestrian bridge in the station area has been a critical element of the Gold Line station feature in this area since the technology/alignment changed to the east due to railroad requirements that the Gold Line could no longer be on the west closer to the existing neighborhoods.</p> <p>The 41st Avenue East Station option has been selected because it would affect fewer businesses (one versus three) and appears to be most supported by the public and agencies, based on our outreach program and comments on the DEIS. Additionally, the more northerly location of the 41st Avenue East Station is more responsive of the City of Denver's TOD planning. It would also have fewer traffic impacts on the 38th Street and Fox Street</p>

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		<p>Intersection.</p> <p>400 Employees out of work. Loss of jobs is a serious issue and something we have tried to avoid during the entire planning for both the Gold Line and the CRMF.</p> <p>Your estimate of 400 employees is higher than the estimate that the Gold Line team has calculated which was estimated as 180 relocated jobs (including three impacted industrial properties in the area).</p> <p>However, when considering employment multipliers for indirect employment, your estimate of 400 total jobs may be accurate. Nonetheless, under the Uniform Act, RTD will offer relocation assistance and benefits to these businesses. Ideally the businesses would relocate in the north Denver area, on appropriately zoned sites if that is the desire of the property owner. This would reduce the economic impact of selecting the Fox North Site.</p> <p>Ineffective and costly rail system. Construction of fixed guideway rail systems is expensive. The Gold Line received a "Medium" rating from the FTA which qualifies the project for Federal Funding. To qualify for federal funding the project has to be financially feasible and cost-effective.</p>
6	<p>Scott Fredal Pete Lien and Sons Clc Fine Grind</p> <p>Building on The owens corning site will have a bigger negative effect on Denver and the surrounding areas then the positives the new rtd system. I hope that they can find a better site for all parties invovled that won't have such a negative impact over the state of Colorado. This a horrible time to be putting people out of work and the owens corning plant as big as it is only a fraction of people that will be affected by this change.</p>	<p>Bigger negative effect on Denver. Please refer to Comment No. 2 above.</p>
7	<p>Sharmin Shockley</p> <p>Taking the property of Owens Corning will not only eliminate the</p>	<p>Hard pressed to find other jobs. Please refer to Comment No. 2 above.</p>

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	<p>ONLY shingles plant in CO, but will eliminate many jobs! The employees of this plant have worked hard to make this a place to be proud of. Many of them have multiple family members working for OC and the impact of a plant closing could devastate whole families as well as extended families! Owens Corning compensates their employees incredibly well and insure that they make a fabulous living. They will be hard pressed to find another job that pays even half of what they are earning now! Please truly look into this and see the absolute impact this can make. Thank you for your time</p>	
	<p>Kevin Bell Owens Corning Please pick another site, there appears to be so many open areas in the Globeville area that could accommodate your needs. I have been the sales mgr. for Owens Corning for 31 years and can tell you this will have a major negative impact on so many lives.</p>	<p>So many open areas in the Globeville area. Please refer to Comment No. 2 above.</p>
9	<p>Robert Leon Owens Corning I oppose this construction. As tentatively planned, the main plant of my employer will be moved. That means our primary source of income for our business will be gone. 400 plus employees will/may be out of work. Why take an active and productive plant site for use of an ineffective and costly rail system. This simply makes no economic, human or environmental sense. I oppose this construction plan.</p>	<p>This simply makes no sense. Please refer to Comment No. 2 above.</p>
10	<p>Donald Schultz The proposed lines converge at a point very near existing Light Rail tracks. These existing tracks are currently used. It logically follows there must be a maintenance facility. I believe it would make more sense to use the existing facility, expanding if necessary. This would allow for the creation of new jobs as well</p>	<p>Use of an existing LRT Maintenance Facility (LRTMF). This would not be technically possible for several reasons. First, the electrification systems are different (AC for EMU versus DC for LRT), and the clearances are different (larger for the EMU/DMU vehicles), which would result in the EMU vehicles hitting obstructions along the track that would not be obstructed by LRT vehicles. This could require rebuilding infrastructure (such as</p>

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	<p>as preventing the relocation and probable loss of existing jobs.</p>	<p>bridges) already in place.</p> <p>Additionally, the FRA does not allow commuter rail vehicles to travel on the same tracks as light rail vehicles. Thus, even if the other issues referenced above were solved, it would not be legal to access the LRTMF with commuter rail vehicles on track designated for the lighter vehicles.</p> <p>Given the challenges above, accessing the LRTMF would require the construction of a separate commuter rail track to the facility. The cost and impacts of the new commuter rail track to the LRTMF would be prohibitive.</p> <p>Additionally, the acquisition of 40 acres adjacent to the LRTMF would also result in the displacement of other private property owners.</p>
<p>11</p>	<p>Rick Newman Owens Corning</p> <p>The OC Denver Roofing and Asphalt plants are world-class manufacturing facilities. The Asphalt plant has already been officially recognized by OSHA as one of the top 2% facilities in the U.S. The Roofing plant is right behind them and is currently considered to be one of the cleanest, safest and most productive facilities in Owens Corning. Losing this facility will not only eliminate a world class operation from Colorado but will also impact 80+ families who have worked hard for the last 8 years to create this unique operation and crush the dreams of being a part of something special.</p>	<p>Impact to 80 Plus Families. Please refer to Comment No. 2 above.</p>
<p>12</p>	<p>Suzanne Smith Owens Corning</p> <p>Choose another site!!!! There are many other sites to choose from. Bring more jobs to the county, instead of eliminating and then adding jobs. Think about the taxes. Think about the Public Assistance for employees that would be laid off.</p>	<p>Choose another site. Please refer to Comment No. 2 above.</p>

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13	<p>Lynn Zerducke Owens Corning</p> <p>I am a wife of an Owens Corning worker who has been at Owens for 33 years. This job is very important for my family but Gilbert is our sole supporter because I am disabled and can't work. We all depend on his job at Owens Corning. Also, we take care of mother who lives with us who herself just open heart surgery 1 1/2 mos. ago. We support her too. So Owens Corning job is IMPORTANT in our lives or else a 78 yr old woman will be out on the street without home. Could you live with that on your heart or do you care?</p>	<p>This job is very important. Please refer to Comment No. 2 above.</p>
14	<p>Gilbert Zertuche Owens Corning</p> <p>Owens Corning has been more than a job. It's a home that I've worked at for 33 years. If I lose my job, I would lose my livelihood because making roofing is all I know how to do. It's the same with my work family. Most have been there 20+ years. We know times are hard, but to lose our jobs because of RTD, just don't make sense.</p>	<p>Lose my livelihood. Please refer to Comment No. 2 above.</p>
15	<p>Juan C. Hernandez Owens Corning</p> <p>I oppose the Fox North maintenance facility site. Why: I am sure you will know if don't by now why</p>	<p>I oppose. Please refer to Comment No. 2 above.</p>
16	<p>Baljit Sighn Owens Corning</p> <p>Fox North site. For the maintenance facility is a bad decision. Find a different location! Denver is HUGE! I am sure that with better research you can find it.</p>	<p>Bad decision. Please refer to Comment No. 2 above.</p>
17	<p>Cheyenne Leon Owens Corning</p> <p>Save my Dad job</p>	<p>Save my Dad's job. Please refer to Comment No. 2 above.</p>

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18	<p>Cort Gajefski</p> <p>Plain and simple when will the desire for trains end? This project is not needed. Use the 1st at Alameda & Santa Fe. Too many hard working men and women will lose their jobs! It needs to stop.</p>	<p>When will the desire for trains end? While public transit is not popular with all residents, a recent poll conducted by the Kenney Group in January 2009 found that 83 percent of those polled (700 residents) say that FasTracks was a good decision. This poll has a level of confidence of 95 percent.</p>
19	<p>Jose D. Montoya</p> <p>Owens Corning</p> <p>I think the north fox site for the maintenance facility needs to be moved to a different site. Please move the maintenance facility. Owens Corning is a good company that needs to stay.</p>	<p>Site needs to be moved. Please refer to Comment No. 2 above.</p>
20	<p>Latrell Gomez</p> <p>Owens Corning</p> <p>RTD's plan are very well understood. I suggest bad decision making on this part of our project for Denver. I also would ask FasTracks to consider the loss of jobs, not only within our plant, but outside of our walls.</p>	<p>Bad decision making. Please refer to Comment No. 2 above.</p>
21	<p>Jennifer Payne-Alonso</p> <p>Owens Corning</p> <p>I hope that after yesterday's public hearing you have a better understanding of the impact of your selection of North Fox location as your "preferred site" for your rail maintenance facility. This entire process has been handled poorly on RTD's part. The continued insistence on RTD's part that they "informed" of us their desire to take our site is untrue. I tell you now and I insist again, we did not know about this until we saw a newspaper article that was brought to us by an employee who got it from one of our truck drivers. I would think it is obvious to all that if we had been informed about it before our participation in the meeting selecting our site in the first place would have had the same participation that the meeting last night did. Additionally, if RTD is so good at "informing" those affected, why did the small business owner down the block from us find out yesterday that</p>	<p>Process has been handled poorly. The planning process for the Gold Line project has been ongoing since June 2006. As mentioned in Comment No. 4 above, more than 3,500 individuals have attended the 120 meetings during the planning process and an additional 63,000 individuals have accessed the project Web site.</p> <p>Cost of relocation. Please refer to Comment No. 2 above.</p>

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	<p>his entire property was being taken? He is right in the middle of major restoration and remodeling of his facility. I find it hard to believe he would be doing that if he was "informed" RTD was taking his building. We have a dedicated and committed workforce who loves our plant. I would also say that the comment in the Denver Post by RTD that we have "grossly exaggerated" the cost of relocating us is an uninformed statement. Owens Corning has been building and maintaining manufacturing facilities for over 40 years. I do believe that when we say it will take 80-100 million dollars to relocate us....we know what we are talking about. I know that the estimated 2.9 million dollars that RTD is stating it will cost is NOT based upon actual data. If you had done your research you would see that it is impossible to relocate our facility and our neighbor's facility for that sum of money. So, again the tax payers are going to end up footing a big bill. Our employees are going to be paying and have their jobs taken away. I would state that you need to do a better job of researching your facts and that RTD should stop saying that our site is the lower cost option because as you can clearly see, that is not the case. I say again, this is not the right site for your maintenance facility. We do not plan on sitting quietly while you try to take our plant. As you can see from last night, our employees care about each other and their plant and we are going to stand together on this.</p>	
22	<p>Jim Cockrell</p> <p>While I understand and support the expansion that the RTD is trying to accomplish, I find it difficult to believe this in the only location that you can come up with. The Denver area is loaded with open space and during these economic troubled times it is difficult to agree with wanting to displace or have a viable business of over 30 years leave the Denver area. Hundreds of jobs both in the manufacturing and support system for this plant will be gone. Not to mention the hardship that will be placed on tax payers for cover these lost revenues, wages, homeowner</p>	<p>Difficult to believe that this is the only location. Please refer to Comment No. 2 above.</p> <p>Hundreds of jobs will be gone. Please refer to Comment No. 2 above.</p> <p>Lost revenues. Please refer to Comment No. 2 above.</p>

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	mortgage defaults and unemployment costs. We need to be working on growing Denver area businesses not pushing them to close the doors.	
23	<p>Victor Grasmueck</p> <p>While I personally support the advances to me made in mass transit for the Denver community, I respectfully request that the Owens Corning Roofing Plant (& subsequently the Asphalt Plant) be spared its relocation by the current CRMC proposal. These plants employ over 150 people that have worked extgremely hard at cutting costs & improving their safety records. I have had the persoanlo pleasure of working at these facilities. Please change the CRMC plans. Thanks, in advance.</p>	Spared relocation. Please refer to Comment No. 2 above.
24	<p>Tammy Woodrow</p> <p>Owens Corning</p> <p>The Denver Roofing facility is one of our flagship locations that our entire company relies upon greatly. These highly engaged employees are VERY proud of their facility, the City of Denver, and the State of Colorado. Please don't force us to cease operations there!!!!</p>	Don't force us to cease operations. Please refer to Comment No. 2 above.
25	<p>Paul Courtois</p> <p>Owens Corning</p> <p>I am requesting that RTD 1) choose an alternative site for the CMRF that will have less impact to current employees in the targeted site area and business 2) if alternative site is not identified, work with Owens Corning to relocate their facility to fully operational state before acquisition of site.</p>	Choose another site. Please refer to Comment No. 2 above.
26	<p>Mike Franzen</p> <p>Owens Corning</p> <p>The Owens Corning Roofing Plant is a vital facility for the Roofing needs of not only the Denver area but a multi-state area. It provides employment and quality product to the area. The commuter maintenance facility should be placed</p>	Should be placed somewhere else. Please refer to Comment No. 2 above.

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	somewhere else where impact of people and families are minimized.	
27	<p>Wayne McKenzie</p> <p>Why would a city want to bully a company and force them off of the property they have been doing business at for over 30 yrs? Can't the city find and equitable property that is undeveloped so that they can build from the ground up a state of the art maintenance facility instead of having to spend money to clean up a property and then build? Seems silly to me to cause such an enormous amount of extra expense when they could just find a location that is currently unoccupied and build the necessary infrastructure and facilities needed. Save time and taxpayers money by finding an unoccupied suitable location and build up the community instead of tearing down to get what you want. I dislike bullies and seems to me that is what this boils down to.</p>	<p>Find equitable property that is undeveloped. Please refer to Comment No. 2 above.</p>
28	<p>Tom Anthony</p> <p>Elyria Neighborhood Association</p> <p>To whom it may concern, I attended the CRMF meeting tonight at the Stapleton Rec Center in Globeville. I have the following comments: a) it's ok with me personally if the Owens Corning factory has to move; they pollute the neighborhood. It's very hard to get accountability for the noxious smells drifting in on the west wind. b) I'd have said as much at the public meeting but didn't look like the 300 people could wait through the 3 minutes each. c) We don't want the "shingles" moving anywhere in our back yard, or front yard either. Maybe if they must move they can finally get state of the art equipment that has pollution reduction devices on it. d) The North Metro poster which was displayed at the CRMF meeting is a shameless piece of propaganda for the North Metro site supported by the Business Association. If I was in charge of the Business Association and thought I could get a station placed on 38th avenue because I owned property on 35th Avenue, I would do it too. So, that's only</p>	<p>Move OC. Comment noted. We are unaware of any pollution coming from the facility.</p> <p>North Metro Poster. This poster was intended to be a conceptual depiction of the proposed alignment. It was not intended to promote any one station site over another.</p>

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	<p>to be expected. However, I'm in charge of the Elyria Neighborhood Association, the neighborhood where the "other" site is proposed to be located. Therefore, the poster which was exhibited at your meeting was nothing less than an inflammatory indictment of some public study team's patently unfair portrayal practices; in short a prejudicial agitprop unfairly hyping one hypothetical reality over another; in effect, a prejudicial and premature promulgation. Please put some pickles and ketchup and special sauce dripping out of our site as well (we mean, the potential site at 48th and Brighton Blvd.) Or, instead of someone at TAXI making the poster, let us make our own to display beside it. Tom Anthony, President Elyria Neighborhood Association 303-299-0202</p>	
29	<p>Charles Darrah Charles B. Darrah & Associates LLC Is the CRMF supplemental EA available in Spanish? If so how can one see it?</p>	<p>The Gold Line and CRMF environmental documents can be made available in other languages. Please contact the project team if this is a need of yours.</p>
30	<p>Tom Anthony Elyria Neighborhood Association I found the graphic detail of the Gold Line route and the rail maintenance route through Prospect to be rather spare. Has anyone got better detail on the actual route, including elevations, as it will be impacting existing density residential? Also, the number of trains per minute now that the CRMF is supposed to locate at 52nd and Fox? Is there a chance a cog system can be employed for the bridge crossings to save the fuel burning accelerating up the bridge and decelerating down? It seems that for noise, pollution and safety reasons this could be justified. Thank you. Tom Anthony</p>	<p>Graphic detail of the Gold Line alignment. More detailed mapping has been sent to you prior to the release of this FEIS. Number of trains per minute including the CRMF. The estimated train movements are given below: <u>7 a.m. to 10 p.m.</u> Northwest Rail passenger service = 84 Gold Line passenger service = 158 CRMF (all corridors) = 33 or ~12 percent. <u>10 p.m. to 7 a.m.</u> Northwest Rail passenger service = 18 Gold Line passenger service = 32 CRMF (all corridors) = 47 or ~48 percent Use of a COG Railroad. The EMU/DMU technologies being specified can negotiate the 4 % grades on the bridges from DUS</p>

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		to Pecos without cog or rack technology. A cog system affords a maximum speed of about 25 miles per hour over steep slopes which is too slow to meet the travel time for either the Gold Line or the Northwest Rail projects. Traveling slower would reduce noise and energy consumption, but would again increase the travel time and reduce ridership. A noise analysis was conducted for this project and according to FTA standards (which can be found in the Technical Appendices for the CRMF SEA) no noise impacts were identified.
31	<p>Amber Browning OCV Technical Fabrics</p> <p>It is amazing the ability for big government to come in and push the little guy around, the people who work in this plant and Owens Corning pay the taxes for this city and state to insure it's success but government will not insure it's owns success. With the job market the way it is it seems unreasonable to send these people and this company down a road that is set up for failure. Why fix something that is not broke?</p>	<p>Big government to come in and push the little guy around. Please refer to Comment No. 2 above.</p>
32	<p>James Forrest OCV Technical Fabrics</p> <p>I am an employee of Owens Corning in another state. As I read what was going on, it is does not make good business sense for the Denver RTD to do what they are proposign to do. Why would the state and local governments take actions to eliminate good paying jobs to their citizens. In times like we are in today, local and state governments must be taking actions to keep jobs. Seek out another location to build the service center. Keep the OC jobs and create jobs by moving to another location. Thank You, Jim Forrest</p>	<p>It does not make good business sense...to eliminate jobs. Please refer to Comment No. 2 above.</p>
33	<p>Richard Vail Owens Corning</p> <p>The RTD needs to find a different site. This shingle</p>	<p>Need to find another site. Please refer to Comment No. 2 above.</p>

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	<p>manufacturing facility and the asphalt facility that supports it has been a contributing member of Denver's economic fabric for over 60 years. Taking over this land could very possibly close both operations for good, putting hundreds of residents out of work.</p>	
<p>34</p>	<p>Eric Schwarz USA Who is responsible for the economic impact study done to support this effort. I want to know which politicians really represent the people and which ones represent government control over our Capitalistic Democracy that seems to be running scared. We need businesses to thrive not die, who pays for your govt building and salaries when you eliminate the middle class working Americans???? Wake up before its to late. You can't fund the entire government with speeding ticket monies.</p>	<p>Who is responsible for the economic impact study. The economic assessment of the benefits of the FasTracks program was produced by RTD's program team in consultation with local governments and regulatory agencies. The economic effects of the Gold Line and CRMF projects have been prepared by consultants working for RTD.</p> <p>Which politicians really represent the people. RTD is managed by an elected Board of Directors. The RTD Board members Juanita Chacon (Denver) and Noel Busck (Adams County) are your local representatives for this project.</p> <p>Who pays for government when you eliminate the middle class of American workers. Please refer to Comment No. 2 above.</p>
<p>35</p>	<p>Lahonda Odoms Owens Corning With the economy being the way it is, why should employees have to worry about their jobs? Why can't RTD find open space and build their facility and leave established businesses alone? Leave Owens Corning alone.</p>	<p>Why can't RTD find open space? Please refer to Comment No. 2 above.</p>
<p>36</p>	<p>Jackie Brinton Owens Corning I feel it is ridiculous to displace 4 businesses causing 242 people to lose their jobs. This could easily be placed in an area that is adjacent to the railway, without displacing people from their job. If you chose another facility you could save these jobs and still add more jobs to our economy at the maintenance facility as well. We need manufacturing jobs to diversify our economy so</p>	<p>This could easily be placed in an area that is adjacent to the railway. Please refer to Comment No. 2 above.</p>

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	future recessions are not as impacting to our economy. What happened to this being lightrail not railroad? Choose another site.	
37	<p>Jose Garcia Owens Corning</p> <p>I'm baffled as to why you want to leave 100 people without a job where some of us have been employed for a long period of time. There's more alternative site with less damage to the economy and the people of Owens Corning. I suggest you take a second look and come up with alternatives satisfactory to all people involved. By the way, it's not just 100 employees, it's 100 employees plus their families. You're talking hundreds.</p>	<p>Come up with an alternative site. Please refer to Comment No. 2 above.</p>
38	<p>Chafik Echoms</p> <p>I believe that RTD needs to change their plant - I need my job and RTD needs to understand that I will have a baby next August, should I have food and make my family comfy or take a bus? We love RTD but we love and we need our job. They can find another location but it's hard to find a job at this time. Please RTD change your plant and understand that we need our job at Owens Corning. Thank you.</p>	<p>RTD can find another location. Please refer to Comment No. 2 above.</p>
39	<p>Veronica Ortiz Owens Corning</p> <p>I would like to start by saying that this is an unfair this has been proposed to two other counties and were denied. This needs to be denied in Denver as well. Owens Corning is where my husband has worked faithfully for 15 years, this would greatly impact our family as well as the economy in a bad way. I have over 15 cousins working for Owens and Trumbull Owens Corning is not just a company but a family. I vote against the RTD movement.</p>	<p>This has been proposed in two other locations and denied. Please refer to Comment No. 2 above.</p>
40	<p>Jerri Fajardo</p> <p>The Fox North site is not the best option for the CRMF. Please review other sites that will not result in people loosing their jobs.</p>	<p>Not the best site. Please refer to Comment No. 2 above.</p>

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41	<p>Jenny Payne-Alonso Owens Corning</p> <p>I am very opposed to the North Fox Street location (5201 Fox St.) I believe that there has to be a better option for your facility. This option takes away our plant and almost 100 jobs. Additionally, we found out about this option from a truck driver who brought in a newspaper article announcing that our plant was the preferred option. This is sad, we never received a certified letter, a telephone call - just found out about it third party. Our plant is a manufacturing facility, not a warehouse, I don't believe you understand the scope of moving us. We have employees with over 50 years of service. Their entire adult has been spent working for Owens Corning. Please look into other options for your facility, there are 23 other sites out there. Don't put our people out of jobs.</p>	<p>A better option. Please refer to Comment No. 2 above.</p> <p>We never received a certified letter. As discussed under Comment No. 2, the Gold Line public involvement process has been ongoing since June 2006. More than 3,500 individuals have attended the 120 meetings the project team has had with the public and agencies affected by the Gold Line project. In total, more than 63,000 individuals accessed information from the project Web site, with many using it as one of their primary tools to provide input to the process.</p> <p>A formal notification of the intent to acquire a property is not initiated, by law, until the environmental process is completed.</p>
42	<p>Larry Rogers Owens Corning</p> <p>I think that a better location for the CRMF would be at the old Denver post building. The area is bigger, would cost the tax payers less money and zero jobs would be affected. with our economy in such bad shape none us should settle for taking any kind of job away. Please think about what you are doing. thanks</p>	<p>A better location. Please refer to Comment No. 2 above.</p> <p>Use the Denver Post building. The Denver Post site is constrained by I-70 on the north and abuts the 41st Avenue East station for the Gold Line to the south. This site is approximately 1,900 feet long and averages 800 feet wide; it is about 40 acres. The Fox North site is 3,600 feet long and about 500 feet wide. It is about 41 acres. One of the reasons the Denver Post site would not work is due to its geometry—it is simply too short in a north to south direction to accommodate the track layout for the facility. Additionally, the shared Gold Line and Northwest Rail alignment is elevated in the area of the Denver Post Building and so having tracks at grade that access a facility (one of the technical criteria noted above in the response to Comment No. 2) would not be possible.</p> <p>Taking jobs. Please refer to Comment No. 2 above.</p>
43	<p>Guadalupe Cardona Owens Corning</p>	<p>Traffic congestion. Implementation of the CRMF was found to result in minor traffic impacts compared to the No Action Alternative in 2030. Once mitigation (restriping of the roadway) is</p>

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	<p>With all the traffic congestion we have around the MOUSETRAP area, why do we need more? We have solid citizens already working at this facility making contributions in more ways than just taxes. RTD is good for everyone but not through my job site. It will bring hardship to 100 persons waiting to see if another place will be built. RTD needs to pick another place to build.</p>	<p>implemented, traffic into and out of the site will be improved over the No Action Alternative. Not through my job site. Please refer to Comment No. 2 above.</p>
44	<p>Elizabeth Garcia Owens Corning</p> <p>My husband Francisco works at Owens Corning since he was 18 years old. He's been with the company for 26 years. I also have two brother-in-laws, a brother and numerous cousins working at Owens Corning. If Owens Corning closes we will be affected immensely, our family will suffer, a lot of our men in the family depend on this job to support their families. We depend on Owens Corning to have a roof over our heads. Please find another alternative for RTD and leave Owens Corning as is. Thank you.</p>	<p>Please find another alternative. Please refer to Comment No. 2 above.</p>
45	<p>Miguel Fraire Owens Corning</p> <p>I do believe that Owens Corning contributes enough money to the local economy that we need to make sure RTD looks at all their options before deciding to take Owens Corning property which will affect a lot of jobs and taxes paid to the local government. Overall, the best option would be if RTD would decide to construct their facility on a place where no jobs will be affected!</p>	<p>Effect on local economy. Please refer to Comment No. 2 above.</p>
46	<p>Rocio Bovjas Owens Corning</p> <p>Relocating Owens Corning will cause drastic changes to employees and their families. U.S. citizens are already having to deal with the economy in today's world one more change would put families in a more stressful situation. Please reconsider our relocating!</p>	<p>Reconsider relocating. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
47	<p>Kari Rogers Owens Corning</p> <p>This facility has provided service and products for over fifty years. It provides jobs for thousands of people. Closing it will not only affect the employees and their families but also the neighboring companies that depend on Owens Corning for their businesses. Moving Owens Corning will take years and cost millions. I believe RTD should explore the idea of building a "storage space" for their rail cars elsewhere. There is plenty of open space they could consider.</p>	<p>It provides jobs for thousands of people. Please refer to Comment No. 2 above.</p>
48	<p>Mary Lou Rogers</p> <p>I feel FasTracks should take careful consideration and thought before they displace so many people. Owens Corning is a very diverse company and they take pride in the fact they appreciate the differences in all individuals. So many families would be without jobs and that would be a hardship for so many with the economy in such a failing state. This would also have an impact on surrounding businesses and the economy in the community. With jobs very scarce how will these individuals pay mortgages and other bills? Please rethink your plans!</p>	<p>Please rethink your plans! Please refer to Comment No. 2 above.</p>
49	<p>Joe Moravec Owens Corning</p> <p>RTD is good for the future and should be pursued further, however, displacing such an established company - profitable - supplies things we ALL need is just a bad idea. Colorado's manufacturing community doesn't need another reduction - too high cost/loss to taxpayers. Find a different place - less disruptive and costly. We're already taxed high enough. Thank you.</p>	<p>Find a different place - less disruptive and costly. Please refer to Comment No. 2 above.</p> <p>Higher taxes. The acquisition of the North Fox Site is within the budget for the CRMF; it is estimated to be less costly than the 40th/40th and the Platte sites.</p>
50	<p>Rico Fernandez Owens Corning</p> <p>To whom it may concern, I'm an employee at Owens Corning.</p>	<p>There's other sites for RTD to look at. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
	<p>I've been working for Owens Corning for 16 years. It's been wonderful and it's a great company to work for. I think RTD should find another location to build. We would lose our jobs and it affects a lot of people, like our families. There's other sites for RTD to look at. Please keep Owens Corning where it's at. It's good for our community for us to stay here in Denver.</p>	
<p>51</p>	<p>Celsa Garcia Owens Corning</p> <p>My husband works at Owens Corning. He has been there for the last 27 years. He has worked his way up to shift team leader. He has spent most of his life at Owens Corning along with 2 of his brothers and many friends. This is all he knows how to do. He is very proud to be an Owens Corning employee. Please find another location for your maintenance facility. In this tough economy please don't take any more jobs away. Lots of families will be affected if you do.</p>	<p>Please find another location for your maintenance facility. Please refer to Comment No. 2 above.</p>
<p>52</p>	<p>Jack Rogers</p> <p>No one is against progress - especially not Owens Corning. After a long recovery to a profitable company during a troubled economic time to face a Federally regulated eminent domain issue is completely unfair. Owens Denver employs over 100 employees, supports their families, and touches 500-600 total family members. A multitude of suppliers for this plant will also be displaced, not to mention the economic effect the loss of this plant will cause. Another round of economic chaos spanning home foreclosures, families losing benefits, higher unemployment in Colorado. All in the name of "Public Transportation." Who is going to be able to afford public transportation if RTD continues to take the property and cause the shutdown of thriving businesses. From your point of view, giving or paying fair market value seems equitable. There is no equity in the displacement of hard working Americans.</p>	<p>Eminent Domain. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
53	<p>Beverly Leon Owens Corning</p> <p>Why can't we all just get along? I understand in most cases one shouldn't stand in the way of progress. I feel there are moral and value issues that need to be considered in your planning. Hard working individuals have worked at these businesses up and down the FasTracks corridor for generations and depend on their jobs for years to come. Most of the people that will be affected by FasTracks most likely won't be riding on trains anyway. They will have to relocate to other parts in search of new jobs. Not to mention the financial crisis you will be creating for the next generations. Please seriously think about relocating to the NB Railways across I-25. Utilize what you already have.</p>	<p>Relocate the CRMF. Please refer to Comment No. 2 above.</p>
54	<p>Billy Parrish Owens Corning</p> <p>This is a good idea for public transportation but a bad, real bad idea for location. Owens Corning is a privately-owned enterprising that offers a lot to the community, charities, and most of all the employees and families. I don't want to pay more taxes to close my company so RTD can have the land that feeds my family. Looking at the price tag of the site, I don't see how RTD or the elected officials can even consider this acquisition. I completely oppose this site on North Fox, especially when there is a vacant field 2000 yards north of Owens Corning.</p>	<p>Relocate the CRMF. Please refer to Comment No. 2 above.</p>
55	<p>Angelina Parrish Owens Corning</p> <p>I personally don't feel this is a good idea!! I don't want to pay more tax dollars and I also don't feel anyone else does! By shutting down Owens Corning (Denver facility) you will be hurting MANY families that depend on their job to provide for their families. There are several employees that have been with the company for 25+ years and I don't feel anyone would benefit from this proposal. I know I won't. My husband won't have a job</p>	<p>I personally don't feel this is a good idea!! Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
	and that means our bills go unpaid!! Not an ideal situation to be in this world today!! Thank you!	
56	<p>Angela Gajefski Owens Corning</p> <p>In this economy to close down a healthy, thriving business is ridiculous. My father has worked for Owens Corning for 27 years today! I am 28 years old so now you know I grew up with my father at Owens Corning. My father's whole livelihood has been built through this company. He has built a home and a family with what he has earned at Owens Corning. I cannot believe in this economy you would have the audacity to try to move this facility or possibly put it out of business when the unemployment rate is at its highest 7.8% in Colorado. Please consider another location.</p>	<p>Please consider another location. Please refer to Comment No. 2 above.</p>
57	<p>Marcelo Rainero</p> <p>I support Owens Corning and ALL their employees. I do not think that RTD should persist on trying to acquire (obtain) the facilities that Owens Corning have. IT WOULD BE HARSH TO ALL THEIR EMPLOYEES. IT WOULD CAUSE A DEVESTATING EFFECT ON MANY, MANY FAMILIES. Please let Owens Corning continue to have their facilities.</p>	<p>Please let OC continue to have their facilities. Please refer to Comment No. 2 above.</p>
58	<p>Rob Fernandez</p> <p>I worked for 21 years for Owens Corning "FRX Roofing." It helped me raise a family, buy a home, and build a good life. After leaving there I was employed by RTD for 15 years. I have a son who is employed by Owens Corning and has been there for 11 years. He started there after graduating from high school. I still have a lot of friends there. It would be very bad for RTD to put so many hard working people out of work. There are many places that RTD could build in the North area that would not cause a hardship for so many. I would ask RTD to reconsider their decision the Owens Corning site.</p>	<p>There are many places that RTD could build in the North area. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
59	<p>Christy McGuire Owens Corning FasTracks should take careful consideration into where they place their tracks and their facilities. Taking over Owens Corning would have a massive effect on our community as well as our economy. Owens Corning employs thousands of diverse individuals, closing this plant would hurt our economy even more, not to mention displace all the employees causing hardships for them and their families.</p>	<p>Would have a massive effect on our community as well as our economy. Please refer to Comment No. 2 above.</p>
60	<p>Colleen Courtois The move by RTD to seize the Owens Corning Fox St. is arbitrary and capricious. Owens Corning was not notified in a timely manner. RTD is operating in a totally unfair fashion. They are unaware of the effects of this action. Over 100 jobs will be lost, not including the suppliers to Owens Corning. The cost to the taxpayers will be 80-100 million dollars - and that's exactly who will foot the bill.</p>	<p>OC was not notified in a timely manner. Please refer to Comment No. 2 above. The cost to the taxpayers will be 80-100 million dollars. Please refer to Comment No. 2 above.</p>
61	<p>Norman Lane Aside from possible disruption of a valued manufacturer (suppliers of my house shingles), I will support this facility only if it is limited to maintenance of equipment that does not employ internal combustion engines. My objection would be combustion products discharged into the atmosphere and noise. It is generally reckoned that diesel engines are at best 10 dB noisier than electric measured track-side. Suburban diesel equipment should be serviced outside city limits.</p>	<p>I will support this facility only if it is limited to maintenance of equipment that does not employ internal combustion engines. It is probable that 22 of the 96 commuter rail vehicles will be diesel. For the purposes of a 'worst case' scenario, the air quality impact analysis done for the CRMF assumed 44 diesel vehicles. This analysis showed that 2030 air quality analysis near the site would be slightly improved over existing conditions. This is due to environmental requirements that require much cleaner diesel fuels and vehicles in the near future over current requirements.</p> <p>Diesel engines are noisier. You are correct; the diesel vehicles are a bit louder than electric vehicles. However, regardless of the operating scenario, the environmental studies for the Gold Line and CRMF found no noise impacts in the area from DUS to Pecos Street. (Much of this is due to the fact that there are few sensitive receptors located close to the proposed CRMF site in this industrial setting.)</p>

Comment Number	Comment	Response
62	<p>Timothy Ortiz Owens Corning</p> <p>My comment about the CRMF is totally against. There are other sites around town to build this facility. Why shut down a good operation/manufacturing plant? We (Owens) contribute plenty to our community. We provide business to local companies too. Pro Pallet, Trimark, Dove Vending to mention a few. I've worked at the Denver plant for 17 years. They have educated me further, have helped me through employee assistance programs. We need to stay where we are at, at the North Fox St. location for our community and our families. Further, I don't want any further tax increases. FasTracks/CRMF is good but not on Fox St. Not on Fox St.</p>	<p>My comment about the CRMF is totally against. Please refer to Comment No. 2 above.</p>
63	<p>Elizabeth Garcia Owens Corning</p> <p>My husband works for Owens Corning. He has been there many years. We are angry that you want to take jobs away from Owens Corning...lots of people will be jobless and the way the economy is I think that it's not fair. So I ask please look for another site to build your project at.</p>	<p>So I ask please look for another site. Please refer to Comment No. 2 above.</p>
64	<p>Alexandra Garcia Owens Corning</p> <p>Why do you want to take employment away from 100's of people when there are plenty of sites to build this place? Many of these workers have been at Owens Corning for many years and that's all they know. Please look for another site and let those people from Owens Corning retire there.</p>	<p>Please look for another site. Please refer to Comment No. 2 above.</p>
65	<p>Amber Ortiz</p> <p>I don't think they should put a RTD throw Owens Corning because there's a lot of good people who work here. Most of my family has or does work here at Owens Corning and I don't think they'll appreciate all of their hard working years in that business being destroyed.</p>	<p>Find another site. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
66	<p>Gaby Garcia</p> <p>To start off, let me just say how much of an impact and scare this has been on everyone at this company. Owens Corning has been a part of my life since I can remember. Most of these employees have watched me grow up. Owens Corning is a part of my family. My dad, Juan Garcia, has grown to become an amazing leader, friend, and father. He holds down my family, provides the roof over our heads. What happens if we lose Owens Corning? We lose everything! A part of our lives would be missing. Families would be broken, along with spirits. Owens Corning made my dad the great man he's become. So have many other employees. Don't take away their home. If my dad isn't at home, he's at work. If he's not spending time with us, he's out with his co-workers. Owens Corning builds shingles but they also build families. Every employee depends on this job. It's who they are. But most of all it supports hundreds of families. We can't let them down.</p>	<p>OC is a part of my family. Please refer to Comment No. 2 above.</p>
67	<p>Leticia Ortiz Owens Corning</p> <p>I'm attending today's meeting to manifest my support to Owens Corning Fiberglass Co. because it affects 20 or more families that are related to me in different ways. I would like to see this company keep all their employees working so that they can keep their homes and to keep supporting their families. Owens Corning has been a very successful company due to the good work and dedication of all the wonderful people that proudly represent the company. Some of the workers that are part of this company have been employed for many years. This is not only their employer but part of their family. I could not even imagine the effect that unemployment will bring to all these families. RTD is supported by the state of Colorado but not these families. Let's keep Owens Corning open and going for the best and well-being of all these workers and their families.</p>	<p>Let's keep OC open and going. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
68	<p>Cassandra Mendez Owens Corning</p> <p>They should be able to keep their jobs because most of these men have families to provide for. The economy is really bad right now so they shouldn't take their jobs. There are other locations that aren't being used, therefore, I think they should research more to find a new location.</p>	<p>There are other locations that aren't being used. Please refer to Comment No. 2 above.</p>
69	<p>Melissa Limon Owens Corning</p> <p>As a business, RTD has a social responsibility to truly consider the impact they make not just environmentally but to look at how this is affecting the employees of Owens Corning and their families. The Fox North site needs a relocation and more brainstorming on other possible sites. Especially right now with the economy to worry about, how can RTD put even more stress on families?</p>	<p>Fox North site needs relocation. Please refer to Comment No. 2 above.</p>
70	<p>Salvador Limon Owens Corning</p> <p>Why would RTD want to run their tracks through our facilities when there are other alternatives? RTD would be putting hundreds of people out of work. That is the bottom line. It would take years to have Owens Corning move to a new location and a new facility to work at.</p>	<p>Why would RTD want to run their tracks through our facilities? Please refer to Comment No. 2 above.</p>
71	<p>Michael Odoms Owens Corning</p> <p>I think there are other options for RTD other than the North Fox site that would not displace anyone from their jobs. I am sure open space can be found somewhere. I don't think RTD did its homework when they picked this site. This will affect far more people than just the people directly effected. There will be a domino effect. Leave us alone.</p>	<p>I don't think RTD did its homework when they picked this site. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
72	<p>Kathy Cavinee ICM/Owens Corning</p> <p>In reading the article about Owens Corning opposition to the Rail Facility, I feel the issue of economics and jobs have already been addressed. But, I also want to outline the exemplary safety performance of the plant and being approved as a VPP site last year. Please reconsider the rail maintenance facility site location for the good of the Owens Corning employees, their families and the continued employment of Denver people.</p>	<p>Please reconsider the rail maintenance facility site location. Please refer to Comment No. 2 above.</p>
73	<p>Gary Lindsay OCV Technical Fabrics</p> <p>I would like to voice my strong opposition to the Regional Transportation Districts plans to build a commuter rail maintenance facility (CRMF) at the site of Owens Corning's roofing plant. I am sure there are other suitable locations for this project. I believe the unemployment rate in the United States is high enough. Thank you.</p>	<p>I am sure there are other suitable locations. Please refer to Comment No. 2 above.</p>
74	<p>Timothy Ortiz Owens Corning Denver Roofing Plant</p> <p>My comments on CRMF/SEA is we need the Denver Roofing Plant in Denver. The plant helps and runs a world class business with lots of customers, suppliers and the community. The plant's business is beneficial to all of us. There are many of jobs and business through the Roofing Plant. One more comment is who will be left to ride the commuter rails if there isn't enough employee men and women to board it any how. We need to keep the Roofing Plant running and RTD needs to find a better location for the maintenance facility. By doing this we will keep our only Colorado (DENVER) Roofing plant open for business and gain new employment with a RTD maintenance facility else where in town.</p>	<p>RTD needs to find a better location for the maintenance facility. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
75	<p>Garcia Jose Owens Corning</p> <p>As an employe of owens corning Im all against the site you have chosen to build the crfm let me tell why even do your bringing 300 new employees youre displacing 200 plus and their families not to mention all of our suppliers and customers I know youre trying to save money but you need to remember the people's lives this is affecting and will affect for a very long time to come hope we can all come to an agreement we can all live with either pick another site or give our company the funds needed to relocate if this cant be worked out theres a possibilty the company will shut down for good and leave us all unemployed thanks how many of this 300 new jobs are going to be for the community affected maybe you should make this public</p>	<p>Against the site you have chosen. Please refer to Comment No. 2 above.</p>
76	<p>Lauren Anderson Jones Lang LaSalle Americas, Inc.</p> <p>To whom it may concern: I am interested in obtaining the meeting minutes from the April 23, 2009 FasTracks CRMF Supplemental EA Public Meeting. When will these be made available to the public? Thank you, Lauren Anderson Client Services, Industrial and Capital Markets Jones Lang LaSalle Americas, Inc. 1225 Seventeenth Street, Suite 2750 Denver, CO 80202 tel +1 303 390 5249 fax +1 303 260 6501 email Lauren.Anderson@am.jll.com www.us.joneslanglasalle.com</p>	<p>Obtaining the meeting minutes. The transcript of the meeting was placed on the website. The transcript can be found on the CRMF site at http://www.rtd-fastracks.com/mf_90 , there is a link to it directly at http://www.rtd-fastracks.com/media/uploads/mf/CRMF_SEA_Meeting_Transcript_FINAL.pdf.</p>
77	<p>Steve Douglas Suncor Energy May 5, 2009 David Beckhouse FTA Region 8 12300 W. Dakota Avenue, #310 Lakewood, Colorado 80228</p>	<p>Suncor's opposition. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
	<p>VIA OVERNIGHT MAIL</p> <p>Re: Opposition to Proposed Location of RTD Commuter Rail Maintenance Facility Support for Owens Corning</p> <p>Dear David:</p> <p>On behalf of Suncor Energy (U.S.A.) Inc. ("Suncor"), I am writing to express Suncor's opposition to the proposed location of RTD's Commuter Rail Maintenance Facility, which would forcibly displace Owens Corning's Denver Roofing Plant where it employs approximately 140 employees.</p> <p>Since Suncor commenced operations in Colorado in 2003, Owens Corning has been an excellent business partner and loyal customer of Suncor. Specifically, Owens Corning purchases from Suncor each year between \$15 million and \$20 million of sweet resid, a petroleum product, which Owens Corning uses to make roofing shingles in Denver. This sweet resid product is delivered daily by trucks over the short distance between Suncor's Commerce City refinery and Owens Corning's Denver Asphalt Plant where the resid is upgraded and used at Owens Corning's Denver Roofing Plant in the manufacture of shingles.</p> <p>If Owens Corning's Denver Roofing Plant were to shut down, it would force Suncor to sell its sweet resid to alternative markets out of state, as there are no other significant local customers for this material. As a result, Suncor would be required to load this product onto railcars and ship it hundreds of miles to market, creating a logistical challenge for Suncor which is already rail constrained. In addition, by shipping these raw materials out of state, Colorado's state and local economies would suffer a significant loss of tax revenue, direct and indirect jobs, and the other resulting knock on benefits from the sales of such products and their use in the local manufacture of other goods that are also sold into the Colorado market.</p> <p>While Suncor Strongly supports RTD and the FasTracks project,</p>	

Comment Number	Comment	Response
	<p>we cannot support the choice of the Fox North site as the location of the proposed RTD maintenance facility. The negative economic impacts resulting from closing a vibrant local manufacturing business, particularly at a time when such businesses and the jobs they sustain are so vital to our local economy, simply cannot be justified. Suncor believes the only prudent option for RTD is to identify an alternate site for the maintenance facility.</p> <p>Sincerely, Steve Douglas Vice President, Supply and Marketing Suncor Energy (U.S.A.) Inc. cc. Bill Shockley Paul Courtois</p>	
78	<p>Gilbert Zertucci (Public Hearing Comment) Owens Corning</p> <p>My name is Gilbert Zertucci. My residence is Denver. I want to talk about what OC means to me and what it would mean for us to lose our jobs -- for RTD to take our plant. Our plant is actually our home. My dad worked there; my brother. I had uncles and cousins that worked there. I started working since I was 18 years old. I am now 51 years old. And the roofing business is all that I know. I know nothing else. And it's the same thing for a lot of us. I've known these guys for 20-plus years. And we don't know anything else but roofing. And to lose our jobs -- some of us are taking care of more than just our family. We've got our grandparents living with us, our great-grandparents. And it would ultimately mean we would be on the streets. And I just think it's a bad time for everybody. It's an economic bad time. But for RTD to do this to us now, it just don't make sense. Thank you. You want my whole address? 1660 South Stuart Street, Denver, Colorado 80219.</p>	<p>Economic bad time for acquiring OC. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
79	<p>John Rutledge (Public Hearing Comment)</p> <p>Yes. I'll be known as the man who followed Gilbert. My name is John Rutledge. I am just "public" and just wanted to express to you that, of course, I'm not part of the Owens Corning family. Someone from the public had to show up in a suit, I guess. But maybe I'm here as a rail fan. One reason I have my back to these folks is that I've just finished 20 years, and I'm now a retired civil engineer. And I actually haven't been working for a while, as I said, as a civil engineer. You know, I just had the chance to retire and they let me go ahead and submit paperwork for that. It is a tough economy. However, this is a wonderful plan. I see a picture up there. It's got four -- a tree of four golden branches coming out of the north side of the Denver metro area, and it provides opportunity for others. And what you're looking at is that there's a piece of land right there, Owens Corning, right at the base of it. To me, I look at that and I see that people need to be protected from weather. Okay? People will always, on average, be replacing their roofs every 20 years. So in that respect, Owens Corning is needed. I understand that for this to go forward, that the company has to be willing to relocate. I ask you: Can Owens Corning operate without you? So in summary, let me just say: If you want it for Denver and for your families, make it so. I actually live in Denver at this time.</p>	<p>Can OC operate without you? Comment noted. RTD can not comment on the relationship of OC to its employees.</p>
80	<p>Mike Shaffner (Public Hearing Comment)</p> <p>Owens Corning</p> <p>Yeah. I'm Mike Shaffner. I live in Conifer, Colorado, and work at the Owens Corning plant. Most of you, but probably not all of you, know that at the roofing plant, we make residential shingles. While the shingle is pretty mature as a product -- it's been around for 30 years -- don't underestimate the infrastructure that it takes to support the process equipment to make this. Those of you that know the plant, this might be a little boring. But for those that don't, we have several -- we have asphalt tanks outside, MLA tanks, sealant tanks. All these tanks</p>	<p>Don't Underestimate the infrastructure relocation costs. Please refer to Comment No. 2 above.</p>

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	<p>require piping, processing, hot oil that goes with this piping. All three of these systems go into a processing plant that's a continuous line that's about 500 feet long. So there's pipes everywhere that have to go into the plant and back out. Hot oil tracing has to be on every single one of these pipes throughout the whole thing. We have filler that we pump throughout the plant; more piping. A lot of this is five stories high. In addition to that, we have a dust collection system. We have filler that we pump. We have dust collection that has multiple branches on it, along with fume collection. When you look at all the infrastructure that goes with this -- 400-some election boxes, the conduit, the piping, all of that -- it's a pretty complex infrastructure. And part of that goes to what it costs to relocate this plant. And based on that, and the engineers that we have that looked at this that have been doing this for 30 years, installing process equipment across 14 plants across the U.S., I really wonder why RTD made a comment that our estimate didn't have credibility. From my perspective, you know to add \$100 million to this project, with costs being one of the main implications of trying to site select, I think RTD needs to look at other possibilities based on new information that they find out here tonight and find a new location that will be a win-win for everybody; for RTD, for the community, and for Owens Corning. Thank you.</p>	
81	<p>Mike Gollhofer (Public Hearing Comment) I'm Mike Gollhofer from Fort Collins, Colorado, and I represent a supplier of Owens Corning. We supply the filler used to make the shingles. I guess the comments that I'd like to make is, I think you've really underestimated the impact that you have. You said 242 employees. But that extends far beyond this immediate area right here. We're up in Fort Collins. We have 45 employees up there, and it affects us up there as well. You need to take some of that into account. The other thing I don't think you've taken into account is how difficult it would be to replace this</p>	<p>Economic impact. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
	<p>plant. I mean, this plant is here in this location for a reason. It's close to the resources it needs. If you were to move this, you're going to change a lot of different things, whether it's the oil, the - - you're going to change the profitability of this plan. I think you're going to need to take that into account. The other thing that you've done is you've kind of taken your problem and pushed it on them, you know. You've picked a good spot for you. Where do they go? Not everybody wants a plant in your backyard. Not everybody wants a quarry in their backyard. And we deal with the same types of things. There's only certain places you can put it. So I hope that you would really give a lot of consideration to the assistance you're going to give this plant if you do plan on moving it. It's going to be difficult. Thank you.</p>	
82	<p>RJ Fernandez (Public Hearing Comment) Owens Corning</p> <p>Hello. I'm RJ Fernandez from Commerce City, Colorado. I've been employed at Owens Corning for 17 years, but I have been in the roofing business all my life. I'm like Gilbert; born into the roofing business. My dad worked there -- started working there in 1968 and did 21 years. I've had 20 family members go through this business, from my mom, my dad, both my brothers, uncles, and cousins. I started with Owens Corning in 1992 as an entry position, and I have worked my way up to a sourcing leader for both the roofing plant and the asphalt plant. Like John, I am not against RTD. As a matter of fact, when my mom and dad left the roofing business, they both went to RTD as drivers. My dad is retired from RTD. My mom is still a bus driver. I am here to tell you that I feel this is the wrong location for it. Under the current economy, putting 100 of my coworkers, extending it out to Fort Collins to our vendors, this is the wrong time to do this. We need to really look into finding a different location. I'd like to close in thanking you guys. And remember, 100 of my coworkers' livelihoods, families, will be affected if the Fox North continues on its current path.</p>	<p>I feel this is the wrong location for it. Please refer to Comment No. 2 above.</p>

Comment Number	Comment	Response
83	<p>Dan Frayre (Public Hearing Comment) Owens Corning</p> <p>My name is Dan Frayre, and I live in Wheat Ridge. I've been working for Owens Corning for 26 years now. And I have to tell you that Owens Corning is a plant -- a company that truly cares about its employees and their family and their growth and their development. They are a company that is very conscious of the environment, of their community. And today, at risk are two world-class facilities. I work at the asphalt plant. In February of this year, we received a very prestigious award -- the highest award that is handed out by OSHA -- which is the OSHA VPP Star, in recognition for the effort and the ownership that the employees put into our facilities and for the dedication and the commitment that Owens Corning leadership puts forward in everything that we do; not just in the safety, which is -- I'm talking about safety now, but we do it in various other ways. So today, I would like to ask that, please reconsider another site for this facility and not put at risk these two world-class facilities. Thank you.</p>	<p>Please consider another site. Please refer to Comment No. 2 above.</p>
84	<p>Ron Carrington (Public Hearing Comment) Owens Corning</p> <p>My name is Ron Carrington. I live in Broomfield, Colorado, but I work right over here, along with all these other people. I have a few comments. One, it says here that this is -- I know this is the preferred site for RTD and that's what the community at large has said, that this is the preferred site. I would like to know how you came up with that, because I didn't get to vote on it, and I don't think anybody in this room voted on it. So that's the first thing. I would like to know how you think it's all right to get rid of 225 jobs just for 300 jobs. To me, these people are all working, I'm working, and you're going to replace us. But we have a whole lot of people that want to work, and we're working today, so you don't need to move us. I deal with a lot of truck drivers</p>	<p>You think it's all right to get rid of 225 jobs. Please refer to Comment No. 2 above.</p> <p>Why don't you go after your first site? The original 40th/40th Site was dropped due to RTD's inability to reconcile with the Union Pacific Railroad Company during negotiations. The cost of this site was much higher than is estimated for the Fox North Site.</p>

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	<p>coming in and out. We have anywhere from 30 to 60 to 100 trucks a day coming in. That's a lot more people that you need to put on your little count. I'd like to find out if affects any of your jobs. And the other thing is, I would like to know: Why don't you go after your first site? Because you're going after our site. Why don't you your efforts into going after your first site? Thank you very much.</p>	
85	<p>Rick Newman (Public Hearing Comment) Owens Corning</p> <p>I'm Rick Newman. I live in Westminster, Colorado. I've been with Owens Corning for 30 years -- more than 30 years -- here at the Denver location. And I have five kids and ten grandkids. And my five -- of my five kids, three of my kids -- my boys, all of my boys -- have worked at OC with me. And, of course, I would like to see some of my grandkids work there as well. This is a good place to work. Back in September of 2001, a handful of employees got together and shared a vision for our plant that we felt like God was saying that we were going to create a world-class operation here in Denver. And over those next -- well, for two reasons: One, for His glory; second, so that the 80 people that I work with could be part -- we could all be part of something special. Over the next seven years, we have -- the folks that I work with, have done that, and we've created a world-class operation like I don't think you'll find anywhere else. If OC loses this operation -- I think that's possible -- then we'll be losing a world -- Colorado -- the state of Colorado and the region will be losing a world-class manufacturing operation, as well as all of the -- all of us will lose the opportunity to be a part of something special. So I would -- and I think there's several people that have said -- I think RTD is a good thing. I use it and my boys use it. And so I think it's a good thing. I just would -- I just think if we put it there, that Colorado will lose a world-class facility and we will lose the opportunity to be part of something that we have created. Thanks.</p>	<p>Colorado will lose a world-class facility. Please refer to Comment No. 2 above.</p>

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86	<p>Bill Shockley (Public Hearing Comment)</p> <p>Owens Corning</p> <p>Highlands Ranch. Good evening. My name is Bill Shockley. I'm the plant leader for the Owens Corning sites here in Denver. These are -- this is my family. Thank you for giving us time to speak tonight. Owens Corning is here tonight obviously because you've chosen our roofing plants in the middle of the Fox North site. You know, we're extremely important to the Denver community, as you've seen here. We've been here for more than 30 years. We employ 100 people at our two facilities and another hundred indirectly. We also do more than \$60 million annually, with over 200 local companies that supply and service our facilities. And I would like to acknowledge the significant presence of our employees, suppliers, and customers that are here tonight, and express my appreciation for their support. Now, we support the FasTracks program, but we oppose building the Commuter Rail Maintenance Facility on the Fox North site. Owens Corning first learned of RTD's plans for the Fox North site in February from a newspaper article in the North Denver Tribune. We haven't been consulted in this decision, and we are very concerned that RTD does not fully understand the costs and the economic impacts to this decision. It's important that the public understands that if Owens Corning is forced to close the roofing facility, we will also be forced to close our asphalt plant on Bannock Street, as these two facilities depend on each other. In a worst-case scenario, if we are forced to stop operating in Denver, the community could lose \$140 million annually in jobs and business. Now, I want to make one thing very clear. Owens Corning's top priority in the -- excuse me. Owens Corning's top priority is to continue servicing our customers' needs by operating here in Denver. We want to stay in Denver. We want to protect the jobs of our hardworking employees and the business and customers that we do business with.</p>	<p>We oppose the Fox North Site. Please refer to Comment No. 2 above.</p> <p>OC First Learned of RTD's plans for the Fox North Site in February. The public involvement process for the Gold Line project has been ongoing since August 2006 when a Scoping Booklet for the Gold Line project was submitted to OC's Denver location (5199 Fox Street) and Toledo, Ohio location (1 Owens Corning Parkway). Neither the Denver location nor the Toledo location returned the postage-paid card included with the scoping booklet requesting to remain informed of the project. In the February 2008, when it became evident that there were options under consideration that could impact the OC property, the two OC addresses that received the first mailing as well as a third address (5201 Fox St. in Denver) were added to the stakeholder database. Between February 2008 and April 2009, 26 additional mailings and emails summarizing the project and opportunities for public participation were sent to the three locations, None of the mailings or emails were returned as undeliverable.</p> <p>In total, more than 3,500 individuals have attended the 120 meetings the project team has had with the public and government agencies affected by the Gold Line project. More than 63,000 individuals accessed information from the project Web site, with many using it as one of their primary tools to provide input to the process.</p> <p>RTD does not understand the financial impact of closing the plant. Please refer to Comment No. 2 above.</p> <p>Continue servicing customers needs in Denver. Please refer to Comment No. 2 above.</p>

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87	<p>Mike Burton (Public Hearing Comment) Owens Corning</p> <p>My name is Mike Burton, and I'm the vice president of Owens Corning roofing and asphalt operations. First, I would like to say I'm very proud of the Denver team and our employees here in the community. So thank you for being here. As Bill stated, OC's dedicated to serving our customers in the region while providing good jobs within the community. A roofing shingle process, you already heard, is very complicated; it's quite complex. And as you heard, there's a lot of piping, there's a lot of movement. But based on our experience and at 15 other plants, is that it would cost close to \$80 million to be able to move this, and it would take a time frame of three years. As you know, there's a lot of variables that go into that. It is a challenge. It is a challenge we would accept. It's a challenge where we want to stay in the community. But in order to stay in the community and stay in Denver, we would require fair and equitable compensation for the relocation. We look forward to working with RTD so that you can understand our business to understand the facts. I know you're in the process. We want to be a part of that process and look forward to joining with you so that you can have many of the facts that we have so that you can make the right decisions. Only as a last resort do we ever want to consider having to shut down and to eliminate the employment in this area and to impact the community. So thanks for listening, and we will look forward to any questions you might have after this session. Toledo, Ohio.</p>	<p>To stay in the community OC will need fair and equitable compensation for relocation. Please refer to Comment No. 2 above.</p>
88	<p>Scott White (Public Hearing Comment) Denver Machine Shop</p> <p>I'm Scott White; Golden, Colorado. I'm the president of Denver Machine Shop. We're a local shop that over -- just right over in the Denargo Market, and we employ 22 people. I'm here to speak on behalf of Owens Corning. It's not just the 242 jobs that</p>	<p>It's a big environmental impact for the whole community. Please refer to Comment No. 2 above.</p>

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	<p>are at stake. I sold over \$75,000 worth of infrastructure and rebuild of their hoppers and construction equipment last year. And I kept several of my employees in a very slow time, at Christmas, when they had shut down, busy, helping with their plant. So I want you to consider that impact. It's a big environmental impact for the whole community. In addition, I believe that the infrastructure would be very difficult to move. And once you get your hands around that, once you see that, it will help you make a better decision on the true costs of moving this plant. I'm all for progress. I like FasTracks. And I took my son on the railroad the other day, and he loves it. I think it's super for our community. And I think we need to make the right decision and the right impact. I urge you to look back at the Union Pacific Railroad. I know you can't negotiate with the railroads. But how many jobs are impacted by moving a few rail lines? Consider that. I'm not sure. I wasn't part of those negotiations. If you do move the plant -- or if you do consider moving the plant and they're able to move the plant and they're able to stay in Denver, that would be wonderful. So please consider these employees and consider the rest of us that help them out.</p>	
89	<p>Rosa Frayre (Public Hearing Comment) My name is Rosa Frayre, and I'm from Wheat Ridge. My husband works for Owens Corning. This is my family and these are my friends and my neighbors. I don't have elaborate statistics, charts, PowerPoints or numbers, but I know about people. I grew up local and my husband grew up in Stapleton, so I have an environmental concern. This company and community is like a beautiful tree with deep roots, branches, leaves, and seeds that just can't be torn down because of some -- somebody's idea or somebody's project. You have to really consider what you're affecting. As part of both the company and the community, I beg you to please go around this tree, build your FasTracks project to go around or use an area that's not</p>	<p>Move the CRMF site. Please refer to Comment No. 2 above.</p>

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	going to impact all these people. And again, you know, please don't tear it down. Thank you.	
90	<p>Jackie Brinton (Public Hearing Comment)</p> <p>I'm Jackie Brinton from Arvada, Colorado. And I feel it's ridiculous to displace four businesses, causing 242 to people to lose their jobs, given that the current unemployment rate right now is 7.82 percent. And these are good-paying jobs in manufacturing that are going the way of the wagon. They're very hard to replace. And I feel that you should choose another site adjacent to the railway, somewhere else where it's not as populated with businesses causing the loss of all these jobs. If you could put it somewhere else, we could actually gain 300 jobs instead of losing 242. We need manufacturing jobs here to keep diversification in our economy so that if we hit another downturn in our economy, it won't be a certain -- it won't all be electronics and it won't all be computers and we can keep our economy stable. And that's basically what I have to say. I hope you choose another site because, like I said, you could actually benefit by putting it somewhere else and increasing our jobs by 300, which we really need.</p>	<p>Ridiculous to move 4 businesses. Please refer to Comment No. 2 above.</p>
91	<p>Shawn Enriques (Public Hearing Comment)</p> <p>Motion Industries</p> <p>Hi. My name is Shawn Enriques. I work for Motion Industries. I'm the manager of the Denver operation, and we support Owens Corning with their maintenance operations products. Last year, we sold \$340,000 worth of product to keep the plant operational. So it's an important part of our business. It represents about 3 percent of our sales and it could affect the 16 employees that depend on business throughout Denver. I would urge the board to look at other options where the impact would be less on jobs and on Owens Corning particularly because the plant is a very complicated animal, as I think you'll hear more and more as you delve into it. It's not like moving a Wal-Mart where you move</p>	<p>Look at other options where the impact would be less on jobs. Please refer to Comment No. 2 above.</p>

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	some shelves and some product. It's a complicated system. So I would urge you to look at other sites, please.	
92	<p>Dean Hess (Public Hearing Comment) Motion Industries</p> <p>Hi. I'm Dean Hess, and I live in Greeley, Colorado. I work for Motion Industries. Shawn is my boss. I am the account salesman that calls on Owens Corning and helps keep their plant running. We supply critical parts that do keep the process running. So if anything fails, the line goes down, they have lost time, lost product not going out the door. So not only would it affect our location here, but we represent about 20 to 30 major suppliers that we buy product from. So it's a continual trickle-down that affects not only Motion Industries but Dodge and Gates and SKF and a number of manufacturers that we represent also. It would be a major impact there. I would like to say a personal note about Owens Corning shingles. I do live in Greeley. Last May, my house had significant damage when the tornado went through. Every adjuster that came out said, Gee, what shingles do you have on there; I've never seen a storm of this size with hailstones of about two-and-a-half inch diameter; the shingles looked really good except where the impact was and knocked some granules off. Well, I came to find out that I have Owens Corning shingles on my house. I did have the option of putting something else on but said -- I told my insurance company that I insisted I have Owens Corning shingles back on. So I would ask the board to consider all options and at least make the time frame and the money needed for Owens Corning to relocate so they do remain a viable company in the Denver marketplace. Thank you.</p>	<p>Make the time frame and the money needed for OC to relocate sufficient so they remain a viable company. Please refer to Comment No. 2 above.</p>
93	<p>Terry Steele (Public Hearing Comment) Fowler and Peth</p> <p>My name is Terry Steele. I represent a company called Fowler &</p>	<p>Indirect effects on jobs. Please refer to Comment No. 2 above.</p>

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	<p>Peth. I live in Parker, Colorado. Our company of 120 employees bases out of the Denver market, 48th and Forest. Without Owens Corning as a partner for us, we would lose our training facilities, we would lose part of our inventory control -- our capabilities, and we would lose one of the finest manufacturers of shingle products in this market where it -- when it comes to providing good, quality, solid, products. And that's due to all of these people. When you lose the infrastructure that Owens Corning provides -- you talk about 242 people; you're talking thousands of people. You're talking people up and down the line. You're talking my truck drivers. You're talking my salespeople. You're talking my customers. You're talking about basically shutting down something that's been happening in Denver for a long time just because a different site would not be available or we didn't try hard enough for a different site. And I ask you one question: What makes a good citizen for the community of Denver? A good citizen is somebody that provides jobs, provides income, provides a financial structure. And, in turn, all of that provides economic growth to anyplace where they are. That's all I have.</p>	
94	<p>Steve Douglas (Public Hearing Comment) Suncor Energy</p> <p>My name is Steve Douglas. I reside in Denver. I'm the vice president of Suncor Energy. We own and operate the only refinery in Colorado. And we're here to support Owens Corning, who is a loyal customer and a great business partner since we set up business here in Colorado in 2003. I haven't read the entire impact assessment study. In fact, we only just learned about this in the last week. But based on what I've seen and read tonight, I'd have to say that you have significantly underestimated both the human impact and the economic impact of this selection. Speaking as one supplier, we sell \$15 to \$20 million in residual fuel to Owens Corning. It's loaded on trucks in Commerce City and shipped just a few miles to Owens</p>	<p>Significantly underestimated both the human impact and the economic impact. Please refer to Comment No. 2 above.</p>



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	<p>Corning's facilities. If the facilities were to close, we would be forced to an alternate sale, which would be loading rail cars and shipping the product hundreds of miles out of state. As we ship that out of state, right along with it would go local jobs, local community investment, and all the benefits of upgrading product and manufacturing finished product here in Colorado. As such, I urge you to reconsider your choice of a maintenance site. Thank you.</p>	
95	<p>Matt Mongrain (Public Hearing Comment) My name is Matt Mongrain. I live in Lakewood, Colorado. I am a small business owner that services the vending and coffee needs of the employees of Owens Corning. And I'm here to tell you that I've had the privilege and honor to service their needs for the last three years. I get to service a lot of big business here throughout the Denver metro area. The personal impact that this would have to me is I would lose 5 percent of my gross annual revenue. The loss of this and -- Owens Corning is a wonderful company that takes great care of its employees. As we've heard here today, they have -- excuse me; I get nervous. I get to service the needs of lots of local businesses here in down. And Owens Corning stands out to me simply by the unity that they serve, that's embodied within the corporation from top to bottom. I'm not opposed to the -- to RTD or the maintenance facility. I'm just strictly opposed to the site location. The one thing that I haven't heard tonight that I would like to raise is the significant economic impact that this would have on the long-term housing market in the state of Colorado. I'm a native to Colorado. And the last statistic that I've seen is population growth is projected to increase by 1 million residents in the state of Colorado by the year 2030. And I think FasTracks would -- certainly caters to that population growth and is very beneficial. If Owens Corning were to choose to not relocate their plant facility due to the fact that we heard that they have 15 other roofing facilities located throughout the country, not only would the jobs be lost, but I fear</p>	<p>Comment regarding economic impact. Please refer to Comment No. 2 above.</p>

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	<p>the construction costs due to the fact that there wouldn't be local production of this vital roofing material to all the future residents and current residents of the state of Colorado. I urge you to reconsider your site location. Thank you.</p>	
<p>96</p>	<p>Juan Garcia (Public Hearing Comment) Owens Corning</p> <p>Hello. My name is Juan Garcia. I live in Arvada, Colorado. And I'm here to talk about my family. And Owens Corning is my family. I have been employed by the -- I've been employed by the Owens Corning plant for 27 years. I started in July of 1982 as a shingle catcher. Back then, we used to catch shingles by hand; it was manual labor. Now we have automatic machines that do that. I just want to say that Owens Corning is a great company to work for. I wouldn't have stayed working for them for this long if I didn't think so. I also have two brothers that work there right now that have 20-plus years among them. I had another brother that just quit just a few days ago. But I just want to say that the impact it has on Owens Corning, our family, if you were to relocate us, you might -- we might not be able to move the company because it's not viable for Owens Corning to say, We're going to move you. You know, if you guys choose to move us, it may not be viable for Owens Corning. It might just cease operations here in Denver, and that would impact more than 400 people. And that's just Owens Corning's employees. I'm talking about their distributors, their customers; we're talking another 4-, 500. So I just want to say on behalf of Owens Corning, they are a family oriented team that cares -- that actually cares about their employees. One of our priorities at Owens Corning is safety, number one. I'm proud to say we have worked at the roofing plant 835 days without an accident.</p>	<p>You know, if you guys choose to move us, it may not be viable for OC. Please refer to Comment No. 2 above. OC safety record. Comment noted.</p>
<p>97</p>	<p>Donald Schultz (Public Hearing Comment) Donald Schultz from Denver, Colorado. I love FasTracks. I voted for it. I support it with everything I can. I currently ride the light</p>	<p>Use the existing LRT facility for the Commuter Rail. Please see the response to Comment No. 10 with regards to why RTD can not use the existing LRTMF for the commuter rail vehicles.</p>

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	<p>rail every opportunity I can. I love it. There's no better way to get around town. I've got a degree in environmental science. It's a perfect way to transport yourself here in the city of Denver. However, I'm very disillusioned with RTD. I voted for FasTracks. And the first news I got is you blew the budget; you're way over budget. Now you want to spend money and buy another company. It ticks me off. You have a current facility over there off of C, B, D, and E Lines. You own the property. The photographs I see here, the FasTracks lines terminate at Union Station where the lines currently terminate for the other light rail. You can easily connect to the facility you already have. You haven't proven to me -- I doubt these people -- that you need another facility, yet you're willing to spend my tax dollars to go and build one. I'm disillusioned. I'm upset. I'm ticked. But I sure will continue to ride light rail. Thank you.</p>	
98	<p>Aurelia Chavez (Public Hearing Comment) Hi. My name is Aurelia Chavez and I'm here to talk because of Owens Corning because my son is employed there, and I would not like them to move this company. It's a good company. I went on a tour there. They take pride in what they do. Everybody is friendly. And I wish they would reconsider and not move this company at all; because they're not just going to hurt the employees, they're going to hurt all their families. Thank you. I live in Denver, Colorado; 7754 Raritan.</p>	<p>I wish they would reconsider and not move this company at all. Please refer to Comment No. 2 above.</p>
99	<p>Gary Musgrave (Public Hearing Comment) My name is Gary Musgrave, from Lakewood, Colorado. I am an owner of a trucking company. We provide transportation for Owens Corning. We probably have as high as 15 drivers working for Owens Corning hauling hot oil from various facilities to their plants. Trucking is kind of my expertise. One of the things that I found interesting in listening to the RTD spokesperson, they originally considered the bus garage down in the Platte Valley for -- and said that that was an ideal site. I suspect that would be much cheaper to relocate a bus garage</p>	<p>I suspect that would be much cheaper to relocate a bus garage than it would be a shingle plant. The estimated cost to relocate the RTD BMF (and associated facilities also on that site) is \$100 million.</p> <p>And it seems that RTD has more concern for historic rail lines, bridges, and this type of thing than they do the fine people that work at OC. The federal environmental process requires that more than 20 environmental resources be evaluated as part of the process. Therefore, RTD evaluated historic resources, visual impacts, economic and right of way impacts and</p>

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	<p>than it would be a shingle plant. I also heard the spokesperson talk about historic rail lines, which they're going to photograph and tear out. It basically has no significance to me or to the economy. I heard them talk about the view from the bridges that they're going to build. And it seems that RTD has more concern for historic rail lines, bridges, and this type of thing than they do the fine people that work at Owens Corning.</p>	<p>others. There was no intent to imply that RTD has more concern about historic and visual impacts than about employment impacts.</p>
100	<p>Eugene Howard (Public Hearing Comment)</p> <p>Good evening. And I just wanted to thank RTD for putting this meeting on and thank Owens Corning and all of their supporters for coming out tonight. I have actually -- I'm a Denver resident, and I've actually been following this process for about -- going on almost four years now. I've been going to meetings like this, hearing feedback from citizens, giving my own feedback at different times. And when there are difficult choices to make, whether it's for RTD or for Owens Corning. I think there's also opportunities. I personally think that a company is made up of the people that work there and not so much the building that you work in. So maybe -- and I just throw this out there as a question because I, too, support RTD and the future of Denver and the greater metro area. I think by having FasTracks, we have a great opportunity to be a national player. A lot of attention is being placed on Denver because of what we're doing and of the past events that have taken place in recent times. I would love to see Denver continue to grow and become the great city that it's destined to be. And with that does come these difficult choices and decisions that have to be made along the way. I don't want to see Owens Corning leave Denver. I want to make that very clear. You know, I'm a citizen here, I pay taxes here, and I believe that the people make up a community; not corporations, not government organizations, but it's the people. And I live here and chose to live here because of the people and what you all stand for and the values that we have in this community. I think that RTD and Owens Corning have an</p>	<p>I think that RTD and OC have an opportunity to come to an agreeable solution here. Please refer to Comment No. 2 above.</p>

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	<p>opportunity to come to an agreeable solution here. I've heard from a number of you say that you and generations of your family have worked in this facility. I'm wondering -- and I'm throwing this out there as a question -- maybe it's time for Owens Corning to reward all of your dedication and hard work with a new facility that maybe is still in Denver, because I agree with that. I would like to -- but I also think that, again, thinking about keeping you here, giving you a facility that may solve two problems, and allow you to stay and work in a world-class facility giving the world-class support and work that you do may be a part of the solution. You know, I'm not here to say -- I'm not here to decide, but I do think that maybe Owens Corning and RTD have an opportunity to get together to come to an agreeable solution for everyone. That's it.</p>	
101	<p>Elia Fisher (Public Hearing Comment) Good evening. My name is Elia Fisher. I'm a resident of the Globeville/Sunnyside neighborhood. And I'd like to make the comment that I am in favor of this location being a Commuter Rail Maintenance Facility. I'm an actual residence; I live here in this area. I wonder how many white-collar jobs Owen -- excuse me; I'm nervous -- Owens Corning brings into this area? We had a representative from Suncor. Some of these multi-nationals that are here just say they do close business with Owens Corning, say that they support environmental causes. One time, I went to the Web site opensecrets.org and looked at how many business in the Swansia/Elyria/Globeville neighborhood actually support environmental causes. Who do they give their money to? These lawyers and these lobbyists who have these anti-environmental agendas. I would like to see FasTracks move ahead as far -- move ahead as quickly as possible. Again, I'm a resident in the area, and I wouldn't mind seeing the Commuter Rail Maintenance Facility locate here. Thank you.</p>	<p>I am in favor of this location being a Commuter Rail Maintenance Facility. I'm an actual residence; I live here in this area. The results of the public outreach program to date have indicated that the local residents and communities surrounding the site generally support it. Opposition to the site generally has been noted by those employed at the OC facility.</p>
102	<p>Tim Savage (Public Hearing Comment) Hello. My name is Tim Savage out of Greeley, Colorado. What</p>	<p>And we don't want to see OC going away. Please refer to Comment No. 2 above.</p>

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	<p>we do for Owens Corning is we provide Owens Corning with their wooden pallets for them guys to ship their products on. Basically, we employ around 75 employees at this time. Owens Corning relocating, that would take 10 to 12 employees out of work and also take away 25 percent of our business. We've been working with Owens Corning going on eight years now, and we're here to support these guys 100 percent. And we don't want to see Owens Corning going away. That's all I have to say. Thank you.</p>	
103	<p>Marcelo Rainero (Public Hearing Comment) Hello. My name is Marcelo Rainero. I'm from Northglenn, Colorado. I want to say a couple of things. I want to start with facts. I've got three minutes; that's a fact. If something is not broken, don't try to fix it; second fact. Owens Corning has represented a lot of things. Many of these guys here I've known for many years. I do not work at Owens Corning right now, but I love the company. I love all the guys and gals that work there. Just as a reference to you guys to kind of understand a little more, Owens Corning is a lot more than just 300 jobs. It's much more than that, as it's been stated before. I would say there's thousands of people who depend on this company. The fact that people are -- consider each other as family, you know, I think it goes beyond. Now, I remember the current president has an idea of creating more jobs; stimulating the economy, right? So would it not be more reasonable to locate the RTD facility somewhere elsewhere it's not going to take over the jobs of these guys? Therefore, it -- maybe it will be a little bit longer, but it will create jobs. This is another fact I want to state. I believe that if you guys -- because you guys have the upper hand. You are with the government, so it's ultimately your decision. And I think it's very possible that if you say, No, we like that site, I think it's very possible you will take it. It's very possible, in these times that we live in, in this economy, that Owens Corning will take some kind of settlement and will end up saying, We do our work</p>	<p>It's very possible, in these times that we live in, in this economy, that OC will take some kind of settlement and will end up saying, We will do our work with the remaining 15 facilities we have all over the United States.</p> <p>Please refer to Comment No. 2 above.</p>

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	<p>with the remaining 15 facilities we have all over the United States. Therefore, all these guys, all my friends, will be out of work. I've got 30 seconds. I do ask you guys to reconsider that. I'm a combat veteran. I worked at Owens Corning, left for the Army, and fought in Iraq. I did two tours over there. I've been 27 months in Iraq. When I came back, I worked at Owens Corning again. I owe my two houses -- the two times I bought a house, I did do it by working at Owens Corning. I do ask you to reconsider the effect on these guys. Thank you.</p>	
<p>104</p>	<p>Anjela Gajefski (Public Hearing Comment) I just want to start by saying today is my dad's 27th anniversary of working with the company. He -- I'm 28 years old. I have a brother that has worked for the company as well. This -- look around this room at all the little children. If you take these men's jobs, you take food out of the mouths of these children. You need to think about that. And you're taking jobs. Go ahead and move it to the adjacent field that is available for you. Move it there so that you can add jobs and not increase the unemployment rate that's already growing. That's all I have to say.</p>	<p>You're taking jobs. Please refer to Comment No. 2 above.</p>
<p>105</p>	<p>Martha Ortiz (Public Hearing Comment) Good afternoon. My name is Martha Ortiz. I live in Commerce City, Colorado. I am the mother of two persons that work for Owens Corning; nephews, friends, cousins. Like they said before, it's a very supportive job -- you know, way to feed our kids. Not only that, what I want to tell you this evening is that Owens Corning is not only good for these families but is also good for my congregation. Donations mean a lot to us, and that's what I want to talk about right now. We are -- I come from -- I belong to a congregation that is over 300 people, and we are very grateful to Owens Corning for the donation that they give. It means a lot. And if RTD wants to move this job -- you know, they're not moving Owens Corning; they're moving us. Thank you.</p>	<p>OC is not only good for these families but is also good for my congregation. Please refer to Comment No. 2 above.</p>

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106	<p>No Name or Address Provided</p> <p>Owens Corning</p> <p>Please consider other lands that are empty rather than destroying more than 250 jobs.</p>	<p>Please consider other lands that are empty. Please refer to Comment No. 2 above.</p>
107	<p>No Name or Address Provided</p> <p>Owens Corning</p> <p>The idea of the RTD being established in the Owens Corning factory will affect around 250 families. There are more than 10 other sites that could've been chosen some including empty lands. It's great that you'll create over 300 jobs, but not in our site. You'll only be adding 50 more jobs to the economy rather than adding 300. Please take in consideration the many homes you'll be affecting.</p>	<p>The idea of the RTD being established in the Owens Corning factory will affect around 250 families. Please refer to Comment No. 2 above.</p>
108	<p>No Name or Address Provided</p> <p>Fas tracks has blown the budget already! Why not use the current facility for the D,E,F etc. lines that now terminate at Union Station? You already own the land + facility?</p>	<p>Why not use the current facility for the D,E,F etc. lines. Please see the response to Comment No. 10 as to why the existing LRTMF is not feasible for the maintenance of the commuter rail vehicles.</p>
109	<p>Theresa Padilla</p> <p>I was wondering about jobs for the project. I have a friend who works heavy equipment and was interested. Where do we go or call for job applications. Thankyou. Theresa Padilla 720-979-5471</p>	<p>Where do we go or call for job applications. Jobs that are available from RTD can be found on the RTD website at www.rtd-denver.com under "Inside RTD" then go to "Careers".</p> <p>The jobs that can be anticipated for the construction of the project are not yet advertised. These jobs will be advertised after the contractor is selected.</p>
110	<p>Michael Tavel</p> <p>Michael Tavel Architects</p> <p>I am very pleased and relieved that the CRMF is now going to be located at the 48th and Fox location. We have been asking for a location like this for four years. Please do not move it again to another site. Michael Tavel</p> <p>-----</p> <p>Michael Tavel and Tsehai Johnson 3312 Osage Street Denver,</p>	<p>I am very pleased and relieved that the CRMF is now going to be located at the 48th and Fox location. Thank you for your support of this proposed site.</p> <p>As you indicated, the planning for this facility has been occurring over the past 4 years.</p>

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	CO 80211 303 964 8078 tavel@michaeltavelarchitects.com tsehaijohnson@gmail.com	
111	<p>Velma Hopper Owens Corning</p> <p>Building the CRMF on the Fox Road north site would disrupt or eliminate 100 jobs at Owens Corning alone, plus impact local suppliers and customers who are directly connected to Owens Corning. There would also be further loss of revenue in the community for food, clothing, transportation, and other goods and services which are currently consumed by all of the people who would lose their jobs. With RTD already owning a bus maintenance facility that could be used, it makes no sense to initiate the ripple effect of losses to the local economy due to elimination of jobs and the cost of making the injured companies whole for the loss of their properties and income streams.</p>	<p>Cumulative economic impact of closing the OC plant. Please refer to Comment No. 2 above.</p> <p>Use the BMF. Your reference to using a BMF for commuter rail maintenance is interpreted as a desire to see RTD reconsider the Platte Site and move the existing BMF to a new location. Moving the Platte Division BMF is estimated to cost \$100 million. Moving the BMF to another site such as the Denver Post or the Fox North Site would still require the acquisition of private property. All things considered, even considering the high costs of moving the OC facility, the Fox North Site is the most-cost effective of the sites considered. Reference to Comment No. 2 discusses the process used to evaluate 24 possible sites for the CRMF.</p> <p>Combining the maintenance of commuter rail vehicles and buses is not practical.</p>
112	<p>Yolanda Ochoa</p> <p>Please unsubscribe from monthly newsletter</p>	Your name has been removed from our mailing list.
113	<p>Keith Howard</p> <p>Sunnyside United Neighbors, Inc.</p> <p>I support the selection of the Fox North site for the CRMF. The CRMF in this location will function adequately. The preferred site is suitable from all standpoints. The necessity to relocate businesses is unfortunate, as it will be disruptive for their enterprises and employees. But relocation and/or compensation/mitigation will be manageable, and RTD must construct the CRMF in order to go forward with the commuter rail portion of the FasTracks system. The Fox North site is a good solution for a long-vexed necessity. It is widely supported, and I am glad to add my voice, as well.</p>	<p>Support the selection. Your comment in favor of the Fox North Site is noted.</p> <p>Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside and Highland's neighborhoods, that are also in favor of the Fox North Site.</p>
114	<p>Constantin Nickonov</p> <p>I've been involved in the CRMF planning process for several</p>	Support the selection. Your comment in favor of the Fox North Site is noted.

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	<p>years, and have always considered the vicinity of the current preferred location (Fox North) as the most logical. It's in an industrial area, removed from both downtown and the South Platte River -- where arguably better uses for land are conceivable. The fact that some current land owners will require relocation is unavoidable, given the CRMF's footprint and proximity requirements. That is the price of progress, which inevitably affects some more than others. With that in mind, the aforementioned owners should be treated very fairly. I fully support RTD's decision to use the Fox North site to host the CRMF, which will serve multiple FasTracks corridors and provide for Denver's future.</p>	<p>Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.</p>
115	<p>Monique Elwell I believe the location selected (the Fox North site) for the CRMF is a good one – it will function satisfactorily, it is cost effective, and it will not have adverse consequences for areas of potential Transit Oriented Development (TOD.)</p>	<p>Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.</p>
116	<p>Jeffrey Petrovic I support your decision to locate the CRMF at the Fox North site. I feel that the Fox North site is the best choice and will not disrupt potential transit oriented development in Sunnyside and Globeville! Thank you for your hard work with regard to this matter.</p>	<p>Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.</p>
117	<p>Janice Stice The Fox North location is the most suitable site evaluated. It satisfies crucial functional requirements, the consequences of its selection will be manageable, and it will allow an essential component of the FasTracks system to go forward without further delay. I urge approval of this location for the Commuter Rail Maintenance Facility.</p>	<p>Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.</p>

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118	Susan Kang I SUPPORT THE Fox North CRMF site!!!! PLEASE CALL ME IF YOU WANT TO TALK!	Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.
119	Keith Hagen I SUPPORT THE Fox North CRMF site!	Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.
120	Suzanne DeYoung I SUPPORT the Fox North CRMF site!	Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.
121	Mira Killmeyer I SUPPORT the Fox North CRMF site!	Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.
122	Chris McCune Hi. I'm a North Denver resident and I'm in favor of the proposal to locate the Commuter Rail Maintenance Facility (CRMF) at the Fox North location. While I respect and value the Owens-Corning asphalt shingle factory I do believe this business can be satisfactorily relocated. Please move forward with the Fox North process and continue to develop our regional light rail network. Thank You! Chris McCune	Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.

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123	<p>Mari Doerfler</p> <p>Please reconsider your relocation of the fastrack onto Owens Corning's property. If OC is not "made whole" for the cost of relocation - it is likely operations in Denver would be closed, including the asphalt plant that is the main supplier to the roofing plant. The cumulative impact would be ~100 OC jobs, another 100-150 related jobs (supplies etc), and millions of annual cash flows through the community. OC is the only roofing manufacturing operation in Colorado. OC wants to stay in Denver, serve our customers and preserve the operations and jobs here. Thank you!</p>	<p>If OC is not made whole, it is likely to relocate. Please refer to Comment No. 2 above.</p>
124	<p>Derek Peterson</p> <p>I just wanted to say how excited I am about this project starting. I hope it starts on time and gets done early. I am very excited about having a commuter rail line here in Stapleton!</p>	<p>In favor of commuter rail. Your comment of support is noted. Our public outreach program has confirmed strong support for rail transit service to DIA.</p>
125	<p>Erin Caldwell</p> <p>RTD's timeline to acquire the property (fall 2010) is unrealistic, it is estimated to take 2.5 years to find a site, get permits, move and purchase equipment and relocate. It would be very costly to move our plant - and taxpayers would foot the bill - a lot of the money would come from the federal government. If OC is not "made whole" for the cost of relocation - it is likely operations in Denver would be closed, including the asphalt plant that is the main supplier to the roofing plant. The cumulative impact would be ~100 OC jobs, another 100-150 related jobs (supplies etc), and millions of annual cash flows through the community. OC is the only roofing manufacturing operation in Colorado. OC wants to stay in Denver, serve our customers and preserve the operations and jobs here.</p>	<p>Take 2.5 years to find a site, get permits, move etc. Please refer to Comment No. 2 above.</p>
126	<p>Wade Bryant</p> <p>I am an Owens Corning employee in our Roofing & Asphalt Division. I struggle to believe it is cost effective to spend people's tax dollars to purchase and relocate our Denver</p>	<p>I struggle to believe it is cost effective...there have to be other alternatives. The Gold Line and East Corridor project are financially feasible using FTA criteria cost-effectiveness. This is a very competitive process, nationwide, since there are many more</p>

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	<p>manufacturing facility. I wonder if a comprehensive cost-benefit analysis was really completed. There has to be an alternative which is less expensive. Saying it is "the North Fox site or No Action" suggests the project needs some innovative thinkers. The North Fox site appears to be too expensive. Please find other, more cost effective, alternatives. Thank you.</p>	<p>projects competing for federal funding than funds are available. Also, please refer to Comment No. 2 above.</p>
127	<p>H.C. Boyd Owens Corning To whom it may concern: Taking the Owens Corning facility for RTD is not a good idea, not only will there be hundreds of jobs lost, but also taxes will be lost and families income will be destroyed. Please consider a different location. There has to be a place that will be conducive to all and not disturb jobs and places of employment. Thank you H.C. Boyd</p>	<p>Economic impact. Please refer to Comment No. 2 above.</p>
128	<p>Heather Vaughan I SUPPORT the Fox North CRMF site!</p>	<p>Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.</p>
129	<p>Greg Manzanares RTD does some good things for the environment and the community. Putting a rail maintenance facility at the North Fox St. site would not be one of them. Eliminating the Owens Corning Shingle Plant would be bad for local construction business increasing prices on shingles. It would also be bad for taxpayers. The amount that would need to be paid to Owens corning would be 80- 100 million dollars which would have to come from the taxpayers pockets. It would also effect hundreds of employees and their families. Many of these families are already struggling to make ends meet because of spouses that have already lost their jobs. It is a no-brainer that RTD must find</p>	<p>Eliminating the OC plant would be bad for local construction business. Please refer to Comment No. 2 above.</p>

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	<p>an alternative to the North Fox St. site. Thank you, Greg Manzanares</p>	
130	<p>Melody Manzanares I urge you to reconsider the location of the Rail Maintenance Facility. It does not make sense to effect so many families. I know you can find an area that will not potentially put so many people out of a job. Thank you, Melody Manzanares</p>	<p>Reconsider the location. Please refer to Comment No. 2 above.</p>
131	<p>Mathew Buettner I SUPPORT the Fox North CRMF site! A great deal of work has been done to find a suitable site and I feel strongly that this due diligence has resulted in the best site possible given the constraints within which a site selection has been made. I strongly support the proposed Fox North CRMF site!</p>	<p>Support the selection. Your comment in favor of the Fox North Site is noted. Your support for the site is consistent with the findings of our four-year public outreach program, which show that the surrounding Northwest Denver neighborhoods, Globeville, Chaffee Park, Sunnyside, and Highlands, are in favor of the Fox North Site. The City and County of Denver has also expressed support for this site.</p>
132	<p>Nicky Stallings Southern Wine & Spirits We just heard through a business neighbor that RTD has fixed on a site for the CRMF that involves Fox Street between 48th and 52nd Avenue. This is the first we have heard of such a project and wonder why there has been no communication from you informing us of your plans and the meeting on April 23rd. As a business that would be just across the street, we are very concerned about the impact the construction of this facility would have on our ability to do business, employees getting to work, and trucks coming and going. We are a wholesale distributor and our entire business revolves around daily delivery to customers across Colorado. We also have a large will-call business that could be impacted by traffic disruptions. We understand the need for a maintenance facility for light rail and buses. However, there are plenty of sites available that would not impact any existing businesses and the employees of those businesses you intend to shut down. Please find a site for your</p>	<p>Wonder why there has been no communication from you. As stated in more detail under the response to Comment No. 4, more than 3,500 individuals have attended the 120 meetings the project team has had with the public and government agencies affected by the Gold Line project. More than 63,000 individuals accessed information from the project Web site, with many using it as one of their primary tools to provide input to the process. Impact of construction of this facility on our ability to do business. Please refer to Comment No. 2 above.</p>

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	<p>facility that will not impact local businesses.</p> <p>Nicky Stallings Internal Operations Manager 303-292-1711 x 5049 phone 303-297-9967 fax</p>	
133	<p>Carrie Wallace I am writing to recommend supportive comment on the Fox North CRMF location.</p>	<p>Support the selection. Your comment in favor of the Fox North Site is noted.</p> <p>Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.</p>
134	<p>Keith Dameron I like the location proposed location for the CRMF. I believe you call it 'Fox North'. It seems to meet the needs of RTD and the community. Hopefully the businesses that are displaced will be able to find new locations in the neighborhood... Thanks for all the effort you put into this process!</p>	<p>Support the selection. Your comment in favor of the Fox North Site is noted.</p> <p>Your support for the site is consistent with that of other residents from the surrounding Northwest Denver neighborhoods, including Globeville, Chaffee Park, Sunnyside, and Highland's neighborhoods, that are also in favor of the Fox North Site.</p>
135	<p>Brian Pinkerton City and County of Denver Attached are CCD comments on the CRMF EA. Please let me know if additional clarification is needed. Thank you. Brian Pinkerton Denver Fastracks Liaison</p>	<p>See responses below to Comments Nos. 136 to 146 below.</p>
136	<p>Jim Turner City and County of Denver The study states that "1.4 acres of municipal ROW would also be acquired" for the CRMF. Define the location of 1.4 acre area required for acquisition. Include in Table 3.5-2.</p>	<p>This is property associated with cross public ROW at 48th Avenue.</p>
137	<p>Jim Turner City and County of Denver</p>	<p>Traffic impacts on 48th and Pecos. The traffic analysis conducted in close vicinity of the CRMF at the Fox North Site would be where the largest percentage of traffic impact is</p>

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	<p>Include discussion of the intersection of 48th and Pecos. It seems that a significant amount of traffic generated by the CRMF will use the 48th/Pecos intersection, including vehicles heading to WB I-70 and SB I-25.</p>	<p>anticipated to occur.</p> <p>However, it was a concern that traffic impacts may be felt as far west as Pecos Street along 48th Avenue or vehicles heading westbound on I-70, southbound I-25, or along the Frontage Road. After further review, the traffic impacts at these locations in relation to the additional 28-30 peak hour trips generated by the CRMF employees would be negligible. The impacts related to the CRMF operations are anticipated to decrease with the CRMF, as the existing businesses that generate truck traffic would be removed from the site and replaced by CRMF traffic. (page 4-7 line 725); therefore CRMF traffic impacts to 48th Avenue and Pecos Street, I-25 and I-70 are also anticipated to decrease as a result of the Preferred Alternative.</p>
<p>138</p>	<p>Jim Turner City and County of Denver</p> <p>Public Works is concerned about the operations of the 48th/Fox intersection. (1) Expand analysis of impacts to the intersection to include discussion of the 48th Ave frontage road. Is the MOW Building and CRMF Shop Building proposed to have access from the 48th Ave frontage road? (2) Discuss the traffic weave conflict that would be created by the recommended two-way left-turn lane on 48th Ave at Fox. (SB left-turning vehicles on Fox entering the EB two-way left-turn lane on 48th will conflict with the EB vehicles on 48th entering the two-way left-turn lane to NB Bannock.) Additional improvements beyond the measures discussed in the EA may be required in order to mitigate the impacts to the intersection.</p>	<p>Concerned about the operations of the 48th/Fox Intersection.</p> <p>It is anticipated that the maintenance-of-way (MOW) building would have access onto 48th Avenue east of the CRMF tracks. However, these trips would likely be scheduled ahead of time for larger pieces, occur during off peak hours (including nighttime) and not generate a substantial number of trips that would increase traffic congestion along 48th Avenue.</p> <p>The mitigation proposed at 48th Avenue and Fox Street involved a two phased double-gap acceptance movement for southbound Fox Street traffic by repainting the median to provide an additional partial eastbound lane (or staging area) for vehicles first crossing against westbound traffic to wait until traffic clears against eastbound traffic. Providing this turn-lane (staging area) for vehicles to cross one lane of oncoming traffic at a time (double-phased gap acceptance) is not anticipated to interfere with or impact eastbound traffic heading towards northbound Bannock Street, due to the low level of increased traffic anticipated overall.</p>
<p>139</p>	<p>Jim Turner City and County of Denver</p> <p>Please be aware that Denver Public Works will require</p>	<p>ROW Improvements. RTD will provide improvements to curb, gutter, sidewalks, signing, and lighting along the perimeter of the CRMF as required by City and County of Denver ordinances.</p>

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	improvements to all Denver public right-of-way adjacent to the proposed CRMF and MOW facilities. The improvements may include but are not limited to repair/replacement or upgrade of curb/gutter, sidewalk, curb cuts, pedestrian ramps, roadway paving, street lights, and signage/stripping that are not in conformance with current Public Works standards.	
140	<p>Jim Turner City and County of Denver</p> <p>Please be aware that Denver Public Works will require dedication of right-of-way to Denver where necessary to ensure that any new sidewalks or ramps are in ROW.</p>	Comment noted regarding the dedication of ROW is noted.
141	<p>Jon Novick City and County of Denver</p> <p>The information contained in this section regarding designated uses for the South Platte River and 303(d) listings is dated. Please refer to the most recent versions of WQCC Regulations 38 and 93 for the most up-to-date information on designated uses and the 303(d). They can be found on the WQCC's website at http://www.cdphe.state.co.us/regulations/wqccregs/index.html and update the tables and discussion in this section.</p>	Designated uses. The designated uses for the South Platte River have been updated in the Gold Line FEIS.
142	<p>Jon Novick City and County of Denver</p> <p>The table lists the mitigation measure for contaminated ground water as discharge to the storm sewer. This measure is inadequate. Treatment may be required prior to discharge depending on the contaminants in the discharge, the levels of the contaminants, and the effluent limitations in the CDPS discharge permit. Please revise accordingly.</p>	Treatment prior to discharge. Should the construction contractor encounter contaminated groundwater during its excavations, treatment would be provided as required by permit prior to discharge to the storm sewer system.
143	<p>Al Polonsky City and County of Denver</p> <p>Lines 1503/04: This seems unfinished, there is no info on where</p>	Impact to storm drains. Given the current conceptual level of design, the design of the storm drainage system has not been prepared. Per regulation, storm water will be captured and detained onsite prior to discharge to the storm drainage system.

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	<p>impacted storm drains discharge to surface waters. CCD Public Works will approve storm sewer construction plans and issue/monitor erosion control permits during the final design and construction phases.</p>	
144	<p>Paul Riedesel City and County of Denver</p> <p>Any noise occurring within the City County of Denver is subject to Denver Revised Municipal Code (DRMC) Chapter 36 Noise Control, including construction noise and facility operating noise with the exception of where Federal law superceeds Denver's DRMC. It should be noted that noise enforcement <u>is not</u> done in accordance to the Federal Transit Administration guidance manual <i>Transit Noise and Vibration Impact Assessment</i>. This document has no bearing or arthoritive substance with regards to allowable noise levels within the City County of Denver's noise ordinance.</p>	<p>Operational noise. The successful Concessionaire will operate within the constraints of Denver's Revised Municipal Code (DRMC) Chapter 36 Noise Control.</p>
145	<p>Paul Riedesel City and County of Denver</p> <p>Construction work within the City County of Denver is subject to DRMC Chapter 36 Noise Control section 36-7 Prohibited noise activities (5) construction noise is exempted Mon-Fri 7am - 9pm and Sat, Sun 8am - 5pm. Construction work outside of these exempted hours requires a noise variance granted by the Board of Environmental Health.</p>	<p>Construction noise. The selected construction contractor will follow DRMC Chapter 36 Noise Control section 36-7 Prohibited Noise Activities.</p>
146	<p>Gregg Thomas City and County of Denver</p> <p>Data regarding PM2.5 needs to be included. Also, the annual average PM10 standard was revoked in 2007.</p>	<p>Regarding Particulate Matter (PM) 2.5. The project is in an area of Denver currently classified as attainment for PM2.5. The monitoring data indicated that the PM2.5 annual concentrations and the 3-year average of the 98th percentile 24-hour concentrations did not exceed National Ambient Air Quality Standards (NAAQS) in the project area in the past few years. Since the PM2.5 concentrations did not indicate the potential for adverse impact from the project, the data were not included in the report. Although PM10 standard was revoked in 2007, monitoring</p>

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		data are still available and were listed in the report for information purpose.
147	<p>Rick Newman Owens Corning</p> <p>I have worked for 30+ years at the Denver Owens Corning Facility at 5201 Fox St. My fellow employees and I have worked very hard for over 7 years now to create a world-class manufacturing facility. It has been up and down, but we have been steadily improving in all the categories that a manufacturing operation is universally judged against. One example of that is OSHA's recent selection and approval of one part of our operation for their VPP Star Award. As you are aware, OSHA is very demanding and very careful about who is allowed to fly their VPP flag at their facilities. After several years of work and preparation, both in creating world-class safety systems and in building an environment that encourages and fosters world-class employee engagement, we recently were awarded this very prestigious award. We have also been internally recognized for our high-quality product, our great productivity, and our world-class housekeeping program. We have indeed created a show-piece manufacturing operation here at 5201 Fox Street. If the RTD Rail Maintenance Facility is placed here on our site, many people and families may lose their jobs. In addition, Denver and Colorado will lose a world-class Fortune 500 manufacturing facility. Not only do we bring jobs and revenue into our state and local economy, we also have created a show piece that could be used to attract other Fortune 500 companies to move their operations here to the Denver area. On a personal note, all 3 of my sons have worked with me here at Owens Corning. OC is a family business both for my personal family and for many of my co-workers. The Colorado economy, jobs, and quality of life (because OC is a family-oriented business) will be improved if RTD can find an alternate site for the Light Rail Maintenance Facility because Colorado</p>	<p>Find a more suitable site. Please refer to Comment No. 2 above.</p>

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	<p>would then have the benefit of both of these important businesses. I believe it is in Colorado's best long-term interest to find a more suitable site for the Light Rail Maintenance Facility.</p> <p>Thank you, Richard Newman, Sr 9187 Flower St Westminster, CO 80021</p>	
148	<p>Mr. David Beckhouse, FTA Region 8 12300 W. Dakota Avenue, Suite 310 Lakewood, CO 80228</p> <p>Dear Mr. Beckhouse:</p> <p>Please find attached various elements related to Owens Corning and our employees and supporters citing our sincere and well founded opposition to the Regional Transportation District (RTD) condemnation and shuttering of our manufacturing plant at 5201 Fox Street on the Denver/Adams County border</p> <p>This is a great, productive and profitable facility. Especially at this time in our state and national economy it would be a tragedy to close this plant and destroy the livelihoods of so many hard-working people..</p> <p>Please read the materials and help take-up our plight. Please call or email me. I would love to further explain the situation. We believe there are equal or better sites for RTD to pursue. Please help us and join our effort,</p> <p>Sincerely and respectfully, Bill Shockley</p>	<p>Sincere and well founded opposition. Please refer to Comment No. 2 above.</p>
149	<p>Mr. David Beckhouse, FTA Region 8 12300 W. Dakota Avenue, Suite 310 Lakewood, CO 80228</p> <p>Re: Owens Corning/ Commuter Rail Maintenance Facility</p>	<p>The SEA simply does not recognize the significant cost and economic impact associated with relocation. Please refer to Comment No. 2 above.</p>

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	<p>Supplemental Environmental Assessment to FasTracks Commuter Rail Corridors ("SEA")</p> <p>Dear Mr. Beckhouse:</p> <p>This firm represents Owens Corning, which operates an asphalt roofing plant on approximately 13 acres of the property the Regional Transportation District ("RID") has identified as the preferred location for its Commuter Rail Maintenance Facility ("CRMF") Please consider this letter Owens Corning's comments to the above-referenced SEA.</p> <p>The SEA indicates that RTD changed its original plans to locate the CRMF at the site of the Platte bus maintenance facility to its current choice at the site of Owens Corning's roofing plant, known as the Fox North Site, due to public support and substantial cost savings. Although we are unfamiliar with the level of public support for locating the CRMF at the Platte site, it should be noted that over two hundred employees, vendors, and supporters appeared at the April 23, 2009 public meeting and expressed their opposition to locating the CRMF on the Fox North Site. Since then, additional supporters and business owners have expressed that although they support the FasTracks program, they strongly oppose locating the CRMF at the Fox North Site.</p> <p>Additionally, the SEA simply does not recognize the significant cost and economic impact associated with relocating, and potentially losing, a long-standing and high-functioning Colorado business Owens Corning is a Fortune 500 company which has operated the Fox Street roofing plant since 1977, when it acquired it from Frye Roofing.. Since then, it has invested heavily in maintaining state-of-the-art manufacturing facilities. Today, the plant is among its top-performing roofing plants, is strategically located, and remains Colorado's only roofing plant Owens Corning also operates an asphalt plant on Bannock Street, approximately four blocks from the roofing plant, that supplies asphalt to the roofing plant. The two plants effectively operate as</p>	

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	<p>one manufacturing operation. The roofing and asphalt plants employ over 100 people and produce enough shingles to roof 22 homes per hour.</p> <p>Given the success of the Denver roofing plant, Owens Corning's top priority is to continue operating in the Denver metro area. However, if Owens Corning does not receive sufficient financial compensation, reimbursement for relocation expenses, and a realistic timeline for relocation, it will be forced to cease operations in Denver entirely, including closure of the asphalt plant.</p> <p>Locating the CRMF at the Fox Street Site jeopardizes not only Owens Corning's operations, but the more than 200 Denver-area companies with which Owens Corning does business. Specifically, it is responsible for providing over \$60 million in contracts and business to area companies, \$8.5 million in employee payroll and benefits, \$670,000 in payroll and other corporate taxes, and \$50,000 in philanthropic contributions – all of which would be lost to Colorado and Denver's economies if Owens Corning ceased operations in Denver. Overall, Owens Corning estimates it has a \$140 million impact on Colorado's economy annually. Owens Corning also estimates that closing its Fox and Bannock Street plants could result in the loss of as many as 100 jobs in the Denver area beyond the direct job loss from the Owens Corning's facilities. I direct your attention to a letter you received from Suncor Energy (U.S.A), Inc., a Colorado company from which Owens Corning purchases between \$15 and \$20 million of petroleum product annually for processing at its asphalt plant. This is merely one example of the importance of Owens Corning's Denver operations on the local economy.</p> <p>In addition to the potential harm to the Colorado and Denver metro economies, the SEA also fails to address the costs of acquiring and relocating a fully-functioning, state-of-the-art industrial facility. Owens Corning's preliminary estimates of the</p>	

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	<p>cost to relocate and rebuild the roofing plant nearly eliminate the cost-savings the SEA purports will be realized by not relocating the Platte bus maintenance facility. This estimate does not include the cost of acquiring the property, which is an additional cost of the project.</p> <p>I must point out that Owens Corning was not consulted in the assessment of the Fox North Site for the CRMF. Owens Corning did not even learn that its property was being considered for the CRMF until RID had already selected the Fox North Site as its preferred alternative, and after the submittal of the SEA Owens Corning's perspective, including its knowledge of the value of its assets, the costs and time associated with relocating its facilities, and the significance of its economic impact, is critical to completion of an accurate and thorough analysis of the Fox North Site.</p> <p>Owens Corning has been a part of the Denver community for more than 30 years and would prefer to continue to operate in Denver. However, the extraordinary costs of relocating its Fox Street roofing plant cast serious doubt on whether that will be economically feasible. For these reasons, although Owens Corning understands the benefits of the FasTracks project to the Denver community, it strongly opposes construction of the CRMF at the Fox Street Site.</p> <p>Thomas J. Ragonetti for the Firm T JR/skb 897928 1</p> <p>cc: Susan Altes, Regional Transportation District Michael Burton, James Gibb, James Eckert, Bill Shockley</p>	
150	<p>Bob Wilson 11480 West 66th Place, Arvada, CO 80004 H: 303-420-7127 W: 720-962-7396</p>	<p>Sustainability requirements of the Eagle Project. The RFP for the Eagle project supports your comment, as shown below: "The Concessionaire shall establish a sustainability policy that is consistent with RTD's policy and guidelines. The Concessionaire shall support its policy with the development and implementation</p>

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	<p>All available facilities of the CRMF should be used to support the RTD Sustainability Policy and the recently passed Tayer Amendment. On October 17, 2006 the RTD Board of Directors passed a Policy on Sustainability. In part this policy states “The Board of Directors has determined that adopting a sustainability policy and sustainable program guidelines will promote the application of sustainable transportation principles in the planning, design, construction, operations and maintenance of its transit systems and facilities.” On page 5 of the same policy requires consideration of renewable energy, “Investigating the use of many sources of electrical energy including renewable sources to power its trains.”</p> <p>RTD wishes to participate in the New Energy Economy within the State of Colorado and the Nation and to lessen its carbon footprint. To this end the CRMF should use its roof and other areas to generate renewable energy.</p> <p>Furthermore on April 21, 2009 the RTD Board passed the Tayer amendment (I like to think of it as the Wilson-Tayer Amendment) saying</p> <p><i>“Consistent with the RTD Sustainability Policy, we require the Concessionaire to include in their proposal the option of securing a renewable electrical energy source for the Eagle project, which RTD can choose to exercise at its discretion as part of the final contract.”</i></p> <p>A part of the renewable energy supply could easily come from energy features on the CRMF. One obvious technology is solar photovoltaics. Preliminary designs for the CRMF building show a north-south alignment whose roof could support energy production. Net energy usage can be electrically metered under applicable net metering policy (-ies) of Colorado. Energy from the CRMF could be combined with other sources to help meet the Tayer requirement. In addition to solar photovoltaic, the project should consider solar thermal features for building HVAC or hot water for staff use and vehicle cleaning. I have heard, but</p>	<p>of a sustainability plan applicable to the Concessionaire, the Project Contractors and their respective Subcontractors (the Concessionaire's Sustainability Plan). The Concessionaire's Sustainability Plan shall be updated on an annual basis and shall address all aspects of the Work, setting out procedures implement sustainable design practices, and establishing specific annual measurable goals related to construction tasks scheduled in the upcoming year.</p> <p>The Concessionaire shall develop a management system, to be defined in the Concessionaire's Sustainability Plan, which measures environmental impacts through energy, design and planning, construction, operations, and maintenance, land use, and life cycle analysis. This system shall be developed to help the entire organization understand its impacts through all phases of each project, in order to find the most cost effective ways to improve environmental sustainability.</p> <p>The Concessionaire shall obtain Leadership in Energy and Environmental Design (LEED) certification for the CRMF.”</p>

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	<p>have no direct reference, that solar thermal systems utilize a higher percentage of the incident solar flux.</p> <p>The best source of energy is the energy not used (nega-watts). In my opinion, RTD's Elati LRT maintenance facility could have been LEED certified at some level. The CRMF should follow similar and improved design guidelines and actually achieve a LEED certification level of at least Silver.</p>	
151	<p>Tom Anthony Elyria Neighborhood Association David Beckhouse Region 8 EPA</p> <p>Dear David, I've been in this Commuter Rail Maintenance Facility conversation for about four years now, and seen a lot of white papers and maps and claims and counterclaims. It was originally to be located up north, then down south, then over by Purina, then back down south, then back up north. And yes, we do understand all the reasons, reasonings, etc, and why \$50 million or so has been spent on this process (at least I heard the option agreements with UP had cost \$40 million and I may be wrong; nobody tells me anything since all I do is live here, pay taxes, and tell the neighborhood it's about to get pancaked with a new superhighway.) I have property down by Coors Field and I live in Elyria, so I have a bit of Disassociative Identify Disorder (DID.) Up here in Elyria I get abused, and down by Coors Field I merely get reviled, so it's become clear that unless one revels in contusions one should live elsewhere. Personally I think where the TAXI development is would have worked fine for the CRMF, but since the City put in \$8 million there and changed Blueprint Denver for it and now the Fuel Cafe is the most "edgy" eatery in Denver, I suppose it makes sense to route all the maintenance traffic through Prospect up to Fox North and spend \$150 million or so to move Owens Corning and the concrete tie plant, especially since everyone says you have to buy them anyway</p>	<p>Nobody tells me anything since all I do is live here, pay taxes, and tell the neighborhood it's about to get pancaked with a new super highway. As discussed under the response to Comment No. 4, the public involvement process for the Gold Line and CRMF have been going on for 3 years and 4 years, respectively. The public process for the I-70 EIS process is being administered by CDOT and is not related to the FasTracks projects.</p> <p>Personally I think where the TAXI development is would have worked fine for the CRMF. The selection of the Platte site (Taxi site) would have required the relocation of the BMF, at a cost of ~\$100 million, and involved land use conflicts with both existing and future development. The advantages of the Fox North site include:</p> <ol style="list-style-type: none"> 1. Remoteness from residential land uses, avoiding land use, noise, visual, neighborhood and other impacts. 2. Absence of environmental features such as surface waters or wildlife, avoiding ecosystem-related impacts. 3. Use of property acquired for the Gold Line alignment (three industrial properties, ~27 acres for the CRMF. 4. Avoiding the need to relocate the BMF <p>This last comment is key - as relocating the BMF would have similar impacts as finding a site for the CRMF. For example, placing the BMF on the Fox North site or the Denver Post site would cause similar land use conflicts. Since both the CRMF and the BMF need to be close to Denver Union Station, conflicts with</p>

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	<p>for the Gold Line. My big question is, where are they planning to put Owens Corning and the concrete tie plant? Since Purina just finished the biggest construction project in North Denver in five years we know where they're going to be for the next 100. We all know that National Western wants to move the horses in with the stock cars and the legislature just passed a \$1.5 billion subsidy to help them out, so maybe the Interstate will go down Humbolt Street instead of Williams Street. In which case, does RTD trade National Western for the subsidy to build Owens Corning next to the Platte River in Elyria? You may not realize it but although Owens Corning is about a mile away from my house I do smell roofing asphalt quite often. So, although it's on the other side of I-25 from Globeville I know the folks over there who haven't undergone allergy surgery or severe asthma can smell it too. Since we can't regulate Owens Corning there, where are they going where they can be regulated? I met with some public officials about the I-70 tunnel through our neighborhood and it came out the bottom line is: "your two bit trashy neighborhood isn't worth spending another \$100 million on capping a tunnel when Purina is right there; there's no payback." It's kind of convenient that the Owens Corning Plant and the concrete tie plant have to be taken anyway, since we just happen to be looking for a CRMF site and lo and behold we have a brand spanking new one right where the Gold Line goes anyway. So, that makes it cheaper to put it there than buy TAXI back for whatever that costs now after the OED money is forgiven But MY trashy little neighborhood has at least been here since 1881 and some of the residents have been here since 1920, and they never asked for money from OED. So, conveniently the extra \$150 million for the factories would have had to be spent by the Gold Line anyway. Which brings me to the neighborhood where I'm merely reviled instead of abused, Prospect. Hey, let's talk tradeoffs here. No CRMF at TAXI because we still think the view across the Burlington Freight Yards and I-25 is a million seller? Do the 729 existing dwelling</p>	<p>private property owners, the public and land use are unavoidable. There are no easy solutions.</p> <p>Spend \$150 million. The \$150 million is your estimate. RTD, as mentioned above, will prepare an independent estimate for the costs of acquisition and relocation of the three industrial businesses.</p> <p>The cost for relocation of the three private businesses associated with the Gold Line and CRMF will be finalized over the next few months. The Fox North site was chosen, as mentioned above, because these properties would need to be acquired regardless of the location of the CRMF. Placement of the Gold Line alignment east of the North Yard is the result of railroad negotiations.</p> <p>I-70 tunnel and reference to our two bit trashy neighborhood. This unfortunate comment was not made by any representatives of either the Gold Line or CRMF representatives.</p> <p>So that makes it cheaper to put there than buy TAXI back...conveniently the extra \$150 million for the factories would have to be spent..anyway. As discussed above, the Fox North site has several key advantages over the TAXI site, cost being one of them. Both sites may be expensive, however.</p> <p>I really don't know how many extra trips per day will get made. Please refer to our response to your earlier Comment No. 30 above.</p> <p>Diesel fumes and sound mitigation. No mitigation is planned for either diesel emissions or noise. As mentioned above, one of the key advantages of the Fox North site is it's remoteness from residential land uses. Additionally, the environmental studies concluded that there are not air quality or noise impacts resulting from the development of the CRMF at the Fox North site (please see environmental technical memorandums that are posted on the appropriate project websites as supporting documentation for these results.)</p> <p>Couldn't RTD see its way to some pedestrian connections to</p>

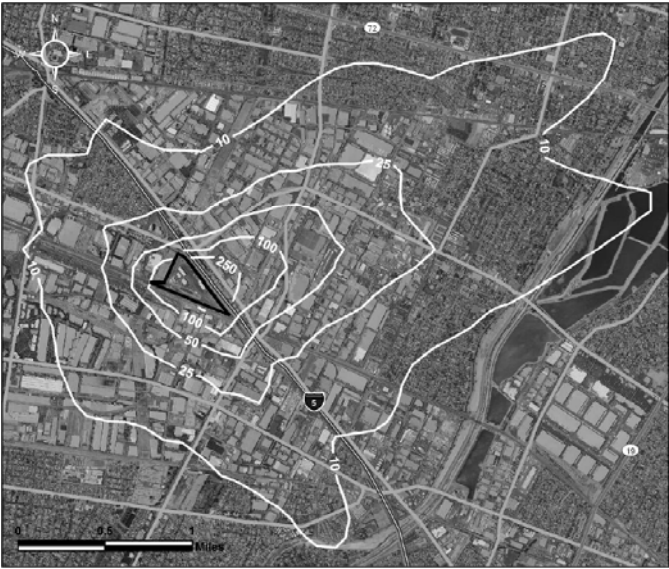
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	<p>units in Prospect count for anything even though nobody subsidized them? I really don't know how many extra trips per day will get made to and from the CRMF, but it better be a lot to justify the investment. And if it is a lot, the residents ought to get both some mitigation and some compensation. I mean, you can make parts of the city more attractive simply by making others worse, but if that's the "standard of measurement" then the future looks bleak indeed. So, I really would like to see what is going to happen for diesel fumes mitigation and sound mitigation in Prospect, since these trains will be climbing and descending a 2.9% grade along Fox Street South. And couldn't RTD see its way to some pedestrian connections to the Platte River Greenway and the Ballfield, assuming of course that bicycles and feet still make the grade as modes of the "multi" kind?</p> <p>Tom Anthony, President Elyria Neighborhood Association; Manager, Worldworks Development Group, LLC</p>	<p>the Platte River Greenway. Pedestrian or bicycle connections, beyond RTD property, have not been budgeted. These improvements will be the responsibility of the City and County of Denver, Adams County, Jefferson County, Arvada, or Wheat Ridge, depending on the jurisdiction.</p>
152	<p>May 15, 2009</p> <p><i>Via Electronic Delivery & By Mail</i></p> <p>David Beckhouse FTA Region 8 12300 W1. Dakota Avenue, #310 Lakewood, CO 80228</p> <p>Re: The Commuter Rail Maintenance Facility Supplemental Environmental Assessment to FasTracks Commuter Rail Corridors</p>	<p>Overview of the National Environmental Policy Act Requirements. This is an accurate statement of fact and we have no comment.</p> <p>Inadequate Environmental Assessment (EA) and Failure to Prepare EIS.</p> <p>As you suggest, the primary purpose of an EA is for the lead federal agency, in this case FTA, to determine as whether or not an EIS is needed. It should be noted that any impacts from the CRMF (and the shared Gold Line/Northwest Rail proposed alignment) will be included in the Gold Line and East Corridor FEISs such that they will be included in ongoing EIS processes. The EA should address those resources or features that have been determined to have (after careful study) significant impacts requiring more analysis.</p> <p>Because the impact area for the CRMF has been included in the study area of the Gold Line EIS for some time, the conditions of</p>

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	<p>Dear Mr. Beckhouse:</p> <p>The Environmental Law Clinic at the University of Denver Sturm College of Law is writing to provide comments on behalf of Groundwork Denver¹ and WildEarth Guardians² regarding the Commuter Rail Maintenance Facility (“CRMF”) Supplemental Environmental Assessment to FasTracks Commuter Rail Corridors and the Environmental Resources Technical Memorandum, incorporated by reference. Additionally, we are commenting in support of the residents living in the affected neighborhoods who will be impacted by this project.</p> <p>We are writing due to concerns regarding deficiencies in the Supplemental Environmental Assessment (“SEA”) and the corresponding Environmental Resources Technical Memorandum (“Tech. Memo.”), prepared by the U.S. Department of Transportation (“USDOT”), the Federal Transit Administration (“FTA”), and the Regional Transportation District (“RTD”), collectively “the agency.”</p> <hr/> <p>¹ Groundwork Denver is a non-profit organization that seeks to bring about the sustained improvement of the physical environment and promote health and well-being through community-based partnerships and actions. Groundwork Denver’s work is focused on low-income communities within Denver where the residents typically endure greater negative environmental impacts.</p> <p>² WildEarth Guardians is a non-profit organization that seeks to protect and restore the wildlife, wild places and wild rivers of the American West. WildEarth Guardians and its members also seek to ensure that development of government infrastructure is done in a manner that will address concerns regarding climate change and energy consumption while ensuring that negative impacts do not impact urban communities.</p>	<p>the site are well understood. 30 of the required 40 acres were determined (in previous environmental analysis presented to the public and concerned agencies) to be needed for the shared Gold Line/Northwest Rail alignment (and are fully disclosed in this FEIS), the impacts of these property acquisitions have been, and will be, fully disclosed.</p> <p>The impacts of the placement of the CRMF on the Fox North site were determined to be limited to: 1) direct and indirect economic impacts related to possible employment and property tax losses; 2) property acquisition; and 3) one historic resource (historic track that has been included in the Gold Line 106 consultation to date).</p> <p>There were no impacts of concern identified for all of the remaining resources, including air quality and hazardous waste. The site is currently 100 percent developed as industrial uses consistent with existing and future City and County of Denver zoning and future land use plans.</p> <p>FTA felt the that public should be provided a forum to comment on the CRMF and the shared alignment from DUS to Pecos Street and requested that the CRMF and the shared alignment be included as a SEA to the Gold Line and East Corridor EIS processes to ensure that public and agency comment is included in the process.</p> <p>FTA and RTD sponsored a public hearing on April 23, 2009 to encourage public comments on the shared alignment and the selection of the Fox North site for the CRMF.</p> <p>Failure to Quantify the Health Risks and Air Quality Impacts from Diesel Particulate Matter Emissions. RTD has complied with the standards of practice for air quality impact analyses as endorsed by the USEPA, DRCOG, Regional Air Quality Council (RAQC) and Air Pollution Control District. The methodology for air quality impact analysis has included the following:</p> <ul style="list-style-type: none"> • The agencies approach to Mobile Source Air Toxics (MSAT) analysis follows <i>FHWA Interim Guidance on Air Toxic Analysis</i>

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	<p style="text-align: center;"><u>Overview of National Environmental Policy Act Requirements</u></p> <p>The National Environmental Policy Act of 1969 (“NEPA”) is our nation’s basic charter for environmental protection. NEPA “was enacted in recognition of the profound impact of man’s activity on the interrelations of all components of the natural environment” and “the critical importance of restoring and maintaining environmental quality.” <i>Utah Shared Access Alliance v. Carpenter</i>, 463 F.3d 1125, 1130-31 (10th Cir. 2006). One of the goals of NEPA is to “assure for all Americans safe, healthful, productive, and esthetically and culturally pleasing surroundings.” 42 U.S.C. § 4331(b)(2). While NEPA does not require a particular outcome, it does contain “action forcing” provisions that require federal agencies to examine and report on the environmental impacts of federal actions. 40 C.F.R. § 1500.1; <i>Baltimore Gas & Elec. Co. v. Natural Res. Def. Council</i>, 462 U.S. 87, 97 (1993). NEPA requires meaningful analysis, thorough review, and adequate consideration of reasonable alternatives. <i>Id.</i></p> <p>Congress enacted NEPA for two central purposes. <i>Baltimore Gas & Elec. Co.</i>, 462 U.S. at 97 (discussing NEPA’s twin aims). First, Congress sought to ensure that all federal agencies examine the environmental impacts of their actions before acting. <i>Id.</i> (citing <i>Vermont Yankee Nuclear Power Corp. v. Natural Res. Def. Council</i>, 435 U.S. 519, 553 (1978)); 42 U.S.C. § 4331. Second, Congress sought to provide the public with a statutory means for being informed about and commenting on the environmental impacts of proposed agency action. <i>Id.</i>; see also <i>Marsh v. Oregon Natural Res. Council</i>, 490 U.S. 360, 371 (1989). Agencies fulfill NEPA’s twin aims by complying with certain procedures before “taking any action or making any decision that could significantly affect the quality of the human environment.” <i>Colorado Envtl. Coal. v. Dombeck</i>, 185 F.3d 1162, 1171 (10th Cir. 1999).</p> <p>Above all, the NEPA process is intended to aid agencies in making decisions based on sound environmental analysis and to guide them to “take actions that protect, restore, and enhance the environment.” 40 C.F.R. § 1500.1(c). NEPA requires federal agencies to adequately evaluate all potential environmental impacts of the proposed action before proceeding with that action. 42 U.S.C. § 4332(2)(C). To meet this obligation, the federal agency must identify and disclose to the public all impacts of the proposed action, including direct, indirect, and cumulative impacts. 42 U.S.C. § 4332(2). See also, 40 C.F.R. §§ 1508.7 – 1508.8.</p> <p>NEPA requires that an acting agency must prepare a detailed environmental impact statement (“EIS”) for all “major Federal actions significantly affecting the quality of the human environment.” 42 U.S.C. § 4332(2)(C). The EIS is the cornerstone of NEPA. The Council on Environmental Quality (“CEQ”) defines “major federal action” to include “actions with effects that <i>may</i> be major and which are potentially subject to Federal control.” 40 C.F.R. § 1508.18 (<i>emphasis added</i>). The alternatives analysis is considered the heart of an EIS. 40 C.F.R. § 1502.14.</p> <p>When it is unclear whether a proposed project will significantly impact the human environment, agencies are required to prepare an Environmental Assessment (“EA”) to determine whether an EIS is required. 40 C.F.R. § 1501.4(b). As with an EIS, when preparing an EA, NEPA requires that the agency study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning</p> <p style="text-align: center;">2</p>	<p><i>in NEPA Documents</i>, dated February 2006.</p> <ul style="list-style-type: none"> • Absent any other accepted references, DMU engines (there are three engines per vehicle) were derived from USEPA’s MOBILE6.2 program for heavy duty diesel trucks. • Emissions from the CRMF included those from the DMU pull-in/pull-out and idling activities at the facility. • Emissions of the six priority MSATs, including benzene, formaldehyde, acetaldehyde, diesel particulate matter/diesel exhaust organic gases, acrolein, and 1,3-butadiene, were evaluated for the Preferred and No Action alternatives to demonstrate the project would not cause any significant risk exposure to the surrounding communities. • The MSAT analysis was completed in two geographic areas. The Tier 1 study area represented the specific MSAT impacts at the CRMF site, while the Tier 2 study area represented the local impacts in the adjacent Chaffee Park, Sunnyside, Globeville, and part of unincorporated Adams County. • Absent any other accepted references, PM₁₀ exhaust emissions were assumed to be an acceptable surrogate for diesel particulate matter emissions. • For purposes of this analysis, an estimate of 300 workers was assumed to support the CRMF operation compared to 242 workers under the No Action Alternative. The vehicle emissions were also evaluated based on MOBILE6.2 factors along with the VMT data for both the No Action Alternative and the Preferred Alternative. • Specific information is not available for the emission estimates of stationary sources at the proposed CRMF, or from the existing industrial facilities under the No Action Alternative. • At this time the best practices for air quality analyses include no protocols for Human Health Risk Analysis (HHRA) for MSAT analysis for public transit projects. Moreover, any

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	<p>alternative uses of available resources. 42 U.S.C. § 4332(e). An EA must discuss the need for the proposal and the environmental impacts of the proposed action and alternatives. 40 C.F.R. § 1508.9(b). Whether preparing an EIS or EA, accurate scientific analysis is essential to implementing NEPA. 40 C.F.R. § 1500.1(b).</p> <p style="text-align: center;"><u>Inadequate EA and Failure to Prepare EIS</u></p> <p>The SEA does not furnish sufficient information with regard to two key impacts, air quality and hazardous materials. The SEA also fails to provide sufficient public evidence and analysis for determining whether to prepare an EIS or a finding of no significant impact. The public evidence it does provide does not support the conclusion that the air quality impacts for the Preferred Alternative will be less than the No Action Alternative. The agency must prepare an EIS to inform the public of the true impact to air quality and their health caused by diesel engine emissions at the CRMF. Furthermore, an EIS should be prepared to provide the public with more information concerning the hazardous material clean-up and any migration of the toxic contamination at and around the project site.</p> <p style="text-align: center;"><u>Failure to Quantify the Health Risks and Air Quality Impacts from Diesel Particulate Matter Emissions</u></p> <p>The public health impact from diesel engines associated with the Preferred Alternative is of particular concern. The agency states: "Emissions from the Preferred Alternative include those from the DMU pull-in/pull-out and idling activities at the CRMF. In addition, DMU passenger services would pass adjacent to the CRMF. Each DMU train car would be individually powered by multiple onboard engines (three heavy-duty diesel engines per car)." Tech. Memo. at 47. For PM10 hot-spot analysis methodology, the Preferred Alternative is categorized as "new or expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location." <i>Id.</i> at 48.³ Diesel engines emit a complex mix of pollutants, the most visible of which are very small carbon particles, or diesel particulate matter (diesel "PM"). Diesel PM is known to cause cancer, premature death, respiratory illness, and an increased risk of heart disease.</p> <p>Summarizing available studies, the EPA has concluded that "[a]vailable evidence indicates that there are human health hazards associated with exposure to [diesel engine emissions]. The hazards include acute exposure-related symptoms, chronic exposure related non-cancer respiratory effects, and lung cancer." <i>Health Assessment Document for Diesel Engine Exhaust</i>, EPA (2002) (available at http://oaspub.epa.gov/eims/eimscomm.getfile?p_download_id=36319) [hereinafter EPA 2002]. Moreover, the EPA has stated that "[c]hronic respiratory effects are the principal non-cancer hazard to humans from long-term environmental exposure to diesel engine exhaust, or emissions (DE)." <i>Integrated Risk Information System</i>, EPA, Diesel engine exhaust, I.B.2 (2003), available at http://www.epa.gov/IRIS/subst/0642.htm [hereinafter IRIS 2003]. Indeed, EPA has concluded that "[t]he available evidence indicates that chronic</p> <p>³ In assessing the environmental impacts from diesel emissions, the agency assumed that diesel particulate matter emissions were the same as PM10 exhaust emissions. Tech. Memo. at 48. However, there is no scientific support for this proposition in the SEA documents.</p>	<p>thorough HHRA would need to include the influences of the existing freight rail yards, I-25, and I-70 to be complete. At this point we have no way to quantify these influences so any study would be incomplete and uncertain, and thus cause undue alarm with little clarity of any real risk.</p> <p>No Action Alternative versus the Preferred Alternative. With either the No Action Alternative or the Preferred Alternative, the results are driven to a much greater extent by the USEPA's national emission control programs that are projected to reduce MSAT emissions by 60 to 80 percent by 2030. To be conservative, our approach assumed that the number of commuters would increase by approximately 156 vehicles (displaced employees, 172, compared to added CRMF employees, 300, and assuming 1.1 occupants per car, and no use of transit) with the Preferred Alternative. We estimated that MSAT emissions would be comparable for both the No Action and Preferred Alternatives in 2030, due primarily to USEPA's more stringent standards. Nonetheless, because we assumed more commuters under the Preferred Alternative, the analysis did show slightly higher MSAT emissions in the Tier 1 study area. The higher MSAT emissions were also attributed to the projected in-yard DMU operations.</p> <p>Regardless, no violations of air quality standards are predicted. Nor are there any residential uses located in the Tier 1 study area. In fact, the closest residences are 2,400 feet to the west and 2,000 feet to the east of the CRMF.</p> <p>In the Tier 2 study area that does include residential land uses, MSAT emissions are similar to the No Action Alternative for 2015 and 2030, area and lower than existing conditions today. Since the level of MSAT emissions are lower in the future today with either the No Action Alternative or the Preferred Alternative, conducting a HHRA would add nothing to the results, or provide any additional advantage to protecting human health or the environment. On a regional basis, FasTracks is estimated to have a modest positive</p>

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	<p>inhalation of DE is likely to pose a lung cancer hazard to humans” EPA 2002 at 9-11. The evidence linking diesel exhaust and particulate matter to lung cancer consists not only of the epidemiological studies, but also animal experiments and molecular and mode-of-action studies. See EPA 2002, at Sections 7-2 to 7-5.</p> <p>In the SEA and corresponding Technical Memorandum, the agency acknowledges diesel emissions, but then ignores and fails to quantify the increased risk of asthma, heart disease, and cancer in those living near the proposed CRMF. According to the agency, “[a]ir quality impacts were assessed for the existing condition in 2005 and the No Action and Preferred Alternatives in 2015 and 2030.” Tech. Memo. at 46. The agency provided a short qualitative analysis of Mobile Source Air Toxics (“MSAT”) emissions related to the Preferred Alternative. Although the agency briefly discusses the methodology used, the actual emission numbers are excluded from discussion. “The analysis did show the CRMF in the Tier 1 study area would be slightly higher due to an increase in worker commutes and the in-yard DMU operations.”⁴ Tech. Memo. at 51. However, no quantitative analysis is presented in the SEA, nor is there any discussion of the levels of risk associated with diesel PM. The agency’s failure to properly analyze the health impacts from diesel emissions violates NEPA’s directive that the agency must identify and disclose to the public all impacts of the proposed action, including direct, indirect, and cumulative impacts. See 42 U.S.C. § 4332(2); 40 C.F.R. §§ 1508.7 – 1508.8.</p> <p>Therefore, we request that the agency quantify the increased incidence of human asthma, heart disease and cancer associated with the Fox North Site and the shared alignment between DUS and Pecos Street, as a result of being exposed to elevated levels diesel particulate matter. Specifically, the agency should prepare a health risk assessment to evaluate these health impacts from airborne particulate matter emissions from diesel-fueled engines associated with activities at the CRMF. This type of health risk analysis has been done for both rail operations and highway projects elsewhere.⁵ The California Air Resources Board has prepared health risk assessments for all major railyards across California, which can be used as a model here.</p> <p>⁴ The agency also acknowledges that MSAT emissions in the Tier 2 study area “are predicted to be significantly lower in the future years than under existing conditions.” <i>Id.</i> However, the agency says this is “due to stricter emission standards required by USEPA regulations and is consistent with USEPA projections that MSAT emissions will decrease over the next 15 years in most areas.” <i>Id.</i> Likewise, the agency based its conclusion that PM10 emissions would decrease due to more stringent EPA emission standards. <i>Id.</i> However, the agency must look at the environmental impacts of the Preferred Alternative vs. the No Action Alternative in 2015.</p> <p>⁵ The agency has ready access to GIS data showing the number of residences that are currently within various distances of the proposed alternatives. Analysis of such data could easily be combined with census information to estimate the total number of individuals who will be living within one-mile distance surrounding the CRMF and shared alignment. Similarly, the agency has ready access to data on the number of schools, convalescent homes, hospitals, parks, playgrounds and recreation areas in the area. Such information is especially important, since air pollution has especially pronounced impacts on children, the elderly, the infirm and those exercising.</p> <p style="text-align: center;">4</p>	<p>impact on air quality.</p> <p>According to the Programmatic Cumulative Effects Analysis, (RTD 2007, page 73 included as an appendix to this FEIS), the cumulative effects of FasTracks on the Denver metro area, indicate that the incremental effect of FasTracks transit facilities and service would reduce the growth of single occupancy vehicle use by 158.38 million VMT per year, lowering VMT while generating lower overall pollutant emissions levels. However, new transit vehicle emissions partially offset some of these emissions reductions. Diesel bus VMT will increase 21.73 percent or 9.18 million vehicle miles traveled per year and rail options (including diesel commuter, light- and heavy-duty rail) will increase 5.8 million vehicle miles per year. These changes in auto and bus are anticipated to reduce carbon monoxide (CO) emissions by approximately five tons/day. Other pollutants (particulates, volatile organic compounds (VOC) and nitrogen oxide (NO_x) would have no measurable change.</p> <p>Failure to Analyze the Impacts on Surrounding Neighborhoods Associated with Remediation of Hazardous Materials at the Fox North site. Hazardous waste sites are regulated by the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). During early planning, the project proponent, RTD in this case, is required to determine the location of permitted and nonregulated hazardous waste sites within the project impact area. Phase I studies were done during the Gold Line DEIS. These studies concluded that there are possible UST concerns at the AAA Water Proofing and Quest sites. There are no known sites on the Owens Corning site. As required, these sites have been identified, and their locations are clearly mapped showing their relationship to the Preferred Alternative under consideration. (Refer to Figure 3.11-1 in both the DEIS and the FEIS). This information has been shared with the public at public workshops per Safe, Accountable, Flexible and</p>

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	<p>For example, a 2007 health risk assessment study evaluated the impacts from airborne particulate matter emissions from diesel-fueled engines associated with activities at the BNSF railway's Sheila Mechanical Railyard located in Commerce, California. The study focused on the railyard property emissions from locomotives, on-road heavy-duty trucks, off-road vehicles, and equipment used to move bulk cargo. This information was used to evaluate the potential health risks associated with diesel particulate matter emissions to those living nearby by the railyard. For the BNSF Sheila Mechanical Railyard, the estimated potential cancer risk is about 50 chances per million near the railyard property boundaries. Beyond the railyard boundaries, the estimated potential cancer risks decrease rapidly to about 100 chances per million, and the risks further decrease to 25 in a million within about a mile from the railyard then to 10 in a million within an another mile distance in downwind area. The potential cancer risks (chances per million) from the diesel PM emissions at the BNSF Sheila Mechanical Railyard were estimated by risk isopleths, shown here:</p> 	<p>Efficient Transportation Equity Act – A Legacy for Users and in the DEIS.</p> <p>Prior to construction, Phase II studies will be accomplished to determine the level of contamination in areas disturbed by construction of both the Gold Line and CRMF. RTD will require the project constructor to develop the following plans to manage hazardous materials:</p> <ul style="list-style-type: none"> • Hazardous and Contaminated Substance Health and Safety Plan • Hazardous Materials Management Plan (HMMP) • Asbestos Assessment Plan • Lead-Based Paint Assessment Plan • Remedial Plans prior to commencing any hazardous waste remediation. <p>If hazardous waste plumes to extend outside RTD's excavations, such as from underground storage tank (UST) sites, these sites will be remediated and the remediation plans communicated to the EPA, the affected state and local agencies. In the unlikely event that contamination is found outside the boundary of the CRMF or the Gold Line project, RTD will confer with the involved regulators and a HMMP will be prepared. It is anticipated that the project impact area will be cleaner after construction due to RTD's construction remediation that under the No Action condition. Regulators and a HMMP will be prepared.</p> <p>It is anticipated that the project impact area will be cleaner after construction due to RTD's construction remediation under the No Action condition and per regulations, a HMMP will be prepared. It is anticipated that the project impact area will be cleaner after construction due to RTD's construction remediation that under the No Action condition.</p>

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	<p>Moreover, the methodology for undertaking such risk assessments has now been standardized. See California Air Resources Board ("CARB"), <i>Railyard Health Risk Assessment Guidelines</i> (2006), available at http://www.arb.ca.gov/railyard/hra/1107hra_guideline.pdf.⁶ There is no reason why the agency could not employ the same methodology in the present circumstance. Moreover, this type of health risk assessment for mobile source emissions is required under NEPA.⁷</p> <p>Determining the levels of carcinogenic diesel exhaust and corresponding health risks in and around the project area is essential to a reasoned choice among alternatives. This is especially so, in that the project area lies within an industrial zone, which may be expected to have elevated background levels of MSATs. Had the agency undertaken a proper quantitative analysis, it would have provided key information necessary to understand the excess health risks associated with the Preferred Alternative. Moreover, failure to undertake this analysis is explicitly contrary to the conclusion of the guidance document <i>Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process</i>, which states on pg. 19 that "[t]he weight of the current evidence indicates that it is reasonable to use proximity to a transportation facility as a screening tool in NEPA evaluations of MSATs." <i>Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process</i>. See Carr, E.L. et al. (2007), available at http://nepa.fhwa.dot.gov/ReNEPA/ReNepa.nsf/All+Documents/C7C0641ED6A6E570852572E3007BFCAA/\$FILE/25-25(18)_FR.pdf. Therefore, the agency must perform a quantitative health risk analysis to evaluate the health impacts associated with diesel particulate matter emissions that will result from the Preferred Alternative.</p> <p>⁶ See also Office of Environmental Health Hazard Assessment, <i>Air Toxics Hot Spot Program Risk Assessment Guidelines: Part IV-Technical Support Document for Exposure Analysis and Stochastic Analysis</i> (2000); Office of Environmental Health Hazard Assessment, <i>Air Toxics Hot Spot Program Risk Assessment Guidelines: Part II-Technical Support Document for Describing Available Cancer Potency Factors</i> (2002); Office of Environmental Health Hazard Assessment, <i>Air Toxics Hot Spots Program Risk Assessment Guidelines: The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments</i> (2003).</p> <p>⁷ The Nevada Department of Transportation is doing quantitative assessments to identify the public health risks from MSAT concentrations associated with the Interstate 15 Corridor Improvement, Sloan Road to Tropicana Avenue in Clark County, Nevada and other highway projects in Las Vegas, in order to comply with NEPA, as part of a settlement agreement. See http://www.fhwa.dot.gov/environment/airtoxicsmsat/setagree.htm. See also the Health Risk Assessment prepared under NEPA for the Schuyler Heim Bridge Replacement and SR-47 Expressway Project in Carson, California, available at http://www.acta.org/projects/projects_planning_SR47.asp.</p> <p style="text-align: center;">6</p>	<p>Failure to Analyze Growth-Inducing Impacts Associated with the 42nd Avenue and Fox Station Area. What is named the 41st Avenue East Station is not part of the SEA. The growth inducing effects of all Gold Line stations are covered in the land use sections (Section 3.2) of both the Gold Line DEIS and FEIS. In fact, the cities of Denver, Arvada and Wheat Ridge, and Adams County have all prepared TOD plans in anticipation of the Gold Line project. The DEIS states that TOD is anticipated to increase densities around the stations and direct population and commerce to these areas. The population growth totals for the region are predicted to be unaffected; projected growth will be redirected to the TOD areas. We believe that this will modestly reduce urban sprawl and improve sustainability.</p> <p>Conclusion – We ask that the agency prepare a full EIS. A separate EIS is not required for the CRMF because 1) the impacts are limited to economic, property and historic issues that can be mitigated; and 2) the SEA for the facility is incorporated by reference in both the Gold Line and East Corridor FEIS documents.</p>

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	<p style="text-align: center;"><u>Failure to Analyze the Impacts on Surrounding Neighborhoods Associated with Remediation of Hazardous Materials at the Fox North site</u></p> <p>The agency explains that “[i]t is likely during the construction of the CRMF hazardous materials would be encountered due to historical and current industrial land uses that have used, handled, or disposed of hazardous materials.” Tech. Memo. at 80. Mitigation measures include site-specific Phase I and Phase II Environmental Site Assessments. However, the SEA fails to address what mitigation will take place if the contamination exceeds the construction footprint. Migration of toxic contamination is of particular concern to the public, who must be kept informed of the findings regarding hazardous materials in and outside the project area. If hazardous material is found outside of the boundary of the CRMF site, the public should be informed of the contamination and be included in any decision-making process regarding clean-up. Public information and participation is crucial to a successful decision-making process.</p> <p style="text-align: center;"><u>Failure to Analyze Growth-Inducing Impacts Associated with the 42st and Fox Station Area</u></p> <p>Growth-inducing impacts must be fully analyzed and disclosed under NEPA.⁸ Although the neighborhoods surrounding the CRMF Preferred Alternative project site are currently industrialized, the agency must consider future population growth and residential development. The City and County of Denver has completed a Transit Oriented Development (“TOD”) Strategic Plan that identified a need for land use planning for the 38th and Inca station area on RTD’s future Gold Line commuter rail corridor. <i>Available at</i> http://www.denvergov.org/StationAreas/41stFoxStation/tabid/395233/Default.aspx. RTD is now recommending the station be located at approximately 41st and Fox streets on the east side of the Union Pacific Railroad, near the proposed Fox North CRMF site. <i>See</i> http://www.denvergov.org/StationAreas/41stFoxStation/tabid/395233/Default.aspx. Goals of the station plan include opportunities to add more housing, jobs and services to the station area, to incorporate plazas, parks and open space into redevelopment areas, and to capitalize on station area’s proximity to downtown and location on the Gold Line corridor. This TOD plan shows a much higher population coming to the project area as a result of the station. The agency must consider the health and safety risks of the Preferred Alternative in light of this anticipated population growth in the area.</p> <p style="text-align: center;"><u>Conclusion</u></p> <p>For the foregoing reasons, we ask that the agency prepare a full EIS, including a health risk assessment, to quantify the excess health risks from diesel particulate matter associated with the Preferred Alternative. Further, we ask that the agency agree to immediately inform the public of any migration of the toxic contamination found outside the CRMF construction footprint and allow public participation in the decision-making process regarding clean-up of that contamination.</p> <p>⁸ Indirect effects that the agency must consider “include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.” 40 C.F.R. § 1508.8, emphasis added.</p> <p style="text-align: center;">7</p>	

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	<p>Sincerely,</p> <p>Professor Michael Harris Assistant Professor of Law & Director of the Environmental Law Clinic University of Denver Sturm College of Law 2255 E. Evans Avenue Denver, Colorado 80208 303-871-6140 (Office) Email: mharris@law.du.edu</p> <p>Ashley Wilmes Project Attorney Environmental Law Clinic University of Denver Sturm College of Law 2255 E. Evans Avenue Denver, Colorado 80208 303-871-6039 (Office) Email: awilmes@law.du.edu</p>	
153	<p>Daniel Frayre Owens Corning</p> <p>First I let me say that I believe the FasTrack project is a good project and I believe it is needed to improve the transportation needs of our communities and State. I have used RTD growing up and when I want to attend big functions where parking is going to be an issue RTD is a good backup. However, I cannot support the CRMF North Fox St. site. I believe the economic impact of losing the Owens Corning Roofing plant is grossly misunderstood and understated. There is land both to the south and north of the proposed CRMF that is vacant and would not put people out of jobs. RTD has done a very poor job in communicating it's intentions and is very heavily dependent on eminent domain to make up for it's poor communication and planning abilities. I don't believe the eminent domain law was intended to be used in that manner. I also think that the two sites (C4 & C23) listed on page ES-5 in the supplemental AE have less of an impact on our economy and communities. Please</p>	<p>I can not support the Fox North site...believe the economic impact is grossly misunderstood and understated. Please refer to Comment No. 2 above.</p> <p>C4 and C23 are better choices. The C4 site was the preferred site until RTD was faced with the high costs of relocating the BMF, estimated at \$100 million. Additionally, relocating the BMF has the same business relocation and private property acquisitions as the CRMF. The Fox North site was chosen, because most of the private property would need to be acquired regardless of the location of the CRMF. Placement of the Gold Line alignment east of the North Yard is the result of railroad negotiations. C24 was dropped due to significant environmental issues; major property acquisitions; impacts to public roadways; vehicle traffic impacts.</p>

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	reconsider these two sites and the land to the south and north of the North Fox St. site. Thank you,	
154	<p>Zhixu Yuan City and County of Denver Wastewater 2001 W. Colfax , Department 202 Denver, CO 80202</p> <ol style="list-style-type: none"> 1. Drainage report with hydrological analysis is required from City and County of Denver for this project. The report must meet all criteria from both "City and County of Denver Storm Drainage Design and Technical Criteria" and "Urban Drainage Flood Control District Drainage Criteria manual". 2. Storm and sanitary sewer construction plans are required for any proposed and relocated storm and sanitary lines or system. Profile is required for all main lines. Any storm and sanitary line under the track may need to be encased or protected by steel sleeve. 3. Flood plain permit is required for any work within floodplain. Please show floodplain information (existing boundary or proposed modification) on the plans if any. 4. Erosion control permit is required. 5. Building finish floor elevation (FFE) shall be 1' above 100 year storm water elevation or 2' above the street flowline elevation. 	<p>Drainage Report. A drainage report will be prepared during Preliminary Engineering. The Preliminary Engineering design will be prepared by the successful Eagle P3 Concessionaire sometime in 2010.</p> <p>Storm and sanitary construction plans. Please refer to the response above.</p> <p>Flood plain permit. There is not work within the floodplain.</p> <p>Erosion control permit. An erosion control permit will be required.</p> <p>Building finish floor elevation. This information will be provided during the final design of the CRMF prepared sometime after the selection of an Eagle P3 Concessionaire.</p>