



COMMUTER RAIL MAINTENANCE FACILITY NEIGHBORHOOD MEETING SUMMARY

Date/Time: February 26, 2008/6:00 p.m.

Location: EXDO Event Center

Attendees:

Jose Esquibel	Pete Conner	Ron Henley	Ryan Fisher
Betty Wonder	Waymon Hurd	Win King	Judy Montero
Peter Barnes	Tracy Boyle	Bob Kochevar	Ashleigh Weatherill
Scott Dines	Chris Arend	Larry Nelson	Steve Gordon
Tom Anthony	Larry Burgess	Lenora Muniz	John Maslanik
Sister Gene	Teresa St. Peter	Rick Pilgrim	Neil Feinstin
Mickey Zeppelin	Tracy Weil	Ed Armijo	Gwen Christiansen
Ron Torrez	Mark Leese	Antoinette Armijo	Scott Campbell
Martin Chernoff	Keith Howard	Marilyn Reeves	Arthur Patrick
Justin McLead	Jake Jabowski	Carla Madison	Andy Wright
Melissa Wright	Jeff Leif	Gretchen Clark	

The Regional Transportation District (RTD) East Corridor Environmental Impact Statement (EIS) project team conducted a neighborhood meeting on February 26, 2008 as part of the on-going community outreach process. The meeting included an open house and presentation with information focused on the following topics:

1. FasTracks Corridor Updates

Due to Union Pacific Railroad (UPRR) negotiations, the preferred alternatives for RTD's commuter rail corridors are being refined. A summary of the refinements of the East, Gold Line/Northwest Rail Corridors, and North Metro Rail were presented.

2. CRMF Overview

A central commuter rail maintenance facility (CRMF) is required for RTD's rail corridors, including Gold Line, Northwest, East, and North Metro. The facility will allow RTD to conduct vehicle repairs, maintenance, cleaning and storage, and will provide space for a maintenance shop, employee facilities, administrative offices, and parking.

3. Current CRMF Recommendations

The study team identified several potential locations for the centralized facility and then followed a three-level screening process that reduced the number of potential sites from 24 to a recommended site at the UPRR 36th Street Yard West. Negotiations with UPRR introduced new conditions that required revisiting potential sites for the CRMF, which resulted in the CRMF being proposed at the RTD Platte facility vicinity.

The following is a summary of the resources that will be evaluated to determine the environmental impacts of the CRMF.

- Land use/hazardous materials
- Economic
- Right of way:
- Noise
- Vibration
- Air quality
- Traffic
- Construction

4. Next Steps

The project team anticipates the release of the DEIS in early 2009.

I. SUMMARY OF COMMENT SHEETS

The following section details the comments received to date from the comment sheets distributed at the meeting. These comments are recorded verbatim.

1. What comments do you have regarding the overall status of the RTD FasTracks Program?

- I think the FasTracks program is a good thing for the metro area.
- I think that it would provide great movement through the city.
- Excellent program that will provide movement through the city.

2. What comments do you have regarding the recommended site of the commuter rail maintenance facility?

- I think the maintenance facility on the existing RTD property is fine. The environment of the river must be respected though. I support moving the bus facility out of the area. If RTD is using the west side of the river, they should not use the east side. The bus traffic on Arkins Court between 31st and 38th is excessive, they should find another route. Thank you.
- The change looks to be better for the Upper Larimer Neighborhood as we discussed in neighborhood meetings. The change could also cause surrounding neighborhoods to have unacceptable changes including Upper Larimer. We would like to know how this change is going to affect our neighborhood exactly and in greater detail as well as allow input by stakeholders such as ULNA on decisions that have to be made with these changes.
- The position that you are looking at is a good location near the RTD facility.
- I believe it would be a good site.

3. Any other comments or questions?

- Thank you for having the meeting in the neighborhood.

II. SUMMARY OF QUESTIONS AND ANSWERS

Following the presentation, the meeting was opened up for comments and questions. The following section provides a summary of the verbal comments and questions provided.

1. What are the main issues for ruling out the 3-level analysis and going with 40th/40th?
Answer: We didn't know as much about the site back then. There were issues with the 31st site, including having to purchase two additional properties just to acquire one. The UP 36th Street Yard site was ideal because we already had to purchase the yard for the East Corridor and it was good use of the excess land from the site.

2. Will there be a continuance of the light rail and plan to connect the 30th/Downing extension to the CRMF?

Answer: The CRMF will not include a station. We are still looking at the extension of Downing Street to the East Corridor line connecting somewhere in the vicinity of the 40th/40th station.

3. What will happen along the South Platte River if you go with this site? Will this affect our recreational parks and bike trails?

Answer: Every place we've looked at has been to the west and north of the river. We will be looking at the environmental and visual impacts.

4. Assuming part of the bus facility and Batch Plant will have to move, will the impact of the move to new locations be part of the environmental impact analysis?

Answer: A cumulative effects analysis will include those impacts but we don't have much control over where they relocate.

5. The *Rocky Mountain News* stated that you are looking at the old tracks over by 34th and 35th Avenue, will that area be affected?

Answer: The area along 34th and 35th will not be affected. The BNSF tracks that we are looking at are located along 39th Avenue.

6. Comment: This is a better plan than the previous. The inter-neighborhood urban environment is very fragile and we need to look at how to integrate them. I support the Burlington Northern alignment.

7. Will there be effects to Sun Corp Energy?

Answer: That is a question for the North Metro team.

8. Comment from Judy Montero: Would like to welcome everyone. Looking at the big picture within District 9, it will become another hub for movement. If you could explain further how one change affects another corridor, connecting all the dots? In regards to the CRMF, we have been dealing with this for a long time. It will impact a lot of development in the River North area. As you go through the process, it should be transparent. We are looking at creating a river district. We hope it becomes part of the neighborhood. It is important to talk about the environmental impacts; we want what's clean and good for the neighborhood.