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RTD FasTracks Communications
Commuter Rail Maintenance Facility
Supplemental Environmental Assessment
Public Meeting
Stapleton Recreation Center
April 23, 2009

P R O C E E D I N G S

1
2 MR. CODY WERTZ: First of all, welcome and
3 good evening. My name is Cody Wertz. I'm part of the
4 project team. I'll be your emcee for the evening. And so
5 welcome to the Commuter Rail Maintenance Facility
6 Supplemental Environmental Assessment Public Meeting.

7 First of all, I've offered this before, but I
8 want to make sure I offer it again. Byron Lopez is in the
9 back, if you are in need of Spanish translation services.
10 He'll be available for people who want and need Spanish
11 translation services. The other thing I want to do is
12 acknowledge Councilwoman Judy Montero. I think she's here
13 this evening. There she is, in the back. Are there any
14 other elected officials that I've missed? I think that's
15 all we've got here this evening right now. If others
16 come, I'll announce them as they come in.

17 With that, I want to introduce the Commuter
18 Rail Maintenance Facility project manager, Nadine Lee.
19 And she's going to give a few remarks and then kick it
20 back to me. Thank you.

21 MS. NADINE LEE: Thank you, Cody. Well,
22 welcome everybody, and good evening. I really appreciate
23 you taking the time to come out here and speak to us
24 tonight. We are going to give you a brief overview of the
25 Commuter Rail Maintenance Facility Supplemental EA,

1 Environmental Assessment. And we're here to listen to
2 your comments on our document and our findings. And we --
3 just so you know, the comments that you give to us tonight
4 will be addressed in the Gold Line and East Corridor
5 Environmental Impact Statements, which are due to be out
6 this summer.

7 Before we get into the presentation, however,
8 I do want to introduce you to our Commuter Rail Corridor
9 project managers. As you probably know, the Commuter Rail
10 Maintenance Facility serves the four commuter rail
11 corridors that are being proposed for the FasTracks
12 Program. And as a result, the project managers are really
13 interested in hearing what you have to say about the
14 maintenance facility.

15 So starting on -- I guess it would be your
16 right, Chris Quinn, the Northwest Rail project manager;
17 then Carol Duecker, the East Corridor project manager; Liz
18 Telford, Gold Line project manager; and Joe Racosky, who
19 is our consultant project manager for the North Metro
20 project. And I think at this point I'm supposed to turn
21 it back over to Cody. Thank you.

22 MR. CODY WERTZ: Thank you, Nadine.
23 Appreciate it. All right. Let's get started. I have a
24 few slides I want to go over before the
25 presentation-presentation begins, so let me get started

1 here.

2 All right. The agenda -- I won't go through
3 this in detail. But we've had introductions, we'll have a
4 presentation that will start in a few minutes, then we'll
5 review the opportunities to submit comments. Because
6 there's not just an opportunity tonight to submit verbal
7 comments or in the back -- in the station back there -- to
8 submit comments -- written comments, but there will be
9 opportunity through May 15th to submit formal comments.
10 And I'll review those at the end of the presentation. And
11 obviously, then, we'll go into the comment session. And
12 you'll have three minutes apiece to provide your verbal
13 comments. And I'll go over the rules of that at that
14 point.

15 But remember, if you do want to give a verbal
16 comment tonight -- I've said this a couple of times --
17 you're going to get tired of it; I'll probably say it a
18 few more -- do, please, preregister and we'll get you
19 registered and you'll be able to provide a verbal comment
20 this evening. With that -- we've got a lot of people in
21 here. This is a real public meeting this evening. How
22 many people is this -- this is your first RTD public
23 meeting? That's a pretty good number. You guys can turn
24 out the numbers. I want to provide a little bit of a
25 perspective, then, for you.

1 The Commuter Rail Maintenance Facility -- the
2 outreach that's gone on for this proposed project has gone
3 on the last four and a half years. There's been over 40
4 public workshops. There's been over 75 small group
5 meetings. And that input has helped shape what's in the
6 Supplemental EA this evening that you'll be able to review
7 and see. So that -- the comments from those workshops
8 have gone into the SEA, and the comments that will
9 continue to come in will be a part of the process.

10 So tonight, like I said, is about gathering
11 comments on the SEA. And it's important to know that
12 tonight's not the only night. It's not your last chance.
13 You've got through May 15th. Part of the reason we put
14 the meeting a week after we released the Supplemental EA
15 is so that you would have a chance, in person, to review
16 the document. You can do that at several other locations.
17 But we wanted to do this meeting early so you would have
18 your chance, your opportunities, to ask your questions,
19 see it. And then if you didn't want to give a comment
20 today or tonight, you can do it at home. You can do it
21 online, you can write a letter in, you can e-mail your
22 comments in, et cetera. So there are plenty of
23 opportunities, and we'll review those throughout the
24 evening.

25 And again, the comment period ends May 15th

1 for formal comments. It doesn't mean you can't submit
2 comments about the project; you can still do that. But
3 the formal comment ends May 15th on the Supplemental EA.

4 AN UNIDENTIFIED SPEAKER: Can we ask
5 questions?

6 MR. CODY WERTZ: Actually, this evening is
7 about providing formal verbal comments, and so we'll have
8 that session. But those are comments that will go into
9 the SEA and -- actually, I'm sorry. Those are comments
10 that will be responded to in the Final Environmental
11 Assessment of the Gold Line and East Corridor documents.
12 So the outreach involvement will continue as part of the
13 Gold Line and East Corridor process, like I'm saying.

14 So what we -- since there are so many people
15 here this evening that it's their first meeting, what I
16 want to do is think about -- if there's a group or an
17 organization that wants to hold a meeting to review more
18 information or have a follow-up meeting, do see Andy
19 Mountain. Is Andy around here? There's Andy. If there's
20 a group or organization, et cetera, contact Andy. He'll
21 set up that meeting between RTD, the project team, et
22 cetera, and we'll be able to go from there.

23 With that, like I said, the comments from
24 tonight will be responded to in the Final EIS -- that's
25 Environmental Impact Statements -- of the Gold Line and

1 East Corridor projects. Those will be issued this
2 summer -- yeah, this summer -- sometime this summer. And
3 so the responses will be in those documents.

4 With that, I think I'm going to turn it over
5 to Rick Pilgrim, who is going to start the presentation.
6 Again, I'll go over all of this at the end; you'll be
7 tired of hearing my voice. But I'm going to introduce
8 Rick Pilgrim, who is the consultant project manager for
9 the Commuter Rail Maintenance Facility.

10 MR. RICK PILGRIM: Thank you. Good evening,
11 and thanks for coming this evening. I'll walk you through
12 the description of what a Commuter Rail Maintenance
13 Facility is and how we got to this point to be here this
14 evening to talk to you about the proposed site and get
15 your comments to come back to us for the public record.
16 So your question about asking questions, it's more about
17 making statements and comments about the proposal, as we
18 go forward.

19 So let me start with why a Commuter Rail
20 Maintenance Facility is needed. You'll see some
21 letters -- these letters, CRMF, and that's what we use to
22 abbreviate Commuter Rail Maintenance Facility. It's kind
23 of a mouthful. So I'll use those letters to -- when I'm
24 talking about what this rail yard and maintenance facility
25 is all about. The purpose is to repair, maintain, clean,

1 fuel, and store the commuter rail vehicles, the trains,
2 that will serve the four corridors. Now, we introduced
3 the corridor lead people to you a few minutes ago, but let
4 me show you where those corridors run.

5 So the East Corridor -- these all start
6 downtown at Denver Union Station. When Union Station gets
7 reconstructed, these rail lines will come down there, and
8 that's where they'll start their trip in the morning. So
9 Union Station is downtown, and that's indicated by this
10 red star. The East Line will travel out to the northeast
11 and then follow the Union Pacific rail line along Smith
12 Road and eventually wind up at Denver International
13 Airport. That's East Corridor.

14 The Gold Line also starts downtown at Denver
15 Union Station, comes north through the rail yards that are
16 over on the other side of I-25 -- on the west side of
17 I-25, and then it turns the corner and follows the
18 railroad line out to Wheat Ridge. The North Metro Line
19 starts downtown, comes northeast past the Stock Show, and
20 then joins a rail line that moves up to serve Northglenn
21 and Thornton.

22 And then finally, Northwest Rail Line also
23 starts downtown, goes through the rail yards west of I-25
24 here, and then follows the railroad tracks up to Boulder,
25 and then turns the corner and winds up in Longmont. So

1 those are the commuter rail lines that will be providing
2 trains that go into this facility.

3 What is included in the maintenance facility
4 study? There's two parts. One is the maintenance
5 facility itself; the yard where we will -- and the
6 buildings where we will clean, store, fuel, and repair the
7 trains. So that's indicated here by the bigger part of
8 the graphic. The graphic here is Denver Union Station,
9 downtown. And the green line, this is I-25. Here is
10 I-70. So the site is just north of I-70 and just to the
11 west of Fox Street. And we call that the Fox North site.

12 There's also a piece that is the shared track
13 alignment. And that track alignment starts here at Union
14 Station and carries the trains up to the site and then
15 continues on to Pecos Street for the two rail lines that
16 go off to the north and the west. The other two rail --
17 those two lines will use this track to Union Station. And
18 the other two rail lines -- the one that comes in from the
19 airport, the East Line -- and North Metro, they also will
20 use this track to get back and forth to the yard and the
21 maintenance shop. So those are the two parts of this
22 project.

23 What other sites were considered for the
24 Commuter Rail Maintenance Facility? As Cody told you, we
25 started this project about four and a half years ago. And

1 we actually -- on this map, there are 24 different
2 locations that we considered. Let me give you kind of a
3 frame of reference here. Again, Union Station and the
4 downtown area -- this now shows quite a broad area.
5 Here's I-25 to the north; the turnpike, US-36, off to
6 Boulder; out to the east, you can see the old runways for
7 Stapleton Airport, out to Pena Boulevard. So we looked at
8 sites all the way out to the east. We looked at sites
9 throughout this middle part of the region and considered a
10 wide range of different locations.

11 The kinds of things we were interested in were
12 the cost of placing a facility, as well as the cost of
13 moving trains back and forth from Union Station to the
14 yard. So that distance from Union Station was important.
15 Because we're -- we are a railroad system, we need rail
16 access to and from the site and control of our track and
17 ways to deal with freight trains that also might be in the
18 area; so mainline crossings. The third point: We need to
19 have access for cars and trucks across RTD and the freight
20 rail mainlines so we could get into and out of the site,
21 if we need to do that, or for repair reasons.

22 The size and the layout, or the configuration,
23 was important because we initially thought that we needed
24 somewhere in the range of 90 acres. We found that we
25 could do with about half of that, and so that's -- that

1 helped us in our evaluation. Impacts to major roadways in
2 the area -- we wouldn't want to close roadways because of
3 all of the train movements back and forth. And then
4 finally, would there be any substantial environmental
5 concerns; things that would tell us that we can't be
6 there, if there's some problem that we would have to deal
7 with first? So those are the different sites that we
8 considered. And we actually worked through a process to
9 look at those considerations and evaluated the options.

10 Let me walk you through the history of what we
11 did. And there's a little road map here where four and a
12 half years ago we start thinking about the FasTracks
13 System and where would we place a Commuter Rail
14 Maintenance Facility. Through that process -- and the map
15 I just showed you, those 24 sites -- we looked at all of
16 those. And the best site seemed to be a site over by the
17 stock yards -- or Stock Show at the Union Pacific site at
18 40th and -- 40th. They also call that the 36th Street
19 yard.

20 So the East Corridor project started to work
21 with that as the site for the maintenance facility. But
22 what happened is that we were not able to work with the
23 railroads to select that site. The original intention was
24 to help the railroads, to relocate some of their
25 operations out. If you remember, out -- up in Fort

1 Lupton, north of Brighton, those negotiations required a
2 number of different pieces to happen at the same time, and
3 RTD was not able to conclude those negotiations. So that
4 meant that we had to start looking again at some of those
5 sites that we had already considered. So we reopened and
6 began looking at sites.

7 About a year ago, we initially identified a
8 site over off of Ringsby Court where RTD right now has
9 their bus garage. And along with other uses in the area,
10 that seemed to be a place that might work for us. And so
11 we began to work at that location; a lot of meetings with
12 the community, with agencies. One of the things that
13 would have to happen is that we would have to move the bus
14 garage. That would be very expensive. We would have to
15 find a new place for the bus garage. We would be building
16 a Commuter Rail Maintenance Facility.

17 As you know, the costs of the system are
18 increasing. So RTD said, Let's look for other ways for us
19 to provide a Commuter Rail Maintenance Facility. In fact,
20 we had some experts come in from around the country to
21 help us understand: Could we do it on a different way on
22 a smaller site? And so through that process, we
23 reconsidered a number of sites, and we concluded that the
24 Fox North site was the best that met the criteria and
25 would perform appropriately. So that was the road map

1 that we followed.

2 Let me tell you about a couple of things
3 relative to the Fox North site as the preferred location.
4 And there really is these -- these two pieces. In the
5 fall of 2008, that peer review, or that group of experts
6 that came in from around the country, suggested that maybe
7 a smaller or more compact maintenance facility would be
8 workable. And so working with our team, we began to
9 consider that. And where would other locations be
10 appropriate and could we save the money and not have to
11 move the bus garage?

12 At the same time -- and some of you might have
13 been following this project -- the Gold Line work -- the
14 Gold Line, again, starts downtown and follows out to
15 Arvada and Wheat Ridge. The Gold Line Environmental
16 Impact Statement -- the Draft Environmental Impact
17 Statement -- selected an alignment called the East Direct
18 Alignment to connect Denver Union Station to Pecos. And
19 that proposed alignment would require RTD to purchase
20 three of the four properties comprising the Fox North
21 site.

22 The original alignment was intended to go to
23 the middle of the rail yard; this being I-70, here's I-25,
24 and here's Fox Street right about here. The original
25 alignment for the Gold Line was in the middle of the rail

1 yards. And again, because we were not able to work out
2 the negotiations with the railroad, we had to move that
3 line. And the Gold Line project team evaluated a number
4 of different options.

5 So what alignments were considered during the
6 Gold Line process? The Gold Line assessed five different
7 alignments between Denver Union Station and the Pecos
8 Station. So this is through the rail yards or maybe to
9 the west of the rail yards or to the east of the rail
10 yards. And that information was shared with people in the
11 Draft Environmental Impact Statement last summer. The
12 Gold Line work identified and selected this East Direct
13 Alignment as the preferred alignment because of lower
14 costs, public support, and fewer environmental impacts.
15 So the East Direct Alignment is shown here as Option B.
16 That's the dashed green line.

17 So that's -- with that information, we were
18 able to then provide a supporting document to the two
19 Environmental Impact Statements. That's why this is
20 called the Supplemental Environmental Assessment. It
21 supports both the Gold Line Draft EIS and the East
22 Corridor Draft EIS. And we have prepared this
23 Supplemental Environmental Assessment and we're asking now
24 for comments over this 30-day period. And that comment
25 period concludes on May 15th.

1 When we gather the comments, after that date,
2 both of the projects -- the Gold Line and the East
3 Corridor -- can begin to work on their Final Environmental
4 Impact Statement. So they'll take your comments, they'll
5 respond to those, and they'll include those in those
6 documents. Now, why is that important? It's important
7 because that, then, becomes the action document that the
8 Federal Transit Administration will finally approve. And
9 they issue something called a Record of Decision. So
10 that's a formal process to provide for public input and
11 guarantees about the way RTD would go about making these
12 projects come to life.

13 So that's the Supplemental EA process. What I
14 would like to do now is to turn the microphone over to my
15 colleagues who have been working on both the maintenance
16 facility and the Gold Line. And they'll talk you through
17 the impacts that we found with this project. So Don
18 Ulrich and Chris Proud.

19 MR. DON ULRICH: Okay. Thank you all for
20 coming out tonight. My colleague, Chris Proud, and myself
21 will talk to you about the environmental effects of these
22 projects tonight. We'll start with the general, and we'll
23 go into some more specifics, including some aerial
24 photographs.

25 Okay. You see a long list of stuff here, and

1 this is what is in the Supplemental Environmental
2 Assessment. It's also the same kinds of things that we
3 talked about when we did the impact statement for the Gold
4 Line. Now, what is key here is not all of these resources
5 are applicable to all projects. For example, if you look
6 up here, one of the things we have to look at is
7 biological resources. If you're studying a site that is
8 all concrete and industrial, there's not a lot of biology
9 there. If you're studying a site that has no water,
10 there's not a lot of water impact. So when you deal with
11 a project like this -- which is industrial land use, in
12 our vocabulary; you look at the kinds of things that would
13 affect industrial land use. And that's what Chris and I
14 will primarily focus on.

15 Okay. So the resources with impacts, these
16 are "people" kinds of things. They are -- because there
17 are no animals on this site, as I mentioned earlier, we're
18 going to focus on the people issues. Historic impacts is
19 one of the issues. And believe it or not, we have a
20 segment of historic track that we found that is an impact
21 concern that Chris will go over in detail.

22 Economics, which everybody is interested in,
23 is dealing with jobs and assessing valuation and things
24 related to the economic engine of Denver. This particular
25 project, the impacts -- we estimate about 242 jobs would

1 be displaced with the property acquisition and the
2 commuter rail maintenance facility would have about 300
3 people employed at the facility itself.

4 Land acquisition is right along with that. If
5 you acquire the land, you obviously are going to take a
6 business along with it. In this particular case, the
7 alignment has three industrial parcels, and the commuter
8 rail maintenance facility has one industrial parcel. Now,
9 Rick talked earlier about the fact that we studied
10 different alignment options. And as soon as we got
11 outside of the railroad alignment, it was almost
12 impossible for us to avoid private property, because it's
13 all private property, all the way up to Pecos.

14 Okay. Again, this is -- let me get another
15 tool here. This will give you a refresher again. We are
16 looking at the alignment and the Commuter Rail Maintenance
17 Facility. It looks like I should have a little more
18 coffee, huh? I'll go through the impacts up to the
19 Commuter Rail Maintenance Facility, and then Chris will
20 take them from the facility itself up to Pecos. This is
21 a -- an aerial photograph of the alignment. And to orient
22 you, this is Coors Field here, this is Park Avenue, and
23 this is Denver Union Station, down in here. And we start
24 at Denver Union Station, as Rick said, and we move north.

25 Now, when you see anything that looks purple

1 or pink to you, that is a structure. And by a
2 "structure," I mean it's something that is above ground.
3 And you will see, we have quite a roller coaster here.
4 And the roller coaster, for the most part, goes through
5 industrial land as we get north. We have the Central
6 Platte Valley developments that are occurring here. This
7 is about a 3,000-foot bridge over the Platte River. And
8 it is a visual change, but we believe that the visual
9 change is compatible with the other highway structures
10 that are proximate to it in this area.

11 Let's move further north here. You can see
12 this bridge goes across the river into a City and County
13 of Denver property where there is a partial -- what we
14 call a partial property acquisition, meaning that we take
15 a sliver of the property and the property can still
16 function. And as we go further north, now all of a
17 sudden, we have to go underneath. It doesn't look like
18 this is underneath, but this is underneath I-25. So then
19 we have to dive down. And remember, we have great -- we
20 have large vehicles here that are going up and down, so
21 this is not -- it can't be designed like a roller coaster,
22 although it may look like one.

23 We go under I-25 and then we come up over
24 38th. We have another bridge. And the bridge
25 architecture in this case will be designed to replicate

1 the existing structures and actually improve on them as we
2 go over 38th. And as we -- then we continue to go north
3 here. And this is the 41st Avenue station. And you can
4 see here -- those of you with really good eyesight -- that
5 we have a purple square over here which is where the
6 pedestrian structure touches down from -- from the Inca
7 area neighborhoods over to the 41st Avenue station.

8 From the station, we go north, and we have --
9 anytime we cross a freight rail alignment, we have to go
10 in the air. We cannot cross like a street does. We
11 cannot have an intersection like that. We have to have --
12 we have to do what's called being grade separated. So you
13 can't have these freight trains and commuter rail trains
14 mixed together in the same alignment. So here we go up in
15 the air again. We have another 3,000-foot structure. And
16 then we dive under I-70 up into the facility that is the
17 principal focus of our discussions tonight. And at that
18 point, I'll turn it over to Chris to talk about the impact
19 of the commuter rail maintenance facility itself.

20 MR. CHRIS PROUD: Can everyone hear me okay?
21 Thank you. As Don mentioned, I'm going to talk about the
22 impacts in the vicinity of the actual facility, the
23 Commuter Rail Maintenance Facility, as it's proposed. And
24 we've got impacts that I'm going to talk about. We've got
25 some traffic impacts that we'll talk about. There are

1 some visual change things happening here. We have some
2 cultural resources, as Don had mentioned as well, or some
3 historic track that we need to talk about. And then
4 finally, we'll also talk about the property acquisitions
5 and the impacts that are associated with that; the
6 economic and other impacts.

7 So I'll just take them in the order that I put
8 them here. First, let's talk about the traffic. Really,
9 we don't see this as a significant impact on this
10 particular project. But down here where Fox Street comes
11 into 48th Avenue, the way that we're looking at this, with
12 the number of trips that will be out there in terms of
13 people driving to and from the facility, there is an issue
14 with that intersection. But it's something that's fairly
15 easily addressed; just through restriping. And we
16 actually might each have a better situation in the future
17 than we have today. So this is not one that we're
18 exceptionally concerned about at this point, but we do
19 want to make sure that it's mentioned.

20 The next item is visual change. Obviously
21 we're changing what's out there today. But we are taking
22 an existing industrial site -- industrial sites, and
23 replacing it with another industrial use. Therefore,
24 there's not a lot of change that's really occurring that
25 would rise to the level of actually being an impact. So

1 when it comes to visual, we don't really see that as an
2 impact as well.

3 Miles, if you move up just a little bit so we
4 can get -- perfect. The other item that we have -- this
5 call-out box actually says "Historic Impact or Cultural
6 Resource Impact." And with that one, as Don mentioned, if
7 you're familiar with Fox Street, on the west side of Fox
8 Street, there's a track that runs right there. And that
9 track is actually considered historic. And for this
10 particular project, we'd have to remove that track in
11 order to build the facility. So that would be considered
12 an impact to that historic track.

13 And then the final piece has to do with the
14 property acquisitions and the compounding impacts that are
15 associated with those property acquisitions. And I'll
16 just set a little bit of context here for you. First,
17 just so you know what you're looking at on the picture up
18 here, as Don and Rick had both mentioned, there are sort
19 of two components of this project. There is the shared
20 alignment -- so the rail corridor that's coming through
21 here -- and then there's the Commuter Rail Maintenance
22 Facility itself. So those are two components. And it's
23 the sum of those two things that make up the actual impact
24 for the project.

25 However, there are certain impacts that are

1 associated just with the -- sorry -- just with the rail
2 corridor and then others that are associated with the
3 facility itself. And in the document and on the boards
4 back here, you'll see that it is broken out in that way;
5 but, then again, we sum it up to show you the total impact
6 that we have. But because it's presented this way in the
7 document, I'll break it out for you also.

8 So the blue or the gray shading that you see
9 would be property that would need to be acquired
10 specifically associated with the rail alignment, so the
11 rail track that's going up there. And then the red or
12 pinkish that you see up at the top there is an impact
13 that's specifically associated with the Commuter Rail
14 Maintenance Facility, so building the facility itself.
15 But again, the important piece is it's the sum of those
16 two things that really matters.

17 Miles, if you'd go back down to the bottom
18 just a little bit here -- there's a total of about 43
19 acres that RTD would need to purchase in order to develop
20 this facility. And of that, 31 acres is associated with
21 the construction of the actual rail corridor and the
22 remainder is associated with construction of the Commuter
23 Rail Maintenance Facility. Now, with that said, there are
24 actually four businesses on that 41 -- excuse me, 42 or so
25 acres that are out there. So those four businesses would

1 be impacted by the acquisition of that property. And of
2 those four businesses, three are associated with the rail
3 corridor and one with the Commuter Rail Maintenance
4 Facility itself.

5 We estimate -- and Don mentioned it is an
6 estimate at this point -- that there's about 242 or -- 242
7 or so employees that are employed by these four businesses
8 that are on the site. So those are really the sum of our
9 impacts. It's the acquisition of the 42-or-some-odd
10 acres, the four businesses that would be displaced, and
11 the impacts to those 242-some-odd employees at this point
12 under the estimate.

13 So with that, it gives you a pretty high-level
14 understanding of what's happening here at the facility
15 itself. So I'm going to actually move north and complete
16 the rest of the alignment. And then we'll talk about some
17 of the mitigations that are proposed in the document, as
18 well, to deal with some of these impacts.

19 Miles, if you move a little bit north here to
20 start -- keep going. You see, as we leave the Commuter
21 Rail Maintenance Facility -- that's good -- you start to
22 see more pink and purple, and that's the bridge that's
23 going up through this particular rail yard. We don't
24 really see this as an issue. It's entirely industrial and
25 rail yards in this area, so it's really not an impact.

1 And if we keep going out to the end, Miles, we see the
2 Pecos Station that's part of the Gold Line project. And
3 then the -- essentially, our shared alignment ends right
4 there. The project ends there just on the other side of
5 Pecos Street.

6 So that gives you a high-level overview
7 between what both Don and I talked about, you know, what
8 are the actual impacts. So what I would like to do now --
9 can I get the clicker -- I'm going to talk a little bit
10 about -- so what's proposed as far as mitigation in the
11 environmental document at this point for you all to
12 comment on as well. And I'll cover the most
13 straightforward one first, which is cultural resources.
14 And over here on the actual presentation, there's a few
15 things that are proposed to deal with that impact to the
16 historic track.

17 We deal with the State Office of Historic
18 Preservation. They have to agree with whatever mitigation
19 we propose for this and essentially it's a -- typically
20 what we call Level-2 documentation. And what that means
21 is that we're simply documenting the historic track.
22 We're photographing it. We're making sure that for
23 history we have it -- we have it documented and we
24 understand what it is. Now, all of this would need to be
25 completed prior to construction, prior to removing that

1 historic track. So that's cultural resources.

2 Now, more detail related to the land
3 acquisition and the economics. And we've grouped these
4 together because they're actually -- they're definitely
5 tied together; they're dependent on each other. Now, with
6 any federal project or any project that has federal money
7 associated with it, we are required to comply with what's
8 called -- on that first bullet there -- The Uniform
9 Relocation Assistance and Real Property Acquisition Policy
10 Act. A lot of words, and we just call it the Uniform Act,
11 essentially. And the Uniform Act, it lays out the details
12 of how RTD engages with private property owners where they
13 need to purchase their property to make the project
14 function and work and be able to construct. So it really
15 sets up the details so that each federal project is
16 consistent in how they do this.

17 Now, the short of it is that there's a
18 notification that would occur. Once RTD determines, okay,
19 through this process we definitely need to acquire private
20 property to make it happen, we would need to formally
21 notify each of these property owners. There would be an
22 appraisal that occurs. And in the state of Colorado, the
23 property owner has input on that appraiser as well.
24 There's a fair market value that's determined. So what's
25 really the value of the property that's out there? And

1 then RTD enters into negotiations to purchase the property
2 with the hope that it's a successful negotiation and we're
3 able to purchase it and move forward. So that's, in a
4 very high-level way, in a very short way, how RTD would
5 engage with private property owners.

6 Now, a couple -- few other things that RTD
7 would be doing is preparing what's called a relocation
8 analysis. And the purpose of that relocation analysis is
9 because, obviously, if there are businesses on the
10 property, or in some cases, homeowners, things like that,
11 we need to try to be as sensitive to the impacts
12 associated with that as possible. So that's -- moving
13 forward, RTD would actually prepare that type of
14 relocation analysis; and to the best that they possibly
15 can, deal with those negative impacts associated with it.

16 RTD also offers relocation assistance and
17 advisory services to the owners. And that relocation
18 really depends on what the property owners and business
19 owners actually need. So we would work with them to
20 figure out, okay, how would we move forward with this and
21 what would that relocation assistance look like? It may
22 include some type of relocation payments or other types of
23 assistance. And the eligibility for those types of
24 payments is determined through a federal criteria that's
25 set for that.

1 So this is really a simple and fairly
2 high-level look at how the mitigation is actually
3 presented. And this is how it's presented in the
4 document. And we're looking for comment tonight as well.
5 So what you see on the boards back here and in the
6 document itself would be very similar to this. So with
7 that, I'm going to go ahead and hand it back over to Cody.

8 MR. CODY WERTZ: Great. Thank you very much,
9 Chris. Appreciate it. With that, let me go over the
10 upcoming decision document milestones. And as Rick put it
11 earlier very well, the SEA will become a part of the Gold
12 Line and East Corridor Environmental Impact Statements --
13 the Final Environmental Impact Statements.

14 So your comments from this evening and through
15 the comment period, those comments will be included, as
16 well as responses from RTD, in the FEIS of both of those
17 documents. Those are expected sometime in the summer --
18 this summer, summer '09. And then the proposed Commuter
19 Rail Maintenance Facility would be -- the project would be
20 approved with the record of decision from one of those,
21 the Gold Line or the East Corridor, whichever comes first.
22 So there is still time after May 15th. This process is
23 still going on. There's still time for input. It's an
24 ongoing process. It's had a long history. There's still
25 some time for input, et cetera.

1 So we've talked about this Supplemental EA a
2 lot. Where do we review it? Where can we see it?
3 Obviously, you can see it here tonight. It's available
4 right over here in this area. It's online. It's at
5 www.RTD-FasTracks.com, RTDgoldline.com, and
6 eastcorridor.com. You can also view it in person --
7 that's through the May 15th period -- at ten libraries.
8 Those ten libraries are in the newsletter that you -- the
9 handout that you probably all received. If you didn't,
10 you can view it online. And we'll make sure we get you a
11 copy if you don't have a copy. But at those ten
12 libraries, it's available if you need to see it.

13 So Supplemental EA comments -- how do you
14 submit a comment? Where can you submit a comment? You
15 can do it in person tonight, verbally, if you've
16 preregistered. You can do it back at the comment station
17 back there. You can either type it in yourself. Kristie
18 Estes is the person at that station. She will also type
19 in your comment for you, if you would like.

20 You can also do it online. You can start --
21 you can do it online tonight. You can do it online
22 anytime through May 15th, like I said, at
23 RTD-FasTracks.com, eastcorridor.com, or RTDgoldline.com.
24 You can also do it by e-mail anytime through May 15th at
25 crmf@RTD-FasTracks.com. You can also do it by mail, if

1 you would like to. You can mail it to David Beckhouse,
2 FTA Region 8, 12300 West Dakota Avenue, Number 310.
3 That's available in that newsletter as well. Again, the
4 comment period ends May 15th for formal comments on
5 Supplemental EA.

6 All right. We've reached the verbal comment
7 period; what you've all been waiting for. All right.

8 Okay. Let me talk about the process again.
9 If you haven't preregistered, please preregister. I don't
10 know if you've heard that from me tonight, but you're
11 going to hear it again.

12 There was a question about can you ask
13 questions. You certainly can, as part of your comment;
14 but there won't be a response tonight. Those responses,
15 like I said, will be in those Final EIS documents. If
16 you're requiring some kind verbal interaction, if you want
17 some answers to some of your questions, that's why the
18 project staff are here on both sides of the room. Please
19 do. You can get up during the verbal comment. You can
20 talk to the staff. They're here. As long as you're here,
21 they're here tonight.

22 All right. Again, like I said, registration
23 is outside the meeting hall. You're assigned to a comment
24 group. That's a group of ten, all randomly picked, of
25 names out of that list. And I'll call you up. There's a

1 three-minute limit for verbal comments. I will cut you
2 off after three minutes. It will be tough, but I will do
3 it. You may not defer or give your verbal time to other
4 individuals. It's three minutes. That's three minutes of
5 your time. That's it.

6 And then when you do step up, please do
7 clearly state your name -- your full name and your city of
8 residence before beginning your comment. I'll ask you to
9 do that if you forget. But know that I may not pronounce
10 your name correctly, so please do correct me. Be nice to
11 me. I'll get it wrong -- I'll get some of your names
12 wrong, and I apologize. So with that, I'm going to take a
13 second. I'm going to pull out the first group, and we'll
14 get started here in just a second. Thank you.

15 All right. This is being done very random, so
16 remember that. The first name in the first group, which
17 is Group 1, which -- if you have a white slip of paper,
18 you're in Group 1, so you're on deck. But I've got
19 Gilbert Zertucci. Is that correct? Gilbert, come on
20 down. And let me pull another name out before you get
21 started, Gilbert, just to tell who's on deck. We've got
22 John Rutledge on deck right after Gilbert.

23 Gilbert, you're up.

24 MR. GILBERT ZERTUCCI: My name is Gilbert
25 Zertucci. My residence is Denver. I want to talk about

1 what OC means to me and what it would mean for us to lose
2 our jobs -- for RTD to take our plant. Our plant is
3 actually our home. My dad worked there; my brother. I
4 had uncles and cousins that worked there. I started
5 working since I was 18 years old. I am now 51 years old.
6 And the roofing business is all that I know. I know
7 nothing else. And it's the same thing for a lot of us.

8 I've known these guys for 20-plus years. And
9 we don't know anything else but roofing. And to lose our
10 jobs -- some of us are taking care of more than just our
11 family. We've got our grandparents living with us, our
12 great-grandparents. And it would ultimately mean we would
13 be on the streets. And I just think it's a bad time for
14 everybody. It's an economic bad time. But for RTD to do
15 this to us now, it just don't make sense. Thank you.

16 MR. CODY WERTZ: Thank you, Gilbert. Can you
17 please state your address for the court reporter.

18 MR. GILBERT ZERTUCCI: Denver residence?

19 MR. CODY WERTZ: Yes, please.

20 MR. GILBERT ZERTUCCI: You want my whole
21 address? 1660 South Stuart Street, Denver, Colorado
22 80219.

23 MR. CODY WERTZ: Thank you very much.

24 We've got John Rutledge up. And just a
25 reminder, just in case you don't know how your time is

1 going, there's a little timer up here. It will count down
2 two minutes, one minute, and then go on down and turn to
3 red when it's time for you to end your comment.

4 Go ahead, Mr. Rutledge.

5 MR. JOHN RUTLEDGE: Yes. I'll be known as the
6 man who followed Gilbert. My name is John Rutledge. I am
7 just "public" and just wanted to express to you that, of
8 course, I'm not part of the Owens Corning family. Someone
9 from the public had to show up in a suit, I guess. But
10 maybe I'm here as a rail fan. One reason I have my back
11 to these folks is that I've just finished 20 years, and
12 I'm now a retired civil engineer. And I actually haven't
13 been working for a while, as I said, as a civil engineer.
14 You know, I just had the chance to retire and they let me
15 go ahead and submit paperwork for that. It is a tough
16 economy.

17 However, this is a wonderful plan. I see a
18 picture up there. It's got four -- a tree of four golden
19 branches coming out of the north side of the Denver metro
20 area, and it provides opportunity for others. And what
21 you're looking at is that there's a piece of land right
22 there, Owens Corning, right at the base of it. To me, I
23 look at that and I see that people need to be protected
24 from weather. Okay? People will always, on average, be
25 replacing their roofs every 20 years. So in that respect,

1 Owens Corning is needed. I understand that for this to go
2 forward, that the company has to be willing to relocate.
3 I ask you: Can Owens Corning operate without you?

4 So in summary, let me just say: If you want
5 it for Denver and for your families, make it so.

6 MR. CODY WERTZ: Thank you, Mr. Rutledge.
7 Could you state just your city of residence.

8 MR. JOHN RUTLEDGE: I actually live in Denver
9 at this time.

10 MR. CODY WERTZ: Thank you. We don't need an
11 address, I apologize; just city of residence.

12 All right. Mike Shaffner, and then Mike
13 Golliher is on deck.

14 MR. MIKE SHAFFNER: Yeah. I'm Mike Shaffner.
15 I live in Conifer, Colorado, and work at the Owens Corning
16 plant. Most of you, but probably not all of you, know
17 that at the roofing plant, we make residential shingles.
18 While the shingle is pretty mature as a product -- it's
19 been around for 30 years -- don't underestimate the
20 infrastructure that it takes to support the process
21 equipment to make this.

22 Those of you that know the plant, this might
23 be a little boring. But for those that don't, we have
24 several -- we have asphalt tanks outside, MLA tanks,
25 sealant tanks. All these tanks require piping,

1 processing, hot oil that goes with this piping. All three
2 of these systems go into a processing plant that's a
3 continuous line that's about 500 feet long. So there's
4 pipes everywhere that have to go into the plant and back
5 out. Hot oil tracing has to be on every single one of
6 these pipes throughout the whole thing. We have filler
7 that we pump throughout the plant; more piping. A lot of
8 this is five stories high. In addition to that, we have a
9 dust collection system. We have filler that we pump. We
10 have dust collection that has multiple branches on it,
11 along with fume collection.

12 When you look at all the infrastructure that
13 goes with this -- 400-some election boxes, the conduit,
14 the piping, all of that -- it's a pretty complex
15 infrastructure. And part of that goes to what it costs to
16 relocate this plant. And based on that, and the engineers
17 that we have that looked at this that have been doing this
18 for 30 years, installing process equipment across 14
19 plants across the U.S., I really wonder why RTD made a
20 comment that our estimate didn't have credibility.

21 From my perspective, you know to add \$100
22 million to this project, with costs being one of the main
23 implications of trying to site select, I think RTD needs
24 to look at other possibilities based on new information
25 that they find out here tonight and find a new location

1 that will be a win-win for everybody; for RTD, for the
2 community, and for Owens Corning. Thank you.

3 MR. CODY WERTZ: Thank you, Mr. Shaffner.
4 Mike?

5 MR. MIKE GOLLIHER: I'm Mike Golliher from
6 Fort Collins, Colorado, and I represent a supplier of
7 Owens Corning. We supply the filler used to make the
8 shingles.

9 I guess the comments that I'd like to make is,
10 I think you've really underestimated the impact that you
11 have. You said 242 employees. But that extends far
12 beyond this immediate area right here. We're up in Fort
13 Collins. We have 45 employees up there, and it affects us
14 up there as well. You need to take some of that into
15 account. The other thing I don't think you've taken into
16 account is how difficult it would be to replace this
17 plant. I mean, this plant is here in this location for a
18 reason. It's close to the resources it needs. If you
19 were to move this, you're going to change a lot of
20 different things, whether it's the oil, the -- you're
21 going to change the profitability of this plan. I think
22 you're going to need to take that into account.

23 The other thing that you've done is you've
24 kind of taken your problem and pushed it on them, you
25 know. You've picked a good spot for you. Where do they

1 go? Not everybody wants a plant in your backyard. Not
2 everybody wants a quarry in their backyard. And we deal
3 with the same types of things. There's only certain
4 places you can put it. So I hope that you would really
5 give a lot of consideration to the assistance you're going
6 to give this plant if you do plan on moving it. It's
7 going to be difficult. Thank you.

8 MR. CODY WERTZ: Thank you, sir.

9 I've got RJ Fernandez up, and then Dan Frayre
10 is up next.

11 RJ, don't forget to state your city of
12 residence. Thank you, sir.

13 MR. RJ FERNANDEZ: Hello. I'm RJ Fernandez
14 from Commerce City, Colorado. I've been employed at Owens
15 Corning for 17 years, but I have been in the roofing
16 business all my life. I'm like Gilbert; born into the
17 roofing business. My dad worked there -- started working
18 there in 1968 and did 21 years. I've had 20 family
19 members go through this business, from my mom, my dad,
20 both my brothers, uncles, and cousins. I started with
21 Owens Corning in 1992 as an entry position, and I have
22 worked my way up to a sourcing leader for both the roofing
23 plant and the asphalt plant.

24 Like John, I am not against RTD. As a matter
25 of fact, when my mom and dad left the roofing business,

1 they both went to RTD as drivers. My dad is retired from
2 RTD. My mom is still a bus driver. I am here to tell you
3 that I feel this is the wrong location for it. Under the
4 current economy, putting 100 of my coworkers, extending it
5 out to Fort Collins to our vendors, this is the wrong time
6 to do this. We need to really look into finding a
7 different location.

8 I'd like to close in thanking you guys. And
9 remember, 100 of my coworkers' livelihoods, families, will
10 be affected if the Fox North continues on its current
11 path.

12 MR. CODY WERTZ: Thank you.

13 Dan Frayre? And don't forget to state your
14 city of residence. And then next we have Ron Carrington
15 up on deck.

16 MR. DAN FRAYRE: My name is Dan Frayre, and I
17 live in Wheat Ridge. I've been working for Owens Corning
18 for 26 years now. And I have to tell you that Owens
19 Corning is a plant -- a company that truly cares about its
20 employees and their family and their growth and their
21 development. They are a company that is very conscious of
22 the environment, of their community. And today, at risk
23 are two world-class facilities.

24 I work at the asphalt plant. In February of
25 this year, we received a very prestigious award -- the

1 highest award that is handed out by OSHA -- which is the
2 OSHA VPP Star, in recognition for the effort and the
3 ownership that the employees put into our facilities and
4 for the dedication and the commitment that Owens Corning
5 leadership puts forward in everything that we do; not just
6 in the safety, which is -- I'm talking about safety now,
7 but we do it in various other ways.

8 So today, I would like to ask that, please
9 reconsider another site for this facility and not put at
10 risk these two world-class facilities. Thank you.

11 MR. CODY WERTZ: Thank you. After Ron, we
12 have Rick Newman on deck.

13 MR. RON CARRINGTON: My name is Ron
14 Carrington. I live in Broomfield, Colorado, but I work
15 right over here, along with all these other people. I
16 have a few comments. One, it says here that this is -- I
17 know this is the preferred site for RTD and that's what
18 the community at large has said, that this is the
19 preferred site. I would like to know how you came up with
20 that, because I didn't get to vote on it, and I don't
21 think anybody in this room voted on it. So that's the
22 first thing.

23 I would like to know how you think it's all
24 right to get rid of 225 jobs just for 300 jobs. To me,
25 these people are all working, I'm working, and you're

1 going to replace us. But we have a whole lot of people
2 that want to work, and we're working today, so you don't
3 need to move us. I deal with a lot of truck drivers
4 coming in and out. We have anywhere from 30 to 60 to 100
5 trucks a day coming in. That's a lot more people that you
6 need to put on your little count. I'd like to find out if
7 it affects any of your jobs. And the other thing is, I
8 would like to know: Why don't you go after your first
9 site? Because you're going after our site. Why don't you
10 put your efforts into going after your first site? Thank
11 you very much.

12 MR. CODY WERTZ: Thank you, sir.

13 Mr. Newman?

14 MR. RICK NEWMAN: Yes.

15 MR. CODY WERTZ: Great. Don't forget to state
16 your city of residence. And then on deck we've got
17 Mr. Bill Shockley and Mr. Mike Burton, who are going to
18 share their three minutes.

19 MR. RICK NEWMAN: I'm Rick Newman. I live in
20 Westminster, Colorado. I've been with Owens Corning for
21 30 years -- more than 30 years -- here at the Denver
22 location. And I have five kids and ten grandkids. And my
23 five -- of my five kids, three of my kids -- my boys, all
24 of my boys -- have worked at OC with me. And, of course,
25 I would like to see some of my grandkids work there as

1 well. This is a good place to work.

2 Back in September of 2001, a handful of
3 employees got together and shared a vision for our plant
4 that we felt like God was saying that we were going to
5 create a world-class operation here in Denver. And over
6 those next -- well, for two reasons: One, for His glory;
7 second, so that the 80 people that I work with could
8 be part -- we could all be part of something special.
9 Over the next seven years, we have -- the folks that I
10 work with, have done that, and we've created a world-class
11 operation like I don't think you'll find anywhere else.

12 If OC loses this operation -- I think that's
13 possible -- then we'll be losing a world -- Colorado --
14 the state of Colorado and the region will be losing a
15 world-class manufacturing operation, as well as all of
16 the -- all of us will lose the opportunity to be a part of
17 something special. So I would -- and I think there's
18 several people that have said -- I think RTD is a good
19 thing. I use it and my boys use it. And so I think it's
20 a good thing. I just would -- I just think if we put it
21 there, that Colorado will lose a world-class facility and
22 we will lose the opportunity to be part of something that
23 we have created. Thanks.

24 MR. CODY WERTZ: Thank you, Mr. Newman.

25 Gentlemen, don't forget to state your city of

1 residence. And you've got three minutes to share.

2 MR. MIKE BURTON: Highlands Ranch.

3 Good evening. My name is Bill Shockley. I'm
4 the plant leader for the Owens Corning sites here in
5 Denver. These are -- this is my family. Thank you for
6 giving us time to speak tonight. Owens Corning is here
7 tonight obviously because you've chosen our roofing plants
8 in the middle of the Fox North site.

9 You know, we're extremely important to the
10 Denver community, as you've seen here. We've been here
11 for more than 30 years. We employ 100 people at our two
12 facilities and another hundred indirectly. We also do
13 more than \$60 million annually, with over 200 local
14 companies that supply and service our facilities. And I
15 would like to acknowledge the significant presence of our
16 employees, suppliers, and customers that are here tonight,
17 and express my appreciation for their support.

18 Now, we support the FasTracks program, but we
19 oppose building the Commuter Rail Maintenance Facility on
20 the Fox North site. Owens Corning first learned of RTD's
21 plans for the Fox North site in February from a newspaper
22 article in the North Denver Tribune. We haven't been
23 consulted in this decision, and we are very concerned that
24 RTD does not fully understand the costs and the economic
25 impacts to this decision. It's important that the public

1 understands that if Owens Corning is forced to close the
2 roofing facility, we will also be forced to close our
3 asphalt plant on Bannock Street, as these two facilities
4 depend on each other. In a worst-case scenario, if we are
5 forced to stop operating in Denver, the community could
6 lose \$140 million annually in jobs and business.

7 Now, I want to make one thing very clear.
8 Owens Corning's top priority in the -- excuse me. Owens
9 Corning's top priority is to continue servicing our
10 customers' needs by operating here in Denver. We want to
11 stay in Denver. We want to protect the jobs of our
12 hardworking employees and the business and customers that
13 we do business with.

14 MR. MIKE BURTON: My name is Mike Burton, and
15 I'm the vice president of Owens Corning roofing and
16 asphalt operations. First, I would like to say I'm very
17 proud of the Denver team and our employees here in the
18 community. So thank you for being here.

19 As Bill stated, OC's dedicated to serving our
20 customers in the region while providing good jobs within
21 the community. A roofing shingle process, you already
22 heard, is very complicated; it's quite complex. And as
23 you heard, there's a lot of piping, there's a lot of
24 movement. But based on our experience and at 15 other
25 plants, is that it would cost close to \$80 million to be

1 able to move this, and it would take a time frame of three
2 years.

3 As you know, there's a lot of variables that
4 go into that. It is a challenge. It is a challenge we
5 would accept. It's a challenge where we want to stay in
6 the community. But in order to stay in the community and
7 stay in Denver, we would require fair and equitable
8 compensation for the relocation. We look forward to
9 working with RTD so that you can understand our business
10 to understand the facts. I know you're in the process.
11 We want to be a part of that process and look forward to
12 joining with you so that you can have many of the facts
13 that we have so that you can make the right decisions.

14 Only as a last resort do we ever want to
15 consider having to shut down and to eliminate the
16 employment in this area and to impact the community. So
17 thanks for listening, and we will look forward to any
18 questions you might have after this session.

19 MR. CODY WERTZ: Thank you. Mr. Burton, can
20 you state your city of residence? I'm sorry.

21 MR. MIKE BURTON: Toledo, Ohio.

22 MR. CODY WERTZ: Okay. That concludes the
23 first group. We are now on our second group of ten.
24 We've got Scott White up. And then on deck is Rosa
25 Frayre.

1 MR. SCOTT WHITE: I'm Scott White; Golden,
2 Colorado. I'm the president of Denver Machine Shop.
3 We're a local shop that over -- just right over in the
4 Denargo Market, and we employ 22 people. I'm here to
5 speak on behalf of Owens Corning. It's not just the 242
6 jobs that are at stake. I sold over \$75,000 worth of
7 infrastructure and rebuild of their hoppers and
8 construction equipment last year. And I kept several of
9 my employees in a very slow time, at Christmas, when they
10 had shut down, busy, helping with their plant. So I want
11 you to consider that impact. It's a big environmental
12 impact for the whole community.

13 In addition, I believe that the infrastructure
14 would be very difficult to move. And once you get your
15 hands around that, once you see that, it will help you
16 make a better decision on the true costs of moving this
17 plant. I'm all for progress. I like FasTracks. And I
18 took my son on the railroad the other day, and he loves
19 it. I think it's super for our community. And I think we
20 need to make the right decision and the right impact. I
21 urge you to look back at the Union Pacific Railroad. I
22 know you can't negotiate with the railroads. But how many
23 jobs are impacted by moving a few rail lines? Consider
24 that. I'm not sure. I wasn't part of those negotiations.

25 If you do move the plant -- or if you do

1 consider moving the plant and they're able to move the
2 plant and they're able to stay in Denver, that would be
3 wonderful. So please consider these employees and
4 consider the rest of us that help them out.

5 MR. CODY WERTZ: Thank you very much.

6 Rosa? Don't forget to state your city of
7 residence.

8 MS. ROSA FRAYRE: My name is Rosa Frayre, and
9 I'm from Wheat Ridge. My husband works for Owens Corning.
10 This is my family and these are my friends and my
11 neighbors. I don't have elaborate statistics, charts,
12 PowerPoints or numbers, but I know about people. I grew
13 up local and my husband grew up in Stapleton, so I have an
14 environmental concern. This company and community is like
15 a beautiful tree with deep roots, branches, leaves, and
16 seeds that just can't be torn down because of some --
17 somebody's idea or somebody's project.

18 You have to really consider what you're
19 affecting. As part of both the company and the community,
20 I beg you to please go around this tree, build your
21 FaTracks project to go around or use an area that's not
22 going to impact all these people. And again, you know,
23 please don't tear it down. Thank you.

24 MR. CODY WERTZ: Thank you very much.

25 Next up is Jackie Brinton. And on deck would

1 be Shawn Enriques. And just a reminder that if you do
2 want to give a verbal comment tonight, do register, if you
3 have not already. There's still time -- or you can give
4 your comments at the back at the comment registration area
5 back there. Thank you very much.

6 Go ahead, Jackie.

7 MS. JACKIE BRINTON: I'm Jackie Brinton from
8 Arvada, Colorado. And I feel it's ridiculous to displace
9 four businesses, causing 242 to people to lose their jobs,
10 given that the current unemployment rate right now is 7.82
11 percent. And these are good-paying jobs in manufacturing
12 that are going the way of the wagon. They're very hard to
13 replace. And I feel that you should choose another site
14 adjacent to the railway, somewhere else where it's not as
15 populated with businesses causing the loss of all these
16 jobs. If you could put it somewhere else, we could
17 actually gain 300 jobs instead of losing 242.

18 We need manufacturing jobs here to keep
19 diversification in our economy so that if we hit another
20 downturn in our economy, it won't be a certain -- it won't
21 all be electronics and it won't all be computers and we
22 can keep our economy stable. And that's basically what I
23 have to say. I hope you choose another site because, like
24 I said, you could actually benefit by putting it somewhere
25 else and increasing our jobs by 300, which we really need.

1 MR. CODY WERTZ: Thank you.

2 Shawn, you're up. And then Mr. Dean Hess is
3 next.

4 MR. SHAWN ENRIQUES: Hi. My name is Shawn
5 Enriques. I work for Motion Industries. I'm the manager
6 of the Denver operation, and we support Owens Corning with
7 their maintenance operations products. Last year, we sold
8 \$340,000 worth of product to keep the plant operational.
9 So it's an important part of our business. It represents
10 about 3 percent of our sales and it could affect the 16
11 employees that depend on business throughout Denver.

12 I would urge the board to look at other
13 options where the impact would be less on jobs and on
14 Owens Corning particularly because the plant is a very
15 complicated animal, as I think you'll hear more and more
16 as you delve into it. It's not like moving a Wal-Mart
17 where you move some shelves and some product. It's a
18 complicated system. So I would urge you to look at other
19 sites, please.

20 MR. CODY WERTZ: Thank you very much.

21 Mr. Hess? And then Terry Steele is on deck.

22 MR. DEAN HESS: Hi. I'm Dean Hess, and I live
23 in Greeley, Colorado. I work for Motion Industries.
24 Shawn is my boss. I am the account salesman that calls on
25 Owens Corning and helps keep their plant running. We

1 supply critical parts that do keep the process running.
2 So if anything fails, the line goes down, they have lost
3 time, lost product not going out the door. So not only
4 would it affect our location here, but we represent about
5 20 to 30 major suppliers that we buy product from. So
6 it's a continual trickle-down that affects not only Motion
7 Industries but Dodge and Gates and SKF and a number of
8 manufacturers that we represent also. It would be a major
9 impact there.

10 I would like to say a personal note about
11 Owens Corning shingles. I do live in Greeley. Last May,
12 my house had significant damage when the tornado went
13 through. Every adjuster that came out said, Gee, what
14 shingles do you have on there; I've never seen a storm of
15 this size with hailstones of about two-and-a-half inch
16 diameter; the shingles looked really good except where the
17 impact was and knocked some granules off. Well, I came to
18 find out that I have Owens Corning shingles on my house.
19 I did have the option of putting something else on but
20 said -- I told my insurance company that I insisted I have
21 Owens Corning shingles back on.

22 So I would ask the board to consider all
23 options and at least make the time frame and the money
24 needed for Owens Corning to relocate so they do remain a
25 viable company in the Denver marketplace. Thank you.

1 MR. CODY WERTZ: Thank you.

2 We've got Terry Steele up. And then on deck
3 is Steve Douglas.

4 MR. TERRY STEELE: My name is Terry Steele. I
5 represent a company called Fowler & Peth. I live in
6 Parker, Colorado. Our company of 120 employees bases out
7 of the Denver market, 48th and Forest. Without Owens
8 Corning as a partner for us, we would lose our training
9 facilities, we would lose part of our inventory control --
10 our capabilities, and we would lose one of the finest
11 manufacturers of shingle products in this market where
12 it -- when it comes to providing good, quality, solid,
13 products. And that's due to all of these people.

14 When you lose the infrastructure that Owens
15 Corning provides -- you talk about 242 people; you're
16 talking thousands of people. You're talking people up and
17 down the line. You're talking my truck drivers. You're
18 talking my salespeople. You're talking my customers.
19 You're talking about basically shutting down something
20 that's been happening in Denver for a long time just
21 because a different site would not be available or we
22 didn't try hard enough for a different site.

23 And I ask you one question: What makes a good
24 citizen for the community of Denver? A good citizen is
25 somebody that provides jobs, provides income, provides a

1 financial structure. And, in turn, all of that provides
2 economic growth to anyplace where they are. That's all I
3 have.

4 MR. CODY WERTZ: Thank you.

5 Go ahead, Mr. Douglas.

6 MR. STEVE DOUGLAS: My name is Steve Douglas.
7 I reside in Denver. I'm the vice president of Suncor
8 Energy. We own and operate the only refinery in Colorado.
9 And we're here to support Owens Corning, who is a loyal
10 customer and a great business partner since we set up
11 business here in Colorado in 2003. I haven't read the
12 entire impact assessment study. In fact, we only just
13 learned about this in the last week. But based on what
14 I've seen and read tonight, I'd have to say that you have
15 significantly underestimated both the human impact and the
16 economic impact of this selection.

17 Speaking as one supplier, we sell \$15- to \$20
18 million in residual fuel to Owens Corning. It's loaded on
19 trucks in Commerce City and shipped just a few miles to
20 Owens Corning's facilities. If the facilities were to
21 close, we would be forced to an alternate sale, which
22 would be loading rail cars and shipping the product
23 hundreds of miles out of state. As we ship that out of
24 state, right along with it would go local jobs, local
25 community investment, and all the benefits of upgrading

1 product and manufacturing finished product here in
2 Colorado. As such, I urge you the reconsider your choice
3 of a maintenance site. Thank you.

4 MR. CODY WERTZ: Thank you very much.

5 I've got Matt Mongrain up. And then on deck
6 is Juan Garcia.

7 MR. MATT MONGRAIN: My name is Matt Mongrain.
8 I live in Lakewood, Colorado. I am a small business owner
9 that services the vending and coffee needs of the
10 employees of Owens Corning. And I'm here to tell you that
11 I've had the privilege and honor to service their needs
12 for the last three years. I get to service a lot of big
13 business here throughout the Denver metro area. The
14 personal impact that this would have to me is I would lose
15 5 percent of my gross annual revenue.

16 The loss of this and -- Owens Corning is a
17 wonderful company that takes great care of its employees.
18 As we've heard here today, they have -- excuse me; I get
19 nervous. I get to service the needs of lots of local
20 businesses here in down. And Owens Corning stands out to
21 me simply by the unity that they serve, that's embodied
22 within the corporation from top to bottom. I'm not
23 opposed to the -- to RTD or the maintenance facility. I'm
24 just strictly opposed to the site location.

25 The one thing that I haven't heard tonight

1 that I would like to raise is the significant economic
2 impact that this would have on the long-term housing
3 market in the state of Colorado. I'm a native to
4 Colorado. And the last statistic that I've seen is
5 population growth is projected to increase by 1 million
6 residents in the state of Colorado by the year 2030. And
7 I think FasTracks would -- certainly caters to that
8 population growth and is very beneficial.

9 If Owens Corning were to choose to not
10 relocate their plant facility due to the fact that we
11 heard that they have 15 other roofing facilities located
12 throughout the country, not only would the jobs be lost,
13 but I fear the construction costs due to the fact that
14 there wouldn't be local production of this vital roofing
15 material to all the future residents and current residents
16 of the state of Colorado.

17 I urge you to reconsider your site location.
18 Thank you.

19 MR. CODY WERTZ: Thank you.

20 We've got Juan Garcia. And then on deck is
21 Donald Schultz.

22 MR. JUAN GARCIA: Hello. My name is Juan
23 Garcia. I live in Arvada, Colorado. And I'm here to talk
24 about my family. And Owens Corning is my family. I have
25 been employed by the -- I've been employed by the Owens

1 Corning plant for 27 years. I started in July of 1982 as
2 a shingle catcher. Back then, we used to catch shingles
3 by hand; it was manual labor. Now we have automatic
4 machines that do that.

5 I just want to say that Owens Corning is a
6 great company to work for. I wouldn't have stayed working
7 for them for this long if I didn't think so. I also have
8 two brothers that work there right now that have 20-plus
9 years among them. I had another brother that just quit
10 just a few days ago. But I just want to say that the
11 impact it has on Owens Corning, our family, if you were to
12 relocate us, you might -- we might not be able to move the
13 company because it's not viable for Owens Corning to say,
14 We're going to move you.

15 You know, if you guys choose to move us, it
16 may not be viable for Owens Corning. It might just cease
17 operations here in Denver, and that would impact more than
18 400 people. And that's just Owens Corning's employees.
19 I'm talking about their distributors, their customers;
20 we're talking another 4-, 500. So I just want to say on
21 behalf of Owens Corning, they are a family oriented team
22 that cares -- that actually cares about their employees.

23 One of our priorities at Owens Corning is
24 safety, number one. I'm proud to say we have worked at
25 the roofing plant 835 days without an accident.

1 MR. CODY WERTZ: Thank you very much.

2 We've got Donald Schultz. And then Aurelia
3 Chavez is on deck.

4 MR. DONALD SCHULTZ: Donald Schultz from
5 Denver, Colorado. I love FasTracks. I voted for it. I
6 support it with everything I can. I currently ride the
7 light rail every opportunity I can. I love it. There's
8 no better way to get around town. I've got a degree in
9 environmental science. It's a perfect way to transport
10 yourself here in the city of Denver.

11 However, I'm very disillusioned with RTD. I
12 voted for FasTracks. And the first news I got is you blew
13 the budget; you're way over budget. Now you want to spend
14 money and buy another company. It ticks me off. You have
15 a current facility over there off of C, B, D, and E Lines.
16 You own the property. The photographs I see here, the
17 FasTracks lines terminate at Union Station where the lines
18 currently terminate for the other light rail. You can
19 easily connect to the facility you already have.

20 You haven't proven to me -- I doubt these
21 people -- that you need another facility, yet you're
22 willing to spend my tax dollars to go and build one. I'm
23 disillusioned. I'm upset. I'm ticked. But I sure will
24 continue to ride light rail. Thank you.

25 MR. CODY WERTZ: Thank you for your time.

1 Ms. Chavez.

2 MS. AURELIA CHAVEZ: Hi. My name is Aurelia
3 Chavez and I'm here to talk because of Owens Corning
4 because my son is employed there, and I would not like
5 them to move this company. It's a good company. I went
6 on a tour there. They take pride in what they do.
7 Everybody is friendly. And I wish they would reconsider
8 and not move this company at all; because they're not just
9 going to hurt the employees, they're going to hurt all
10 their families. Thank you.

11 MR. CODY WERTZ: Aurelia, can you state your
12 city of residence?

13 MS. AURELIA CHAVEZ: Yes. I live in Denver,
14 Colorado; 7754 Raritan.

15 MR. CODY WERTZ: Thank you.

16 Gary Musgrave, you're up. And then on deck is
17 ID Bowerman.

18 MR. GARY MUSGRAVE: My name is Gary Musgrave,
19 from Lakewood, Colorado. I am an owner of a trucking
20 company. We provide transportation for Owens Corning. We
21 probably have as high as 15 drivers working for Owens
22 Corning hauling hot oil from various facilities to their
23 plants. Trucking is kind of my expertise.

24 One of the things that I found interesting in
25 listening to the RTD spokesperson, they originally

1 considered the bus garage down in the Platte Valley for --
2 and said that that was an ideal site. I suspect that
3 would be much cheaper to relocate a bus garage than it
4 would be a shingle plant. I also heard the spokesperson
5 talk about historic rail lines, which they're going to
6 photograph and tear out. It basically has no significance
7 to me or to the economy. I heard them talk about the view
8 from the bridges that they're going to build. And it
9 seems that RTD has more concern for historic rail lines,
10 bridges, and this type of thing than they do the fine
11 people that work at Owens Corning.

12 MR. CODY WERTZ: Thank you very much.

13 Your comments tonight have been extremely
14 articulate and passionate, and we thank you very much for
15 them. Right now we're down to the last two preregistered
16 individuals. So if you do want to give a verbal comment
17 this evening, you can still register, they'll give your
18 name to me, and you can provide your comment.

19 Right now, ID Bowerman is up. And then next
20 is Eugene Howard.

21 All right. If ID is not here -- Eugene, are
22 you here? Thank you, Eugene.

23 And then next would be Elia Fisher.

24 MR. EUGENE HOWARD: Good evening. And I just
25 wanted to thank RTD for putting this meeting on and thank

1 Owens Corning and all of their supporters for coming out
2 tonight.

3 I have actually -- I'm a Denver resident, and
4 I've actually been following this process for about --
5 going on almost four years now. I've been going to
6 meetings like this, hearing feedback from citizens, giving
7 my own feedback at different times. And when there are
8 difficult choices to make, whether it's for RTD or for
9 Owens Corning. I think there's also opportunities. I
10 personally think that a company is made up of the people
11 that work there and not so much the building that you work
12 in.

13 So maybe -- and I just throw this out there as
14 a question because I, too, support RTD and the future of
15 Denver and the greater metro area. I think by having
16 FasTracks, we have a great opportunity to be a national
17 player. A lot of attention is being placed on Denver
18 because of what we're doing and of the past events that
19 have taken place in recent times. I would love to see
20 Denver continue to grow and become the great city that
21 it's destined to be. And with that does come these
22 difficult choices and decisions that have to be made along
23 the way.

24 I don't want to see Owens Corning leave
25 Denver. I want to make that very clear. You know, I'm a

1 citizen here, I pay taxes here, and I believe that the
2 people make up a community; not corporations, not
3 government organizations, but it's the people. And I live
4 here and chose to live here because of the people and what
5 you all stand for and the values that we have in this
6 community. I think that RTD and Owens Corning have an
7 opportunity to come to an agreeable solution here.

8 I've heard from a number of you say that you
9 and generations of your family have worked in this
10 facility. I'm wondering -- and I'm throwing this out
11 there as a question -- maybe it's time for Owens Corning
12 to reward all of your dedication and hard work with a new
13 facility that maybe is still in Denver, because I agree
14 with that. I would like to -- but I also think that,
15 again, thinking about keeping you here, giving you a
16 facility that may solve two problems, and allow you to
17 stay and work in a world-class facility giving the
18 world-class support and work that you do may be a part of
19 the solution.

20 You know, I'm not here to say -- I'm not here
21 to decide, but I do think that maybe Owens Corning and RTD
22 have an opportunity to get together to come to an
23 agreeable solution for everyone. That's it.

24 MR. CODY WERTZ: Thank you, Eugene.

25 We did get a couple more verbal comments of

1 people who registered.

2 Elia Fisher, you are up. And Tim Savage,
3 you're on deck.

4 I would just want to remind you to please
5 respect your neighbors and let them finish their three
6 minutes uninterrupted.

7 MR. ELIA FISHER: Good evening. My name is
8 Elia Fisher. I'm a resident of the Globeville/Sunnyside
9 neighborhood. And I'd like to make the comment that I am
10 in favor of this location being a Commuter Rail
11 Maintenance Facility. I'm an actual residence; I live
12 here in this area.

13 I wonder how many white-collar jobs Owen --
14 excuse me; I'm nervous -- Owens Corning brings into this
15 area? We had a representative from Suncor. Some of these
16 multi-nationals that are here just say they do close
17 business with Owens Corning, say that they support
18 environmental causes. One time, I went to the Web site
19 opensecrets.org and looked at how many business in the
20 Swansia/Elyria/Globeville neighborhood actually support
21 environmental causes. Who do they give their money to?
22 These lawyers and these lobbyists who have these
23 anti-environmental agendas. I would like to see FaTracks
24 move ahead as far -- move ahead as quickly as possible.

25 Again, I'm a resident in the area, and I

1 wouldn't mind seeing the Commuter Rail Maintenance
2 Facility locate here. Thank you.

3 MR. CODY WERTZ: Thank you.

4 Just a reminder, please be respectful of your
5 neighbors.

6 We've got Tim Savage. And then Marcelo
7 Rainero is on deck.

8 MR. TIM SAVAGE: Hello. My name is Tim Savage
9 out of Greeley, Colorado. What we do for Owens Corning is
10 we provide Owens Corning with their wooden pallets for
11 them guys to ship their products on. Basically, we employ
12 around 75 employees at this time. Owens Corning
13 relocating, that would take 10 to 12 employees out of work
14 and also take away 25 percent of our business. We've been
15 working with Owens Corning going on eight years now, and
16 we're here to support these guys 100 percent. And we
17 don't want to see Owens Corning going away. That's all I
18 have to say. Thank you.

19 MR. CODY WERTZ: Thank you.

20 Marcelo.

21 MR. MARCELO RAINERO: Hello. My name is
22 Marcelo Rainero. I'm from Northglenn, Colorado. I want
23 to say a couple of things.

24 I want to start with facts. I've got three
25 minutes; that's a fact. If something is not broken, don't

1 try to fix it; second fact. Owens Corning has represented
2 a lot of things. Many of these guys here I've known for
3 many years. I do not work at Owens Corning right now, but
4 I love the company. I love all the guys and gals that
5 work there. Just as a reference to you guys to kind of
6 understand a little more, Owens Corning is a lot more than
7 just 300 jobs. It's much more than that, as it's been
8 stated before. I would say there's thousands of people
9 who depend on this company. The fact that people are --
10 consider each other as family, you know, I think it goes
11 beyond.

12 Now, I remember the current president has an
13 idea of creating more jobs; stimulating the economy,
14 right? So would it not be more reasonable to locate the
15 RTD facility somewhere elsewhere it's not going to take
16 over the jobs of these guys? Therefore, it -- maybe it
17 will be a little bit longer, but it will create jobs.
18 This is another fact I want to state. I believe that if
19 you guys -- because you guys have the upper hand. You are
20 with the government, so it's ultimately your decision.
21 And I think it's very possible that if you say, No, we
22 like that site, I think it's very possible you will take
23 it.

24 It's very possible, in these times that we
25 live in, in this economy, that Owens Corning will take

1 some kind of settlement and will end up saying, We do our
2 work with the remaining 15 facilities we have all over the
3 United States. Therefore, all these guys, all my friends,
4 will be out of work.

5 I've got 30 seconds. I do ask you guys to
6 reconsider that. I'm a combat veteran. I worked at Owens
7 Corning, left for the Army, and fought in Iraq. I did two
8 tours over there. I've been 27 months in Iraq. When I
9 came back, I worked at Owens Corning again. I owe my two
10 houses -- the two times I bought a house, I did do it by
11 working at Owens Corning. I do ask you to reconsider the
12 effect on these guys. Thank you.

13 MR. CODY WERTZ: We have a few more
14 individuals who wish to speak. We have Anjela Gajefski,
15 and Martha Ortiz is on deck.

16 MS. ANJELA GAJEFSKI: I just want to start by
17 saying today is my dad's 27th anniversary of working with
18 the company. He -- I'm 28 years old. I have a brother
19 that has worked for the company as well. This -- look
20 around this room at all the little children. If you take
21 these men's jobs, you take food out of the mouths of these
22 children. You need to think about that. And you're
23 taking jobs. Go ahead and move it to the adjacent field
24 that is available for you. Move it there so that you can
25 add jobs and not increase the unemployment rate that's

1 already growing. That's all I have to say.

2 MR. CODY WERTZ: Thank you very much.

3 Martha Ortiz.

4 MS. MARTHA ORTIZ: Good afternoon. My name is
5 Martha Ortiz. I live in Commerce City, Colorado. I am
6 the mother of two persons that work for Owens Corning;
7 nephews, friends, cousins. Like they said before, it's a
8 very supportive job -- you know, way to feed our kids.
9 Not only that, what I want to tell you this evening is
10 that Owens Corning is not only good for these families but
11 is also good for my congregation.

12 Donations mean a lot to us, and that's what I
13 want to talk about right now. We are -- I come from -- I
14 belong to a congregation that is over 300 people, and we
15 are very grateful to Owens Corning for the donation that
16 they give. It means a lot. And if RTD wants to move this
17 job -- you know, they're not moving Owens Corning; they're
18 moving us. Thank you.

19 MR. CODY WERTZ: Thank you.

20 All right. That is everybody that has signed
21 up for a verbal comment. We appreciate you coming
22 tonight. I want to reiterate that these verbal comments
23 will be included into the Gold Line and East Corridor
24 FEIS. And the responses to those comments will be in
25 there. There is still time to comment through May 15th.

1 We went over the various ways you could do that. You can
2 do it online. You can do it via letter. You can do it
3 via e-mail. You can still finish that up tonight. There
4 will still be staff around until you are gone.

5 Thank you very much for coming. We appreciate
6 it.

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REPORTER'S CERTIFICATE

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I, Wendy Evangelista, Registered Professional Reporter and Notary Public in and for the State of Colorado, do hereby certify that said proceedings were taken in shorthand by me at the time and place hereinabove set forth and was thereafter reduced to typewritten form under my supervision, as per the foregoing transcript; that the same is a full, true, and correct transcription of my shorthand notes then and there taken.

I further certify that I am not related to, employed by, nor counsel for any of the parties or attorneys herein, nor otherwise interested in the event of the within action.

My commission expires August 12, 2012; and I have hereunto set my hand April 29, 2009.

Registered Professional Reporter
and
Notary Public