



## Comments: Northwest Rail Governments Team

### Commuter Rail Technology Selection

Comments due Friday, September 28, 2007

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Commenting Agency:        Adams County

Comments
1. The Northwest Rail Project Team is making a preliminary recommendation to the public, agencies, and the RTD Board to initiate service for the Northwest Rail corridor in 2015 with <b>Diesel Multiple Unit (DMU) Commuter Rail Technology</b> .
<b>a. Do you support this recommendation? If so, why?</b>
The County has previously deferred a recommendation to support either EMU or DMU in order for the EIS process and RTD to determine the most appropriate technology for the Northwest Rail Line. Now that the process has determined DMU to be the appropriate technology, Adams County will consider supporting the project team's recommendation to move forward with DMU technology along the Northwest Corridor and will inform the RTD Board prior to the October 16, 2007 meeting.
2. After the three Public Workshops, Northwest Rail Governments Team representatives will meet to provide their input on the preliminary Project Team recommendation. This input and the input collected at the public workshops will then be forwarded to the RTD Board.
<b>a. Taking into account the FasTracks budget and the cost of implementing Electric Multiple Unit (EMU) technology on the Northwest Rail corridor, do you see any other options that RTD should consider?</b>
No.
<b>b. If the RTD Board supports DMU as the recommended technology for the Northwest Rail corridor, what other issues specific to DMU technology should the Environmental Evaluation address?</b>
<b>c. Other comments:</b>
The County would be interested in additional information on where DMU commuter rail technology is advancing. This information may help to explain how current and future advancements in technology could alleviate the impacts associated with the project. For instance, what specifically are the 2011 diesel standards? What modifications/technology will be used on the DMU to meet these standards and help to reduce emissions? How will current and advancing technologies such as methods to dampen vibration and noise be used in the project? Where is the research and development of alternative fuels, power sources, and other technologies heading that RTD may potentially be able to consider in the future alleviating even more impacts?
3. For the remainder of the year, the Environmental Evaluation will be looking at stations and Commuter Rail track alignment for the Northwest Rail corridor. RTD will present the



results of this analysis at Public Workshops in January 2008.

**a. What should the study consider as it examines these issues?**

The study should consider the positive benefits of a transfer station with the Gold Line at Pecos Street. The County refers to the transfer station as Pecos Junction, and sees the potential of the station area as a regional park-n-ride and bus/rail transfer facility. Because of the opportunity to transfer between the Gold and Northwest Rail lines, and its close proximity and accessibility to I-76, I-25 and I-70, Pecos Junction would provide additional travel connections for the northern metro communities wanting to travel to Arvada, Wheatridge, Boulder, Longmont, Denver, and destinations in-between. The county sees additional benefits to stations adjacent to Pecos Junction along both FasTracks corridors because a larger, more regionally located park-n-ride with freeway accessibility may potentially draw more vehicles and reduce the number of parking spaces needed in the neighborhood station areas along the Gold Line and Northwest Rail corridors. This in turn could alleviate local traffic impacts and provide more opportunities for development. The County would like to understand how the Northwest Rail EE and the Gold Line EIS could validate these assumptions and plan for the development of Pecos Junction.

In terms of the project and particularly the station areas, what are the potential drainage impacts associated with the project? How and when will discussions regarding drainage take place in the process?

Citizens have expressed concerns about safety, particularly around station areas. Information should be provided to the public regarding RTD's safety operations at stations and on the trains.

The EE should provide a better understanding of the different methods and track design elements the project will consider to lessen environmental impacts such as track noise and vibration.

**b. What other comments do you have about the Environmental Evaluation?**

Once the rail technology has been officially selected, the focus of our discussions should center on impacts to citizens and station locations.

Along with other jurisdictions, Adams County would like to be actively involved in the discussions about the methodologies used to determine impacts and to discuss the reasoning behind impacts that are considered significant while others are identified as moderate.

With the considerable number of identified noise and vibration impacts in Adams County, working with our citizens on mitigation will be very important.

Even though the Northwest Rail process only started in 2007, discussions about bringing commuter rail to this corridor has been ongoing for many years, so identifying and responding to citizen concerns as soon as possible during the process will be very important.