

# *US 36 Mayors/Commissioners Coalition (MCC)*

September 28, 2007

*Boulder County*

*City of Boulder*

*City & County of  
Broomfield*

*City of Louisville*

*Town of Superior*

*City of Westminster*

The U.S. 36 Mayors & Commissioners Coalition (MCC), whose membership includes Westminster, Broomfield, Louisville, Superior, Boulder and Boulder County, is writing regarding the recommendation of the Northwest Rail Project Team to select Diesel Multiple Unit (DMU) as the preferred technology for the Northwest Rail corridor.

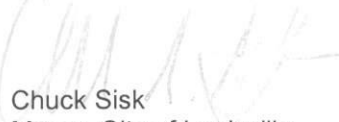
We strongly support the implementation of commuter rail in the US 36 corridor as was promised in FasTracks and supported by a large majority of the constituents in our jurisdictions. We also recognize that fiscal constraints have led to a recommendation for DMU technology along the Northwest Rail Corridor. Assuming RTD Board support for this recommendation, we request that the Board commit to using an alternative that provides the latest environmentally sound technology and ensures that the following mitigation measures are addressed:

- Strong commitment to air quality standards and emission levels: Purchasing vehicles that use cleaner burning fuels, such as bio-diesel, or advanced hybrid technologies that can be retrofitted or upgraded to cleaner-burning fuels as technologies evolve will support the Denver Metropolitan Region in its efforts to both attain and maintain air quality standards and protect the health of the public.
- Cleaner Burning Vehicles: The MCC requests that RTD commit to adhering to federal and state air quality standards or better, including the EPA's Tier 4 exhaust emission standards when implemented. We understand that new vehicles will be purchased every two years, which allows an opportunity to stay in compliance with changing regulations.
- Noise and Vibration: According to RTD analyses there are more noise and vibration impacts from DMU as compared to EMU, particularly around station areas. Minimizing noise and vibration by applying specific construction techniques and funding quiet zones are critical mitigation strategies.
- Commitment to service levels: Should the price of diesel dramatically outstrip that of electricity, service on the DMU-run lines should not be cut nor fares hiked solely on DMU lines.
- Ensure maximum flexibility: A decision to use DMU on the Northwest Rail line should include a commitment to ensuring the DMU cars can operate on other FasTracks lines, allowing eventual direct service to popular destinations such as DIA.

We also want to stress that there are mitigation issues common to both EMU and DMU, primarily those associated with the train horns used for safety purposes at road crossings. The facilitation of "quiet zones" at road crossings where residents are impacted must be an integral part of the project, mitigation and funding plans. The noise from crossing horns will be the greatest impact to be addressed throughout the corridor.

We appreciate this opportunity to comment and want to assure you that the Northwest Rail project has our full support as we move forward to implement this very important transportation improvement for our communities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chuck Sisk", written over a faint circular stamp.

Chuck Sisk  
Mayor, City of Louisville