



Comments: Northwest Rail Governments Team

**Commuter Rail Technology Selection
Comments due Friday, September 28, 2007**

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Commenting Agency: City and County of Broomfield

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 Diesel Multiple Unit (DMU) Commuter Rail Technology .
a. Do you support this recommendation? If so, why?
Given the cost constraints of the FasTracks program, DMU is acceptable to Broomfield if specific mitigations are included for noise, vibration and air quality.
- Evaluation and implementation of quiet zones are a critical issue for Broomfield. Additional mitigation measures including track design and construction, sound walls or berms and directional horn devices should be recommended through the EE to if warranted, with implementation commitments from RTD.
- Fifteen single family residences in Broomfield are impacted by DMU technology according to the EE. Mitigation strategies including maintenance, design, vehicle specifications and special track support systems may be warranted.
- DMU vehicles purchased for the corridor should meet EPA's Tier 4 or equivalent exhaust emission standards, and be replaced or maintained to stay in compliance with changing regulations.
- Feeder bus service should be an integral and committed component of the Northwest Rail to help mitigate single occupant vehicle emissions at park n Rides.
- Stations should be designed to include strong bicycle and pedestrian connections to the local street system.
DMUs are anticipated to have less visual impact along the US 36 Corridor and in developing areas within Broomfield.
b. Do you disagree with this recommendation? If so, why?
No
c. Other comments:



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.
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?
No.
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?
Please see mitigation issues as described in 1.a.
RTD should commit to evaluate and implement emerging clean fuel options and require the manufacturer of DMU vehicles for use in FasTracks Corridors to examine all possibilities for delivery of bio-diesel or hybrid diesel capable engines in its DMU vehicles.
c. Other comments:

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?
Broomfield's top priority is the need for a station at 116 th Avenue. RTD should continue to investigate and pursue funding to deliver the stations as developed before the NW Rail was severed from the US 36 EIS. Another cycle of the State SB 1 funding will be seeking project applications in early 2008 with approximately \$30M in funding available for qualifying projects.
b. What other comments do you have about the Environmental Evaluation?
The Northwest Rail EE benefits from consultant and RTD staff who are well informed about corridor issues and stakeholders. The EE scope, outcomes, and milestones for input and decision making have been clearly identified. It is important to adhere to the schedule for the EE and corridor implementation to facilitate community support and advance mobility options.