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Gold Line Screens Alternatives to Four Routes

DENVER – Four alternatives for the Gold Line Corridor have been recommended for further consideration by local elected officials and the Regional Transportation District (RTD) project team.

With leadership from RTD board members Juanita Chacon and Wally Pulliam, the elected officials and the project team agreed to screen down the number of alternatives under consideration to four from eight previously considered for the rail line that will run between Denver Union Station and Ward Road, using electric commuter rail, light rail or streetcar.

The teams agreed to eliminate four proposed alternatives, including all routes on Lowell Boulevard in northwest Denver, as well as a route on the Burlington Northern Santa Fe-Union Pacific (BN-UP) railroad corridor operating electric commuter rail with a transfer to streetcar at Sheridan Boulevard. Diesel commuter rail also was recommended for elimination, pending further RTD Board discussion.

“It’s important to note that leaders of the corridor communities and the project team have partnered to make recommendations that balance the needs of the community with regional transportation needs,” Chacon said.

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“We want to use the right rail technology in the right setting, so understanding the perspective of the local communities is critical,” said Liz Telford, corridor project manager.

As a result, electric commuter rail will be under consideration on railroad corridor routes, light rail on routes serving primarily commercial areas and streetcar on routes through both commercial and residential areas.

The four alternatives recommended for detailed evaluation include:

- Alternative 3: EMU on BN-UP corridor.
- Alternative 6DD: Light rail, 38th Avenue, Sheridan Boulevard to Ridge Road.
- Alternative 6G: Light rail, 38th Avenue to Harlan Street to Marshall Street.
- Alternative 7BB: Streetcar on 38th to Harlan Street to Marshall Street, with two options for station locations.

The project team will conduct detailed evaluations on each of the alternatives and hold public meetings summarizing the evaluation in early 2007. One alternative will be recommended as the preferred alternative for the Gold Line Corridor in spring 2007. Public meetings are planned to discuss the recommended preferred alternative in early 2007.

Public input can be submitted throughout the project during meetings, in writing or through the project Web site, www.rtdgoldline.com.

About Gold Line Corridor EIS

The Gold Line is an 11.2-mile rapid transit corridor extending from Denver Union Station in downtown Denver to Ward Road in Wheat Ridge. The Gold Line has an established budget of \$462 million. The two-year Environmental Impact Study will analyze transit alternatives and will include extensive public involvement.

About FasTracks

FasTracks is RTD’s voter-approved \$4.7 billion, 12-year program to expand rail and bus service throughout the RTD service area. Scheduled for completion in 2017, FasTracks will create six new light rail and commuter rail corridors, extend three existing corridors, add 21,000 new parking spaces, and expand bus service across the entire district.