

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



Comment	Source	Date Captured
<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY? I would like to see RTD go forward with the recommended electric option rather than diesel.</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 02 2007</p>

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 04 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes Yes, however noise pollution is a HUGE concern. BNSF & UP blare their horns at all hours of the day and night, keeping up residents and reducing ability to sell condos and lofts off of the rail. This alternative would only add to the noise pollution.</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY? I have lived in Olde Town Arvada since late 2006 and reside in their new development area (Water Tower Village). I will ride LightRail when Gold Line is complete. I've looked at the parking scenarios (A-D) and I prefer A (existing bus stop/lot) and C (parking structure that will not block views off Grandview). \ \ Although it is a BN/UP line, and there is little you can do about it, you should know that as a resident, it gets VERY noisy in Olde Town Arvada. With the constant train traffic and horns blaring at all hours of the day and night, the residents here would need assurances that the LightRail noise be kept to a minimum, especially with the amount of trains and ridership you are expecting. Should the BN/UP EMU proposal move ahead, you will be able to "sell" the idea more easily to existing residents and businesses if you offered to work with BN/UP in building a "quieter" rail. Perhaps low tone bells and flashing lights indicating approaching or departing train. \ \ With a safer line as a result of mixed use tracks, and having to slow down the trains considerably when rolling through the LightRail stations on the Gold Line, couldn't you get BN & UP to reduce the volume or frequency of horn blowing?</p>	<p>website</p>	<p>Jul 04 2007</p>
--	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY?</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)?</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE?</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY?</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 08 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY?</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)?</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE?</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY?</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 09 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? no</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY? Please, please take into consideration the electric trains vs. the diesel. the electric technology is much cleaner, healthier, and cheaper for the city in the long run. I would like my children to be able to enjoy Denver in the future!</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 09 2007</p>
--	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>There should be sufficient feeder buses serving all stations and the immediate neighborhoods.</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>Electric is the way we need to go. It is shortsighted to use diesel. I am concerned with air quality, especially while idling at stations.</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 09 2007</p>
--	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p> <p>I am troubled to hear that Diesel Multiple Units (DMUs) are being used rather than the Electric Multiple Units (EMUs). It is my understanding that EMUs are quieter and cleaner and less expensive to maintain and operate while DMUs are noisy, emit harmful fumes and may jeopardize federal funding. The choice seems clear.</p>	<p>website</p>	<p>Jul 09 2007</p>
--	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>Please do not bring diesel into the neighborhoods!!</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 09 2007</p>
--	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY? PIS hurry - looking forward to light rail!!</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 10 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY?</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 10 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY?</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 10 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY?</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 10 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 10 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 10 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY?</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 10 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>I SUPPORT ELECTRIC ONLY - No Diesel</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>I SUPPORT ELECTRIC ONLY - No Diesel</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>I SUPPORT ELECTRIC ONLY - No Diesel</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? no</p> <p>Need additions like this, but should be as an addition not instead</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY? I SUPPORT ELECTRIC ONLY - No Diesel \ \ North Denver needs the stop at 38th!</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 10 2007</p>
--	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? no</p> <p>my home is along the tracks and it would affect us greatly \ we don't want to give up our land</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)?</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? no</p> <p>the voters voted for light rail</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE?</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p> <p>our neighbors and ourselves included in the old arvada rail line \ definitely don't want the diesel trains-the noise and smell would \ be detrimentally to our suburbs and neighborhoods.the voters never voted for this.please reconsider.</p>	<p>website</p>	<p>Jul 11 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p><i>Note: The following comment was submitted by completing the Preferred Alternative Comment form.</i></p> <p>1) DO YOU SUPPORT THE RECOMMENDATION FOR THE ALIGNMENT OF THE PREFERRED ALTERNATIVE TO BE IN THE BNSF/UNION PACIFIC RAILROAD RIGHT OF WAY? yes</p> <p>2) DO YOU SUPPORT THE RECOMMENDATION THAT THE PREFERRED ALTERNATIVE SHOULD HAVE 7 STATIONS (38th/44th, Pecos, Federal, Sheridan, Olde Town, Ridge Rd., Ward Rd.)? yes</p> <p>3) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING COMMUTER RAIL ON THE BNSF/UP ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE GOLD LINE? yes</p> <p>3A) DO YOU SUPPORT THE RECOMMENDATION OF SELECTING ELECTRIC MULTIPLE UNIT (EMU, a.k.a. electric commuter rail) AS THE PREFERRED TECHNOLOGY FOR THE GOLD LINE? yes</p> <p>4) DO YOU SUPPORT THE RECOMMENDATION TO ELIMINATE ALTERNATIVE 7BB (Streetcar on 38th to Harlan alignment) FROM FURTHER STUDY? yes</p> <p>5) DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE SHARED WITH THE RTD BOARD FOR THEIR CONSIDERATION IN EVALUATING COMMUTER RAIL TECHNOLOGY?</p> <p>ANY ADDITIONAL COMMENTS MAY BE SUBMITTED HERE:</p>	<p>website</p>	<p>Jul 12 2007</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>This comment is a request to the RTD Board of Directors to ask the Gold Line Team to evaluate both EMU and DMU in its ongoing Gold Line Environmental Impact Studies during its July 24th meeting: EMU is certainly a preferable technology to DMU, but the true impact and cost of selecting EMU over DMU is unknown.</p> <p>The likely overrun in costs if an EMU-only option is selected may result in fewer scheduled trains, less-reliable single-track segments, inconvenient or delayed parking development and/or station design, fewer comfort, safety and security features, and, overall, a poorer selection for our community. I, and I think many other Arvada residents, want to know the 'real' costs of reducing our selection to only EMU trains before deciding which technology we prefer.</p> <p>This choice reminds me of the one my father-in-law, who was a Volvo fan, once made. When he bought his next new car, he selected an Oldsmobile. "Why," I asked? "I thought you'd already decided that the Volvo was the best choice."</p> <p>"It is," he replied, "but I just decided it would be nicer to have some money left over to take the family on a few more vacations."</p> <p>EMU is the best technology, but DMU is pretty good, too. Tell me what I have to give up to afford the EMU and then I'll decide which technology I favor. I can only do that if the board continues to cost-out and evaluate both technologies as part of a complete transportation system.</p> <p>--John XXXX (civil engineer, retired)</p>	<p>website</p>	<p>Jul 22 2007</p>
<p>Will the line run on 38th or 44th. What will happen to the residents on either line?</p>	<p>website</p>	<p>Jul 23 2007</p>
<p>Hello,</p> <p>I've heard that diesel units are being considered for use on the Gold Line. Is this a real possibility? I didn't find much information on the website.</p> <p>Thanks,</p> <p>Linda XXX XXX Grandview Avenue Arvada, CO XXX XXX-XXX-XXXX</p>	<p>email</p>	<p>Jul 24 2007</p>

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>My name is Jason XXXX, my address is XXXBlake St. Denver, CO XXX. When I heard of the possibility of diesel trains being utilized for the future development of future rail transportation for Denver I was very surprised. I am certain we would be taking a step back as a city and a community to not have electric cars. We have worked for years as a city to get as smog free as possible and I'm delighted to see a difference from the brown cloud I remember as a child. Even though diesels have made great strides in efficiency and smog control, they would not benefit from future sustainable power sources such as wind and solar power-something we utilize quite well in Colorado. I'm sure the citizens would approve the extra up front cost of electric in exchange for a better return on health-investment and overall city beautification.</p> <p>Thank you for your consideration,</p> <p>Jason XXXX XXX Blake St. Denver, CO XXX XXXX</p> <ol style="list-style-type: none"> 1. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. 2. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan 3. DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america 4. There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. 5. Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm <http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm <http://www.epa.gov/region07/programs/artd/air/quality/health.htm> http://www.epa.gov/ttn/oarpg/naaqsfin/pmhealth.html <http://www.epa.gov/ttn/oarpg/naaqsfin/pmhealth.html> http://www.epa.gov/otaq/retrofit/documents/f02048.pdf <http://www.epa.gov/otaq/retrofit/documents/f02048.pdf> 6. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. 7. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. 8. DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. 	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>When I voted for the Fastracks I was excited to think that Denver was headed the right direction. Now I hear that it is possible that our tax dollars are going to be used to have loud and dirty diesel trains and I am outraged. Fastracks? was sold to the public with the idea of trying to be forward thinking and creating a mass transit system of the twenty first century not of the twentieth. I along with what I would assume to be the majority of voters want to lead the charge in more environmentally friendly forms of transportation and the city of Denver needs to step up and do just that by using electric powered trains instead of diesel. Denver is a progressive city in almost all regards, we need to remain so when it comes to our transportation. The voters have spoken several times on this matter and the environment comes first. The city of denver made history in August of 2002 by being the first major metropolitan area to reach attainment for all federal, health based air quality standards. Do not set us back by installing more diesel. I am a resident of the upper larimer neighborhood and have been for almost six years. The diesel trains that currently pollute our air and disturb the relative quite of the neighborhood are too much as is, we do not need more. You have the opportunity to lead our fair city down an exciting path by not just talking about how great it would be to reduce greenhouse gasses but actually making a choice that does just that.?</p> <p>Attached is an article published by the regional air quality council. It talks about how far we have come and the work that is still left to be done. One thing to note as much as 40% of our brown cloud is directly caused by diesel emissions. Please do not add to this problem.</p> <p>Thank You,</p> <p>David XXX XXXX XXXX Blake Street #XX Denver, CO??XXX ph??(XXX) XXX-XXXX fax (XXX) XXX-XXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear Board Members,</p> <p>I am a property owner and full-time resident in the XXXXX Neighborhood, an active member of the XXXX Neighborhood Association, and an active RTD customer. I have attended several FasTracks presentations and strategic planning sessions, and have joined the unanimous vote to support Electric Multiple Unit technology over Diesel for the East Corridor development.</p> <p>As we have shared information with other neighborhood associations (e.g., Highlands, Swansea, Globeville) and having read the articles in the Rocky Mountain News, I've learned that the opinion and desires among the impacted neighbors is overwhelmingly behind us on the push for Electric. I am shocked to hear that the Board is seriously considering selecting Diesel Multiple Unit technology, completely disregarding ALL the input you have worked so hard to solicit.</p> <p>I understand the challenges that have arisen on the budget and how attractive the short-term savings of not building the electrified system must seem. However, as an impacted property owner who already deals with the noise, vibrations, smells, & soot of diesel (my home is across Coors Field Parking Lot from the current rail yards), I must implore you to look to the long term benefits of the Electric solution.</p> <p>Please work to find another way to pay for the right choice -- this short term savings of diesel will turn into something ALL of us will pay for as long as we live here.</p> <p>Thank you,</p> <p>Ken XXXX</p> <hr/> <p>"What is to be sought in the designs for the display of information is the clear portrayal of complexity. Not the complication of the simple; rather the task of the designer is to give visual access to the subtle and the difficult -- that is, the revelation of the complex." - Edward Tufte</p> <p>Ken XXXX XXXX Blake St, #XXX Denver, CO XXXX XXXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Katie XXXX</p>	email	Jul 24 2007
---	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Brenda XXX</p> <p>REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <ul style="list-style-type: none"> · DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. · Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. · DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america · There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. · Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. · The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. · Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan 	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXX resident and am sending you this letter urging your support for the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am concerned with the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have historically suffered disproportionately from transportation and industrial air pollution sources. For many reasons, I believe that diesel trains are the wrong choice for the growing RTD rail system. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. It is important that RTD set the standard for progressive transportation along the Front Range and symbolize responsible development of the Denver area. In this way I urge you to complete a 100% electrically- powered Fastracks system. It will be better for the health and enjoyment of all those living in the Denver metro area while also helping to reduce dependence on foreign oil and non-renewable resources. Thanks for your time and consideration on this important issue.</p> <p>Sincerely,</p> <p>Nick XXXX XXX Newton St Denver</p>	email	Jul 24 2007
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Ramsey XXX</p>	email	Jul 24 2007
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU for the following reasons:</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. Electric power produces no emissions along these corridors and in the CRMF.</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost.</p> <p>DMU vehicles are relatively untested. There is only one DMU vehicle currently in operation in all of North America vs. 2,231 EMU vehicles in service in North America.</p> <p>There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles.</p> <p>Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts.</p> <p>The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods.</p> <p>Selecting DMU vehicles will increase Denver's brown cloud.</p> <p>Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan.</p> <p>Sincerely,</p> <p>Katherine XXXX Registered Voter Denver, CO</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely, Heidi XXXX REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan</p> <p>Heidi XXXX XXXX XXXX XXX Cherry Creek South Drive Suite XXXXX Denver, CO XXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Peter XXX XXXX Vallejo Street Denver, CO XXXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
<p>Dear RTD Board Members:</p> <p>I am a XXXresident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically- powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>John XXXX XXXX</p>	<p>email</p>	<p>Jul 24 2007</p>

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Gwen XXX XXXX Clay Street Denver, Colorado XXX</p>	<p>email</p>	<p>Jul 24 2007</p>
<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely, Jean XXXX</p>	<p>email</p>	<p>Jul 24 2007</p>

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU.</p> <p>North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Dru H XXXXX</p> <p>REASONS</p> <ol style="list-style-type: none"> 1. Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf 2. DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. 3. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. 4. DMU vehicles are relatively untested - there is only one vehicle currently in operation in all of N. America - there are 2,231 EMU vehicles in service in north america 5. There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. 6. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. 7. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. 8. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan 	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>We are XXXX neighborhood residents.</p> <p>Please support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver.</p> <p>The proposed change from the preferred alternatives of EMU trains to DMU is very upsetting to us.</p> <p>We urge you to complete a 100% electrically-powered Fastracks system.</p> <p>It will be better for our health. It will be less noisy. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>David, Ginger, and Sydney XXXX XXXX W. 23rd Avenue</p>	email	Jul 24 2007
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board,</p> <p>I am very concerned about the possibility that RTD will choose to use diesel multiple units for the commuter rail lines. While I understand there is a budget shortfall, increasing air pollution, especially in North Denver, is not the way to solve this problem. Because the commuter rail facility will be located in North Denver I'm concerned over the increased pollution from the DMU's in these neighborhoods that already suffer from air pollution from the highway and numerous industries.</p> <p>I urge you to search for an alternative to solving your budget crisis and select the electric option for the commuter lines.</p> <p>Sincerely</p> <p>Wendy XXXX XXXXXX Resident and Executive Director XXXXX XXXX W. 33rd Ave. Denver, CO XXX XXX-XXX-XXXX XXX-XXX-XXXX (fax) XXXXX</p>	email	Jul 24 2007
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear XXX,</p> <p>As a Denver resident in the XXXX neighborhood, I am concerned about the proposal to choose DMU as the technology for all four Fastracks lines. I feel that EMU is a better choice for the future of Denver due to its environmentally-conscious choice and its relative lack of noise and pollution. I strongly urge you to choose EMU for all four lines. I am particularly concerned about the Gold Line and NW rail line which will be traveling through my neighborhood.</p> <p>Sincerely,</p> <p>Timothy XXXX XXXX W 28th Ave Denver, CO XXX</p> <p>-----</p> <p>Tim XXXXXX XXXX</p>	email	Jul 24 2007
---	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Good afternoon. I am a 66 year resident of North Denver. Yes, I remember the wonderful, old, electric trolleys that served West 38th Avenue & Clay Streets. What a treat & service. I could get on the #13 and go straight downtown, north & south, etc. Some change is wonderful, but the current RTD Service certainly leaves much to desired and as my students at Abraham Lincoln use to say, RTD stands for "reason to drive".</p> <p>Enough history. The purpose of this note is to request your good sense by voting for the use of Electric Multiple Unity (EMU) Trains on all 4 Fastrack lines that are proposes to pass throught he north side of Denver.</p> <p>Interesting I write this request on the day that Denver gave it first pollution alert of the season. Electricity does not cause pollution!! Diesel fuel does! Further, given that Gov. Ritter just assisted with the ground breaking of wind power in the Windsor area (and has mentioned other wind power projects throughout the state), the RTD Board is not examining the future of this potential & planning accordingly with the use of EMU's.</p> <p>I will be looking forward to learning of your positive vote in support of my request next week. Thank you for allowing me this opportunity for input.</p> <p>Carol XXXX XXXX Decatur Street Denver, CO XXXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>June 17, 2007</p> <p>Mr. XXXX, and Other Honorable Members of the RTD Board:</p> <p>My name is Eric XXXX, and I live in the East XXXXX neighborhood. It has come to my attention via my community board (XXXX) that your board is leaning toward the use of Diesel Multiple Units (DMUs) for one or more of the northern lines of the Fastracks rail system. Let me make my position perfectly clear on this matter: I DO NOT WANT DMUs USED ON THESE LINES. I WANT ELECTRIC MULTIPLE UNITS (EMUs) INSTEAD FOR THE FOLLOWING REASONS:</p> <ul style="list-style-type: none"> · I do not want loud, smelly, polluting trains running in or around my neighborhood (or anyone else's for that matter). Try to put yourselves in the position of me and my neighbors for a moment. Would you want DMUs running through your neighborhood? · In my view, it is irresponsible and short-sighted to build new mass transit using a finite fuel source, controlled in great part by adversaries to the United States. · I receive marketing literature from the RTD from time to time promoting, among other things, two advantages of rail versus private automobiles: Lower consumer cost and environmental friendliness. Ironically, the use of DMUs versus EMUs would, in my opinion, negate the validity of both assertions over time. Most strategic energy experts agree that fossil fuels will cost more to use than electric power generated from a variety of sources in coming years. Further, as you well know, electric power at least has the capability to be created from clean, renewable sources like wind and solar, and EMUs will not pollute the surrounding air like DMUs will. <p>You should know that a generic form letter was made available to me that I could have used to support my argument for EMU use, but I concluded that the topic was sufficiently important to warrant my own thoughts, written in my hand.</p> <p>I regret that I will not be able to attend the meeting on this topic downtown on June 19th because I will be out of town on business until June 22nd. However, feel free to contact me via phone or email if you wish.</p> <p>Thank you for taking the time to consider my position on this matter, and PLEASE SELECT EMU FOR THE NORTHERN RAIL LINES; NOT DMU!</p> <p>Eric XXXXX H: XXX-XXX-XXXX M: XXX-XXX-XXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Member:</p> <p>I am a XXXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver.</p> <p>I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Sheana XXX</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I am sending you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Melissa XXXXX XXXX W. 36th Avenue Denver, CO XXXXX REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested - there is only one vehicle currently in operation in all of N. America - there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan.</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Nicole XXXX XXXX W. 32nd Ave.</p> <p>REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity. This conflicts the Life Cycle Cost (slide 14) Assumption of an annual inflation rate of 3.4% applied to fuel and electricity costs over 30 years, therefore increasing the Break Even timeline for EMUs.</p> <p>http://www.rtd-fastracks.com/media/uploads/nw/RTDBoardRetreat_CommuterRailVehicleTechAnalysis.pdf</p> <p>Sincerely, Neill XXXX</p> <p>REASONS</p> <ol style="list-style-type: none"> 1. Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf 2. DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. 3. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. 4. DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america 5. There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. 6. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. 7. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. 8. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan 	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board members:</p> <p>I am the LORAX.</p> <p>If you've never read this children's book by Dr. Suess, I highly recommend it. Written all those years ago, it basically summarizes the predicament we are all in.</p> <p>I am a very concerned citizen, and am sending you this letter to urge you to support the use of Electric Multiple Unit (EMU) trains on ALL Fastracks lines. I helped get FastTraks on the ballot, and am a huge proponent of public transportation in our city. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. Additional diesel emissions threaten the health of everyone. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for everyone's health. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity. With the move toward the "greening" of all industries, it is amazing to me that I am even writing this letter. Please do not let the financial cost be the deciding factor, the health of our planet is the most important issue. Without it, we have nothing.</p> <p>I am the LORAX, I speak for the trees, for the trees have no tongues, and I'm asking you Sirs at the top of my lungs!</p> <p>Sincerely,</p> <p>Irene XXXX XXX-XXX-XXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear XXXX;</p> <p>I operate two businesses and also live in the XXXX Neighborhood. I have been in the XXXX since the mid 80's. Please register my opinion as NOT IN FAVOR of DMU vehicles to connect our neighborhoods to the inner city and IN FAVOR OF EMU or electric transportation for many reasons from cleaner energy to the smell that diesel emits and overall ongoing operations.</p> <p>Hope you and baby are doing well.</p> <p>Sincerely,</p> <p>Stephen XXX, Residence at XXXX Vallejo St XXXX XXXX Zuni St, XXX-XXX-XXXX/ Fax XXX-XXX-XXXX</p>	email	Jul 24 2007
<p>June 14, 2007</p> <p>Dear Ms. XXXX,</p> <p>I am a XXXX resident and I am sending you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Jason XXXXX XXXX Decatur Street Denver, CO XXXXX</p>	email	Jul 24 2007

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear Board,</p> <p>June 19th, I will be out of town next week. Thank you so much for the ongoing efforts improving Denver's traffic and pollution situation.</p> <p>Please have a closer look at the alternatives to diesel. I would much prefer to have a less polluting solution for our neighborhoods mass transit.</p> <p>Thanks</p> <p>Brent XXXXX XXXX West 32nd Ave Denver CO XXXXX XXX.XXX.XXXX cell XXXX Residency: Highlands 11 years Denver 44 years</p>	email	Jul 24 2007
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members,</p> <p>I own a business in XXXX and am urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. It is very upsetting to think about the use of DMU (diesel) trains instead of EMU trains. The obvious reason is that diesel emissions are a source of pollution, and will therefore threaten the health of people who live and work here. I hate the thought of seeing that ugly black smoke billowing around the trains - I hold my breath when I encounter it.</p> <p>Although the EMU trains will be more costly initially, it is a better choice in the long run. We really need to make choices for the long run! Electric power produces no emissions and will increase the intrinsic value of our city! I also think the city should be consistent in the types of trains used - otherwise, we have class distinctions. Let's please consider the future and what we're leaving behind for our generations.</p> <p>Thank you.</p> <p>XXXXX XXXX Terry XXXXX, XXXX XXXX W 29th Ave #XXX, Denver, CO XXXXX</p>	email	Jul 24 2007
<p>Dear RTD board members,</p> <p>Young Americans are dying daily to fuel SUVs that belong to other glutinous Americans. Soon, none of our electricity will be generated by burning oil. Meanwhile, every opportunity that can be taken to streamline our inevitable transition away from fossil fuel, must be taken. Please vote to power the trains with electricity, not diesel.</p> <p>Chas XXX XXX Osage Street Denver, CO. XXXXX XXXX</p>	email	Jul 24 2007

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver.</p> <p>I am upset by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I have a daughter and pets I would like to protect. Kids are remaining in the community and allowing our neighborhoods to grow and survive.</p> <p>I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Jill XXX</p>	email	Jul 24 2007
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Julie and Jason XXXX</p> <p>REASONS Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <ul style="list-style-type: none"> · DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. · Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. · DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america · There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. · Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. · The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. · Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan 	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Sheryl XXXX</p>	email	Jul 24 2007
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and urge you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. Our North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity. Please read the enclosed reasons against the diesel technology.</p> <p>Sincerely, Tom XXXX XXXXX resident XXXX W. 37th Avenue</p> <p>REASONS Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <ul style="list-style-type: none"> · DMU's are a more costly choice in the long run. Diesel fuel will continue to increase in cost. · Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. · DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america · There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. · Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. · The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. · Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan 	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a North Denver (XXXXXX) resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Julie XXX</p>	email	Jul 24 2007
---	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Lori XXXX XXXX Tejon St. Denver, CO XXXXX</p> <p>REASONS Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. Electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Kristi XXXX</p> <p>REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Jennifer XXXX REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. Electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested - there is only one vehicle currently in operation in all of N. America - there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic evelopment in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Nicole XXXXX</p>	email	Jul 24 2007
---	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely, Alex XXXX XXXX W. Highland Park Pl Denver, CO XXXXX</p> <p>REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. Electric power produces no emissions along these corridors and in the CRMF.</p> <p>For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMUs are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested - there is only one vehicle currently in operation in all of N. America - there are 2,231 EMU vehicles in service in North America.</p> <p>There is only one manufacturer of DMUs (Colorado Railcar) and at least 5 manufacturers of EMUs. Having more manufacturers to negotiate with will create better cost point on the vehicles.</p> <p>Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts.</p> <p>The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods.</p> <p>Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan.</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Alisha XXXXX</p> <p>REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested - there is only one vehicle currently in operation in all of N. America - there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5Xmanufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods.</p> <p>Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear XXX,</p> <p>My name is Hugh XXX and I am a 20 year resident of northwest Denver in the RTD district that you represent. In addition, my spouse (Jill XXXX XXX) and I are partners in XXXXX(XXXXX), located in the River North Art District.</p> <p>I have been following the progress of the Fastracks project, and am particularly concerned that the current recommendation for the four tracks heading north out of Union Station may be for Diesel (DMU) rather than Electric (DMU) technology.</p> <p>I understand that there may be additional short term costs in moving forward with electric approaches, but there are any number of reasons why the EMU approach will be better in the long term. These include health risks, environmental issues, and the use of a technology that is outdated and inefficient.</p> <p>In addition to health concerns for our neighbors based on increased pollution, I also have concerns that the regressive approach of using diesel technology will have a negative impact on the image of Denver and the front range at a time when environmental stewardship is a foremost concern for many americans.</p> <p>In the end, I believe an investment in EMU will provide a more efficient and cost-effective solution.</p> <p>I encourage you in the most enthusiastic manner to support EMU for all four tracks heading north from Union Station.</p> <p>Please feel free to contact me if I can be of any support in this matter.</p> <p>Best regards,</p> <p>-Hugh</p>	email	Jul 24 2007
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p>	email	Jul 24 2007
---	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely, J-M XXXX XXXX W. Highland Park Pl Denver, CO XXXXX</p> <p>REASONS Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan.</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I sending you this letter urging for you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Thanks for your time and concern</p> <p>Sincerely,</p> <p>Maureen XXXXX</p>	email	Jul 24 2007
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Halie XXX XXXX Vallejo Street</p> <p>REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested - there is only one vehicle currently in operation in all of N. America - there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Christopher XXXX XXXX W 36th PI Denver, CO XXXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver.</p> <p>I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Please consider the long term future of our great city and choose the greener option of EMU trains.</p> <p>Sincerely,</p> <p>-- Erin XXX</p>	<p>email</p>	<p>Jul 24 2007</p>

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like to urge you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU.</p> <p>North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs.</p> <p>I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Brett XXXX XXXX (XXX)XXX-XXXX XXXX XXXXX XXXX W. 37th Ave. #XXX Denver, CO XXXXX</p> <p>REASONS Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. Electric power produces no emissions along these corridors and in the CRMF.</p> <p>For good arguments re: diesel concerns check out these websites:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud.</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in North America.</p> <p>There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles.</p> <p>Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts.</p> <p>The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods.</p> <p>Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods.</p> <p>Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan.</p> <p>Brett XXXX (XXX)XXX-XXXX XXXXX XXXXX XXXX W. 37th Ave. #XXXX Denver, CO XXXXX</p>		
---	--	--

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically- powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Bev XXXX XXXX west 37th ave</p> <p>REASONS</p> <p>1. Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested - there is only one vehicle currently in operation in all of N. America - there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the North side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Bill XXXX, Larissa XXXX and Finian XXXX XXX W. 29th Avenue Denver, Co XXXX XXX-XXX-XXXX</p>	email	Jul 24 2007
---	-------	-------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear XXXX,</p> <p>I have sent individual emails of the following to the RTD board.</p> <p>As a concerned XXXXX resident I am sending you this letter urging your support of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. We have the opportunity to model green transportation, keep greenhouse gasses down and also keep train fuel costs to a low level. While I understand that there will be visible overhead wires the trade-off of less air pollution makes this an easy choice.</p> <p>I am distressed that the proposed change from the preferred alternatives of EMU trains to DMU shows that our public officials consider our North Denver neighborhoods as less desirable, less politically apt, and less deserving of green alternatives. Our neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Our Mayor and Council have committed to a greener city in the Greenprint Denver Plan. As the RTD board you can do the right thing, economically, and for the future of our city and region. Give us electric cars.</p> <p>Sincerely, Dr. Rebecca XXXX XXX W. 32nd Ave. Denver, CO XXXXX</p>	email	Jul 24 2007
<p>As a resident of the XXXXX neighborhood, I am writing to urge you to support the use of Electric Multiple Unit (EMU) technology over Diesel Multiple Unit (DMU) technology for the rail lines that will be serviced by the Commuter Rail Maintenance Facility that will be located in my neighborhood. In 2006, our neighborhood association, the Upper Larimer Neighborhood Association, supported RTD's decision to locate the Maintenance Facility at the 36th Street Yards (40th and 40th) with the understanding that RTD would support the use of EMU technology for the East Corridor and other lines that would be sent to that facility for maintenance. We now hear that as a "cost savings" measure that RTD is considering utilizing DMU rather than EMU technology. I believe that any cost savings realized by the use of DMU will hurt Denver over the long term with increased pollution that may jeopardize Denver's receipt of other federal funds. Diesel technology may impact the implementation of the River North Plan by lowering the redevelopment desirability of the 40th and 40th site. Linking the future of our rail lines to the use of diesel fuel is short sighted and does not send the kind of message about the kind of region that the metro area aspired to by voting for FasTracks. The positive message that has been sent to the nation around FasTracks will be negated by the use of an untested, diesel based technology. I urge you to support the use of Electrical Multiple Unit technology on all corridors being serviced by the 36th Street Yards maintenance facility. Marianne XXXX, XXXBlake Street, Denver</p>	email	Jul 24 2007

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear Councilwomen Montero,</p> <p>I am writing today with a concern. On Tues June 19th the Board of Directors of RTD will be deciding the future of transportation in Denver. The Board will be deciding on cost cutting measures needed in order for Fast Tracks to remain within budget. One of the items on the agenda for consideration is switching vehicle technologies in the East and West corridors from electric to diesel. I empathize with the Directors, staying with in budget and still provide the level of service that was promised as a part of the Fast Tracks initiative is a tough task. My main concern is that RTD is focusing on the short term budget at the expense of the long term operating cost. By switching from electric, which has been the Environmental Impact Studies recommendation as well as the Staff recommendation from RTD itself, to diesel only saves money at the start up and construction phase. Those initial saving will be quickly eroded. In just eleven years the cost of operating diesel will exceed that of electric because of the higher cost of diesel. Clearly electric is the better choice for RTD and the tax payer in the long run. Besides the cost issue there is the issue of service in the corridor. One of the costs saving measure already considered was the removal of two stations along the East corridor. This is disappointing, but as future demand and money come available they can be added back to the corridor if, and only if, electric is the transportation selected. If diesel is selected those stations will never exist as the distance between stations could not accommodate the stopping distance required for diesel. North East Denver will be underserved and unable to grow with the diesel technology. The short term savings do not offset the long term operating expenses or the loss of service provided to the corridor. I ask you to please contact the RTD board members and ask them to adopt the EIS and Staff recommendations and not to change the vehicle technology. If you have any questions please feel free to call me at XXX-XXX-XXXX or email me.</p> <p>Thanks for your time,</p> <p>Keith XXXX John XXXX XXXX Champa Street Denver CO, XXXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear Councilwomen Montero,</p> <p>I am writing today with a concern. On Tues June 19th the Board of Directors of RTD will be deciding the future of transportation in Denver. The Board will be deciding on cost cutting measures needed in order for Fast Tracks to remain within budget. One of the items on the agenda for consideration is switching vehicle technologies in the East and West corridors from electric to diesel. I empathize with the Directors, staying with in budget and still provide the level of service that was promised as a part of the Fast Tracks initiative is a tough task. My main concern is that RTD is focusing on the short term budget at the expense of the long term operating cost. By switching from electric, which has been the Environmental Impact Studies recommendation as well as the Staff recommendation from RTD itself, to diesel only saves money at the start up and construction phase. Those initial saving will be quickly eroded. In just eleven years the cost of operating diesel will exceed that of electric because of the higher cost of diesel. Clearly electric is the better choice for RTD and the tax payer in the long run. Besides the cost issue there is the issue of service in the corridor. One of the costs saving measure already considered was the removal of two stations along the East corridor. This is disappointing, but as future demand and money come available they can be added back to the corridor if, and only if, electric is the transportation selected. If diesel is selected those stations will never exist as the distance between stations could not accommodate the stopping distance required for diesel. North East Denver will be underserved and unable to grow with the diesel technology. The short term savings do not offset the long term operating expenses or the loss of service provided to the corridor. I ask you to please contact the RTD board members and ask them to adopt the EIS and Staff recommendations and not to change the vehicle technology. If you have any questions please feel free to call me at XXX-XXX-XXXX or email me.</p> <p>Thanks for your time,</p> <p>Keith XXXX John XXXX XXXX Champa Street Denver CO, XXXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I am sending you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically- powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, they are still not clean. Electric power produces no emissions along these corridors and in the CRMF. Please view these websites for further information:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm</p> <p>http://www.epa.gov/region07/programs/artd/air/quality/health.htm</p> <p>http://www.epa.gov/ttn/oarpg/naaqsf/pmhealth.html</p> <p>http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <p>DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in North America There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Finally, selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan.</p> <p>Sincerely,</p> <p>Hanna XXXXX, XXXX Vallejo St.</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am a XXXX resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely,</p> <p>Elaine XXXX and Kristin XXXX XXXX Zuni St Resident Owners since 1998</p> <p>REASONS</p> <p>1 Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites: http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarp/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost.</p> <p>Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>I am including this form letter, as I feel VERY strongly about minimizing additional impacts on our environment if it can be avoided. I am a 5 year resident of the XXXX neighborhood and look forward to spending many more years raising a family here. PLEASE reconsider your decision to add to the already growing pollution problem!!!!!!</p> <p>I am a Highland resident and I would like send you this letter urging you to support the use of Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am distressed by the proposed change from the preferred alternatives of EMU trains to DMU. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my family. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>Sincerely, Paul XXX</p> <p>REASONS</p> <p>Diesel leads to human health problems. Even if the DMU's are cleaner than what is currently on the tracks, it is still not clean. electric power produces no emissions along these corridors and in the CRMF. For good arguments re: diesel concerns check out these websites:</p> <p>http://www.epa.gov/cleanschoolbus/humanhealth.htm http://www.epa.gov/region07/programs/artd/air/quality/health.htm http://www.epa.gov/ttn/oarpg/naaqsfm/pmhealth.html http://www.epa.gov/otaq/retrofit/documents/f02048.pdf</p> <ul style="list-style-type: none"> · DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. · Selecting DMU vehicles will hurt Denver's image because it will increase our brown cloud. · DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N. America – there are 2,231 EMU vehicles in service in north america · There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. · Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. · The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. · Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan 	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD Board Members:</p> <p>Several of us in XXXX and XXX who have long been active in trying to shape the outcomes from Fastracks to better serve North Denver and reduce the potential negative impacts on our neighborhoods met recently to discuss the proposed change from the preferred alternatives of EMU trains to DMU. While we appreciate your desire to save taxpayer funds as you work on budget difficulties, we are convinced that EMU trains should be used on all of the lines that head north from Union Station. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs.</p> <p>As you know, EMU trains utilize electrical power which can be generated from wind power and photovoltaic (PV) solar sources. Building the infrastructure for the trains now allows new sources of power generation to be used as soon as they come on line. Diesel trains reduce the demand for clean power, and their use will delay the development of the new sources. RTD should be looking to the future for the means of delivering transportation without negatively impacting Denver's already marginal air quality. Imagine Denver's Greenprint goals being achieved by PV arrays and wind farms at DIA that power the entire Fastracks system without using fossil fuels!</p> <p>It seems to us that the RTD Board, rather than being a visionary proponent of a greener future, has succumbed to a few loud voices who oppose mass transit and to media attention regarding budget difficulties. Visionary leaders need to find additional sources of funding to develop what was originally promised to the taxpayers. We suspect that most people understand that if construction costs have gone up faster than anticipated (and they have), then the budget will need to be increased. RTD has a long and proud history of developing transportation systems (electric buses on the 16th Street Mall) and energy efficient buildings (Aurora maintenance facility) that were cutting edge years before becoming mainstream. It would be a shame today to revert to old technology that will cost us all more money in the long run.</p> <p>We urge you to complete a 100% electrically-powered Fastracks system. It will be better for our health. It will reduce dependence on foreign oil. Ultimately, it will save taxpayers significant dollars as oil costs rise faster than the rate of inflation and faster than the cost of electricity.</p> <p>(XXXXNeighbors, Inc., (XXXX) will be voting tonight at the Planning and Community Development Committee on the position that XXXX will take in this matter. From all indications, it is highly likely that XXX will support EMU technology on all Fastracks lines.)</p> <p>Tim XXXXX Chair, Planning and Community Development Committee XXXXX Neighbors, Inc. and XXXX resident, on behalf of Keith XXXX, Constantine XXX, Amy XXX, and Michael XXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>Dear RTD member,</p> <p>It took some time to find your e-mail as several folks wanted to provide input as local XXXX residents.</p> <p>As a local resident, I would strongly urge you to support Electric Multiple Unit (EMU) trains on all four Fastracks lines that pass through the north side of Denver. I am very upset by the proposed change to Diesel from the preferred alternatives of EMU trains. North Denver neighborhoods have long suffered disproportionately from transportation and industrial air pollution sources with I-25 and I-70 corridors. Additional diesel emissions threaten the health of everyone who lives in the central city and will threaten the health of those who live along the rail lines in the suburbs. I strongly urge you to complete a 100% electrically-powered Fastracks system. It will be better for my health and the health of my young family. It will reduce dependence on foreign oil and ultimately may save taxpayers significant dollars as oil costs rise faster than the rate of inflation and much faster than the cost of electricity.</p> <p>Thank you for your support of our XXXX community,</p> <p>Tony XXXX XXXX Central Street Denver, CO</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>June 11, 2007</p> <p>Judy Montero Councilwoman Denver City Council District 9 XXXX Speer Boulevard #XXX Denver, CO XXXXX</p> <p>RE: EMU Fastracks support</p> <p>Dear Judy,</p> <p>I urge your support of electric transit vehicles for the East, North and U.S. 36 FasTracks corridors. Electric vehicles are cleaner, quieter, faster and more economical than diesel. They are consistent with Mayor Hickenlooper's "Green Print" Denver initiative. "Go Green" initiatives are being started in Cities all over the Country, Denver can ONLY be a rightful leader in this movement by selecting EMU for its mass transit system.</p> <p>However, there's another important reason to support electric transit vehicles versus diesel. The FasTracks Rail Maintenance Facility for these corridors will be located in the River North neighborhood and electric vehicles are the only acceptable alternative for the current and future businesses and residents.</p> <p>River North (the old Brighton Boulevard corridor north of Downtown) and the neighborhoods that will be impacted by these Fastracks lines are the most economically depressed, historically polluted, rundown and stigmatized in the region. The introduction of additional diesel powered vehicles and their maintenance facility here will compound an already shameful history of dumping environmentally polluting uses into this area.</p> <p>River North provides the opportunity to pursue Denver's vision as a center of creativity, diversity and employment. We are currently implementing this shared vision at TAXI. It is unconscionable that a public entity such as RTD could consider introducing both an untried diesel technology and such a notoriously negative environmental pollution source into this area. It represents a setback that is clearly unacceptable from any point of view looking forward in the 21st Century.</p> <p>There are several traditional and sustainable alternatives for providing electricity for transit vehicles. An electric vehicle maintenance facility is a much more manageable impact on River North than a diesel facility that will degrade the adjacent neighborhood with emissions, noise and odors. I have enclosed a letter to the editor that begins to summarize the advantages of electric transit vehicles over diesel.</p> <p>We've been attending meetings for the past three years in an effort to guide the rail maintenance facility site selection. Now that it is to be built in River North regardless of the specific site, it is essential that its impact be mitigated by making it a facility for the maintenance of electric powered transit vehicles exclusively.</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



It is most important that you support this position now. We are aware that the "Technology" (diesel vs. electric vehicle) decision is pending for all three corridors. If diesel vehicles are selected for any corridor it will result in a maintenance facility that is incompatible with both the existing and future development of River North and the City of Denver.

Very Truly Yours,

Mickey XXXXX
XXXXXX

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>RTD Board Members,</p> <p>As a longtime Denver resident and current resident of the XXXX Neighborhood, I urge you to consider and vote for the Electric Multiple Unit(EMU) as the powered option for FASTracks. I fully support and encourage mass transit, although I believe we must do so in a responsible and forward thinking manner. I would like to remind you that one of the objectives of the FASTracks Programs Objectives is to -Minimize negative impacts to the community. Please consider the following Items when making an EMU vs DMU decision:</p> <ul style="list-style-type: none"> · FASTRACKS is far reaching in the Denver Metro area, the proposed Maintenance Facility in our XXXX Neighborhood, with it's many trains converging on one location, forces us to bear the burden of much of the noise, loss of developable space, and pollution. It is the responsibility of the entire RTD Board to consider the effects of the entire project and not just what happens in your particular area. · XXXX has accepted the maintenance facility being located in our area, please attempt to reduce it's overall impact · Selecting DMU vehicles will hurt Denver's image because it will increase the brown cloud and it's harmful image and health affects. · Selecting DMU vehicles is contrary to the Mayor's Greenprint Denver plan · DMU vehicles are relatively untested – there is only one vehicle currently in operation in all of N.America – there are 2,231 -EMU vehicles in service in North America. · There is only one manufacturer of DMU's (Colorado Railcar) and at least 5 manufacturers of EMU's. Having more manufacturers to negotiate with will create better cost point on the vehicles. · Diesel leads to human health problems. Electric power produces no emissions along these corridors and in the CRMF. · Other municipalities may have concerns about overhead wires, however, they will not be hosting all of the trains multiple times a day like Denver will at Denver Union Station and the Commuter Rail Maintenance Facility. We prefer visual impacts (overhead wires) to health impacts. · The River North and Upper Larimer neighborhoods which will host the CRMF are burgeoning neighborhoods. Creating a diesel mecca at the CRMF will not be conducive to economic development in these neighborhoods. · DMU's are not a smart choice in the long run. Diesel fuel will continue to increase in cost. <p>After careful consideration, I hope that for the future of Denver and our particular community,</p> <p>The RTD Board will select the EMU alternative.</p> <p>Sincerely,</p> <p>Kevin XXXX XXXX Blake St. #XXXX Denver, CO XXXXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
--	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>RTD Board Members,</p> <p>The XXXX Neighborhood Association (XXXX) has heard there may be a vote at the RTD Board of Directors meeting on Tuesday, June 12th at which time you may select Diesel Multiple Unit (DMU) technology for the rail corridors that will be serviced at the Commuter Rail Maintenance Facility currently planned to be located at the Union Pacific 36th Street Yards (known to us at 40th and 40th).</p> <p>XXXX has previously taken a position on the East Corridor stating that we supported the use of Electric Multiple Unit (EMU) technology, and we requested other lines going into the Maintenance Facility to also be electric. To have any or all lines Diesel Multiple Unit would significantly negatively impact the air quality, and general health of XXXX residents and residents in adjoining neighborhoods. The Swansea and Globeville neighborhoods already have Environmental Justice concerns including children's health and sensitive populations with asthma.</p> <p>Many neighborhoods including Upper Larimer, Highlands, Swansea, Globeville have taken a position that all four lines going into the 40th and 40th site be Electric Multiple Unit technology. District 9 and Mayor Hickenlooper has supported us in this stance. I have attached the letter XXXX sent to the Mayor.</p> <p>XXXX looks forward to hearing that every RTD board member votes for EMU technology to protect Denver's air quality, our children, and the respiratory health of the greater Denver area. Your vote will directly affect these factors.</p> <p>We thank you in advance for considering the human health factors and the requests of residents over all other issues.</p> <p>Sincerely,</p> <p>XXXX Neighborhood Association Board and Members</p> <p>Scott XXXXX Gwen XXXX (XXX) XXX-XXXX</p>	<p>email</p>	<p>Jul 24 2007</p>
---	--------------	--------------------

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>XXXX -I wanted to pass on to you my thoughts about the current discussion by the RTD Board of changing the technology for a variety of the trains that will be coming into the 40th and 40th train station to diesel from electric. Please know that I am well aware of the challenges that RTD has regarding the cost to build out Fastracks. In this case, the conversion to diesel would be such a short term solution and in the long run, we all know that our ability to address air quality issues in Denver would be set back if diesel was the direction taken. As a property owner in the XXXXX neighborhood, I am really concerned. XXXX started developing XXXXX Lofts in 1999 at 33rd and Blake street. We now have 118 units completed and are under construction with another 53 units. On both sides of us we have other residential development – XXXX and XXXXX. This is becoming a neighborhood and we are concerned that the use of DMU's adjacent to these residential developments is quite incompatible. Upper Larimer has already reluctantly accepted the maintenance facility as a neighbor but adding all of these new diesel trains to the mix seems quite unfair and contrary to the long term economic development opportunities of this area.</p> <p>Please support our concerns at the RTD Board meeting and oppose the DMU choice for the East, North, North Metro and the Gold Line.</p> <p>Thank you- Susan</p>	email	Jul 24 2007
<p>Thank you for responding so quickly to my email. I would also like to know what the impact will be on my residence. I live at XXXX Kalamath. It is within a few blocks of the 38th avenue station. What are the advantages (real estate, new development, etc.) and the disadvantages. Will the railway option have a positive economic impact on the Sunnyside neighborhood or a negative one. Thank you. Barbara XXXXX</p>	email	Jul 24 2007
<p>Thank you!!!!</p> <p>Good choice. Good public input process.</p> <p>Dick XXXXX Wheat Ridge</p>	email	Jul 25 2007
<p>Hello, Can you remind me when the estimated date for start of construction as well as completion is? I looked on the web and couldn't find it. Can you also provide that info for the NW (boulder) line? Thank you. Flossie</p>	email	Jul 25 2007

GOLD LINE PUBLIC COMMENTS

JULY 1-31, 2007



<p>YOUR ELECTRIC TRAIN PLANS This idea is a very wise move. Please get back to Mr. John XXXX "Railroad" XXXX at XXXXX if your other lines will also be electric powered, including services to Golden, Colorado? Are any of your proposed commuter rail plans include usage of The Moffit Tunnel to Glenwood Springs, Colorado and beyond? Please get back to me. Thank-you.</p>	<p>email</p>	<p>Jul 25 2007</p>
<p>Good job team!</p>	<p>email</p>	<p>Jul 25 2007</p>