



Oct. 02, District J
City Park Rec Center

Stakeholder Comments/Issues	Responses
Concerned that slides don't accurately depict monies available and what could be constructed without federal monies for East Corridor and Gold Line. Slide should be changed.	The RTD Board has asked staff to provide an assessment of the effect on the program, if no federal funds are available. This information will be made available to the RTD Board at its November meeting. Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board will be compiled. A summary of the comments received will be provided to the RTD board members.
Should use the medians of highways - a'la T-REX.	It was possible to build the T-Rex project in the I-25 right-of-way because the Colorado Deptmt of Transportation was re-constructing I-25 and there was enough right-of-way available for the light rail line. Other highway rights-of-way in the region don have enough available right-of-way and/or are not scheduled for major reconstruction.
Is it possible for NW Rail to just focus on either rail or bus - not both?	The two different projects were approved as part of FasTracks in 2004. Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board will be compiled. A summary of the comments received will be provided to the RTD board members.
Why not eliminate TOD?	TOD is not funded by RTD or FasTracks, it is planned and funded by local jurisdictions and/or private developers.
Use electric buses (battery powered) - seek Federal funding grants for this.	Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board will be compiled. A summary of the comments received will be provided to the RTD board members.
Repeal FasTracks tax	Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board will be compiled. A summary of the comments received will be provided to the RTD board members.
Eliminate General Manager position.	Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board will be compiled. A summary of the comments received will be provided to the RTD board members.
What are the options for US36 Bus riders now taking express (BX) or/and local "B"? Would passengers be forced to take the train? Can bikes be brought on the trains?	Existing routes suchas the BX are likely to remain the same. The frequency of service may change on some routes. It is very unlikely that passengers would be forced to transfer from bus routes to the train.



Oct. 02, District J
City Park Rec Center

Stakeholder Comments/Issues	Responses
See Attached Comment Below	A significant amount of planning was accomplished before the vote in 2004 beginning in 1997 through a combination of Major Investment Studies (MIS) and Corridor Studies. Bus Rapid Transit (BRT) technology was considered in the early stages of planning and project development for all corridors in the FasTracks program. It was identified as the appropriate transit technology in only the US 36 corridor.

FASTRACKS NORTHWEST CORRIDOR ELECTRIC BUS PROPOSAL

People seem to be pretty well-informed about the comparative impact that diesel and electric each have on the environment. Just considering the effect on the ozone level alone, it is important to note that medical and scientific studies have shown that, even at low levels, ozone impairs breathing and increases the risk of deaths.

Are you familiar with the scientific study in Australia comparing the composition of the emissions produced by diesel vs. petro (gasoline)? In analyzing diesel's numerous toxins, among other things it showed that there is a significantly larger percent of formaldehyde in diesel fuel than in gasoline. I, among others, am allergic to formaldehyde!

Since the inception of the FasTracks project, it now appears that cleaner alternative energy sources for electricity are becoming a reality. Based on that fact alone, we need to reconsider having electric rather than diesel trains.

It does seem to be difficult for people to actually wrap their brains around the full extent of what diesel trains means.

As well as having realistic health concerns with diesel, there is a very realistic safety concern with the shared track.

As soon as I learned that both the passenger and freight trains would be using the very same track for their trains going in both directions, I immediately thought that this is "an accident waiting to happen". It became graphically realistic when that exact same fatal scenario happened recently in California.

It is my understanding that the freight-and-passenger train track-sharing necessitates freight trains running more frequently at night. Since trains are required to sound their horns prior to approaching most railroad crossings, unless the added expense of installing secure quad gates is approved, it is my understanding that people will be awakened by the whistle and train sounds so frequently, they will never be able to get their needed deep sleep. Research shows that not going into deep sleep is detrimental to both our emotional and physical health. Deep sleep is when the body repairs and regenerates tissues, builds bone and muscle, and appears to strengthen the immune system. If aroused from deep sleep, a person may feel disoriented for a few minutes. Too little sleep may cause impaired memory and thought processes, depression, and decreased immune response. It also magnifies alcohol's effects on the body and increases pain perception.

The planned track-sharing with freight rail is not only a potentially dangerous situation, but could end up having us spend a lot of money in purchasing our passenger train cars and then not be able to "rent" enough track-usage time for our own local transportation needs. This is due to the fact that Industries are planning on using more freight-time in the upcoming future, and the proposed Front Range corridor commuter line connecting Wyoming and New Mexico

will most likely use “our” tracks. And speaking of the proposed commuter line, I would assume that it will expect express-preference as much as possible, and not “waste” time stopping in Westminster for us to use it as a local means of transportation.

Not only is using electricity better for our environment and health, it is not going to run out! I hate to imagine the rising operating cost of using diesel as the supply dwindles!

Our health is at risk! Our safety is at risk! We are over budget on the project! Now is the time for us to do something about it and make things right.

I am not opposed to mass transit – but do it right in the first place. Let’s become visionary rather than reactionary. Perhaps our present financial crunch is a blessing in disguise, allowing us time to regroup and rethink the wisdom of using diesel trains, and to come up with an even better solution.

If providing transportation truly is the real motive, and there are no ulterior motives, let’s quit trying to fix a plan that is “broken”, and “think outside of the box” for a solution. Given that we do not want to pollute the environment, do not want to jeopardize the health of our citizens, do not want to always drive and park our own cars when going to and from Denver and the airport, I have a proposed “win-win” solution - Electric Buses.

Already nationwide some school districts are purchasing electric buses, with batteries that can be charged at night.

We could have our own electric generator convert land-fill trash to electricity, and recharge our buses at night. Therefore, we would be solving several problems at once:

- help with the land-fill problem,
- get away from the many detriments of using diesel,
- stop worrying about getting railroad right-of-ways, and
- be flexible in not having routes tied down to a rail line.

As the demographics and ridership changes, electric buses have the flexibility to move around with it at no additional cost. We would be self-sufficient in providing our own electricity for a cleaner and more flexible mode of transportation!

Colorado is already being looked at as a leader in alternative energy. The time is right, and we need to move quickly to both apply for federal money to fund our model “green” project, and to apply for part of the \$8 billion recently freed up by the federal government for highways to widen Highway 36. This would involve getting a team of industry and university scientists and engineers together for a brain-storming session immediately. (I would imagine that tax payers are already paying for scientists to work on converting trash to electricity, and for engineers to work on perfecting electric buses.) We need excellent grant-writers to work on this right away before other parts of the country beat us to it!

I am trying to be part of the solution, and not part of the problem. Let's be true visionary leaders, and seriously consider this proposal. I know it sounds like a lot of work, and I am willing to help you with it.

Respectfully submitted,

