

# Northwest Rail Environmental Evaluation

Governments Team

**September 27, 2007**

# Purpose of today's meeting northwest rail

- Follow up on action items from September 13 meeting; provide updates on selected issues
- Summarize findings of technology analysis
- Review input from September public workshops
- Gather Governments Team input on preliminary recommendations
- Identify next steps and future agenda items for Governments Team

# Agenda

1. Welcome and introductions
2. Follow-up items and project updates
3. Review/summary of technology analysis
4. Review input from September public workshops
5. Governments Team input
  - Comments on preliminary recommendation
  - Assessment of level of support for recommendation from Governments Team
6. Summary and Next Steps

# Follow-up Items/Project Updates

- North Metro technology decision update
- Fencing policy discussions
- Meetings with jurisdictions on evaluation methodology (especially noise)

- Integration of Governments Team comments from September 13 into public presentation
  - Added specifics on FTA noise criteria
  - Emphasized that noise and vibration impacts are before mitigation
  - Added illustration of noise mitigation options
  - Distributed RTD handouts/fact sheets on quiet zones, moderate impact procedures, noise barrier opt-out policy
  - Explained why 30<sup>th</sup>/Pearl and S. Westminster were chosen for ‘hotspot’ analysis
  - Moved cost analysis to front of presentation
  - Added fuel and energy costs assumptions

# Summary of Technology Analysis

Criteria	EMU	DMU
Cost	Not affordable within FasTracks corridor budget	<b>Affordable</b>
Cost Effectiveness: Recent Developments	Additional cost & extreme complexity related to bridge reconstruction	<b>Simple to construct</b>
Noise	<b>Fewer impacts than DMU</b>	More impacts than EMU
Vibration	<b>Fewer impacts than DMU</b>	More impacts than EMU
Air Quality (Local)	Minimal local impacts	Minimal local impacts
Air Quality (Regional)	Similar	Similar
Visual Impacts	More impacts than DMU	<b>Fewer impacts than EMU</b>
Community Input	<b>More support</b>	Some support

# Preliminary Recommendation



- **Initiate service in 2015 with DMU**
  - Lower up-front capital cost than EMU
  - Lower life-cycle cost than EMU over horizon year of project (2030)
  - Less complexity for construction than EMU
  - Current FasTracks schedule and budget cannot accommodate construction of infrastructure needed for EMU
  - Both EMU and DMU provide air quality benefits
  - Both EMU and DMU noise impacts are in the “moderate” range and can be further reduced with mitigation

# Preliminary Recommendation

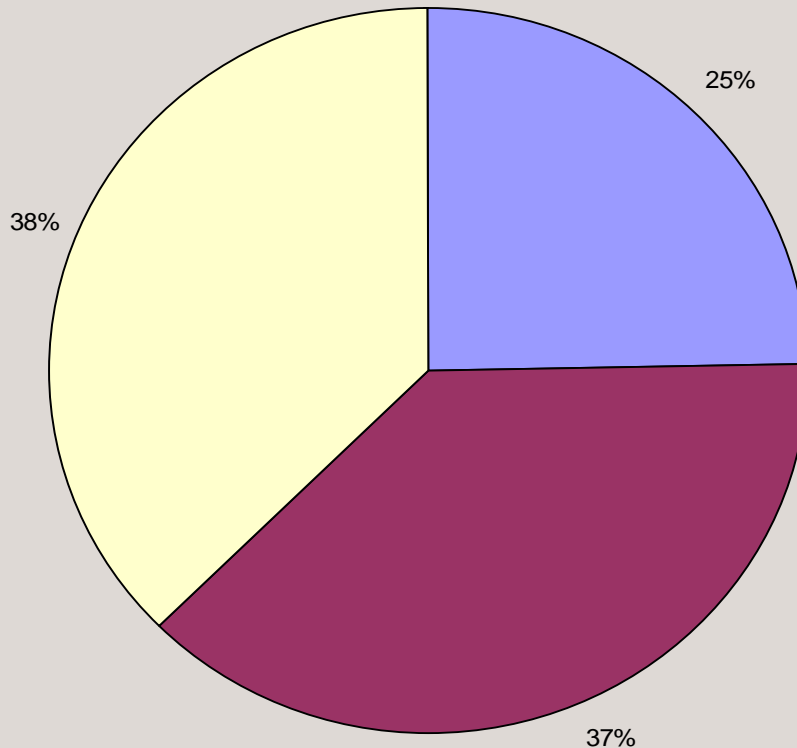
- **RTD will re-examine the use of electric or other advanced technology or alternate fuels if it is deemed advantageous and cost-effective to do so in the future**

- **Prior to the September workshops,** the project received 320 comments
  - 161 of those specifically referenced technology; most expressed preference for EMU

- **Total number of participants at September public workshops: 205**
  - Broomfield: 42
  - Denver: 36
  - Boulder: 127
- **Total comments received: 97**
  - Supporting recommendation for DMU: 30
    - 27% from Broomfield meeting, 27% from Denver, 46% from Boulder
  - Not supporting recommendation: 59
    - 22% from Broomfield meeting, 10% from Denver, 68% from Boulder
  - No comment/contingent support: 8

# Review of Public Input

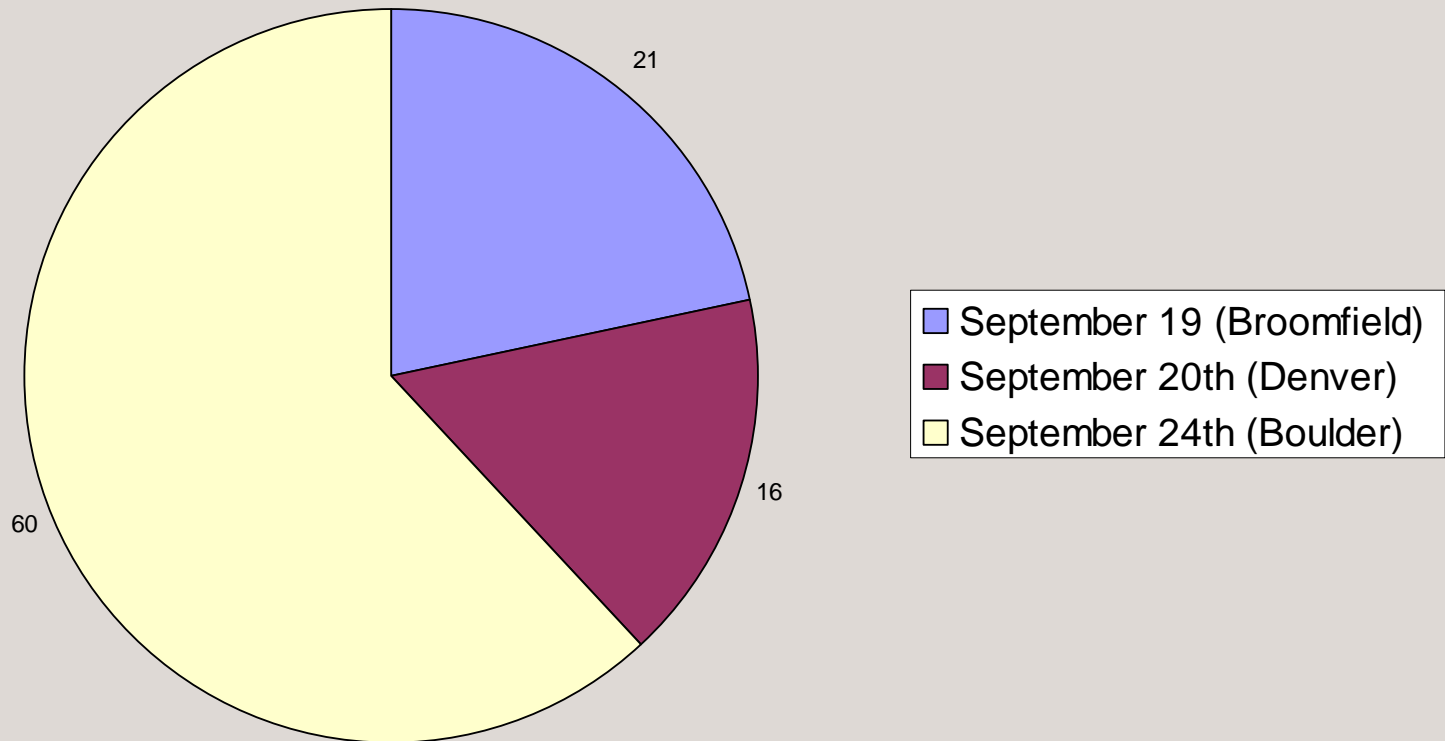
## Sources: Technology Related Public Comments



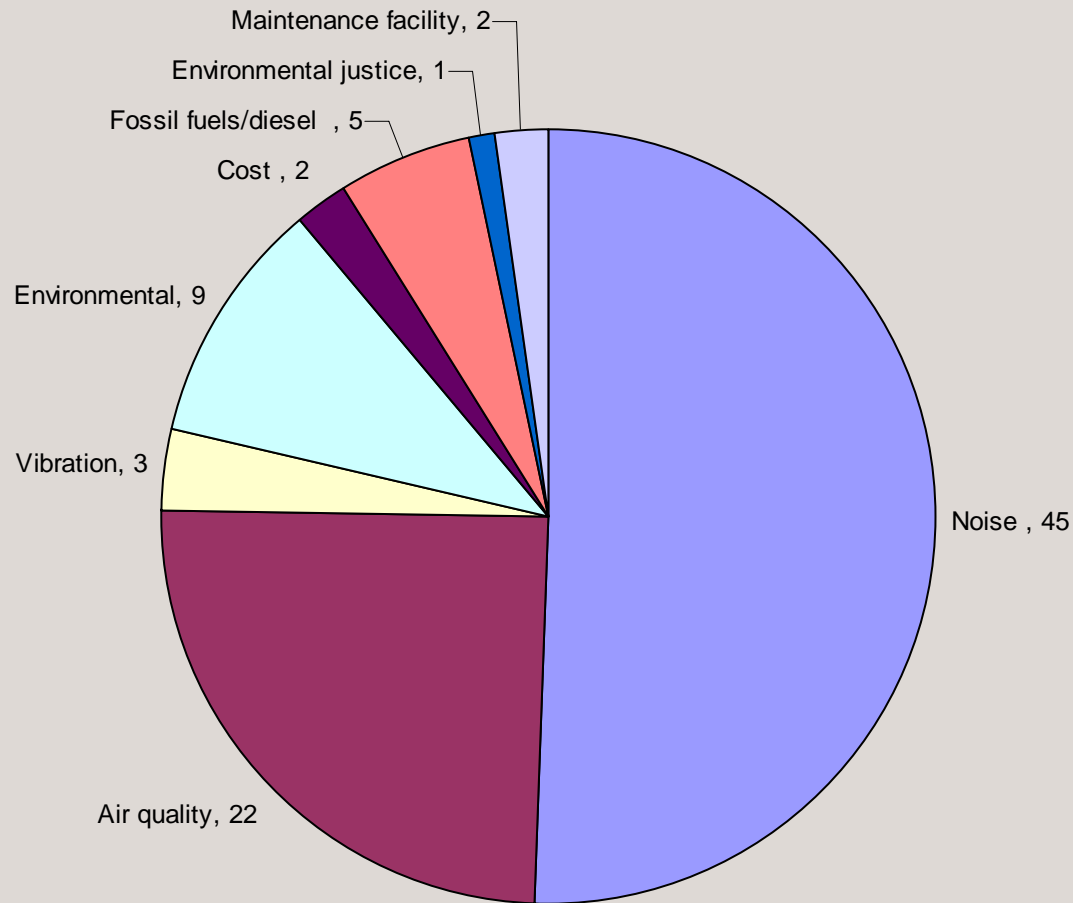
- July Public Meetings
- Website, Email & Telephone
- September Public Meetings

# Review of Public Input

## Distribution of Comments from September Public Workshops

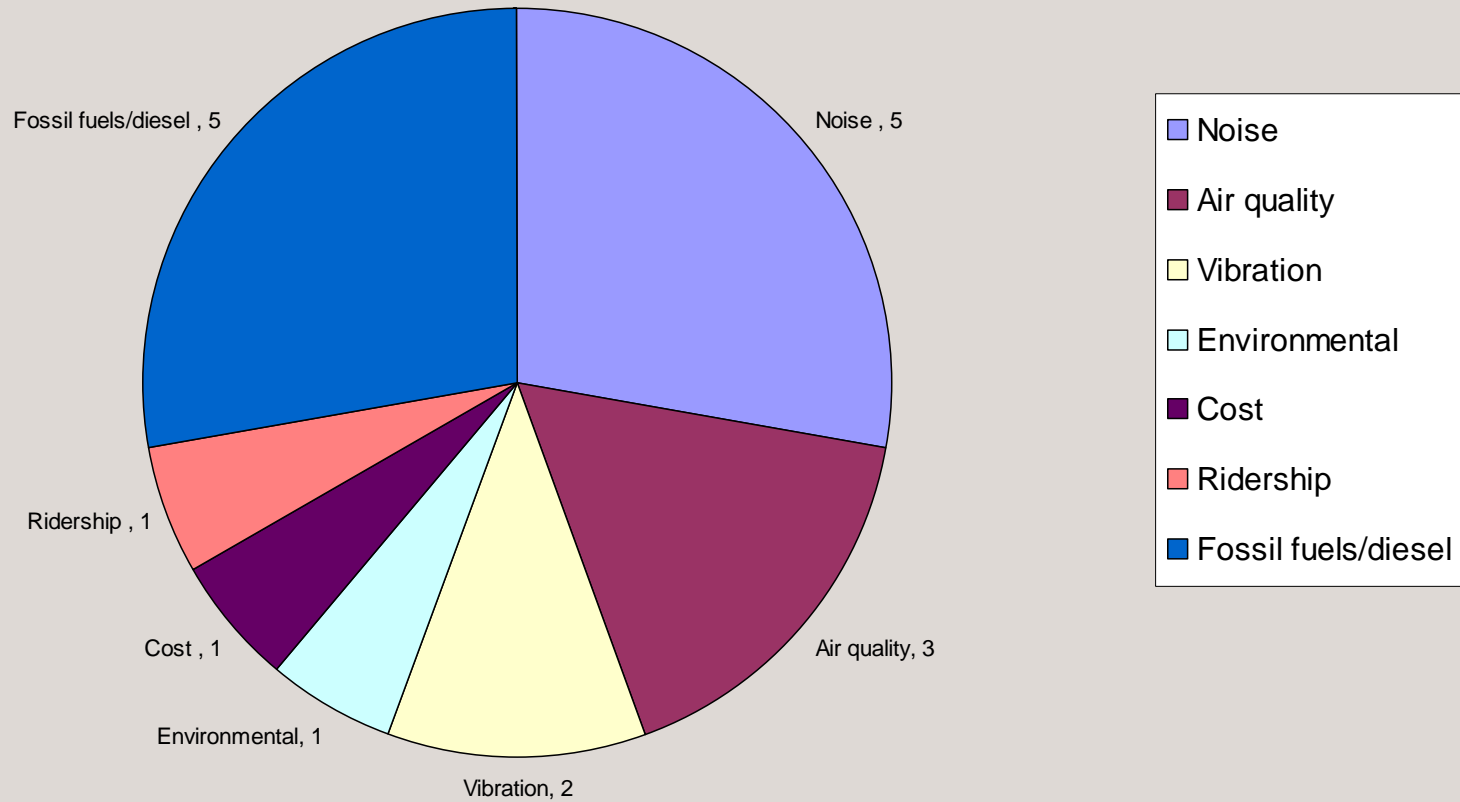


## Summary: Technology-Related Concerns September 2007 Public Meetings



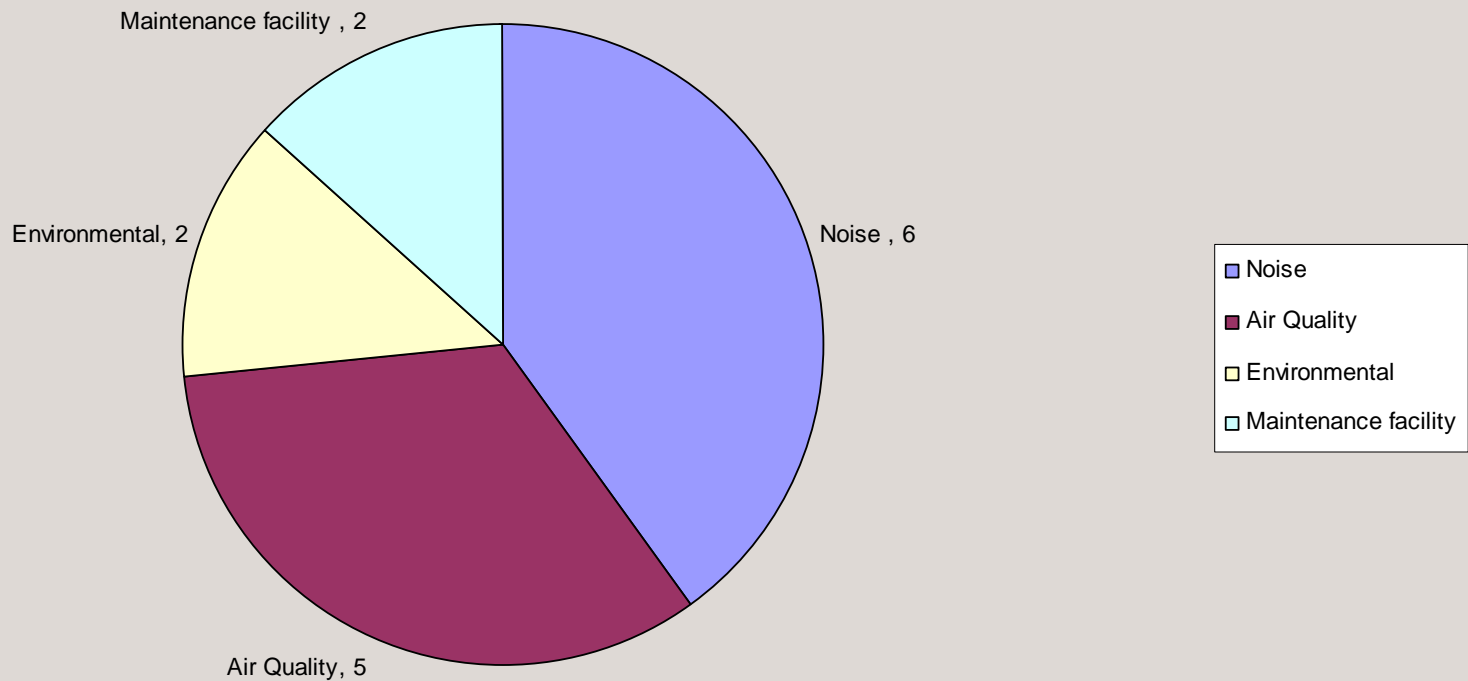
# Review of Public Input

## Technology Related Concerns September 19, 2007 Public Workshop Broomfield, CO



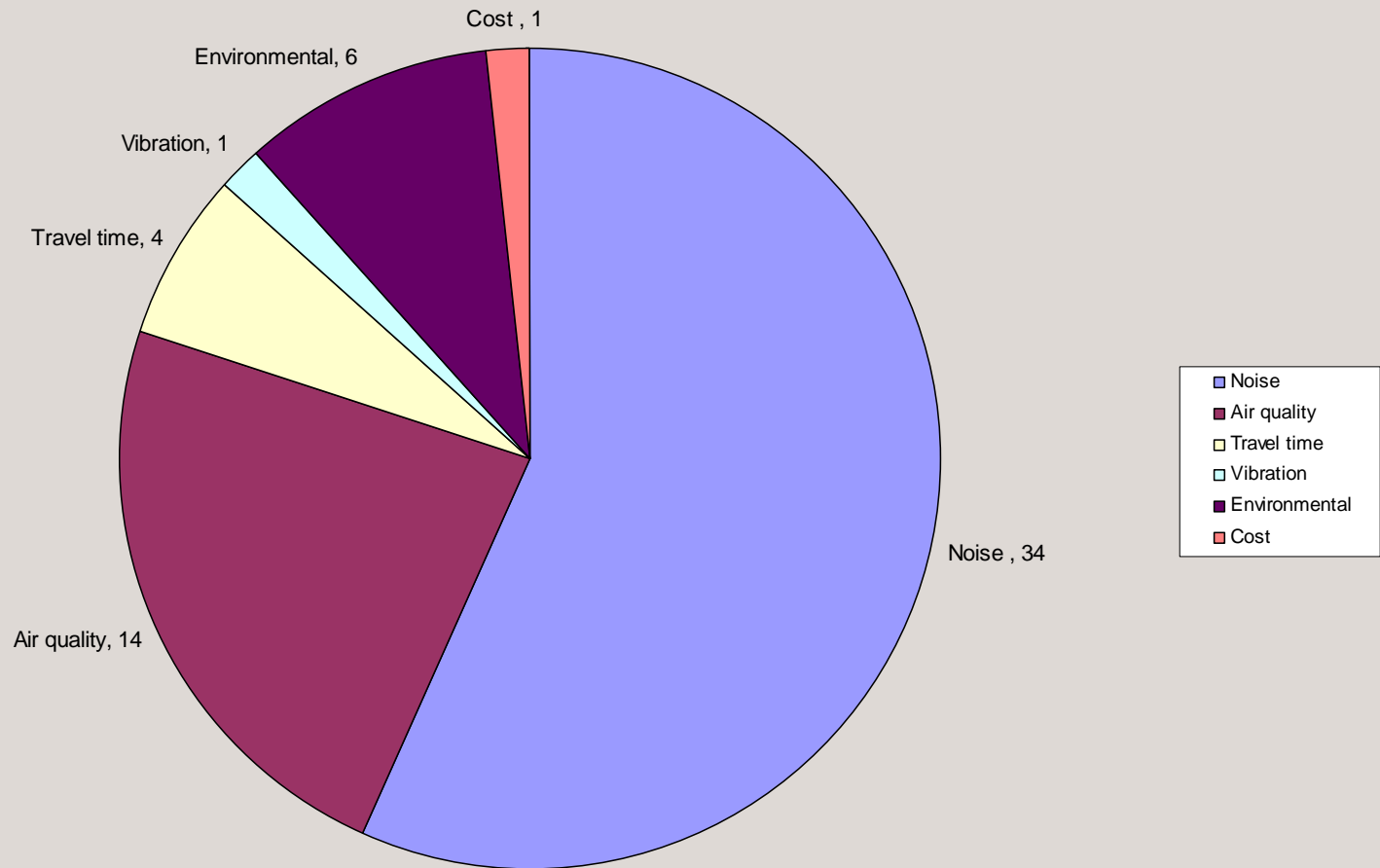
# Review of Public Input

## Technology-Related Concerns September 20, 2007 Public Meeting Denver, CO



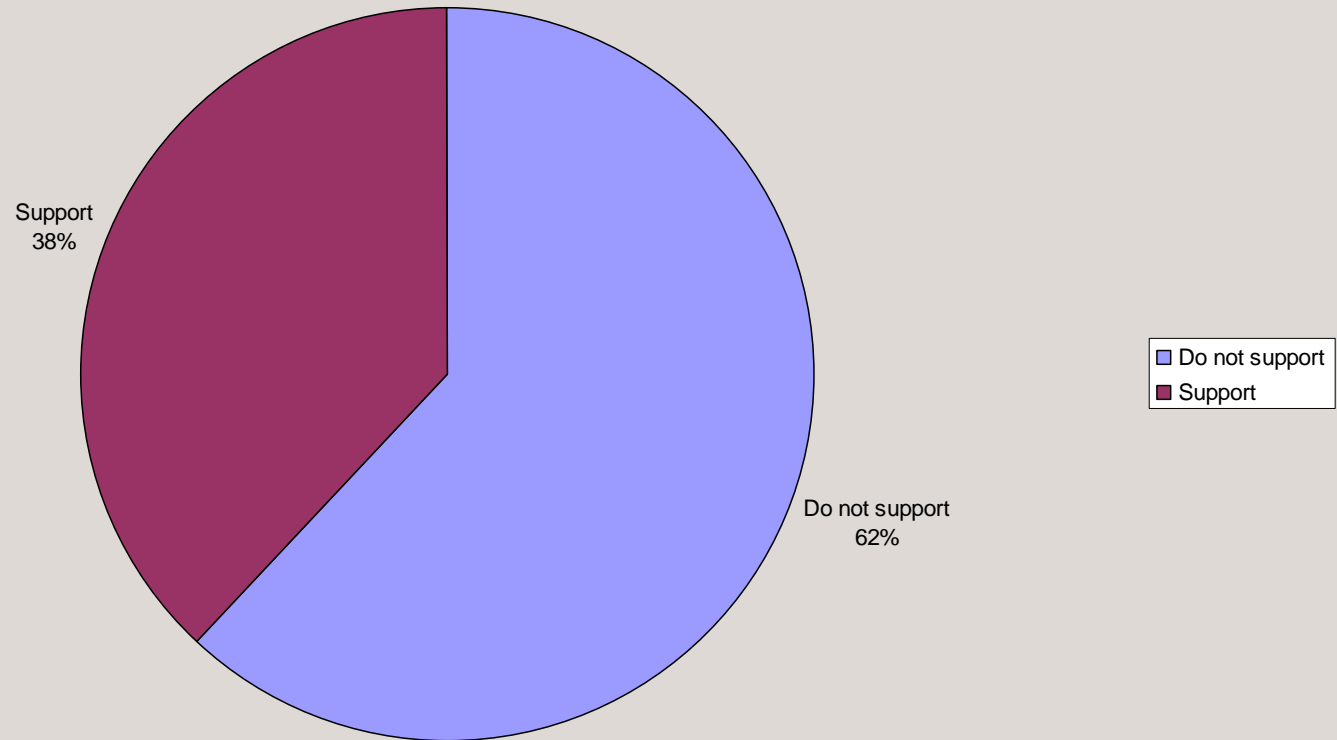
# Review of Public Input

## Technology Related Concerns: September 24, 2007 Public Meeting Boulder, CO



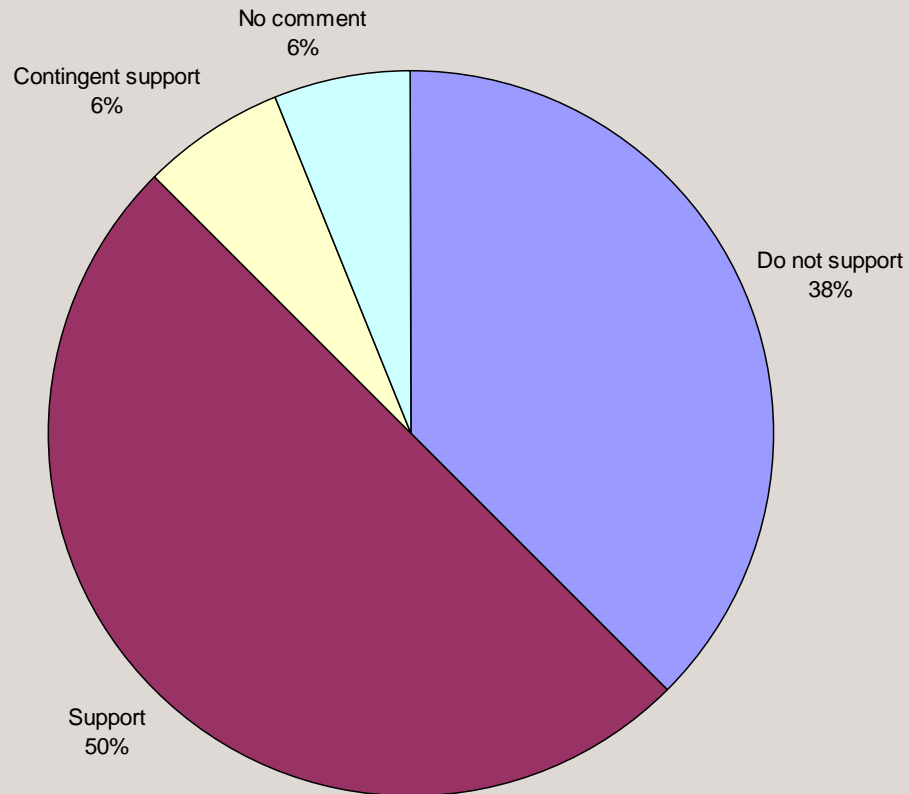
# Review of Public Input

*Do you support this recommendation?*  
Responses from Broomfield Public Meeting



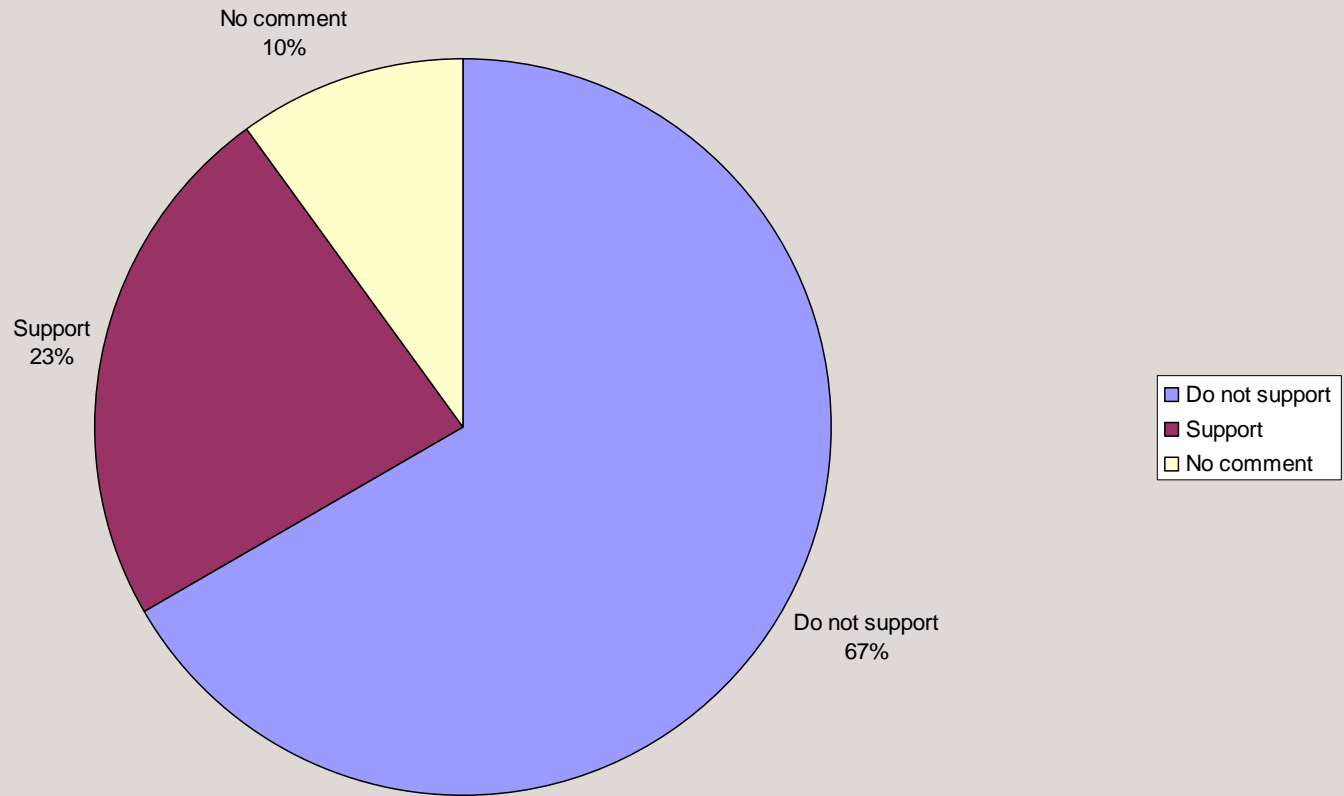
# Review of Public Input

*Do you support this recommendation?*  
Responses from Denver



# Review of Public Input

## Do you support this recommendation? Responses from Boulder



- **Reasons cited for support of recommendation:**
  - Practicality
  - Cost-effectiveness
  - Aesthetics
- **Reasons cited for concern about recommendation:**
  - Noise
  - Air quality
  - Cost
  - Fossil fuels

- **Other issues of concern:**
  - Quiet zones
  - Consistent RTD system/fleet
  - Travel time savings vs. other transit

- **Do you support the project team's recommendation and why?**
- **Do you not support the recommendation and why?**
- **Are you neutral regarding the recommendation and why?**
- **Do you want to abstain from commenting at this time?**

- **RTD FasTracks Monitoring Committee (October 2)**
  - Review findings, preliminary recommendations, and comments from Governments Team and public
  - Propose final recommendation for Board action
- **RTD Board: October 16**
  - Review findings, P&D Committee recommendations, and comments from Governments Team
  - Make final recommendation (support or oppose recommendations)
- **Complete NWR Environmental Evaluation with proposed mitigations: Spring 2008**

# Northwest Rail Environmental Evaluation

Governments Team

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