COMMUNITY DEVELOPMENT MEMORANDUM
#07-04

July 3, 2007

TO: Honorable Mayor Kathleen Novak and City Council Members

FROM: A.J. Krieger, City Manager
Travis Reynolds, Senior Planner

SUBJECT: Update of FasTracks project Draft Environmental Impact Statement Process (DEIS)

BACKGROUND:
Process:
The purpose of the North Metro Corridor Draft Environmental Impact Statement (DEIS) is to analyze transit alternatives in the corridor that runs between Denver Union Station and 162nd Avenue in Thornton. The two-year EIS, started in 2006, builds upon recommendations from previous studies, public input, and local government input to arrive at the best alternatives for the transit development in the corridor. Northglenn staff has participated in the DEIS meetings from the beginning of the process.

In May of 2006 the City convened the Northglenn FasTracks Task Force to proactively examine issues surrounding the proposed project and make a recommendation to the City Council. The 33 citizen group was tasked with completion of the following:

1. Create a FasTracks station scenario framework for Northglenn station location(s), land uses, and associated development policies;
2. Use the framework to make a recommendation to City Council in support of the identified FasTracks station(s); and
3. Interface with RTD FasTracks consultants and advocate for the plan framework with Northglenn citizens and businesses throughout the Draft Environmental Impact Statement (DEIS) planning process.

On August 24, 2006, the FasTracks Task Force forwarded a recommendation to City Council that Northglenn **not** have a rail station physically located in the City. The recommendation did, however, indicate that the Task Force members feel it would be economically viable to try to attract developers for the land adjacent to the proposed Thornton site at 124th and Claude Court. This area within the municipal boundaries of Northglenn currently includes the Northglenn Maintenance and Operation facility. Council subsequently passed a resolution to accept the recommendation from the FasTracks Task Force.

Since that time, major decisions of the DEIS process have included the removal of Light Rail from the list of potential rail car technologies and the choice of the Union Pacific Rail Road as the preferred alignment for the northern portion of the corridor.

Presently, the DEIS process has not yielded a preferred alternative for station locations or vehicle technology. In depth discussions and decisions are anticipated in the coming weeks.

Station Location:

The lone proposed station within the boundaries of the City continues to be at 112th and York. The proposed station at 124th and Claude Court is located outside Northglenn in Thornton. Although, the station's close proximity may impact future land uses in that portion of Northglenn. RTD is currently evaluating the station locations and the necessity for each. Alternatives being evaluated for the 112th station range from a "no-build" scenario to a traditional Park-n-Ride scenario (Attachment A). RTD will provide their analysis and preferred alternative at the end of July.

Technology:

The DEIS process is currently exploring two options of rail vehicle technology for use in the corridor. The two options include the Diesel Multiple Unit (DMU) and the Electric Multiple Unit (EMU). An overview of the major variables included in analysis of each technology is summarized in the following table.

Variable \ Technology	Diesel Multiple Unit (DMU)	Electric Multiple Unit (EMU)
Noise	Louder than EMU at takeoff and slow speeds	Quieter than DMU at slow speeds. Similar at high speed
Pollution	Greater localized pollution from vehicle emissions	Regional pollution from electricity generation
Operation and Maintenance Cost (Annual)	$19 Million	$ 17 Million
Cost	$69 Million	$140 Million

A July 24th RTD Board meeting is scheduled to cover the vehicle technology question for the North Metro corridor. The Board may choose to take a position on vehicle technology at that time.

Local Match:

Local governments (collectively) are responsible for providing a 2.5 percent local match on every FasTracks project. The affected local governments are responsible for deciding on the cost share between one another if the project involves more that one entity. Once the local governments have agreed on the appropriate percentage split, the corridor project manager will work with each city and negotiate what is eligible for their respective matches. Local matches may consist of a combination of the following – cash, right-of-way credits, waiving permit fees, local staffing for plan review and other in-kind services. This is part of the IGA negotiations that occur after the DEIS process is completed and final design begins. All IGAs must be complete before construction commences on a project.

BUDGET/TIME IMPLICATIONS:

Numerous decisions regarding the FasTracks project will be made in the coming weeks by the RTD Board or through the DEIS process. Additional comment periods will present themselves at the end of the DEIS process.
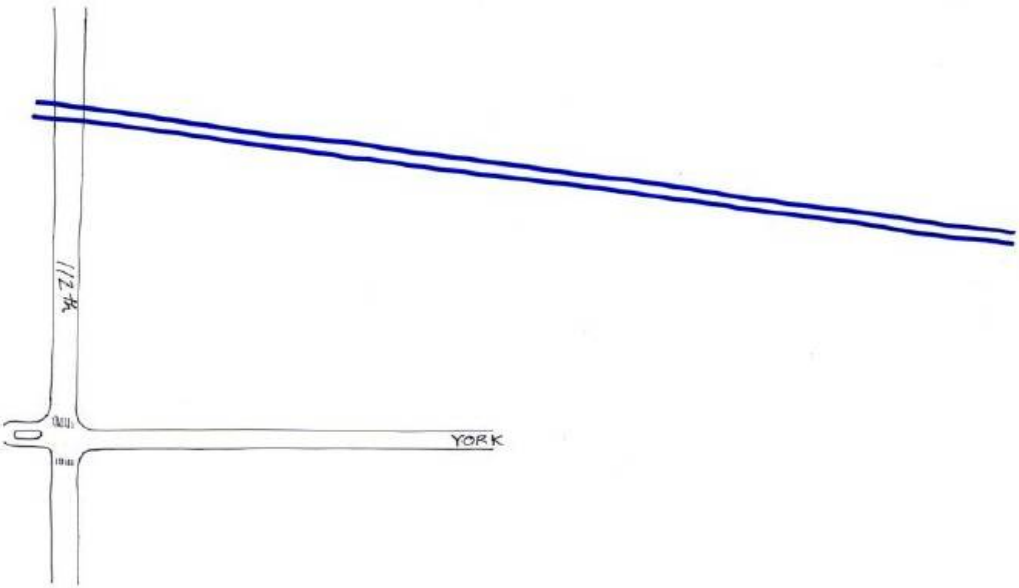
STAFF REFERENCE:

If Council members have any comments or questions they may contact Travis Reynolds, treynolds@northglenn.org, Shannon Turk, sturk@northglenn.org or Heath Klein, hklein@northglenn.org .
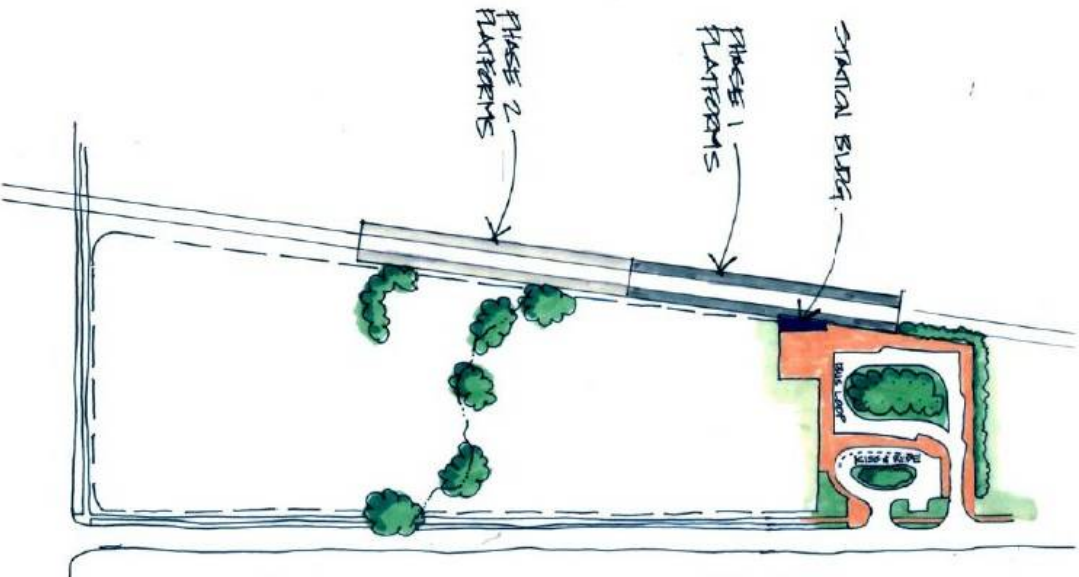
Attachment A

112th Option 1

No Station, No Concept
(There will be limited analysis)
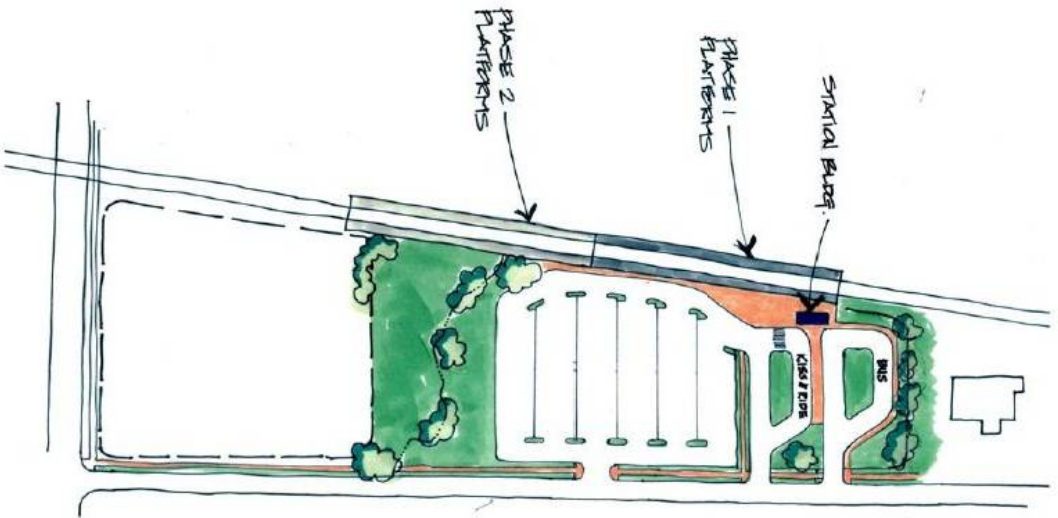
112 PL

YORK

112th Option 2 Concept

DESCRIPTON: Walk-up station north of 112th and west of York Street. 2015 Parking Demand: Medium (250-500 spaces). Proposed Parking Lot: 0

PHASE 2 PLATFORMS

PHASE 1 PLATFORMS

STATION BLDG.

KISS & RIDE

112ᵗʰ Option 3 Concept

DESCRIPTON: North of 112ᵗʰ with parking west of York Street.

2015 Parking Demand: Medium (250-500 spaces). Proposed Parking Lot: Small (240 spaces).

PHASE 2
PLATFORMS

PHASE 1
PLATFORMS

STATION BLDG.

KISS & RIDE

BUS

112ᵗʰ Option 4 Concept

DESCRIPTON: North of 112ᵗʰ with parking east of York Street.

2015 Parking Demand: Medium (250-500 spaces). Proposed Parking Lot: Medium (450 spaces).

Note: Should Northglenn wish, another concept could be developed that could combine 112ᵗʰ Option 3 and 112ᵗʰ Option 4 to provide parking each side of York Street.

PHASE 2
PLATFORMS

PHASE 1
PLATFORMS

STATION BLDG.

BUS LOOP

Land use in
this area TBD