



WELCOME to the East Corridor DEIS Public Hearing

March 4th and 5th, 2009

At tonight's meeting, we are presenting the Preferred Alternative and its potential impacts evaluated in the Draft Environmental Impact Statement (DEIS). Verbal comments will be recorded during the public hearing and in a private hearing room. Written comments may also be submitted.

Agenda

5:30 to 6:30 pm

Open House

Please take the opportunity to learn more about the project in the exhibits throughout the room. Project team members are available at each of the following five stations to answer any questions.

- 1. Project Overview**
- 2. Preferred Alternative**
- 3. Resource and Transportation Boards**
- 4. What Happens Next?**
- 5. Document Review Area**

6:30 to 6:45 pm

Project Team Presentation

The project team will summarize the East Corridor DEIS process and provide an overview of the analysis conducted to date.

6:45 to 8:30 pm

Formal Public Comment Session

Verbal comments will be submitted immediately following the project team presentation.

Handouts

Your meeting packet includes the following information:

- Preferred Alternative summary
- Noise and quiet zones – frequently asked questions
- Formal comment form

Information from tonight's meeting will be available on our website (www.eastcorridor.com) within the next two weeks on the Meeting Minutes page.

How to Stay Involved. We encourage public involvement throughout all steps of the EIS.

A few options on how to stay involved include:

- Contacting the East Corridor Project Team to request presentations and updates at 1560 Broadway, Suite 700, Denver, CO 80202, 303-299-2000
- Sign up to join our mailing list

THANK YOU for taking the time to get involved!

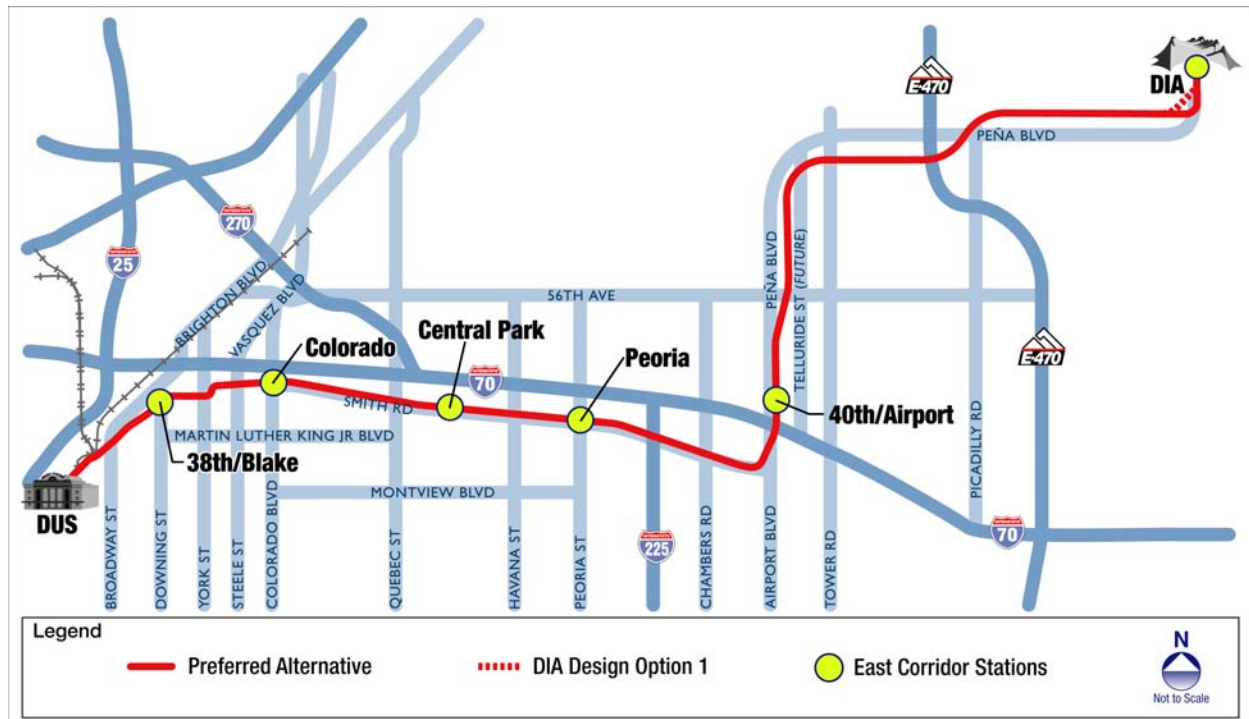
The Regional Transportation District (RTD) and the Federal Transit Administration (FTA) propose electric commuter rail transit from downtown Denver to Denver International Airport (DIA). The National Environmental Policy Act (NEPA) of 1969 requires federally funded projects which may have an impact on the environment to be analyzed through a rigorous environmental and community outreach process. The purpose of this project is to provide high-quality, high-capacity fixed-guideway transit that improves transportation access and mobility between downtown Denver and DIA with connections to the rest of the RTD transit system.

The need for the project results from:

- Limited regional connectivity
- Increased transportation demand
- Lack of reliable alternate modes of travel
- Increased travel times in the region
- Limited transportation options for underserved populations
- Completion of the FasTracks Plan regional fixed-guideway transit system

The East Corridor Draft Environmental Impact Statement (DEIS) includes stations at 38th/Blake, Colorado, Central Park, Peoria, 40th/Airport, and DIA.

East Corridor Preferred Alternative



Preferred Alternative overview:

- 22.8 miles of double-track electric multiple unit (EMU) commuter rail
- 6 new stations
- 7,900 parking space (3,529 parking spaces for opening day of 2015)
- Average weekday ridership of 37,900
- 29-minute travel time from DUS to DIA
- Service between 3:00 a.m. and 1:00 a.m. 365 days a year
- Trains every 15 minutes from 4:00 a.m. to 11:00 p.m.
- Capital cost of \$1.715 Billion (2015) and \$1.992 billion (2030) (in year of expenditure dollars)
- Estimated annual operating cost of \$17.7 million (in 2008 dollars)

What will create noise on the East Corridor?

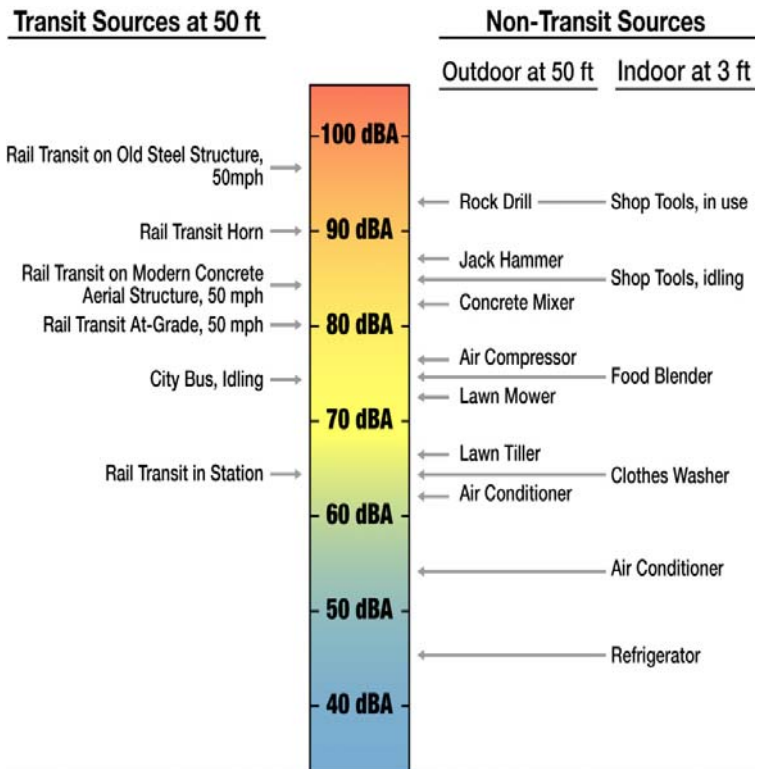
Train horns, wheel-rail interaction, and vehicle cooling fans all contribute to train noise, although the horns typically cause the most significant noise impacts.

Why are train horns necessary?

Federal Railroad Administration (FRA) safety standards require trains to sound their horns at 110 decibels as they approach every railroad crossing. Additionally, horns must be sounded 15 to 20 seconds before the train reaches a crossing, but not beyond a quarter of a mile away.

How does RTD analyze noise impacts?

During the environmental analysis, the East Corridor team took existing noise measurements throughout the corridor, at proposed station areas, and at other potentially sensitive locations (e.g. residences, schools, hospitals, etc). The team then identified how much additional noise would be created by the project. The difference between existing noise levels and additional project noise allows RTD to determine whether there are impacts, and if so, whether the project impacts are moderate or severe. RTD is using adopted Federal Transit Administration (FTA) guidance to assess noise impacts from transit projects.



How will the study determine if there are moderate or severe impacts?

FTA has specific criteria to determine whether a transit project's noise impacts would be moderate or severe. The degree of impact is based on comparing the predicted noise from the project with the existing (baseline) noise levels at sensitive receivers.

Are the noise measurements taken several times or are they a one-time measurement?

In residential areas, noise is typically measured and assessed over a full 24-hour period at representative locations. At locations with primarily daytime use (e.g. schools, businesses, churches, and parks), noise is typically measured and assessed over a one-hour period during the day.

Do the noise measurements take land contours into account?

Yes. The noise analysis accounts for the elevations of the source (trains) and receiver (homes, businesses, etc.), as well as the ground in between. These factors affect sound transmission, resulting in greater noise levels where the sound travels in an unobstructed path above the ground and lower noise levels where the sound path is shielded by intervening structures or topography.



Noise and Quiet Zones Frequently Asked Questions

How will RTD mitigate noise impacts on the East Corridor?

Recommended noise mitigation measures for the East Corridor may include establishing quiet zones, installing building insulation, or installing horns at the crossing instead of on the trains themselves (called wayside horns).

What is a quiet zone?

Quiet zones are segments of railroad lines where train crews (for both freight and commuter rail trains) are exempt from sounding their horn at grade crossings. All train crossings within the quiet zone must meet certain safety criteria in order to qualify for FRA quiet zone designation. It should be noted that train crews are still permitted to sound the horn within a quiet zone for railroad or safety reasons.

How much would noise impacts be minimized with the implementation of a quiet zone?

Not only would a quiet zone eliminate almost all of the project's moderate and severe noise impacts, but noise levels in the East Corridor would actually be less than they are today. Building insulation would be used for two receptors impacted by vehicle noise that cannot be mitigated by the quiet zones.

What is needed to qualify for a quiet zone?

To establish a quiet zone, all crossings must have physical safety improvements that compensate for the loss of the train horn as a warning device. In other words, the safety at railroad crossings must meet the level at which FRA will no longer require trains to sound their horns. For this reason, all crossings must have (at a minimum) advance warning devices with both flashing lights and crossing gates. Additional safety measures may be required, which are determined during an on-site analysis of each crossing.

What is RTD doing to help sections of the East Corridor qualify for quiet zone status?

In October 2007, the RTD Board adopted the Responsible Rail Amendment, which calls for RTD to work with railroads and local communities to address noise concerns. The amendment states that RTD will assist the communities in the quiet zone application process. That assistance has included developing inventories, reviews, and cost estimates for all railroad crossings along the East Corridor; coordinating safety meetings with the regulatory agencies who will make the decisions about quiet zones; and working with local communities to determine a quiet zone implementation approach for each individual crossing. However, it's important to note that federal regulation requires that the cities and counties file the quiet zone application. While RTD may assist in the process, it cannot submit the application.

How much does it cost to implement the safety measures required for quiet zones?

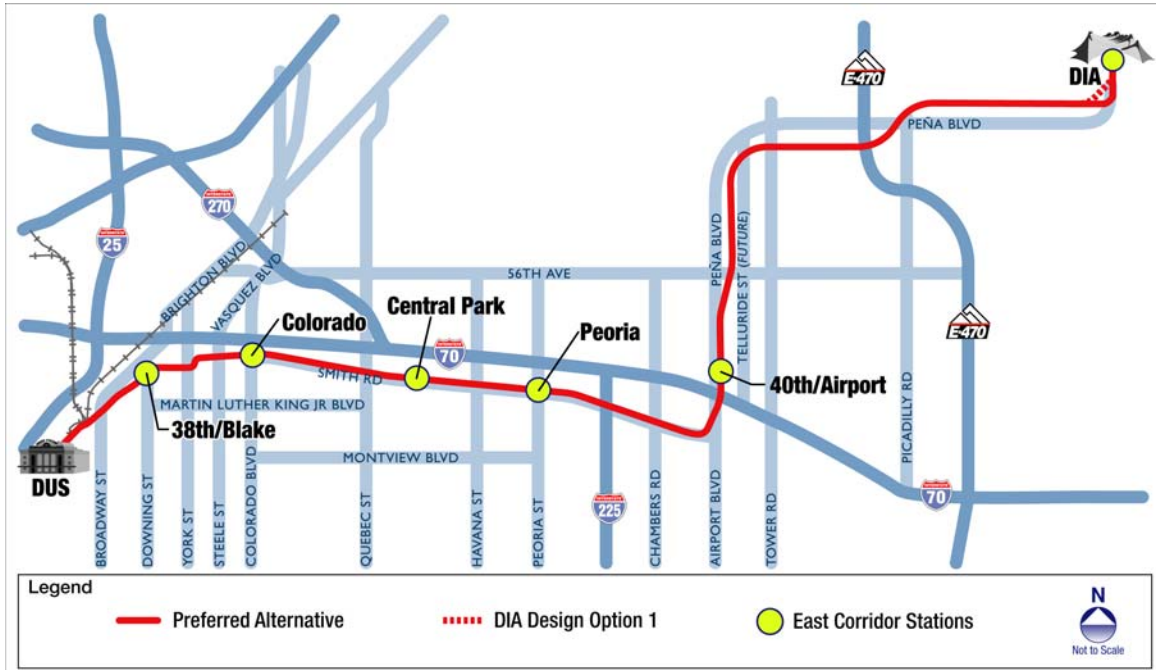
The cost to meet the minimum safety requirements of a quiet zone depends on the existing infrastructure at each crossing and what infrastructure improvements are needed. The average cost to upgrade a crossing without any existing quiet zone requirements can range from \$300,000 to \$500,000; however, because each crossing is unique, the total cost to implement a quiet zone will vary.

What is a wayside horn?

A wayside horn is another alternative to a train-mounted horn. Wayside horns are mounted at a railroad crossing, rather than to the train itself, and focus the noise toward approaching vehicles and nearby pedestrians. This type of mitigation limits the amount of noise exposure for noise-sensitive areas along the tracks and near crossing where trains sound their horns.

The East Corridor Draft Environmental Impact Statement (DEIS) proposes electric commuter rail transit linking Denver Union Station in downtown Denver to Denver International Airport (DIA) with stations at 38th/Blake, Colorado, Central Park, Peoria, and 40th/Airport.

East Corridor Preferred Alternative



Your comments on the Preferred Alternative and the DEIS are an important aid in making the best decisions for expanding transit in Denver. They will be addressed in the final EIS (FEIS). Comments can be submitted by mail, at the public hearings, and online at www.eastcorridor.com. The 45-day comment period will be open from January 30 through March 16, 2009.

Mail comments to:

Dave Beckhouse
Federal Transit Administration, Region 8
12300 West Dakota Avenue, Suite 310
Lakewood, CO 80228

Attn: East Corridor DEIS

FREEDOM OF INFORMATION ACT - CONSIDERATIONS/CONFIDENTIALITY

Public involvement is an essential part of transportation decision-making. We encourage your active participation throughout the process. Because this is a public process, we wish to make you aware that public comments, including names and street addresses, are part of the public record. Individuals may request confidentiality. If you wish to withhold your name and/or address from public inspection or from disclosure under the Freedom of Information Act, you must state this prominently at the beginning of any written comment you make. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations and businesses, will be made available for public inspection in their entirety.

