

Several issues have been raised regarding the light rail alternative that has been under evaluation. As a result, the project team is recommending that Alternative 2, light rail between downtown and Denver International Airport, should be eliminated from further consideration. The reasons for elimination are highlighted below:

- Problems with bringing light rail into the northern end of Denver Union Station (DUS) and not enough space to build platforms that would safely service passengers (see accompanying Denver Union Station Study Results exhibit)
- Union Pacific Railroad (UPRR) letter to the Regional Transportation District (RTD) stating that they will not allow non-Federal Railroad Administration compliant equipment (light rail vehicles) to operate within their right of way
- Cost per user is approximately 35 percent higher (\$250 million) for light rail than commuter rail with similar daily ridership (43,900 - 44,100) for both which may limit the ability to get federal funding to build the project

With the elimination of Alternative 2, light rail maintenance facilities and light rail station locations are also recommended for elimination. The maintenance facilities and station locations that are also recommended for elimination include:

Light Rail Maintenance Facilities

- L1 – UPRR TOFC Yard
- L2 – Smith Road (south side), Peoria to I-225

Light Rail Station Locations

- 33rd Street
- Monaco Parkway
- Chambers Road

Since Alternative 2 was the most feasible and viable light rail alternative that has been considered in the EIS, the project team recommends commuter rail for the East Corridor.

Denver Union Station Study Results

The Denver Union Station Master Plan and other studies have historically identified commuter rail technology for the East Corridor. Due to the strong support for light rail from the community as part of the I-70 East Corridor EIS, a technical study was completed to evaluate bringing light rail into DUS. The study analyzed track alignments, rail operational viability, the track throat capacity, and the light rail alignment and station configuration. Study findings include:

Rail Operations and Track Throat

- More trains on fewer throat tracks
- Reduces the reliability of the throat
- Increases required maintenance



Light Rail At-grade Alignment and Platforms

- Only one viable alignment available (8 studied)
- Reduces the number of passenger rail tracks at the station from 5 to 4 (light rail on tracks 1 and 2)
- Insufficient platform space to accommodate passengers, requires more than double available space

Light Rail Below-grade Alignment and Platforms

- Reduces the passenger rail tracks at the station from 6 to 5
- Removes service platform
- Platform requires underpinning the historic building to allow for adequate space

The information shown on this exhibit highlights conceptual work in progress and is subject to change as the environmental impact statement process continues.