



# Central Commuter Rail Maintenance Facilities Update

Following the first two levels of screening for central commuter rail maintenance facilities, there were five candidate sites that were still being evaluated. These maintenance facility sites have undergone additional engineering and technical analysis as part of the on-going development of the Draft EIS for the East and US 36 Corridors.

As part of this analysis, new information suggests that three of the sites are recommended to be eliminated from further consideration through a third level of evaluation. The criteria used to evaluate commuter rail maintenance facilities include:

- ❖ **Land use**
- Economic conditions
- Right of way
- Social impacts
- Environmental justice
- Cultural resources
- Parks and open space
- Safety and security
- Visual resources
- Air quality
- ❖ **Noise and vibration**
- Biological Resources
- Mineral Resources
- Farmland
- Hazardous Materials
- Utilities
- Energy
- Water Resources
- Wetlands
- ❖ **Construction**
- ❖ **Property Acquisition Costs**

## **Note: Criteria with ❖ are discriminators**

Although all five of the remaining candidate sites were fully evaluated for all resources listed above, many of the impacts were similar between the sites. Certain resources as identified had different impacts for the various sites. These resources were used to highlight the differences between the sites and support the recommendation to eliminate some of the sites from further evaluation. In addition, the recommendation for commuter rail in the East Corridor eliminates the commuter rail maintenance facility sites that were being considered near Boulder along the US 36 Corridor.

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## 3rd Level Screening Results

Maintenance Facility Locations Evaluated	Construction Impact	EJ Issues	Land Use Consistency*	Noise and Vibration**	Environment	Relative Acquisition Cost	Carried Forward
<b>C1 - BNSF Rennick Yard/Properties East</b>	Similar to other sites	Similar to other sites	Consistent with existing land use but not supported locally	22 households affected	Similar to other sites	\$\$\$\$	<b>No</b>
<b>C2 - BNSF TOFC Facility</b>	Requires extensive excavation (\$100 to \$200 million)	Similar to other sites	Consistent with existing land use and supported locally	0 households affected	Similar to other sites	\$\$\$\$	<b>No</b>
<b>C3 - BNSF 31st Street Yard</b>	Similar to other sites	Similar to other sites	Consistent with existing and future land use. Meets the intent of Blueprint Denver.	20 households affected	Similar to other sites	\$\$	<b>Yes</b>
<b>C4 - RTD District Shops/Platte Facility</b>	Similar to other sites	Similar to other sites	Consistent with existing land use. Future land use indicates mixed-use development.	3 households affected	Similar to other sites	\$\$	<b>No</b>
<b>C5 - UP 36th Street Yard/ Properties West</b>	Similar to other sites	Similar to other sites	Consistent with existing land use. Future land use indicates mixed-use development.	0 households affected	Similar to other sites	\$	<b>Yes</b>

\* Rated against Denver's Blueprint Denver and River North Plans. Note that current zoning is industrial and any implementation of these plans would require the purchase and relocation of the railroad.

\*\* Evaluated using locomotive hauled coaches. Diesel or Electric Multiple Unit technologies would likely have fewer impacts.

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## Relationships Between Commuter Rail Maintenance Facility Sites and Property Acquisition

One of the criteria evaluated is the relationship between the different rail yards that are being considered for potential maintenance facility sites. As shown below, the UPRR 36th Street Yard would need to be purchased to accommodate the East Corridor alignment regardless of where a maintenance facility is located. Because of freight rail operations, some sites can not be relocated without purchasing other sites. This is the case for the BNSF Rennick Yard and BNSF TOFC Yard. If either of those sites are purchased, it requires the purchase of all three of the BNSF yards in the area.\* The matrix below identifies the number of sites that would also need to be purchased to be able to use each of the sites being considered.

	C1 - BNSF Rennick Yard/ Properties East	C2 - BNSF TOFC Facility	C3 - BNSF 31st Street Yard	C4 - RTD District Shops/ Platte Facility	C5 - UP 36th Street Yard**	Total Sites That Must Be Purchased	Relative Cost of Purchase
C1 - BNSF Rennick Yard/ Properties East	X	X	X		X	4	\$\$\$\$
C2 - BNSF TOFC Facility	X	X	X		X	4	\$\$\$\$
C3 - BNSF 31st Street Yard			X		X	2	\$\$
C4 - RTD District Shops/ Platte Facility				X	X	2	\$\$
C5 - UP 36th Street Yard**					X	1	\$

\* The BNSF 31st Street Yard is an exception, it can operate independently without requiring purchase of the other two BNSF Yards

\*\* Required Purchase for the East Corridor