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## APPENDIX A

### RESPONSES TO DRAFT EIS COMMENTS

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This appendix provides responses to public and agency comments on the Draft EIS and received during the Draft EIS public comments period, including comments on effects to historic properties from Section 106 consulting parties. An index of the comments can be found after the public comment summary and description of the general comment response.

#### Public Comment Summary

Public comments for the Draft EIS were received from October 31, 2008 to December 31, 2008. Comments were received through email, the project web site, signatures on a public petition, at the three public hearings (Longmont 11/18/2008, Fort Collins 11/19/2008, and Loveland 11/20/2008), phone calls to the project hotline, written form, and letters. Verbal comments given at the public hearings were taken from the official transcript collected at each of the three public hearings. The comments are organized by the sources of the comment (method of submittal) then alphabetically by commenter's last name.

During the Draft EIS comment period, a total of 1025 comments were received from the public in the following manners:

- ▶ 352 comments were submitted through the project web site
- ▶ 152 written comments were submitted during a public hearing or mailed to CDOT
- ▶ 70 verbal comments were made at public hearings (11 at Longmont, 13 at Fort Collins, and 17 at Loveland)
- ▶ 16 comments came in by phone call to the project hot line
- ▶ 10 comments were received via email
- ▶ 425 individuals signed a petition with the title "Front Range on Track," which was submitted to CDOT. The text of the petition is: We, the undersigned, express our support for Commuter Rail, along Hwy 287 from Fort Collins to Denver Metro FasTracks connections as described in Package A of CDOT's North I-25 Draft Environmental Impact Statement. We support the mass transit components of Package A and necessary safety upgrades on I-25.

The comments received on the Draft EIS reflected the following community sentiment:

- ▶ 194 supported commuter rail
- ▶ 166 supported Package A because of commuter rail
- ▶ 34 provided support for Package A without stating why specifically
- ▶ 30 supported all the components in Package A
- ▶ 50 supported transit of any kind. Most of them indicated that they support the use of bus until rail can be developed.
- ▶ 15 comments were received in support of rail along I-25
- ▶ 21 comments stated opposition to rail along I-25

- ▶ 5 indicated that they do not support rail at all
- ▶ 21 stated that they are opposed to any highway improvements at all
- ▶ 8 supported only highway improvements
- ▶ 4 stated they support rail but only if monorail is the technology selected
- ▶ 4 supported both packages
- ▶ 3 did not support either package
- ▶ 3 wanted whatever safety improvements can be made

## Comment Index

The following is an index of the submitted comments from Agencies and the public on the Draft EIS during the public comment period. This index presents the agencies (federal, state, and local) first, then the public comment index. The public comment index is organized by the source of the comment and then by last name of the individual and identifies if they represent an individual or organization. This index also presents the comment number and page number where the response can be found in this appendix.

### Agency Comment Index

Name	Comment Number	Response Provided on Page(s)
<i>Federal Agencies</i>		
<i>US Army Corps of Engineers</i>	USACE #1--#4	2-3
<i>US Environmental Protection Agency</i>	USEPA #1--#25	4-18
<i>US Department of the Interior</i>	USDOI #1--#6	18-20
<i>State Agencies</i>		
<i>Advisory Council on Historic Preservation</i>	ACHP #1	21-22
<i>State Historic Preservation Officer</i>	SHPO Comment #1--#6	23-25
<i>Local Agencies</i>		
<i>North Front Range Metropolitan Planning Organization</i>	NFRMPO Comment #1--#14	26-32
<i>Denver Regional Council of Governments</i>	DRCOG Comment #1--#6	33-34
<i>Larimer County</i>	Larimer County--General Comment #1--EAB Comment #3	35-47
<i>City of Fort Collins</i>	City of Fort Collins Comment #1--Staff Comment #40	48-68
<i>Town of Timnath</i>	Town of Timnath Comment #1--#2	69-70
<i>City of Loveland</i>	City of Loveland Comment #1--#3	71-73
<i>Town of Berthoud</i>	Town of Berthoud Comment #1	74-75
<i>Weld County</i>	Weld County Comment #1	76
<i>City of Greeley</i>	City of Greeley Comment #1	77-78
<i>Town of Frederick</i>	Town of Frederick Comment #1	79-80

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<i>City of Longmont</i>	City of Longmont Comment #1-- Staff Comment #16-8	84-94
<i>Town of Erie</i>	Town of Erie Comment #1	95
<i>City and County of Broomfield</i>	City and County of Broomfield Comment #1	96-97

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<i>Comments Submitted via Email</i>			
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2	Duncan, Carolyn	Individual	104-105
3	Fortune, Irene	Individual	105-106
4	Katers, Tim	Individual	106
5	Kearney, Elizabeth	Individual	107
6	King, Evelyn	Individual	107-108
7	Rees, Scott	Individual	108
8	Rosquist, William	Individual	108
9	Stevens, Earl & Twila	Individual	108
10	Wockner, [first name not provided] (Clean Water Action)	Organization	108-110
<i>Comments Submitted via Project Web Site</i>			
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12	Adamson, Bonnie	Individual	110
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14	Alexander, Roger	Individual	110-111
15	Andersen, Kristen	Individual	111-112
16	Anderson, Tj	Individual	112
17	Anderton, Ray	Individual	112
18	Anhorn, Sharon	Individual	112-113
19	Anonymous	Individual	113
20	Apt, Alan	Individual	113
21	Apt, Alan	Individual	113
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25	Bailor, Susan	Individual	114
26	Baker, Thomas & Rosika	Individual	114-115
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28	Ball, Deanna	Individual	115
29	Ball, LuAnn	Individual	115
30	Barlow, Robert	Individual	115-116
31	Barnes, Tangier	Individual	116
32	Bartmann, Lila	Individual	116-117
33	Bartmann, Louis	Individual	117
34	Barton, Anna	Individual	117-118
35	Beecher, Tim	Individual	118
36	Benedict, Kathleen	Individual	118
37	Bennett, Teresa	Individual	118-119
38	Bennett, Helene	Individual	119
39	Bersch, Linda	Individual	119
40	Bertzins, Maris	Individual	119
41	Bienvenue, Bobby	Individual	119
42	Binckes, Robert	Individual	119
43	Birdsall, Jim	Individual	119-120
44	Bittner, John	Individual	119
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46	Boggs, Helen	Individual	121
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48	Bonifazi, Frank	Individual	121
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50	Bretthauer, Lori	Individual	121-122
51	Bricker, Susan	Individual	122
52	Brinkerhoff, Pauline	Individual	122
53	Brinkhoff, Carole	Individual	122-123
54	Bromley, Harrison	Individual	123
55	Bromley III, William	Individual	124
56	Broste, Sally	Individual	124
57	Broste, Nels	Individual	124
58	Bruyere, Brett	Individual	124-125
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61	Buczynski, Beth	Individual	125
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63	Butler, Flo	Individual	125
64	Cada, Frank	Individual	126
65	Callahan, Gerald	Individual	126
66	Cape, Richard	Individual	126
67	Carney, Eliza	Individual	126
68	Carraher, Mary	Individual	126
69	Casale, Debbie	Individual	126-127
70	Caswell, Margie	Individual	127
71	Charles, Stephen	Individual	127
72	Chorak, Steven	Individual	127
73	Chorak, Dann	Individual	127
74	Clark, Jane	Individual	127-128
75	Clauson, Allen	Individual	128
76	Coen, Richard	Individual	128
77	Colony, Andrew	Individual	128
78	Conley, Dolores	Individual	128
79	Constantine, Kosta	Individual	128
80	Coogan, Dan	Individual	129
81	Cook, Kevin	Individual	129
82	Crain, Donald	Individual	129
83	Croke, Ryan	Individual	129-130
84	Cronenberg, Bill	Individual	130
85	Cummins, Jeff	Individual	130-131
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87	Dalton, Julie	Individual	131-132
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89	Danforth, James	Individual	132
90	Davis, Debbie	Individual	132
91	DeBell, Linsey	Individual	132
92	Decker, John	Individual	132
93	DeCoursey, M.	Individual	132-133
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99	Dirks, Marisa	Individual	134
100	Donnellan, Stephen	Individual	134
101	Douthit, Patricia	Individual	134
102	Downey, Donald	Individual	134
103	Drage, Robert	Individual	134-135
104	DSilva, Ed	Individual	135-136
105	Dsilva, Andrea	Individual	136
106	Duncan, Colleen	Individual	136
107	Duncan, Pamela	Individual	136
108	Duncan, Kenneth	Individual	136
109	Dunn, Dave	Individual	136-137
110	Durell, Matthew	Individual	137
111	Dwight, Eleanor	Individual	137
112	Eakins, Lisa	Individual	137-138
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114	Eberle, Peter	Individual	138
115	Ehrenstein, Ray	Individual	138-139
116	Eikleberry, Carol	Individual	139
117	Elliott, Doug	Individual	139
118	Eriksen, DDS, Donald E.	Individual	139-140
119	Ewy, Leonard	Individual	140
120	Faaborg, Roger	Individual	140
121	Fagan, Sandra	Individual	140
122	Fedak, Ginger	Individual	140
123	Finkelstein, Joshua	Individual	141
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125	Fitzgerald, Paula	Individual	141-142
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127	Foley, Ann	Individual	142
128	Foley, Dana	Individual	142
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131	Franklin, James	Individual	143
132	Frazier, Thomas	Individual	143
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135	Furman, D	Individual	144
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143	Gomez, Theresa	Individual	146
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147	Graham, Dave	Individual	147
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176	Hunt, Nancy	Individual	157
177	Hutmacher, Meredith	Individual	157
178	Jacobson, Keith	Individual	157
179	Jenkins, Bill	Individual	157
180	Jensen, Trixie	Individual	157-158
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183	Jones, Waldo	Individual	158
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198	Kunze, Sharon	Individual	163
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200	Lavender, Amy	Individual	164
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202	Leck, Christopher	Individual	164
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222	Mahoney, Keith	Individual	169
223	Mangelsen, Mary	Individual	169
224	Margolis, Jack	Individual	169
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259	Parkhurst, Catherine	Individual	179
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297	Shirley, Bill	Individual	192
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339	Walsh, Ralph	Individual	202-203
340	Walton, Jennifer	Individual	203
341	Watts, Iorna	Individual	203-204
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345	Wells, Marion	Individual	205
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369	Anderson, LeRoy	Individual	210
370	Aneas, Michael	Individual	210
371	Archer, Larry	Individual	210
372	Arvidson, Veronica	Individual	210
373	Aslami, Mohammed	Individual	210
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377	Bage, James	Individual	210
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379	Bain, Angela	Individual	210
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382	Ball, Jane	Individual	210
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384	Barnhardt, Michael	Individual	210
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409	Brammer, Jill	Individual	211
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424	Cantrell, John	Individual	212
425	Carney, Eliza	Individual	212
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437	Coffey, Jan	Individual	213
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439	Collins, Janet	Individual	213
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441	Cross, Mary Janet	Individual	213
442	Crump, Irma	Individual	213
443	Cummings, John	Individual	213
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445	Dallas, Ryan	Individual	213
446	Darter, Julie	Individual	213
447	Davenport, Greg	Individual	213
448	Davis, Linda	Individual	213
449	Debaor, Dave	Individual	213
450	DeBout, David	Individual	213
451	Dembrun, Karen	Individual	213
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453	Devaney, Ceryse	Individual	213
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459	Drase, Susan	Individual	213
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471	Edwards, Matt	Individual	214
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479	Felker, Danny	Individual	214
480	Felker, Danny	Individual	214
481	Fialkowski, Veronica	Individual	214
482	Finck, Arthur	Individual	214
483	Fitt, Sally	Individual	214
484	Fjgld, Louise	Individual	214
485	Fletcher, Jill	Individual	215
486	Freeman, Nola	Individual	215
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**Agency Comments From:**

**Federal Agencies**

US Army Corps of Engineers (USACE)  
US Environmental Protection Agency (USEPA)  
US Department of the Interior (USDOJ)  
Advisory Council on Historic Preservation (ACHP)

**State and Regional Agencies**

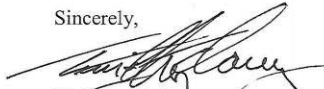
State Historic Preservation Officer (SHPO)  
North Front Range Metropolitan Planning Organization (NFRMPO)  
Denver Regional Council of Governments (DRCOG)


**Local Agencies**

Larimer County  
City of Fort Collins  
Town of Timnath  
City of Loveland  
Town of Berthoud  
Weld County  
City of Greeley  
Town of Frederick  
Boulder County  
City of Longmont  
Town of Erie  
City and County of Broomfield



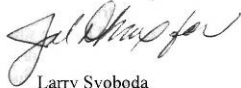


Agency/Comment #	Comment	Response
<p>USACE (cont.)</p> <p>Comment # 3</p> <p>Comment # 4</p>	<p style="text-align: center;">2</p> <p>3. Even though Package A addresses two potential projects (highway improvements and rail) for the purpose of compliance with NEPA, each project proponent may apply for their own Section 404 permit, so long as each project has independent utility (construction of one is not dependent on construction of the other).</p> <p>4. Based on the analysis of aquatic resource impacts contained in the DEIS, to include the assessment of wetland functions contained in the Wetlands Technical Report, Package A appears to be the current least environmentally damaging practicable alternative.</p> <p>Please extend my thanks to Ms. Monica Pavlik and the project team for taking my earlier comments into consideration. If you have any questions, please call me at 303-979-4120.</p> <p style="text-align: center;">Sincerely,  Timothy T. Carcy Chief, Denver Regulatory Office</p> <p>CF: Sarah Fowler, EPA Alison Michael, USFWS Martha Chieply, CENWO-OD-R</p>	<p><b>Responses to USACE Comments</b></p> <p><b>Response to Comment #3:</b> Comment noted.</p> <p><b>Response to Comment #4:</b> The FEIS contains information about the wetland impacts of all alternatives. The Preferred Alternative, as noted in the FEIS, has the least impacts to aquatic resources.</p>

Agency/Comment #	Comment	Response
<p>US Environmental Protection Agency (USEPA)</p>	 <p><b>UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION 8</b> 1595 Wynkoop Street DENVER, CO 80202-1129 Phone 800-227-8917 <a href="http://www.epa.gov/region08">http://www.epa.gov/region08</a></p> <p>Ref: 8EPR-N</p> <p>Russell George Executive Director Colorado Department of Transportation 4201 E. Arkansas Avenue Denver, CO 80222</p> <p>Karla Petty, P.E. Division Administrator, Colorado Division Federal Highway Administration 12300 West Dakota Avenue, Suite 180 Lakewood, CO 80228</p> <p>Terry J. Rosapep Regional Administrator, Region 8 Federal Transit Administration 12300 West Dakota Avenue, Suite 310 Lakewood, CO 80228-2583</p> <p>Re: I-25 Corridor from Fort Collins-Wellington area to Denver: Draft Environmental Impact Statement (DEIS); CEQ# 20080436</p> <p>Dear Mesdames and Messrs. George, Petty, and Rosapep:</p> <p>In accordance with our responsibilities under the National Environmental Policy Act (NEPA) 42 U.S.C. Section 4231 et. seq., and Section 309 of the Clean Air Act , 42 U.S.C. Section 7609, the U.S. Environmental Protection Agency Region 8 (EPA) has reviewed the I-25 Corridor Draft Environmental Impact Statement (DEIS).</p> <p>The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT) developed this DEIS to evaluate long-term travel needs between the Denver metropolitan area and Ft. Collins along I-25. The DEIS identifies and evaluates two multimodal transportation alternatives in addition to the no action alternative for the 61 mile corridor extending from Ft. Collins/Wellington Area to Denver. The study area of this project includes 38 incorporated</p>	



Agency/Comment #	Comment	Response
<p>USEPA (Cont).</p> <p>General Comment #3</p>	<p>We have also included comments regarding protection of visibility in Federal Class I areas (Rocky Mountain National Park). EPA recommends that the FEIS describe regulatory requirements for protecting visibility in Federal Class I areas and the status of visibility degradation in Rocky Mountain National Park (RMNP). Much of this information is contained in the Colorado State Implementation Plan and the Rocky Mountain National Park Nitrogen Deposition Reduction Plan (RMNPNDRP). The DEIS notes that future emissions of nitrates and sulfates from on-road mobile sources (which contribute to visibility degradation) are projected to decrease but that ammonia emissions from on-road mobile sources are projected to increase. The direct and cumulative impacts of the increased ammonia and the significance of its contribution to nitrogen deposition in the RMNP should be disclosed. EPA recommends that the FEIS describe mitigation measures for reducing ammonia emissions from not only on-road mobile sources, but also from point and area sources. Mitigation measures for reducing ammonia emissions in the project area are included in the RMNPNDRP, Memorandum of Understanding between the National Park Service, the EPA and the Colorado Department of Public Health and Environment. Inclusion of these mitigation measures in the FEIS and Record of Decision will serve to alert agencies or officials who can implement them and will encourage them to do so. These concerns are also discussed in further detail in the attached comments.</p> <p>Pursuant to EPA policy and guidance, EPA rates the environmental impact of an action and the adequacy of the NEPA analysis. Since a preferred alternative has not yet been identified, EPA has rated both action alternatives, Package A and Package B, as “EC-2” ( Environmental Concerns-Insufficient Information). This “EC” rating means that impacts have been identified that should be avoided in order to fully protect the environment. The “2” rating means that clarifying language or information may be necessary. An explanation of the rating criteria is enclosed. Although we have rated these action alternatives the same, we note that they may result in different induced changes in the pattern of land use, population density or growth rate. EPA notes that Package A appears to facilitate transit oriented development in an existing urban area leading to more pedestrian friendly neighborhoods and less dependency on private vehicles for shopping and work related trips. In addition, Package A appears to have fewer impacts to wetlands, floodplains, wildlife and aquatic species, and threatened and endangered species, when compared to Package B.</p> <p>EPA appreciates the opportunity to review this project. We also acknowledge the complexities in designing multi-modal alternatives such as this one in a manner that meets the purpose and need, considers and mitigates environmental impacts and attempts to meet the needs of the local communities (which are often conflicting). We have attached a list of concerns by</p>	<p><b>Responses to USEPA General Comments</b></p> <p><b>Response to General Comment # 3:</b> Additional information has been added to FEIS Section 3.5.4 describing the regulatory requirements for protecting visibility in Rocky Mountain National Park. Also included in this section is the status of visibility degradation in Rocky Mountain National Park, including a new table providing haze index metric. A list of mitigation measures that can be considered by others to reduce ammonia emissions also has been added.</p>

Agency/Comment #	Comment	Response
USEPA (cont.)	<p>resource area where clarifying language or information is suggested. If you have any questions or would like to discuss our comments, please contact me at (303) 312-6004 or Robin Coursen of my staff at (303)312-6695.</p> <p style="text-align: center;">Sincerely,</p> <div style="text-align: center;">             Larry Svoboda            Director, NEPA Program            Office of Ecosystems Protection and Remediation         </div> <p>Enclosure</p> <p>cc: Robert J. Garcia, P.E. Region 4 Transportation Director Department of Transportation 1420 2nd Street Greeley, CO 80631</p> <p>Pamela A. Hutton, P.E. Chief Engineer Colorado Department of Transportation 4201 East Arkansas Ave. Denver, CO 80222</p> <p>Monica Pavlik, FHWA Carol Parr, CDOT</p> <p style="text-align: center;">4</p>	



Agency/Comment #	Comment	Response
<p>USEPA (cont.)</p> <p>Detailed Comment #1 (cont.)</p> <p>Detailed Comment #2</p> <p>Detailed Comment #3</p>	<p><i>Mobile Source Air Toxics:</i></p> <ul style="list-style-type: none"> <li>Page 3.5-7, Mobile Sources Air Toxics (MSAT) section: EPA has made its disagreements with regard to FHWA guidance, and its inclusion in many transportation project EISs, known over the last few years. We continue to disagree with many of the statements in this mobile sources air toxics section such as technical shortcomings of current EPA regulatory models. We do note that much of this language is included from earlier CDOT transportation EISs; however, we note that section 3.5.3.5 of the document does contain relevant information regarding MSAT emissions data (presented in Table 3.5-16.) Table 3.5-17 contains a beneficial, extensive list of potential MSAT receptors (i.e., schools, churches, hospitals, etc.) Also, the MSAT analysis findings on pages 3-5.39 and 3-5.40 are valuable.</li> <li>Page 3.5-12, fourth paragraph, last sentence: States that “Regional studies” indicate mobile source ammonia (NH<sub>3</sub>) emissions will grow to over 3,700 tons by 2018. Are these “studies” the Taipale 2006 reference on page 3.5-13? Also, were NH<sub>3</sub> emissions from the project calculated using EPA’s MOBILE6.2 model in order to evaluate the project’s emissions contribution as a component of the stated 3,700 tons per year figure for 2018?</li> </ul>	<p><b>Responses to USEPA Detailed Comments</b></p> <p><b>Response to Detailed Comment # 1 (cont.)</b> Four areas in the regional study area are in CO attainment/maintenance: Denver, Fort Collins, Greeley, and Longmont. Denver is also in attainment/maintenance for particulate matter under 10 micrometers in size (PM<sub>10</sub>). In 2004, EPA determined particulate matter under 2.5 micrometers in size (PM<sub>2.5</sub>) within the Denver Metro area and the North Front Range area had met the 1997 air quality standards; therefore, designating the Denver metro area and north Front Range as an attainment area. In 2006, EPA strengthened the 24-hour PM<sub>2.5</sub> standard from 65 micrograms per cubic meter (µg/m<sup>3</sup>) to 35 µg/m<sup>3</sup>. Due to the lack of evidence linking health problems to long-term exposure to coarse particle pollutions, the EPA revoked the annual PM10 standard in 2006. Modeling of PM<sub>2.5</sub> emissions was not conducted since the Denver Metro area and the North Front Range are designated as attainment areas. Precursors of PM<sub>2.5</sub> include NO<sub>x</sub> and VOC which were modeled for this project.</p> <p><b>Response to Detailed Comment # 2:</b> The FHWA has revised the MSAT guidance language which is included in the air quality technical report addendum.</p> <p><b>Response to Detailed Comment # 3:</b> The 2018 estimate is from the Taipale 2006 reference and has been referenced as such in the FEIS text (Section 3.5.2.4). This reference has been added to the FEIS Chapter 11 – List of References.</p> <p>Section 3.5.3.7 includes text about ammonia and links ammonia emissions to VMT, which will be increasing with each of the build alternatives. We acknowledge EPA’s concerns about increasing ammonia emissions.</p>







Agency/Comment #	Comment	Response
<p>USEPA (cont.)</p> <p>Detailed Comment #8</p>	<ul style="list-style-type: none"> <li>Federal Class 1 Area - Nitrogen Deposition in the Rocky Mountain National Park. Section 3.5.2.4. EPA recommends that Section 3.5.2.4 provide a more thorough analysis of the potential for on-road mobile sources to contribute to nitrogen deposition in Rocky Mountain National Park. Please discuss what the limiting factor is for ammonium nitrate formation in the atmosphere of the Front Range. If nitrates are the limiting factor, then</li> </ul> <p style="text-align: center;">6</p> <p>there should be less ammonium nitrate formation since region-wide NO<sub>x</sub> emissions are decreasing. If ammonia is the limiting factor, then even with a reduction of NO<sub>x</sub> emissions, there may be more ammonium nitrate formation. Also, please state which alternative (Package A or B) would have the lowest ammonia emissions.</p>	<p><b>Responses to USEPA Detailed Comments</b></p> <p><b>Response to Detailed Comment # 8:</b></p> <p>The Rocky Mountain National Park (RMNP) has over 3 million visitors per year. Majority of these travels arrive by gasoline and diesel powered vehicles which contributes to the NO<sub>x</sub> emissions deposited in the Park. In addition, the community of Estes Park borders the RMNP which also attracts many visitors.</p> <p>The transport of NO<sub>x</sub> and NH<sub>3</sub> is typically from the west. However, large snowfall events east of the Continental Divide, associated with easterly upslope flow, can bring pollutants from the Front Range urban corridor and eastern plains. Further, localized upslope flows from the morning heating of the east-facing slopes can also transport pollutants from the Denver-Boulder-Fort Collins urban area. The morning heating can trigger convective rain showers leading to precipitation events in the park which contributes to wet deposition. Therefore, emissions from the Front Range are also a large contributor to nitrogen deposition in the RMNP. The Colorado Front Range area experienced a rapid population growth from 1980 to 2000. Emissions from point and mobile sources were responsible for most of the emission increases.</p> <p>Total nitrogen deposition in the RMNP is approximately 75 percent wet and 25 percent dry deposition. Nitrate and ammonium contribute approximately equal amounts to wet nitrogen deposition. However, ammonium is increasing at a more rapid rate than nitrate. Ammonium deposition has a greater potential than nitrate for producing harmful changes in ecosystems because ammonium by-products cause greater changes in plant growth and insect vulnerability and they produce an extra acidifying effect in soils during the biological conversion from ammonium to nitrate which may explain why ammonium is increasing at a faster rate than nitrate.</p> <p>While we acknowledge EPA's concerns about growing ammonia emissions, EPA does not currently regulate these emissions from mobile sources.</p>

Agency/Comment #	Comment	Response
<p>USEPA (cont.)</p> <p>Detailed Comment #9</p> <p>Detailed Comment #10</p>	<p><i>Mitigation Measures:</i></p> <ul style="list-style-type: none"> <li>Section 5.3.5.4 Mitigation Measures. EPA recommends that the FEIS describe mitigation measures for reducing ammonia emissions from not only on-road mobile sources, but also from point and area sources. Mitigation measures for reducing ammonia emissions in the project area are included in the RMNPNDRP, Memorandum of Understanding (MOU) between the National Park Service, the EPA and the Colorado Department of Public Health and Environment. Inclusion of these mitigation measures in the FEIS and Record of Decision will serve to alert agencies or officials who can implement them and will encourage them to do so. The website for this MOU document is as follows: <a href="http://www.cdph.state.co.us/ap/rmnp/NDRPAugust07.pdf">http://www.cdph.state.co.us/ap/rmnp/NDRPAugust07.pdf</a>.</li> <li>Page 3.5-43, Section 3.5.4 – EPA recommends that another potential regional/ local agency strategy for reducing air pollution in the project area is a vehicle purchase/recycle program to get highly polluting vehicles off the road.</li> </ul>	<p><b>Responses to USEPA Detailed Comments</b></p> <p><b>Response to Detailed Comment # 9:</b> See response to “Cumulative Effects” comment #7.</p> <p>Mitigation measures have been added for others to consider to reduce ammonia emissions. These are:</p> <ul style="list-style-type: none"> <li>Choose a nitrogen fertilizer appropriate for a given cropping system that will have the lowest nitrogen volatilization on the soil type to which it is applied.</li> <li>Incorporate fertilizer or manure as soon as possible into the soils will greatly reduce ammonia volatilization, minimize the loss of ammonia, and make more applied nitrogen available for plants.</li> <li>Properly store and manage commercial fertilizer to minimize emissions of ammonia from leaks, spills, or other problems.</li> <li>The use of feed additive and supplemental hormones in animal production has proven to greatly improve nutrient utilization, resulting in more efficient milk and meat production. Use of these products may decrease nitrogen excretion per day and/or reduce the total number of days on feed, thereby reducing overall nitrogen excretion and subsequent ammonia volatilization.</li> <li>Ammonia volatilization occurs soon after manure is deposited on barn floors. BMPs should be implemented such as scraping and flushing the floors and alleyways, drying manure and cooling barn temperatures, install filters/scrubbers on air exchange systems, etc.</li> <li>Areas such as lawns, open spaces, parks, and golf courses require large amounts of water as well as significant amounts of fertilizers to help them stay lush green. Therefore, appropriate fertilizers should be applied and BMPs for re-treatment of wastewater run-off should be implemented.</li> </ul> <p><b>Response to Detailed Comment # 10:</b> The following text has been added to the end of the first paragraph: “Implementation of a vehicle purchase/recycle program would also help to reduce air pollution within the study area by reducing highly polluting vehicles off the road.”</p>

Agency/Comment #	Comment	Response
<p>USEPA (cont.)</p> <p>Detailed Comment #11</p> <p>Detailed Comment #12</p>	<p><i>Other Technical Air Comments:</i></p> <ul style="list-style-type: none"> <li>Page 3.5-17, last paragraph: EPA recommends updating this paragraph with respect to EPA’s designation of the project area as nonattainment for the 8-hour 0.08 ppm ozone ambient air quality standard on November 20, 2007. Also, as we noted above, a detailed plan to reduce ozone has been developed by the Colorado Air Pollution Control Division, along with the Regional Air Quality Council, Denver Regional Council of Governments, and the North Front Range Metropolitan Planning Organization. The resulting attainment plan was submitted by the Regional Air Quality Council to the Colorado Air Quality Control Commission and was approved on December 12, 2008, with legislative review expected in early 2009, and as per Court settlement, to be submitted to EPA by no later than July 1, 2009. In addition, this section should also discuss the new 0.075 ppm 8-hour ozone standard that was issued on March 12, 2008 (see also 73 FR 16436, March 27, 2008.)</li> </ul> <p>Page 3.5-4, third paragraph, third sentence. This sentence should be expanded with: “Ambient air quality data for 2005 to 2007, from monitors located within the Early Action Compact (EAC) area, showed exceedances that determined a violation of the 8-hour 0.08 ppm ozone standard.”</p>	<p><b>Responses to USEPA Detailed Comments</b></p> <p><b>Response to Detailed Comment # 11:</b> The following text has been incorporated on page 3.5-4 (Section 3.5.2 Affected Environment) of the FEIS.</p> <p>“Effective November 20, 2007, the EPA designated the Denver metro area and the North Front Range as a non-attainment area for 8-hour ozone (O3). In March 2008, EPA lowered (strengthened) the NAAQS for the 8-hour ozone standard from 0.08 ppm to 0.075 ppm. Ambient air quality data for the years 2005 to 2007 were collected from monitoring stations. In July 2007, there were exceedances of the 8-hour ozone standard recorded which violated the NAAQS of 0.08 ppm. Therefore, EPA designated this area as a non attainment area.”</p> <p><b>Response to Detailed Comment # 12:</b> The following text has been incorporated on page 3.5-4 (Section 3.5.2 Affected Environment) of the FEIS.</p> <p>“Effective November 20, 2007, the EPA designated the Denver metro area and the North Front Range as a non-attainment area for 8-hour ozone (O3). In March 2008, EPA lowered (strengthened) the NAAQS for the 8-hour ozone standard from 0.08 ppm to 0.075 ppm. Ambient air quality data for the years 2005 to 2007 were collected from monitoring stations. In July 2007, there were exceedances of the 8-hour ozone standard recorded which violated the NAAQS of 0.08 ppm. Therefore, EPA designated this area as a non attainment area.”</p>



Agency/Comment #	Comment	Response
USEPA (cont.)		<b>Responses to USEPA Detailed Comments</b>
Detailed Comment #13	Page 3.5-6, Ozone bullet, second sentence. EPA suggests changing the language to: “Concentrations at monitoring stations throughout the regional study area returned to levels below the 8-hour 0.08 ppm ozone standard after the 2003 peak; however, ozone levels again increased above the ozone standard based on 2005 to 2007 data.”	<p><b>Response to Detailed Comment # 13:</b> The sentence has been replaced with— “Concentrations at monitoring stations throughout the regional study area returned to levels below the 8-hour 0.08ppm ozone standard after the 2003 peak; however, 8-hour ozone levels again increased above the standard based on 2005 to 2007 data.”</p>
Detailed Comment #14	Page 3.5-3, Table 3.5-1. There are new lead and ozone national ambient air quality standards that have recently been promulgated. The new lead standard that became effective on Oct. 15, 2008 is 0.15µg/m <sup>3</sup> over a rolling 3 month average. The lead primary and secondary standards are the same. The new 8-hour ozone standard is 0.075 ppm which, like the previous ozone standard, is the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentration. In addition, EPA revoked the annual PM <sub>10</sub> standard effective 12/18/2006.	<p><b>Response to Detailed Comment # 14:</b> The existing Table 3.5-1 has been updated</p>
Detailed Comment #15	Page 3.5-3, last sentence. “Violations are determined by a prescribed number of exceedances of the particular standard.” EPA recommends adding “over a specific interval of time” at the end of the sentence.	<p><b>Response to Detailed Comment # 15:</b> The following text has been added at the end of the sentence “over a specific interval of time.”</p>
Detailed Comment #16	Page 3.5-4, second paragraph, second sentence. EPA suggests correcting the following sentence to read: “Dispersion and point source air quality modeling, in support of the attainment demonstration, have established emission levels for the 2006 base year and 2010 attainment year.”	<p><b>Response to Detailed Comment # 16:</b> The second sentence has been replaced with— “Dispersion and point source air quality modeling, in support of the attainment demonstration, have established emission levels for the 2006 base year and 2010 attainment year.”</p>
Detailed Comment #17	Page 3.5-35, Table 3.5-17. The table is an excellent representation of the distance between potentially sensitive populations and the highway. This information is important for the general public’s knowledge and for future urban planning.	<p><b>Response to Detailed Comment # 17:</b> Comment noted. Thank you.</p>


Agency/Comment #	Comment	Response
<p>USEPA (cont.)</p> <p>Detailed Comment #18</p> <p>Detailed Comment #19</p> <p>Detailed Comment #20</p> <p>Detailed Comment #21</p>	<p>Page 3.5-4, Section 3.5.2, last sentence. EPA recommends to delete “to designate” from the sentence “EPA has designated to <del>designate</del> the area as non-attainment.”</p> <p><b>Greenhouse Gases and Pollution Prevention</b> EPA believes that the discussion in Section 3.21 (Energy) that calculates the differences in energy consumption between the two alternatives and No Action as well as the calculations of greenhouse gas emissions among the three alternatives is helpful and we are pleased that a discussion of greenhouse gas emissions resulting from transportation sources is presented in this section. In addition, Section 3.26 Cumulative Impacts includes a beneficial table that describes and discloses the relationship of current and projected Colorado highway emissions to total global carbon dioxide emissions. Inclusion of project corridor VMT relative to statewide travel activity depicts the project in a global perspective for carbon dioxide emissions.</p> <p><b>Water Resources</b> <i>Storm Water</i></p> <ul style="list-style-type: none"> <li>Eleven Municipal Separate Storm Sewer systems (MS4s) are crossed by this project. EPA encourages CDOT to share information on maintenance and design of post-construction Best Management Practices (e.g., sediment basins) that are within the municipalities with MS4 programs.</li> <li>Package A does not meet CDOTs New Development and Redevelopment Program requirements to treat either 100% of the water quality capture volume or remove 80% of total suspended solids. It is noted in Part 3.7 that 90.7% of the impervious area is treated in Package A. Should Package A be selected, additional BMPs would be necessary to</li> </ul> <p style="text-align: center;">8</p>	<p><b>Responses to USEPA Detailed Comments</b></p> <p><b>Response to Detailed Comment # 18:</b> The last sentence has been replaced with— “Therefore, EPA designated this area as a non-attainment area.”</p> <p><b>Response to Detailed Comment # 19:</b> Comment noted.</p> <p><b>Response to Detailed Comment # 20:</b> A statement in the Mitigation Measures section has been added to discuss that as part of the design process, CDOT will coordinate with other MS4 entities regarding compliance with each individual MS4 permit. This coordination will include design specifics, as well as maintenance responsibilities and potential cost sharing opportunities.</p> <p><b>Response to Detailed Comment # 21:</b> Comment noted. There remains a possibility that during the final design phase of the project, 100 percent of the water quality capture volume may be achieved. Additionally, in areas where sufficient area exists, some water quality ponds may be expanded to accommodate a greater than 100 percent water quality capture volume, which could bring the entire project closer to 100 percent water quality capture volume. If this cannot be achieved, then additional BMPs will be considered for inclusion in the design.</p>

Agency/Comment #	Comment	Response
<p>USEPA (cont.)</p> <p>Detailed Comment #22</p> <p>Detailed Comment #23</p>	<p><i>Clean Water Act Section 404 – Discharge of Dredged or Fill Material into Waters of the U.S.</i></p> <ul style="list-style-type: none"> <li>Clean Water Act (CWA) Section 404 regulates the discharge of dredged or fill material into waters of the United States, including certain wetlands and other waters. Under CWA Section 404, permits for such discharges are generally issued by the U.S. Army Corps of Engineers (Corps), in accordance with EPA’s CWA Section 404(b)(1) Guidelines (40 C.F.R. Part 230) (Guidelines). The Guidelines require among other things, that no discharge of dredged or fill material shall be permitted unless appropriate and practicable steps have been taken which will minimize potential adverse impacts of the discharge on the aquatic ecosystem (40 C.F.R. 230.10(d)). The Corps cannot issue a permit for a project that is not the least environmentally damaging practicable alternative (LEDPA) after completing the Guidelines analysis. EPA understands the Corps will rely on this EIS to comply with the Guidelines in issuing any CWA Section 404 permits associated with this project. EPA will evaluate and provide comments to the Corps for any CWA Section 404 permit applications associated with this project. Comments may include sufficiency of the alternatives analysis, impacts of the project to water resources including wetlands, and potential mitigation plans.</li> <li>The difference in wetland impact acreages between the two action alternatives is minimal (around 1 acre). In this situation, determining the LEDPA becomes more difficult. The LEDPA appears to be Alternative/Package A strictly due to the acreage of wetland impacts (19.34 v. 20.38 acres), however, the issue of other significant adverse environmental impacts must also be considered (40 CFR 230.10(a)). The Section 404(b)(1) Guidelines (Part 230.10(a)) state, in part, that no discharge shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic environment, “so long as the alternative does not have other significant adverse environmental consequences.” Therefore, if air quality or water quality impacts are greater with Package A and rise to the level of significance, the Corps of Engineers needs to consider whether Alternative/Package A is still the LEDPA. Other environmental impacts resulting from the two alternatives should be taken into consideration to determine the LEDPA and may include (but are not limited to) air quality impacts, storm water development and associated water quality impacts, potential cumulative impacts to wetlands resulting from each alternative, etc.</li> </ul>	<p><b>Responses to USEPA Detailed Comments</b></p> <p><b>Response to Detailed Comment # 22:</b> As part of this merger process, CDOT will apply for a Clean Water Act Section 404 Permit. The merger process has been designed such that the public comment period for the Final EIS will also serve as the public comment period for the Clean Water Act Section 404 Permit. Additionally, coordination with the U.S. Army Corps of Engineers (including alternative development and screening) has been documented and presented in Section 2.1.1 of the Final EIS. The coordination has included meetings in 2008 to discuss the procedure for identifying the LEDPA, involvement of the USACE in TAC and RCC meetings to identify a Preferred Alternative, and meetings in September 2010 and throughout the summer of 2011 to discuss avoidance and minimization as well as the Conceptual Mitigation Plan.</p> <p><b>Response to Detailed Comment # 23:</b> The difference in wetland impacts now shows: Package A (21.87 acres), Package B (21.29 acres) and Preferred Alternative (18.18 acres). This project is being undertaken under the NEPA/Section 404 merger process and agreement. According to this agreement, the factors to be considered to determine whether or not an alternative does not have any other significant adverse environmental consequences include impacts to T&amp; E species, other impacts to the aquatic ecosystem (streams and lakes, fisheries, water quality, riparian areas) or other significant impacts to the natural environment. The Preferred Alternative has the least impact to wetlands and other jurisdictional waters, the least impact to potential Preble's Meadow Jumping Mouse habitat, the least impact to aquatic habitat and the least impact to sensitive wildlife habitat that includes riparian areas. No substantive air quality impacts are anticipated for any of the three alternatives. Acres of impervious surface added are slightly more than Package A (1982 vs. 1946) but less than Package B, which is 2001.</p>







Agency/Comment #	Comment	Response
USEPA (cont.)		<b>Responses to USEPA Detailed Comments</b>
Detailed Comment #24	<ul style="list-style-type: none"> <li>The document (page 3.26-30) does not adequately disclose any potential difference in cumulative (reasonably foreseeable development) wetlands impacts between the action alternatives. There is no discussion of whether the two alternatives would result in different land use patterns affecting wetlands. Some effort should be made to disclose transportation mode and related land use development patterns, and foreseeable impacts to wetland resources. An excellent example can be found in the US 36 DEIS.</li> </ul>	<p><b>Response to Detailed Comment # 24:</b> A new paragraph has been added to Section 3.26.3.4 that states: "Of the approximately 300 acres that could be impacted by reasonably foreseeable future development (with our without a transportation improvement), Package A and the Preferred Alternative have the most potential to result in more concentrated growth near a commuter rail station. This could decrease the acreage of wetlands impacted." The US 36 DEIS used a different methodology than the North I-25 EIS. The scale of the North I-25 EIS was so much larger than the US 36 EIS that it was not reasonable to gather data at that scale.</p>
Detailed Comment #25	<ul style="list-style-type: none"> <li>Exccutive Order 11990 – Protection of Wetlands (May 24, 1977) states in pertinent part as follows: “Section 1. (a) Each agency shall provide leadership and shall take action to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency’s responsibilities for (1) acquiring, managing, and disposing of Federal lands and facilities; and (2) providing Federally undertaken, financed, or assisted construction and improvements; and (3) conducting Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulating, and licensing activities. (b) This Order does not apply to the issuance by Federal agencies of permits, licenses, or allocations to private parties for activities involving wetlands on non-Federal property.”</li> </ul>	<p><b>Response to Detailed Comment # 25:</b> Comment Noted.</p>

Agency/Comment #	Comment	Response
<p>US Department of the Interior (USDOI)</p> <p>Comment #1</p> <p>Comment #2</p>	 <p>United States Department of the Interior</p> <p>OFFICE OF THE SECRETARY Washington, DC 20240</p>  <p>FEB 26 2009 9043.1 PEP/NRM</p> <p>ER 08/1118</p> <p>Ms. Carol Parr Project Manager Colorado Department of Transportation 1420 2<sup>nd</sup> Street Greeley, Colorado 80632</p> <p>Dear Ms. Parr:</p> <p>Thank you for the opportunity to comment on the Draft Environmental Impact Statement and Section 4(f) Evaluation for <b>I-25 Transportation Corridor Improvements (61 miles from Fort Collins/Wellington Area to Denver), Larimer, Weld, Boulder, Adams, Broomfield, and Jefferson Counties, Colorado</b>. The Department of the Interior (Department) reviewed the document and submits the following comments.</p> <p><b>SPECIFIC COMMENTS</b></p> <p><b>Section 3.7.3.1 Water Quality Impacts Methodology, Table 3.7-3 Common Highway-Related Surface Water Quality Impacts, page 3.7-12; and page 3.7-13, lines 19-25</b></p> <p>This section discusses anticipated impacts of the project on concentrations and loads of sediment, anti-icing compounds, metals, and nutrients. It states that the constituents were chosen based upon their relation to roadway runoff and/or their sensitivity in the regional study area. It would benefit the reader if other highway-related constituents likely to be of concern, such as petroleum products, were discussed in this section, even if model and data limitations only allow a qualitative description of those potential effects.</p> <p><b>Section 3.12.3, Raptors</b></p> <p>Effects on raptors were estimated based on number of nests within ¼ mile of the project area. The U.S. Fish and Wildlife Service (FWS) recommends that this should be expanded to ½ mile because many species are sensitive to disturbance within that range during the nesting season. Additionally, the Colorado Division of Wildlife's (CDOW) Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors,</p>	<p><b>Responses to USDOI Comments</b></p> <p><b>Response to Comment #1:</b> Table 3.7-3, which lists common highway related surface water impacts, has been revised in the Final EIS to include petroleum. In the table, the following direct impacts have been listed for petroleum products:</p> <ul style="list-style-type: none"> <li>- Toxic to aquatic life.</li> <li>- Typically accumulates on the water surface and can inhibit plant and animal productivity.</li> <li>- Causes direct mortality.</li> <li>- The severity of the petroleum effects is related to the habitat into which it is introduced.</li> <li>- River habitats may be less severely affected by spills than standing water.</li> </ul> <p>Also in the table, typical mitigation measures for petroleum products have been listed as:</p> <ul style="list-style-type: none"> <li>- Water quality ponds</li> <li>- Nonstructural BMPs (Spill Prevention Plans and Emergency Notification Procedures)</li> </ul> <p><b>Response to Comment #2:</b> Additional surveys of nesting raptors were conducted in the spring/summer of 2009 and the spring of 2010. CDOT Region 4 uses the CDOW recommended buffer zones as a guide. Also, the survey area was expanded to cover nests within ½ mile of the project area. In addition, pre-construction surveys will extend to ½ mile from the project area. Based on these surveys, CDOT will coordinate with CDOW to avoid and minimize impacts to raptors before and during construction.</p>

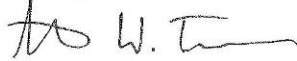
Agency/Comment #	Comment	Response
<p>USDOI (cont.)</p> <p>Comment #3</p> <p>Comment #4</p> <p>Comment #5</p> <p>Comment #6</p>	<p>February, 2008, recommends restricting human encroachment within a ½ mile radius of active nests during the breeding season for many raptors.</p> <p><b>Section 3.12.3, Migratory Birds</b></p> <p>Please be aware that the Colorado Department of Transportation (CDOT) has written specifications on avoiding impacts to migratory birds before and during construction. These measures will need to be implemented during the project.</p> <p><b>Table 3.13-5</b></p> <p>Please change the status of the Colorado butterfly plant from Endangered to Threatened.</p> <p>Species federally-listed as threatened or endangered may occur in the project area; therefore, interagency consultation under Section 7 of the Endangered Species Act may be required. The FWS Ecological Service Field Office in Lakewood, Colorado, should be contacted to initiate interagency consultation. If you should have questions, please contact Alison Deans Michael at (303) 236-4758.</p> <p><b>SECTION 4(f) COMMENTS</b></p> <p>The Department appreciates your consideration of properties in the Section 4(f) Evaluation; however, because there is no Preferred Alternative selected, we cannot concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to the resources. We recommend that once you have selected a Preferred Alternative, specific mitigation measures be solidified for each of the affected Section 4(f) properties and documented in the Section 4(f) Evaluation.</p> <p>We appreciate the opportunity to review this document. If you have any questions concerning water resources, please contact Lloyd Woosley, Chief of the USGS Environmental Affairs Program, at (703) 350-8797 or at <a href="mailto:lwoosley@usgs.gov">lwoosley@usgs.gov</a>. If you have any questions concerning fish and wildlife, please contact Alison Deans Michael at (303) 236-4758. If you have questions regarding Section 4(f), please contact Roxanne Runkel, National Park Service, at (303) 969-2377.</p> <p>Sincerely,</p>  <p>Willie R. Taylor Director, Office of Environmental Policy and Compliance</p>	<p><b>Responses to USDOI Comments</b></p> <p><b>Response to Comment #3:</b> CDOT migratory bird policies will be followed before and during construction (See Section 3.12.4.2).</p> <p><b>Response to Comment #4:</b> This has been changed in the FEIS.</p> <p><b>Response to Comment #5:</b> CDOT has coordinated and will continue to coordinate with USFWS regarding the evaluation of federally-listed threatened or endangered species, including Formal Section 7 consultation.</p> <p><b>Response to Comment #6:</b> A Preferred Alternative has been identified in the Final EIS, which the Department of Interior will review during the Final EIS review period. Chapter 5.0 provides a discussion of the Section 4(f) evaluation, including mitigation measures.</p>

Agency/Comment #	Comment	Response
<p>Advisory Council on Historic Preservation (ACHP)</p> <p>Comment #1</p>	<div data-bbox="722 298 842 505" data-label="Image"> </div> <p data-bbox="680 509 884 526">Preserving America's Heritage</p> <p data-bbox="411 558 537 574">February 19, 2009</p> <p data-bbox="411 597 638 708">Karla S. Petty Division Administrator Colorado Division Federal Highway Administration 12300 W. Dakota Ave., Suite 180 Lakewood, CO 80228</p> <p data-bbox="411 730 516 747">Dear Ms. Petty:</p> <p data-bbox="411 769 1121 1013">Thank you for notifying the Advisory Council on Historic Preservation (ACHP) that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT), intend to use the process in 36 CFR 800.8(c) to complete consultation under Section 106 of the National Historic Preservation Act (16 USC 470f) for the North I-25 Corridor Project. In addition, you have notified us that the project will have an adverse effect on six historic properties. The Draft Environmental Impact Statement (DEIS) included with your notification documents the area of potential effects (APE), CDOT's efforts to identify historic properties, and a description of identified properties that are eligible for inclusion in the National Register of Historic Places (NHRP). It also documents your application of the criteria of adverse effect for each property and an overall determination that the undertaking may have an adverse effect on historic properties if either Package A or Package B is selected for construction. FHWA intends to conclude consultation with the execution of a Memorandum of Agreement documenting measures agreed on, through consultation, to resolve adverse effects.</p> <p data-bbox="411 1036 1121 1169">Based upon the information you provided, we have concluded that Appendix A, <i>Criteria for Council Involvement in Reviewing Individual Section 106 Cases</i>, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer, an affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.</p> <p data-bbox="411 1192 1121 1282">Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Colorado State Historic Preservation Office (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.</p> <p data-bbox="546 1377 1008 1442" style="text-align: center;">ADVISORY COUNCIL ON HISTORIC PRESERVATION 1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004 Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov</p>	<p data-bbox="1255 974 1638 1036"><b>Response to ACHP Comments Response to Comment #1:</b></p> <p data-bbox="1255 1042 1980 1435">Thank you for informing FHWA and CDOT of your non-consulting party status under Section 106 of the National Historic Preservation Act. FHWA and CDOT will notify you if a request is received in the future for ACHP participation from the State Historic Preservation Officer, an affected Indian tribe, a consulting party, or other party. In addition, a Programmatic Agreement that is being developed will spell out the terms of a formal, legally binding agreement between CDOT, the SHPO and FHWA. The PA will establish a process for consultation, review, and compliance with Section 106 of the National Historic Preservation Act as the selected alternative is constructed.</p>


Agency/Comment #	Comment	Response
ACHP (cont.)	<p data-bbox="766 305 781 326">2</p> <p data-bbox="428 358 1108 415">Thank you for providing us with your notification of adverse effect and DEIS for review. If you have any questions or require our further assistance, please contact Carol Legard, our FHWA Liaison, at 202-606-8522 or via e-mail at clegard@achp.gov.</p> <p data-bbox="428 435 495 451">Sincerely,</p>  <p data-bbox="428 545 659 602">Charlene Dwin Vaughn Assistant Director Office of Federal Agency Programs</p>	

Agency/Comment #	Comment	Response
<p>State Historic Preservation Officer (SHPO)</p> <p>Comment #1</p> <p>Comment #2</p>	 <p> OFFICE of ARCHAEOLOGY and HISTORIC PRESERVATION</p> <p>February 16, 2009</p> <p>Russell George            Executive Director            Colorado Department of Transportation            4201 E. Arkansas Avenue            Denver, CO 80220</p> <p>Karla Petty            Division Administrator, Colorado Division            Federal Highway Administration            12300 West Dakota Avenue, Suite 180            Lakewood, CO 80228</p> <p>Terry Rosapep            Regional Administrator, Region 8            Federal Transit Administration            12300 West Dakota Avenue, Suite 310            Lakewood, CO 80228</p> <p>Re: CDOT Project IM 0253-179, I-25 North Draft Environmental Impact Statement (CHS #42346)</p> <p>Dear Mr. George, Ms. Petty, and Mr. Rosapep:</p> <p>Thank you for the opportunity to review the above-mentioned document under 36 CFR 800.8 of Section 106 of the National Historic Preservation Act (Section 106). After review of the Draft Environmental Impact Statement (DEIS), we concur with the recommended findings of effect under Section 106 for packages A and B for the properties discussed in the DEIS except for the properties listed below.</p> <p>After review of the DEIS, we have further questions regarding the resources listed below.</p> <ul style="list-style-type: none"> <li>• 5LR.995.4/Lake Canal. According to the Table 3.15-1 presented on page 3.15-6, the resource is included in a listing of properties identified as being listed on or considered eligible for the National Register. However, on page 3.15-34, the resource is described as being not eligible in 1983. After a review of our files, a field determination of not eligible was made in 1983, but the SHPO never concurred with that finding. Assuming that the entire Lake Canal Ditch is eligible for the National Register, we concur with the recommended finding of no adverse effect for package A and B.</li> <li>• 5WL.1974/Rural Ditch. The text on page 3.15-101 states that the entire Rural Ditch was determined not eligible in 1993, but then also states the entire Rural Ditch is</li> </ul> <p style="text-align: center;"></p> <p style="text-align: center;">1300 BROADWAY DENVER COLORADO 80203 TEL 303/866-3395 FAX 303/866-2711 www.coloradohistory-oahpo.org</p>	<p style="text-align: center;"><b>Responses to SHPO Comments</b></p> <p><b>Response to Comment #1:</b>            5LR.995.4 Lake Canal was field assessed as not eligible by CDOT in 1983. The segment of this ditch in the APE was re-evaluated as not eligible. It was included by error on the list of eligible properties in Table 3.15-1 of the Draft EIS but it has been removed from the Final EIS. We apologize for this error.</p> <p><b>Response to Comment #2:</b>            5WL.1974. We agree with your determination of no-adverse effect for Package A and no historic properties affected for Package B for 5WL.1974 / Rural Ditch. The ditch was originally assessed as not eligible in 1993 but was assessed as eligible for this evaluation.</p>

Agency/Comment #	Comment	Response
SHPO (cont.)		<b>Responses to SHPO Comments</b>
Comment #3	<p>eligible for the National Register. Assuming that the entire Rural Ditch is eligible for the National Register, we concur with the recommended finding of <i>no adverse effect</i> for package A and finding of <i>no historic properties affected</i> for package B.</p> <ul style="list-style-type: none"> <li>5LR.488/Colorado and Southern Railway Depot/Loveland Depot. Potential effects to this resource are addressed on page 3.15-121 and 3.15-160 in regards to different aspects of the project. Also, on page 3.15-121, the text states that: "Although there would be direct effect to the property, there would be no direct effect to the structure." In our opinion, the direct effect should be evaluated to the entire property/setting within the National Register boundary, and not just to the envelope of the building. We also believe that the effects to this resource may not be fully evaluated until the architectural designs (as mentioned on page 3.15-160) are completed.</li> </ul>	<p><b>Response to Comment #3:</b> 5LR.488 Colorado and Southern Railway Depot/Loveland Depot. Further consultation with the SHPO will be conducted as detailed design becomes available. The Preferred Alternative avoids direct effect to this site.</p>
Comment #4	<p>In regards to the resources listed below, we have the same questions. The resources below are significant in the area of agriculture under National Register Criterion A, which means that the agricultural land associated with the buildings is as important and significant as the buildings themselves. FHWA and CDOT recommend a finding of <i>no adverse effect</i> [36 CFR 800.5(b)] under Section 106 based on calculating what percentage of the agricultural land would be taken as a result of the project. In our opinion, the taking of agricultural land, a character-defining feature of the historic property, from within the National Register boundary of a historic site is a direct effect to the historic property. According to 36 CFR 800.5(a)(2)(i) and 36 CFR 800.5(a)(2)(iv) an adverse effect takes place when part of a property is lost or when a character-defining feature is changed within the property's historic setting. Beyond calculating the percentage of agricultural land lost within the historic boundaries for the resources listed below, please provide justification on why the taking of character-defining features within a National Register boundary is not an adverse effect.</p> <ul style="list-style-type: none"> <li>5LR.11209/Schmer Farm.</li> <li>5LR.11382/Hatch Farm.</li> <li>5LR.11242/Mountain View Farm.</li> <li>5WL.5203/Bcin Farm.</li> <li>5WL.5198/Olsen Farm.</li> </ul>	<p><b>Response to Comment #4:</b> The discussion in Section 3.15 the Final EIS has been updated to provide additional justification for a determination of no adverse effect for these resources. The Final EIS is being provided to SHPO and consulting parties for additional consultation.</p>
Comment #5	<p>In regards to the mitigation measures presented in Table 3.15-4, we are unable to fully comment on the mitigation measures until formal consultation on the resolution of adverse effect can begin among the lead Federal agency and all the consulting parties.</p>	<p><b>Response to Comment #5:</b> The actual mitigation measures will be refined after selection of the preferred package, and formal consultation with the SHPO. The mitigation measures will be set forth in a Programmatic Agreement among CDOT, FHWA, FTA and SHPO.</p>
Comments #6	<p>We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.</p> <p>Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.</p>	<p><b>Response to Comment #6:</b> We will continue to involve the SHPO in the consultation process. Any additional alternatives or modifications to Package A, Package B or the Preferred Alternative that may result subsequent to the DEIS or FEIS will be evaluated in coordination with SHPO. CDOT will seek concurrence on eligibility and effect for any additional potentially eligible properties identified as a result of these modifications in addition to providing an opportunity to consult on a preferred alternative.</p>
	<p>CHS #42346 I-25 North DEIS February 16, 2009</p>	<p>2</p>

Agency/Comment #	Comment	Response
SHPO (cont.)	<p>Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.</p> <p>If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.</p> <p>Sincerely,</p>  <p>Edward C. Nichols State Historic Preservation Officer</p> <p>CHS #42346 I-25 North DEIS February 16, 2009</p>	3



Agency/Comment #	Comment	Response
<p>North Front Range Metropolitan Planning Organization (NFRMPO)</p> <p>Comment #1</p>	 <p>Technical Comments on North I-25 EIS North Front Range MPO Staff December 30, 2008</p> <p><b>Commuter Rail vs. BRT</b></p> <p>There are two major areas of technical concern with the draft EIS for North I-25. The first is the overestimated infrastructure need and therefore overestimated cost in the proposal for passenger rail in Package A. The second is the cost allocation, or the lack thereof, for Bus Rapid Transit. When these two deficiencies are combined, they create a fatal flaw which results in the Package A alternative being eliminated from consideration for funding reasons.</p> <p>1. The first area has two components, the major one of which is the question of whether or not the Package A commuter rail proposal requires double tracking from Fort Collins to Longmont. The EIS, on page 2-21, acknowledges that the single track option assumed fairly limited rail service during the peak period and no service during the rest of the day. It also assumed a reduced number of stations and limited passing tracks. Therefore it is no wonder that there was a "...very noticeable reduction in ridership that would result."</p> <p>The single track option, if it is to be compared to the double track option, should have used as similar a set of assumptions as possible, given the constraints of a single track. These assumptions are in terms of service levels, number of stations, and passing tracks. The MPO's rail consultant has indicated that "a single track railroad with proper signaling - Centralized Traffic Control (CTC) – can easily handle up to 25 trains per day." He goes on to say "BNSF runs all Metra trains west from Chicago's Union Station where freight is mixed with commuter rail on a CTC controlled railroad."</p> <p>On the same page, the draft document states "Because these options [single tracking] would not include constructing a new track adjacent to the existing freight rail track, they would result in substantially less construction and thus result in substantially less impact to environmental impacts."</p>	<p><b>Responses to NFRMPO Comments</b></p> <p>1. As suggested, single track commuter rail with passing track has been included in the Preferred Alternative presented in the FEIS. The single track option with passing track assumes a similar set of service levels, number of stations, and operating speeds that were made for double track in the Draft EIS.</p> <p>This option resulted in an approximately 30% cost savings over the original Package A double track configuration - \$649 million compared to \$848 million.</p>



Agency/Comment #	Comment	Response
<p>NFRMPO (cont.)</p> <p>Comment #2b</p>	<p>b) The second technical component is the way in which revenues have been determined for the TEL. While we are far from experts on this subject, we're guessing that the numbers were based on a 10-year time period. The use of this time period excludes the cost of replacing equipment that has only a ten-year life. If the projections went out 30 years, which seems to be somewhat standard for facilities of this sort, the life cycle costs would result in a much less favorable picture for the TEL. In addition, it is of concern that the recent economic situation is causing a significant shortfall on the Pennsylvania, Indiana, and Skyway toll facilities.</p> <p><b>We recommend that the TEL costs and revenues be projected on a 30 year basis to obtain an accurate cost/benefit picture.</b></p> <p>It is clear that the costs and service levels in the present document are unfairly slanted toward BRT and against commuter rail. Thus, the reviewer is unable to make an informed judgment on the technical merits of the proposal.</p>	<p><b>Responses to NFRMPO Comments</b></p> <p>2b. The FEIS is based on a long-term horizon analysis year of 2035. The earliest reasonable estimate for opening year of the tolled express lanes is 2015. Based on this, the analysis is based on 20 years of service for revenues, capital and operating/maintenance costs – including equipment replacement. A 30-year basis for analysis is not possible as travel forecasts are unavailable for the year 2045. Note that besides revenue, as a managed lane the TEL provides a long-term reliable speed and promotes carpooling and using transit thus differing from regular toll facilities.</p> <p>As stated above, even with the addition of the full cost associated with the tolled express lanes the BRT option would still cost less than the commuter rail option. The service levels for each mode were developed to reflect service levels commensurate for each respective technology.</p> <p>Note that the Preferred Alternative includes commuter rail and does not include BRT but express bus on I-25. This was result of the project's advisory committees review of the project's purpose and need statement, their community values and the results of the comprehensive evaluation presented in the DEIS.</p>

Agency/Comment #	Comment	Response
<p>NFRMPO (cont.)</p> <p>Comment #3</p>	<p><b>Rocky Mountain Rail Authority High Speed Rail Feasibility Study</b></p> <p>There is no mention of the Rocky Mountain Rail Authority High Speed Rail Feasibility Study anywhere in the document. This is unfortunate since so-called "private" projects such as the "Falcon Expressway" and "Front Range Rail Plan" (neither of which are planning projects endorsed by any jurisdiction in Northern Colorado) are recognized in the DEIS.</p> <p><b>Recommendation - At the very least, the Rocky Mountain Rail Authority (RMRA) project should be given the same credence. After all, it is a CDOT-funded project.</b></p> <p><b>Recommendation - Bridge and overpass designs that allow for the future provision of rail service in the I-25 median should be forwarded, in spite of the excess cost.</b> A failure to do so virtually ensures additional costs and complications if indeed it is</p> <p style="text-align: right;">2</p> <p>determined that High Speed Rail is deemed feasible by the RMRA and CDOT (study to be completed in June of '09 with a recommended alignment for HSR in the I-25 Corridor).</p>	<p><b>Responses to NFRMPO Comments</b></p> <p>3. Since the Rocky Mountain Rail Authority Feasibility Study is a relatively recent study, it was not mentioned in the DEIS. The North I-25 project team has been actively coordinated with this project and its applicability to the EIS is now discussed in the FEIS. Chapter 1, Section 1.7.19 summarizes the study and its results. Chapter 4, Section 4.1.2.1 and 4.1.2.3 includes summary text: "The Rocky Mountain Rail Authority has determined that high speed rail is feasible in the I-25 and I-70 corridors in Colorado, according to criteria specified by the Federal Railroad Administration. Commuter rail would be compatible with potential high-speed rail service as the two services serve different travel markets. Commuter rail serves inter-community trips along the BNSF corridor, with multiple stations. HSR station locations are yet to be determined, but HSR would have at most one station between Denver and Fort Collins, along the I-25 corridor. While some Fort Collins to downtown Denver riders would switch to high speed rail, the majority of commuter rail riders have different origins and destinations. Also note that CDOT will soon be conducting an Interregional Connectivity Study for high speed rail." The FEIS has been changed to reference recent corridor plans only.</p> <p>The proposed improvements along I-25 maintain a grassy median between northbound and southbound travel lanes. While a specific alignment for high speed rail has not been clearly defined at this early stage of their planning process the right of way could be available for use by a future high speed rail. This right of way is also maintained at the structures except in select locations where maintaining that right of way would negatively impact a sensitive environmental resource.</p>

Agency/Comment #	Comment	Response
<p>NFRMPO (cont.)</p> <p>Comment #4</p> <p>Comment #5</p>	<p><b>Rail Stations</b> It doesn't make sense technically to provide two commuter rail stations within 1.2 miles of each other in Fort Collins – one at the Downtown Transit Center and another at Colorado State University. This station spacing is impractical when designing a commuter rail line. Ideally, commuter rail stations are spaced approximately 3-5 miles apart. Stations with a greater distance may miss potential ridership and stations closer together typically have decreased level of service due to increased travel times, not to mention increased capital costs associated with station construction. The proposed CSU station also does not include a Park &amp; Ride facility, so it will not provide the level of vehicular access that one would typically like to see afforded at a commuter rail station. The Mason Street Corridor BRT system will have duplicating stop at the CSU location.</p> <p><b>Recommendation is to re-evaluate the proposed CSU station for the above reasons.</b></p> <p><b>BRT</b> On the question of so-called “Bus Rapid Transit” operating on I-25 in Package B, our concerns center on this particular transit option being oversold to the public by portraying a mode that for all practical purposes would be more accurately called “express bus service” to Denver. BRT by nature has a very loose definition, and at the very least we believe that a more thorough discussion should be presented that accurately places this specific proposal into the “continuum” of BRT services.</p> <p>For example, most literature and guidance pertaining to BRT implementation suggests that several factors must be in place in order to maximize the ridership and costs benefits associated with the project. Some of these factors are: an exclusive guideway for the sole operation of the BRT vehicles (the TEL lanes as proposed are not a substitute), platform boarding at stations and stops (mentioned in the text of the EIS but not illustrated in the conceptual drawings), signal pre-emption, high frequencies (typically 10 to 15 minute headways) and on-board fare collection.</p> <p>All of these factors, when implemented, take regular city bus or express service to the next level of speed, passenger convenience, and overall competitiveness with the SOV to the next level. It is not clear that the “BRT” option as presented contains any of these additional components. Put simply, the BRT option as proposed is absolutely the lowest grade of service that might be implemented and still earn the title “BRT.”</p> <p>Looking at the differences between this proposal and the Mason Street Corridor project in Fort Collins illustrates the “continuum” of “BRT” options that are nevertheless lumped into the same category.</p> <p><b>Recommendation - The EIS should take great pains to explain these differences (express bus service vs. BRT) so that the public is plainly aware of what they are commenting on and the differences between the types of services. Anything less may be construed as misleading.</b></p> <p style="text-align: right;">3</p>	<p><b>Responses to NFRMPO Comments</b></p> <p>4. Three to five miles apart is ideal commuter rail station spacing. Through the Station Selection Process and Criteria the potential station locations were evaluated against a set of criteria looking at access, land use and community support. While station spacing was not listed as one of the criteria it was a large factor in locating stations. 3-5 miles was the standard spacing but exceptions were made where it was deemed that there was enough density or activity. The CSU station was identified to serve the university and to interface with the Mason Corridor BRT station.</p> <p>5. Agreed, a more complete definition of BRT and Express bus is included in the FEIS. Chapter 2 of the FEIS includes an explanation of both BRT and express bus with the largest notable difference between these two options (for the North I-25 EIS) being the presence of median platforms and slip ramps in the BRT option and the use of outside slip ramps at interchange ramps for the express bus. The specific text defining express bus in the FEIS is: Express bus service is regional transit service with limited stops in order to operate faster than other bus services. This type of service typically operates on freeways or expressways. It has park and ride facilities with transit priority amenities such as slip ramps and queue jumps to improve travel time over a traditional regional bus service. When available, the service will utilize the TELs. When adjacent to a freeway, pedestrian structures provide access to park and rides from either direction of bus travel to reduce out of direction travel and improve travel time.</p>


Agency/Comment #	Comment	Response
<p>NFRMPO (cont.)</p> <p>Comment #6</p> <p>Comment #7</p> <p>Comment #8</p> <p>Comment #9</p> <p>Comment #10</p> <p>Comment #11</p>	<p>Additionally, it concerns us that the decision to locate BRT stations in the median of I-25 was seemingly made so that BRT could be "as competitive as possible with commuter rail service" (page 2-44). Two questions immediately come to mind:</p> <ol style="list-style-type: none"> <li>Does locating the so-called BRT stations in the median preclude future HSR service in the median?</li> <li>Making a decision intended to make one alternative more competitive with another seems to indicate a bias in the analysis. If BRT in the I-25 corridor can be competitive with the commuter rail alternative in Package A then shouldn't it be analyzed on its own merits and not be "propped up" to compete better in the final analysis?</li> </ol> <p><b>Park &amp; Ride Lots</b>  <b>Recommendation – CDOT should increase visual monitoring and upkeep of the expanded park &amp; ride/carpooling lots to ensure vehicle safety from theft and vandalism.</b> Since CDOT Region 4 and the MPO partnered to install monitoring devices and lighting at specific park &amp; ride lots, it is our understanding from local law enforcement that vandalism has decreased and safety has increased.</p> <p><b>Miscellaneous Comments</b>            There may need to be some consideration of additional components for mixing and matching into a preferred package. The latter is probably the most important feedback that CDOT needs to hear. However, we are also concerned that there may be assumptions about the costs of the packages that would be affected if the timing of current and upcoming (committed) construction projects on I-25 are not being given attention and then appropriately updated by the EIS team when mixing and matching components into a preferred alternative package.</p> <p><i>Stale Descriptions</i>            Regarding <b>Component A-H3: I-25, SH 60 to E-470</b>, the material currently says, "A new interchange at SH 66 is planned as part of a separate action." <b>Recommendation - to avoid confusion this should have said that the new interchange at SH 66 is "currently under construction..." (that is, not just "planned").</b></p> <p>Regarding <b>Component A-H2: I-25, SH 14 to SH 60</b>, the material currently says, "The relatively new interchange at Harmony Road would be widened to provide additional capacity." The previous sentence says that it will be "reconstructed." <b>Recommendation - Hopefully, what needs to happen at Harmony Road will not discard and then reconstruct the existing bridge, which would be very expensive, but would be more like what is described elsewhere (see Component A-H3: I-25, SH 60 to E-470) about the SH 52 interchange: "The relatively new SH 52 structure over I-25 would be widened to provide additional capacity along SH 52." (Perhaps ramps at Harmony Road will also be widened and should be mentioned.)</b></p>	<p><b>Responses to NFRMPO Comments</b></p> <p>6. The median stations of Package B could not remain in place if future HSR is in the median. The Preferred Alternative does not include median BRT stations along I-25. Instead the it includes Express Bus with slip ramps at select interchange locations. The proposed slip ramps would not preclude use of the median by potential high speed rail.</p> <p>7. Assuming by BRT "propped up" you mean a higher level of service than commuter rail. The intention is to provide a level of service that is commensurate with each transit technology. The Preferred Alternative does includes express bus service along I-25, using stations located along the side of I-25 and slip ramps at selected interchanges, which would not preclude the possibility of future HSR in the median along I-25. The tolled express lanes (TELS) in the Preferred Alternative will enhance the express bus service. The costs for the TELs are included as part of the roadway improvements because the express bus service could be implemented without the implementation of the TELs.</p> <p>8. The cost of all park and ride lots and carpool lots includes surveillance equipment to enable CDOT or the local operating agency to monitor the lots.</p> <p>9. Package A, Package B, and the Preferred Alternative assume the same set of committed projects in the corridor, which have been updated during development of the FEIS. The costs of the alternatives have taken these committed projects into account accordingly. The Preferred Alternative is a multi-modal solution with bus, rail, and highway improvements that was developed by mixing and matching Package A and B components.</p> <p>10. The FEIS has been updated to reflect that the I-25 widening south of SH 66 and the new interchange at SH 66 were recently completed.</p> <p>11. The material in the FEIS has been clarified and states the following: The Harmony Road interchange reconstruction would include the following: widening of Harmony Road to provide additional capacity, minor widening of the existing bridge over I-25 to accommodate the Harmony Road widening, new on/off ramps to tie into proposed I-25 improvements, and re-alignment of the east frontage road.</p>

Agency/Comment #	Comment	Response
<p>NFRMPO (cont.)</p> <p>Comment #12</p> <p>Comment #13</p> <p>Comment #14</p>	<p><b>Recommendation - Perhaps the plans underway by Fort Collins and Windsor to totally reconstruct the interchange at SH 392 should be pointed out as "likely to be part of a separate action if adequate funding can be arranged." If this would not fit well into the description of the component, then perhaps it could be mentioned under the "Considerations" heading, since its timing might affect the comparisons of total costs for a recommended package. If Fort Collins and Windsor do reconstruct the SH 392 interchange, would a "Minor Structure Rehab" still need to be shown as part of the "No Action" alternative and be included in its costs?</b></p> <p>Regarding <b>Component A-H3: I-25, SH 60 to E-470</b>, the material currently says, "No widening would be included between SH 66 and SH 52; this section is to be constructed to six lanes with No-Action." (emphasis added) <b>Recommendation - It seems that that in order to avoid confusion, the material could just as well say "this section is currently being constructed to six lanes."</b></p> <p><i>Assortment of Components</i> Regarding <b>Component A-T1: Commuter Rail, Fort Collins to Longmont</b>, at the December 15th RCC/TAC meeting, it was stated that RTD's FasTracks plan is looking at a single (not a double) track operation for the north end of the Northwest Rail corridor. RTD's web site says, "...the BNSF must determine whether the new track will be built on the east or west side of the existing track. Trains from Boulder to Longmont will run on the existing track."</p> <p>The reference about building "on the east or west side" is evidently associated with the portion of the corridor south of Boulder, where the result would be "double tracking" which would reduce schedule conflicts between commuter train and freight train traffic. The use of the "existing track" from Boulder to Longmont implies a single-track commuter rail service.</p> <p><b>Recommendation - If a clear case has not yet been made from the EIS analysis about the need for double-tracking north of Longmont, then this existing component's capital cost (assuming double-tracking between Longmont and Fort Collins) might be putting commuter rail at a competitive disadvantage in any potential package that would include it. Perhaps another component needs to be added to the assortment of components for addressing a single-track option mixing and matching.</b></p> <p><b>On the other hand, if double-tracking north of Longmont has been established as being crucial, then perhaps another component needs to be added yet to the assortment of components: It would address, for the sake of compatibility and continuity, double-tracking between Boulder and Longmont on the Northwest Rail line. Might the need for double tracking either north or south of Longmont be affected by whether or not there will be any new connecting rail line --be it single- or double-tracked-- between Longmont and RTD's North Metro line?</b></p>	<p><b>Responses to NFRMPO Comments</b></p> <p>12. Fort Collins and Windsor have identified funding for reconstruction of the SH 392 interchange. This reconstruction is being completed as part of a separate action and is expected to be completed in 2012. This improvement will not preclude implementation of recommendations that result from this EIS.</p> <p>13. The FEIS text has been updated to reflect that the I-25 widening south of SH 66 and the new interchange at SH 66 were recently completed.</p> <p>14. As suggested, the mixing and matching of options included evaluating single track; and resulted in the Preferred Alternative rail alignment plan for single track with passing tracks between FasTracks North Metro end of line and Fort Collins. Evaluation of this option (single track with passing track) found that with five passing track sections along the alignment the service plan could remain unchanged from the commuter rail operating plan of Package A but that costs would be reduced, in comparison to Package A.</p> <p>The need for double tracking is largely dependent on the service levels on the line, as well as factors regarding train speeds and cycle times. The presence of the new connecting line from North Metro does not necessarily change the amount of service on the lines leading to Longmont.</p>

Agency/Comment #	Comment	Response
<p>Denver Regional Council of Governments (DRCOG)</p> <p>Comment #1</p> <p>Comment #2</p> <p>Comment #3</p>	<p>DRCOG appreciates the opportunity to comment on the North I-25 draft EIS. We only have a few comments, as follows:</p> <p><b>Overall:</b></p> <p>The Draft EIS makes reference to currently available information from the 2030 MVRTP and uses a combined traffic model with data from the North Front Range MPO, prepared with assistance from a technical group that included modeling staff from DRCOG. We would note, however, that there have been recent changes that should be considered in the final EIS.</p> <ul style="list-style-type: none"> <li>In December 2007, the MVRTP was updated to 2035 (and will be formally amended in January 2008)</li> <li>Appendix 4 of the 2035 MVRTP, available from the DRCOG website, includes a current listing of fiscally constrained capital improvements and estimated costs (in 2008 dollars) for regional road and transit facilities currently included in the MVRTP.</li> <li>In February 2008, the DRCOG planning area was expanded to include a portion of southwest Weld County. Thus, geographic and document references may need to change from the Upper Front Range TPR to the DRCOG region.</li> </ul> <p><b>Page Specific:</b></p> <ul style="list-style-type: none"> <li>Page 2-3 and elsewhere: reference should be made to the specific document title of the 2030 Metro Vision Regional Transportation Plan (2030 MVRTP) rather than simply "Metro Vision" - unless clear definition, early on, is given as to what the term "Metro Vision" references (e.g. on bottom of page 4.1).</li> <li>Page 4-2, line 15 - Was it the assumption for the EIS modeling that FasTracks (RTD) <u>service</u> would actually be extended north? Or intermingling of new service provider? Or simply a connection (page 4-3). Likewise, page 4-15 references "long-haul transit service." Further explanation of assumptions is provided on 4-44, but a little should be provided earlier, such as on page 4-2.</li> </ul>	<p><b>Responses to DRCOG Comments</b></p> <p>1. The project's travel demand model has been updated for the FEIS to reflect the DRCOG and NFRPO 2035 RTPs, including both socio-economic forecasts and fiscally-constrained network improvements.</p> <p>Figure 1-4 of the DEIS and text throughout the document has been updated to reflect the changed boundaries.</p> <p>2. The term "Metro Vision" has been updated to 2035 Metro Vision Regional Transportation Plan or 2035 MVRTP, when appropriate.</p> <p>3. "Long Haul" was removed from the text on page 4-20. The following text has been added to address transit operator question: Funding to operate and maintain the service would need to be identified by the communities or by the State prior to implementation. This could happen through the identification of a service district, and implementation of sales tax, property tax or other allowable funding mechanism. This effort could be initiated by a community, the NFRMPO or by CDOT's Division of Rail and Transit. Also, the following was added to page 4-3 - "The commuter rail service would operate as an extension of the North Metro train service with every other train traveling north to Fort Collins."</p>




Agency/Comment #	Comment	Response
<p>Denver Regional Council of Governments (DRCOG)</p> <p>Comment #4</p> <p>Comment #5</p> <p>Comment #6</p>	<ul style="list-style-type: none"> <li>Page 4-3, line 25 - The 2035 MVRTP references a vision for HOV/BRT on I-25 north of US-36. While not precluding "managed lanes" or tolled express lanes from being amended into the plan at a future date, it does not specifically define it as such at this time.</li> <li>Page 4-51 - Figure 4-26 appears to show many types of facilities besides trails. The legend should be changed (possibly to "Facility") and maybe in title note: (excluding pedestrian-only sidewalks) or something like this. We understand that this is always a tricky issue with bicycle and pedestrian facilities. Lines 20-23 of page 4-50 are also confusing. Clarification should be made in the FEIS with further verification of the facilities shown on Figure 4-26.</li> <li>Page 6-3 - The specific RTP should be referenced. What SH-7 improvements were included in the Package Capital Cost? Should the SH-7 funding source amount be included as available funding for the project? If so, it would be better to say funding has been identified rather than "approved." Would be useful to have more detail for funding cost components in Tables 6-1 to 6-3.</li> </ul>	<p><b>Responses to DRCOG Comments</b></p> <p>4. The FEIS text has been modified to state that the 2035 MVRTP identifies HOV/BRT lanes north of US 36. CDOT has submitted a plan amendment to DRCOG in March 2011 requesting that the additional general purpose lanes between US 36 and Thornton Parkway and between SH 66 and CR 38 be modified to tolled express lanes. Any transportation improvement selected in the ROD will have to be included in a conforming STIP prior to approval of the ROD.</p> <p>5. The text on figure 4-26 has been revised to say pedestrian and bicycle facility in the FEIS. Clarification to lines 20-23 of page 4-50 has been made in the FEIS. Due to the large size of the study area further detail of figure 4-26 will not be provided.</p> <p>6. The RTP reference has been updated to call out specifically DRCOG's 2035 Metro Vision Regional Transportation Plan. The Preferred Alternative includes an upgrade to a partial cloverleaf interchange at SH 7.</p> <p>The text has been updated to state that local funding has been identified for this project and is included in DRCOG's list of regionally significant projects. The new phasing chapter of the Final EIS provides more detail about funding of Phase 1 capital projects than was previously included in the Draft EIS. More information on the cost per user and the cost estimate review can be found in Chapter 6 Financial Analysis.</p> <p>In order to provide the most accurate opinion of probable cost FHWA and CDOT conducted a Cost Estimate Review. The cost estimate review is an unbiased risk-based review to verify the accuracy and reasonableness of the current total cost estimate to complete the project and to develop a probability range for the cost estimate that represents the current stage of project design. Part of this study is to also review the proposed construction schedule to determine its impact on the project cost. During the course of the review the team identified and discussed numerous threats and opportunities. A threat is anything that can add to the cost of the project. An opportunity is anything that can reduce the cost of the project.</p> <p>This probabilistic analysis resulted in a cost estimate at the 70% confidence level of \$9,474.9 million (YOE) for the Preferred Alternative of the North I-25 Project. The cost for Phase I at the 70% confidence level was \$1,271.2 million (YOE).</p>


Agency/Comment #	Comment	Response
<p>Larimer County</p> <p>General Comment #1</p> <p>General Comment #2</p>	 <p>200 W. Oak Street Post Office Box 1190 Fort Collins, Colorado 80522-1190 (970) 498-7010 Fax (970) 498-7006 E-mail: boocc@larimer.org</p> <p>December 23, 2008</p> <p>Attn: Carol Parr CDOT Region 4 1420 2<sup>nd</sup> Street Greeley, CO 80631</p> <p>Dear Ms. Parr:</p> <p>Larimer County has reviewed the North I-25 Draft Environmental Impact Statement (EIS), and we offer these comments in return. Overall thoughts from the Board of County Commissioners are:</p> <p><u>Alternatives</u></p> <p><u>Phasing and Implementation:</u> More discussion is needed regarding phasing and implementation of the alternative chosen. Identifying the necessary inter-jurisdictional agreements, regional interests, required assumptions, and the process for implementation is needed to better understand the impact / benefit of an alternative.</p> <p><u>Further Analysis:</u></p> <ul style="list-style-type: none"> <li>▪ Package A includes both widening of I-25 with a General Purpose Lane (GPL) and the Rail option. Could this additional GPL be designated as a High Occupancy Vehicle (HOV) or Tolleed Express Lane (TEL)?</li> <li>▪ Package A includes commuter rail through the various towns and cities in the corridor. Information regarding the impact of additional and frequent trains on cross street traffic in terms of delay should be provided.</li> </ul>	<p><b>Responses to Larimer County Comments</b></p> <p><b>Response to General Comment # 1</b></p> <p>1. Information on project phasing has been provided in Chapter 8 in the FEIS. This chapter provides information on the Preferred Alternative Phasing plan identified by the project's two advisory committees and the costs and impacts associated with this phasing plan. At this point in the project development process, specific requirements and expectations that are typically included in an intergovernmental agreement are not available. As each phase moves into preliminary and final design and more detailed requirements are established, any needed intergovernmental agreement will be initiated and executed with the appropriate governmental body.</p> <p>Comment was addressed after the identification of the Preferred Alternative and phasing.</p> <p><b>Response to General Comment # 2</b></p> <p>Package A evaluated general purpose lanes along with commuter rail; Package B evaluated tolled express lanes with express bus. The Preferred Alternative evaluates the provision of commuter rail and TELs, in addition to general purpose lanes, as you suggest for further analysis.</p> <p>At most commuter trains will pass by a crossing every 30 minutes per direction, or 15 minutes in both directions. These trains will be traveling at higher speeds up to 79 mph and are, at most, four cars in length, or less than 400 feet. This is compared to existing freight service that has coal trains of 5,000 to 6,000 feet in length and mixed freight trains of 4,000 to 5,000 feet in length operating at speeds between 10 mph and 49 mph. Crossing signals can also be compared to typical traffic signals that cycle through red, yellow and green phases every 100 seconds or less, on average. Comparatively, the duration of the commuter train impedance is very short compared to freight trains, and infrequent compared to traffic signals.</p> <p>Overall, from a traffic delay perspective, passenger trains of Package A or the Preferred Alternative will not have a big effect.</p>

Agency/Comment #	Comment	Response
<p>Larimer County (cont.)</p> <p>General Comment #3</p> <p>General Comment #4</p> <p>General Comment #5</p>	<p><u>Package A Commuter Rail in Fort Collins</u>: The double tracking of rail lines through Fort Collins is very expensive, may be unreasonable in terms of impacts, could pose a safety concern for adjacent properties, and appears incompatible with the Bus Rapid Transit proposed with the Mason Street Corridor project. The rail corridor should end at the south end of Fort Collins with good connection to the Mason Street project.</p> <p><u>Potential for Future Growth</u>: Consideration should be given to the potential future expansion of the transit alternatives to the north. At a minimum, decisions made should not preclude the ability for future expansion to take place.</p> <p><u>Collaboration with the Railroad</u>: As the project and process moves forward, continued communication, collaboration and "buy in" from the railroad owners will be important.</p>	<p><b>Responses to Larimer County Comments</b></p> <p><b>Response to General Comment #3</b> 3. In the DEIS Package A design, double track was proposed from Longmont to University Avenue in Fort Collins and then single track from University Avenue to the Fort Collins Downtown Transit Center station. When the DEIS was initially developed, the Mason Corridor BRT was not a funded project, therefore it was not taken into account in the rail design. Now that it has been funded the rail design has been reevaluated through Fort Collins. The design of the Preferred Alternative is single track north of Harmony and therefore accommodates the Mason BRT. Commuter rail service to downtown Fort Collins serves a regional transit hub, and reduces the need for a transfer for some passengers.</p> <p><b>Response to General Comment #4</b> 4. The alternatives under consideration would not preclude future transit expansion to the north.</p> <p><b>Response to General Comment #5</b> 5. The project team has coordinated with BNSF during the project with regards to design criteria, the evolution of alternatives leading to the preferred alternative as well as project cost estimating. The FEIS design for the preferred alternative reflects the information received from this ongoing coordination effort. The plans for the preferred alternative include provision of passing track segments as necessary for the operating plan generated by the project team for commuter rail. However, BNSF does not provide project approval during the NEPA planning process because no action is required of BNSF in association with the FEIS. So we are not seeking plan approval from the BNSF with the FEIS.</p>

Agency/Comment #	Comment	Response
<p>Larimer County (cont.)</p> <p>General Comment #6</p>	<p><u>Cost:</u></p> <ul style="list-style-type: none"> <li>▪ The cost for package A is significantly higher than package B, and could increase as rail cost estimates are often low. What is the cost savings of ending the rail option in south Fort Collins?</li> <li>▪ The document provides estimated capital, operating, and fare costs, but doesn't really provide a cost comparison for the true cost to the individual (user) between alternatives. This comparison, one that includes fares and cost of operating a vehicle is important and should be included. A comparison of costs AND time would also be insightful.</li> <li>▪ The document should be very clear that the alternatives in the different packages and their related costs are not equitable. Package B costs less, but also offers less in terms of accessibility, mobility, congestion relief etc.</li> </ul>	<p><b>Responses to Larimer County Comments</b></p> <p><b>Response to General Comment #6</b></p> <p>6. The estimated capital cost in 2009 dollars for Package A is \$1.965 billion, for Package B is \$1.797 billion, and for the Preferred Alternative is \$2.184 billion. In order to provide the most accurate opinion of probable cost FHWA and CDOT conducted a Cost Estimate Review. The cost estimate review is an unbiased risk-based review to verify the accuracy and reasonableness of the current total cost estimate to complete the project and to develop a probability range for the cost estimate that represents the current stage of project design. Part of this study is to also review the proposed construction schedule to determine its impact on the project cost. During the course of the review the team identified and discussed numerous threats and opportunities. A threat is anything that can add to the cost of the project. An opportunity is anything that can reduce the cost of the project. This probabilistic analysis resulted in a cost estimate at the 70% confidence level of \$9,474.9 million (YOE) for the Preferred Alternative of the North I-25 Project. The cost for Phase I at the 70% confidence level was \$1,271.2 million (YOE).</p> <p>The cost saving for ending the commuter rail line at STC would be approximately \$87 million in capital cost and \$2.8 million annually for operation cost.</p> <p>Text describing typical user costs by each mode has been added to the FEIS. More information on the cost per user and the cost estimate review can be found in Chapter 6 Financial Analysis. A comparison of travel times among the alternatives is provided in Chapter 4. For example, highway travel time for a TEL user between SH-1 and 20th Street in the AM Peak in 2035 is 102 minutes for Package A, 64 minutes for Package B, and 59 minutes for the Preferred Alternative. A summary of the trade-offs between Package A, B and the Preferred Alternative (including more information on cost and travel time) is included in Chapter 7 of the DEIS.</p>


Agency/Comment #	Comment	Response
<p>Larimer County (Cont).</p> <p>General Comment #7</p>	<p><b>Upcoming Process for Choosing a Preferred Alternative</b></p> <p>CDOT has indicated that workshops will be held in January to determine local and regional agency priorities, and develop a consensus among a preferred alternative package. There have been suggestions that portions of packages may be combined for an ultimate preferred alternative.</p> <p><u>Process:</u> The workshops are being planned on very short notice, and may be difficult to get onto the calendars of elected officials. In addition, the majority of the Board of Larimer County Commissioners will be new in January, and as such representative assignment of a Commissioner to the RCC will not yet be made. Finally, the workshops will be held so close together, that it may be very difficult to have the RCC representative bring information back to the full board and get input and feedback between workshops.</p> <p><u>Workshops and a Preferred Alternative:</u> Identification of a preferred alternative by the Board of County Commissioners (BCC) is premature. Attendance at and participation in the upcoming workshops is important and can result in a conversation with other communities as well. The ultimate preferred alternative may need to be a 'hybrid' of various components of both packages.</p> <p>Thank you for the opportunity to review the document, and please contact us with any questions. We are including two attachments which may be useful in the context of future discussions to select the preferred alternative. Attachment A includes staff comments from relevant departments that are more technical in nature, and Attachment B is a letter written by our citizen Environmental Advisory Board with their comments on the document. We look forward to participating in the workshops in January in order to develop regional consensus on selection of the preferred alternative</p> <p>Sincerely,</p> <p>FOR THE BOARD OF COUNTY COMMISSIONERS</p>  <p>Glenn Gibson Chair</p> <p>Attachments: Attachment A: Staff Comments Attachment B: Environmental Advisory Board Letter</p>	<p><b>Responses to Larimer County Comments</b></p> <p><b>Response to General Comment #7</b></p> <p>7. Per input from you and others, a lengthened schedule for the workshops was adopted, instead of the condensed version initially proposed. The expanded schedule allows for complete input from stakeholders within the corridor to be fully incorporated and reviewed by the RCC.</p> <p>More notice was given prior to workshops, and the workshops were held further apart. It is CDOT's belief that the additional notices of the workshops allowed sufficient time for elected, including newly elected, officials ample opportunity to review materials and prepare for the workshops.</p> <p>The Preferred Alternative as developed during the series of workshops, as discussed in this response, combines elements of Package A and B. The Preferred Alternative, was identified and discussed during the workshops.</p>




Agency/Comment #	Comment	Response
<p>Larimer County (cont.)</p> <p>Staff Comment #14</p> <p>Staff Comment #15</p> <p>Staff Comment #16</p> <p>Staff Comment #17</p> <p>Staff Comment #18</p>	 Larimer County Staff Comments I-25 Draft EIS  <p><i>Planning Department:</i></p> <p>14. Concur with comments from Department of Health and Environment</p> <p>15. <b>Master Plan Consistency:</b> Package A is more consistent with the Larimer County Master Plan. We believe this alternative best supports keeping agriculture as a viable long-term segment of Larimer County (Master Plan theme 3), maintaining a logical settlement patten that reflects the existing character of the County and protects existing neighborhoods (theme 4), emphasizes new urban development in existing cities and towns (theme 5), encourages a balanced, economically feasible multi-modal transportation system (theme 9), and supports a sustainable, balanced economy (theme 10).</p> <p>16. <b>Technical Comment:</b> There appear to be errors in the Existing Land Use mapping and tables (Fig. 3.1-2) in the area west of US 287 between Loveland and Fort Collins. Most of the area shown as Employment is actually protected Open Space that is owned and managed variously by Larimer County, Loveland and Fort Collins. The regional land fill site is also in this area. Although the land fill site is zoned Industrial, it is nearing capacity and will probably never be developed after it ceases operation. Also south of Fossil Creek Reservoir on both sides of SH 283, the Employment area is actually protected Open Space.</p> <p>17. <b>Technical Comment:</b> The Future Land Use mapping (Fig. 3.1-3) does not include the most recent plan (and development currently underway) in Timnath, immediately east of I-25. We also note that the 2030 population projections for the towns of Timnath and Wellington are less than the current population for those communities as estimated by the State Demographer's Office. The 2007 estimates are Wellington 5445 and Timnath 231.</p> <p>18. <b>Technical Comment:</b> On Fig. 3.1-4, the interchange at SH 392 should be included in the notation of "Growth already constrained by substandard interchanges. . ."</p>	<p><b>Responses to Larimer County Comments</b></p> <p><b>Response to Staff Comment # 14</b> – No Response Needed</p> <p><b>Response to Staff Comment # 15</b> Comment noted. This is generally consistent with land use analysis in the DEIS, but these more detailed comments have been noted in preparing the FEIS.</p> <p><b>Response to Staff Comment # 16</b> The referenced figure is a generalized depiction of existing land use throughout the region in 2000. At the scale presented, the land uses of individual parcels are difficult to depict. The mapping has been updated for the Final EIS.</p> <p><b>Response to Staff Comment # 17</b> Updates to this map for the FEIS have been made for 2035. Updated population figures are noted and have been incorporated into the FEIS.</p> <p><b>Response to Staff Comment # 18</b> - Change has been made as suggested.</p>

Agency/Comment #	Comment	Response
Larimer County (cont.)		<b>Responses to Larimer County Comments</b>
Staff Comment #19	<i>Engineering Department:</i>	<b>Response to Staff Comment # 19</b>
	19. <u>Size and Scope of Alternative:</u> Package A provides significant improvements to I-25 in Larimer County (up to 2 new travel lanes in each direction) as well as establishing a new transit corridor through the downtowns. Package B only provides for a limit access transit/toll corridor along I-25. Package A has more and broader transportation offerings than Package B, and therefore an ‘an apple to apples’ comparison is difficult.	A summary of trade-offs between the two packages and the Preferred Alternative is included in Chapter 7 of the FEIS.
Staff Comment #20	20. <u>Package A Also Promotes Highway Development:</u> As noted by the Health Department comments, Package A, would support growth in urban centers (although daily volumes for the rail within Larimer County are <2,000 per day). However, it should be noted that the percent volume increase in I-25 traffic is much greater under Package A than B (due to the additional general purpose lanes). Therefore, Package A may result in a higher demand for highway development than Package B.	<b>Response to Staff Comment # 20</b>
Staff Comment #21	21. <u>Understanding The Purpose and Need:</u> It should be made very clear in the document that the purpose of the improvements is to ‘improve safety, mobility’ etc over the no-action alternative, not over existing conditions. The public should understand that the transit components in the various packages predominantly offer an alternate mode and do not measurably lessen volumes along I-25. Along the same lines, congestion in the various alternatives will be worse than today, but ‘less worse’ than the no-build alternative.	Package A does attract more volume to I-25 than Package B. Regarding your comment on potential highway development, note that an expert panel convened to assess the land use impacts of Package A and Package B concluded that the impacts along the highway were similar for both packages. This was because the packages each add highway capacity (albeit of different lane types), and each make similar improvements to existing interchanges. See Chapter 3.1.2 of the FEIS.
Staff Comment #22	22. <u>Impact on County Roads:</u> Within Larimer County, use of County Roads (regional arterials) is lower with Package A than Package B.	<b>Response to Staff Comment # 21</b>
Staff Comment #23	23. <u>Usability of TEL Lanes for Subregional Travel:</u> Access and egress points for the Tolled Express Lanes in Package B within Larimer County is limited (for instance, there are just two egress points southbound I-25 in Larimer County). These lanes are best used for long distance commuter travel, not useable for sub -regional travel within Larimer County.	Text clarifying the build alternative’s relationship to the no action alternative has been added to Chapter 4.
		<b>Response to Staff Comment # 22</b>
		No Response Needed
		<b>Response to Staff Comment # 23</b>
		No Response Needed



Agency/Comment #	Comment	Response
Larimer County (cont.)		<b>Responses to Larimer County Comments</b>
Staff Comment #24	 Larimer County Staff Comments I-25 Draft EIS  24. <u>Impact of TODs on County Budget:</u> Implementation of transit oriented developments (as proposed for package A) often requires financial incentives, accomplished through urban renewal authorities (URAs) or blight designations. These programs can have a negative impact on the county budget.	<b>Response to Staff Comment # 24</b> Comment noted. Package A only identifies potential transit station locations and it will be up to the jurisdictions to decide what type of development and financial incentives are appropriate for those locations. Many TODs can be accomplished with only zoning being the required public agency action.
Staff Comment #25	25. <u>TODs and Parking:</u> Research has shown that transit oriented developments in close proximity to rail stations are most successful when they provide lots of parking. The rail station selection process did not include ANY criteria for ability to provide parking. The only mention of parking is in Table 2-4 where available parking spaces are tallied. An analysis and review of the needed spaces compared against the totals in Table 2-4 would provide insight into whether more parking will be necessary to make the stations and nearby development successful.	<b>Response to Staff Comment # 25</b> Parking was given consideration during the station planning process. The amount of parking is based on the projected ridership at each station and serves a regional need. While it is desired that Transit Oriented Development (TOD) occurs at stations, the additional parking associated with a TOD would be the responsibility of a developer. As opportunities occur and TOD design is developed there could be a potential to coordinate efforts between the North I-25 stations and the proposed development.
Staff Comment #26	26. <u>Technical Comment:</u> The safety analysis uses data through 2002. It is discouraging that the most recent data is more than five years old.	<b>Response to Staff Comment # 26</b> While more recent crash data is available, I-25 was under construction during the following period and therefore crash data would not be considered an accurate typical representation of I-25.
Staff Comment #27	27. <u>Technical Comment:</u> The executive summary text indicates that an auxiliary lane is proposed between Harmony and SH 60. The mapping shows the auxiliary lane between Crossroads Boulevard and SH 60. The two should be consistent.	<b>Response to Staff Comment # 27</b> The text has been updated to reflect auxiliary lanes between SH 60 and Harmony Road in Package A.



Agency/Comment #	Comment	Response
<p>Larimer County (cont.)</p> <p>Staff Comment #28 – 30</p>	<p><b>Choosing a Preferred Alternative</b></p> <p><i>Preferred Alternative Recommendation from Department of Health and Environment, and Planning Department:</i></p> <p>28. Support Package A – providing multi-modal improvements including highway lane additions, commuter rail on the west, commuter bus on the east, and bus feeder connections – as the preferred alternative.</p> <p>29. Modify the proposal for commuter rail in Package A by terminating the north end of the line at the Mason Corridor south terminus.</p> <p>30. Modify the proposal to include direct connection to DIA for Package A from either the rail or I-25</p> <p>Rational for the recommendations from Health and Planning includes:</p> <ul style="list-style-type: none"> <li>• The combination of roadway expansion, commuter rail, commuter bus and connecting feeder routes in Package A better serves existing development patterns.</li> <li>• Package A responds to the North Front Range MPO’s emphasis on a multi-modal system and provides a better balance of transportation options.</li> <li>• The land use implications of Package A support a more sustainable development pattern resulting in reduced sprawl and less auto-dependant development.</li> <li>• While more costly initially, commuter rail provides a better opportunity to recoup the required investment due to the potential for transit oriented development to result in expanded business revenues, increased property values, redevelopment opportunities, public/private development projects and a higher tax base.</li> <li>• Commuter rail gives a stronger signal to the market than bus rapid transit because it represents a more permanent and visible investment that is closely associated with population centers.</li> <li>• Commuter rail service in Package A is inherently expandable in order to respond to future traffic congestion, increases in fuel cost, demand for alternative modes, and land use changes associated growth in and around population centers.</li> <li>• While both of the major transit options provide service between Fort Collins and Denver, commuter rail is more likely to capture intra-regional travel between local communities due to the track’s proximity to existing population centers.</li> </ul>	<p><b>Responses to Larimer County Comments</b></p> <p><b>Response to Staff Comments # 28</b></p> <p>The Preferred Alternative is a multi-modal solution with bus, rail, and highway improvements that was developed from a combination of Package A and B components. The Preferred Alternative includes interchange reconstructions, the addition of general purpose lanes and tolled express lanes along I-25, commuter rail along the Burlington Northern Santa Fe railroad tracks between Fort Collins and the FasTracks North Metro end-of-line station in Thornton and the Northwest Rail end-of-line station in Longmont, and commuter bus along US 85 between Greeley and downtown Denver. The Preferred Alternative also assumes that feeder bus service would be provided to bring local traffic to the corridor train service. More detailed information concerning the Preferred Alternative is included in Chapter 2 <i>Alternatives</i> of the Final EIS.</p> <p><b>Response to Staff Comments # 29</b></p> <p>There is strong local community support to continue the rail line (in both Package A and the Preferred Alternative) to the Downtown Transit Center to directly serve the downtown Fort Collins activity center. However in the Preferred Alternative, service to downtown Fort Collins is only hourly. Note as implementation occurs, commuter rail service may only reach the South Transit Center during initial phases.</p> <p><b>Response to Staff Comments # 30</b></p> <p>In Package A, service to DIA would be from either the commuter buses on the US 85 corridor, or commuter rail to Denver Union Station via a transfer to the RTD FasTracks East Corridor commuter rail. During the development of the Preferred Alternative, modifications were made to include direct Express Bus service to DIA from the I-25 corridor.</p>

Agency/Comment #	Comment	Response
<p>Larimer County (cont.)</p> <p>Staff Comment #28 – 30 (cont.)</p>	 <p>Larimer County Staff Comments I-25 Draft EIS</p> <ul style="list-style-type: none"> <li>• Commuter rail results in the need for less park-and-ride trips than for a bus rapid transit line located along I-25. Park-and-ride use involves short auto trips with cold engine starts which make up the most polluting part of the driving cycle.</li> <li>• Commuter rail provides the best opportunity to link with both the FasTracks RTD light rail system and the Mason Corridor project, thus providing more regional transportation options for County residents.</li> <li>• By providing transit options within urban centers, commuter rail promotes public health benefits through improved local air quality, increase walking/biking associated with transit use, increased pedestrian safety and support for neighborhood design that promotes active living.</li> <li>• Terminating the commuter rail line at the south end of the Mason Corridor eliminates the need for some single-track service north of CSU and provides an important link and cost savings for the commuter rail system.</li> </ul>	<p><b>Responses to Larimer County Comments</b></p> <p>Note that the preferred alternative is a combination of packages A and B, and may share many of the same qualities that you identify for your rationale for supporting Package A. Note that terminating commuter rail at the South Transit Center was evaluated; but single track hourly service was maintained to downtown Fort Collins to provide a direct connection for regional tripmakers.</p>



Agency/Comment #	Comment	Response
<p>Larimer County (cont.)</p> <p>EAB Comment #2</p> <p>EAB Comment #3</p>	<p><b>Reasons for the recommendation</b></p> <p>The draft EIS addresses important environmental issues such as air quality, wetlands, floodplains, wildlife habitat, historic structures, parklands and farmlands. The findings indicate that the impacts for the two decision packages are fairly equivalent. For example, both options are protective of air quality and would not be expected to cause a violation of air quality standards. Package A and Package B each result in the loss of approximately 18 acres of wetlands, and would impact about 2 acres of sensitive wildlife habitat. One reason for the similar level of impacts is that the majority of transportation improvements would take place within existing highway or rail corridors.</p> <p>One area where the two options differ substantially relates to land use. Under package A, commuter rail would shift growth towards urban centers. Under package B, bus rapid transit along I-25 would provide less incentive for transit oriented development and market-driven growth would continue to be focused along I-25. Based on these findings, the implications for land use in the region constitute one of the key criteria for selecting the preferred alternative.</p> <p>It is our conclusion that the combination of commuter rail, highway expansion and bus service in Package A better serves existing development patterns and more adequately responds to the North Front Range Metropolitan Planning Organization (MPO) emphasis on a multi-modal system.</p> <p>The land use implications identified in the EIS support a more sustainable development pattern resulting in reduced sprawl and less automobile-dependant development while providing opportunities for economic vitality by facilitating the movement of people through the centers of urban development. That pattern would be more consistent with the County's goal of preserving rural agricultural lands. Our members also noted that the commuter rail service is inherently expandable as congestion grows and demand for transit increases in the future. Rail service can be added in a serial fashion while increasing automobile services required the addition of parallel development of additional lanes.</p> <p>While both of the major transit options provide service between Fort Collins and Denver, commuter rail is more likely to capture intra-regional travel between local communities due to the track's proximity to existing population centers. Because rail systems are generally considered more attractive to the public, ridership would be expected to increase beyond initial planning expectations. The recently added FasTracks light rail lines in the Denver metro area are an example of this type of success. Commuter rail provides the best opportunity to link with both the FasTracks RTD light rail system and the Mason Corridor project, thus providing more regional transportation options for County residents.</p> <p>The capital cost estimates for the two decision packages differ by about 20%, with Package A being more costly, likewise the maintenance cost estimates are more for Package A. Studies have shown that commuter rail provides a better opportunity to recoup the additional investment due to strong public support for rail service, the potential for transit oriented development to result in expanded business revenues,</p>	<p><b>Responses to Larimer County Comments</b></p> <p><b>Response to EAB Comment #2</b></p> <p>2. An expert panel convened to assess the land use impacts of Package A and Package B concluded that the impacts along the highway were similar for both packages. This was because the packages each add highway capacity (albeit of different lane types), and each make similar improvements to existing interchanges. As you observe, commuter rail of Package A or the Preferred Alternative would likely facilitate a shift in growth towards urban centers within the project area. In contrast, the introduction of BRT of Package B or express bus of the Preferred Alternative along the I-25 corridor would represent a less permanent form of transit improvement than commuter rail and as a result would provide less incentive for transit oriented development. Further information on land use implications is contained in the DEIS and FEIS, Section 3.1.2.</p> <p><b>Response to EAB Comment #3</b></p> <p>3. The Preferred Alternative is expected to have a similar impact to development patterns as Package A. Commuter rail of Package A or the Preferred Alternative would likely facilitate a shift in growth towards urban centers due to the attractiveness of station areas for new development.</p> <p>While the Project's Purpose and Need focuses on trips between northern Colorado and the Denver Metro area, all the alternatives have been designed to facilitate movement between northern Colorado communities as well. Chapter 4. Transportation Impacts of the EIS provides travel times by project segment by travel mode. For Example the Preferred Alternative travel time via commuter rail between Fort Collins South Transit Center and Loveland would be about 9 minutes. Travel time from Loveland to Berthoud would be 10 minutes. Travel time between Berthoud and Longmont's Sugar Mill Station would be 18 minutes. Similar segments of travel time are provided for private auto travel on I-25, express bus and commuter bus on US 85.</p> <p>The robust set of improvements included in the Preferred Alternative cost more (in 2009 dollars) than either Package A or B (\$2.178 billion compared to \$1.963 billion and \$1.715 billion, respectively). However, the cost per user would be less for the Preferred Alternative than Package A (\$5.14 per user trip vs \$5.26 per user trip).</p>

Agency/Comment #	Comment	Response
<p>Larimer County (cont.)</p> <p>EAB Comment #3 (cont.)</p>	<p>increased property values, redevelopment opportunities, public/private development projects and a higher tax base.</p> <p>The implications of these transportation alternatives are very important. The vision outlined in Package A would likely result in a legacy project similar in scope, vision and value to the infrastructure of Larimer County and Northern Colorado as the Colorado Big Thompson (CBT) water project from the 1950s.</p>	<p><b>Responses to Larimer County Comments</b></p> <p><b>Response to EAB Comment #3 (cont.)</b> The robust set of improvements included in the Preferred Alternative cost more than either Package A or B (\$2.178 billion compared to \$1.963 billion and \$1.715 billion, respectively). However, the cost per user would be less for the Preferred Alternative than Package A (\$5.14 per user trip vs \$5.26 per user trip).</p>

Agency/Comment #	Comment	Response
<p>City of Fort Collins</p>	<div data-bbox="415 305 735 422">  </div> <div data-bbox="856 293 1245 446"> <p><b>Planning, Development &amp; Transportation</b>                      Transportation Planning &amp; Special Projects                      250 North Mason Street                      P.O. Box 580                      Fort Collins, CO 80522-0580                      970.224.6058                      970.221.6239 - fax                      fcgov.com/transportation</p> </div> <p>December 30, 2008</p> <p>Carol Parr                      Project Manager, North I-25 Environmental Impact Statement                      Colorado Department of Transportation – Region 4                      1420 2<sup>nd</sup> Street                      Greeley, Colorado 80631</p> <p>RE: CITY OF FORT COLLINS COMMENTS ON NORTH I-25 DRAFT ENVIRONMENTAL IMPACT STATEMENT DOCUMENT</p> <p>Dear Ms. Parr,</p> <p>On behalf of the City of Fort Collins, enclosed are the summarized comments on the North I-25 Draft Environmental Impact Statement (DEIS) document. These comments include those from City staff as well as from City Council. Our comments on the DEIS provide our input as to the conceptual nature of the project and our concerns on the technical elements that we believe need further addressing during the next steps of the EIS process. At this time the City does not recommend to CDOT a preferred alternative. Overall, we believe the DEIS is thorough and adequately addresses the purpose and need identified during the scoping phase of the EIS process.</p> <p>We appreciate the opportunity to share this important feedback from our City with the Colorado Department of Transportation (CDOT) as part of the formal DEIS comment period and look forward to continuing our work with you and CDOT's North I-25 Environmental Impact Statement (EIS) project team throughout 2009. City staff and Councilmember Ben Manvel will participate in the upcoming North I-25 EIS workshops. Staff will share the information on the North I-25 EIS project with various City Boards &amp; Commissions and City Council in early 2009 to provide additional input to CDOT during the course to select a preferred alternative as well as throughout the year during the development of the Final EIS document.</p> <p>Please let me know if you have any questions regarding our enclosed comments.</p> <p>Sincerely,                        L. Kathleen Bracke, A.I.C.P.                      Transportation Planning &amp; Special Projects Director</p> <p>c: Bob Garcia, CDOT – Region 4 Director                      Diane Jones, Deputy City Manager                      Jeff Scheick, Planning, Development, &amp; Transportation Director                      Mark Jackson, Transportation Group Director</p>	

Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Comment #1</p> <p>Comment #2</p> <p>Comment #3</p>	<p><b>City of Fort Collins Comments</b> in Response to the North I-25 Draft Environmental Impact Statement December 30, 2008</p> <p><i>Please note that these are high level, summary comments and not intended to serve as a detailed overview of the I-25 EIS.</i></p> <p><b><u>City of Fort Collins City Council Comments:</u></b></p> <p>Travel to Denver is emphasized to the exclusion of travel to Longmont and Boulder, which are apparently at least as important destinations from Northern Colorado. The analysis should address a broader spectrum of trips. For example the graphics of travel patterns in Figure 4-6 indicate no riders going to or from Longmont, assuming all passengers are going to Denver. Really?</p> <p>Connections to other transit options, in particular the North and Northwest routes proposed for FasTracks, are vital. How does each alternative interact with them?</p> <p>Does the analysis look to the future, anticipating high fuel prices, demand pricing of car travel, and possible alternatives to commuting?</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>1. All trip types are covered by the analysis. Trips to Boulder and Longmont are also included in the analysis; however Figure 4-6 only depicts riders on the specific transit system improvements proposed by this project. Riders transferring to/from the RTD FasTracks and bus system are not directly illustrated, but their activity is discerned through the rail access/egress in the pie chart. For example, at the Sugar Mill station in Longmont, it can be seen that about three-eighths of the riders getting on or getting off the commuter rail transfer to/from the FasTracks Northwest Rail line.</p> <p>2. All of the alternatives are connected to the future FasTracks system. Package A extends the end of the FasTracks North Metro rail line to terminate at the Downtown Transit Center in Fort Collins. Package A also extends the end of the FasTracks Northwest rail line to a new station in southern Longmont, labeled the Sugar Mill station. This would be a shared station with the North Metro line to Fort Collins, thus allowing rail-to-rail transfers. Package B interacts with the FasTracks system in downtown Denver, allowing BRT passengers to access all the FasTracks rail lines as well as the RTD bus routes serving downtown Denver. In addition, the BRT routes in Package B stop at Wagon Road, a major park-n-Ride in the northern metro area at I-25 and 120th Avenue that is served by numerous bus routes. The Preferred Alternative includes the commuter rail FasTracks connectivity points as described for Package A, and it includes express bus to downtown Denver, allowing connectivity to all the FasTracks corridors.</p> <p>3. The EIS forecasts are conservative as no change in the relative cost of gasoline is assumed, because predicting the price of fuel would be impracticable. Similarly, the forecasts assume the portion of work-at-home and other alternative commute activities remain at similar percentages to that experienced today. If the price of gas or commute characteristics dramatically change, these could indeed influence travel behavior patterns. (Information about this is in the FEIS in Section 4.2.9). The EIS has openly acknowledged that the future price of gas is an unknown and therefore introduces an uncertainty into the forecasts, as described in section 4.2.6.6.</p>



Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Comment #4</p> <p>Comment #5</p> <p>Comment #6</p>	<p>Do the transportation models incorporate the impacts of transportation alternatives on growth patterns and transportation oriented development? If growth shifts toward I25, away from city centers, what will happen with VMT?</p> <p>In Figures 4-6 and 4-7, the E-W ridership numbers are totally different. Why?</p> <p>The financial analysis in Chapter 6 is very skimpy. Is such a superficial analysis all that is possible?</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>4. The forecasts use the adopted socioeconomic datasets of the NFRMPO and DRCOG. The effect of Package A, Package B, and the Preferred Alternative on growth patterns is described in Section 4.2.7: Since the highway improvements are generally similar between the packages, a similar amount of growth near I-25 is anticipated for any of the packages. However the commuter rail in Package A and the Preferred Alternative would intensify the density of developments near stations in the city centers. If growth shifts towards I-25, the amount of VMT would increase by a small amount.</p> <p>5. The amount of riders on the east-west feeder buses differ between the alternatives because these buses serve different regional transit systems, with different route alignments and station locations. In Package A, east-west ridership is high, as the bus feeder services to commuter rail also serve local inter-community trips. In Package B, feeder bus riders to BRT along I-25 do not serve as many inter-city trips. In the Preferred Alternative, the feeder routes are designed similar to Package B, and do not have as high a ridership as Package A.</p> <p>6. Cost and financial information is provided in Chapters 2 and 6 of the Final EIS. The Cost Estimate Review report, which provides detailed information on the Preferred Alternative and Phase 1 cost estimates, is included in Cost Estimate Review Final Report, July 2010, FHWA. For more information see the Cost Estimate Review Report, which is a supporting technical report to this Final EIS and is available for review at CDOT Region 4.</p>

Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Comment #7</p>	<p>Is sufficient attention paid to freight transportation? The focus seems to be totally on moving people.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>7. Freight rail service will continue to be maintained in the corridor. The agreement with BNSF will specify the infrastructure and operating plan requirements to allow both passenger service and freight service.</p> <p>The volume of truck traffic impacts the capacity and operation of I-25 and I-25 interchanges. Because of this, freight truck traffic and anticipated growth in truck traffic along I-25 is accounted for in all the traffic analyses conducted in the DEIS and FEIS.</p> <p>Freight traffic on I-25 is estimated to grow 2% annual on the south end and slightly more than 3% on the north end of the corridor and constitutes 8 to 14% of the total traffic. It is estimated that under the No Action alternative delay to truck traffic would be 67 minutes between SH 1 and 20th Street for a total travel time of 133 minutes.</p> <p>Three cross sections were evaluated for inclusion in the Preferred Alternative. The preferred cross section identified added both a general purpose lane and a tolled express lane north of SH 66. This was, in part, to better accommodate anticipated growth in freight traffic along I-25. The Preferred Alternative is expected to provide the most travel time improvement for freight traffic with a total travel time of 107 minutes between SH 1 and 20th Street.</p>

Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Comment #8</p> <p>Comment #9</p> <p>Comment #10</p> <p>Comment #11</p> <p>Comment #12</p>	<p>Is there an overall picture of environmental damage, including impacts of transportation, infrastructure, dislocations, and induced development? I don't think so.</p> <p>Given the enthusiasm which citizens are showing for rail, is the estimate of transit ridership of the two alternatives accurate?</p> <p>It is important for the North I-25 EIS and recommended improvements to address the link between transportation and environmental sustainability as well as to reflect the visions and values of the communities.</p> <p>It is important for transportation improvements to provide linkages between the core areas of our communities. This "core to core" link is a very important part of Fort Collins' community values.</p> <p>It seems that Package A addresses those core community values. This is not a statement of a preferred package, but more general thoughts and feelings for this alternative.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>8. The DEIS addresses the environmental impacts within each respective resource section. Transportation impacts are addressed in Chapter 4, dislocations are addressed in Chapters 3.2 and 3.4, and induced development is addressed in Chapter 3.1 and Appendix C—Land Use. Chapter 7 of the DEIS contains the overall "picture" of the trade-offs among alternatives.</p> <p>A summary of environmental impacts is included in the Executive Summary and Chapter 7, and detailed information is provided in Chapter 3 of the FEIS.</p> <p>9. The transit ridership model was calibrated and validated to observed travel patterns in the Denver area. Projections are based on empirical behavior of travelers, as well as future geographical projections of population and employment and estimated trip origins and destinations. Recent travel survey data collected by RTD and DRCOG indicates that, as you suggest, current actual ridership is higher than had been simulated in the model. Section 4.2.6.3 describes the potential effect these behavior changes might have on ridership. For example, commute rail ridership might be higher by about 40% than the earlier model estimates.</p> <p>10. The North I-25 EIS provides information to decision-makers about alternatives for transportation improvements and their adverse impacts and benefits. Information is included in the Draft and the Final EIS about transportation impacts and benefits as well as those related to sustainability (land use, compatibility with community visions, air quality and other socio-economic and environmental factors).</p> <p>11. Comment noted.</p> <p>12. No Response Needed</p>



Agency/Comment #	Comment	Response
City of Fort Collins (cont.)		<b>Responses to City of Ft. Collins Comments</b>
Staff Comment #4	<p><u>Interchanges</u></p> <p>Staff supports the analysis completed during the early stages of the North I-25 EIS process for each of the interchange areas (existing &amp; potential) serving the Fort Collins area: Carpenter Road/SH392, Harmony Road, Prospect Road, Mulberry Street/SH14, and Mountain Vista Drive. Staff concurs with the conclusions and recommended conceptual designs developed by CDOT and their consultant team. Staff appreciates CDOT's efforts to include the City of Fort Collins staff and local property/business owners throughout the interchange analysis process and the design modifications that CDOT was willing to make to address our local concerns for adjacent land impacts.</p>	4. FHWA and CDOT would like to thank you for your participation and look forward to your continued involvement.
Staff Comment # 5	<p><u>Package A</u></p> <p>The proposed improvements shown in Package A, the regional commuter rail service and addition of general purpose lanes on I-25, are very effective to address high-quality transit system improvements as well as general highway travel, safety, and freight improvements to serve the Fort Collins community and North Front Range region.</p> <p>Package A includes the commuter rail transit alternative using the existing BNSF railroad tracks through Fort Collins and staff agrees with the three passenger rail stations shown at the City's Downtown Transit Center, Colorado State University's Main Campus, and at the City's South Transit Center. Staff appreciates CDOT co-locating the commuter rail stations at the same stations as the City's Mason Corridor Bus Rapid Transit stations to allow for easy passenger transfers. This convenience and potential travel time savings could affect the transit ridership projections and that is one of the reasons for staff's request that future travel modeling (roadway &amp; transit) be completed by the North I-25 EIS team.</p>	5. The modeling for the FEIS has been updated to include the Mason Street BRT since it is a committed project; the effect of co-locating the three stations in Fort Collins is reflected in the ridership projections for Package A and the Preferred Alternative. Similarly, the FEIS modeling for Package B includes the Mason BRT and the effect of a common BRT station at the South Transit Center.
Staff Comment #6	<p>City Transportation Planning staff does not agree with the need for double-tracking of the BNSF railroad tracks from Prospect Road north through Downtown and believes that the existing single track is sufficient to operate service through Colorado State University (CSU) main campus and through Downtown Fort Collins, as the DEIS states is shown for the downtown Loveland area. Staff has previously shared this comment with CDOT staff and their consultant team.</p> <p>From Transportation Planning's perspective, the regional commuter rail transit alternative, while initially more costly than bus service, is an effective transit configuration for Fort Collins' and Northern Colorado's long-term future because it centers high-quality regional transit service in the heart of the communities along the US287/BNSF railroad corridor to serve the largest population centers.</p> <p>Particularly for the Fort Collins community, the regional commuter rail corridor and three passenger stations are located along our highest density population centers such as Downtown, CSU, and the US287/College Avenue corridor. Locating the regional transit service along this high population corridor allows for easy access from local activity centers and neighborhoods and minimizes the need for people to drive or take local transit routes to access regional transit service.</p>	6. Note that Package A has single track between University and the downtown transit center. During development of the Preferred Alternative, single track for the corridor between South Transit Center and downtown Fort Collins was evaluated in further detail, as you suggest. As a result, it was concluded that single track would have fewer environmental impacts while accommodating the Mason Corridor BRT. However, it was necessary to revise the service pattern on this segment of the corridor. The service plan for the Preferred Alternative consists of hourly service to/from downtown Fort Collins, with 30 minute service maintained to the South Transit Center during the peak periods. Package A and the Preferred Alternative serve the population centers of Fort Collins as you describe. Package B only directly serves the College Avenue Corridor at the South Transit Center.

Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Staff Comment #7</p> <p>Staff Comment # 8</p>	<p>In addition, locating this major regional commuter rail line in the heart of the Fort Collins community will lessen the likelihood of future land development shifts occurring away from the existing central population &amp; activity centers within our community. Fort Collins' adopted Transportation Master Plan and City Plan are based on compact urban development occurring within the core areas of our community. The proposed regional commuter rail alignment along the BNSF corridor supports these transportation and land use master plans.</p> <p>Also, the long-term return on investment that is likely to occur within Fort Collins due to the location of the three proposed regional commuter rail stations would be a strong economic catalyst for additional higher density, mixed-use, transit-oriented development (TOD) over and above what is currently envisioned as part of the Mason Corridor. The potential synergy of high quality local and regional transit service along this central corridor of the Fort Collins community will greatly serve our long-range economic vitality and environmental stewardship values, as well as address our established transportation and land-use goals.</p> <p>The regional commuter rail service along the existing BNSF railroad tracks/corridor will also link Fort Collins into Denver's Regional Transportation District (RTD) FasTrack "Northwest Rail Corridor" commuter rail line that begins in Longmont. This provides a cost-effective opportunity to link the North Front Range regional commuter rail improvements proposed in the North I-25 EIS to the already approved and funded FasTrack's Northwest Rail Corridor. This is a synergistic way to link regional commuter rail passengers from Fort Collins, Loveland, Berthoud to both Denver Union Station as well as to the Boulder area.</p> <p>In regards to adding the general purpose lanes shown along I-25, these additional travel lanes will address safety concerns along I-25 and at the interchanges shown within Fort Collins area, as well as serve as an effective means to address current and future vehicle traffic capacity needs (automobile &amp; freight traffic). These general purpose lanes will not limit the use of the new travel lanes to high-occupancy vehicles or require tolling. It is important for the EIS to address both passenger and freight transportation needs.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>7. Comment noted. Your observations of commuter rail's influence on land development patterns are generally consistent with the findings of an expert panel convened to evaluate the alternatives regarding induced growth. The effect of Package A, Package B, and the Preferred Alternative on growth patterns is described in Section 4.2.7: Since the highway improvements are generally similar between the packages, a similar amount of growth near I-25 is anticipated for any of the packages. However the commuter rail in Package A and the Preferred Alternative would intensify the density of developments near stations in the city centers.</p> <p>8. Yes, Package A and the Preferred Alternative connect to the RTD FasTracks system via commuter rail at both Longmont and the North Metro end-of-line, and in downtown Denver. In contrast, the BRT of Package B connects only in downtown Denver.</p> <p>We agree with your assessment that commuter rail stations will be a strong economic catalyst for higher density, mixed use TOD. Values of TOD adjacent properties in the US have increased from 6.4 percent to more than 40 percent in the past few years. Office buildings have fewer vacancies if located within walking distance of a transit station.</p> <p>As you state, the general purpose lanes of Package A provide additional capacity and are not restricted by vehicle type. The Preferred Alternative includes adding both general purpose lanes and tolled express lanes to I-25 which will similarly address both passenger and freight traffic needs.</p>



Agency/Comment #	Comment	Response
City of Fort Collins (cont.)		<b>Responses to City of Ft. Collins Comments</b>
	<p><b>Natural Resources Staff Comments:</b></p> <p>Natural Resources supports efforts to enhance multi-modal travel systems and supports the Transportation Planning staff's I-25 recommendations.</p> <p><i>Please note that the following comments are high level and not intended to serve as a detailed overview of the I-25 EIS:</i></p> <p>Part I: Natural Areas</p>	<p>11. The intent of the Preferred Alternative is to include fencing along the rail corridor to limit access and improve safety and to adhere to current RTD fencing standards and requirements. However, it is also recognized that the type of fencing may vary depending upon adjacent land uses, wildlife use, or specific safety concerns. The FEIS will list a range of fencing options to consider during the design process. This includes wildlife friendly fencing and could potentially include wildlife underpasses. The actual fencing selected during the design process will be based on consideration of need and function.</p>
Staff Comment #11	<p>General comment: The most troubling issue noted is the possibility of a chain link fence installation along the commuter rail through Natural Areas in the southwest portion of Fort Collins. The fence would be highly disruptive to wildlife movement.</p>	<p>12. All maps have been updated with new information that has been collected from the municipalities. The City of Ft. Collins has been directly contacted and they have provided updated GIS files showing all parks and natural areas as well as many other land use and transportation information. We believe we now have all City of Ft. Collins natural areas and parks correctly identified and this information has been used in the FEIS.</p>
Staff Comment #12	<p>General comment: Maps for the EIS are not current and many City of Fort Collins' Natural Areas and Parks are not shown.</p>	
Staff Comment #13	<p><u>3.1: Land use.</u> These figures only show land uses as of 2000 and should be updated. Figure 3.1.2 doesn't show any open space/parks in Fort Collins. Figures 3.1-3 through 3.1-6 do not show all of the Fort Collins area open space/parks. For example, Fossil Creek Regional Open Space is shown as an employment area, even in the 2030 projection.</p>	<p>13. All maps have been updated with new information that has been collected from the municipalities. The City of Ft. Collins has been directly contacted and they have provided updated GIS files showing the most recent land use data for the city. The mistakes in the referenced maps have been recognized and corrected in the FEIS. Additionally this updated information has been used in the Final EIS.</p>
Staff Comment #14	<p><u>3.10.5: Vegetation.</u> Statement regarding "develop an acceptable revegetation plan" should note that the plan must be acceptable to the City of Fort Collins within its jurisdictional areas, not just acceptable to Larimer County.</p>	
Staff Comment #15	<p><u>3.10-5. Vegetation.</u> Removal of large cottonwood trees at the Cache La Poudre and Big Thompson rivers will seriously impair the quality and functionality of the riparian habitat. Bald eagles and other raptors frequently use these areas to perch and hunt from. Similarly the continuous "thread" of riparian habitat is critical to wildlife movement up and down the river corridors. Also, it is not possible to mitigate the loss of a large-diameter native cottonwood tree.</p>	<p>14. The text has been changed to state that the revegetation plan must be acceptable to the City of Fort Collins within its jurisdictional areas.</p> <p>15. Impacts to riparian habitat will be mitigated by implementing CDOT's best management practices as described in Section 3.10.3, including avoiding existing trees, shrubs, and vegetation to the maximum extent possible, especially wetlands and riparian plant communities. The project team will coordinate with the CDOT landscape architect before construction to determine the types of vegetation that will be protected during construction. A revegetation plan will be developed with the CDOT landscape architect and with county personnel in Adams, Boulder, Broomfield, Denver, Larimer, and Weld counties. CDOT will also have to go through the process of working with the CDOW when submitting documentation to satisfy Senate Bill 40 for wildlife certification.</p>



Agency/Comment #	Comment	Response
City of Fort Collins (cont.)		<b>Responses to City of Ft. Collins Comments</b>
Staff Comment #16	<p><u>Table 3.12.2: Wildlife.</u> Audubon Society has designated Fossil Creek Reservoir as an "Important Bird Area" and the high value for migratory waterfowl and other waterbirds is well-documented. This should be represented in the EIS.</p>	16. A reference to the high value of Fossil Creek Reservoir for migratory waterfowl and other waterbirds has been added to the table.
Staff Comment #17	<p><u>Wildlife:</u> Commuter rail appears to be aligned on the McKee Farm which is Larimer County Open Lands property with conservation easements underlying the property that would prohibit new construction. Additional train traffic through the area would be a significant impact to recreation users (noise) and displace wildlife use within a 3,000-acre matrix of protected Fort Collins natural areas.</p>	17. The commuter rail alignment will be located within existing rail right-of-way. Construction of commuter rail would result in some impacts to wildlife including habitat fragmentation, disruption of movement corridors, and displacement as described in Section 3.12.3.2. Noise impacts to parks and open spaces have been considered in the FEIS, using appropriate guidelines. McKee Farm near the rail corridor is being actively farmed and has no visible public access or visitor facilities.
Staff Comment #18	<p><u>Figure 3-18-1. Parks and Recreation.</u> There are quite a few missing natural areas and open spaces on the map, including Fossil Creek Reservoir Regional Open Space, Coyote Ridge Natural Area, Long View Farm Open Space.</p>	18. These natural areas and open space properties were identified for the FEIS process. Please see updated Figure 3.18-1. None of these open space and natural areas were identified as being impacted by the alternatives under consideration.
Staff Comment #19	<p><u>Table 3-18-2. Parks and Recreation.</u> This figure is not up to date. There is misinformation about Fossil Creek Reservoir Natural Area (confused with the Regional Open Space; location is east of Timberline, not Timber Lake; etc.).</p>	19. The figure and table have been updated to include the missing open space and natural area properties. Fossil Creek Reservoir properties have been correctly identified including their location. This property is not impacted by the alternatives under consideration.





Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Staff Comment #23</p> <p>Staff Comment #24</p> <p>Staff Comment #25</p> <p>Staff Comment #26</p>	<p><u>Table 3.7-5. Water Quality.</u> It is troubling that both action alternatives (Package A and B) will increase stormwater contaminant loading by 50% (for all modeled contaminants) within the Cache La Poudre watershed above the current situation or under the no-action alternative.</p> <p><u>3.8-12 (line 39). Wetlands.</u> The EIS identifies the “former rest area site north of the Cache La Poudre River” as a potential mitigation site. In fact that land was transferred to the City of Fort Collins and is not available as a mitigation site.</p> <p><u>3.9-12. Floodplains.</u> Impacts to natural vegetation and wetlands along Spring Creek and Fossil Creek need to be avoided or mitigated. Wetlands in these areas are highly valued by wildlife including sensitive aquatic species. More detailed analysis is necessary.</p> <p><u>3.9-20 (line 6). Floodplains.</u> The proponents of this project need to identify where wetland mitigation would take place. CDOT or private lands would need to be identified for the mitigation.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>23. It is important to note that there are anticipated pollutant loadings associated with existing and No Action Alternatives. These alternatives do not have BMPs associated with them. The BMPs for the action alternatives are anticipated, for example, to remove 50 percent to 70 percent of total suspended solids, which accounts for the predicted increase in loading.</p> <p>24. Comment noted. The relevant statement has been revised and will not include discussion of this site as a potential mitigation site to offset impacts to wetlands and other waters of the US.</p> <p>25. Any actions that result in a permanent dredging or filling of wetlands are required to be permitted by the US Army Corps of Engineers (USACE). As part of this permitting process, mitigation will be required. The first step in this process is avoidance or minimization of wetland impacts. At Spring Creek, avoidance measures have been implemented so no wetland impacts occur. At Fossil Creek, Package A has 0.05 acre of wetland impacts. The Preferred Alternative has 0.01 acre of wetland impact. This small amount of wetland impact has been included in the mitigation package being reviewed by the Corps of Engineers for the Section 404 permit.</p> <p>26. CDOT is currently discussing possible wetland mitigation sites with Fort Collins staff and the U.S. Army Corps of Engineers. The details are in the Section 404 Permit application, which has been provided to the U.S. Army Corps of Engineers.</p>

Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Staff Comment #27</p>	<p><u>3.9 (General Comment) Floodplains.</u> The mitigation measures for each creek, river, or other drainage is vague, not site specific, and makes it impossible to evaluate for direct and indirect impacts to wetlands and floodplains. The same four mitigation measures are identified for separate drainages. Revised, site specific mitigation plans for each drainage should be conducted for the public and appropriate stakeholders to comment on.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>27.Mitigation measures that will be employed consistent with each alternative include:</p> <ul style="list-style-type: none"> <li>- The 100-year FEMA design flows will be used for freeboard determinations, scour design, and to ensure that flow velocities are acceptable.</li> <li>- The 500-year design flows will be used to further assess the scour design and set the depths of piles or caissons.</li> <li>- The design will consider the maximum allowable backwater as allowed by FEMA.</li> <li>- Degradation, aggregation, and scour are to be determined. Adequate counter measures will be selected using criteria established by the National Cooperative Highway Research Program Report 568 (TRB, 2006)</li> <li>- The design will be such that minimal disruption to the ecosystem will occur.</li> <li>- The design will consider costs for construction and maintenance.</li> <li>- A bridge deck drainage system that controls seepage at joints will be considered. I possible, bridge deck drains will be piped to a water quality feature before being discharged into a floodplain.</li> <li>- The designs will comply with federal and state agencies. The designs will make every consideration towards local agency requirements and will be consistent with existing watershed and floodplain management programs.</li> </ul> <p>Please note that wetland mitigation is discussed in Chapter 3.8 of the EIS.</p>

Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Staff Comment #28</p> <p>Staff Comment #29</p> <p>Staff Comment #30</p>	<p><u>3.13-9 Threatened Species – Environmental Consequences.</u> The approach of conducting an effects analysis on a broad scale is not adequate and the “one size fits all approach” to mitigation is not adequate. Site by site and drainage by drainage analyses need to be conducted to ensure impacts are avoided at best, mitigated at worst.</p> <p><u>3.13-12. Threatened Species.</u> Additional lighting adjacent to Fossil Creek Reservoir will further impair the quality of the bald eagle roost site at the Reservoir. This could be mitigated by controlling light leakage or by eliminating lighting from the design of that interchange.</p> <p>Part II: Air Quality</p> <p>General comments on air quality section:</p> <p><u>Induced land use</u></p> <p>Air quality in the Fort Collins community is dominated by vehicle emissions. A key issue for local air quality improvement is to reduce the growth of vehicle miles traveled, which depends, in turn, upon land use changes that support use of transit, cycling, and walking. For that reason, we believe that land use densification and transit-oriented development should be a key criteria in deciding among the alternatives.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>28. Effects are presented by component and by species. For key species, such as Preble’s and bald eagle, effects are also broken out by site. Aquatic species are addressed by drainage. For black-tailed prairie dogs, site by site analysis would not be productive due to the large number of small prairie dog colonies involved, and the likelihood that most of these colonies will have expanded, contracted, or disappeared by the time of construction. Other species are addressed at a broad scale and impacts are estimated based on suitable habitat due to a lack of actual presence/ absence data. The FEIS includes site-specific mitigation measures where appropriate (for example for Preble’s and bald eagle).</p> <p>29. These suggestions have been incorporated in the FEIS for all alternatives.</p> <p>30. The purpose and need for the project and stakeholder input provided the criteria framework for alternatives development. The purpose of the project is to meet long-term travel needs between the Denver Metro area and the rapidly growing population centers along the I-25 corridor north to the Fort Collins-Wellington area. For this reason, both highway and transit options were considered for the project. While the transportation system can influence land use patterns, development is regulated at the level of local government.</p>

Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Staff Comment #31</p> <p>Staff Comment #32</p>	<p><u>Changed conditions</u></p> <p>The recent volatility in gasoline prices suggest that the basis of long-range land use and transportation planning may now be in question. For example, what if the land use projections of I-25 corridor communities prove incorrect under a scenario of \$3.00/gallon gasoline, or \$4.00, or \$6.00? What if the trip-production rates used in transportation forecasting are incorrect for the same reason? The EIS should address the risk of making a poor choice from among the alternative due to the uncertainty of future gasoline prices.</p> <p><u>Greenhouse gases</u></p> <p>Several communities in the I25 corridor have adopted policies and/or plans to address their contribution to greenhouse gas emissions. The reduction of transportation carbon emissions, which is directly proportional to vehicle miles traveled, is critical to the success of these community efforts and the EIS should address the contribution of the I25 decision toward their success or failure.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>31. The EIS forecasts are conservative as no change in the relative cost of gasoline is assumed, because predicting the price of fuel would be impracticable. The forecasts are based on the adopted future population and employment forecasts of the NFRMPO and DRCOG. If the price of gas dramatically changes, it could indeed influence land use development activity as well as travel behavior patterns. The FEIS acknowledges that the future price of gas is an unknown and therefore introduces an uncertainty into the forecasts, as described in section 4.2.6.6.</p> <p>32. The DEIS and the FEIS both address the effect of the project alternatives on carbon dioxide, which is used as the surrogate for greenhouse gas emissions. Package A produces 0.8 percent more carbon dioxide than the No Action Alternative, Package B produces 0.4 percent more, and the Preferred Alternative produces 0.9 percent more.</p> <p>The City of Fort Collins has developed a Climate Action Plan to help reduce Greenhouse Gas (GHG) emissions. The intent is to reduce GHG emissions by the end of 2012 to a level not to exceed 2,466,000 tons of CO2. This will be achieved by the City implementing measures to reduce VMT, which in turn would reduce GHG emissions. It is estimated that 5 to 10 percent of automobile trips can be moved to non-motorized transport which would reduce the total VMT by 1 percent by 2012. There are several transit projects proposed within the Denver Metro area. The Mason Corridor transit system will serve as the backbone for the enhanced transit system in Fort Collins.</p> <p>Over time (after 2035), it would be expected that the rail components of Package A and the Preferred Alternative would provide more options for lower energy consumption because more trains could easily be added as demand increases.</p>

Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Staff Comment #33</p>	<p><u>Ozone Non-Attainment</u></p> <p>The DEIS refers to ozone designation inconsistently throughout the Air Quality chapter. All text should reflect the November 2007 non-attainment designation area for the 8-hour ozone standard. In addition the new, more stringent 8-hour promulgated in March 2008 should be discussed.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>33. The FEIS includes the following text on page 3.5-4:</p> <p>Ground-level ozone is a gas that is not emitted directly from a source, as are other pollutants, but forms as a secondary pollutant. Its precursors are certain reactive hydrocarbons and nitrogen oxides, which react chemically in sunlight to form ozone. The main sources for these reactive hydrocarbons are automobile exhaust, gasoline, oil storage and transfer facilities, industrial paint and ink solvents, degreasing agents, and cleaning fluids. Exposure to ozone has been linked to a number of health effects, including significant decreases in lung function, inflammation of the airways, and increased respiratory symptoms, such as cough and pain when taking a deep breath.</p> <p>Particle pollution (particulate matter) is a mixture of suspended microscopic solids and liquid droplets made up of various components, including acids, organic chemicals, metals, dust particles, and pollen or mold spores. The size of a particle is directly linked to its potential for causing health problems. Small particles, that is, those less than 10 micrometers (PM10) in diameter, pose the greatest problems because of their ability to penetrate deeply into the lungs and bloodstream. Exposure to such particles can affect both the lungs and heart. Particles larger than 10 micrometers (PM10) act as an irritant to the eyes and throat.</p> <p>Fine particulate matter with a diameter less than 2.5 micrometers is called PM2.5. Sources of fine particles include all types of combustion, including motor vehicles, particularly diesel exhaust, power plants, residential wood burning, forest fires, agricultural burning, and some industrial processes. Because these smaller particles penetrate deeper into the respiratory system, they have a strong association with circulatory (heart disease and strokes) disease and mortality.</p>




Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Staff Comment #34</p> <p>Staff Comment #35</p>	<p><u>PM2.5</u></p> <p>The Air Quality analysis does not address PM2.5, presumably because there are no non-attainment areas with the project study area. However, discussion of particulate matter levels in the Affected Environment chapter (page 3.5-7) acknowledges that PM2.5 24-hour maximum concentrations show a steady trend of increasing in many areas. In light of this, PM2.5 impacts of alternatives should be addressed.</p> <p>More Specific Comments:</p> <p><u>3.5 Introduction</u></p> <p>The DEIS text in the introductory section of the air quality chapter should be updated to reflect that areas within the project have been designated non-attainment for the federal 8-hour ozone standard in November 2007, per discussion in section 3.5.2, line</p> <p><u>3.5.2- Affected Environment</u></p> <p>Figure 3.5-1 should be updated to reflect the non-attainment designation area for the 8-hour ozone standard. This non-attainment designation should be discussed clearly in this section, as well as the updated, more stringent 8-hour ozone standard that was promulgated in March 2008.</p> <p>The EIS states, on lines 13 and 14, that: "Other criteria pollutants are no longer pollutants of concern in the Front Range area." In fact, particulate matter levels even below the federal health standards impact the health of individuals with respiratory sensitivity. The City of Fort Collins has a policy to "continually improve air quality as the city grows".</p> <p>Table 3.5-2 should be updated to reflect the second ozone monitoring site that was established in west Fort Collins in 2006 and should be updated to reflect data reported through 2007, not 2005.</p> <p>Discussion of criteria pollutants should acknowledge that the Fort Collins West monitoring site had the highest 8-hour ozone reading of the entire Front Range in 2007 and has recorded several 8-hour values that exceed the standard.</p> <p>Greenhouse gas emissions should be discussed in the Affected Environment section, not only briefly addressed in the Cumulative Impacts section. Within the DIES study area, the communities of Fort Collins, Boulder and Denver has active commitments and plan to reduce greenhouse gas emissions. The State of Colorado also has a Climate Action Plan. Regional transportation planning and projects are one of the major avenues for reducing greenhouse gas emission from the transportation sector. In April 2007, the U.S. Supreme Court ruled that greenhouse gases such as carbon dioxide fit within the definition of "air pollutant" under the Clean Air Act ("Act") and the EPA is now in the process of determining whether, in its judgment, greenhouse gases cause or contribute to air pollution "which may reasonably be anticipated to endanger public health or welfare." It is conceivable that greenhouse gas emissions will need to be addressed more rigorously in future NEPA processes.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>34. A project level PM2.5 analysis was not conducted since the Denver Metro area and the North Front Range are in attainment for PM 2.5. However, precursors of PM2.5 include NOx and VOC. Emissions for this were projected for this project. Table 3.5-4 summarizes the regionwide total mobile source emission estimates for existing, No Action and the three build packages. For NOx, emissions estimates show very substantial reductions of approximately 164,000 tons per day for all build alternatives, compared to existing levels. For VOC, the anticipated reduction is 58 tons per day. These reductions illustrate the likely conclusion that vehicle emissions of PM 2.5 impacts are not anticipated in the future, with or without the project improvements.</p> <p>35. Figure 3.5-1 has been updated with the correct ozone non-attainment boundary for the Denver Metro area.</p> <p>The following text has been added to section 3.5.2:</p> <p>"However, particulate matter levels even below the NAAQS can impact the health of individuals with respiratory sensitivity. Therefore, the City of Fort Collins has implemented a policy to "continually improve air quality as the city grows."</p> <p>Table 3.5-2 has been updated with the new monitoring station in Fort Collins (3416 W LaPorte Ave) and "2005" has been removed from the table title.</p> <p>Text has been revised on page 3.5-6, section 3.5.2.2, criteria pollutants and critical pollutant data trends as follows:</p>

Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Staff Comment #36</p> <p>Staff Comment #37</p>	<p><u>3.5.3.4 - PM analysis</u> The Air Quality analysis does not address PM2.5, presumably because there are no non-attainment areas with the project study area. However, discussion of particulate matter levels in the Affected Environment chapter (page 3.5-7) acknowledges that PM2.5 24-hour maximum concentrations show a steady trend of increasing in many areas. In light of this, PM2.5 impacts of alternatives should be addressed.</p> <p><b>Parks &amp; Recreation Staff Comments:</b></p> <p>Comments on the DEIS from the view point of affected City of Fort Collins parks and trails: No-Action Alternative: No impact on Fort Collins parks and trails. Section 3.18 Parks and Recreation, Review: Archery Range, Creekside Park, Lee Martinez Park, Old Fort Collins Heritage Park and Washington Park listed as being in the area of the project. Only affected park is the Archery Range. Package A: Archery Range impact of 0.09 acre. Construction would be coordinated to minimize impacts with the use of BMPs to limit erosion, public safety and City vegetation requirements used to repair disturbed areas. Coordination and mitigation measures would be refined in more detail as the specifics of the proposed alternative are developed. Package B: Archery Range impact of 0.14 acre. Construction would be coordinated to minimize impacts with the use of BMPs to control erosion, public safety and City vegetation requirements used to repair disturbed areas. Coordination and mitigation measures would be refined in more detail as the specifics of the proposed alternative are developed.</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>35. (cont.) “Ozone concentrations have shown no consistent trend. Concentrations spiked in 1998, 2003, and 2005, with 2003 and 2005 concentrations exceeding the 8-hour standard in much of the regional study area. Concentrations at monitoring stations throughout the regional study area returned to levels below the 8-hour standard concentrations after the 2003 peak. However, concentrations remained above the 8-hour standard after the 2005 peak. In 2006, Fort Collins added a new monitoring station to monitor ozone concentrations. This monitoring station had the highest concentrations of ozone from 2006 to 2008 within the North Front Range area. Attainment designation for the ozone standard is based on a three year average. Therefore, since monitoring stations exceeded the 8-hour ozone standard for three consecutive years (2005 to 2007), the EPA designated the Denver metro area and the north Front Range as a non-attainment area for the 8-hour ozone (O3) in November 2007. The 1-hour ozone standard was revoked after this designation. In March 2008, EPA strengthened the NAAQS for the 8-hour ozone standard from 0.080 ppm to 0.075 ppm.”</p> <p>A discussion of GHG is in the Energy section, Section 3.21.</p> <p>36. See response to the “PM<sub>2.5</sub>” Staff Comment #34.</p> <p>37. Your review of the impacts is appreciated. The Preferred Alternative and Package A and B have been evaluated with respect to parks and recreation resources, and is presented in the FEIS.</p>

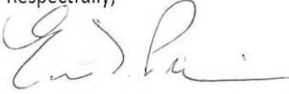
Agency/Comment #	Comment	Response
<p>City of Fort Collins (cont.)</p> <p>Staff Comment #38</p> <p>Staff Comment #39</p> <p>Staff Comment #40</p>	<p><b>Advance Planning – Historic Preservation Office Staff Comments:</b></p> <p>The City of Fort Collins Historic Preservation Office has reviewed those sections of the North I-25 Draft EIS document pertaining to historic properties within the Fort Collins Growth Management Area. Staff concurs with the findings that there will be no adverse affects on any historically designated or eligible properties arising from the implementation of the North I-25 project.</p> <p><b>Regulatory and Government Affairs Division Staff Comments:</b></p> <p><i>Please note that these are high level comments and not intended to serve as a detailed overview of the I-25 DEIS.</i></p> <p>Section 3.7 Water Resources</p> <p><u>3.7.1 Water Resources Regulations</u> General Comment: While the CDOT MS4 requirements described are generally only applicable in MS4 areas, please note that all local MS4 construction and development requirements must also be met within the local MS4 jurisdictional boundaries.</p> <p><u>Table 3.7-5</u> Both packages A and B are projected to increase stormwater contaminant loading by approximately 50% for all modeled contaminants within the Cache La Poudre watershed above the current situation or under the no-action alternative. Runoff intensity and volume and higher pollutant loading are some issues commonly associated with increased imperviousness.</p> <p>The modeled pollutant loadings are before the application of best management practices. Does this include both those used during construction and permanent water quality structures?</p> <p>With packages A &amp; B, a much larger percentage runoff from the roads and other impervious surfaces will be treated via water quality ponds or other BMPs than the current situation or the no-action alternative. This area is figured based on current and projected future MS4 areas and the area available for BMPs within the right-of-way.</p> <p>The pollutant removal rates for structural BMPs are given as follows: TSS - 50-70% Total P - 10-20% Zn - 30-60% Cu - 1.4-30% Chloride - not given</p> <p>While this may appear that the increased pollutant loadings will not be adequately treated for all parameters, increased impervious area will be treated with packages A&amp;B.</p> <p><b>City of Fort Collins Water &amp; Wastewater Utilities Department Staff Comments:</b></p> <p>No comments</p>	<p><b>Responses to City of Ft. Collins Comments</b></p> <p>38. No Response Needed.</p> <p>39. While there currently exists a statement that the project must also comply with local MS4 requirements (Page 3.7-2, lines 19-20), an additional statement regarding construction and development/new development compliance has been added.</p> <p>40. The predicted constituent loadings from the Package A, Package B, and the Preferred Alternative presented in the EIS do not include the application of permanent BMPs. All of the alternatives would show an increase in contaminant runoff in the Cache la Poudre watershed of approximately 50 percent, without the application of permanent BMPs. As discussed in the mitigation section, the permanent water quality BMPs are expected to remove approximately 30 to 70 percent of various contaminants.</p> <p>Currently, there are no quantifiable removal rates for temporary construction BMPs in Colorado. The removal percentages cited by the commenter are for permanent water quality structures and represent the current level of understanding in Colorado, and the BMPs associated with all action alternatives, including the Preferred Alternative are anticipated to reduce the pollutant load by the percentages identified in the comment.</p>



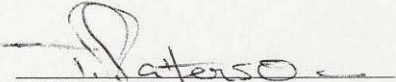
Agency/Comment #	Comment	Response
<p>Town of Timnath (cont.)</p> <p>Comment #2</p>	<p>Loveland or Longmont to access the train to Denver doesn't seem reasonable unless the rider has no other means of transportation.</p> <p>The most important reason for supporting Package B deals with the financing aspect of the alternatives. The Capital Costs are over \$400 million less to build package B. Beyond that, the annual O&amp;M cost for the different alternatives is even more striking. After the collection of tolls and fares Package A will require \$39M per year to operate and maintain the system while Package B will require \$10M per year. Annual funding would most likely require the citizens of Northern Colorado to tax ourselves similar to RTD in the Denver/Boulder metro area.</p> <p>While train travel is considered more comfortable than bus travel, BRT vehicles can be made more luxurious than a typical city bus and the station platforms feel very much like a train station. The BRT system should feel very comfortable to all riders.</p> <p>In summary, the Town of Timnath supports the improvements laid out in Package B based on the information provided regarding:</p> <ol style="list-style-type: none"> <li>1. Financial Analysis - \$400M less for capital costs and \$29M/year less for O&amp;M</li> <li>2. Travel Time – Travel time for automobiles and transit riders is less</li> <li>3. Services Greater Area – Provides transportation and transit improvements that are attractive to the entire region and not just the towns along the BNSF rail line</li> <li>4. BRT is a step above city buses</li> </ol> <p>We would like to add one suggestion for consideration: Relocate the Harmony/I-25 station from the existing transit center to a location approximately ½ mile south of Harmony Rd &amp; I-25. The planned development directly adjacent to I-25 on the west side will include a transit center that can provide adequate parking as well as direct access to a BRT station that could be located the center of I-25.</p> <p>This would help alleviate the congestion at the Harmony Rd. interchange by allowing transit users to approach the station from Kechter Rd. Future development on the west side of I-25 could augment this station by possibly allowing access to the station from the east side of I-25. This would reduce the number transit users crossing from the east side of the interstate to the west side to access the station.</p> <p>We recognize that there may be many different station designs or access configurations that could be utilized if the station would move south of Harmony Road. We would welcome any ideas as we work with the developers to make this a transit oriented community.</p> <p> Donna Benson Mayor, Town of Timnath</p> <p>Cc: Larimer County Commissioners Weld County Commissioners</p> <hr/> <p style="text-align: center;">Phone: (970) 224-3211 Fax: (970) 224-3217 www.timnathcolorado.org 4800 Goodman St. Timnath, CO 80547</p> <p style="text-align: center;">Page 2 of 2</p>	<p><b>Responses to Town of Timnath Comments</b></p> <p>2. General station locations were identified through the Station Selection Process and Criteria. The Station Selection Process and Criteria identified stations locations that had population or activity centers, east/west access, a lack of environmental impacts, transit infrastructure and committee support. The existing park and ride was identified because it has existing transit infrastructure and good east/west access. Expanding the park and ride allows for cost saving since the North I-25 project would utilize the existing bus bays and transit infrastructure. The site recently requested by the Town of Timnath was not initially identified as a potential site. While having a station ½ mile to the south would serve a future population center it would not have as good access to the station, would require additional cost for an access road, would require more VMT for the buses that serve the station, and may result in traffic impacts to state and local roads.”</p>



Agency/Comment #	Comment	Response
<p>City of Loveland (cont.)</p> <p>Comment #2 Comment #2-1</p>	<p>Concerns identified in both Packages A and B:</p> <ol style="list-style-type: none"> <li>1. Financing: It is clear that substantial roadblocks exist to the long term funding of any options, Loveland supports direct action to identify and secure funding for both immediate and long term project needs.</li> </ol>	<p><b>Responses to City of Loveland Comments</b></p> <ol style="list-style-type: none"> <li>1. (cont.) The Preferred Alternative includes Express Bus to DIA, with a transfer from the US-85 Commuter Bus. However, it includes two transit services from Greeley to downtown Denver. The purpose and need identifies the need to address safety issues and aging infrastructure on I-25. The analysis conducted for the project using the 2030 planning horizon date has determined that commuter rail on the BNSF corridor is most effective, compared to other potential corridors; this would not preclude local communities from preserving right-of-way in other corridors.</li> <li>2.             <ol style="list-style-type: none"> <li>2-1. The FEIS identifies that additional funding will be needed to implement either package. Local agency support in advancing funding solutions will be appreciated.</li> </ol> <p>The entire Preferred Alternative would cost \$2.178 billion (2009 dollars) to construct. The regional transportation plans, including amendments as requested, identify \$680 million for implementation of Phase 1. Additional funding opportunities will be needed to implement the improvements identified in Phases 2 and 3. Additional funding that may be identified from state, federal, local or other sources would allow improvements identified in Phases 2 or 3 to be implemented sooner.</p> </li> </ol>

Agency/Comment #	Comment	Response
<p>City of Loveland (Cont).</p> <p>Comment #2-2</p> <p>Comment #2-3</p>	<p>2. Phasing: In the Draft Environmental Impact Statement no intermediate steps are identified for moving from the existing condition to the future condition and how project prioritization will occur along the path. The City seeks further information on interim phasing steps to achieve the identified outcomes in the Final Environmental Impact Statement.</p> <p>3. Local Transit Networks: Both Packages A and B identify significant enhancements to regional transit systems, currently no local systems exist in the scale necessary to support the localized needs to transit riders at key nodes identified in the Draft Environmental Impact Statement. Financing and planning assistance for local transit needs within the region will be needed to support the goals of the target Environmental Impact Statement.</p> <p>The City of Loveland will be looking to the project team to integrate key items identified in all options of the Draft Environmental Impact Statement into a cohesive regional plan in the Final Environmental Impact Statement to be released later in 2009. The City will continue to provide extensive elected official and staff support for the planning process to assure a successful regional outcome.</p> <p>Thank you for your attention to this critical planning project and we look forward to continued collaboration on creating success.</p> <p>Respectfully,  Eugene N. Pielin, Mayor City of Loveland</p> <p>Cc: Loveland City Council Loveland Transportation Advisory Board City of Loveland Staff CDOT Region 4</p>	<p><b>Responses to City of Loveland Comments</b></p> <p>2-2. FEIS Chapter 8 <i>Phased Project Implementation</i> describes phasing for the Preferred Alternative and takes into consideration local needs and mitigation measures necessary for each phase.</p> <p>2-3. The alternatives each include new bus feeder routes to provide access to the regional service. The cost of these new bus routes is included in the cost of the alternative. Some minor rerouting of existing local routes to stop at regional transit stations are also planned, but these would have no cost implications.</p>



Agency/Comment #	Comment	Response
<p>Town of Berthoud</p> <p>Comment #1</p>	<p style="text-align: center;"><b><u>PROCLAMATION</u></b></p> <p>WHEREAS, the existing rail runs parallel to Highway 287, and</p> <p>WHEREAS, the existing and future easements would be less expensive, and</p> <p>WHEREAS, population centers are in line with the 287 corridor, and</p> <p>WHEREAS, the land is available for a station in Berthoud, and</p> <p>WHEREAS, I-25 is scheduled to be widened even further, and it is reasonable to diffuse the transportation along the North/South corridor.</p> <p>NOW, THEREFORE, we the Board of Trustees of the Town of Berthoud, do hereby support</p> <p style="text-align: center;"><b>PLAN A OF THE NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT</b></p> <p>and urge our citizens to attend the meetings to discuss this statement and be involved in the decisions that are made regarding transportation along the Northern Corridor.</p> <p>Signed this 18th day of November, 2008.</p>  <p>T. P. Patterson, Mayor</p>	<p><b>Responses to Town of Berthoud Comments</b></p> <p>1. FHWA and CDOT would like to thank you for your involvement. Your input is critical to the success of this project.</p> <p>A Preferred Alternative has been identified, as described in Chapter 2-Alternatives of this Final EIS. The identification of the preferred alternative came about through a collaborative decision-making process with the communities and stakeholders from the study area, including the Town of Berthoud. Considerations were given to costs and benefits of the components of Packages A and B, combining in such a way as to maximize the benefits and meet the purpose and need. Community stakeholders prioritized local needs while the state and federal agencies kept in mind the broader regional system needs. The Preferred Alternative combines elements of Packages A and B, with some refinements based on public and agency comments, the collaborative decision-making process, and updated (year 2035) travel demand projections. The Preferred Alternative is a multi-modal solution with transit (commuter rail and bus improvements) and highway improvements. In this Final EIS, the Preferred Alternative has been described in detail and compared with Package A, Package B, and the No Action Alternative in terms of transportation benefits, costs and environmental consequences.</p>

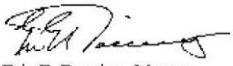
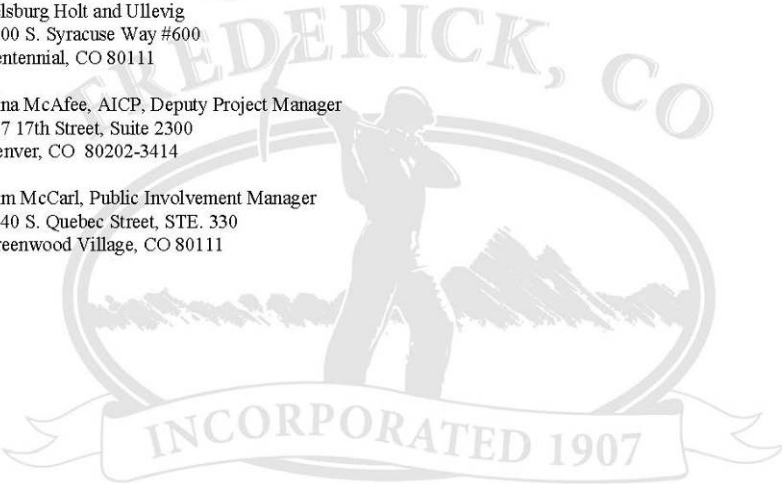
Agency/Comment #	Comment	Response
<p>Town of Berthoud (cont.)</p>	<p style="text-align: center;">RESOLUTION NO. 27-08</p> <p>A RESOLUTION OF BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD, LARIMER AND WELD COUNTIES, COLORADO CONFIRMING THE BOARD'S FORMAL SUPPORT FOR PACKAGE A OF THE NORTH I-25 EIS ALTERNATIVES</p> <p>WHEREAS, the boundaries of the Town of Berthoud include portions of I-25 and the BNSF Railroad; and,</p> <p>WHEREAS, Package A includes a commuter rail station in the Town of Berthoud, feeder bus service to the rail station from I-25, and a potential commuter rail operational and maintenance facility in Berthoud; and,</p> <p>WHEREAS, the continued reliance on I-25 as the dominant north/south transportation corridor to the exclusion of commuter rail service may/does not give due consideration to the importance/necessity of having both an alternative north/south route and alternative transportation modality; and,</p> <p>WHEREAS, Package A would be responsive to needs along I-25 and BNSF Railroad; and,</p> <p>WHEREAS, Package A contains an interchange upgrade at the intersection of I-25 and State Highway 56; and,</p> <p>WHEREAS, Package A contains one new General Purpose Lane in each direction on I-25 north and south of the Berthoud exit on I-25.</p> <p>NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD, LARIMER AND WELD COUNTIES, COLORADO THAT:</p> <p>The Board of Trustees of the Town of Berthoud hereby specifically states its support of the Package A EIS Alternatives.</p> <p>This resolution was introduced, read and adopted by the Board of Trustees at the regular meeting on December 9, 2008 by a vote of <u>7</u> in favor and <u>0</u> opposed.</p> <p style="text-align: center;">TOWN OF BERTHOUD</p> <p>ATTEST:</p> <p>_____ Mary Cowdin, Town Clerk</p> <p>_____ T. P. Patterson, Mayor</p>	






Agency/Comment #	Comment	Response
<p>City of Greeley (cont.)</p>	<p>Colorado Department of Transportation Page 2 December 29, 2008</p> <p>At the December 23<sup>rd</sup> City of Greeley work session, a presentation on the I-25 DEIS was made. Council expressed their support for the US 85 corridor by:</p> <ol style="list-style-type: none"> <li>1. Placing more emphasis on the US 85 corridor.</li> <li>2. Supporting a commuter bus along US 85. It would be the least expensive option due to cost, no additional lanes needed, and could be implemented in a short time period.</li> <li>3. Improving US 85 by constructing interchanges – where signals now exist – would increase its use and reduce traffic on I-25.</li> <li>4. Preserving the corridor for commuter rail in the future as population grows.</li> </ol> <p>We look forward to reviewing the final EIS at a future date.</p> <p>Sincerely,</p> <p>Steve Bagley, P.E. City Engineer</p> <p>c: Mayor Clark and City Council Roy Otto, City Manager</p> <p style="text-align: center;">SERVING OUR COMMUNITY IT'S A TRADITION We promise to preserve and improve the quality of life for Greeley through timely, courteous and cost effective service.</p>	




Agency/Comment #	Comment	Response
<p>Town of Frederick (cont.)</p>	<p>Ms. Carol Parr December 22, 2008 Page 2 of 2</p> <p>Bus Rapid Transit components B-T1 and B-T2, the Package B Highway components, and the Commuter Bus component A-T3, as the recommended option to move forward as the Preferred Alternative in the FEIS.</p> <p>Respectfully,</p>  <p>Eric E. Doering, Mayor</p> <p>Copy:</p> <p>Tom Anzia, P.E., Project Manager Felsburg Holt and Ullevig 6300 S. Syracuse Way #600 Centennial, CO 80111</p> <p>Gina McAfee, AICP, Deputy Project Manager 707 17th Street, Suite 2300 Denver, CO 80202-3414</p> <p>Kim McCarl, Public Involvement Manager 5640 S. Quebec Street, STE. 330 Greenwood Village, CO 80111</p> 	

Agency/Comment #	Comment	Response
<p>Boulder County</p>  <p>December 19, 2008</p> <p>Ms. Carol Parr North I-25 Project Office 2207 East Highway 402 Loveland, Colorado 80537</p> <p>Ms. Parr,</p> <p>Boulder County has reviewed the North I-25 Draft Environmental Impact Statement and is submitting the following comments.</p> <p>Boulder County supports the stated purpose of the project to meet the “long-term travel needs between the Denver Metro Area and the rapidly growing population centers along the I-25 corridor north to the Fort Collins-Wellington area... while improv[ing] safety, mobility and accessibility, and provid[ing] modal alternatives and interrelationships.” We believe, however, that in addition to connecting these communities to the Denver metro area, there is also a critical need to address mobility <u>between</u> the communities along the I-25 corridor in an environmentally, socially and economically sustainable manner.</p> <p>The County believes that both packages being evaluated improve safety and allow the reconstruction of the North I-25 corridor. We therefore believe the criteria of improved mobility and accessibility and the provision of modal alternatives that are sustainable should be used to identify the preferred alternative in the FEIS. Since it is unlikely that sufficient funding will be available to implement either of these alternatives as one improvement, it is critical that the preferred alternative be phasable, that is, it should be able to provide improvements as funding becomes available consistent with purpose and need.</p> <p>To that end, Boulder County supports a hybrid alternative that includes both commuter rail and managed lanes/bus rapid transit service connecting the communities along the North I25 corridor from Denver to Ft. Collins. The managed lane/BRT improvements can be implemented along the I25 corridor in phases as funding becomes available, whereas the commuter rail service will require a significant upfront one time investment before it can provide service connecting the North Front Range communities to each other and to Denver.</p> <p>We therefore support a preferred alternative that includes:</p> <ul style="list-style-type: none"> <li>• Managed lanes in each direction along the entire corridor, implemented in phases as funding allows, that ensures priority for bus rapid transit, high occupancy vehicles, and allows use by single occupancy vehicles as capacity allows. Tolls for single occupant vehicles should reflect the cost of operations of the managed lanes, support the transit service in the corridor, and never costs less than the comparable transit fare. The County firmly believes the full cost of single occupant travel should be understood and shouldered by users of the system, and that users should be encouraged to seek more</li> </ul> <p>Cindy Domenico County Commissioner</p>	<p style="text-align: right;">Post Office Box 471 • Boulder, Colorado 80306</p> <p style="text-align: center;"><b>Transportation Department</b></p> <p style="text-align: center;">2045 13th Street • Boulder, Colorado 80302 • (303) 441-3900 • Fax: (303) 441-3955</p>	<p><b>Responses to Boulder County Comments</b></p> <p>The defined purpose and need of the project was developed at the onset of the EIS through an extensive scoping process; other studies may be required to examine additional needs and improvement options between communities. However, mobility between the communities is improved by each of the alternatives under evaluation in the FEIS due to the improvements proposed for the I-25 facility.</p> <ol style="list-style-type: none"> <li>1. FEIS Chapter 8 <i>Phased Project Implementation</i> describes phasing for the Preferred Alternative and takes into consideration local needs and mitigation measures necessary for each phase.</li> <li>2. FHWA and CDOT would like to thank you for your involvement. Your input is critical to the success of this project.</li> </ol> <p style="text-align: center;">Will Toor County Commissioner</p>




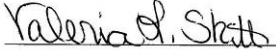

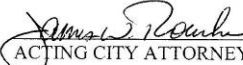


Agency/Comment #	Comment	Response
Boulder County (cont.)		<p><b>Responses to Boulder County Comments</b></p> <p>Regarding components in the alternatives under evaluation:</p> <p>a. Package B and the Preferred Alternative each include managed lanes on the I-25 Corridor.</p> <p>b. Package A and the Preferred Alternative each include commuter rail between Fort Collins and the Sugar Mill station in Longmont and Thornton, as an extension of service from the RTD FasTracks North Metro end-of-line station. A connection to the RTD FasTracks Northwest rail corridor is provided at Sugar Mill.</p> <p>c. Package A and the Preferred Alternative each include commuter bus service on US-85 between Greeley and Denver. Package B and the Preferred Alternative each include BRT/express bus service to Denver on the I-25 corridor from Greeley.</p> <p>d. Each of the alternatives under consideration includes feeder bus service from local communities to the regional transit service.</p> <p>e. Each of the alternatives under consideration includes a package of congestion management measures, including feeder bus and local transit service modifications to support the regional transit improvements.</p> <p>The Preferred Alternative is a combination of Packages A and B. It includes commuter rail along the BNSF railroad tracks between Fort Collins and the FasTracks North metro end-of-line station in Thornton and the NW rail end-of-line station in Longmont, commuter bus along US 85 between Greeley and downtown Denver, interchange reconstructions, and the addition of general purpose lanes and tolled express lanes along I-25. It includes express bus on I-25 from Fort Collins and Greeley to downtown Denver. Feeder bus service would be provided to bring local traffic to the corridor train service. More detailed information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p> <p>The Preferred Alternative includes Express Bus to DIA, with a transfer from the US-85 Commuter Bus. However, it includes two transit services from Greeley to downtown Denver. The purpose and need identifies the need to address safety issues and aging infrastructure on I-25. The analysis conducted for the project using the 2035 planning horizon date has determined that commuter rail on the BNSF corridor is most effective, compared to other potential corridors; this would not preclude local communities from preserving right-of-way in other corridors.</p>

Agency/Comment #	Comment	Response
<p>Boulder County (cont.)</p>	<p>sustainable alternatives to SOV use, all of which implementation of BRT/managed lanes accomplishes.</p> <ul style="list-style-type: none"> <li>• A commuter rail line from Denver Union Station to Fort Collins with a connection at the Sugar Mill station in the City of Longmont that connects to the Northwest Rail Corridor and North I25 commuter rail lines included in FasTracks.</li> <li>• Commuter bus service connecting Greeley and the populations on the east side of I-25 from Greeley to DUS or DIA along US 85, thereby promoting greater access to the system for more people and from both sides of the corridor.</li> <li>• Feeder bus routes that provide convenient, inexpensive and frequent service to and from communities along the corridor to the bus rapid transit/managed lanes (without transfers) as well as convenient, inexpensive, and frequent connections to the commuter rail services.</li> <li>• Implementation and funding of ongoing TDM strategies necessary to support transit investments.</li> </ul> <p>Boulder County believes a hybrid alternative that includes the elements listed above provides sustainable mobility to all of the communities along the I-25 corridor, can be effectively phased as funding becomes available, addresses safety and infrastructure concerns, increases multimodal access to the system by more population centers and provides alternatives to SOV use.</p> <p>We thank you for your consideration of these comments and look forward to continued participation in this project as it moves forward. If you would like further explanation of these comments, please contact George Gerstle, Boulder County Transportation Director at (303) 441-3955.</p> <p>Sincerely,  George Gerstle Transportation Director</p> <p>CC: Board of Commissioners Michelle Krezek, Intergovernmental Affairs Director Nick Wolfrum, City of Longmont, Transportation Phil Greenwald, City of Longmont, Planning Gary Behlen, Town of Erie, Public Works</p> <p>Cindy Domenico County Commissioner</p> <p>Ben Pearlman County Commissioner</p> <p>Will Toor County Commissioner</p>	



Agency/Comment #	Comment	Response
City of Longmont (cont.)	<p>We look forward to continuing this process with you, and once again, thank you for the opportunity to be involved in this regional planning effort.</p> <p>Respectfully,</p> <p>Nick Wolfrum, P.E. City Engineer</p> <p>Attachments : 1. Resolution form Longmont City Council 2. Staff comments</p>	

Agency/Comment #	Comment	Response
<p>City of Longmont (cont.)</p>	<p>1 RESOLUTION R-2008-115</p> <p>2 A RESOLUTION OF THE LONGMONT CITY COUNCIL URGING THE COLORADO</p> <p>3 DEPARTMENT OF TRANSPORTATION TO SELECT PACKAGE A AS THE PREFERRED</p> <p>4 ALTERNATIVE DRAFT NORTH I-25 ENVIRONMENTAL IMPACT STUDY</p> <hr/> <p>5</p> <p>6 WHEREAS the City Council strongly supports regional transportation planning efforts</p> <p>7 that includes the entire northern front range and which help bridge the gap between the North</p> <p>8 Front Range and the Denver Regional Council of Governments MPO's and is critical to the</p> <p>9 future of the Front Range; and</p> <p>10 WHEREAS the Longmont City Council has reviewed the North I-25 Draft</p> <p>11 Environmental Impact Statement (Draft EIS) and the proposed routes of this transportation</p> <p>12 project; and</p> <p>13 WHEREAS the Council believes it is critical that the region develop a variety of</p> <p>14 transportation options, and the Council is pleased that the Draft EIS includes both bus and</p> <p>15 commuter rail options for this area; and</p> <p>16 WHEREAS the Council supports transportation alternatives that focus future growth</p> <p>17 toward the existing urban centers rather than encouraging a more dispersed development pattern</p> <p>18 that would have greater negative impacts on the region; and</p> <p>19 WHEREAS the Council believes that the commuter rail option identified in Package A of</p> <p>20 the Draft EIS would better meet the objective of concentrating further growth toward existing</p> <p>21 urban centers; and</p> <p>22 WHEREAS the commuter rail option in Package A, by connecting with the RTD</p> <p>23 FasTracks Northwest Rail Corridor and the North Metro Rail Corridor, would also create a</p>	

Agency/Comment #	Comment	Response
<p>City of Longmont (cont.)</p>	<p>1 complete transit system to serve and support the existing urban centers west of I-25.</p> <p>2 NOW THEREFORE, THE COUNCIL OF THE CITY OF LONGMONT, COLORADO,</p> <p>3 RESOLVES:</p> <p>4 <u>Section 1</u></p> <p>5 For the reasons stated above, the Longmont City Council urges the Colorado Department</p> <p>6 of Transportation to select Package A of the North I-25 Draft Environmental Impact Study as</p> <p>7 preferred alternative to move forward into the final North I-25 EIS.</p> <p>8</p> <p>9 Passed and adopted this <u>16th</u> day of <u>December</u>, 2008.</p> <p>10</p> <p>11</p> <p>12  MAYOR</p> <p>13 ATTEST:</p> <p>14</p> <p>15  CITY CLERK</p> <p>16</p> <p>17 </p> <p>18</p> <p>19</p> <p>20 APPROVED AS TO FORM:</p> <p>21</p> <p>22  ACTING CITY ATTORNEY</p> <p>23 <u>12/11/08</u> DATE</p> <p>24</p> <p>25</p> <p>26  PROOF READ</p> <p>27 <u>12-11-08</u> DATE</p> <p>28</p> <p>29</p> <p>30</p> <p>31 APPROVED AS TO FORM AND SUBSTANCE:</p> <p>32</p> <p>33  ORIGINATING DEPARTMENT</p> <p>34 <u>12/11/08</u> DATE</p> <p>35</p> <p>36</p> <p>37 File: 7789</p> <p style="text-align: center;">2</p>	

Agency/Comment #	Comment	Response
<p>City of Longmont (cont.)</p> <p>Staff Comment #1</p> <p>Staff Comment #2</p>	<p>City of Longmont Comments on North I-25 Draft Environment Impact Study December 28, 2008</p> <p>The following comments were generated by Longmont City Staff from the reference Divisions.</p> <p><u>Long Range Planning</u></p> <p>1. The City supports Alternative A (commuter rail). There will be local and regional benefits to this alternative. However, there will be impacts to properties along the BNSF in Longmont. Impacts such as:</p> <ul style="list-style-type: none"> <li>a. community facilities (Longmont Police Dept., Columbine Elementary, Spangler Elementary, OUR Center) (p. 3-2.12)</li> <li>b. noise and vibration impacts (p. 3-2-13)</li> <li>c. removal of on-street parking (p. 3.2-14)</li> <li>d. acquisition of 35 residences in Longmont (p. 3-2.14)</li> <li>e. acquisition of 2 historic structures in Longmont (Old City Electric Building and Colorado &amp; Southern/BNSF Depot) (p. 3-2-25)</li> <li>f. acquisition of 1 businesses in Longmont (p. 3-2-36)</li> </ul> <p>The DEIS says that mitigation measures must be evaluated though they are not guaranteed (p. 3-6-24). Any alternative should mitigate impacts so that the few are not carrying so great a burden to advance a benefit for the region. The City supports a context sensitive approach to project design, and mitigation is encouraged (p. 3.2-43)</p> <p><u>Transportation Planning and Transportation Engineering</u></p> <p>2. While we understand the desire to include double tracking in this document, prior to any project implementation, the operational impacts of the need for double tracking within portions of the Longmont community where substantial impacts to adjacent property, or the need for acquisition and relocation, should be evaluated against the service level. Adequate service levels may be able to be provided without double track through areas of the City where the impacts are substantial and the costs of those improvements and mitigation are very high. Passing tracks in areas where it is possible should be evaluated, and double tracking in the open areas outside of the urbanized community area should be reviewed to determine if that could provide an appropriate level of service.</p>	<p><b>Responses to City of Longmont Comments</b></p> <p><b>Response to Staff Comment #1</b></p> <p>1. Thank you for your comments. As you have mentioned in your comment, there will be local and regional benefits and impacts associated with Alternative A (Commuter Rail). During the evaluation of measures to offset impacts, mitigation can be required by specific laws, such as wetland mitigation which is required by Section 404 of the Clean Water Act. Feasibility of a particular mitigation measure means considering its technical ease of implementation, its level of effectiveness, cost and maintenance requirements. Both of these have been considered in recommending a particular mitigation measure. Property acquisitions in Longmont, as well as other locations throughout the project area, will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and other applicable relocation assistance programs. From feasibility and reasonableness evaluations for noise barriers, new traffic noise barriers are recommended for the certain sections of I-25. Vibration mitigation locations are recommended for five areas in Longmont. Impacts will be mitigated to the greatest extent possible in accordance with legal requirements and feasibility.</p> <p><b>Response to Staff Comment #2</b></p> <p>2. As suggested, single track was evaluated and resulted in the Preferred Alternative rail alignment plan for single track with passing tracks between FasTracks North Metro end of line and Fort Collins. Evaluation of this option (single track with passing track) found that with four passing track sections along the alignment the operating plan could remain largely unchanged from the operating plan proposed in Package A (which assumes double-track) but that costs and impacts would be reduced, in comparison to Package A. In the preferred alternative single track is proposed in the urbanized community to avoid large impacts to residential communities. The placement of passing track is dependent on the service levels on the line, as well as other factors including train speeds and cycle times. The analysis shows that one of the passing track segments needs to be in the Longmont area. To minimize impacts, the design includes moving the BNSF track to allow the passing track to fit. For this reason, no major acquisitions or impacts to streets will be necessary.</p>

Agency/Comment #	Comment	Response
<p>City of Longmont (cont.)</p> <p>Staff Comment #3</p> <p>Staff Comment #4</p> <p>Staff Comment #5</p> <p>Staff Comment #6</p>	<p>Quiet Zones should be considered as mitigation against the impact of increased horn noise from the increased in train traffic from commuter rail.</p> <p>4. Table 2-3 shows the existing BNSF crossing at Longs Peak Avenue in Longmont as "passive" but that existing crossing has gates.</p> <p>5. For Package A, it appears that the 8-lane I-25 south of SH-52 creates some discrepancies in modeling and may attract more volume on the highway portion of the scenario before hitting a bottleneck south of E-470 where the highway returns to 6-lanes of traffic. This may contribute to the higher traffic volumes in this Package than Package B.</p> <p>6. Package A has the best scenario for land use and development patterns for the existing urban centers. While Package B appears to be the more efficient, less expensive transportation option based on the DEIS; the land use issue is the key to both Packages. Package B seems to promote an unsustainable, sprawling land use pattern away from existing infrastructure.</p>	<p><b>Responses to City of Longmont Comments</b></p> <p><b>Response to Staff Comment #3</b> 3. Impacts from train noise in Longmont under the Preferred Alternative are recognized and described in the FEIS. "Quiet zones" could be an effective and preferred mitigation action for these impacts, as described in Section 3.6.4.4. Implementation of quiet zones cannot be accomplished by CDOT alone and will require the participation of the affected local governments. Quiet zones will continue to be considered as a mitigation action for commuter rail as the project progresses.</p> <p>It is our understanding that the City of Longmont has recently completed a quiet zone study. In the future CDOT will work with Longmont, as appropriate, to implement these improvements when they impact a state highway or other state facility.</p> <p><b>Response to Staff Comment #4</b> 4. This has been revised in the FEIS.</p> <p><b>Response to Staff Comment #5</b> 5. Package A, Package B, and the Preferred Alternative include 8 lanes between SH 52 and E-470. The higher volumes on Package A are a result of the higher capacity provided by a general purpose lane compared to the additional tolled express lanes in Package B or the Preferred Alternative, in 2035.</p> <p><b>Response to Staff Comment #6</b> 6. Your observations of commuter rail's influence on land development patterns is generally consistent with the findings of an expert panel convened to evaluate the alternatives regarding induced growth. The effect of Package A, Package B, and the Preferred Alternative on growth patterns is described in Section 4.2.7: Since the highway improvements are generally similar between the packages, a similar amount of growth near I-25 is anticipated for any of the packages. However the commuter rail in Package A and the Preferred Alternative would intensify the density of developments near stations in the city centers. While the transportation system can influence land use patterns, development is regulated at the level of local government.</p>





Agency/Comment #	Comment	Response
<p>City of Longmont (cont.)</p> <p>Staff Comment #7</p> <p>Staff Comment #8</p> <p>Staff Comment #9</p> <p>Staff Comment #10</p>	<p>7. Neither Package appears to fully address issues of a connected bicycle system in this N. I-25 area. Though few would expect bicycling to provide the transportation needs of the corridor, a more direct and integrated system of bikeways in this corridor provide the links needed for the 5-10 mile trips. Examples of the lack of direct planned bikeway connections are between Longmont and Frederick/Dacono, as well as Loveland and Greeley.</p> <p>8. It does not appear that a full analysis was completed for the combination of commuter rail connections to both the Northwest Rail and North Metro Commuter Rail corridors. With direct rail connections to both Boulder and Denver from the North Front Range communities, the overall ridership on rail transit would be expected to increase along with frequency of rail service.</p> <p>9. Any final design of rail improvements in Longmont will require coordination with our Public Works and Water Utilities Department to determine the impact on existing utilities.</p> <p>10. Several of the graphics and comparisons between the alternatives, such as Figure 4-10, Tolloed Express Lane Travel Time, seem misleading since they are comparing different options that do not have tolled express lanes.</p>	<p><b>Responses to City of Longmont Comments</b></p> <p><b>Response to Staff Comment #7</b> 7. The purpose and need of the North I-25 EIS is to meet long term travel needs between the Fort Collins/ Wellington area and Denver. Sidewalks are provided between transit stations and closest road. Shorter trips that would create a more integrated system are the responsibility of the local municipalities.</p> <p><b>Response to Staff Comment #8</b> 8. The analysis of the Package A and Preferred Alternative commuter rail did include the connectivity to RTD FasTracks Northwest and North Metro corridors. This project provides direct access to the North Metro corridor and provides a transfer to the Northwest corridor by extending the Northwest corridor to the Sugar Mill station (providing a direct, one-seat ride service to both corridors is not reasonable due to the level of estimated ridership generated north of Longmont). Frequency of commuter rail service of our corridor reflects general demand between Longmont and Fort Collins. Overall, 2035 rail system ridership does increase an additional 4,200 daily riders with Package A, and an additional 2,700 riders per day with the Preferred Alternative.</p> <p><b>Response to Staff Comment #9</b> 9. The design team will continue coordination with the City of Longmont. Please note that this effort may occur years in the future since no funding for construction is currently programmed until after 2035.</p> <p><b>Response to Staff Comment #10</b> 10. All options compared in figure 4-10 include a portion of tolled express lanes. For no action and Package A this section is limited to the existing reversible lanes between approximately US 36 and downtown Denver.</p>




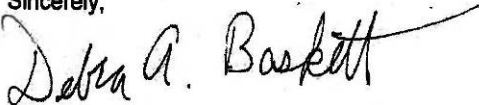
Agency/Comment #	Comment	Response
City of Longmont (Cont)		<b>Responses to City of Longmont Comments</b>
Staff Comment #13	13. Section 3.14 Visual Quality refers to some significant retaining walls located east and west of the intersection of SH 119 and Ken Pratt Boulevard. Ken Pratt Boulevard is SH 119 and we are not sure where these structures would be located.	<p><b>Response to Staff Comment #13</b></p> <p>13. Since these retaining walls provide an elevated railroad grade to cross over SH 119 on a bridge, the visual impact of the retaining walls would be to the surrounding community, not the transit rider.</p> <p>The retaining walls that are identified in the DEIS and FEIS are located east and west of the intersection of SH 119 and 3<sup>rd</sup> Avenue. The following are specific locations of the walls:</p> <ul style="list-style-type: none"> <li>■ Station 4113+4.20 to 4130+13.67 on the south side of the commuter rail tracks.</li> <li>■ Station 4127+4.18 to 4130+13.97 on the north side of the commuter rail tracks.</li> <li>■ Station 4134+13.96 to 4153+50.61 on the south side of the commuter rail tracks.</li> </ul> <p>See Table 3.14-7 and Table 3.14-30 for a summary of this information in the FEIS.</p>
Staff Comment #14	14. Specific design of the North Longmont Commuter Rail Station refers to a significant visual impact on adjacent property that would need to be reviewed and mitigated in the site specific design.	<p><b>Response to Staff Comment #14</b></p> <p>14. The mitigation measure table now includes mitigation for the visual impact identified at the North Longmont commuter rail station site.</p>
Staff Comment #15	<p><u>Longmont Power and Communication – Potential Impacts on Infrastructure</u></p> <p>15. Longmont Power and Communication has a substation site located adjacent to and immediately east of the BNSF ROW north of 21<sup>st</sup> Avenue and is concerned about the impact that widening of the right-of-way and construction of sound walls would have on that facility. The ultimate design and construction would also need to address impacts to a significant amount of overhead and underground infrastructure in and adjacent to the BNSF ROW from Highway 66 south to 9<sup>th</sup> Avenue.</p>	<p><b>Response to Staff Comment #15</b></p> <p>15. Package A includes a proposed commuter rail track east of the existing BNSF track. Impacts to the substation site due to the earthwork needed to accommodate the new rail will be eliminated with a 320-foot-long retaining wall with a maximum height of 5.5 feet. This retaining wall was included in the DEIS and is included in the FEIS.</p> <p>For the Preferred Alternative, there is less of a potential for impact because between 19<sup>th</sup> and Highway 66, there are no ROW impacts. If there are electrical utilities in the RR ROW, they would be relocated as needed. The substation is not impacted at all.</p>

Agency/Comment #	Comment	Response
<p>City of Longmont (cont.)</p> <p>Staff Comment #16-1</p> <p>Staff Comment #16-2</p> <p>Staff Comment #16-3</p>	<p><b>12 – Noise and Vibration</b></p> <p>1. It appears that noise and vibration was not evaluated at the Sandstone Ranch park site or at the Boulder Creek Estates property (see note 3). Impacts to these areas should be considered.</p> <p><b>16 – Vegetation</b></p> <p>2. Section 3.10.3 notes consultation with County staff regarding revegetation of the project area. The City of Longmont should be consulted for revegetation on lands owned by the City including Sandstone Ranch and the open space at the St. Vrain river and Hwy 119 (Boulder Creek Estates). Revegetation to match existing conditions should be met at Sandstone Ranch. There are areas of irrigated turf along the highway right of way (irrigation system part of the Sandstone Ranch system). Coordination with my office should take place as part of the design (phone number above).</p> <p><b>24 – Parks and Recreation</b></p> <p>3. There is no mention of the City owned property at the area south of Hwy. 119 and the St. Vrain creek. This is an important City owned open space property which includes the Bald Eagle roost noted in sections 17 (Wildlife) and 18 (Threatened and Endangered Species). We refer to this property as Boulder Creek Estates. This area will be affected by the bridge widening and highway or commuter rail work associated with Plans A and B.</p>	<p><b>Responses to City of Longmont Comments</b></p> <p><b>Response to Staff Comment #16-1</b></p> <p>16-1. According to current FTA guidance, "active" use parks, such as this, are not considered to be noise sensitive. Impacts to the parks have been considered according to appropriate guidance in the FEIS for the Preferred Alternative, Package A, and Package B.</p> <p><b>Response to Staff Comment #16-2</b></p> <p>16-2. At this stage of planning it appears that approximately 2.2 acres of additional right-of-way will be required at Sandstone Ranch under Package A and approximately 1.5 acres will be required under the Preferred Alternative. It appears that the only park features or amenities that would be impacted would be approximately 40 – 60 feet of trail that would require relocation. Detailed information has been included in the FEIS. The Preferred Alternative and Package A appears to impact the irrigated turf along the right-of-way. Mitigation for these impacts will include restoration of all impacted areas to existing conditions (irrigated turf) to the extent possible. As designs are finalized for this property the City of Longmont will be included in discussions on the best possible methods to mitigate for any temporary and permanent impacts to this resource.</p> <p>Recent coordination (spring of 2011) has occurred with the City of Longmont related to the impacts and mitigation proposed for Sandstone Ranch.</p> <p><b>Response to Staff Comment #16-3</b></p> <p>16-3. The Boulder Creek Estates was likely overlooked as it is not contained on many of the maps and lists of greenways and parks available on the City or County Web sites. This was an oversight in the North I-25 Draft Environmental Impact Statement (DEIS) and we appreciate it being brought to our attention. As an important area for biological resources it was identified and impacts to those resources were assessed. The FEIS process has included this property as a planned park and recreation resource. It would be impacted by Package A and the Preferred Alternative. A scoping meeting was held on July 27, 2009 with Jacobs, CDOT, FHWA and relevant staff and officials from the City of Longmont. The possibility of a joint planning agreement between the project team and the city was discussed at this meeting. The project team will continue to work with the City of Longmont to reach a mutually beneficial plan for both parties. Mapping for this property is now included in the FEIS.</p>



Agency/Comment #	Comment	Response
<p>Town of Erie</p> <p style="text-align: center;">Comment #1</p>	<div style="text-align: right; font-size: small; font-weight: bold;">             RECEIVED              21 NOV '08 PM 1:41           </div>  <p>November 20, 2008</p> <p>Dave Beckhouse Federal Transit Administration – Colorado Division 12300 West Dakota Avenue, Suite 310 Denver, CO 80228</p> <p><b>Re: North I-25 Draft Environmental Impact Statement</b></p> <p>Dear Dave Beckhouse:</p> <p>We have been an active participant in the North I-25 Project with our neighboring municipalities since its inception. We are very pleased that the Draft Environmental Impact Statement has been published and in the public review process. It is vital to the Town to assure that our citizens, and those in the area will have their long-term travel needs met safely and with a variety of modes of travel.</p> <p>We have investigated the numerous alternatives and find that Package A best meets the Town's requirements. Package A has the following advantages:</p> <ul style="list-style-type: none"> <li>• Provide three modes of travel (commuter rail, bus service, and general-purpose lanes)</li> <li>• Provide faster vehicle travel time from SH1 to E-470 in 2030.</li> <li>• Provide more travel lanes for the general-purpose highway user.</li> <li>• Provide more modal options for travelers.</li> <li>• Provide reduced travel on parallel arterial streets.</li> <li>• Provide more riders per day on rail and bus.</li> <li>• Provides connection of commuter rail to the "Fas Track" system</li> <li>• Provide fewer traffic noise impacts, fewer floodplains encroachments, fewer water quality impacts, fewer wetland impacts, fewer impacts to terrestrial and aquatic habitats, and fewer impacts to parks and recreational properties.</li> </ul> <p>We encourage the issuance of the Final Environmental Impact Statement selecting Package A and the Record of Decision authorizing the North I-25 Project.</p> <p>Sincerely,</p>  <p>Gary W. Behlen, P.E. Director of Public Works</p> <p>Cc: Andrew Moore, Mayor Board of Trustees Members Mike Acimovic, Town Administrator</p> <p style="font-size: x-small; text-align: center;">645 Holbrook • P.O. Box 750 • Erie Colorado, 80516 • Phone (303) 926-2700 • Fax (303) 926-2705</p>	<p style="text-align: center;"><b>Responses to Town of Erie Comments</b></p> <p>1. FHWA and CDOT would like to thank you for your involvement. Your input is critical to the success of this project.</p> <p>The Preferred Alternative was developed through a series of workshops with the project's two advisory committees. The committees evaluated improvement options to include based on their community's desires, the North I-25 Purpose and Need (FEIS Chapter 1.0) and the technical evaluation of alternatives. The Preferred Alternative is a combination of Package A and B. It includes commuter rail along the BNSF railroad tracks between Fort Collins and the FasTracks North Metro end of line station in Thornton and the NW rail end of line station in Longmont, commuter bus along US 85 and express bus along I-25 with service to downtown Denver and DIA from Fort Collins and Greeley. Substandard interchanges would be reconstructed and both tolled express lanes and general purpose lanes would be added north of SH 66. South of SH 66, tolled express lanes would be added (south to US 36).</p>

Agency/Comment #	Comment	Response
<p>City and County of Broomfield</p> <p>Comment #1</p>	 <p style="text-align: right;">One DesCombes Drive • Broomfield, CO 80020</p> <p>Carol Parr Project Manager Colorado Department of Transportation 1420 2<sup>nd</sup> Street Greeley, Colorado 80632</p> <p>December 19, 2008</p> <p>RE: City and County of Broomfield Comments to the North I-25 DEIS</p> <p>Dear Ms. Parr:</p> <p>Please accept the following comments submitted by Broomfield for the North I-25 DEIS. The release of the DEIS is a major milestone, and we congratulate you on this. We understand that feedback provided at this time will be used as one piece of the selection process for a preferred alternative. We may provide additional comments during the working group sessions scheduled for January 2009. Our comments follow herein.</p> <ol style="list-style-type: none"> <li>1. Broomfield prefers Package B because it serves Broomfield residents and commuters through an express toll lane.</li> <li>2. It is very important to Broomfield that any package includes the reconstruction of the interchange at SH 7 and North I 25. We note that the reconstruction is included in both Package A and B.</li> <li>3. Package A has less benefit to Broomfield because the commuter rail does not have a station within our jurisdiction. The nearest station would be in Erie at WCR 8 and North I-25 before turning north on existing rail that will serve Longmont, Berthoud, Loveland and Ft. Collins.</li> <li>4. Package A's commuter rail will have service every 30 minutes during the peak hours of travel and every 60 minutes during off peak. Toll express lanes and general purpose lanes will serve bi-directional travel all times continuously and thus are more desirable to support commuting and travel to other destinations both north and south of Broomfield.</li> <li>5. There is no agency in place to operate or construct proposed commuter rail. RTD boundaries end at County Road 6. The boundary is west of I-25 to County Road 8, with the district terminating at that location. In addition to the capital costs for a commuter rail, a new agency or new division of CDOT will need to be created and enabled to manage the proposed rail, along with a source for maintenance and operation.</li> <li>6. Package B provides better highway travel time in the general purpose lanes of 113 minutes compared with Package A of 118 minutes. The time for a round trip is 10 minutes less for Package A. A single occupant vehicle, carpool or bus that utilizes the managed lanes will benefit from a 65 minute travel time. Package B is more desirable to Broomfield in providing a reduced travel time for all users.</li> </ol>	<p><b>Responses to City and County of Broomfield Comments</b></p> <p>1. FHWA and CDOT would like to thank you for your involvement. Your input is critical to the success of this project.</p> <p>In general, the Preferred Alternative was developed through a series of workshops with the project's two advisory committees. The committees evaluated improvement options to include based on their community's desires, the North I-25 Purpose and Need (FEIS Chapter 1.0) and the technical evaluation of alternatives. The Preferred Alternative is a combination of Package A and B. It includes commuter rail along the BNSF railroad tracks between Fort Collins and the FasTracks North Metro end of line station in Thornton and the NW rail end of line station in Longmont, commuter bus along US 85 and express bus along I-25 with service to downtown Denver and DIA from Fort Collins and Greeley. Substandard interchanges would be reconstructed and both tolled express lanes and general purpose lanes would be added north of SH 66. South of SH 66, tolled express lanes would be added (south to US 36).</p> <p>Specifically in response to your numbered comments,</p> <ol style="list-style-type: none"> <li>1. The Preferred Alternative also has the ability to serve Broomfield residents with a tolled express lane.</li> <li>2. The Preferred Alternative also includes reconstruction of the SH 7/I-25 interchange. Unlike Packages A and B however, it has been identified to be reconstructed as a partial cloverleaf interchange to accommodate a higher volume of traffic.</li> <li>3. The Preferred Alternative commuter rail alignment and station locations are the same as those identified in Package A. We recognize there is not a station serving Broomfield on the Commuter Rail in this study.</li> <li>4. The Preferred Alternative will have service every 30 minutes during the peak hours of travel and every 60 minutes during off peak. Toll express lanes and general purpose lanes will service bi-directional travel all times continuously.</li> </ol>

Agency/Comment #	Comment	Response
<p>City and County of Broomfield (cont.)</p>	<p>7. Package B replaces 96 new structures, versus 84 in Package A. Reconstructing aging highway and improving capacity and safety is a high priority for Broomfield.</p> <p>8. Package A requires the relocation of 59 residences in comparison with 24 residences in Package B due to impacts from both the rail and highway corridors. Likewise, 167 residences are impacted by transit noise sites; with no sites impacted by the highway improvements in Package B. Less relocation would minimize private - property impacts.</p> <p>9. The chosen alternative should include mitigations to reduce impact on wetlands and the floodplain.</p> <p>10. Construction of Package B is estimated at \$2 B compared with \$2.43 B, The annual operating costs of Package B is significantly lower at \$2 M, compared to \$43 M for Package A. It is more fiscally responsible to select the package with lower costs to construct and operate.</p> <p>11. Broomfield supports Component B-H3, which would prioritize improvements from SH 60 to E-470 by adding two buffer-separated lanes and auxiliary lanes between SH 7 and E-470. This component would also reconstruct the interchange of SH 7 and I-25 in an earlier construction phase. This interchange is a top priority for Broomfield and should be included in any package.</p> <p>Broomfield appreciates the opportunity to provide comments on North I-25 DEIS.</p> <p>Sincerely,                        Debra A. Baskett                      Transportation Manager</p> <p>Cc: Councilman Bob Gaiser                      Kevin Standbridge, Assistant City Manager...</p>	<p><b>Responses to City and County of Broomfield Comments</b></p> <p>5. Since the DEIS was published CDOT has created a new transit and rail division that allows them to build, operate and maintain transit services. While CDOT has the authority to operate the rail service, no determination about an operator has been made at this time.</p> <p>6. The Preferred Alternative also provides better travel time and more reliable travel along the corridor.</p> <p>7. The Preferred Alternative would also replace the aging and obsolete infrastructure along the corridor.</p> <p>8. Development of the Preferred Alternative included avoiding and minimizing the number of relocations and noise impacts to residences to the greatest extent possible. As a result, a total of 51 residences would require relocation, and no residences would be impacted by transit noise with implementation of mitigation measures.</p> <p>9. A wetland mitigation plan is being developed as part of the Final EIS. Floodplain mitigation will be provided.</p> <p>10. The robust set of improvements included in the Preferred Alternative cost more than either Package A or B (\$2.178 billion compared to \$1.963 billion and \$1.715 billion, respectively). However, the cost per user would be less for the Preferred Alternative than Package A (\$5.14 vs. \$5.26).</p> <p>11. The phasing of improvements was developed through a series of workshops with the project's two advisory committees. The committees prioritized improvements included in the Preferred Alternative based on their community's desires, the North I-25 Purpose and Need (FEIS Chapter 1.0) and technical analysis of alternatives. The committees prioritized safety and mobility needs north of SH 66 along I-25 as a near term priority. Addressing mobility needs from SH 66 to E-470 was a longer term priority because it has recently been reconstructed. The SH 7/I-25 interchange was identified as a near-term priority and has been included in Phase 1, reflecting that the SH7/I-25 interchange is included in the DRCOG 2035 Fiscally Constrained Regional Transportation Plan and identified in the Completion Staging of 2015-2019.</p>



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## FEIS Team

ID	First Name	Last Name	Public Comment	Response
0	FEIS Team		<p>INTRODUCTION TO GENERAL RESPONSE:</p> <p>Please note that several similar comments were received from the public. In this general response, we have provided an expanded discussion on these topics to address the common issues. For this reason, this discussion is used to respond to many of the public comments.</p>	<p>GENERAL RESPONSE--</p> <p>DECISION-MAKING PROCESS:</p> <p>The Draft EIS evaluated packages A and B with the acknowledgement that components of the packages could be combined in various ways to meet the Purpose and Need. Considering the comments received on the Draft EIS and working with the local governments in a collaborative decision making format, components were combined to develop the Preferred Alternative. The Final EIS presents Package A, Package B and the Preferred Alternative. These alternatives are described in detail in Final EIS Sections 2.2.2, 2.2.3 and 2.2.4, respectively.</p> <p>The collaborative decision-making process included 45 communities and agencies from the study area. Meetings were open to the public, and a number of interested individuals attended and participated in the discussions. Interested individuals included property owners, residents and representatives of local organizations and advocacy groups. The process is described in Final EIS Appendix B. Considerations were given to costs and benefits of the components of Packages A and B, combining in such a way to maximize the benefits and meet the purpose and need. Local representatives tended to prioritize local needs while the state and federal agencies kept in mind the broader regional system needs and regulatory requirements. The Preferred Alternative is a multi-modal solution with transit (commuter rail and bus improvements) and highway improvements. In this Final EIS, the Preferred Alternative has been described in detail and compared with Package A, Package B, and the No Action Alternative in terms of transportation benefits, costs and environmental consequences.</p> <p>Early in the decision making process modal options spread throughout the study area were identified as a critical need.</p>

## FEIS Team

ID	First Name	Last Name	Public Comment	Response
				<p>See Final EIS Section 2.1. To accomplish this, the transit components needed to be sized to appropriately meet the needs and still be reasonable. Refining these components included single tracking the rail on the western side of the study area, downsizing BRT to Express Bus on the I-25 corridor and coordinating commuter bus on US 85 with the express bus service. It was determined that single tracking could reduce cost by 20 percent as well as reduce impacts to some sensitive environmental resources. The Package A service plan could be maintained with a single track system but reliability could be somewhat impacted. Express bus was developed instead of BRT to provide more flexible and phase-able bus service, allow near term implementation and improved passenger experience. The US 85 commuter bus service plan was re-designed to be complementary to the Express Bus along I-25.</p> <p><b>NEED FOR HIGHWAY IMPROVEMENTS:</b> Robust transit improvements alone would not meet the Purpose and Need. Aging and functionally obsolete infrastructure, increased freight traffic, in addition to the growing population contributes to the need for improvements on I-25. See Final EIS Section 2.3. All the build alternatives evaluated in the Final EIS addressed the aging and functionally obsolete infrastructure in similar ways. Freight and private automobile mobility are addressed by general purpose lanes or managed lanes.</p> <p>TEL lanes provide the ability to manage demand and travel time reliability along the corridor for the I-25 express bus service, high occupancy vehicles (HOV) and toll paying users. TEL lanes would provide long-term reliability as tolls can be adjusted over time and relative to congestion to maintain reliable travel times within the TEL lane. Freight would be prohibited from the TEL.</p> <p>General purpose lanes would address the freight and some of</p>

## FEIS Team

ID	First Name	Last Name	Public Comment	Response
				<p>the general mobility needs, but eventually congestion would increase because of the growing population.</p> <p>On I-25, Package A includes the addition of general purpose lanes only. On I-25 Package B includes only TELs. The Preferred Alternative includes both TEL and general purpose lanes to balance freight and long-term private automobile demand. See Final EIS Section 2.2.</p> <p>Both TELs and general purpose lanes are included in the Preferred Alternative because they provide the most reliability for freight traffic, the least congestion overall, a reliable choice for carpools and buses, and cost the least per lane mile.</p> <p><b>RELATIONSHIP TO LAND USE PLANNING:</b> An expert panel was convened to assess land use impacts of the alternatives and this land use expert panel agreed with published research that improvements on an existing facility, such as I-25, affect development and growth patterns to a lesser degree than local growth management policies. See Final EIS Section 3.1. Since the highway improvements are generally similar between the packages, a similar amount of growth near I-25 is anticipated among the build packages. Package A and the Preferred Alternative both would be expected to facilitate a shift in growth towards existing urban centers, intensifying the density of developments near commuter rail stations. Package B would likely result in the continued expansion of communities toward I-25 at a faster rate than under the other alternatives. Please see the Land Use Technical Memorandum in Appendix C for additional information regarding induced growth impacts.</p> <p><b>FUNDING AND COST ISSUES:</b> There is not enough money available to build any of the build alternatives in their entirety by 2035. See Final EIS Chapter 6.0. The collaborative decision-making process described above</p>

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				<p>was also used to identify a phased approach for implementation of the Preferred Alternative. This was accomplished after the Preferred Alternative had been identified. The Preferred Alternative is expected to cost approximately \$2.18 billion (in 2009 dollars), while the fiscally-constrained regional transportation plans for the area identify only \$688 million of anticipated funding for improvements within the planning horizon to year 2035, creating an approximately \$1.5 billion funding shortfall. In comparison, Package A and Package B would be expected to cost approximately \$1.96 billion and \$1.72 billion (in 2009 dollars), respectively.</p> <p>As described in this Final EIS in Chapter 8-Phased Project Implementation, the Preferred Alternative would be constructed in phases over time as funding becomes available. Three phases of implementation have been identified through the collaborative decision-making process, which established a prioritization considering public and agency comments, the need to preserve existing infrastructure, address safety concerns, improve mobility, coordinate with community plans, balance long-term improvements with near-term improvements, and cost-effective implementation in light of funding limitations. The three phases are described in Chapter 8. It should be noted that projects identified in either Phase 2 or Phase 3 can move forward with implementation as funding for them is identified through the statewide planning process and the improvements are included in the conforming, fiscally constrained long range plan.</p> <p>The Preferred Alternative implementation will need to be phased due to lack of funding. The acquisition of right-of-way for commuter rail would be included in Phase 1 while commuter rail construction/service would occur in Phases 2 and 3. Acquisition of the rail right-of-way would not be eligible for federal funds without commuter rail construction included</p>

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				<p>in the conforming, fiscally-constrained long range plan. During the collaborative decision-making process, consideration was given to all phasing options including constructing and initiating commuter rail service in Phase 1 (implementation of the full commuter rail system would require most of the funding currently identified for Phase 1). See Final EIS Chapter 6.0.</p> <p>Through the collaborative decision making process described in Appendix B, it was established that the construction of the commuter rail system would be included in Phases 2 and 3, rather than Phase 1, for the following reasons:</p> <ol style="list-style-type: none"> <li>1). Implementation of commuter rail would not address project purpose and need elements related to the need to improve safety and replace ageing infrastructure on I-25 and provide for the efficient movement of freight along I-25, which were identified as high priority needs through the collaborative process. Use of identified funding for commuter rail would greatly limit the ability to begin addressing these other needs in Phase 1.</li> <li>2). The timing of implementation of RTD’s Northwest Rail and North Metro corridors is currently uncertain, and may occur after year 2035. Completion of at least one of these corridors is needed to be able to provide a commuter rail connection to Denver.</li> <li>3). The agency transit operator has not yet been identified for the commuter rail system.</li> </ol> <p>Based on these considerations, commuter bus and express bus service have been included in Phase 1, along with a sub-set of the Preferred Alternative I-25 improvements to begin to address high priority needs. See Final EIS Section 8.4. However, the collaborative decision-making process revealed a desire to show a strong commitment to the construction of rail in the future. This was achieved by including the purchase of all right-</p>

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1	Chris & Jeanne	Bolton	<p>I have been involved in transportation issues in Larimer Co. since the early 90's. In that time I have come to realize that the ONLY feasible new transportation need is passenger rail from Fort Collins to Boulder and Denver.</p> <p>We all know that the U.S. cannot sustain our current rate of oil usage. Rail will significantly reduce that.</p> <p>The air quality in the entire front range is a present problem which passenger rail can significantly reduce.</p> <p>Passenger safety is the other major improvement which passenger rail will provide to our citizens.</p> <p>Add to these the convenience, reduced stress, improved accessibility, lower cost, reduction of sprawl and the benefits of passenger rail are clear.</p> <p>The most useful way to implement passenger rail is to use the existing Burlington Northern Santa Fe lines beginning in Fort Collins and ending in Denver. This option will utilize the existing downtown in all the cities and towns on the route and thereby reduce sprawl away from those existing town centers.</p> <p>With the uncertain future of oil availability, I believe the implementation of the passenger rail ONLY is the one portion of all the elements of both plan A and B that should be considered. We very well may not need any additional lanes once Larimer County citizens have an alternative to the single occupancy vehicle.</p> <p>At the very least this option, passenger rail on the BNSF lines, should be considered and the cost of this only should be shown and broken down into its elements for the citizens information.</p>	<p>of-way needed for commuter rail in Phase 1.</p> <p>Your comment expresses constructing only commuter rail along BNSF corridor as the transportation solution in the study area. Please refer to General Comment #0 - Need for Highway Improvements.</p> <p>In response to your comment regarding energy use, air quality and safety, the Final EIS presents comparative information for the three build alternative (the Preferred Alternative, Package A and Package B) and the No-Action Alternative for these topics. As described in Section 3.21 – Energy – energy use would be similar with a difference of less than 1% between the alternatives (with the Preferred Alternative having the highest energy use). As described in Section 3.5 – Air Quality - the air quality emissions for most air pollutants would be similar in year 2035 for all of the alternatives, and would be lower than existing levels as a result of improvements in vehicles emissions over time. With regard to safety, as described in Section 4.6 – Safety – all three of the build alternatives would improve safety conditions for the travelling public compared with the No-Action Alternative.</p> <p>In response to your comment regarding the relationship between transportation and land use (downtown centers, sprawl), please refer to General Comment #0 – Relationship to Land Use Planning.</p>
2	Carolyn	Duncan	<p>[A] Rapid transit is a must for Colorado. We are caught in a nation wide dilemma as more roads lead to more traffic, more pollution, and more expense. While the rest of the world was building rapid transit, the United States was building suburbs. It is estimated that our current highway system, if maintained properly, will cost a minimum of \$500,000 annually.</p> <p>[B] One of our candidates for county commissioner has investigated the possibility of using the existing railroad tracks for both freight and rapid transit by negotiating the timetable. Freight can adapt nighttime schedules while daylight hours can be used for transit.</p>	<p>[A] Each of the build packages proposes new regional transit services. In particular, the Preferred Alternative includes multiple transit improvements, including Commuter Rail, Express Bus, Commuter Bus, and Local Bus. We are uncertain what the \$500,000 annual cost you cite is referring to.</p> <p>[B] Much of the Commuter Rail corridor in the Preferred Alternative and Package A would utilize the BNSF right-of-way. However, the timetable for freight traffic would be minimally</p>

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			<p>[C] I believe that there is opposition to this proposal from various merchants in the area who do not want easy access to other areas. Also, there are tax incentives for some developers that might be lessened and used for the transit program. [D] One of the scare tactics was that it would cost \$4 million a mile to construct tracks.</p> <p>Many of us older citizens would use transit exclusively. We regularly drive to Longmont to ride a bus to Denver.</p> <p>Every effort should be made to establish a rapid transit system in this area. Beginning now will benefit everyone. Let's take Colorado into a new age.</p>	<p>adjusted for this project. The Preferred Alternative includes a single-track system utilizing the existing freight rail tracks with passing tracks at some locations to maintain commuter rail service, and also help to minimize conflicts with freight operations, while Package A includes a double-track system.</p> <p>[C] While some opposition to the commuter rail was encountered throughout the process, the impacts to local businesses, both direct and indirect, have been documented throughout and are summarized in Section 3.3 of the Final EIS. Mitigation measures are outlined for impacted property owners.</p> <p>[D] The cost to construct the Commuter Rail component of the Preferred Alternative is estimated to be \$14 million per mile, as described in Sections 2.2 and 6.1 of the Final EIS.</p>
3	Irene	Fortune	<p>Please note that I spoke at the public hearing in Loveland in support of the commuter Rail component of Package A. The reason for this email is to list more reasons why I support Commuter rail along Hwy 287.</p> <p>Here, again, are my preferred implementation steps:</p> <ol style="list-style-type: none"> <li>1. Commuter bus between Denver and Greeley</li> <li>2. Commuter rail from Fort Collins to Longmont and Thornton, using BNSF rail as much as possible</li> <li>3. Each north front range town and community should promote transit options strongly as they become available, thereby motivating additional people to use transit</li> <li>4. Remediate safety problems on I-25 and its interchanges.</li> </ol> <p>I do not support increasing the number of lanes on I-25 as written in either Package A or B. Here's why:</p> <ol style="list-style-type: none"> <li>1. The use of the North I-25 EIS Record of Decision in the upcoming 2035 Land Use EIS is a huge red flag to me! Given the close relationship between transportation and land development, and the unlikelihood that funding will become available anytime soon, it makes me wonder whether the purpose for this EIS is to lay the groundwork for the next wave of development.</li> <li>2. Considering that state and regional infrastructure is sadly out of date and underfunded, it would seem prudent for greenfield development to FOLLOW</li> </ol>	<p>Comment noted.</p> <p>In response to your comments (numbered 1-4 in your comments) regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues. Note that the decision makers agree that Commuter bus between Denver and Greeley should be implemented in Phase 1.</p> <p>In response to your comments (numbered 1-6 in your comments) regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p> <p>Several of your comments pertain to the relationship between land use and development. In response to these comments, please refer to General Comment #0 – Relationship to Land Use Planning. Note that that land use planning is a local government responsibility.</p> <p>In response to your comment (numbered 5 in your comments) regarding the goals of the EIS, the goals of the transportation</p>



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			<p>transportation infrastructure rather than precede it. There are 5 interchanges in 5 miles between Hwy 60 and Crossroads. Population density is very low in that area now. If the Record Of Decision includes plans for 6 lanes plus two 5-mile merge lanes in that stretch, then developers will develop for car-based development in that area. All that additional car traffic will very negatively affect regional health and safety metrics.</p> <p>3. Regarding Land Use EIS, Colorado and CDOT should set a standard for transit-oriented design in new development in regions with population above some level and the greenfield around Berthoud, Johnstown and Loveland would be a perfect place to for this new requirement. Space should be reserved for walking, biking, bus routes and stops and/or a rail spur, depending on development location within a long-term Transportation Plan, so that new populations have choices other than driving or staying home.</p> <p>4. Mass transit (rail and bus) should be designed to handle the peak load traffic times so that additional lanes and roads do not get built. Transit is expand-able at far more reasonable costs than additional lanes, as peak traffic continues to grow. By contrast, to build highways to handle peak traffic loads is to lag demand – the more roads and lanes, the more traffic.</p> <p>5. The goals of the EIS should include health effects (air quality, incidence of respiratory health conditions, pedestrian and bicyclist safety, exercise benefits, etc.) in addition to the ‘regional and inter-regional movement of people, goods, and services in the I-25 corridor’, and ‘addressing mobility, accessibility, safety and aging infrastructure’. People do not only “move about” here. People are born, work, raise families and retire here. The climate is conducive to outdoor exercise and health benefits result. But if air quality worsens due to increased car traffic then even bicyclists’ health is impacted and there are a lot of bicycle commuters here.</p> <p>6. The EIS should assess metrics at 2030 and 2050 – to stop at 2030 is only 20 years away. The Portland, OR area for example, had a 50 year land use plan since the mid 90’s – let’s learn from them. Assuming a 2% annual increase in population growth over 40 years will reveal the cost-effectiveness of rail and feeder transit systems versus the expense and negative health effects of additional I-25 lanes, roads feeding I-25 and parallel arterials. Thanks for the chance to provide additional feedback.</p>	<p>improvement are primarily expressed in the Chapter 1 - Purpose and Need - of the Final EIS: mobility, safety, need to replace aging infrastructure, need to provide for efficient movement of freight and lack of modal alternatives. Air quality and pedestrian and bicycle safety and accommodations were evaluated as part of the NEPA process. These are assessed in detail in the Final EIS in Chapters 3 and 4. As described in Section 3.5 – Air Quality - the air quality emissions for most air pollutants would be similar in year 2035 for all of the alternatives, and would be lower than existing levels as a result of improvements in vehicles emissions over time.</p> <p>In response to your comment (numbered 6 in your comments, regarding the timeframe of the EIS, the Final EIS also examined the possibility of a 2050 horizon year, but projections that far into the future are fraught with uncertainties and the 2035 year was selected as the horizon year. This is consistent with the long-range planning horizon and requirements for fiscal constraint.</p>
4	Tim	Katers	I support the alignment of rail service along the highway 287 corridor through the Berthoud, Loveland and Fort Collins communities.	Comment noted.

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5	Elizabeth	Kearney	Rail transport of people is more cost effective and more fuel efficient than personal car or bus. The rail system is less expensive to maintain once built than roads. Sprawl would be encouraged by option B and would not support the revitalization of original downtown areas along the BNSF line.	<p>Comment noted.</p> <p>As you mention, the rail services, as provided by either Packages A or the Preferred Alternative, offer a mode for regional trips that is more fuel efficient than individual private automobiles. Note that due to less traffic on I-25, total energy use for Package B (360,371 BTU) is less than that of Package A (361,900 BTU) or the Preferred Alternative (362,222 BTU). While commuter rail offers an energy-efficient transportation mode, it does not overcome the traffic differences among the alternatives.</p> <p>In response to your comment regarding the relationship between transportation and land use (downtown centers, sprawl), please refer to General Comment #0 – Relationship to Land Use Planning.</p>
6	Evelyn	King	<p>The following may be of interest if the I-25 EIS based costs on Colorado Railcar information. Also, I'm not sure the safety issues were adequately addressed based on the second reference in the following email. Two stories in the Oregonian about rail transit will be of interest to Colorado readers. First is a story about Colorado Railcar, which has been proposing a design for "Diesel multiple units" (DMU) that transit agencies can use for commuter trains. Portland's transit agency, TriMet, ordered some of these DMUs and has had serious problems with Colorado Railcar. The basic problem, I think, is that Tom Rader, who runs Colorado Railcar, has historically had a business of rebuilding passenger rail cars from older cars. Building cars from the ground up is much more difficult and I suspect he underestimated the cost and difficulty in order to get orders from transit agencies. This will affect RTD to the extent that RTD was depending on Colorado Railcar for its US 36 and North Metro lines. Read the full story at <a href="http://www.oregonlive.com/special/index.ssf/2008/12/trimet.html">http://www.oregonlive.com/special/index.ssf/2008/12/trimet.html</a> Second, the Oregonian maintains a unique map of Portland's light-rail system. Instead of showing schedules, it reveals all the crime that is associated with Portland light rail. The rail stations, especially on the east side, have been taken over by local gangs. You can see the map at</p>	<p>At this time, Colorado Rail Car is no longer in business. DMUs are available from other manufacturers. Unit costs for DMUs were developed using data from other DMU manufacturers and compared with the unit costs RTD is using for DMUs on their NW Rail project.</p> <p>Since the implementation of RTD's LRT system over ten years ago, crime on board vehicles and at stations has been statistically insignificant. Crime at transit stations or on rail vehicles reflects the crime activity of the surrounding community. Safety and security measures at transit stations will be provided and are included in the design and construction and operations cost estimates.</p>

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			<a href="http://blog.oregonlive.com/oregonianextra/2007/11/max.html">http://blog.oregonlive.com/oregonianextra/2007/11/max.html</a>	
7	Scott	Rees	I have looked at the alternatives for the North I-25 EIS, and as a citizen of northern Colorado, fully support Option A, with a commuter rail and stopping point in Berthoud. I can't remember if there are options for transfer centers in north Longmont and/or south Loveland, but I feel that a centrally located transfer center in Berthoud would be a great alternative. Please consider this as my comments on the information that was presented in the public hearings. Thanks.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include a commuter rail station in Berthoud, which would serve as a transfer center to an east-west feeder bus route between Berthoud and Milliken. Stations in Longmont and Loveland would also serve as transfer centers to the local bus routes in those respective communities.</p>
8	William	Rosquist	I am writing to express my option for the 3 DOT alternatives for north I-25. My choice is for the rail only option from Package A. This is the only option that fills three requirements of decreasing air pollution, decreasing usage of non renewable resources, and an increase in passenger safety on the corridor. There is a real fear among citizens of northern Colorado, especially the elderly, in using I-25, and additional traffic lanes will just mean more cars trying to funnel into the bottleneck that occurs in the vicinity of I-76 and the Boulder turnpike. Thanks.	<p>Comment noted.</p> <p>In response to your comments regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p>
9	Earl & Twila	Stevens	We need package A this will provide more efficient transit from the state line to Denver. Commuter rail and bus services will best serve seniors who need transportation services. Building more roads is only a short temporary fix.	<p>Comment noted.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative, Package A and Package B provide service beginning in Fort Collins and Greeley, and extending the metro Denver. The extension of transit services further north or south would not be precluded by the alternatives being considered, but is not included in this Final EIS. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne.</p>
10	Clean Water Action	Wockner	CLEAN ENERGY TRANSPORTATION SOLUTIONS FOR NORTHERN COLORADO Clean Water Action endorses "Package A" (with modification) of the North I-25 DEIS. Package A is a clean energy transportation solution for the future environmental and economic prosperity of northern Colorado. The future	<p>Many of your comments note the benefits of a good transit system, which we recognize in the EIS. Your expressed preference for Package A is noted.</p>

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			<p>transportation systems available to northern Colorado residents will be a key feature that determines how this area develops as well as the environmental and economic health of the landscape and the citizens. Transportation systems that promote hi-density core-city redevelopment, reduce sprawl, incorporate transit, and provide safe and reliable means for moving people around will lead to a higher quality of environmental and economic health. In addition, fiscal responsibility that promotes the best use of taxpayer dollars will also increase economic opportunity and the overall prosperity of the region.</p> <p>“Package A” (with modification) of the I-25 DEIS is a clean energy transportation solution for the future of northern Colorado. Specifically, Package A will invest in transit that connects the city cores of Fort Collins, Greeley, Loveland, Berthoud, and Longmont, and will then be connected to the Denver Metro RTD/FasTracks systems. By investing in core-city transit systems, Package A will:</p> <ul style="list-style-type: none"> <li>• Reduce suburban sprawl by promoting core city redevelopment,</li> <li>• Promote between-city transportation in northern Colorado – which is the majority of current transportation patterns – rather than promoting increased commuting to Denver,</li> <li>• Reduce greenhouse gas emissions, VMTs, ozone, and air pollution,</li> <li>• Reduce impacts to open space, wildlife habitat, and river corridors,</li> <li>• Reduce energy and water needs of a growing population,</li> <li>• Reduce the amount of money that citizens pay for transportation and gasoline,</li> <li>• Increase bus, bicycle, and pedestrian travel in the cores of cities,</li> <li>• Increase the economic health of the region by investing federal and state transportation dollars in “Smart” projects that promote clean energy transportation solutions,</li> <li>• Maintain and increase the distinct character and economies of cities,</li> <li>• Decrease the amount of money cities and taxpayers will have to pay for new growth – core city redevelopment is much less expensive than sprawl,</li> <li>• Tie in directly with urban renewal planning of northern Colorado cities,</li> <li>• Fuel the New Energy Economy of northern Colorado,</li> <li>• Increase the overall prosperity and quality of life of citizens,</li> <li>• Serve as a national model for clean energy transportation in a growing metropolitan area.</li> </ul>	<p>Several of your comments relate to the relationship between transportation improvements and land use; in response to these comments, please refer to General Comment #0 – Relationship to Land Use Planning.</p> <p>For each of the three alternatives, the Final EIS provides comparative information on the impacts on the resources that you mention, including air quality, VMT, open space, wildlife habitat, wetlands and floodplains, economic conditions, compatibility with local plans, and land use. Yes, many trips on the commuter rail line of either Package A or the Preferred Alternative are city-to-city trips.</p> <p>Your comments express a preference for transit improvements before I-25 improvements; in response to these comments, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>In response to your comments regarding the need for additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p>

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			<p>The following modification to Package A is also endorsed:</p> <ul style="list-style-type: none"> <li>• “Transit First”: The passenger rail system for the Burlington Northern Santa Fe (BNSF) line should be built before I-25 is further widened. By investing in Transit First, the 1.3 billion-dollar expenditure for widening I-25 may be significantly delayed or completely unnecessary. Transit First will also significantly reduce ongoing maintenance costs on North I-25.</li> </ul>	
11	Timothy	Ackerman	Using existing freight rail lines would be the cheapest, and most popular amongst urban and suburban dwelling commuters. Take the freight traffic out east rural, make all urban lines passenger rail. Save billions of dollars and billions of tons of CO2 emissions. Make the trains bike friendly.	<p>A separate study is considering moving some freight rail to the eastern plains. Some freight rail would remain on the existing rail lines to serve the local communities. For this reason, passenger rail plans are coordinated with freight rail needs.</p> <p>The commuter rail operations would likely have similar bicycle accommodations to those currently used by RTD. RTD currently allows four bicycles per vehicle on its light rail vehicles without any time restrictions. RTD has no detailed policies for bicycles on commuter rail vehicles but is expected to maintain at least the same accessibility as currently exists on light rail vehicles.</p>
12	Bonnie	Adamson	I feel it is very important to have commuter rail for the Northern Colorado area. We need to look to the future when gasoline is in short supply. Colorado will greatly benefit by having commuter rail.	Comment noted.
13	Sherry	Albertson-Clark	As a resident of NOCO who travels by auto to Denver nearly weekly, I strongly support making safety upgrades on I-25, as well as the mass transit components of Package A. I am also in favor of a commuter rail system using the existing track, to connect communities from Fort Collins to Longmont. We need solutions now that do not involve building more lanes of pavement.	<p>Comment noted.</p> <p>In response to your comments regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p>
14	Roger	Alexander	I am happy to see you addressing the issue on a regional level. I vote for commuter rail (high speed monorail?) as the backbone from Cheyenne to Pueblo and DIA to Vail. Raised monorail would have the smallest footprint and the smallest impact on environmental systems and wildlife. It would probably be the safest, too. High speed commuter rail would move the most people the quickest with the least fuel. In addition rail service is more enjoyable than bus service. Adding more lanes to I-25 will just perpetuate the existing problems as population increases.	<p>A full range of rail technologies, including monorail, was evaluated. This evaluation is documented in Chapter 2 of the EIS. Commuter rail was found to be the most effective solution for this corridor. The travel demand modeling effort indicates that additional lanes on I-25 are critical to address congestion and freight mobility in the corridor in 2035.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment,</p>

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				<p>and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>The identification of the preferred alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p>
15	Kristen	Andersen	<p>I am really excited about Option A for the N. I-25 Project and am writing to express my support for it. This option mainly uses existing infrastructure to bring transportation options directly to where the major population centers are in northern Colorado -- along the rail line -- and thus supports existing communities. It has the potential to help revitalize many ailing downtowns, including those in Berthoud, Loveland, and Longmont. It also allows the maximum possible number of people to walk to mass transportation services instead of needing to drive to get there. I am opposed to Option B because it would require people to drive to the I-25 corridor to access mass transit there. This would keep more cars on the road, thus increasing pollution, and is much less affordable and accessible for all families, but especially those</p>	<p>Your expressed preference for Package A over Package B is noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process.</p> <p>In response to your comment regarding the relationship between transportation and land use (downtown centers, sprawl), please refer to General Comment #0 – Relationship to Land Use Planning.</p>

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			with low enough incomes to make car ownership impossible. It also seems unlikely to alleviate congestion in the long-term. As more people move to this area, we will continue needing more and more lanes on the interstate to keep traffic moving quickly during rush hour. While option A is more expensive, its support of current, compact development in town centers is likely to pay financial dividends over the long term by avoiding new sprawl along the I-25 corridor, with all the new public services that would require. Please choose option A to improve transportation along the I-25 corridor. It is the clear winner for northern Colorado in protecting and improving our environment, communities, and quality of life. Thank you so much for giving us this option and for considering my comments.	In response to your comments regarding I-25 improvements, please refer to General Comment #0 - Need for Highway Improvements, which also discusses the benefits of TEL lanes.
16	Tj	Anderson	Would like to support Option A	Comment noted.
17	Ray	Anderton	RTD light rail is needed to Longmont and beyond to Ft. Collins. How else can we begin to quit our dependency on foreign oil in sufficient numbers to make a difference?	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
18	Sharon	Anhorn	I am writing in regard to the mass transit options A & B for the front range. I would ask you to support Option A for commuter rail service on the existing rail line. I also think this should be pursued first exclusive of additional work on I-25. It seems to make sense to see just how great a response in the way of use is on the rail system before pouring more money into added lanes on I-25. As a Denver native with all my family still in Denver and as a senior citizen, I will be deeply affected as I grow older in that my options for going to Denver will decrease along with my ability to drive. Also, I do business in Denver and would have to abandon my good life here in Loveland and move back to Denver if I am to continue to see my family and do business. The eastern corridor of our continent has it all over us for public transportation.	<p>Comment noted.</p> <p>In response to your comment expressing a preference for constructing commuter rail first, please refer to General Comment #0 - Need for Highway Improvements and General Comment #0 – Funding and Cost Issues.</p>

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			We already have the rails. Let's use them ! Thank you for your time.	
19		Anonymous	A seems to make more urban planning sense since that is where the population lives.	Comment noted.
20	Alan	Apt	I support option A with rail along 287.	Comment noted.
21	Alan	Apt	The Poudre Canyon Group of the Sierra Club supports Alternative A with an emphasis on commuter rail on existing rail lines, or near local communities. This will keep downtown areas vital and encourage compact growth so VMTs can be reduced and air quality improved. We are opposed to the addition of auto lanes to I-25 because no region has built its way out of congestion; rail is the most cost effective and environmentally sound alternative. We feel that maintaining more lanes and new road construction is unsustainable financially and environmentally over time. We cannot afford to maintain existing infrastructure. Rail is the most financially and environmentally sustainable kind of transportation infrastructure, and there is broad support for this 21st Century solution. Thank you. Conservation Chair, PCG	<p>Comment noted.</p> <p>In response to your comments regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p> <p>In response to your comments regarding land use, please refer to General Comment #0 – Relationship to Land Use Planning.</p>
22	Tiffany	Ayraud	I support option A (allowing for much-needed expansion of I-25, plus possible future railroad transit).	Comment noted.
23	Kate	Bailey	I would like to voice my support for Project A for several reasons. First, I believe commuter rail offers a much more environmentally benign mode of moving people than increasing toll lanes and continuing the reliance upon cars as the primary mode of transportation. Second, I prefer Project A because it distributes the traffic load between three corridors, rather than continuing to shuttle everything via I-25. Thirdly, because Project A includes multiple corridors, it allows for better access between west-east points rather than focusing exclusively on the north-south corridor. Thirdly, while both projects have environmental impacts, Project A offers the most bang for the buck, so to speak, in that it will move more people more efficiently over time than either Project B or no action. Finally, I think the investment in commuter rail and bus service, as opposed to bus lanes and HOV/toll lanes, will draw more growth to urban areas and allow for less suburban development/sprawl. The result will be to preserve more of the farmland that still exists in the I-25 vicinity. Project A takes a longer term look at the needs of the area and provides a better solution for the long term. Thank you for the opportunity to comment.	<p>Comment noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. The Preferred Alternative included improvements along multiple corridors, similar to Package A.</p> <p>In response to your comment regarding the relationship between transportation and land use (downtown centers, sprawl), please refer to General Comment #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding I-25 improvements, please refer to General Comment #0 - Need for Highway Improvements, which also discusses the benefits of TEL.</p>



## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
24	Mark	Bailey	I like project A because it will put into place a light rail or alternative transportation system regardless of future growth including increased traffic in the affected areas. The goal is to reduce vehicular traffic and pollution and now is the time to do this while there is money for the project. Plan B would help for a while but like similar fixes in California, Texas, etc., increased growth would eventually overcome the additional lanes and routes. Having the rail in place will help commuters get to where they are going with out the having to deal with heavy traffic, accidents and lengthy travel times during poor weather conditions and/or accidents.	<p>In response to your comments regarding land use, please refer to General Comment #0 – Relationship to Land Use Planning.</p> <p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding funding, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>In response to your comments regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p>
25	Susan	Bailor	I strongly support Option A that will connect the centers of our communities and I hope you will give your strongest consideration to this option.	<p>Comment noted.</p> <p>In response to your comments regarding land use, please refer to General Comment #0 – Relationship to Land Use Planning.</p>
26	Thomas & Rosika	Baker	Please do not put 6-lane lanes on I-25. The interchanges are becoming more congested and dangerous, and additional lanes will only make it worse. However, three lanes to Cheyenne will benefit in streamlining the drive. We are fervent advocates of placing a light rail system, with different train times and stops at all the towns between Denver and Cheyenne; and various times to accommodate only major cities between the two capitols. (I have used the rail system in southern CA between LaVerne and LA and it is time and cost saving.) We have lived in Loveland for the past 40 years and have seen the congestion on I-25 from Cheyenne to Denver dramatically change over the years. My husband drives from Loveland to 38th Ave 5 day/week and this	<p>In response to your comments regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative, Package A and Package B provide service beginning in Fort Collins and Greeley, and extending the metro Denver. The extension of</p>

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ID	First Name	Last Name	Public Comment	Response
			has dramatically changed in the way he drives to and from work. Thank you.	<p>transit services further north or south would not be precluded by the alternatives being considered, but is not included in this Final EIS. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
27	Valerie	Baker-Easley	As a resident of Northern Colorado frequently traveling to Denver, I support Package A of the CDOT NI25 Draft EIS. Commuter rail and improved bus service to our northern communities is a wise and effective investment for the transportation needs of the growing population of the I-25 corridor.	Comment noted.
28	Deanna	Ball	We need this, the sooner the better	Comment noted.
29	LuAnn	Ball	I support any rail system to service the front range. Commuter rail or light rail, anything but more auto traffic.	Comment noted.
30	Robert	Barlow	Why is there just the two options, A & B? Why can't you just widen and do basic improvements as you have done north to Longmont?	The basic improvements just completed north of Longmont were completed under an Environmental Assessment (EA) and Finding of No Significant Impact signed in 1995. These improvements were one of the last construction projects approved under the EA. At the beginning of this project a Purpose and Need statement was developed. It considers community objectives, input solicited from citizens and stakeholders and future land use plans in the region among other things. The result of this process was to determine that a regional plan was desired to identify a variety of transportation solutions that could work in concert to address the travel

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ID	First Name	Last Name	Public Comment	Response
				needs throughout the northern Colorado communities, not just along I-25. Based on that information a wide range of transportation alternatives (over 100) were evaluated to determine their applicability in the corridor. Through an extensive evaluation process transportation alternatives were eliminated and/or paired with each other to develop a set of improvements that addresses the project goals. The two packages that best addressed the project's Purpose and Need and had support from the communities were Packages A and B. Further evaluation of those packages based on public comments and additional input from the project's two advisory committees led to the development of the Preferred Alternative that is evaluated in this Final EIS.
31	Tangier	Barnes	It's nice to see Greeley included in Package A. I understand that in Package B there would be an efficient service for getting people from Greeley to I-25 via HWY 34, however Weld County has grown significantly and if this continues, an efficient alternative mode of transportation will be crucial along HWY 85. Students and professionals spend hours commuting along HWY 85 between Greeley and Denver. However, if a commuter bus service along HWY 85 is not going to be faster than driving a car, it doesn't make sense to spend the money. I think that commuter rail service from Greeley to Denver is the ultimate goal for the long term.	Commuter rail service along the existing Union Pacific Railroad routes between Greeley and Denver was considered during the alternatives development process. This alternative was determined to not be a reasonable option because it caused out-of-direction travel for many communities (except for Greeley), had higher potential for impacts to environmental resources, had lower ridership than the BNSF corridor, and would cost more due to 50 percent more at-grade crossings. However, the Preferred Alternative and Package A include commuter bus service between Greeley and Denver. While the Commuter Bus will have similar travel times as private autos, it will provide an alternative to auto travel for people not owning a car or without access to a car.
32	Lila	Bartmann	I appreciate the amount of detail available on the I-25 EIS website. It was daunting initially to find what I needed to review in the options. At this time, I support Alternative A Commuter Rail from Ft. Collins to Denver. I am concerned about the integrity of the BNSF rail lines for commuter use and also wonder how much impact the freight schedules will cause since we live within 1 mile of the tracks and the trains go through FC often! I would hope that the light rail options for Longmont, Boulder and Greeley areas can be a reality soon. I personally know a great number of people who drive to Denver or Boulder daily from Cheyenne and Fort Collins....most of them solo in their	Comment noted.  The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this

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			cars. We all need other options.....soon! Thank you.	corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
33	Louis	Bartmann	As a past user of light rail in Chicago I strongly recommend a similar system for the front range. I vote for plan "A" with the hope that it would eventually be expanded from Cheyenne to Colorado Springs. Thank you.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative, Package A and Package B provide service beginning in Fort Collins and Greeley, and extending the metro Denver. The extension of transit services further north or south would not be precluded by the alternatives being considered, but is not included in this Final EIS. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne.</p>
34	Anna	Barton	I own a property in Mountain Range Shadows, and the tenant gave me your info on alternatives proposed. I STRONGLY support commuter rail service! This would be much more energetically efficient transportation, would reduce emissions and traffic congestion, correspondingly reducing traffic accidents, injuries and fatalities. It makes so much sense! Thank you for	Comment noted.

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ID	First Name	Last Name	Public Comment	Response
			asking our opinions!	
35	Tim	Beecher	Hello. I am a resident of Fort Collins where I work as a psychologist. I sold my car two years ago and now commute roughly 13 miles a day by bicycle, as well as do all my errands by bicycle. While I love my new car-free lifestyle, longer distances still prove to be a challenge and I support wholeheartedly any efforts to get public transportation from Fort Collins to Denver (and cities in between). Please let me know what I can do as a citizen to help promote this possibility.	Comment noted.
36	Kathleen	Benedict	Please hurry and get this done! I would love to have some sort of public transportation between Fort Collins and Denver, preferably train like Denver's light rail!!!	<p>Comment noted.</p> <p>In response to your comment regarding the timing of implementation, please see Response to General Comment #0 - Funding and Cost Issues</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
37	Teresa	Bennett	Please don't let light rail die an untimely death in northern CO. Longmont has been paying its fair share, and it's the gateway to the rest of northern CO.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and</p>

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ID	First Name	Last Name	Public Comment	Response
				is consistent with RTD plans.
38	Helene	Bennett	I support commuter rail for the North I-25 corridor.	Comment noted.
39	Linda	Bersch	I support Package A, CDOT N I-25 DEIS for northern Colorado. Just more lanes on I-25 will not take care of our needs now or in the future.	Comment noted.
40	Maris	Berzins	I would like to express my strong support for Option A of the North I-25 project, especially the rail line. Thanks	Comment noted.
41	Bobby	Bienvenue	Please support Package A	Comment noted
42	Robert	Binckes	I will attend the public hearing to learn more. I would be in favor of a rail system with a DIA connection.	The Preferred Alternative includes commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines. Both of the FasTracks lines connect to downtown Denver where travelers can transfer to the FasTracks east corridor to reach DIA. In addition, the Preferred Alternatives includes express bus service that provides a direct connection for northern Colorado travelers to DIA.
43	Jim	Birdsall	I wanted to comment on the draft North I-25 EIS options. I live and operate a business in Berthoud. I feel that option A, putting commuter/light rail down the existing rail corridor as well as providing mass transit along the Hwy 85 corridor is the preferable option. The communities that have developed west of I-25 including Longmont, Berthoud, Loveland and Fort Collins are in proximity to the rail which would help greatly in supporting the idea of mass transit in Northern Colorado. To place the primary N/S mass transit corridor along the interstate creates a requirement for each community to build infrastructure to accommodate commuters from the community to the interstate. More roads, parking lots etc. I feel strongly that Option A will increase the success of this project long term as well as supporting the health of the communities in Northern Colorado. Thanks.	<p>Comment noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. The Preferred Alternative, includes commuter rail along the BNSF corridor as well as commuter bus along US 85, as you have expressed.</p> <p>Analysis conducted in the EIS confirms your sentiment that providing rail transit to the existing developed communities along the western side of the corridor is a better option than rail transit along I-25. The Preferred Alternative includes this alignment of rail. In addition, the Preferred Alternative includes bus transit along I-25. This type of service is more flexible than rail and can easily be routed into the communities to serve them directly. However, it should be noted that this improvement alone, is not likely to eliminate the need for</p>

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ID	First Name	Last Name	Public Comment	Response
				communities to address east/west mobility and access to the interstate.
44	John	Bittner	It is my ardent belief that the future of Colorado will benefit much more profoundly by a backbone of commuter rail than by expanding highways. Please pursue Option A and mark my vote as such!!	<p>Comment noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p>
45	Brad	Blake	Hello, I just wanted to submit my comments in the hope that it will help with this effort. I live in Fort Collins, and for the last 8 years have had to commute to either Denver or Boulder for work. I use the VanGo program based in Fort Collins, which has been a huge help. But I think that the long-term vision needs to be toward getting a high-speed train line going from Fort Collins through Denver, all the way to Colorado Springs, and it would be even better if there was also a line from Denver to Boulder!! I am more than willing to do anything I can to help make this happen, so please feel free to contact me if there's anything I can do!!	<p>The Preferred Alternative is a multi-modal solution with bus, rail, and highway improvements that was developed from a combination of Package A and B components. The Preferred Alternative includes interchange reconstructions, the addition of general purpose lanes and tolled express lanes along I-25, commuter rail along the Burlington Northern Santa Fe railroad tracks between Fort Collins and the FasTracks North Metro end-of-line station in Thornton and the Northwest Rail end-of-line station in Longmont, and commuter bus along US 85 between Greeley and downtown Denver. The Preferred Alternative also assumes that feeder bus service would be provided to bring local traffic to the corridor train service. More detailed information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
46	Helen	Boggs	I favor rail service through the Front Range city interiors because of greater rider accessibility from the city centers. This should greatly help ease increased commuter traffic between Wellington and Denver.	Comment noted.
47	Elaine	Boni	I strongly support option A. I drive to Denver at least twice a week and I would support commuter rail along the BN-SF rail corridor. Thank you.	Comment noted.
48	Frank	Bonifazi	I'm hoping to hear more about the plans and am hoping to see a light rail from Ft. Collins to DIA and Denver.	The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor, as an extension of the North Metro RTD FasTracks Commuter Rail line to downtown Denver, allowing a transfer to commuter rail service to DIA. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Commuter rail has been identified for this corridor and is consistent with RTD plans. In addition, commuter bus along the US 85 corridor, express bus along the I-25 corridor, and feeder bus service are included in the Preferred Alternative. In terms of highway improvements, the Preferred Alternative includes safety improvements throughout the corridor, the addition of general purpose lanes on I-25 between SH 14 and SH 66, tolled express lanes (TEL) on I-25 between SH 14 and US 36, and interchange improvements. See Chapter 2-Alternatives for details.
49	Gary	Boughton	As a trans-planted Californian i really appreciate the problems of traffic congestion here in co. to me plan A makes the most sense. i believe rail transit is the most effective way to move people (see Metrolink in so calif) altho most people think it too expensive. It is a must for us. Also do believe express buses (BRT) and on freeways are essential. I feel that initially express bus service be provided to show people the benefits of rapid transit as most people don't know too much or care much about it. Am very excited about your plans and really believe you are on the right track (pun intended). thanks for "listening"	Comment noted.
50	Lori	Bretthauer	WE STRONGLY SUPPORT COMMUTER RAIL WOULD BE HAPPY TO PAY TAX TO PAY FOR PROJECT	Comment noted.  In response to your comments regarding funding, please refer



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				to General Comment #0 – Funding and Cost Issues.
51	Susan	Bricker	I support option A including light rail through the downtowns of Fort Collins & Loveland. We need to look toward the future and provide a means for escaping the urban sprawl of Denver with an environmentally friendlier option than more interstate.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p>
52	Pauline	Brinkerhoff	In connection with Colorado Department of Transportation's (CDOT) North I-25 Draft Environmental Impact Statement (NI-25 DEIS) and to provide viable transportation choices for the movement of people and goods in the Northern Front Range (NFR), we support: necessary safety upgrades on I-25, mass transit components of Package A, and most specifically commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver Metro FasTracks and RTD bus routes. My family would welcome this step in the right direction. It is past due. Let's get up to speed with the rest of the developed world in regard to mass transit.	Comment noted.
53	Carole	Brinkhoff	It only makes sense to have a light rail going to at least Ft Collins, and maybe even to Cheyenne. The traffic is getting so congested between Denver & Ft Collins that it definitely needs attention. I believe people would use light rail if it were available.	The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and

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				<p>is consistent with RTD plans.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative, Package A and Package B provide service beginning in Fort Collins and Greeley, and extending the metro Denver. The extension of transit services further north or south would not be precluded by the alternatives being considered, but is not included in this Final EIS. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne.</p>
54	Harrison	Bromley	<p>As a resident of Weld County, living 2 miles from I-25, I would not like to see it continuously widened. I drive from Golden to Loveland twice a week, and even where there are already 3 lanes, the driving is still crowded and stressful. I want to be able to sit and relax on my way to Denver/Golden or to Loveland/Berthoud. If I could catch the train from any northern Colorado city into Denver, it would make my life much easier. Also, since most of the traffic on I-25 lives in communities like Berthoud, Loveland, Fort Collins, Longmont, Greeley, etc., why not have a commuter train that goes through each of these communities? Imagine how simple and stress-free that commute would be? Initial cost wouldn't be to expensive either, the tracks are already there. Safety in commutes would increase as well, as vehicular accidents are more and more prevalent with more and more crowded highways. Also, a train that stops in each of these towns will boost the economies. The easier it is to get to the downtown areas, the more likely consumers are to go there and spend their money. I know Berthoud and Loveland are struggling with keeping their downtowns up and running. With a train bringing hundreds, possibly thousands to these towns a day you can see the benefit. Another lane on a highway does nothing for these communities except add stress, and more construction to drive through. Look at Europe. Switzerland has a train going to each little hamlet it its country, and all of them are thriving due to the ease of getting there. Please consider economics and ease of commute instead of drive times and only vehicular traffic when you plan Northern Colorado's future.</p>	<p>Comment noted.</p> <p>In response to your comments regarding the existing town centers please refer to General Comment #0 – Relationship to Land Use Planning.</p>

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ID	First Name	Last Name	Public Comment	Response
55	William	Bromley III	I vote for plan A and plan B. I would love to be able to read a book on my way to Denver because I was riding in a train or a bus, instead of increasing my chances of heart disease from the stress of driving in I-25 traffic!	<p>Comment noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p>
56	Sally	Broste	I would like to see Package A implemented, with the commuter rail extending south to northern Denver. My husband and I will use the rail, instead of driving to Loveland, Longmont and Westminster often. We will go to Denver for concerts, museums, meetings and entertainment more often. We lived in Northern Virginia and saw the always increasing use of Metro there; however, the shortsightedness of not extending metro to outer suburbs and building cross-connections in the beginning, has because of costs at the time, has meant that the metrorail is not as flexible and does not serve populations as it could/should.	Comment noted.
57	Nels	Broste	I support plan A, especially the rail portions that provide alternative services to the towns in the corridor. Such services could boost the economies of all towns along the route.	Comment noted.
58	Brett	Bruyere	No action is simply not an alternative; we have begun to learn the impacts of a transportation system that provides almost exclusively for auto travel only. Alternative A is a good mix of upgrades and new services. I question if all of the infrastructure improvements are needed; it seems wasteful, for example, that the interchange at Harmony would need a re-design when that interchange was upgraded in recent years. The reality is that while expensive, rail is the most appealing option in terms of ridership. Enhanced bus service simply won't appeal to the public. I'll pay \$28 roundtrip to take a train to Denver without hesitation. We'll gain that investment back in improved environmental quality. Toll roads, etc. just keep us in our cars. I don't support that. We have to think outside the box in terms of how we get around. It can't be auto-dependent; that is a head-in-the-sand approach in my opinion.	<p>The Preferred Alternative is a multi-modal solution with bus, rail, and highway improvements that was developed from a combination of Package A and B components. The infrastructure improvements identified along the corridor will provide additional capacity, but also improve the safety of the traveling public. These improvements are, therefore, a necessary component of the Preferred Alternative. The Preferred Alternative includes interchange reconstructions, the addition of general purpose lanes and tolled express lanes along I-25, commuter rail along the Burlington Northern Santa Fe railroad tracks between Fort Collins and the FasTracks North Metro end-of-line station in Thornton and the Northwest Rail end-of-line station in Longmont, and commuter bus along US 85 between Greeley and downtown Denver. The Preferred Alternative also assumes that feeder bus service would be</p>

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				<p>provided to bring local traffic to the corridor train service. More detailed information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p> <p>The cost of the Preferred Alternative will require that it is constructed in phases. Because Harmony Road interchange was recently reconstructed, it is not expected to require improvements to provide additional capacity until sometime after 2035.</p>
59	Nancy	Bryan	I support Plan A over the others. It will do the most to offer multiple transportation alternatives as the population of northern CO continues to grow.	Comment noted.
60	Chris	Buckridge	I am strongly in favor of a commuter rail system stopping in Berthoud. I would make use of it several times a week and depending on exactly where it stops would even use it for my daily commute to work.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include a commuter rail station in Berthoud.</p>
61	Beth	Buczynski	I WHOLEHEARTEDLY support a commuter rail along I-25!!!! The energy, money and pollution saved will be astronomical. It would greatly increase my options of living, working, and studying in Denver, not to mention many of the smaller, growing communities between Fort Collins and Denver. Please PLEASE pursue this concept and give us the rail system that will change the way people move around Colorado.	<p>Rail along the I-25 corridor was considered during the alternatives development process. This alternative was determined to be infeasible because central rail alignments would cost up to four times more than alignments along an existing track. Therefore, the Preferred Alternative includes commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines.</p> <p>Further, Express Bus service would be provided along I-25. The travel time between Denver and Fort Collins is 93 minutes for Package A commuter rail; 70 minutes for Package B BRT on I-25; 94 minutes for Preferred Alternative commuter rail; and 63 minutes for Preferred Alternative express bus on I-25 in 2035.</p>
62	Robert	Burton	Strongly support Package A with rail service. Multiple sources of transportation will help us all.	Comment noted.
63	Flo	Butler	CDOT's Package A - YES. Public transportation to Denver - bus or rail - long, long overdue and DESPERATELY NEEDED.	Comment noted.

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ID	First Name	Last Name	Public Comment	Response
64	Frank	Cada	I believe that Package A is the right solution. I-25 is a polluter and dangerous. We need some rail as the population grows.	Comment noted.
65	Gerald	Callahan	I am very excited about the north I-25 plans, especially plan A with rail service to Denver and points between	Comment noted.
66	Richard	Cape	I am in favor of option A.	Comment noted.
67	Eliza	Carney	I support the mass transit components of Package A, especially the commuter rail connecting city centers on existing track between Ft. Collins and Longmont, there connecting with Denver Metro Fast Tracks and RTD bus routes.	Comment noted.
68	Mary	Carraher	My first choice would be commuter rail along the existing BNSF railway. This would be most convenient for many of us who live in the original town of Loveland (as opposed to new development along the freeway). I could walk to downtown Loveland and either travel south to Denver or north to Fort Collins or beyond. This would be good for the local economy, especially original Loveland. It would reduce pollution and gas consumption. While high speed rail would be nice, it is not necessary for the commute along the Front Range. High speed would require new rail. With commuter service we can use existing rail. A first step would be commuter transport to Longmont where we can catch a bus into Denver. However, this would be more time consuming and not as many people would do this. I would love a train that goes right into Denver. While more lanes on I-25 are helpful, this is not my first choice. It is time to be progressive and take real action.	<p>Comment noted.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>In response to your comments regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p>
69	Debbie	Casale	I want to see a railway plan put in place from Wyoming to Denver. I would definitely commute back/forth on a train from Denver to Loveland if rail service was an option. I also think the speed limit on I-25 needs to be lowered to 55mph. 75mph is way too high and contributes in my opinion to more accidents. I don't drive I-25 very often because of the high speeds.	<p>The Preferred Alternative and Package A include commuter rail that would provide service between Fort Collins and Denver, along the BNSF corridor. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne therefore the proposed commuter rail would terminate in Fort Collins.</p>

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ID	First Name	Last Name	Public Comment	Response
				<p>(<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. This service could potentially extend to Wyoming. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA. Note in addition, CDOT will be conducting an Interregional Connectivity study for various potential corridors in the state.</p> <p>Based on standard industry practice, reducing the posted speed limit on a facility does not effectively reduce the speed at which people travel. For this reason, speed limits are typically established using the 85th percentile of actual travel speed on the road.</p>
70	Margie	Caswell	I want to bring commuter rail to the North Front Range. I support: necessary safety upgrades on I-25, mass transit components of Package A, and commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver Metro FasTracks and RTD bus routes.	Comment noted.
71	Stephen	Charles	Passenger rail through Berthoud to the Denver metro area would reduce traffic flow on I 25 / US 287 / etc. reducing pollution, traffic congestion, and traffic accidents which result in injury or death. It would also reduce the demand for Denver metro parking; allowing areas used for future parking to be developed for commercial, residential, open space or public parks.	Comment noted.
72	Steven	Chorak	Strongly support tolled express lanes with second choice being additional regular lanes.	Comment noted.
73	DAnn	Chorak	I support express toll lanes with more regular lanes being my second choice. Toll lanes place some of the cost on users.	Comment noted.
74	Jane	Clark	Front Range passenger rail service is far preferable to adding even more lanes to I-25. Serving city centers it will help reduce sprawl which not only gobbles up productive ag land, but contributes to wastefulness overall.	<p>Comment noted.</p> <p>In response to your comments regarding existing city centers</p>

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ID	First Name	Last Name	Public Comment	Response
				and land use, please refer to General Comment #0 – Relationship to Land Use Planning.
				In response to adding more lanes to I-25 please refer to General Comment#0 - Need for Highway Improvement.
75	Allen	Clauson	For the record.... This issue of commuter-bus vs. commuter-rail is a NO-BRAINER! When you set short-term funding aside, commuter-rail is the very best choice for the following reasons: 1) It permanently removes commuter congestion from the I-25 corridor. 2) Rail service is: fuel-efficient, dependable in all weather, faster, and safer! 3) This service would provide a positive continuing benefit to each of the cities served, not to mention the public in general. 4) The institution of this service would provide incentive to the Regional Transportation District to honor their promise to the taxpayers of Longmont and Boulder County to provide commuter-rail service to our region too.	Comment noted.
76	Richard	Coen	1) We need a way to use public transit to get to points beyond Loveland. We in Fort Collins have no bus or train service that get us even to Longmont. At least a bus between Loveland and Longmont would help. 2) Please provide rail service along the entire front range. The time has come for alternatives to the highway.	Comment noted.
77	Andrew	Colony	Please do what is necessary to provide commuter rail to all communities to the north. thank you	Comment noted.
78	Dolores	Conley	Shuttle transportation that diminishes personal vehicle use is always the best use of travel pathways.	Comment noted. We assume that shuttle transportation is referring to transit (rail, bus, etc.). The Preferred Alternative includes several transit improvements that will provide travelers options beside the use of personal vehicles.
79	Kosta	Constantine	I drive I-25 to DIA at least twice per week. The four lane portion is in very bad shape. This needs to be expanded to six lanes to north of Fort Collins as soon as possible. Many other highway projects have been given priority in the state like I-25 in South Denver while the section I drive north of Longmont is ignored. It is way past time to do it right and finish six lanes all the way to CO Hwy 14.	Comment noted.

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ID	First Name	Last Name	Public Comment	Response
80	Dan	Coogan	This area will only continue to expand and will need a train at some point. Best to do it now.	Comment noted.
81	Kevin	Cook	As a resident and business owner in northern Colorado I strongly support option A, which includes I-25 lane additions, interchange rebuilds and commuter rail along the Burlington Northern Santa Fe rail corridor. This rail line will connect the centers of our communities, allowing people to conveniently visit family or friends, conduct business or dine and shop in other areas by taking a train from town to town. I've learned that a critical factor for the success of a public transit system is the number of people that live close to the transit stations. This clearly favors option A, which includes a rail station in or near the traditional downtowns of Fort Collins, Loveland, Berthoud and Longmont as well as at other strategic locations such as CSU. Option A saves taxpayer money by utilizing the existing rail corridor between Fort Collins and Longmont to reduce right-of-way acquisition costs. Option A supports vibrant downtowns with people traveling on foot or bicycle past shops on their way to and from the transit stations. Option A encourages transit-oriented development near the rail stations, further adding to commerce in the downtown areas.	<p>Comment noted.</p> <p>In response to your comments regarding land use, please refer to General Comment #0 – Relationship to Land Use Planning.</p>
82	Donald	Crain	Great idea, This would remove a need for more lanes on I-25	<p>Comment noted.</p> <p>In response to your comments regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.</p>
83	Ryan	Croke	I would like to voice my support for option A for the North I-25 Environmental Impact Statement. Rail is a much better option than buses.	<p>Comment noted.</p> <p>The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor. In addition, commuter bus along the US 85 corridor, express bus along the I-25 corridor, and feeder bus service are included in the Preferred Alternative. Your observation about rail compared to buses reflects the fact that rail typically attracts more riders than bus service. The ridership ratio between the two modes depends on a variety of factors for each corridor's unique characteristics and travel markets. These factors are included in the Final EIS travel demand</p>



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				<p>model. The decision to provide rail and bus elements together was made to provide an integrated transportation system that serves the varied needs of the northern front range communities and corridors. The transit services offered by the packages generally provide comparable travel times to downtown Denver. The transit travel time between Denver and Fort Collins is 93 minutes for Package A commuter rail; 70 minutes for Package B BRT; 94 minutes for Preferred Alternative commuter rail; and 63 minutes for Preferred Alternative express bus in 2035. Commuter Rail would be faster than the 132 minutes for auto travel in the No Action, and faster than the general purpose auto travel time of 107 to 117 minutes in the build alternatives. The travel time comparison for all alternatives and all modes is available in Chapter 4 of the Final EIS</p>
84	Bill	Cronenberg	<p>Hello I would be in favor of commuter rail with DMU's being used as the trainsets. DMU's can be used in favor of locomotives pulling passenger cars. DMU's are quieter and more fuel efficient than conventional locomotives. DMU's are by far less expensive to purchase and operate when compared to electrical light rail trains. DMU's although diesel powered, are capable of meeting Tier 2 and 3 pollution compliance. With great advances in research on bio diesel, a fleet of DMU's can be easily converted and flexible fuel capable. DMU's can also be more easily maintained compared to conventional locomotive passenger consists, as a work force familiar with maintaining bus fleets, can maintain a DMU, as the engines in a DMU are similar to what is used in a bus. Both BNSF Railway and Union Pacific have shown they are willing to co-operate with commuter rail agencies, by sharing trackage rights. Let us not squander this chance, while the host railroads are willing to help. Thank You.</p>	<p>Comment noted.</p> <p>At this time, DMU is the identified rail vehicle technology for the corridor.</p>
85	Jeff	Cummins	<p>I live in Fort Collins and commute to Denver 5 days each week for work. I currently participate in a VanGo vanpool. While I believe HOV and/or Toll lanes would improve congestion along I-25, I do not feel this is the best course of action. Real, forward-thinking mass transit solutions (such as rail or bus rapid transit) represent the best opportunity for long term impact. In the court of public opinion it is also important to make the distinction between</p>	<p>Comment noted.</p> <p>The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor. Correct, commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors,</p>

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			<p>"commuter rail" and "light rail" - these are not necessarily the same thing. If light rail is economically unfeasible, that does not mean the commuter rail concept should be abandoned as well. Beyond all of this, I think it is important to consider the question: is it absolutely necessary for all of these people to commute on a daily basis? Perhaps part of this study (and any publicly funded solutions) should consider ways to incentivise telecommuting for employees and employers alike. This would most directly address the root issue - too many people commuting each day.</p>	<p>and can achieve faster speeds over longer corridors in contrast to light rail. Commuter rail has been identified for this corridor and is consistent with RTD plans. In addition, to provide greater access to transit for all communities, commuter bus along the US 85 corridor, express bus along the I-25 corridor, and feeder bus service between the main lines and outlying communities are included in the Preferred Alternative.</p> <p>In terms of highway improvements, the Preferred Alternative includes safety improvements throughout the corridor, the addition of general purpose lanes on I-25 between SH 14 and SH 66, tolled express lanes (TEL) on I-25 between SH 14 and US 36, and interchange improvements.</p> <p>Commuters make up only a portion of the traffic on I-25 on a daily basis. Several congestion management measures such as carpool lots are included in Package A, Package B, and the Preferred Alternative to address alternative modes of transportation. In addition, travel demand measures may be implemented during construction. Telecommuting, however, was evaluated and not specifically included as a project strategy because the NFRMPO already has a program that supports telecommuting.</p>
86	June	Cupples	We support commuter rail (Package A) due to the number of deaths and injuries on the nation's highways.	Comment noted.
87	Julie	Dalton	I support mass transit along I-25 from Cheyenne to Denver. I live in Loveland and I would go to both Cheyenne and Denver if there was mass transit, especially to Denver. With the current lack of mass transit on I-25, I don't go to Denver. I would be willing to pay increased taxes for the project.	<p>Comment noted.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative, Package A and Package B provide service beginning in Fort Collins and Greeley, and extending the metro Denver. The extension of transit services further north or south would not be precluded by the alternatives being considered, but is not included in this</p>

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				<p>Final EIS. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne.</p> <p>In response to your comments regarding funding, please refer to General Comment #0 – Funding and Cost Issues.</p>
88	Chester	Dalton	I would like to have rapid transit along Interstate 25 from Ft. Collins to Denver so I could easily and safely to Denver to benefit from places in Denver including the Zoo, Botanical Gardens, Cherry Shopping Mall, 16th Street Mall and a lot of other places in the City.	Comment noted.
89	James	Danforth	I favor a combo of HOV lanes, commuter train, fast track. we must reduce emissions and congestion on I-25	Comment noted.
90	Debbie	Davis	I would definitely like the commuter train to come to Berthoud. I live in Loveland and would use it to commute to work in Berthoud.	Comment noted.
91	Linsey	DeBell	We need high-speed public transit--either commuter rail or bus rapid transit--from Fort Collins to Denver and Boulder that runs 24-7 7 days a week. More lanes will only temporarily fix the congestion problem and do not fix the environmental problem. High speed public transit allows those with a long commute to use that time productively rather than simply spending that time navigating a car. Public transit needs to be affordable, clean, safe and efficient or people will not use it. Traditional trains do not work and regular buses do not work well for inter-city transport.	<p>Comment noted.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA. Note in addition, CDOT will be conducting an Interregional Connectivity study for various potential corridors in the state.</p>
92	John	Decker	My wife and I support sustainable mass transit alternatives to the single occupancy vehicle. We would like to see commuter rail using the existing lines - it's a practical use of existing resources and makes good sense. Thank you for your consideration.	Comment noted.
93	M.	DeCoursey	1) Would like to view summary of Option A and B online--where? 2) In principle, I would like to see Option A advanced, but would like to see details	Information on Package A, Package B, and the Preferred Alternative is included on the project website:

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			before completely supporting it.	<a href="http://www.coloradodot.info/projects/north-i-25-eis">http://www.coloradodot.info/projects/north-i-25-eis</a>
94	Stephen	Del Grosso	We support commuter rail. The transportation system in this country is broken. Almost 40,000 Americans are killed each year on roads. Traffic congestion also wastes time, is resource intensive, and contributes to mental aggregation. If it were convenient to get to Denver we would visit once a month instead of once a year. Rapid rail would increase mobility of people which would help the economy of the entire region.	Comment noted.
95	James	DeMartini	I prefer Package A because it provides the most versatile solution to the I-25 traffic problem, would tie the Northern Colorado cities' centers together, and would result in less congestion on I-25.	Comment noted.  In response to your comments regarding land use, please refer to General Comment #0 – Relationship to Land Use Planning.
96	Paul	DeMott	My wife and I would like to lend our support to package A of the North I-25 Draft EIS. We feel strongly that rail options need to be pushed forward now. It is such a natural fit for the growing populations in nearby communities along the Front Range. While we would like to see these along I-25, E-470, and through the older urban corridor, we understand the high costs and so it makes the most selective sense to put it from FC to Longmont. It is too bad that the options page does not stress that this connection will readily link with all of the other plans being made in the Denver metro area. We would frequently use such a connection for work and pleasure travel to Boulder and Denver, even to link in the future to DIA. As a last point, we wish for some way to please integrate travel to the airport from the north into the plan, a way that would encourage use of the system versus auto travel (e.g., only 15 minutes longer and a lot more relaxing, safe, and fuel efficient). I make up to 15 trips a year to the airport (perhaps more than to Denver alone) and I suspect there are thousands of others in the Fort Collins area who do the same.	Comment noted.  The Preferred Alternative and Package A include commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines. Both of the FasTracks lines connect to downtown Denver where travelers can transfer to the FasTracks east corridor to reach DIA. In addition, the Preferred Alternatives includes express bus service that provides a direct connection for northern Colorado travelers to DIA.
97	Beth	Dickson	I am in support of Package A. I in particular, highly support the commuter rail component that will connect the downtowns of communities, from Fort Collins to Pueblo, along the US 287 corridor with Denver Metro FasTracks and RTD transit centers. In terms of improving infrastructure, I cannot think of anything more valuable and viable.	Comment noted.  Please note that the Purpose and Need of this project does not include serving Pueblo. However, the Rocky Mountain Rail Authority ( <a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a> ) recently completed a feasibility study of high-speed rail in the I-25 front range (including Pueblo) and I-70 mountain corridors. The rail service

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				considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.
98	Lexi	DiPentino	I am in support of Option "A" for a Commuter Rail System from Fort Collins to Denver with stops in Loveland, Longmont and in Berthoud !!!	Comment noted.
99	Marisa	Dirks	26 years ago, I graduated from CSU after having grown up in Longmont. I have been excited and proud of the growth of Fort Collins as an important Northern Hub of Colorado. BUT, I've been very dismayed and frightened by the dangerous and burgeoning amount of traffic going north on I-25. You can almost predict the "speed surge" just as you come north of Longmont's city limits and traffic starts zooming at well over 90 miles an hour. I can curse the lack of safety, but really, it's about a lot of people trying to go north in record time. Widening I-25 simply won't solve the problem, and certainly at most, only temporarily. A train, on the other hand, would solve many problems at once: Safety, environment, convenience to commuters. And, as with all mass transit the decisions have to be forward thinking. Anticipating the fact that present problems only get worse, and very quickly. The decisions need to be made on a "yesterday" basis. Here's one native of Colorado who is urging the addition of a Northern Train to Fort Collins, protecting our beautiful state's environment and providing excellent, efficient and convenient opportunity for growth to our economy! Thank you!	Comment noted.  In response to your comments regarding additional lanes on I-25, please refer to General Comment #0 - Need for Highway Improvements.
100	Stephen	Donnellan	OPTION A IS BEST	Comment noted.
101	Patricia	Douthit	Having a commuter rail line on existing tracks that go thru the cities seems more logical than sending buses out to I-25.	Comment noted.
102	Donald	Downey	I, as a business owner in Berthoud, would like to see the commuter rail completed with a stop in the township of Berthoud. The commuter rail will provide greener use of our state's energy than will motor vehicle use only. Thank You for considering Option "A" for the I-25 northern region.	Comment noted.  The Preferred Alternative and Package A include a commuter rail station in Berthoud.
103	Robert	Drage	I believe we are 10 to 15 years behind where we should be in moving people in N. Colo. Our plans should include passenger rail using the Burlington line	The Preferred Alternative and Package A include commuter rail along the BNSF corridor between Fort Collins and Longmont,

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			<p>running from Ft Collins to towns along the front range to Boulder and Denver. Additionally we should be looking at high speed rail running from Wyo along the I-25 corridor into New Mexico. We should never consider an additional highway bypassing the Front Range communities to the east. This would only add to urban sprawl. If Europe can build a "Chunnel", we can build a tunnel under the Continental Divide, connecting to Summit County and beyond. We need to think about something like a phone network for rental cars which would allow people to "subscribe" to means of traveling beyond mass transit stations depots. The sooner we get development projects into thinking about centralizing versus sprawling, the better.</p>	<p>and providing commuter rail service to Boulder and Denver.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
104	Ed	DSilva	<p>Downtown to downtown connectivity with option to carry bicycles on board. Cleanest most efficient use of fuel, best for the environment and public health. I forgot to mention in the previous message: I support the use of the BNSF rail lines for downtown to downtown connectivity. Trains are the best most efficient way to get around.</p>	<p>The Preferred Alternative and Package A include commuter rail along the BNSF corridor between Fort Collins and Longmont, and providing commuter rail service to Boulder and Denver.</p> <p>The commuter rail operations would most likely provide bicycle accommodations similar to those currently used by RTD. RTD currently allows four bicycles per vehicle on its light rail vehicles without any time restrictions. RTD has no detailed policies for bicycles on commuter rail vehicles but is expected</p>

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				to maintain at least the same accessibility as currently exists on light rail vehicles.
105	Andrea	Dsilva	I support the BNSF (commuter rail) downtown to downtown connectivity described in Package A	Comment noted.
106	Colleen	Duncan	A train to Fort Collins would be awesome!!! Full support!! Please make it possible to take pets with you.	The Preferred Alternative is a multi modal solution with bus, rail and highway improvements, including a train from Denver to Fort Collins, with stations along the way in Loveland, Berthoud, Longmont, and north metro Denver communities. While no decision on pets can be made at this time, service pets will be allowed, and other pets can typically be carried in proper carriers.
107	Pamela	Duncan	I am writing in support of Package A, which will result in commuter rail along the 287 corridor. It's past time to move away from a car-centric transportation mode and invest in more energy-efficient infrastructure.	Comment noted.
108	Kenneth	Duncan	I am writing to express my support for option A. Just adding lanes to I-25 will be a never ending project requiring more and more lanes over the coming years. Something different needs to be done and in the long run I feel that a rail system will be the ultimate answer. Delaying implementing that option will just make it more expensive when it is ultimately built. Let's bite the bullet and get it started.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
109	Dave	Dunn	Doing nothing is not an option. Demographic projections indicate a significant population increase in the north Colorado front range in the next several decades. We must plan accordingly. Which ever solution is arrived at, the process at arriving at the solution needs to consider the long term operating cost of each alternative and identify the funding mechanism for each well in advance of moving forward. It is unreasonable to create a "mass transit" only scenario for the northern segment of I-25 but then expect the users of that mode to bear the entire cost of the provision of that service and not provide an alternative that allows a choice - ie individual vehicle usage. I fear that the inclusion of one alternative at the expense of another will only serve to degrade the quality of life in northern Colorado by making travel in	<p>In response to your comments regarding the decision making, please see General Response #0 – Decision-making Process.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

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			and out of the region unbearable. More lanes need to be added to I-25. The rail or bus alternatives are interesting but will the proposed rail/bus system be comprehensive enough to be seen as a "useable" alternative to automobile travel and will it be seen as cost beneficial? I don't see how the discussion can be held about selecting an alternative from one known mode and two unknown modes without studying the cost resistance effects of each mode.	<p>The Preferred Alternative that is evaluated in the Final EIS includes both improvements to I-25 as well as a comprehensive transit network providing users with travel options. Highway improvements included in the Preferred Alternative (general purpose lanes, tolled express lanes, frontage roads, cross streets, etc.) are expected to cost approximately \$1.4 billion for 555 new lane miles. This equates to about \$2.5 million per lane mile or about \$23 million per mile. Commuter rail improvements are expected to cost approximately \$649 million or about \$14 million per mile.</p> <p>Chapter 6-Financial Analysis also provides information on the cost per user by mode of travel. This analysis shows that the cost per user for commuter rail is highest (over \$70 per user trip) and the cost per user of highway improvements (include the cost to own and operate your own private automobile) is lowest (less than \$5 per user trip). For more information on the operating and maintenance cost by mode please see Chapter 6.0 of the Final EIS.</p>
110	Matthew	Durell	Please bring rail services that easily connects with RTD to the communities along the North I-25 corridor.	Comment noted. The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.
111	Eleanor	Dwight	Our group wishes to express our preference for Option A of the North I-25 study. We would like to see that most resources go for mass transit, preferably rail using the current rail beds.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation, please refer to General Comment #0 – Funding and Cost Issues.</p>
112	Lisa	Eakins	I'd like to see the commuter rail option implemented - we've been waiting a long time for it!	<p>Comment noted.</p> <p>In response to your comments regarding implementation, please refer to General Comment #0 – Funding and Cost Issues.</p>



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ID	First Name	Last Name	Public Comment	Response
113	Stuart	Eastman	I believe it is essential to emphasize mass transit as the first priority in the improvement of this corridor. Widening I-25 will compress the commute time, but the traffic will still be horrible. Light rail service connecting the major cities along the northern front range would be a benefit to all.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
114	Peter	Eberle	Good afternoon. I'd like to express my support for options you are considering that include a mass transit aspect (light/commuter rail or Bus Rapid Transit). Over the many years I've lived up in NOCO, traffic has continued to expand beyond our ability to create new roads/new lanes. Furthermore, at some point we will reach a saturation level, so I believe we need to begin investing now, at least laying down the future capacity for mass transit, before it is too late and too expensive. Thank you.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
115	Ray	Ehrenstein	I would like to see rail (electric preferably) all the way up to Cheyenne and down to Trinidad with TOD stations and opportunities for all the towns and cities along the route. Let's tie this state together with ribbons of steel. Up to Ski country too!	<p>The Preferred Alternative includes commuter rail service between Fort Collins and downtown Denver with stops in Fort Collins, Loveland, Berthoud, Longmont and near I-25/CR 8. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne therefore the proposed commuter rail would</p>

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ID	First Name	Last Name	Public Comment	Response
				<p>terminate in Fort Collins.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
116	Carol	Eikleberry	I support option A	Comment noted.
117	Doug	Elliott	Thanks for taking input. I favor option A. I don't see how our increasing density in NO-CO can be dealt with efficiently without rail as (at least) a part of the solution.	Comment noted.
118	Donald E.	Eriksen, DDS	I am totally in favor of the northern light rail all the way to Longmont. I believe it will be heavily used.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail along the BNSF corridor. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit</p>

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ID	First Name	Last Name	Public Comment	Response
				choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
119	Leonard	Ewy	I support Package A of CDOT North I-25 environmental impact study	Comment noted.
120	Roger	Faaborg	If we assume that the population of Northern Colorado is going to continue to grow, then transportation by rail as specified in Option A will eventually be needed. It will be cheaper to start now rather than to wait and pay in inflated dollars. I urge acceptance of Option A.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
121	Sandra	Fagan	The need to improve the commute along I-25 is real. It is time to look to the future and the eventual population growth. Our environment is suffering from the congestion along the I-25 corridor. Now is the time, actually the time was 20 years ago, to begin a mass transportation project. I strongly support a rail system that would lessen the vehicles on the road, decrease of fatal and non-fatal accidents and time to travel from point A to point B. The project should be a blend of government and private enterprise.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>The Preferred Alternative that is evaluated in the Final EIS includes both improvements to I-25 as well as a comprehensive transit network providing users with travel options. While the Preferred Alternative does include commuter rail, our projections indicate that it will not measurably reduce the vehicular volume on I-25. However, the analysis of the Preferred Alternative does anticipate fewer crashes per vehicle mile traveled along the corridor in 2035 compared to the No Action Alternative.</p>
122	Ginger	Fedak	I wish to urge you to choose Option "A" for the Commuter Rail System from Fort Collins to Denver with stops in Loveland, Longmont and Berthoud. This "Golden Corridor" of vibrant cities/towns is gaining a great reputation. Fort Collins & Loveland have both received high marks in many of the "Best Towns to Live" publications for various criteria. This commuter rail system will solidify that reputation and enhance the entire corridor for the Northern Colorado economy. It is by far the best option. Thank you.	Comment noted.

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123	Joshua	Finkelstein	I support both the commuter rail line using the existing infrastructure and the bus rapid transit that will hopefully connect this main line to the outlying communities. I think it is important to use the existing infrastructure to both lessen the construction costs as well as revitalize and maintain the downtown areas that it will connect. Hopefully many bus lines will connect this main commuter line to many outlying areas. I am pleased to see that public transit options are being considered to give commuters other options than their automobiles when considering travel.	While Package A provides commuter rail on the BNSF corridor with feeder bus service to stations, and Package B provides BRT on I-25 with feeder bus service to BRT stations, the Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor. In addition, commuter bus along the US 85 corridor, express bus along the I-25 corridor, and feeder bus service to outlying communities that provides access to both rail and express bus lines are included in the Preferred Alternative. In terms of highway improvements, the Preferred Alternative includes safety improvements throughout the corridor, the addition of general purpose lanes on I-25 between SH 14 and SH 66, tolled express lanes (TEL) on I-25 between SH 14 and US 36, and interchange improvements. See Chapter 2-Alternatives for details.
124	Kaye	Fissinger	In connection with Colorado Department of Transportation's (CDOT) North I-25 Draft Environmental Impact Statement (NI25 DEIS) and to provide viable transportation choices for the movement of people and goods in the Northern Front Range (NFR), I support: necessary safety upgrades on I-25, mass transit components of Package A, and most specifically commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver Metro FasTracks and RTD bus routes. It is no longer rational or sustainable to create transportation infrastructure that promotes a "car culture." Further widening of I-25 serves only to encourage more driving and more cars. Climate change demands mass transit for most transportation needs, especially for commutes to and from employment. We can hope for and invest in alternative fuels. However, there is no reason to believe that they will materialize in the near future. The ability to create mass transit along the northern Front Range that connects with FasTracks is available now.	Comment noted.  In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.
125	Paula	Fitzgerald	I want to encourage quiet zones or better rules on train horns. Some engineers are courteous during the night hours and others are loud and long. Huge impact to our neighborhood and quality of life (and sleep)! Increased train traffic will only make a bad situation (already) much worse. This should be addressed for the current situation - but resolved completely before	Quiet zones are the preferred train horn mitigation in the Final EIS. These will require consent and leadership from the affected local governments, with CDOT, to implement.

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			additional trains are added to the system. Overall, we support the concept of rail - and alternative transportation, but the sleep deprivation must be tackled.	
126	Sebastien	Foisy	I would recommend that you go with DMU (Diesel Multiple Units) technology as opposed to buses.	At this time, DMUs are the identified vehicle technology for the commuter rail corridor. In addition to the commuter rail, the I-25 and US 85 corridors will be served by regional buses.
127	Ann	Foley	I would like to go on record as preferring the BNSF to RTD choice for future transportation. The tracks are already in existence, which would save money, and a train will be better for the air quality and for seniors, physically handicapped, and others who cannot or would not drive on I-25.	Comment noted.
128	Dana	Foley	The rail option is the way to go. This is the easiest way to move people. It will also reduce the amount of cars on the road. Save fuel and reduce congestion.	Comment noted.  In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.
129	Jeni	Forbes	About 30 years ago, there was a "study" as to the feasibility of a light rail along I-25 from Ft. Collins (or even Cheyenne) to Pueblo. A committee was even sent to Japan--at great expense--to look at their system. I don't remember anything happening after that--except to say that it was too expensive! What a shame. We should have had a rail system for commuters as well as recreational travelers in place by now. Don't waste any more time. Adding more lanes to I-25 will not solve the problem! We need a light rail system!	Super high-speed rail (> 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.  The Rocky Mountain Rail Authority ( <a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a> ) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services.

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ID	First Name	Last Name	Public Comment	Response
				<p>Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
130	Patricia	Forbes	I support pkg. A	Comment noted.
131	James	Franklin	accidental injury leading to lay-off? working nightly, with c-dot and aggregate industries.	We assume the commenter is expressing concern about potential injury that could occur to construction workers during night construction activities. All construction workers would be covered by CDOT's very strict safety precautions to avoid injuries during construction of transportation projects.
132	Thomas	Frazier	After all the studies over the years have been dusted off and examined, the best option for Commuter Rail is the utilization of the Burlington Northern-Rio Grande corridor.	Comment noted.
133	D	Freier	I don't think rail is practical unless you're speaking of high speed rail. Include this along the I-25 corridor along with HOV lanes, if any expansion of I-25 north of HWY 66 is considered. Lightrail connections along Hwy 14 and 34 from the center of town can round out the picture. For Greeley, a similar scheme, only connecting to Denver along the HWY 85 corridor.	Super high-speed rail (> 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1- Purpose and Need due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined

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				<p>that these options would not establish the desired connectivity to many northern communities.</p> <p>Feeder buses, and minor route modifications of existing local service, will provide local transit service connecting to the regional transit service. Note that the feasibility of providing rail on SH 14 or US 34 does not meet the defined purpose and need of this EIS and is therefore not examined by this project. Commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Commuter rail has been identified for this corridor and is consistent with RTD plans. While rail transit between Greeley and Denver was considered, population and employment densities along the US 85 corridor would not support the cost of implementation and commuter bus was determine to be a more feasible option.</p>
134	Teresa	Funke	My husband and I would VERY much like to see I-25 expanded to three lanes up to or past Fort Collins. We'd also approve of a rail transit linking the city centers and would be likely to use that as well. We believe the additional lanes and rail line will make I-25 safer for our commutes and our children will benefit from those improvements!	Comment noted.
135	D	Furman	It makes sense to me to enhance the existing transportation systems, update and enlarge them rather than start all over again. I would suggest before you do, talk to organizations for the disabled to gain their input because it is important to ensure that they have easy access to public transportation.	Package A and the Preferred Alternative use the existing BNSF tracks for commuter rail, along with new track to connect Longmont to Thornton. All transit station designs and transit vehicles are fully ADA compliant. CDOT commits to involving organizations representing the disabled community during the design process for the transit elements.
136	Todd	Gabriel	I am writing to voice my support for Option "A", a Commuter Rail System from Fort Collins to Denver with stops in Loveland, Longmont and Berthoud. I have been a resident of Loveland and Berthoud for 34 years and a builder and developer for 10 years. I think this project is very important to our area and would be a great addition to the transportation system in Northern Colorado.	Comment noted.

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137	Deb	Gardner	I support necessary safety upgrades on I-25 but more importantly the mass transit components of Package A, and most specifically commuter rail connecting city centers on existing track from Fort Collins to Longmont and from there connecting with Denver Metro FasTracks and RTD bus routes. This type of transit is both economically and environmentally the best solution.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
138	Chris	Gaughan	I strongly support Package A in the EIS. Rail transport from South Fort Collins transit center would be a great way to improve travel between Denver and Ft. Collins/Loveland.	Comment noted.
139	Nancy	Gescheidt	I support option A because it includes a rail station in or near downtown FC.	<p>Comment noted.</p> <p>Package A and the Preferred Alternative include three commuter rail stations in Fort Collins: the downtown transit center at the Burlington Northern Santa Fe (BNSF) and Maple St.; Colorado State University at the BNSF between University Ave. and Pitkin St.; and the south transit center at US 287 and Harmony Rd.</p>
140	John	Gierard	I want to state that I support Plan A over Plan B. I feel the extra cost is justified because, in the long run, Plan A will better serve the communities' transit needs with less environmental impact. Plan A will also better mesh with total front range passenger rail service if and when that happens. Its my opinion that Plan B will encourage more strip development along I-25 and thus add to the problem the Plans are intended to solve. Thank you for the opportunity to comment on the EIS.	<p>Comment noted.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
141	Lucin	Gilliland	I support the North I-25 EIS "package A" with one modification. Build the rail transit for the BNSF line first before any expansion to I-25 are made.	<p>Comment noted.</p> <p>In response to your comments regarding implementation</p>



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				<p>steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
142	Norma	Glad	I want to vote for plan/package A before Tuesday. How do I do it?	<p>Comment noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p>
143	Theresa	Gomez	My husband and I strongly support both the bus rapid transit and the commuter rail options. Having lived in the San Francisco Bay Area we know how much these two options can do to improve traffic and support healthy economies while improving the livability of the cities being served. We strongly oppose the private toll road option and adding more lanes to the already dominate freeway.	Comment noted.
144	Linda and Kim	Gottschalk	We support option A of your Environmental Impact Study. Commuter rail is important for Longmont and northern Colorado.	Comment noted.
145	Dan	Gould	<p>Thanks for the opportunity to comment and pose a few questions:</p> <p>Comments 1. Package A is preferred because it focuses on population centers with commuter rail along US 287 and regional bus service along US 85. 2. I wish this planning effort could be re-named the "North Front Range 2030 Transportation Plan". Right now the initial impression for the average citizen is that the plan is about the interstate highway itself. In fact, it will have broad land-use and transportation impacts for the region as a whole. 3. I am concerned about the absence of attention to modern freight transportation planning. A critical need for future North Front Range transportation will probably be a modern freight corridor that avoids population centers.</p> <p>Questions 1. Relative to Package B can trucks pay tolls and use the TELs? 2. When comparing Package A &amp; B, what are the transit travel times forecasted for BRT vs. commuter rail not just between Fort Collins and Denver, but</p>	<p>C1. Similar to Package A, the Preferred Alternative includes commuter rail near US 287 and commuter bus service on US 85, as well as express bus on I-25.</p> <p>C2. The project was initiated to address I-25 as defined in the purpose and need (See Chapter 1) but at the onset of the project, it was recognized that the interstate serves the whole northern region, and the study area was so defined; the potential improvements do have region-wide impacts. The regional transportation plan of the NFRMPO is the planning mechanism for the north front range area.</p> <p>C3. Trucks will be served by the improvements of any package</p>

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			between other pairs of cities such as Fort Collins, Berthoud, Loveland - Longmont, etc.? 3. For which transit mode (BRT vs commuter rail) can capacity be most economically expanded to serve future increases in demand. 4. What if a peak oil future causes a large shift from diesel truck freight to inter-modal rail freight. Which package could more favorably accommodate such a change?	to I-25, and its alignment does not impact the major city centers.  Q1. Trucks will not be allowed to use the tolled express lanes. However, the North I-25 EIS Preferred Alternative adds general purpose lanes to I-25 north of SH 66. These lanes will improve truck travel time and efficiency. Additionally, as more travelers use the tolled lanes, the congestion on the general purpose lanes will be reduced.
146	Jim	Graham	I would like to support the train option instead of further widening of I-25. Wide freeways are the past and will be obsoleted oil reserves are depleted this century. We need to invest in the future and I believe electric trains are part of it. I have traveled in Europe and hate to see them so far ahead of the US in this and other areas.	Comment noted.  In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.  Note that Package A and the Preferred Alternative include commuter rail, and for planning evaluation purposes assumes diesel-multiple units (in contrast to electric multiple units). The technology is evolving rapidly for commuter rail vehicles, and commuter rail vehicle types will be reassessed and identified prior to implementation of commuter rail for the North I-25 corridor. Electric light rail was evaluated earlier and eliminated due to long travel times for this corridor.
147	Dave	Graham	I wanted to file a comment on N. I-25 DEIS. I would like to say that I support mass transit components of Package A and in particular the commuter rail connecting the city centers. Those of us in Fort Collins are still waiting for a good alternative transportation option to get to Denver.	Comment noted.
148	Tom	Grant	A commuter rail or light rail system between Fort Collins and Denver would be great. I prefer the train over buses, due to speed and comfort. The only problem with a I-25 line is that ignores Boulder/Longmont/Loveland and the existing light rail plan to connect Boulder to Denver. This may be another viable option (Fort Collins to Boulder).	Comment noted.  The Preferred Alternative and Package A include commuter rail along the BNSF corridor. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit

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				<p>choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>The commuter rail identified for Package A and the Preferred Alternative serves the front range using the BNSF corridor with new track to the North Metro end-of-line in Thornton. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor. However, an express bus service along I-25 was retained for the Preferred Alternative to provide greater access to transit for all communities. The express bus would provide competitive travel times to private autos and commuter rail by utilizing the managed lanes where possible.</p>
149	Warren	Gregory	<p>I support commuter rail for the North I-25 project. Preferably high speed commuter rail, consistent with any technology used for the Front Range and I-70 High Speed Rail projects.</p>	<p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1- Purpose and Need due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>CDOT is studying rail along the I-70 corridor from the Jefferson County Government Complex to the mountains and ski resorts as a part of the I-70 Mountain Programmatic EIS (<a href="http://www.coloradodot.info/projects/i-70mountaincorridor">http://www.coloradodot.info/projects/i-70mountaincorridor</a>). The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 and I-70 corridors. The rail service considered by these studies serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude these other potential rail services. Throughout the</p>

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150	Tom	Griggs	The commuter rail approach to public transportation challenges facing northern Colorado--and specifically the core-to-core option--is easily the most feasible and most forward-thinking alternative for us to adopt; I strongly urge CDOT to do so. Additionally, given the fact that it will take a great deal of time to implement fully functioning commuter rail service between the communities of the Front Range, there are some critical short-term issues that need to be addressed in the interim, such as the provision of commuter bus service between Wellington and Denver. The money spent in the interim will help re-orient the general public's attitude toward public mass transit and promote greater ridership as the rail system is being built and comes on line.	<p>development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
151	Beverly	Hall	I do not like toll roads. Adding highway lanes is a great disruption to traffic and commuters, and I do not like that either. I like the other alternatives...the issue is how late to trains and buses run - can I get home at a convenient hour?	<p>The Preferred Alternative includes additional Tolle Express Lanes on I-25. Tolle Express Lanes will allow carpool users access, as well as single occupant vehicles for a fee. This strategy will allow the toll lanes to operate as express lanes by managing the congestion on the roadway with a variable price. This can provide greater mobility to users of the freeway by providing a reliably shorter travel time.</p> <p>Construction management plans call for maintaining capacity as much as possible during peak periods.</p> <p>The bus and rail operating plans include early and evening service with reduced frequency. Specifics will be defined during implementation.</p>
152	Don	Hallowell	I've lived in Colorado since 1964 and watched toll roads pay for themselves in a short period of time in the Denver area ( Broomfield to Boulder). The growth in the Denver area and Larimer County is such that driving is a great stressful hazard on I-25. The light rail in Denver has had a huge impact on commuters and citizens using this great system. In Fort Collins and north of Denver the need is eminent to have the same type of rail for many reasons. 1. impact on the environment would be positive. 2. travel by car on I-25 is a mess with constant heavy traffic and large freight 18 wheelers which	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>Each of the packages under consideration include new regional transit elements. Note that commuter rail is a different</p>

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			<p>contribute to the wear and tear of the roadways and people's stress levels. 3. We should start training the young people and future children how to use rapid transit instead of relying on the automobile solely for transportation. 4. More people would go into Denver for business, culture, sports, arts and other reasons if there were an easier, more efficient way to get there and back. 5 We NEED mass transit up in Larimer County.</p>	<p>technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Commuter rail has been identified for this corridor and is consistent with RTD plans. Regarding truck freight traffic, the amount today (between 11 and 14 percent) will grow at about the same rate as other traffic. In 2035, it is expected to be between about 8 and 14 percent of the total traffic on the corridor.</p>
153	Mary	Hamilton	<p>I am in favor of light rail between Ft. Collins and Denver. I would also like to see light rail connecting to DIA and also west on the I-70 Corridor to access the mountains and ski resorts. It is expensive, but so needed to relieve future congestion.</p>	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>More specifically, the Preferred Alternative and Package A includes commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines. Both of the FasTracks lines connect to downtown Denver where travelers can transfer to the FasTracks east corridor to reach DIA. In addition, the Preferred Alternatives includes express bus service that provides a direct connection for northern Colorado travelers to DIA.</p>
				<p>The RTD FasTracks plan includes rail from DIA to Denver Union Station. The West Corridor is under construction which is light rail from Denver Union Station to the Jefferson County Government Complex. CDOT is studying rail along the I-70 corridor from the Jefferson County Government Complex to the mountains and ski resorts as a part of the I-70 Mountain</p>

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				<p>Programmatic EIS (<a href="http://www.coloradodot.info/projects/i-70mountaincorridor">http://www.coloradodot.info/projects/i-70mountaincorridor</a>).</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
154	Donna	Hanks	Please select Package A which includes commuter rail. Any other solution would be foolhardy.	Comment noted.
155	Jean	Hanson	Option A: expand lanes & add light rail service to Fort Collins	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail along the BNSF corridor with new track to the North Metro end-of-line in Thornton. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
156	Lynne	Harkness	I would MUCH prefer the rail option, it gets more vehicles off the road, reduces emissions and brings the options into the towns along the route. Rail transportation has worked around the world it can work here too.	Comment noted.
157	Aaron	Harris	In this day and age with rising energy prices and the rise of the green movement, how come there is no mass transit connection between northern Colorado and Denver?	Comment noted.
158	Jillian	Harrison	I favor option A. I like that I-25 will be widened to 3 lanes each direction from Denver to Highway 14 (Mulberry St. in FC). Further, Option A creates a mass transit rail system connecting Fort Collins to other cities along the Front	<p>Comment noted.</p> <p>The commuter rail identified for Package A and the Preferred</p>

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ID	First Name	Last Name	Public Comment	Response
			Range, including Longmont & Boulder, as well as connections to Denver. I think it is short sighted to create a bus system in Option B. I feel that most people would prefer train transit to bus transit and would therefore be likelier to use this alternative form of transportation. Besides, the bus system would use the highway lanes & contribute to overall traffic congestion. I think we need to be forward thinking and prepare for a time when our communities will require efficient ways to be connected to one another that don't rely on the highways. The "do-nothing" approach isn't an option at all. We must address this issue now! Thank you for hearing my comments.	Alternative serves the front range using the BNSF corridor. However, an express bus service along I-25 was retained for the Preferred Alternative to provide greater access to transit for all communities. The express bus would provide competitive travel times to private autos and commuter rail by utilizing the managed lanes where possible.
159	Patrick	Harrison	I think that Option A is the best. The bus transit in Option B is not worthwhile for two reasons: 1. people won't use the buses. (They are far likelier to ride trains for mass transit). 2. The buses will travel I-25 adding to the congestion. Also, I feel that keeping the rail routes along the city centers of the towns in Option A benefits these communities. Something needs to be done about traffic congestion in Northern Colorado. I also feel that I-25 should be 3 lanes in each direction from Denver through Fort Collins and Option A accomplishes that.	Comment noted.  The commuter rail identified for Package A and the Preferred Alternative serves the front range using the BNSF corridor. However, an express bus service along I-25 was retained for the Preferred Alternative to provide greater access to transit for all communities. The express bus would provide competitive travel times to private autos and commuter rail by utilizing the managed lanes where possible. In Package B, BRT buses on I-25 would travel in the TEL lanes for the entirety of their trip.
160	Ann	Harroun	I strongly prefer Option A. Commuter rail will move people using less fossil fuel and creating less CO2. It also will revitalize towns along the route and promote development in an already developed corridor. It requires acquisition of very little land, and that land will only become more expensive as time passes.	Comment noted.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
161	Kathy	Hayes	I support the expansion of I-25 to three lanes each direction from Denver through Fort Collins, and, furthermore, support the construction of rail transit along existing rail roads, to connect the city centers of Fort Collins, Loveland and Longmont to one another. Given Colorado's commitment to reduce dependence on fossil fuel and clean up the environment, we will need better mass transit options to accomplish these goals. If such a system were in place, I would opt to use that rather than driving my car to these locations.	Comment noted.
162	Cathy	Heckman	I am in favor of option A.	Comment noted.

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
163	Paul	Hedquist	Thank you for exploring two mass transit alternatives for travel on I-25 north, and for encouraging public input. I strongly recommend your option A - the addition of commuter rail to current options. Japan and European countries have demonstrated the effectiveness of commuter rails, with high-speed, light rails. It is time for the US to catch up. Not only will this option be best for the environment, it will add jobs to our economy. Thank you.	Comment noted.
164	Margaret	Heimbrook	I support package A of CDOT's North I-25 environmental impact study. In particular I would encourage transportation links between the universities and community colleges since students are commuting between the various institutions day and night and also to their part-time or full time jobs. It is possible to read or study on commuter rail and save time by not seeking parking spaces around campus.	Comment noted.
165	Carol	Heitman	We need to think of the future and make this a permanent fix, by putting in light rail. It will be less expensive in the long run. the other alternative is another set of railroad tracks from Pueblo to Cheyenne. Let's do it right, not cheap. How I wish this could happen tomorrow.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative, Package A and Package B provide service beginning in Fort Collins and Greeley, and extending the metro Denver. The extension of transit services further north or south would not be precluded by the alternatives being considered, but is not included in this Final EIS. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne.</p>



## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
				<p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
166	Marilyn	Heller	I support Package A proposal	Comment noted.
167	Sarah	Henry	I urge you to adopt Package A--the commuter rail option only. This will not only reduce congestion, but reduce gasoline usage and improve safety. We don't need more roads, we need more public transit!	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
168	David	Hodge	We strongly support option A which includes additional interchanges and a rail line along the I-25 corridor from Ft. Collins to Denver.	<p>Comment noted.</p> <p>For clarification, please note that the commuter rail in Package A and the Preferred Alternative travels along the BNSF freight rail line (generally parallel to US 287) not I-25. In addition, no new interchange locations are planned along I-25. The existing interchanges will be replaced and/or upgraded to improve their capacity and safety. However, none of the packages</p>

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ID	First Name	Last Name	Public Comment	Response
				would preclude adding interchange locations in the future.
169	Raymond	Hoekstra	I am in support of Option "A" for a Commuter Rail System from Fort Collins to Denver with a stop in Loveland, Longmont and in Berthoud !!!	Comment noted.
170	Sara	Hoffman	Please put in a rail system to Denver. It may cost more in the short run, but in the long it will save money, and, more importantly, the lives of those killed each year on Interstate 25.	<p>Comment noted.</p> <p>While the Preferred Alternative does include commuter rail, our projections indicate that the commuter rail will not measurably reduce the vehicular volume on I-25. However, the analysis of the Preferred Alternative does anticipate fewer crashes per vehicle mile of travel along the corridor in 2035 compared to the No Action Alternative.</p>
171	Gerhard	Hoof	I am all for pkg. A, this is long overdue.	Comment noted.
172	Carole	Hossan	In general, I support: necessary safety upgrades on I-25, mass transit components of Package A, and most specifically commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver Metro FasTracks and RTD bus routes. I would also like noise studies done re: noise impacts of local train service in city centers/how they can be mitigated. I attended the meeting on December 9th, 2008, and heard many speakers. I liked what Tim Johnson had to say.	<p>See response to Comment #1, above, and Chapter 2- Alternatives of this Final EIS regarding the Preferred Alternative and the transit and highway improvements included in it.</p> <p>See response to Comment #1, above, and Chapter 8-Phased Project Implementation of this Final EIS regarding implementation of the Preferred Alternative over time.</p> <p>A rail transit noise and vibration study was performed for the Draft EIS and for the Final EIS (see Section 3.6). The primary mitigation technique identified in the noise and vibration study is the implementation of Quiet Zones. Implementation of quiet zones requires the consent and leadership of the local government agency. Additional information can be found in the Rail Transit Noise and Vibration Technical Report for North I-25 Final Environmental Impact Statement, 2011, Harris Miller Miller &amp; Hanson, available at CDOT Region 4.</p>
173	Ben	Houston	The working class of Northern Colorado need a profound change in the public transportation sector. This, I believe, is most crucial for achieving a slice of the "new" American Dream.	Comment noted.

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
174	Nathan	Howard	I am VERY interested in commuter rail along I-25. I think it is a GREAT way to link the front range and make it more accessible.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Rail along the I-25 corridor was considered during the alternatives development process. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
175	Mary	Humstone	I support Package A because it includes commuter rail. I commuted from Fort Collins to Denver on I-25 for 15 years. No number of new lanes will ever make that a good way to commute. A rail connection would vastly improve the quality of life in northern Colorado, and is the only option that makes sense considering both global warming and the cost of gas (which will go up again!)	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

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ID	First Name	Last Name	Public Comment	Response
176	Nancy	Hunt	Option A is my preference.	Comment noted.
177	Meredith	Hutmacher	I am a Colorado native. I grew up in Littleton and when I was very young I recall boarding the train at our depot in Littleton, and riding the train to Union Station in Denver. Our existing train tracks could be very easily utilized for commuter traffic and for day trips and vacations to other cities along the Front Range. I would love to board the train in Loveland and take a trip to downtown Denver to shop, visit a museum, or to watch a play. I also think that this option would help to promote the many smaller towns along that route - particularly Berthoud. I also worked for a British company in a small town located about 35 miles south of London. It was commonplace to board the train to take a day trip to London. It was convenient and allowed me to avoid the numerous traffic snarls on the motorways. It was a relaxing and safe way to travel. I also am in support of making the much needed repairs to I-25. Currently, it is almost life threatening to drive between Berthoud and Fort Collins on I-25. The interchanges at Highway 34, Crossroads Boulevard (in Loveland) are very inefficient, and are also dangerous. Thank you for taking the time to read my opinions and concerns!	<p>The Preferred Alternative includes commuter rail along the Burlington Northern Santa Fe railroad tracks between Fort Collins and the FasTracks North Metro end-of-line station in Thornton and the Northwest Rail end-of line station in Longmont and safety upgrades on I-25. See Chapter 2- Alternatives in the Final EIS for more detailed information on the Preferred Alternative.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
178	Keith	Jacobson	I would like to express my support of Package A.	Comment noted.
179	Bill	Jenkins	I am supporting the I-25 DEIS Package A proposal that recommends commuter/passenger rail between Fort Collins and Longmont on the existing BNSF rail. I believe this will bring transportation in line with our future needs along the front range. The environmental, economic, and business benefits are huge in providing passenger and freight service to the downtown areas of the cities involved. This approach would certainly take pressure off I-25 and allow people to travel in relative safety. Thank you for including my comments in the decision process.	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>While the Preferred Alternative does include commuter rail, our projections indicate that the commuter rail will not measurably reduce the vehicular volume on I-25. However, the analysis of the Preferred Alternative does anticipate fewer crashes per vehicle mile of travel along the corridor in 2035 compared to the No Action Alternative.</p>
180	Trixie	Jensen	I am in support of a lightrail or gold line route going north - especially to Berthoud!	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail, with a stop in Berthoud, from Fort Collins, along the BNSF</p>

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				corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
181	Arthur	Johnson	I support Option A for the North I-25 Project	Comment noted.
182	Casey	Jones	I am in favor of option A because it includes rail service to important Front Range communities without the need for connector bus service that will likely drive down ridership. We cannot expect riders to accept multiple transfers which option B would surely require. Instead, we need the transportation solutions to be integral with population centers as in option A.	<p>Comment noted.</p> <p>The Preferred Alternative serves many major population and employment centers directly with either commuter rail, express bus, or commuter bus. In addition, feeder bus service, which may require transfers to the major regional routes, would serve outlying communities. The Preferred Alternative directly serves more communities than either Package A or B.</p>
183	Waldo	Jones	I have been following the issue for some time now and have examined the plans. I urge you to adopt Plan A.	Comment noted.
184	Bill	Jones	Our household and friends believe the infrastructure of our railroad system is extremely important. USA has two east-west trunk-RR-lines here in the West: one in the north, & one in the south. Fifteen years ago I wrote AMTRACK our opinion that they could/should team up in a joint effort with municipalities between the two trunk lines and create a cooperative effort to connect the existing trunk lines with a north-south trunk line along the front-range/I-25 corridor. We still think this a splendid, future-oriented plan for several reasons. Passenger/Freight would of course have to be worked out (Probably as in other parts of our country.). If your "Package A" is compatible with moving in this major n-s trunk-line direction as a first step, my household and I are all in favor of your "Package A." Please excuse my spelling. It is late, and I can't access spellcheck.	<p>The Preferred Alternative and Package A include commuter rail along the BNSF corridor with new track to the North Metro end-of-line in Thornton.</p> <p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during</p>

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				<p>the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
185	Richard	Jurin	As a resident of Loveland and a professor of Environmental Studies at UNC, I would like to promote my support of the CDOT Northern I-25 Draft Environmental Impact Study (NI25 DEIS) PACKAGE A. This is a long overdue plan for easing the transport problem of the I-25 corridor between Denver and the north -central Colorado Communities. I know personally from using light rail in other cities (both U.S and internationally) how it eases not only transportation problems, but also promotes movement of the people in outlying communities to the city, thus invigorating the whole region. Many thanks.	<p>Comment noted.</p> <p>The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor. Note that commuter rail is a different technology than light rail. Light rail was considered, but was eliminated because of the service distances involved and inability to operate in a freight rail corridor. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
186	Susan	Kaplan	NFR travel plans - as someone who travels from Denver to Ft. Collins for business and to see family, I feel strongly that we need alternative forms of transportation. The latest lane addition to I-25 is now congested and people travel 80 - 90 mph - making it a dangerous stretch to travel. In addition, the use of the train and bus are readily implemented ideas and will avoid the costly and challenging highway construction projects. This would provide a	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

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ID	First Name	Last Name	Public Comment	Response
			greener approach as well - encouraging people to avoid more pollution. We are becoming a big metro complex with many webs - so lets step up and use the train/bus alternatives that many bigger cities already have incorporated into their plans. Please accept my strong vote for a train option - especially with the expansion of the light rail, a train using existing tracks would develop a web of excellent routes for travel. I strongly support Package A, which proposes passenger rail service using the BNSF rail corridor that presently connects Fort Collins, Loveland, Berthoud, Longmont and Denver Union Station. It also provides for commuter bus service between Greeley, Denver and DIA as well as improved local feeder bus service and a new vehicle lane on I-25. Thank you.	<p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p>
187	Ann	karspeck	I support the commuter rail and bus rapid transit options. I believe that by using the existing lines for the rail that it will save money by using the existing infrastructure and accommodate transit across the front range from Fort Collins to Denver. The rail option also contributes to the health and sustainability of the downtown areas that it runs through. I hope that the bus rapid transit will allow for connection between the rail systems and outlying communities. I am pleased to see that such needed public transit alternatives are being considered if not for our generations, then the generations to come.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
188	Sherry	Keene Hobbs	I support the commuter rail option.	Comment noted.
189	Larey	Kerling	I strongly support Option A because it includes alternative routes to I-25. A rail connection between Fort Collins and points south would give us a way to travel that did not include I-25. If everything is routed via I-25 then it is a total choke point which could be disrupted by any change of traffic patterns. Once critical element of a commuter/passenger train service is easy connections to destinations in Denver such as the sports arenas, the airport, and business centers. Thank you.	Comment noted.
190	Ace	King	Fixed rail transit is not flexible to adjust to different demographics or needs. Doubling the existing bus routes could accomplish the same goals as a train	The Preferred Alternative includes express bus service along I-25 and commuter bus service along US 85. These services will

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			but without the massive price tag and construction delays. For a thoughtful, detailed alternative to trains, visit my website: FreeSkiBus.org	<p>have the ability to be modified to serve the areas where development patterns continue to emerge.</p> <p>In addition, the Preferred Alternative includes commuter rail service between Fort Collins and downtown Denver that will serve the existing established population centers along that corridor such as Fort Collins, Loveland, Berthoud and Longmont. This is consistent with those communities' plans for growth and development within their existing core areas.</p>
191	Fred	Kirsch	Can I see what the public comments are to date?	The public comments are included on the project website at: <a href="http://www.coloradodot.info/projects/north-i-25-eis">http://www.coloradodot.info/projects/north-i-25-eis</a>
192	David	Klockeman	Please add language to the information related to interchanges that allows the potential for roundabouts at the ramp termini, and adjacent to the ramps at other controlled intersections such as frontage roads. The language in the DEIS does not preclude roundabouts but it does not endorse their potential either as a practical alternative. Thank you.	Text has been added to the Final EIS (Chapter 2 section 2.2.4.1, Preferred Alternative I-25 Improvements) stating that communities can work with CDOT and FHWA to reevaluate interchange configurations and intersection control options to meet their communities needs.
193	Mike	Knowles	Since the N-I25 EIS site is down I'm hoping that my comments will get counted. I repeatedly hear that there are two packages, A and B, to choose from although I've never found reference to them on your site. I think those of us that live in N. CO need rail to Denver. It doesn't have to be light rail. I would like to see heavy rail that utilizes existing rail lines. I also don't like the idea of rail running down the I-25 corridor, although I understand from a right-of-way the appeal. My issue is that there is no N. CO town that straddles the interstate. All towns, and thus the majority of citizens live miles from the interstate. This would require a substantial increase in bus service from the urban centers to the interstate to access the rail. Rail MUST be part of the solution. Any package that does not include rail should be thrown out. We mustn't shortchange and burden future generations with a car only transportation system model. Thanks.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail along the BNSF corridor with new track to the North Metro end-of-line in Thornton. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
194	Elizabeth	Kolbe	I feel this would be a great service to all the front range communities. It would especially help students and the elderly who otherwise are unable to commute. This would certainly improve Front Range economy.	Comment noted.



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ID	First Name	Last Name	Public Comment	Response
195	Dee	Koloski	I love the idea of the commuter rail option! (option A) It appears to balance the need for connectivity between communities utilizing buses, while also looking to the future requirements of moving large numbers of people without paving our entire prairie. Thanks for all your work on this!	Comment noted.
196	Bob	Komives	Comments on North I-25 EIS 1. This project seems misnamed, "North Front Range Transportation (Draft) Plan" would better describe the effort. 2. I prefer Package (Alternative) A. The following comments refer mostly to this alternative. 3. The study area and the alternatives should extend to the border and speak to the connection with Cheyenne. Cheyenne is the functional northern end of the region, not Fort Collins, not Greeley. 4. I strongly support the passenger rail in the mostly-287 corridor as proposed. 5. I believe the renaissance of the highway-85 corridor is an equal key to the future of the region as the 287 corridor. To that end the "commuter-bus" seems like too little a transit effort to promote transit oriented redevelopment. I recommend either bus rapid transit or rail as an expression of the statewide investment in this corridor. 6. "Commuter" Rail and "Commuter" Bus may reflect technical definitions of equipment and service, however the erroneously imply that the North Front Range is Denver focused. A term which might make more sense to the public and reflect the region could be to substitute "Regional" for "Commuter." 7. I believe the 287 and 85 corridors are the social and economic main streets of the region. I-25 is a vital service corridor. The plan should reflect this by including freight movement and delivery along that corridor. 8. Similar to the need to acknowledge the Cheyenne connection, the plan should acknowledge the Estes/Rocky-Mountain National Park connection. This is a key access and attraction to the region. The plan should anticipate transit connection to complement efforts in the National Park and town.	<p>The project was initiated to address I-25 as defined in the purpose and need (See Chapter 1) but at the onset of the project it was recognized that the interstate serves the whole northern region, and the study area was so defined. The regional transportation plan of the NFRMPO is the planning mechanism for the north front range area.</p> <p>Current data indicates that about 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne. The purpose and need of the project is to identify improvements between northern Colorado communities and the Denver metropolitan region; not the Rocky Mountain National Park. Freight projections are included in the analysis.</p> <p>Commuter rail on US 85 was evaluated, but eliminated because it didn't serve population centers as well as other corridors, and due to more complex coordination with freight rail operations than the BNSF corridor. As demand grows additional bus service could easily be added to the US 85 corridor - this project does not preclude future transit expansions.</p> <p>"Regional" indeed describes the proposed transit services, but the term "commuter" has become the established nomenclature of this project.</p> <p>The Preferred Alternative is a combination of Packages A and B. It includes commuter rail along the BNSF railroad tracks between Fort Collins and the FasTracks North metro end-of-line station in Thornton and the NW rail end-of-line station in Longmont, commuter bus along US 85 between Greeley and downtown Denver, interchange reconstructions, and the</p>

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197	Jan	Kroeger	I support the rail option of transporting people from north of Fort Collins to the Denver area. The traffic on I-25 is too heavy and fast plus the road has to be under constant construction.	<p>addition of general purpose lanes and tolled express lanes along I-25. Feeder bus service would be provided to bring local traffic to the corridor train service. More detailed information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p> <p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
198	Sharon	Kunze	I'm definitely in favor of Package A of CDOT's North I-25 Environmental Impact Study. We are in desperate need of alternative modes of transportation, which would include better and more frequent and inclusive public transportation and rail options. Transportation improvements are LONG overdue!	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
199	Chuck	Kurnik	I am a Longmont resident and I prefer Package A for the following reasons: * It will create transit-oriented development (TOD) opportunities in Longmont and all other communities with commuter rail stations. These TOD's will be very close to, if not in the town centers of each of these communities, resulting in a more economically vibrant town center. * Because the stations are in town, many driving miles/year will be saved vs Package B where commuters are required to drive or bus several miles to I-25. * It will create a more direct rail route (than FasTracks) from Longmont to Denver, for all communities from Longmont north. * It will tighten community ties for all communities connected by rail. * The right-of-way and at least one rail is already in place. This saves years of work and lots of money. * Rail cars being manufactured in Ft Lupton will create jobs in a rural community. By contrast, Package B will encourage increased traffic on I-25. This continues the positive feedback loop of more traffic, build more lanes, more traffic, build more lanes, etc.. This mistake has been made in many cities across the nation, and I hope that CDOT will study these cases and not repeat these mistakes. Industrialized countries throughout the world depend on rail as a link between city centers, and the stations themselves as centers of commerce. Let the Front Range be a leader in commuter rail in the New American West.	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>At this time, Colorado Rail Car is no longer in business. Commuter rail vehicles are available from other manufacturers.</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
200	Amy	Lavender	It would be great to have light rail from Ft Collins to Denver. I would much prefer light rail over toll lanes. I would foresee using light rail to attend sporting events, concerts, visit museums and go to the airport.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
201	Larry	Leach	I would like to see Option "A", with stops in Longmont, Berthoud, and Loveland.	<p>Comment noted.</p> <p>The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor. The Preferred Alternative includes commuter rail stations in Longmont, Berthoud, and Loveland.</p>
202	Christopher	Leck	I am strongly in support of having commuter rail that connects the city centers along the front range. I grew up in Chicago and rode the train into the city all the time. I would use many more of the services in Denver if I could hop on a train to get there. It also makes the downtowns of Loveland and Longmont more accessible for me as well. Also, since I work at CSU, I think University classes could be opened up to a whole lot more people who would commute to campus via train. Please, please get this commuter rail going. Not doing it now, turns us into another big, metro area that did not get on board early enough. We'll need rail eventually, we might as well get started now.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
203	Judy	Lehn	I would like to see Commuter Rail put in first. It may reduce additional capacity on I-25, is more eco-efficient and will save money in the long run.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>In response to your comments regarding improvements to I-25,</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
				please see General Response #0 – Need for Highway Improvements.
204	Arthur	Leissa	Even though I live not far from I-25, I strongly support option A for transportation to northern Colorado, including I-25 lane additions, but also commuter rail along the BNSF rail corridor to Fort Collins.	Comment noted.
205	Marolyn	Lemming	Any commuter rail system from Northern Colorado to and from Denver can only improve existing the problems of: congestion, pollution, hwy costs and accessibility.	Comment noted.
206	Edward	Lewin	I believe mass transit system is in the best interest of all communities, rail and bus.	Comment noted.
207	Marilynn Marsi	Liddell	Aims Community College has made a commitment to provide expanded access and programs throughout the region, including the purchase of 40 acres at the intersection of I-25 and CR 56 in Berthoud. In a market survey preceding that acquisition, the College learned that one of the community's expectations was to have Aims provide a transportation hub at the new College site. While in dialogue with CDOT and NFRMPO, the College learned of two alternative plans for proposed mass transit along the I-25 corridor, including the intersection of CR 56. The College would probably have a slight preference for Plan A; however, either proposed plan would be advantageous to Aims and our students. We look forward to working with transportation entities to provide essential mass transit opportunities.	<p>Comment noted.</p> <p>There will be additional opportunities for coordination during final design of the project improvements.</p>
208	Jordan	Liebing	I recently read the article in the Longmont Times-Call about the proposed changes to I-25 between Fort Collins and Longmont. As a CSU student who grew up in Longmont, any of these changes could have a great effect on my travels. I'm disappointed that none of the seven displays of the proposals are in Fort Collins. It seems like a pretty obvious oversight, and hopefully one that can be easily remedied. Without seeing the proposals, I would like to say that the absence of bus service between Fort Collins and Longmont would be a great addition.	<p>Bus service along US 287 was considered during the alternatives development process but was not advanced because travel times were not competitive for regional service and therefore ridership was low.</p> <p>However, Package A and the Preferred Alternative includes commuter rail service roughly along the US 287 corridor, and in addition the Preferred Alternative includes express bus service on I-25 between Harmony Road and 84th Avenue, with service to Fort Collins along Harmony Road and service to Greeley along US 34. Express bus service will also service Denver International Airport along E-470.</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
209	James and Sue	Little	WE STRONGLY URGE THE ADOPTION OF OPTION "A" FOR THE NORTH I-25 PROJECT	Comment noted.
210	Georgia	Locker	I wish you to support Package A in the CDOT North I-25 Draft Environmental Impact Statement (I-25 DEIS). This would offer better service to the people in the North Range and help to prevent sprawl along I-25. Thank you.	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
211	Camilla	LoJeske	Connecting cities through mass transit will provide not only inexpensive and clean transportation in all directions, but will also provide students, families, seniors with better access to educational, cultural, medical and athletic opportunities. Please seriously consider the benefits to the entire Front Range by continuing with this project.	Comment noted.
212	James	Looney	I would like to request that CDOT adopt option A which includes rail to the project	Comment noted.
213	Greg	Ludlow	I support Option A re commuter rail service between Denver and northern Colorado, including Berthoud.	Comment noted.
214	Lynn	Lutkin	I grew up and lived until 1972 in the East where mass transit was a way of life. The light rail in Denver has had a huge impact on commuters and citizens using this great system. We in Fort Collins and north of Denver need to have the same type of rail for many reasons. 1. impact on the environment would be positive. 2. travel by car on I-25 is a mess with constant heavy traffic and large freight 18 wheelers which contribute to the wear and tear of the roadways and people's stress levels. 3. We should start training the young people and future children how to use rapid transit instead of relying on the automobile solely for transportation. 4. More people would go into Denver for business, culture, sports, arts if there were an easier, more efficient way to get there and back. 5 We NEED mass transit!	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
215	Jo	Luttrell	We should have had a rail system along the Front Range years ago! The traffic is out of control, and when you consider the number of drivers who are drinking and driving on their way to/from major sporting events, etc. it adds to the problem that is I-25. I recently saw the rail system going up between Santa Fe and Albuquerque. We should be able to do a similar project here and I know of many people who would take advantage of being able to travel along the Front Range in such a way.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail along the BNSF corridor with new track to the North Metro end-of-line in Thornton.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
216	Anita	Lynch	In connection with Colorado Department of Transportation's (CDOT) North I-25 Draft Environmental Impact Statement (NI25 DEIS) and to provide viable transportation choices for the movement of people and goods in the Northern Front Range (NFR), I strongly support: necessary safety upgrades on I-25, mass transit components of Package A, and most specifically commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver Metro FasTracks and RTD bus routes.	Comment noted.

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
217	June	Macarelli	I hope you will only consider the plan to use the rail lines going through Longmont, Loveland and Ft. Collins. This will enable people to get to the heart of these towns without having to use other transportation. Using a bus system along I-25 is really a poor alternative. Please get us 'on track!' Thank you!	Comment noted.
218	Chris	Macbeth	We fully support option A	Comment noted.
219	Louis	MacDonald	I support Pkg A. It's time we moved into the 21st century. Thanks	Comment noted.
220	Fred	Madden	After reading an op/ed in the Coloradoan this morning, and then reading section 2.2 of the EIS, I agree with the op/ed author that option A is the preferred approach. Option B would, in my opinion, do little to reduce miles driven. I also believe light rail would be embraced - having done only limited commuting to Denver, it's enough that I would not seek employment but within a limited range of home. Light rail might provide more opportunity and flexibility for Northern Colorado families. In the end, a 20% price premium to get light rail and upgraded I-25 infrastructure seems a reasonable price to pay for the flexibility it will provide and the chance to reduce miles driven. Thanks.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>Commuter rail does help reduce vehicle miles of travel (VMT). However, the BRT service of Package B offsets VMT as well. Another factor regarding the amount of VMT is the type of highway expansion. The tolled lanes of Package B do not attract as much traffic as the new general purpose lane (combined with TEL) of Package A (Preferred Alternative). For this reason the 2035 analysis shows that Package B generates the least amount of VMT compared to Package A or the Preferred Alternative, by a small amount. See Chapter 4-Transportation Impacts for more detail.</p>
221	Andrea	Maga	I am writing to voice my support for a passenger/commuter rail service between Ft. Collins and Denver, and beyond.	Comment noted.

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
222	Keith	Mahoney	Where are the proposals, package A and package B, located on your website?	Information about the project alternatives, including the Preferred Alternative are included on the project website at: <a href="http://www.coloradodot.info/projects/north-i-25-eis">http://www.coloradodot.info/projects/north-i-25-eis</a> and in Chapter 2 of the Draft EIS, located at: <a href="http://www.coloradodot.info/projects/north-i-25-eis/deis-pdf/deis-volume-1/05%20-%202.0%20Alternatives_DEIS_Oct%202008.pdf/view">http://www.coloradodot.info/projects/north-i-25-eis/deis-pdf/deis-volume-1/05%20-%202.0%20Alternatives_DEIS_Oct%202008.pdf/view</a>
223	Mary	Mangelsen	I support plan #1. Having the commuter rail into the north metro area would reduce the traffic not only on I-25 but also along Highway 287. This would give people more employment opportunities without the worry of commuting by car due to gas costs.	<p>Comment noted. We assume that by plan #1 you are referring to Package A.</p> <p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. Commuter rail of Package A and the Preferred Alternative provides an alternate mode for I-25 and US 287 travelers; but the projected ridership results in only a minimal effect on highway traffic.</p>
224	Jack	Margolis	I like Option A as described in today's Coloradoan. Milan Karspeck Soapbox article also likes it. More Interstate lanes and rail along the current BNSF rail corridor.	Comment noted.
225	Elizabeth	Marr	I support necessary safety upgrades on I-25, mass transit components of Package A, and most specifically commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver Metro FasTracks and RTD bus routes.	Comment noted.
226	Debra	Marsden	Please note that these are my personal opinions and not necessarily the opinions of the LCGPC as a whole. It is imperative that we take the long view when developing transportation infrastructure. To that end, I believe that Package A would be more sustainable and more environmentally friendly than Package B. Therefore I am very much in favor of Package A. The use of rail along the BSNF corridor, as opposed to increasing the use of internal combustion engine vehicles on I-25, is clearly more desirable. We must move in the direction of disengaging ourselves from foreign oil supplies, as they will become more and more volatile and scarce in the future. While I do	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>



## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
			understand that rail transport still may use petroleum fuels, it does so more efficiently. Additionally, the increased development of commerce and services along a rail line would create a more congenial urban environment than to place all north-south transit along the I-25 corridor.	
227	Christopher	Marshall	We need more rail. There are already tracks and a right of way from Fort Collins to Denver. It is TIME FOR RAIL. Duh!	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail along the BNSF corridor with new track to the North Metro end-of-line in Thornton.</p> <p>In response to your comments regarding implementation step, please refer to General Comment #0 – Funding and Cost Issues.</p>
228	Terrie	Martin	I support Package A. It appears that this package offers the most transportation options. I have more comments and questions, but that is a good summation. Thank you for the opportunity to offer our opinions.	Comment noted.
229	Patricia	Maslowski	A light rail system or a rail system with its own tracks makes the most sense to me. People can change, and frankly, I-25 is a nightmare and more lanes will just bring more vehicles. Public transportation is safer, more efficient, less polluting, and brings community together. One of the characteristics that has harmed our society is the anonymity of suburbs and highways. Downtown Loveland is a treasure because of the small businesses, the community involvement, the arts. Efficiency does not a community make, and our solitary vehicles and crowded highways are not conducive to quality of life. Please have the vision and foresight to think of the generations coming up. We cannot continue this way. The near collapse of the auto industry that has ignored reality for 30 years ought to be proof of that. We must make changes, and a rail system that allows people to park their cars or take buses or jitneys to the stations where we can then read, stare out the window, do work, or communicate with our neighbors would be a vast improvement over our dysfunctional highway system now. And this doesn't even take into account the pollution and diminishing of oil reserves. I want to say, Come on, Americans, let's be the innovators, the pragmatists, the visionaries we know we can be. Thank you.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
230	Carla	Massaro	I am in favor of Option A with an exception. Initiate the commuter rail from Fort Collins to Longmont immediately. Do not add any additional lanes to I-25. Only perform safety additions to I-25. Downtowns need the economic stimulus which rail will provide and that's where the people live (can bike to train). Suggest the train have room to transport the bikes also. This is what the Obama/Ritter administrations are seeking -- green transportation not more pollution. The front range is already over EPA standards for smog. By adding more blacktop, we will be contributing to this problem and injuring population health.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>The commuter rail bicycle policies have not been established, but might be similar to those of RTD. RTD currently allows four bicycles per vehicle on its light rail vehicles without any time restrictions. RTD has no detailed policies for bicycles on commuter rail vehicles but is expected to maintain at least the same accessibility as currently exists on light rail vehicles.</p>
231	Stephanie	McDaniel	I would like to see the I-25 northern Colorado train, option A, implemented. A train from Fort Collins into Denver is a serious need. Thank you.	Comment noted.
232	Bridget	McDonell	I support PKG A. Thank you.	Comment noted.
233	Sandra	McLuckie	I am writing to support Package A of CDOT's North I-25 Environmental Impact Study. I moved back to Colorado after having lived in the Portland, Oregon area for about fifteen years. During those years Oregon installed the MAX light rail. When the light rail was expanded to the west side, which is where I lived, the ridership in less than a year surpassed the quota that was predicted after two years in existence. I personally rode the light rail as much as I could and this was before the high gasoline prices. I say protect beautiful Colorado environment as much as is possible. Taking many cars off the road will greatly help Colorado just as it did for Oregon.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
234	Kevan	McNaught	CDOT has pre-selected only 2 proposals for the public to choose from. Each includes very expensive mass transit that only a tiny % of the commuting population will use, according to CDOT's own projections. Why must these automatically be included? Clearly, the public is voting w/ their transportation choices, so why shove terribly expensive bus & light rail down our throats?	At the project onset a Purpose and Need statement is developed. It considers community objectives, input solicited from citizens and stakeholders and future land use plans in the region among other things. This statement calls out the deficiency of transportation choices in northern Colorado and identifies need to provide a multimodal solution. A wide range of transportation alternatives (over 100) were evaluated and reviewed with the public to determine their applicability in the corridor. Through an extensive, systematic evaluation process and public input transportation alternatives were eliminated and/or paired with each other to develop a set of improvements that addresses the project goals. The two packages that best addressed the project's Purpose and Need and had support from the communities were Packages A and B. Further evaluation of those packages and additional input from the project's two advisory committees led to the development of the single Preferred Alternative that is evaluated in the Final EIS. Consideration was given to public input received throughout the EIS, however note that voting is not a part of the process.
235	Gene	Michieli	I support option A for the north I 25 project. It will take this part of the state into the future as transportation costs increase and space diminishes.	Comment noted.
236	Ryan	Miller	I am in full support of a train between Fort Collins and Denver!!! Build it!!!	Comment noted.
237	Jennifer	Milner	I like this plan: To expand I-25 to three lanes each direction from Denver through at least Mulberry (possibly Wellington, I can't recall) For mass transit purposes, it also adds a line of rail transit along existing rail roads to connect the city centers of Fort Collins, Loveland & Longmont to one another. One could then in theory, get all the way to Boulder and downtown Denver using this rail system.	Comment noted.
238	Carolyn	Mita	I understood from the Coloradoan newspaper that the comment period ran through January, 2009. I now see a 12/30/08 deadline at this site. Please tell me it is still possible for my comments to be considered!	CDOT accepted comments through the entire comment period ending December 31, 2008. Your original comment was included as comment ID number 862, below with a response.

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
239	Art	Mitchell	<p>I spoke at the meetings at both Loveland and Ft. Collins. It seems that the overwhelming opinion was to have rail transit and that the taxpayers were willing to pay for it. The fair weather bus system may be cheaper to build but it does not provide as much economic stimulus as rail transit. Dr. Beverly Scott, general manager and CEO of Metropolitan Atlanta Rail Transit Authority notes that studies have shown that every dollar invested in rail transit generates six dollars in economic return and every billion dollars invested in rail transit creates 35,000 jobs. Rail transit ridership has grown by 32% since 1995. My source is the November 2008 issue of RAILWAY AGE Magazine. My fear is that so much money will be spent on studies that most of the money will be consumed to the point that there will be only enough money to build an inferior bus system contrary to the public desire. The news that I heard about FAST TRACKS is that so much money was spent on studies that the completion of the rail system can not be completed as planned. They say now that the line can not be completed to Longmont as planned however will end at the Flatirons Mall in Broomfield, some 24 miles short of goal. This may doom the whole project to failure and cause taxpayers to reject future rail transit plans. End the studies and stop wasting taxpayer money. Just shut up and build the rail system that the taxpayers want.</p>	<p>Comment noted.</p> <p>Rail transit does have a higher rate of economic stimulus compared to bus, although exact statistics are not available. Overtime, the return on the investment is greater from rail, although start-up costs are much higher than bus.</p> <p>RTD's funding gap for the FasTracks program is a result of rapidly escalating costs for commodities and materials on the world market, combined with the economic slowdown and the corresponding downward impact on current and forecast sales and use tax revenues. This project's planning expenditures are less than 1% of the project's total cost.</p> <p>In order to provide the most accurate opinion of probable cost FHWA and CDOT conducted a Cost Estimate Review. The cost estimate review is an unbiased risk-based review to verify the accuracy and reasonableness of the current total cost estimate to complete the project and to develop a probability range for the cost estimate that represents the current stage of project design. Part of this study is to also review the proposed construction schedule to determine its impact on the project cost. During the course of the review the team identified and discussed numerous threats and opportunities. A threat is anything that can add to the cost of the project. An opportunity is anything that can reduce the cost of the project.</p> <p>Cost Estimate Review yields a dollar amount for which the project has a 70% likelihood of being constructed. This probabilistic analysis resulted in a cost estimate at the 70% confidence level of \$9,474.9 million (in year of expenditure[YOE]) for the Preferred Alternative of the North I-25 Project. The cost for Phase I at the 70% confidence level was \$1,271.2 million (YOE).</p> <p>In order to provide the most accurate cost estimates possible</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
240	Art	Mitchell	<p>Since we are talking about a transit system that will carry us well into the future we will need a system that will not need replacing in just a few years and will not be outgrown in a few years. Commuter rail transit has been successful in metropolitan areas for over 150 years. Larger metro areas have replaced bus routes with light rail and rail commuter routes because of efficiency. We need a transportation system that leaves as small carbon foot print as possible for the future. Rail transit meets those needs. On page 22 of the December 2008 issue of RAILWAY AGE Magazine is an interesting pie chart. The chart shows rail efficiency compared to all other land based transportation mediums including water. Rail transports 40% of all freight in the USA. Trucks carry 30% of all freight. Water and pipeline each carry 15% of all freight. In the energy consumption chart trucks use 65% of all energy used to transport freight. Water uses 18%. Pipeline uses 9%. Railroads use only 8% of the energy used for country's transportation needs. Since a bus is basically a truck that carries passengers and a passenger car is just a fancy boxcar that carries passengers. The same energy savings and lesser carbon footprint can be claimed comparing bus to rail transit. Electrification through third rail powered by Colorado's wind farms can reduce the carbon footprint for rail transit to near zero. Third rail electrification has been successfully used in the New York area for over 100 years. Third rail is cheaper to maintain and has no height restrictions. In my opinion, Bus transit is just a stop gap measure until it is outgrown by increasing population and is replaced by rail transit. Let's grow up and build it right from the beginning and not waste time, money and energy on a stop gap measure that will be outgrown in a short period of time. Thank You.</p>	<p>for this project, FHWA and CDOT conducted a Cost Estimate Review. This exercise reviews each line item for construction and identifies the threats and opportunities that could impact the quantity and the price of that item. This review is a week-long process and provides both the state and federal agencies reassurance that the project can reasonably be expected to be funded under the currently anticipated funding stream.</p> <p>A full range of rail technologies, including electrified third rail, was evaluated. This evaluation is documented in Chapter 2 of the EIS. Commuter rail was found to be the most effective solution for this corridor. Phasing of project improvements drew upon the project's purpose and need (defined in Chapter 1 of the EIS). Phasing includes early implementation of bus service on I-25 due to its low cost and ease of implementation and also provides access to transit for individuals east of I-25 who may not drive or use express bus to get to the commuter rail.</p>
241	Art	Mitchell	<p>Another comment about concern about wildlife being effected by increased commuter rail traffic. Two months ago I was sent to South Owl Canyon (North of Wellington) to change switch ties under a switch frog. A frog is</p>	<p>Comment noted.</p> <p>Many animals adapt to noise from both highway and rail</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
			where the two rails cross and is the noisiest part of a switch and takes the most beating. In a hollowed out part of the tie, directly under the point of the frog was a mouse nest. Thousands of wheels clatter over that frog every day with no seeming effect on the residents below. I run and fire a steam locomotive at the Colorado Railroad Museum. When we were running the steam engine last October we were trying to use up all the coal in the tender so it would be clean for the winter. At the bottom of the coal pile in the air spaces between the lumps of coal I found 5 mouse nests. Obviously, riding around on a tender of a steam locomotive didn't bother them either. Thanks.	sources.
242	Barbara	Mitteis	I want to cast my support for package A for the DEIS. This is due to rail being constructed through existing towns and cities. I think the long term value from the investment would be much greater for these existing communities, rather than encouraging new communities next to I-25. Also in regards to homeland security, it would be wise to separate the various means of transportation.	Comment noted.
243	Dianne	Moeller	I support package A because it most actively incorporates public transportation options	Comment noted.
244	Daniel	Money	I support Option A and would like to urge its adoption	Comment noted.
245	Denise	Montagu	I'm hearing talk of commuter light rail between Fort Collins and Denver. True? What's the timeline?	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
246	Bill	Moorcroft	I favor commuter rail options. As I understand it, option A contains commuter rail and therefore I favor it.	Comment noted.

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
247	Debbie	Moors	I'm writing to express my support of Option A for a commuter rail system which stops in Berthoud	Comment noted.
248	Elizabeth	Morisette	I would like to see a rail system built to ease the traffic on I-25. I know I would use the system to go into Denver and also to the airport. Coming from an urban area (Washington DC) I would love to see alternative transportation methods in Colorado.	Comment noted.
249	Dabney	Moulton	I have lived in Colorado for 17+ years and traveled from corner to corner with children in travel sports. My children are in college and essentially out of the house, but my desire to take the time to explore the front range has grown. I don't want to drive with one or two in my car when I could sit back and ride a train. I was an army brat growing up and have lived and visited around the world. The transportation alternatives were wonderful where I could take advantage of trains and subways. It is also healthier for the environment as well as the body. I support option A with the train stations centrally located where the people live. My parents live in the Northern Virginia area and with the expanded train services there they rarely take a car into DC. It is so convenient. Thank you for an opportunity to comment.	Comment noted.
250	James	Moulton	As a resident of the Front Range, I strongly support option A for North I-25. I believe having the commuter rail system for public transportation along the Front Range will not only be best for the environment, but it will also be best for business and commerce. It will attract businesses along the rail corridor near the stations. Riders will be able to reach their worksites, as well as restaurants, retail centers and entertainment venues with minimal environmental impact. Thank you for your consideration.	Comment noted.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
251	Michelle	Myers	We need to quit expanding I-25 after this last phase of having 3-4 lanes. We need a commuter rail that uses the existing BNSF line. It would help the economics of downtown economies and create a parallel transportation system that decreases the traffic on I-25 and the feeder routes. Keep more \$ local and helping ALL communities both financially and more importantly with their quality of life. If you can get off in the downtown area you usually decrease your travel impact by 1 mode of transportation. No more traffic lanes on I-25! Let's move to commuter rail on an existing line, BNSF. Let's say yes to a mode of transportation that does not use petroleum.	Comment noted.  In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
252	Ben	Myers	<p>North I-25 EIS Project Team, On behalf of the Mummy Range Institute, I would like to convey the following comments regarding the North I-25 Draft EIS. Of the alternatives listed, we support Package A. However, Package A must be reworked to avoid serious environmental harm and set a precedent for rapid transit in northern Colorado. Specifically, we are concerned with the estimated decrease in air quality and diminished wetland environments compared to the no-action alternative. Package A should offer an improved future for air quality and wetlands over no action, and this is easily attainable by reducing or eliminating the proposed expansion of I-25 in favor of increased commuter rail service. The commuter rail portion of Package A, as described in the DEIS, is little more than a "token" move toward regional rapid transit. It will not be sufficient to mitigate the environmental impacts of increased travel, nor will it be convenient enough to significantly change behavior among local commuters. A commuter rail package should not only reduce environmental impacts of regional travel, but shift preferences from individual vehicle travel. A package truly centered around commuter rail would have the secondary benefit of economically strengthening the historical core areas of Fort Collins, Loveland, and Longmont, whereas a package relying on I-25 expansion will encourage new and unnecessary development along the interstate corridor to the detriment of the downtown regions. Thank you for creating a vision for rail-based rapid transit in northern Colorado, but please modify Package A to make it a meaningful one. We look forward to viewing the Final EIS.</p>	<p>Comment noted.</p> <p>In response to your comment regarding air quality and wetlands, the Final EIS presents comparative information for the three build alternative (the Preferred Alternative, Package A and Package B) and the No-Action Alternative for these topics. As described in Section 3.5 – Air Quality - the air quality emissions for most air pollutants would be similar in year 2035 for all of the alternatives, and would be lower than existing levels as a result of improvements in vehicles emissions over time. With regard to wetlands, as described in Section 3.8 – Wetlands – the Preferred Alternative would have to least total wetland impacts of the build alternatives. Wetland impacts will be mitigated in accordance with policies established by USACE.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
253	Stephanie	Neid	<p>I am strongly in favor of commuter rail to the South Fort Collins Transit Center.</p>	<p>Comment noted. The Preferred Alternative and Package A include commuter rail with a stop at the Fort Collins south transit center.</p>
254	Joel	Nevison	<p>North I-25 EIS: I support Commuter rail alternatives A and G. These two connect the largest population centers in Northern Colorado. Placing stations in locations central to concentrations of population yields the highest convenience of use. This also enables linking to the largest number of other local transit options. I believe the USA is past due to develop viable transit alternatives to private automobiles. Thank you.</p>	<p>Package A and the Preferred Alternative each include one (the same) commuter rail line; it is not clear what you refer to with "A" and "G". However, the commuter rail of Package A and the Preferred Alternative is on the BNSF alignment serving the population centers of Fort Collins, Loveland, and Longmont, and continuing on to the FasTracks North Metro line and DUS. The commuter rail has connections to feeder buses, local transit routes, and the RTD FasTracks system.</p>



## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
255	Cheri	Nichols	I strongly favor working toward greater availability and use of public/mass transportation means, therefore, I support Package A for our region.	Comment noted.
256	Bob	Norris	We in Longmont have been for too long underserved relative to the RTD taxes we have been paying. We would benefit in many ways from light rail and not much from widening of I-25. The I-25 congestion would be more effectively and environmentally soundly addressed by a significant investment in van pools - which would also help create jobs more quickly - another initiative that would be helpful on many fronts is to encourage employers to promote telecommuting for many jobs. Finally, we should add a large energy wasting fines to folks exceeding the already energy wasting speed limit on I-25. The proceeds could be used for highway efficiency projects.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>The Preferred Alternative also includes a number of congestion management measures such as vanpooling. Specifically carpool/vanpool lots are planned at 11 locations along I-25. Other project measures include incident management programs, ramp metering and intelligent transportation systems; however telecommuting is not a proposed project strategy.</p> <p>There is currently no dedicated revenue stream (taxes) for these improvements, and they are not included as part of RTD's plans. Note the proposed services largely serve northern front range communities which are outside of the RTD district.</p>
257	Peter	ONeill	I strongly prefer the I-25 North Package A build plan. Primarily the choice is between serving existing population centers and using and sustaining existing compact civil infrastructure in Package A and building a completely new, sprawling metropolis of "I-25 North" in Package B. Even though I live within earshot of I-25, I prefer the former because it is overall cheaper at this time when the nation is so heavily in debt, is more energy efficient as fuel prices are sure to surge again, and maintains the character and identities of the North Front Range cities. Package A, together with the Mason St. Corridor plan, will breathe new life into the increasing number of vacant buildings along College Ave. thus countering urban decay. It will also support the	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>While Package A costs less than Package B, the Preferred Alternative identified in the FEIS is more expensive than either package. This is a result of the Preferred Alternative combining elements from both packages into a single improvement</p>

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ID	First Name	Last Name	Public Comment	Response
			heritage of the N. Front Range as being centered on the BNSF RR and US 287 and of I-25 as a nearby, uncongested bypass for long-range, interstate traffic.	package. It is worth noting however, that the cost per user for the Preferred Alternative is less than Package A as a result of its ability to accommodate more users.
258	Patricia and Gordon	Palmer	We think that plan A is the best solution and is worth the cost. It provides the most and best options for citizens living in N.E. Colorado to interact in a responsible way with the rest of the state and for the future of our environment both locally and for the whole planet. As our population ages we need to provide suitable transportation options to get all people especially older folks a reliable means to get around. Driving becomes a very challenging experience to people at an old age. We need a reliable way to get to shopping centers and doctors offices in a safe manner. Many city officials have expressed the high cost of rail, but if we brought businesses and manufacturing to the area that produced rail products we could increase jobs and decrease the public cost to install and maintain the system. And also perhaps sell some of the many homes that have been built to new residents. We cannot all work in retail at places like Centera.	Comment noted.
259	Catherine	Parkhurst	I prefer package A for the alternatives.	Comment noted.
260	Marcia	Patton-Mallory	As I reviewed the draft EIS it is unclear to me how either Alternative A or B provides reasonable transportation links to key destinations such as DIA, Denver sports and performing arts complexes and the ski areas. Also, it is not clear how major destinations such as people who work downtown, at the Denver Federal Center etc. would connect with especially the rail or bus option. In general, I like the idea of rail that connects existing communities rather than more investment in the I-25 mess. We need viable options to single passenger vehicles that does not promote more sprawl. Increasing density and options between and within cities, and making those that use I-25 help pay for improvements makes sense.	Each of the three build packages provide transit service to Denver Union Station, thus connecting to the hub of RTD's FasTracks system. In particular, the Preferred Alternative provides three direct transit connections to downtown Denver and its sports, entertainment, jobs and activity centers. The Alternative also includes a direct express bus connection to DIA for northern Colorado residents. Commuter rail on the BNSF was chosen to connect city centers, and would operate as an extension of the RTD North Metro line to Denver Union Station (DUS), in downtown Denver.
261	G. Wayne	Peak	I favor a combination of bus rapid transit and commuter rail provided that both can be made to articulate with Denver's light rail system.	Comment noted.
262	Kirk	Petty	To say that this process is moving at a glacial pace would be too kind. I started working with groups 15 years ago trying to get Front Range passenger rail going, and people have been asking for it louder and louder since then. Still it doesn't seem to be any closer now than it was then. This has been studied to DEATH, and the money that has been spent on these studies could	Comment noted.

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			<p>have bought used locomotives and cars, and we would have service NOW. Bill Richardson became governor of New Mexico, and when he found out how long and how expensive it was to get the feds involved just did it on his own. Within a few months New Mexico residents had the rail service out of Albuquerque they had been asking for, using and upgrading existing tracks. It will soon be extended to Santa Fe, and NM has asked CO to join in, but we are dragging our feet with study after study. When will we quit throwing all this money away on studies and just do what the taxpayers have been asking for at least two decades? New Mexico has shown it can be done without having to study it to death and make it all so unnecessarily expensive and difficult!</p>	
263	Brad	Pickert	I support Option "A" for a Commuter Rail System from Fort Collins to Denver with a stops in Loveland, Longmont and in Berthoud !!!	Comment noted.
264	Kathryn	Plummer	We MUST look to mass transit for the I-25 corridor. I approve of all mass transit, but especially a train through the downtowns of Ft. Collins/Loveland/Berthoud/Longmont/etc. Also having a bus transit (the one that is similar to light rail) along I-25 will be largely useful. Merely adding lanes to an existing highways has been shown, time and again, to relieve traffic for only a short time, if at all. Thank you very much for all your efforts. Support Package A.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
265	Kate	Polk	Package A is the BEST way to go! Please, please go this route!	Comment noted.
266	Zachary	Rae	I have been a resident of Northern Colorado for the twenty one years of my being. As long as I can remember traffic has been heavy on I-25 and it seems to get worse each year. I believe that a rail based transit system is the most effective plan for I-25. Buses and lane expansions only add future problems to the I-25 nightmare. Soon, CDOT will have to expand again as the area continues to grow. Expansion will especially become important when the national economy improves. Rail transit allows for additions to be made while only having to expand the rail area a few feet, compared to lane expansion. Expansion does not need to happen as frequently since multiple trains, as long as it is managed well, can be on one track. Finally, the costs to passengers is worth it because gas can be just as expensive if not more expensive. It can be cost effective for those building and maintaining the system because they gain the money back through the fares. I, as a native	Comment noted.

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ID	First Name	Last Name	Public Comment	Response
			Northern Colorado resident support any kind of rapid rail transit and as long as it is by rail.	
267	Kim	Redd	I believe the option that includes rail service for Northern Colorado (Option A, rail transit) is best. Not only from a congestion relief standpoint, vs. more vehicle traffic on our roads, but from a safety and mobility standpoint. In addition, rail transit will use less petroleum, and will preserve the nature of our communities in Northern Colorado (Loveland, Longmont, Fort Collins, etc.). I do not want to see the automobile dominate the evolution of the landscape in Northern Colorado, and result in a situation like Los Angeles. I also do not believe that (more) bus traffic on I-25 is a good thing, or increasing the capacity of I-25 in general. This highway is a race track, and is already too dangerous. Please minimize the emphasis on I-25 in Northern Colorado. Thank you!!	<p>Comment noted.</p> <p>While the Preferred Alternative does include a robust network of transit alternatives for northern Colorado travelers, it also includes improvements to I-25. These improvements are necessary to address the aging infrastructure, safety concerns and anticipated congestion as a result of growth in northern Colorado. Consideration was given to a transit only alternative but it was found that this option could not adequately address the mobility and infrastructure needs along the corridor.</p>
268	William	Reeves	Are you considering a sound wall on 25 south of 20? (just south of 34.) Any increase of sound would be detrimental to our right to peace and quiet.	<p>Areas along I-25 impacted by traffic noise were described and considered for mitigation measures in Section 3.6 of this Final EIS. For a mitigation measure such as a barrier to be recommended, it must meet certain feasibility and reasonableness criteria. The barrier evaluated near I-25 and Larimer County Road 20 was found not to provide at least the minimum noise reduction needed and therefore has not been recommended in the Final EIS.</p>
269	Michael	Reikofski	I would like to express my preference for an option that includes rail service on the front range especially using the corridor already available through the towns of Fort Collins, Loveland, Longmont and into Denver. My dream is to someday take the train from my hometown of Loveland into Union Station in downtown Denver, attend a Rockies game and come home the same way. What a pleasure to not have to drive that trip at all! I am a newly reformed mass transit commuter on the Transfort bus system between Loveland and Fort Collins. I have been riding since March 2008. The stress reduction is definitely worth the extra 30 minutes on my one way commute. A similar opportunity to commute between the downtown areas of the front range communities would make day or weekend outings so much more pleasurable. Not having to drive out to the present I-25 corridor, but bicycling or walking to the downtown rail station would be another plus for me and my wife.	<p>Comment noted.</p>

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ID	First Name	Last Name	Public Comment	Response
270	Traudl	Renner	<p>I appreciate the efforts of the Transportation Department to look at a solution to the I-25 project. I have two thoughts and comments. Having been a train user for the better part of my life I support the idea of developing a commuter line along the Front Range. I believe, it will be difficult to make the line profitable, or at least sustainable, due to the automobile culture in this country and the relative low density of population. The rail needs to be made awfully attractive to the population (schedules, connection points, price per ride etc.) or there just simply will not be enough usage. I agree, that a rail system could help improve our downtowns. However this will only happen in context with reducing the noise currently produced by the loud train horns. The horns are blown several times during the night, as well as during the day, at a decibel level of 90 to 113. If the plan to route more trains for commuter rail does not include either an effort to revise the Federal Policy on train horns or the establishment of Quiet Zones, the development of the downtowns just simply will not happen as desired. On the contrary, more current residents will have to relocate out of the down town areas and areas along the train lines to preserve their quality of life, sanity and health. A very recently published study in JAMA confirmed in an overwhelming way the negative effect of noise and interrupted sleep on cardiac health in a way not even expected by the medical community. Downtown development, customers for downtown businesses and train usage go hand in hand and need to be considered together. Northern Colorado communities need the support of the railroads to solve this problem - just like RTD set aside several million for the creation of Quiet Zones along the proposed commuter rail in the Boulder, Lafayette, Longmont area. Thank you for your consideration. It will make a difference in whether I can remain a citizen of Loveland and become a train user once again.</p>	<p>Quiet zones are the preferred train horn mitigation identified in the EIS. The implementation of quiet zones will require the consent and leadership of the affected local governments.</p> <p>A variety of stations and service patterns were examined to determine optimal ridership.</p> <p>In addition to an extensive evaluation of rail station locations the Preferred Alternative includes a robust feeder bus network to maximize the number of residents and employees able to access the train. The rail alignment is also served by the local transit systems in Fort Collins and Loveland. The travel demand model takes all of these factors into account along with travel time, fares, population and employment projections when generating the forecasted ridership for the commuter rail line in 2035.</p>
271	Laura	Reynolds	<p>I support Package A. I believe that it would be the healthy choice for our planet.</p>	<p>Comment noted.</p>
272	John	Riecke	<p>Plan "A", please. A train that actually stops in the destination city is infinitely preferable to a bus that stops on the highway. Getting off the highway is the whole point. Trains will also attract more commuters, people who would never ride the bus, even the "just-as-good-as-light-rail" BRT. Buses aren't as good, as useful or as pleasant as rail, particularly on longer trips. Bite the bullet and build the better alternative - commuter rail.</p>	<p>Comment noted.</p>

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ID	First Name	Last Name	Public Comment	Response
273	Gwyneth	Robe	It is vital to create a readily accessible and convenient rapid mass transit system in Colorado. The connection of Front Range towns with Denver by a rail system is prudent and environmentally sound. Why should Denver and Colorado be so reliant on autos when better solutions are available? Package A and commuter rail will bring Colorado to a greener and more commuter friendly era. I used to commute from Connecticut to New York City and Boston by train and there is nothing better.	Comment noted.
274	Martha	Roden	More than anything, I would love to see a fast train running from Wyoming to New Mexico -- or at least from Fort Collins to Denver or Colorado Springs. My husband and I live in Fort Collins and almost never go to Denver because of the drive. And I can only imagine how hard it is for people who have to commute daily. A train would provide a way for people to quickly get to Denver without polluting in their cars. It would certainly get people off the road and it would also let people read or sleep or talk, without worrying about other drivers. A fast train really makes sense. Do it now, while you still have room down the middle of I-25. Otherwise, Colorado will go the way of California -- adding lane after lane to their freeways and only increasing traffic. What a disaster!	<p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
275	Angie	Rohnke	Thank you for your work on the North I-25 EIS. After reviewing them I strongly encourage you to go with a combination of the commuter rail & bus options. After traveling the world and experiencing how Europe, Asia and larger US cities handle traffic, rail is the best long term option. It is more expensive now, but the best to add on to in the future to handle increased volume. Please also do not consider diesel trains; if Colorado is trying to be a "green" state, we need to use options that can use renewable resources and	Comment noted.

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ID	First Name	Last Name	Public Comment	Response
			reduce pollution. To support the rail traffic, bus service should be utilized to get to areas not directly on the rail lines. Good bus routes are all ready in service in many North Colo. towns. Thank you for your time on this project. I look forward to commuting by train in the future.	
276	John	Rohrbaugh	We don't have the population density along north I-25 to support commuter rail, so please don't waste my tax money on such boondoggles. We do have significant congestion on north I-25, so please do add a third lane and please do upgrade the interchanges that need it.	The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. The Preferred Alternative includes a combination of highway and transit improvements in order to meet the project's needs - to address safety, aging infrastructure, mobility, efficient freight movement, and increase modal options. It includes interchange modifications and additional lanes on I-25, as well as regional transit improvements. While the rail transit system itself may not provide a positive return on investment directly, it can provide many indirect benefits including improved mobility for citizens.
277	Holmes	Rolston	I prefer alternative A, primarily because it begins moving toward light rail, which I think is the primary direction for mass transit in the future.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
278	Michael	Rowe	As a commuter rail activist for 30 years, a board member of the Colorado Rail Passenger Association, and a co-founder of Citizens for Commuter Rail, I wish to strongly endorse Alternative A for the North I-25 DEIS. Commuter rail from Fort Collins south to Longmont via the BNSF rail corridor is not only a logical alternative to further traffic congestions and more highway construction, it is also a logical northward extension of RTD's FasTracks program for commuter rail in the Denver-Boulder-Longmont BNSF corridor. Ultimately, the Larimer	In addition to Packages A and B, a Preferred Alternative has been identified, as described in Chapter 2-Alternatives of this Final EIS. The Preferred Alternative combines elements of Packages A and B, with some refinements based on public and agency comments and updated (year 2035) travel demand projections. The Preferred Alternative is a multi-modal solution with transit (commuter rail and bus improvements) and

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			<p>County rail corridor will become part of a commuter/heavy rail service running from Cheyenne to Albuquerque (where commuter rail is already operational). Decreasing oil resources, spiraling fuel costs, environmental concerns, and the wear and tear on the human psyche cause by traffic congestion and commuting by automobile, are all good reasons to support the implementation of commuter rail--as outlined in Alternative A--at the earliest possible date. In the future, commuter rail should also be considered for the UP's Greeley-Denver corridor.</p>	<p>highway improvements.</p> <p>The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor. In addition, commuter bus along the US 85 corridor, express bus along the I-25 corridor, and feeder bus service are included in the Preferred Alternative. In terms of highway improvements, the Preferred Alternative includes safety improvements throughout the corridor, the addition of general purpose lanes on I-25 between SH 14 and SH 66, tolled express lanes (TEL) on I-25 between SH 14 and US 36, and interchange improvements. See Chapter 2-Alternatives for details.</p> <p>The Preferred Alternative would be constructed in phases over time as funding becomes available. With regard to commuter rail, Phase 1 includes right-of-way acquisition. Phase 2 includes implementation of commuter rail from Fort Collins to Longmont connecting to RTD's planned Northwest Rail line. Phase 3 includes implementation of the final portion of commuter rail from Longmont connecting to RTD's planned North Metro line. See Chapter 8-Phased Project Implementation for details.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the front range I-25 and I-70 corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential front range rail service, or future rail service along US-85.</p>
279	Carol	Rush	<p>The League of Women Voters of Larimer County would like to express its support for major components of Package A in the Colorado Department of Transportation (CDOT) North I-25 Draft Environmental Impact Statement (I-25 DEIS). We believe the Northern Front Range would benefit immensely from the economic growth that would result from infrastructure investments</p>	<p>Comments noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>



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ID	First Name	Last Name	Public Comment	Response
			<p>of (a) commuter rail connecting cities along Highway 287 (b) bus transit connecting Greeley and Denver and (c) feeder and local bus transit that facilitate access to commuter rail. The National League of Women Voters and the League of Women Voters of Colorado support the addition of mass transit to connect our communities, support internal development, minimize air pollution and sprawl and give residents and workers a safe and economical means to travel regardless their age, physical ability or income. Leagues policy is to promote social and economic justice, and the health and safety of all Americans and so we value access to transportation, transportation systems that afford better access to housing and jobs, and energy-efficient and environmentally sound transportation. Taken together, these contribute to the health, well-being and self-sufficiency for individuals and families a future that LWV of Larimer County would wish for everyone in the Northern Front Range. We feel that components of Package A listed above best meets these goals. Spokesperson League of Women Voters of Larimer County 2651 NCR 29 Loveland, CO 80538 970-667-5077</p>	
280	Barbara	Rutstein	<p>I strongly support Option A as I think it is critical to have transportation in the city centers when at all feasible. I do not favor moving housing and businesses to the interstate highway. It then becomes a local road and another interstate is then needed. It is best in the long run to invest in inter city transit and convenience. If we use the interstate we then need huge parking lots to encourage people to drive to the interstate to take a bus/train. Within the city this is less likely if there are buses that go to local stations. Now is the time to get started on such a program.</p>	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor between the city centers. In addition, feeder bus service and modifications to local city bus routes to serve the commuter rail stations are included in the Preferred Alternative. Parking lots of varied size (depending on the location and alternative) are also included along I-25, to serve carpoolers in Package A, to serve BRT and carpoolers in Package B, and to serve express bus patrons and carpoolers in the Preferred Alternative. See Chapter 2-Alternatives for details.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

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ID	First Name	Last Name	Public Comment	Response
281	Bill	Ryan	More lanes and rail. I actually prefer high speed rail like I've used in Japan and Germany. Why not?	<p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1- Purpose and Need due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>CDOT will be conducting a Inter-regional Connectivity Study for various potential corridors in the state. CDOT is studying rail along the I-70 corridor from the Jefferson County Government Complex to the mountains and ski resorts as a part of the I-70 Mountain Programmatic EIS (<a href="http://www.coloradodot.info/projects/i-70mountaincorridor">http://www.coloradodot.info/projects/i-70mountaincorridor</a>). The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 and I-70 corridors. The rail service considered by these studies serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude these other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
282	DeeDee	Sabin	I think that transportation issues will vastly impact all areas of our lives. I think we need a fast moving, rail system that ties into true needs of our citizens.	<p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment,</p>

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				<p>and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
283	Harry	Safstrom	<p>ABSOLUTLY focus on the commuter rail alternative. All weather transportation - safer - cleaner - ability to add seats in a hurry - supports TOD. Use buses as feeders like (I hate to say it) California has done successfully.</p>	<p>Comment noted.</p>
284	Ruth	Sanders	<p>I am writing in support of package A, based on my belief that, over the long term, a healthy commuter rail system linking our northern front range will be the most energy efficient, environmentally sensitive, and most conducive to quality, sustainable development. Ultimately, those attributes will also make it the most cost-efficient, if the true costs of highways and cars are really weighed, which they often are not in these studies. And I believe the public will support this. We may not have \$4 a gallon gas right at the moment, but we cannot forget that it will return, and people's demand for mass transit will continue to grow, as it already has. Building more highways just encourages the waste of energy, and invites continued high maintenance costs, which Colorado then struggles to fund. Beyond all the cost, environmental, and sustainability arguments that can be made -- I'm sure plenty of people are making them -- I believe people will support this as the best long-term</p>	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

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			<p>solution, and that's critical. I've seen the efforts to support mass transit alternatives among the front range communities, including here in Longmont, where it was the one issue that people seemed to agree on, regardless of political ideology -- and that leadership was shown with the citizen approval of FasTracks and the agreement of so many cities and municipalities coming together around it. I implore CDOT to please get on board!</p>	
285	Susana	Santamaria	<p>I read an editorial describing two options for I-25 transportation improvements. Option A was described as a rail project, connecting northern cities by train. The other was a 'park and ride' idea. I am greatly in favor of the rail concept, as it sounds like something I and many people I know would be able to use frequently. America needs to utilize rail lines more frequently and more efficiently for passenger use, as has been done so successfully in Europe. Thank you for your time.</p>	<p>Comment noted.</p>
286	Scott	Sarbaugh	<p>I am in support of the DEIS Package A. The Northern CO area needs commuter rail, not more congested highways.</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
287	Bob	Schmid	<p>I prefer widening I-25 to light rail. Light rail won't go where I have to. How do I get around (and bring back purchases) after I'm dropped off?</p>	<p>Comment noted. Each of the build alternatives under consideration include I-25 highway improvements, as well as transit improvements.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit</p>

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				<p>choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>The alternatives each provide feeder bus service and connections to local bus routes at city centers and downtown Denver to help provide transit travelers access to their destinations. However, transit does not serve all travelers. It does not serve all origins and destinations, and is not conducive to all trip purposes, such as some shopping trips. For this reason, highway improvements are included in each of the alternatives. For example, the Preferred Alternative includes safety improvements throughout the corridor, the addition of general purpose lanes on I-25 between SH 14 and SH 66, tolled express lanes (TEL) on I-25 between SH 14 and US 36, and interchange improvements. See Chapter 2-Alternatives for details.</p>
288	Susan	Seawalt	The section of I-25 between Longmont and Fort Collins is just plain scary . . . ways to make it safer would be greatly appreciated - I currently avoid it at all costs. Merging traffic and trying to take the exit at Centera is putting your life at risk. Would love to see things safer.	The construction along I-25 would upgrade the geometry to meet current design standards and improve safety. Interchanges and ramp terminals will also be upgraded to improve their geometry and safety.
289	Ronald	Segul	I would just like to enter my opposition to a rail system unless it is an overhead monorail that parallels the intrastate highways with connecting bus service into the cities it services.	A full range of rail technologies, including monorail, was evaluated. Monorail was found to have substantially higher costs and would operate at lower speeds than other technologies, rendering it impracticable for this project. This evaluation is documented in Chapter 2 of the EIS. Commuter rail on the BNSF corridor with connecting bus service was found to be the most effective solution for this corridor. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor.
290	Frank	Sell	I'm all in favor to develop a commuter rail system. We need to look in the far term and not make decisions for just the near term.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

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291	Rich	Shannon	Tables 2-2 and 2-9, summarizing the interchanges, appears to have switched the descriptions of Crossroads and US 34. The tables show Crossroads currently as a substandard cloverleaf and US 34 as a substandard diamond. Crossroads is a diamond, not a cloverleaf. US 34 is currently a cloverleaf. Thanks and good luck.	The tables have been corrected in the Final EIS.
292	Richard	Shannon	Please make it clear in the documents that the use of roundabouts at the exit ramps on interchanges may be a viable option in some locations, subject to final design considerations. The Centera Metropolitan District is currently helping to fund construction of roundabouts as an interim improvement at the Crossroads Interchange. Throughout the design process we have been assured by CDOT representatives that every effort will be made to try to preserve this investment when the full reconstruction of the interchange is done in the future. We understand this is subject to final design considerations. However, we think it is important that a reference to roundabouts as a potential component of reconstructed interchanges be more clearly stated in the documents. Thank you.	The roundabouts currently being constructed at Crossroads Boulevard could accommodate future traffic volumes if additional lanes were added. Additionally, the standard diamond shown at all Preferred Alternative interchange locations clears an area that does not preclude the use of roundabouts for intersection control. Text stating this has been added in the Final EIS interchange section.
293	Michael	Shernick	It's been shown by many studies that adding new lanes for auto traffic actually INCREASES congestion, so I strongly urge CDOT to do more than only add new lanes. Bus Rapid Transit, light rail, and HOV lanes all make the best sense.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
294	Douglas	Shinkle	I support the necessary safety upgrades on I-25, mass transit components of Package A, and most specifically commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver	Comment noted.

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			Metro FasTracks and RTD bus routes. While I think bus-rapid transit is a good choice in some areas, I do not think it's appropriate for the I-25 corridor. It would also concentrate all transit options along I-25, and not serve the large populations and existing towns and infrastructure in Loveland, Ft. Collins, Berthoud, etc.	
295	Randall	Shinn	My wife and I think that the A package would be the best option. We think it would get more use.	Comment noted.
296	Susan	Shirley	I'd like to convey high support for Option A adding lines for commuter rail to I-25. It uses existing rail corridor and connects towns where people already live. Thank you for your hard work on solving tough problems. I'm a senior citizen and need reliable non-car transportation options.	Comment noted.
297	Bill	Shirley	We are definitely in favor of the commuter rail, Option A, alternative.	Comment noted.
298	Randy	Shortridge	I have a comment relative to commuter rail alignments: I believe it is of critical importance to have stations located at population centers and not along interstate freeway alignments for several reasons: Freeway alignments usually have very low pedestrian densities outside of major metropolitan areas, they serve auto and not pedestrian oriented uses, they require more intermodal (car/bus/train) changes than will happen at urban stations (pedestrian / bike / kiss and ride), they require more parking capacity for single uses (commuters). Fort Collins will flourish and the rail will succeed if the alignment connects through the heart of the city and is not relegated to the far fringe of the community. I would be happy to be able to have further input.	Package A and the Preferred Alternative include commuter rail along the BNSF corridor since it connects city centers. Commuter rail stations are planned for downtown Ft. Collins, Colorado State University, south Ft. Collins, north Loveland, downtown Loveland, Berthoud, north Longmont, Longmont, and Erie. Travelers will access these stations via walking, bicycling, bus, and auto, and the analysis confirms that in city centers the walk, bicycle, and bus access forms a higher percentage compared to the situation when stations are located along the I-25 corridor.
299	Erika	Siebenthal	yay, we need this!	CDOT is uncertain as to what project alternative/component the commenter is referring to; FHWA and CDOT would like to thank you for your involvement.
300	Linda	Silverthorn	I just wanted to state my support of necessary safety upgrades on I-25, mass transit components of Package A, and most specifically commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver Metro FasTracks and RTD bus routes. I want to support all of the work to have Longmont connected into the system in any and all ways possible.	Comment noted.

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ID	First Name	Last Name	Public Comment	Response
301	Kelly	Smith	I would like to express my opinion and vision for the regional transportation system in Colorado. I believe a rail is the best solution for commuter traffic for several reasons: 1. It doesn't congest an already congested expressway. 2. It is more convenient and comfortable therefore will likely be used more frequently than a bus. 3. It is a model for 21st century transportation.	Comment noted.
302	Darren	Smith	I would like to put my vote in for North I-25 EIS Package A. There are hundreds if not thousands who commute from Fort Collins, Loveland and Greeley to Boulder and Longmont. I know that I would use the rail system if it were put in place. Either way I don't think the No-Action Alternative is a REAL alternative because the traffic on I-25 is becoming horrible. Thanks!	Comment noted.  The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.
303	Andy	Smith	I believe that Package A is the only feasible option if viewed with a community development perspective. The critical element of Package A is the commuter rail. I presume that a vast majority of Northern Colorado residents already live within 1 mile of the historic and current primary north-south travel corridor, that being US 287, which happens to parallel the BNSF rail line. This corridor was the basis for most, if not all, urban development in Larimer County, and Northwest Boulder County. Smart growth principles encourage transportation solutions to be built where people live and work. Because of the comp. plan density goals of most of the municipalities in Larimer County and NW Boulder County, Package A would not address only a current transportation need, but also a future one as well. Package A will help relieve auto dependency, save money on future road infrastructure costs, and help facilitate sound economic redevelopment in the older parts of Longmont, Fort Collins, and Loveland. One way to relieve pressure on I-25 is to lessen the demand on the highway, and not just increasing the supply provided by the highway. Thanks for taking my comments.	Comment noted.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
304	Karen	Smith	What a great addition it would be to our north Front Range communities if we were connected by train and also to Denver's transportation systems! Please let's make it happen.	Comment noted.
305	Thomas	Sneider	Although I am a member of the Environmental Advisory Board of Larimer County, my comments here are solely my own personal views. I strongly support Alternative A with its emphasis on commuter rail running through	Comment noted.  In response to your comments regarding land use and



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			extant urban centers as well as needed improvements to I-25. Only this alternative has the potential of encouraging core city growth and discouraging the exurban sprawl that negatively impacts the environment and spurs greater loss of our agricultural lands.	transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
306	Kent	Solt	I am writing in support of the proposed Package A. I believe this package does the best job of addressing the long-term transportation needs of Northern Colorado. Adding both commuter rail through municipal downtowns (phase 1) and two additional non-tolled lanes to I-25 (phase 2, if necessary) will dramatically increase the mobility of our regional workforce--particularly lower-income workers. We've heard time and time again from local employers that the lack of workforce mobility in the region makes it very difficult to attract an adequate number of employees--again, particularly lower-skill, lower-income workers. With Package A, and in particular the commuter rail element, land use and economic development would shift some growth back toward urban centers. Package A supports vibrant downtowns and established business centers by offering a multi-modal system of transportation that encourages new commercial and residential development options in urban cores. I am very excited about the possibility of bringing commuter rail through the heart of many NFR municipalities. According to recent American Public Transit Association statistics, commuter rail ridership has increased by 5.4% through the first half of 2008 versus the same period in 2007. And, significantly, ridership has historically not been too responsive to fluctuations in gas prices. The commuter rail element of Package A will likely involve the installation of railroad quiet zones through population centers. Establishing quiet zones along the BNSF rail crossings in Loveland has become a top priority for citizens. Unless enough public pressure is applied to the federal government to overturn its 2005 law requiring stricter requirements (including sounding the train horn for more sustained periods of time at each crossing) the issue of quiet zones will continue to be a major concern for the urban residents of the NFR.	<p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25.</p> <p>The three build alternatives each provide a combination of highway improvements and regional transit services. A potential benefit of the commuter rail of Package A and the Preferred Alternative located on the BNSF corridor through city centers is that it would provide greater opportunity for Transit Oriented Development near stations. Note that land use policy is the responsibility of the local municipalities.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>Quiet zones are the preferred train horn mitigation identified in the EIS. The implementation of quiet zones will require the consent and leadership from the affected local governments.</p>
307	Sylvia	Spearman	My husband and I strongly support Option A, as commuter rail provides the best long term solution.	Comment noted.
308	Holly	Spoor	PLEASE, PLEASE, PLEASE option A! Since 1999 when I was commuting to Littleton to help care for my ailing father, I have hoped & prayed for some type of rail connection between Ft. Collins and Denver! YES, I would use it!!!	Comment noted.

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ID	First Name	Last Name	Public Comment	Response
309	Elizabeth	Springer	I attended the first meeting in Fort Collins and have followed the process with great interest. Public transportation among the Front Range cities makes good sense. I have travelled extensively in both the US and Europe - New York, Chicago, Atlanta, Boston, San Francisco, Athens Greece, Vienna Austria, two weeks in Switzerland, Paris- to name a few. It works so well and is a pleasure. Please please select Option A which puts the stations in the cities and towns where the people are! It's amazing that we have the railroad right of way yet can't make the obvious decision to use it. From downtown Fort Collins the fast track would facilitate travel for commuters, shoppers, entertainment venues in Denver, senior citizens, 25,000 students at CSU. As a senior citizen this would make visiting our son and family easy, safe, and fun. We could board in Fort Collins, get off at Union Station, take the light rail and arrive within walking distance of his home. We already get to Park Meadows or Littleton on existing light rail. Whoopee. Again, OPTION A is the only good choice. I-25 is Hell on Wheels. Thank you.	Comment noted.
310	Robert	Springer	I favor option A	Comment noted.
311	Garry	Steen	My preference is Option A, the rail option, but would like consideration given to a elevated rail, such as monorail or mag-lev option. This could move people efficiently and quickly without compounding other traffic issues(truck and car, bicycle, pedestrian, ground rail), and potentially less impact from weather, or other environmental issues.	A full range of transit technologies, including monorail and maglev, was evaluated for this project. Monorail was found to have substantially higher costs and would operate at lower speeds than other technologies, rendering it impracticable for this project. Maglev was found to have high costs, a technology that is not readily available, and a complexity of construction rendering it impracticable for this project. This evaluation is documented in Chapter 2 of the EIS. Commuter rail was found to be the most effective solution for this corridor.
312	Michael	Steger	I support option A and strongly recommend light rail on existing rail-rights-of-way as a part of the transportation plan for the Northern I-25 region.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit</p>

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				choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
313	Carolyn	Stegner	I feel that a commuter fast train system linking all of the front range cities should have been started 30 or 40 years ago. It is high time for the United States to follow other countries around the world by building fast trains. Construction on our highways is always out of date before new lanes are even completed. Fast trains with station business hubs - rental vehicles, shuttles, taxis, food and shopping - would be a great way to make travel safer, clearer and less stressful. And just think how many new jobs would be created with the building and maintenance of a fast train system. Let the Colorado front range become a great mass transportation model for the rest of the country. Let's be first!	Comment noted.
314	Carol and Bill	Steidle	Please, please proceed ASAP with improvements to the I-25 Windsor Exit. It is so congested, the traffic lights on the east side are not adequately visible, heavy construction trucks and general traffic will eventually make the overpass in need of repairs anyway. So our hope is that you make this a priority.	Reconstruction of the SH 392 interchange is currently being designed as a separate action. Fort Collins and Windsor have identified reconstruction of this interchange as a priority and are proceeding with this as a separate action. It is anticipated that the interchange improvements will be completed by fall of 2012. The improvements will be constructed to accommodate future improvements along I-25 identified in this EIS.
315	Richard & Janice	Stepp	We do our very best to conserve energy & reduce our carbon footprints everyday. Now it's time for all of us to make a big, big difference for all of Northern Colorado. Choose Package A of North I-25 EIS. Gas, especially cheap gas, will not be around for much longer. We would love to have an alternate to driving our car to Denver for daughter visits, etc. We need the good, environmentally sound Package A.	Comment noted.
316	Twila	Stevens	I urge that you support Option A in the transit proposal. It is essential that we have commuter rail along the Burlington Northern Santa Fe rail corridor.	Comment noted.
317	Patricia	Stewart	I am very much in favor of Plan A, we need light rail desperately. Our region needs mass transportation!	Comment noted.  The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail

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				corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
318	Betty/John	Stewart	We strongly support Option A for improving transportation in northern Colorado.	Comment noted.
319	Jenni	Stults	Please put me on the list for notifications. I am in favor of the rail system	Comment noted.
320	Lynn	Stutheit	Commuter rail is long past due and a win-win for everybody. Yes, it is expensive at first, but unlike never ending road construction it will pay for itself in a few years...not only monetarily, but environmentally.	Comment noted.
321	John	Thieszen	Regarding I-25 changes that will affect the Mountain Range Shadows Subdivision (exit SH392/I-25), I feel that noise mitigation is a important, and desirable, part of either Package A or Package B. I do not prefer the no-action alternative, and I would support either Package A or B as long as noise mitigation/noise barrier is included. I do like the addition of the bus station on package B, which would add convenient transportation. Thank-you for your consideration.	<p>A noise barrier is recommended for this subdivision for both Packages A and B and the Preferred Alternative (see Section 3.6 of the Final EIS).</p> <p>The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor. In addition, commuter bus along the US 85 corridor, express bus along the I-25 corridor, and feeder bus service are included in the Preferred Alternative. It includes the bus stations similar to Package B. In terms of highway improvements, the Preferred Alternative includes safety improvements throughout the corridor, the addition of general purpose lanes on I-25 between SH 14 and SH 66, tolled express lanes (TEL) on I-25 between SH 14 and US 36, and interchange improvements. See Chapter 2-Alternatives for details.</p>
322	Gary	Thomas	I have two overarching concerns with the DEIS: There does not seem to enough consideration of the impact of Peak Oil and future high energy costs and or shortages. Secondly, there does not seem to be any incorporation of the study underway for high speed rail. (Which is also funded by CDOT.) That said, I generally prefer Option A since it incorporates commuter rail that serves the main population centers along the Front Range. The BRT on I-25 element of Option B would drive new urban sprawl away from the existing population centers. However, I also like the toll lane concept (without the	<p>The EIS forecasts are conservative as no change in the relative cost of gasoline is assumed, because predicting the price of fuel is impracticable. The FEIS acknowledges that the future price of gas is an unknown and therefore introduces an uncertainty into the forecasts, as described in section 4.2.6.6.</p> <p>A full range of rail technologies and alignments, including high speed rail along the I-25 corridor, was evaluated. This</p>

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			BRT) of Option B. Having growth pay for the additional capacity seems like a fair and quick way to build the extra lanes. Thus, I would like to see the final EIS include; commuter rail on the BNSF corridor, new toll lanes on I-25, and high speed rail service as determined by the study underway for the Rocky Mountain Rail Authority. And, I would recommend that the final EIS to have a section on emergency response to potential fuel shortages. Some of the energy literature now forecasts that the current recession will inhibit development of energy supplies (traditional and alternative) and thus hasten a shortage situation. In that case, a rapid response of additional transit will be necessary and this EIS should envision how such a response would be coordinated and planned. Thank you for your consideration.	<p>evaluation is documented in Chapter 2 of the EIS. It was found that high speed rail would not provide adequate accessibility to the northern Colorado communities. Indeed, the Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 and I-70 corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
323	Sandra	Tinsman	I strongly support option A which provides commuter rail in addition to I-25 lane additions. I believe this plans for the future needs and allows a transition from current driving habits of our population to more efficient and ultimately more affordable and convenient transportation options. This plans for current and eventual needs in services and will go far toward preparing for a sustainable future transit to fit the population and development pressures that exist and are evolving.	Comment noted.
324	Elissa	Tivona	I have long been a supporter of a more effective mass transportation system along Colorado's Front Range and I write to express my support specifically for commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver Metro FasTracks and RTD bus routes. Thank you.	Comment noted.
325	Shelly	Tokerud	Be Creative! Use existing train tracks for the rural areas & add light rail for already populated areas.	A full range of transit technologies was evaluated for the unique characteristics of the North I-25 corridor. Light rail was eliminated due to its relatively slow top speed, compared to other transit options. Also, light rail cannot share existing tracks with freight trains. Instead, commuter rail on the existing BNSF tracks was identified in the Preferred Alternative and Package A, with new track to the North Metro end-of-line in Thornton. Commuter rail can operate in freight rail corridors, and can

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				achieve faster speeds over longer corridors in contrast to light rail. Commuter rail is consistent with RTD plans for the North Metro and Northwest rail corridors. Note that for some other Denver metro corridors, light rail is appropriate; these modes will connect at Denver Union Station.
326	Teri	Tracy	I support necessary safety upgrades on I-25, mass transit components of Package A, and most specifically commuter rail connecting city centers on existing track from Fort Collins to Longmont, there connecting with Denver Metro FasTracks and RTD bus routes.	Comment noted.
327	Ralph	Trenary	Can I get a print quality computer file of the Berthoud rail station artwork for publication?	CDOT will make suitable graphic files available for publication by the press, upon request following release of this Final EIS.
328	Phyllis	Tucker	I support the intention of developing a Colorado front range rail system, all the way to Colorado Springs, and then Pueblo, and then on to Durango. My point is that creating an efficient system of rail travel in this country should start at a state level and then continue to put the passenger rail system back on the tracks across the USA.	<p>The Preferred Alternative includes interchange reconstructions, the addition of general purpose lanes and tolled express lanes along I-25, commuter rail along the Burlington Northern Santa Fe railroad tracks between Fort Collins and the FasTracks North Metro end-of-line station in Thornton and the Northwest Rail end-of-line station in Longmont, and commuter bus along US 85 between Greeley and downtown Denver. The Preferred Alternative also assumes that feeder bus service would be provided to bring local traffic to the corridor train service. More detailed information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p> <p>The Preferred Alternative includes commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines.</p> <p>CDOT is studying rail along the I-70 corridor from the Jefferson County Government Complex to the mountains and ski resorts as a part of the I-70 Mountain Programmatic EIS (<a href="http://www.coloradodot.info/projects/i-70mountaincorridor">http://www.coloradodot.info/projects/i-70mountaincorridor</a>). The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 and I-70 corridors. The rail</p>

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				service considered by these studies serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude these other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.
329	Marianne	Tucker	I prefer the A option, where light rail is added. The situation is dire, and I am so glad someone is finally working on it.	Comment noted.
				The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
330	Cheryl	Van Ackern	While more lanes to I-25 are inevitability necessary, I believe a rapid transportation method that operates independent of the traffic jams on I-25 is necessary, such as a train. In order to be effective and useful, adequate numbers of trains, frequent schedules, and broad hours of operation are necessary. Trains to the airport, downtown, and to major venues in Denver would be well used.	Comment noted.
331	Barbara	Ver Steeg	I am commenting regarding the EIS statements regarding the 2 options for northern I-25 (Plan A and Plan B). I support Plan A, which includes widening I-25, but also a commuter rail line that will join with another (FasTracks), eventually linking Denver all the way north to Fort Collins. I was born and raised in Denver, went to CSU, and now live in Berthoud. Over 20 years ago, when I was at CSU, there was discussion about the expected growth in northern Colorado, along with recommendations for a commuter rail line from Ft. Collins to Denver. Now the growth is here, and we have no rail line! We must implement this option, as well as the others in Plan A. Commuters WILL use this line, for convenience, cost savings, and to avoid the dangerous drive on I-25. Thank you for the opportunity to comment.	Comment noted.

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ID	First Name	Last Name	Public Comment	Response
332	Nora	Voytko	Would love to use a commuter system!	Comment noted.
333	Ashley	Waddell	Please make sure rail transportation for commuters (be it light rail or heavy high-speed rail) is a large part of the I-25 project. My work at CSU involves near-daily trips to Denver from Fort Collins, and every time I get in my car to go to Denver, I think to myself how much more pleasant it would be if I could spend that travel time reading, or relaxing, letting someone else "drive." I commuted by rail when I lived in Europe (both in France and the UK) and it was such a pleasure. Americans may claim they love to drive their cars, but when rail travel is convenient and the stops well-placed, it's truly much more fun AND relaxing -- not to mention better for the environment. Thank you for reading my comments.	<p>Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>A full range of rail technologies and alignments, including high speed rail along the I-25 corridor, was evaluated. This evaluation is documented in Chapter 2 of the EIS. It was found that high speed rail would not provide adequate accessibility to the northern Colorado communities. However, note that CDOT will be conducting an Inter-regional Connectivity Study for various potential corridors in the state. CDOT is studying rail along the I-70 corridor from the Jefferson County Government Complex to the mountains and ski resorts as a part of the I-70 Mountain Programmatic EIS (<a href="http://www.coloradodot.info/projects/i-70mountaincorridor">http://www.coloradodot.info/projects/i-70mountaincorridor</a>). The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 and I-70 corridors. The rail service considered by these studies serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude these other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
334	Karen	Wagner	Commuter rail (any transit improvements) belong in the US 287 corridor where there is adequate density for success. Transit in the US 287 corridor supports our downtowns and core communities has fewer environmental impacts, reduces carbon emissions, maintains air quality and allows individual communities to better maintain community character and identity. In contrast improvement proposed for the I-25 corridor does just the	Note that Package A and the Preferred Alternative serve the population centers of Fort Collins, Loveland, Berthoud, and Longmont with commuter rail. Package B serves these population centers with BRT service to the Fort Collins South Transit Center; and feeder bus service to the I-25 BRT from the other communities.



## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
			opposite. Worst of all they will encourage greater urban sprawl and the merging of cities. At that point no one will want to live here, Signage will read.... You are now entering MeaderieJohnstownwillikenberthoudwindsorlovelandtimnathfortcollins.	In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
335	Ann	Wagner	I strongly support commuter rail for the I-25 and/or US 287 corridor(s). The cost involved will eventually be considered minor, compared to the alternative of worse gridlock, fuel consumption, and pollution.	<p>The Preferred Alternative and Package A include commuter rail along the BNSF corridor with new track to the North Metro end-of-line in Thornton and service continuing to Denver.</p> <p>Rail along the I-25 corridor was considered during the alternatives development process. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor. Therefore, the Preferred Alternative includes commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines.</p>
336	George	Wallace	Our family prefers the commuter rail alternative. Lets strengthen our city centers and not add to sprawl along I-25	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
337	Matthew	Wallenstein	I strongly favor an emphasis on regional rail service. Ideally, it should provide a practical and speedy alternative to Longmont, Loveland, Boulder, and Denver.	Comment noted.
338	Pat	Walsh	As an older person who makes frequent trips to Denver, I feel that an alternate form of transportation is essential!	Comment noted.
339	Ralph	Walsh	I vote for option A. We have the existing tracks that are underutilized. Having been to Europe and truly realizing the benefit it provides over there, I realized that we Americans are behind the 8 ball over here. Commuter trains are absolutely needed now.	<p>Comment noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p> <p>In response to your comments regarding implementation</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
				steps, please refer to General Comment #0 – Funding and Cost Issues.
340	Jennifer	Walton	<p>Hi, I currently live in Fort Collins and commute to work in Boulder 5 days a week. I have been a resident of Fort Collins for about 4 years, and made a conscious choice to continue living there rather than move because I feel the quality of life is better for me I am looking at this process from two perspectives: one as a citizen of northern Colorado, and one as an expert in environmental policy. Citizen view: Driving is stressful, expensive (car maintenance, gas, etc.), and can be unpleasant in certain areas along that commute. I'd give my left foot to be able to relax on a train and do my work while riding to Boulder and home each day. I could save putting wear and tear on my car for other things, rather than just getting to work.</p> <p>Environmental policy expert view: Putting in a train that would run from Fort Collins down to Boulder and Denver is the right choice because it will bring further economic vitality to areas that don't see much traffic, such as Loveland, Berthoud and Longmont. People could move to areas that are more comfortable for them, spend money, and yet continue to work where they choose. Furthermore, air pollution would be reduced several times over because the number of people who commute from north to south and vice versa who would instead ride a train is more than enough to displace the byproducts produced by a train. The studies that were done and have been presented do not take into account the recent growth in the area or the number of people that do not use Hwy 25 for their commute. The train could be run electrically, on steam, or by using a cleaner form of diesel. Think about what it could do for the economy up here and how it will help us clean up our air quality. Putting in a train is the right choice for northern Colorado.</p>	<p>Comment noted.</p> <p>The commuter rail identified for Package A and the Preferred Alternative indeed serves the population centers of Fort Collins, Loveland, Berthoud, and Longmont; continuing onto the North Metro corridor through Thornton. A transfer to the Northwest rail to Boulder will be possible in Longmont. The commuter rail could be diesel or electric multiple units. As vehicle technology is evolving rapidly with clean diesel and other options, the vehicle type will be reassessed prior to implementation of commuter rail in the North I-25 corridor. Please note the study used 2035 growth projections from the North Front Range MPO and the Denver Regional Council of Governments.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
341	Iorna	Watts	<p>We need to have light rail from ft collins/loveland to denver - the traffic is getting worse and we need to save energy and take care of the environment. it's the answer. they're doing it in new mexico - from santa fe to albuquerque. they are laying the tracks right in the median of 1 -25! lets do it</p>	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
342	Doug	Wayker	I think the way to go, is to think light rail/highspeed between Ft. Collins and Denver.	<p>is consistent with RTD plans.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1- Purpose and Need, due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities.</p>
343	Vincent	Wayland	I support any option that includes commuter rail.	Comment noted.
344	Philip and Betty	Weber	We relocated to Loveland 11 years ago, and we were shocked at that time at the resistance to light rail. We lived in the metropolitan areas of Chicago, Cleveland and New York City. We utilized the rail systems available. We endorse I-25 DEIS Package A. We were particularly impressed with the plan to use the existing rail line between Fort Collins and Longmont before connecting to the FasTracks and RTD lines in the Denver area. We do fully support changes needed to I-25 for safety reasons.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
				In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.
345	Marion	Wells	I support Package A	Comment noted.
346	Marian	Wemple	As an over-40-year resident of Fort Collins, I am frustrated by the lack of public transportation on the front range. Traffic congestion keeps growing, yet we do not have adequate, or sometimes any, means to travel within or between cities. Specifically, commuter rail from Fort Collins to & from Longmont is a crying need. Please adapt to 21st Century needs!	Comment noted.
347	Ronald	Wemple	I favor plan A which includes a rail link to Longmont. I much prefer public transportation and I have family in Boulder. I believe a train is faster, more comfortable, safer, and more convenient than a bus since it will go through city centers. A train is also more reliable in bad weather. Thank You.	<p>Comment noted.</p> <p>The commuter rail identified for Package A and the Preferred Alternative serves the front range using the BNSF corridor. However, Package B includes BRT on I-25, and express bus service along I-25 is included in the Preferred Alternative to provide greater access to transit for all communities. The BRT and express bus would provide competitive travel times to private autos and commuter rail by utilizing the managed lanes where possible, depending on the specific trip origin and destination. For example, the travel time between Denver and Fort Collins is 93 minutes for Package A commuter rail; 70 minutes for Package B BRT; 94 minutes for Preferred Alternative commuter rail; and 63 minutes for Preferred Alternative express bus in 2035.</p>
348	Phillip	White	I have looked at the proposed changes to the US 34 and I-25 interchange and I believe that the public would be better served if the phase 1 and phase 2 proposals were swapped. I say this NOT based on timed traffic flow, but on safety. Merging 25 mph traffic into and out of 75 mph traffic in such a cramped and busy space as the cloverleaf (designed for 1960's - 1970's traffic volumes) is just asking for severe/fatal accidents. I would personally like to see that interchange blown up tomorrow so the rebuilding could start sooner. I don't think waiting 20-30 minutes to get through the current phase 1 intersections is that high of a price in order to save lives. Thank You.	Recent improvements at the US 34/I-25 interchange removed two loop ramps and upgraded connections to I-25 to eliminate the short weave section and improve driver's ability to merge onto I-25. Phase 1 improvements will retain this partial cloverleaf configuration and improve the adjacent intersection (Centerra Parkway and US 34) to an interchange. This improvement will reduce the long delays and queues for US 34 travelers accessing Centerra. Subsequent phases of US 34/I-25 improvement would provide direct connect ramps between US

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
349	Lisa	Widdekind	I support commuter rail service along the I-25 corridor that connects communities' downtowns and provides access to additional alternate transportation. Wouldn't it be wonderful to not need a car to get to work? It is much better for the environment and encourages community as opposed to sprawl. It also allows people to have access to more employment opportunities and makes peoples lives more productive and enjoyable when they don't spend hours driving every day. Think of how much it would improve our quality of life!	34 and I-25 for use by regional travelers and a diamond interchange for I-25 travelers accessing destinations adjacent to I-25 such as Centerra and the outlet mall.  Comment noted.
350	Marcus	Wiley	Option A is the best choice by far. Focusing on I-25 will only encourage development along I-25, causing issues with town tax revenues and blighted town centers.	The Preferred Alternative and Package A include commuter rail along the BNSF corridor with new track to the North Metro end-of-line in Thornton with service continuing to Denver. Rail along the I-25 corridor was considered during the alternatives development process. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor.  Comment noted.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
351	Karen	Wilken	I strongly support: 1) the mass transit components of Package A - using existing rail to connect city centers from Fort Collins to Longmont, there connecting with Denver FasTracks and RTD bus routes and 2)safety upgrades to I-25.	Comment noted.
352	Helen	Wilks	I encourage the adoption of Package A. I live in Loveland, but my employer is on 119 between Longmont and Boulder, and I have long wished for a mass-transit option between Loveland and Boulder. I think that Package A would be welcomed by many commuters who travel among the northern front range cities. Thank you for the opportunity to submit comments on this EIS.	Comment noted.
353	Ryan	Will	I am writing to express my support for rail connections between Northern Co cities of Fort Collins, Loveland, Greeley, and into Denver, and my opposition to expanding I-25 by adding additional lanes.	Comment noted.  The Preferred Alternative and Package A include commuter rail along the BNSF corridor with new track to the North Metro end-of-line in Thornton with service continuing to Denver. Comment noted.  In response to your comments regarding improvements to I-25,

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
				please see General Response #0 – Need for Highway Improvements.
354	Kathleen M	Wolf	PLEASE support a public transportation option - preferably a train to facilitate movement from Fort Collins to DIA and Denver. I am willing to complete a questionnaire if available. Thank you.	Comment noted.
355	Ken	Wood	Yes, we need I-25 widened asap. As the current projects wrap up, let's get the next phase or 2 designed and built immediately! Sounds like option A is the best. Can we start by widening I-25, which is needed NOW. We can plan for bus/trains now and build them when they are more economically feasible. Thanks.	Comment noted.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.
356	Kathryn	Woolhiser	I heartily support light rail and bus travel between Fort Collins and Denver. The traffic is terrible on I-25 as everyone knows and adding more lanes to highways just encourages more cars and more traffic.	Comment noted.  The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
357	David	Woolhiser	I rank commuter rail as my highest preference, with bus rapid transit as a second choice. In economic comparisons, the external costs associated with existing transport must be considered.	Comment noted.
358	Sara	Wright	I strongly recommend that a light rail system be implemented in the North I-25 corridor with a stop in Berthoud. Light rail works very well where already in place in Denver, as well as in other cities around the country. This is the most far-sighted option.	Comment noted.  The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
				corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
359	Leo	Yahna	I would like to register my support for PACKAGE A of CDOT's North I-25 Environmental Impact Statement. Commuter rail can be a major benefit to the north I-25 transportation corridor.	Comment noted.
360	Karl	Zeller	As time goes by the need to make I-25 wider and wider will continue with population growth. To continue to support the freeway only is becoming more and more ridiculous. It is time to bite-the-bullet and put in a rail system that would serve all Coloradoans and tourists. It's a quality of life issue as well. I want to see a Wellington (or better yet Cheyenne) to Denver (better yet Colorado Springs) railway before you spend another cent on I-25. I say this being an I-25 user average 3x per week.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative, Package A and Package B provide service beginning in Fort Collins and Greeley, and extending to metro Denver. The extension of transit services further north or south would not be precluded by the alternatives being considered, but is not included in this Final EIS. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70</p>

## Comments Submitted via Project Web Site

ID	First Name	Last Name	Public Comment	Response
				mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.
361	Victor	Zeuzem	I would like a copy of the Highway Traffic Noise Impact Report and a copy of the state's noise policy. Thank you.	<p>Highway noise impacts for the project are discussed in the Final EIS Section 3.6. Additional technical detail can be found in the Final EIS Appendix C, which is available for review at the CDOT Region 4 office in Greeley.</p> <p>CDOT's noise policy and guidelines, along with other related information, are available online at: <a href="http://www.coloradodot.info/programs/environmental/noise/guidelines-policies">http://www.coloradodot.info/programs/environmental/noise/guidelines-policies</a>.</p>
362	Robert	Zimmerer	<p>This opportunity to comment was brought to my attention by Milan Karspeck. I strongly support OPTION A because it revives passenger service on existing RR which passes through the centers of Longmont, Berthoud, Loveland, Ft Collins, and CSU. Why the passenger cars can even be manufactured in Ft. Lupton not China!</p> <p>We must plan for the future when private automobiles will no longer be the dominant form of personal travel. It was possible until the late 1920's to take the tram from Denver to the CU Boulder campus and to Eldorado Springs. The opportunity looms large that massive government funding of infrastructure will be available from the Obama Administration and OPTION A is just the sort of project which will be funded.</p>	<p>Comment noted.</p> <p>In response to your comments regarding funding, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>At this time, Colorado Rail Car is no longer in business. Commuter rail vehicles are available from other manufacturers.</p>
363		Petition:	<p>PETITION TEXT: We, the undersigned, express our support for Commuter Rail, along Hwy 287 from Fort Collins to Denver. Metro FasTracks connections as described in Package A of CDOT's North I-25 Draft Environmental Impact Statement. We support the mass transit components of Package A and necessary safety upgrades on I-25. (421 Signatures)</p>	<p>Comment noted. The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>



## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
364	Greg	Ackerman	Signed petition, see above.	See petition response, above.
365	Daniel	Adams	Signed petition, see above.	See petition response, above.
366	Kate	Adams	Signed petition, see above.	See petition response, above.
367	Kurt	Adams	Signed petition, see above.	See petition response, above.
368	Deborah	Aiharp	Signed petition, see above.	See petition response, above.
369	LeRoy	Anderson	Signed petition, see above.	See petition response, above.
370	Michael	Aneas	Signed petition, see above.	See petition response, above.
371	Larry	Archer	Signed petition, see above.	See petition response, above.
372	Veronica	Arvidson	Signed petition, see above.	See petition response, above.
373	Mohammed	Aslami	Signed petition, see above.	See petition response, above.
374	Sharon	Atkinson	Signed petition, see above.	See petition response, above.
375	Elaine	Axon	Signed petition, see above.	See petition response, above.
376	Teri	Bage	Signed petition, see above.	See petition response, above.
377	James	Bage	Signed petition, see above.	See petition response, above.
378	Michael	Bagley	Signed petition, see above.	See petition response, above.
379	Angela	Bain	Signed petition, see above.	See petition response, above.
380	Ron	Baker	Signed petition, see above.	See petition response, above.
381	Deanna	Ball	Signed petition, see above.	See petition response, above.
382	Jane	Ball	Signed petition, see above.	See petition response, above.
383	Jennifer	Barnett	Signed petition, see above.	See petition response, above.
384	Michael	Barnhardt	Signed petition, see above.	See petition response, above.
385	Gwyn	Bass	Signed petition, see above.	See petition response, above.
386	Justin	Batzke	Signed petition, see above.	See petition response, above.
387	Greg	Baumgorder	Signed petition, see above.	See petition response, above.
388	Sean	Beal	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
389	Michael	Beck Giffon	Signed petition, see above.	See petition response, above.
390	Sarah	Bennett	Signed petition, see above.	See petition response, above.
391	Clayton	Benton	Signed petition, see above.	See petition response, above.
392	Risa	Benvengz	Signed petition, see above.	See petition response, above.
393	Joyce	Benz	Signed petition, see above.	See petition response, above.
394	Eleni	Berquist	Signed petition, see above.	See petition response, above.
395	Lynda	Bidlake	Signed petition, see above.	See petition response, above.
396	Katie	Bieger	Signed petition, see above.	See petition response, above.
397	Jill	Billinger	Signed petition, see above.	See petition response, above.
398	Clint	Black	Signed petition, see above.	See petition response, above.
399	Blaine	Blaesing	Signed petition, see above.	See petition response, above.
400	Mark	Blair	Signed petition, see above.	See petition response, above.
401	Carolyn	Blair	Signed petition, see above.	See petition response, above.
402	Bryan	Blakely	Signed petition, see above.	See petition response, above.
403	Sonia	Blaluly	Signed petition, see above.	See petition response, above.
404	K	Bldgett	Signed petition, see above.	See petition response, above.
405	Chris & Jeanne	Bolton	Signed petition, see above.	See petition response, above.
406	Adam	Bowen	Signed petition, see above.	See petition response, above.
407	Linda	Bowman	Signed petition, see above.	See petition response, above.
408	Paul	Boyne	Signed petition, see above.	See petition response, above.
409	Jill	Brammer	Signed petition, see above.	See petition response, above.
410	Amy	Broccoli	Signed petition, see above.	See petition response, above.
411	Christi	Brockway	Signed petition, see above.	See petition response, above.
412	Lori	Brown	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
413	Thomas	Brown	Signed petition, see above.	See petition response, above.
414	Janne	Buchal	Signed petition, see above.	See petition response, above.
415	Kristina	Bulik Hocurn	Signed petition, see above.	See petition response, above.
416	Karel	Bunce	Signed petition, see above.	See petition response, above.
417	Amy	Burch	Signed petition, see above.	See petition response, above.
418	Susan	Burnett	Signed petition, see above.	See petition response, above.
419	Alycia	Butler	Signed petition, see above.	See petition response, above.
420	Kevin	Caffrey	Signed petition, see above.	See petition response, above.
421	Julie	Caffrey	Signed petition, see above.	See petition response, above.
422	Angela	Callow Mosher	Signed petition, see above.	See petition response, above.
423	Jill	Campbell	Signed petition, see above.	See petition response, above.
424	John	Cantrell	Signed petition, see above.	See petition response, above.
425	Eliza	Carney	Signed petition, see above.	See petition response, above.
426	Mary	Carraher Kewter	Signed petition, see above.	See petition response, above.
427	Mike	Carrleri	Signed petition, see above.	See petition response, above.
428	Barbara	Case	Signed petition, see above.	See petition response, above.
429	John	Case	Signed petition, see above.	See petition response, above.
430	Joyce	Caufman	Signed petition, see above.	See petition response, above.
431	Kevin	Chandler	Signed petition, see above.	See petition response, above.
432	Ana	Child	Signed petition, see above.	See petition response, above.
433	Caroline	Christianson	Signed petition, see above.	See petition response, above.
434	Amy	Circle	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
435	Marc	Cittone	Signed petition, see above.	See petition response, above.
436	Jenifer	Cline	Signed petition, see above.	See petition response, above.
437	Jan	Coffey	Signed petition, see above.	See petition response, above.
438	Martha	Coleman	Signed petition, see above.	See petition response, above.
439	Janet	Collins	Signed petition, see above.	See petition response, above.
440	Lori	Croley	Signed petition, see above.	See petition response, above.
441	Mary Janet	Cross	Signed petition, see above.	See petition response, above.
442	Irma	Crump	Signed petition, see above.	See petition response, above.
443	John	Cummings	Signed petition, see above.	See petition response, above.
444	Matt	Dale	Signed petition, see above.	See petition response, above.
445	Ryan	Dallas	Signed petition, see above.	See petition response, above.
446	Julie	Darter	Signed petition, see above.	See petition response, above.
447	Greg	Davenport	Signed petition, see above.	See petition response, above.
448	Linda	Davis	Signed petition, see above.	See petition response, above.
449	Dave	Debaor	Signed petition, see above.	See petition response, above.
450	David	DeBout	Signed petition, see above.	See petition response, above.
451	Karen	Dembrun	Signed petition, see above.	See petition response, above.
452	Leslie	Dermopy	Signed petition, see above.	See petition response, above.
453	Ceryse	Devaney	Signed petition, see above.	See petition response, above.
454	Paul	Deylr	Signed petition, see above.	See petition response, above.
455	Gary	Dinkel	Signed petition, see above.	See petition response, above.
456	Julia	Dowling	Signed petition, see above.	See petition response, above.
457	Leo	Dowling	Signed petition, see above.	See petition response, above.
458	Dan	Doyle	Signed petition, see above.	See petition response, above.
459	Susan	Drase	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
460	Mary	Ducas	Signed petition, see above.	See petition response, above.
461	Sarah	Duncan	Signed petition, see above.	See petition response, above.
462	Sally	Duniven	Signed petition, see above.	See petition response, above.
463	Sam	Dunlap	Signed petition, see above.	See petition response, above.
464	Taylor	Dunn	Signed petition, see above.	See petition response, above.
465	Jim	Dupre	Signed petition, see above.	See petition response, above.
466	Amy	Durham	Signed petition, see above.	See petition response, above.
467	Amy	Durham	Signed petition, see above.	See petition response, above.
468	Franz	Ecker	Signed petition, see above.	See petition response, above.
469	Michele	Edwards	Signed petition, see above.	See petition response, above.
470	Candi	Edwards	Signed petition, see above.	See petition response, above.
471	Matt	Edwards	Signed petition, see above.	See petition response, above.
472	David	Elgoth	Signed petition, see above.	See petition response, above.
473	Julia	Engle	Signed petition, see above.	See petition response, above.
474	Jeannie	Essling	Signed petition, see above.	See petition response, above.
475	Mark	Evans	Signed petition, see above.	See petition response, above.
476	Mark	Evans	Signed petition, see above.	See petition response, above.
477	Garrett	Ewing	Signed petition, see above.	See petition response, above.
478	Elizabeth	Fagan	Signed petition, see above.	See petition response, above.
479	Danny	Felker	Signed petition, see above.	See petition response, above.
480	Danny	Felker	Signed petition, see above.	See petition response, above.
481	Veronica	Fialkowski	Signed petition, see above.	See petition response, above.
482	Arthur	Finck	Signed petition, see above.	See petition response, above.
483	Sally	Fitt	Signed petition, see above.	See petition response, above.
484	Louise	Fjgld	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
485	Jill	Fletcher	Signed petition, see above.	See petition response, above.
486	Nola	Freeman	Signed petition, see above.	See petition response, above.
487	Larry	Freyer	Signed petition, see above.	See petition response, above.
488	Jeremy	Fritz	Signed petition, see above.	See petition response, above.
489	Sharon	Gale	Signed petition, see above.	See petition response, above.
490	Jimmy	Gantenbrin	Signed petition, see above.	See petition response, above.
491	Angela	Garza	Signed petition, see above.	See petition response, above.
492	Frank	Gergdy	Signed petition, see above.	See petition response, above.
493	Daniel	Glbson	Signed petition, see above.	See petition response, above.
494	Elileen	Gibson	Signed petition, see above.	See petition response, above.
495	Elizabeth	Gillespie	Signed petition, see above.	See petition response, above.
496	Connie	Golden	Signed petition, see above.	See petition response, above.
497	David	Golden	Signed petition, see above.	See petition response, above.
498	Kay	Goll	Signed petition, see above.	See petition response, above.
499	Erick	Gomez	Signed petition, see above.	See petition response, above.
500	Michael	Green	Signed petition, see above.	See petition response, above.
501	Carmen	Griess	Signed petition, see above.	See petition response, above.
502	Gebrida	Guerrero	Signed petition, see above.	See petition response, above.
503	Kay	Gutierrez	Signed petition, see above.	See petition response, above.
504	Sheryl	Harrell	Signed petition, see above.	See petition response, above.
505	Penny	Harrington	Signed petition, see above.	See petition response, above.
506	Kelli	Harris	Signed petition, see above.	See petition response, above.
507	Ann	Harroun	Signed petition, see above.	See petition response, above.
508	Rene	Hart	Signed petition, see above.	See petition response, above.
509	Jan	Hawn	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
510	Lewis	Headrick	Signed petition, see above.	See petition response, above.
511	Tom	Hennessy	Signed petition, see above.	See petition response, above.
512	Sally	Henry	Signed petition, see above.	See petition response, above.
513	Nancy	Herter	Signed petition, see above.	See petition response, above.
514	Mary	Hill	Signed petition, see above.	See petition response, above.
515	Jeffery	Hills	Signed petition, see above.	See petition response, above.
516	Naomi	Hipp	Signed petition, see above.	See petition response, above.
517	Arlene	Hoffman	Signed petition, see above.	See petition response, above.
518	Olga	Hollins	Signed petition, see above.	See petition response, above.
519	Janet	Honstein	Signed petition, see above.	See petition response, above.
520	Scott	Hood	Signed petition, see above.	See petition response, above.
521	Janice	Hooper	Signed petition, see above.	See petition response, above.
522	Pat	Horton	Signed petition, see above.	See petition response, above.
523	Carole	Hossan	Signed petition, see above.	See petition response, above.
524	Larry	Houstein	Signed petition, see above.	See petition response, above.
525	Amber	Hoxeng	Signed petition, see above.	See petition response, above.
526	Christine	Hubbard	Signed petition, see above.	See petition response, above.
527	Sean	Huges	Signed petition, see above.	See petition response, above.
528	Melissa	Inscore	Signed petition, see above.	See petition response, above.
529	Kathleen	James	Signed petition, see above.	See petition response, above.
530	Jeramy	Jasmann	Signed petition, see above.	See petition response, above.
531	Darnel	Jenkins	Signed petition, see above.	See petition response, above.
532	Sheryl	Johnson	Signed petition, see above.	See petition response, above.
533	Scott	Johnson	Signed petition, see above.	See petition response, above.
534	Laura	Johnson	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
535	Randy	Johnson	Signed petition, see above.	See petition response, above.
536	Ellyn	Johnson	Signed petition, see above.	See petition response, above.
537	Christi	Johnson	Signed petition, see above.	See petition response, above.
538	Steve	Jungemann	Signed petition, see above.	See petition response, above.
539	Nancy	Kain	Signed petition, see above.	See petition response, above.
540	Lindsay	Kapsinow	Signed petition, see above.	See petition response, above.
541		Karen	Signed petition, see above.	See petition response, above.
542	Steve	Kelsen	Signed petition, see above.	See petition response, above.
543	Brian	Kennedy	Signed petition, see above.	See petition response, above.
544	Ryan	Kent	Signed petition, see above.	See petition response, above.
545	Lynn	Kincanon	Signed petition, see above.	See petition response, above.
546	Sally	Kisselbach	Signed petition, see above.	See petition response, above.
547	Megan	Knapp	Signed petition, see above.	See petition response, above.
548	Ashleigh	Knapp	Signed petition, see above.	See petition response, above.
549	Abby	Korte	Signed petition, see above.	See petition response, above.
550	Wayde	Kruegr	Signed petition, see above.	See petition response, above.
551	Nancy	Kubik	Signed petition, see above.	See petition response, above.
552	Tim	Kubik	Signed petition, see above.	See petition response, above.
553	Stephanie	Kyptor	Signed petition, see above.	See petition response, above.
554	Laura	LaBelle	Signed petition, see above.	See petition response, above.
555	Peggy	Lafferty	Signed petition, see above.	See petition response, above.
556	Patricia	Laky	Signed petition, see above.	See petition response, above.
557	Cindy	Lange	Signed petition, see above.	See petition response, above.
558	Pam	Leamons	Signed petition, see above.	See petition response, above.
559	Erin	Leeper	Signed petition, see above.	See petition response, above.



## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
560	Linda	Leon	Signed petition, see above.	See petition response, above.
561	Laura	Lewis	Signed petition, see above.	See petition response, above.
562	G. Mark	Lewis	Signed petition, see above.	See petition response, above.
563	Genella	Liams	Signed petition, see above.	See petition response, above.
564	Barbara	Liebler	Signed petition, see above.	See petition response, above.
565	Sharon	Lillis	Signed petition, see above.	See petition response, above.
566	Julius	Lisi	Signed petition, see above.	See petition response, above.
567	Brenda	Lobato	Signed petition, see above.	See petition response, above.
568	Ginny	Lowe	Signed petition, see above.	See petition response, above.
569	Barbara	M	Signed petition, see above.	See petition response, above.
570	Mary	Magruder	Signed petition, see above.	See petition response, above.
571	Marianne	Mahoney	Signed petition, see above.	See petition response, above.
572	Art	Makath	Signed petition, see above.	See petition response, above.
573	Diane	Mamak	Signed petition, see above.	See petition response, above.
574	Taylor	Manes	Signed petition, see above.	See petition response, above.
575	Jeffrey	Mansfield	Signed petition, see above.	See petition response, above.
576	Letha	Markham	Signed petition, see above.	See petition response, above.
577	Ronald	Markwood	Signed petition, see above.	See petition response, above.
578	Carla	Massaro	Signed petition, see above.	See petition response, above.
579	Robert	Massaro	Signed petition, see above.	See petition response, above.
580	Carla	Massaro	Signed petition, see above.	See petition response, above.
581	Carla	Massaro	Signed petition, see above.	See petition response, above.
582	Ed	Massaro	Signed petition, see above.	See petition response, above.
583	Morgan	Massaro	Signed petition, see above.	See petition response, above.
584	Jocelyn	Massaro	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
585	Karen	Massaro	Signed petition, see above.	See petition response, above.
586	Terri	McBride	Signed petition, see above.	See petition response, above.
587	Jim	McBride	Signed petition, see above.	See petition response, above.
588	Johanna	McCahan	Signed petition, see above.	See petition response, above.
589	Kristin	McCleary	Signed petition, see above.	See petition response, above.
590	Jessica	McConnell	Signed petition, see above.	See petition response, above.
591	Derek	McCoy	Signed petition, see above.	See petition response, above.
592	Valerie	McCullough	Signed petition, see above.	See petition response, above.
593	Steven	McDonough	Signed petition, see above.	See petition response, above.
594	Sharon	McGee	Signed petition, see above.	See petition response, above.
595	Shanda	McGuire	Signed petition, see above.	See petition response, above.
596	Ryan	McMullen	Signed petition, see above.	See petition response, above.
597	John	McQuillan	Signed petition, see above.	See petition response, above.
598	Pat	McVey	Signed petition, see above.	See petition response, above.
599	Laura	Medeiros	Signed petition, see above.	See petition response, above.
600	Cathleen	Mekwen	Signed petition, see above.	See petition response, above.
601	Andrea	Mello	Signed petition, see above.	See petition response, above.
602	Ruth	Merrill	Signed petition, see above.	See petition response, above.
603	Mary	Michael Justice	Signed petition, see above.	See petition response, above.
604	Karen	Michiels	Signed petition, see above.	See petition response, above.
605	Dawn	Middleton	Signed petition, see above.	See petition response, above.
606	Tiffanie	Miller	Signed petition, see above.	See petition response, above.
607	Charlotte	Miller	Signed petition, see above.	See petition response, above.
608	Steve	Miller	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
609	Alicia	Miller	Signed petition, see above.	See petition response, above.
610	Aaron	Miller	Signed petition, see above.	See petition response, above.
611	Debi	Miner	Signed petition, see above.	See petition response, above.
612	Heanep	Minto	Signed petition, see above.	See petition response, above.
613	Linda	Mitchelle	Signed petition, see above.	See petition response, above.
614	Robert	Moffitt	Signed petition, see above.	See petition response, above.
615	Judith	Mollohem	Signed petition, see above.	See petition response, above.
616	Earl	Mollohen	Signed petition, see above.	See petition response, above.
617	Albertha	Moorlag	Signed petition, see above.	See petition response, above.
618	Marcos	Morales	Signed petition, see above.	See petition response, above.
619	Kathleen	Morello	Signed petition, see above.	See petition response, above.
620	Michelle	Moritz	Signed petition, see above.	See petition response, above.
621	Veronica	Mosher	Signed petition, see above.	See petition response, above.
622	Frances	Mosher	Signed petition, see above.	See petition response, above.
623	Erik	Nagle	Signed petition, see above.	See petition response, above.
624	Sharon	Nesland	Signed petition, see above.	See petition response, above.
625	Jim	Neubecker	Signed petition, see above.	See petition response, above.
626	Edward	Norman	Signed petition, see above.	See petition response, above.
627	Ben	Obark	Signed petition, see above.	See petition response, above.
628	Lening	Olivas	Signed petition, see above.	See petition response, above.
629	Ramona	Olson	Signed petition, see above.	See petition response, above.
630	Caroline	Orman	Signed petition, see above.	See petition response, above.
631	Jack	Orman	Signed petition, see above.	See petition response, above.
632	Richard	Ortega	Signed petition, see above.	See petition response, above.
633	Stephanie	Ortega	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
634	Ashleah	Ortega	Signed petition, see above.	See petition response, above.
635	Gwen	Ostby	Signed petition, see above.	See petition response, above.
636	Warren	Oster	Signed petition, see above.	See petition response, above.
637	William	Oswalt	Signed petition, see above.	See petition response, above.
638	Rocky	Padden	Signed petition, see above.	See petition response, above.
639	Rick	Padden	Signed petition, see above.	See petition response, above.
640	Richard	Paenr	Signed petition, see above.	See petition response, above.
641	Mel	Paulson	Signed petition, see above.	See petition response, above.
642	Sarah	Perkins	Signed petition, see above.	See petition response, above.
643	Wayne	Phillips	Signed petition, see above.	See petition response, above.
644	Nancy	Phillips	Signed petition, see above.	See petition response, above.
645	Linnet	Phillips	Signed petition, see above.	See petition response, above.
646	Nancy	Phillips	Signed petition, see above.	See petition response, above.
647	Maynard	Pollock	Signed petition, see above.	See petition response, above.
648	Freda	Pollock	Signed petition, see above.	See petition response, above.
649	Gerald	Portugal	Signed petition, see above.	See petition response, above.
650	Gerald	Portugal	Signed petition, see above.	See petition response, above.
651	Ruth	Portugal	Signed petition, see above.	See petition response, above.
652	Cathleen	Powers	Signed petition, see above.	See petition response, above.
653	Edwin	Pringle	Signed petition, see above.	See petition response, above.
654	Kaitlin	Pritchard	Signed petition, see above.	See petition response, above.
655	Trudy	Proctor	Signed petition, see above.	See petition response, above.
656	Matthew	Purvis	Signed petition, see above.	See petition response, above.
657	Esther	Quinonez	Signed petition, see above.	See petition response, above.
658	Sariah	Quist	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
659	Jose	R Oscar	Signed petition, see above.	See petition response, above.
660	Michael	Radler	Signed petition, see above.	See petition response, above.
661	Helen	Ramirez	Signed petition, see above.	See petition response, above.
662	Scott	Randolph	Signed petition, see above.	See petition response, above.
663	Todd	Rascco	Signed petition, see above.	See petition response, above.
664	Cassie	Rasch	Signed petition, see above.	See petition response, above.
665	John	Rector	Signed petition, see above.	See petition response, above.
666	Dave	Reed	Signed petition, see above.	See petition response, above.
667	John	Remole	Signed petition, see above.	See petition response, above.
668	Riley	Rhodes	Signed petition, see above.	See petition response, above.
669	Vernon	Richardson	Signed petition, see above.	See petition response, above.
670	Pat	Riechmann	Signed petition, see above.	See petition response, above.
671	Melissa	Riehl	Signed petition, see above.	See petition response, above.
672	Russell	Riggins	Signed petition, see above.	See petition response, above.
673	Kathy	Ringis	Signed petition, see above.	See petition response, above.
674	Marlana	Rivera	Signed petition, see above.	See petition response, above.
675	Maria	Robbins	Signed petition, see above.	See petition response, above.
676	Carol	Roderick	Signed petition, see above.	See petition response, above.
677	Lauri	Rodriguez	Signed petition, see above.	See petition response, above.
678	Tina	Roeses	Signed petition, see above.	See petition response, above.
679	Robert	Rogers	Signed petition, see above.	See petition response, above.
680	Diana	Royce	Signed petition, see above.	See petition response, above.
681	Joseph	Ruffatti	Signed petition, see above.	See petition response, above.
682	Tamela	Russell	Signed petition, see above.	See petition response, above.
683	Sandy	Russell	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
684	William	Russell	Signed petition, see above.	See petition response, above.
685	Royal	Sand	Signed petition, see above.	See petition response, above.
686	Brent	Sandahl	Signed petition, see above.	See petition response, above.
687	Linda	Sandahl	Signed petition, see above.	See petition response, above.
688	Brandon	Sandahl	Signed petition, see above.	See petition response, above.
689	Linda	Sandahl	Signed petition, see above.	See petition response, above.
690	Shanon	Sander	Signed petition, see above.	See petition response, above.
691	Michael	Sanders	Signed petition, see above.	See petition response, above.
692	Jack	Saxton	Signed petition, see above.	See petition response, above.
693	Judy	Sayre Geim	Signed petition, see above.	See petition response, above.
694	Donald	Schaal	Signed petition, see above.	See petition response, above.
695	Donald	Schaal	Signed petition, see above.	See petition response, above.
696	Ben	Schanke	Signed petition, see above.	See petition response, above.
697	Carl	Scheddon	Signed petition, see above.	See petition response, above.
698	Elizabeth	Scherer	Signed petition, see above.	See petition response, above.
699	Christine	Scherr	Signed petition, see above.	See petition response, above.
700	Andrea	Schoen	Signed petition, see above.	See petition response, above.
701	Max	Schoen	Signed petition, see above.	See petition response, above.
702	Alex	Schoen	Signed petition, see above.	See petition response, above.
703	Maddie	Schoen	Signed petition, see above.	See petition response, above.
704	Chris	Schoen	Signed petition, see above.	See petition response, above.
705	Carolyn	Schoolcraft	Signed petition, see above.	See petition response, above.
706	Serene	Schwader	Signed petition, see above.	See petition response, above.
707	Peg	Scott	Signed petition, see above.	See petition response, above.
708	Natasha	Shabalis	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
709	Mary	Shaffer	Signed petition, see above.	See petition response, above.
710	Al	Shakon	Signed petition, see above.	See petition response, above.
711	Linda	Sherrod	Signed petition, see above.	See petition response, above.
712	Nancy	Silfven	Signed petition, see above.	See petition response, above.
713	Laura	Smith	Signed petition, see above.	See petition response, above.
714	Kim	Smith	Signed petition, see above.	See petition response, above.
715	Brittany	Smith	Signed petition, see above.	See petition response, above.
716	Christine	Sobolewski	Signed petition, see above.	See petition response, above.
717	Gail	Solt	Signed petition, see above.	See petition response, above.
718	Jan	Sommars	Signed petition, see above.	See petition response, above.
719	Deborah	Stackeln	Signed petition, see above.	See petition response, above.
720	Perry	Stamp	Signed petition, see above.	See petition response, above.
721	Peter	Standiford	Signed petition, see above.	See petition response, above.
722	Kenneth	Starlin	Signed petition, see above.	See petition response, above.
723	Susan	Steele	Signed petition, see above.	See petition response, above.
724	Rob	Stewart	Signed petition, see above.	See petition response, above.
725	Rob	Stewart	Signed petition, see above.	See petition response, above.
726	Sharon	Stockwell	Signed petition, see above.	See petition response, above.
727	Randa	Stone	Signed petition, see above.	See petition response, above.
728	Craig	Stoner	Signed petition, see above.	See petition response, above.
729	Teger	Stouffer	Signed petition, see above.	See petition response, above.
730	Lisa	Swanson	Signed petition, see above.	See petition response, above.
731	Cynthia	Swanson	Signed petition, see above.	See petition response, above.
732	Mark	Taitzel	Signed petition, see above.	See petition response, above.
733	Carolyn	Taylor	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
734	Melissa	Taylor	Signed petition, see above.	See petition response, above.
735	Melissa	Taylor	Signed petition, see above.	See petition response, above.
736	Monty	Taylor	Signed petition, see above.	See petition response, above.
737	Nancy	Tellez	Signed petition, see above.	See petition response, above.
738	Chelsea	Templin Hladky	Signed petition, see above.	See petition response, above.
739	Cindy	Tennant-Dean	Signed petition, see above.	See petition response, above.
740	Voan	Teresa Shaffer	Signed petition, see above.	See petition response, above.
741	Melissa	Thomas	Signed petition, see above.	See petition response, above.
742	Mike	Thompson	Signed petition, see above.	See petition response, above.
743	Gary	Thor	Signed petition, see above.	See petition response, above.
744	Wayne	Tobey	Signed petition, see above.	See petition response, above.
745	Max	Tower	Signed petition, see above.	See petition response, above.
746	Ralph	Trenary	Signed petition, see above.	See petition response, above.
747	Holly	Trenary	Signed petition, see above.	See petition response, above.
748	Ruth	Trujillo	Signed petition, see above.	See petition response, above.
749	Stefanie	Tuder	Signed petition, see above.	See petition response, above.
750	Irine	Turner	Signed petition, see above.	See petition response, above.
751	Terri	Tuttle	Signed petition, see above.	See petition response, above.
752	Linda	Vissat	Signed petition, see above.	See petition response, above.
753	Kelsey	Volk	Signed petition, see above.	See petition response, above.
754	Dan	Volk	Signed petition, see above.	See petition response, above.
755	Terri	Volk	Signed petition, see above.	See petition response, above.
756	Ashley	Waddell	Signed petition, see above.	See petition response, above.
757	Vic	Wagner	Signed petition, see above.	See petition response, above.



## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
758	Diane	Walker	Signed petition, see above.	See petition response, above.
759	Patricia	Walls	Signed petition, see above.	See petition response, above.
760	Jennifer	Walton	Signed petition, see above.	See petition response, above.
761	Douglas	Waratuke	Signed petition, see above.	See petition response, above.
762	Shawna	Washam	Signed petition, see above.	See petition response, above.
763	Janell	Weber	Signed petition, see above.	See petition response, above.
764	James	Weber	Signed petition, see above.	See petition response, above.
765	Katherine	Wells	Signed petition, see above.	See petition response, above.
766	Katherine	West	Signed petition, see above.	See petition response, above.
767	Diane	Westervelt	Signed petition, see above.	See petition response, above.
768	Melinda	Whitacre	Signed petition, see above.	See petition response, above.
769	Tony	White	Signed petition, see above.	See petition response, above.
770	Dolores	Williams	Signed petition, see above.	See petition response, above.
771	Anne	Wilseck	Signed petition, see above.	See petition response, above.
772	Thomas	Wilson	Signed petition, see above.	See petition response, above.
773	Alisha	Wolfe	Signed petition, see above.	See petition response, above.
774	Helen	Wolfe	Signed petition, see above.	See petition response, above.
775	Laura	Wolfe	Signed petition, see above.	See petition response, above.
776	Keith	Wolfe	Signed petition, see above.	See petition response, above.
777	Altyun	Wood	Signed petition, see above.	See petition response, above.
778	Irma	Woollen	Signed petition, see above.	See petition response, above.
779	Kathleen	Worthington	Signed petition, see above.	See petition response, above.
780	Lee	Worthington	Signed petition, see above.	See petition response, above.
781	Linda	Wray	Signed petition, see above.	See petition response, above.
782	Tara	Wricht	Signed petition, see above.	See petition response, above.

## Front Range on Track Citizens Petition

ID	First Name	Last Name	Public Comment	Response
783	Alice	Ylarraz	Signed petition, see above.	See petition response, above.
784	Sharla	Younce	Signed petition, see above.	See petition response, above.
785	Von	Zahounek	Signed petition, see above.	See petition response, above.
786	Renee	Zahourek	Signed petition, see above.	See petition response, above.
787	Emily	Zielinski-Guherrez	Signed petition, see above.	See petition response, above.
788	Anonymous	Anonymous	I believe that the initial cost of rail will be high but in the future those costs would be minimized compared to road improvements. The air quality would definitely be improved using rail. Rail transports more people than buses can one can always add another rail car, light rail will have more of an economic impact on the communities and it would eliminate sprawl because the density would create near rail service. Plan A seems to be the most viable, economic, environmental impact less than Plan B.	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
789	Janice	Arnold	I am so liking proposed package A. We so desperately need a system that is accessible, convenient and environmentally superior to our present “hop in the car and drive” mentality. Package A connects the whole north Colorado front range in a way that would make our part of the world a leader in business and quality for life. I see that either plan A or B modernizes the intersection of the I-25 and highway US 34, we often avoid using that one now because of it being dangerously designed (back in the day of optimizing easement before safety) When we moved to Loveland in 1990 I had to bicycle and bum rides to my job in Ft Collins when my car broke down. Now I can ride a bus M-Sat 6AM to 6PM. Now the company I work for is relocating	Comment noted.

## Verbal Comments at Public Hearings

ID	First Name	Last Name	Public Comment	Response
			from Loveland to Longmont and I would really like to be able to just hop on a train. Not normal, but I'm a fan of public transportation.	
790	Gloria	Austin	In my opinion a combination of A and b plans would be appropriate. The train is a must do. The additional proposed lane of I-25 however should be designed as a carpool or toll lane to promote ridership of the train and to encourage carpooling.	<p>Comment noted.</p> <p>In response to your comments regarding the combining elements of the build packages, please see General Response #0 – Decision-making Process.</p>
791	Gloria	Austin	Although there is a temporary dip to gasoline prices, it would be very shortsighted to procrastinate a mass transit solution such as the I-25 train further. We must resolve the upcoming transportation challenges, and the proposed train is an important first step.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
792	Scott	Banzhaf	Prefer option A, strong user-ship will be realized with bringing the rail and bus services through the population centers 85 corridor and the 287 corridor. Option A also will strengthen the community design around a transit oriented development design models. Transit oriented development and transit stations will have a stronger impact for the positive rather than feeding users to the I-25 corridor please assess the access and usability rather than up front capital costs.	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
793	Andrew	Bartlett	I've lived here 19 years. I've seen I-25 get quite a bit more busy over those years. I strongly support the option A that you have that improves the rail transit aspect. My worry is that the rail side of it is going to get bogged down and the highway widening part is going to be full speed ahead. And this is historical. CDOT has been widening the highways for quite a few years and they're very new in the commuter rail business. So I'm wondering, I guess my worry, at least be paced to go along at least as fast as the highway project. I saw your statistics showing a little growth in expected traffic after the widening, and I think it's going to be huge, especially when you get three new lanes to Weld County. You can fill it all up with cars in no time, the way their county commissioners will allow any development. And so I don't see the time as being that much improved by the widening. I think it will be more, three lanes of horrible traffic each way instead of two, as soon as all the new development in Weld County and parts of Larimer blend. So if I were running the zoo, I'd go with the commuter rail and the no action alternative	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

## Verbal Comments at Public Hearings

ID	First Name	Last Name	Public Comment	Response
			on I-25	
794	Russ	Batz	I am firmly for least carbon footprint. The public transportation down I-25 which has grown commercially and residentially as Colorado's spine. Fort Collins to Colorado Springs and west from I-25 to Vail.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
795	Ken	Bennett	If all we do is add more lanes what we will have is just more congestion and future repair. We need to have commuter rail through the front range communities on existing rail. This will be extremely cost effective. The	Comment noted.

## Verbal Comments at Public Hearings

ID	First Name	Last Name	Public Comment	Response
			economic growth that would occur in our downtowns will help pay for the development and we reduce congestion on I-25 reduce emissions and expand transportation options for consumers.	
796	Chris & Jeanne	Bolton	<p>And the first time I talked to anyone about rail service along the Burlington Northern line was in 1995. And they at that time had a person who worked for them nationally who was trying to promote passenger rail on their existing lines. Since that time we haven't done much about it. But they, at that point they were very interested in promoting it, sent the guy to Fort Collins, we had a meeting with him. And so I've been thinking about being able to ride that line into Denver and DIA for a long time. I hope that it's not going to take another 18 years. But my comments focus around rail service on the existing rail lines from Fort Collins to Denver. It makes the most sense. It is the heart of option A. And anything else could go away in option A, if that happens, and we would have a real improvement in transportation for the Front Range. That's all we have to do, and we could see amazing, good changes to our downtown areas, to the safety of the people going from here to there. Rail safety is so far above anything the highways have ever been able to do that I don't know why anyone doesn't mention it. If you look at rail safety and you look at CDOT's even, and I've examined that point to point down I-25, there's no comparison. Rail is so much safer. You can do something while you're riding, and your saving energy, you're helping our air quality. It's so convenient. The cost per mile, per passenger mile over a 20 – year period is just so much less than any other way you're ever going to get from Fort Collins to Denver. And I agree that the way package A and package B are set up doesn't show what a great solution passenger rail on the Burlington Northern Santa Fe rail is. So that's what we need to do. That's maybe all we need to do.</p>	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Connections could be made at Denver Union Station for other destinations, such as DIA.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
797	Bob	Brewster	<p>I favor commuter rail by far over everything in the plan. I like the idea of incremental implementation because it can be done, depending on the railroad's mood, it can be done faster and more cheaply to focus on our real transportation problems, and that involves peak hour. We could start peak-hour commuter rail, that's why it's called commuter rail, because it's geared to commuters, and start on that and perhaps in the beginning reach Denver by way of the Boulder line without transfer. Forcing people to transfer trains costs ridership. Not everybody will tolerate the connection.</p>	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the</p>

## Verbal Comments at Public Hearings

ID	First Name	Last Name	Public Comment	Response
			<p>I don't know if the railroad is insisting on a double track alignment all the way. If they are, then there's not a whole lot you can do about that. But would they be willing to do certain passing sidings that would permit a peak hour operation. The railroad calls it an operating window. In other words, would the railroad allowing a peak-hour operating window to reduce the need for all of the infrastructure up front and make the improvements as demand grows. You can fund it as you go, something like that. Prove the value of the service first, and you might find the flow of dollars to more service more easily achieved.</p> <p>Let's see. Regarding the buses, the BRT concept, the last place on this planet you want to put bus passengers is in the middle of an interstate highway, if that's what they're planning on doing with the stations. You have safety issues, the noise of passing traffic, spray when it's wet or snowy, the occasional crash that can vault vehicles or parts of vehicles over concrete barriers. It's a dangerous place to put people. Any bus stations really need to be off to the side, off the line.</p> <p>Buses will never attract the ridership the trains will. That's pretty much a proven fact. They are also very subject to weather restrictions. In a barrier separated lane, all it takes is one petrified driver to virtually bring the HOV bus lane to a halt, somebody too afraid to drive in snowy conditions. You have destroyed any semblance of speed in an HOV BRT system. Same thing, if there is a crash in an HOV lane, you also lose any advantage of that mode of travel. Buses are also far more uncomfortable than a train. And I made my living on buses, by the way, for over 39 years, so I know what I'm talking about.</p> <p>I would say the primary goal of this would be to get some semblance of passenger rail service operating as quickly as possible. Perhaps the bully pulpit of the governor would help, not unlike New Mexico Governor Richardson, who accomplished commuter rail in basically the blink of an eye compared to the way these projects are going in this state. And I certainly hope that there is an overlap between the North I-25 corridor and the entire Front Range Commuter Rail concept to share expenses for equipment and the ability to run trains through without changing trains in Denver to go from one end of the state to the other, from Cheyenne to Albuquerque, for that matter. There are probably great savings in doing that. And the trains of this proposed service do need to travel on through to Denver Union Station. And</p>	<p>North Metro end-of-line in Thornton, with service continuing to Denver. The service is planned for all day, with 30 minute service in the peak periods to serve commuters, and 60 minute off-peak service to serve travelers with other purposes and schedules.</p> <p>The BNSF is not requiring double track, but does require provision of a maintenance road and some sections of passing track for operation of a single track system. The operating agreement with the BNSF will be developed in later stages. Package A assumes a double track system, and the Preferred Alternative assumes single track and a maintenance road with some sections of passing track (Because Package A commuter rail includes a double track system, a parallel maintenance road would not be needed. Maintenance access would be provided by the second track in Package A).</p> <p>The Preferred Alternative includes express bus service on buffer-separated TEL lanes on I-25; the stations are off to the side for some of the reasons you cite among other reasons, in contrast to the median stations of BRT in Package B. Yes, rail typically attracts more riders than bus service. The ridership ratio between the two modes depends on a variety of factors for each corridor's unique characteristics and travel markets. This factor is included in the Final EIS travel demand model.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative, Package A and Package B provide service beginning in Fort Collins and Greeley, and extending to metro Denver. The extension of transit services further north or south would not be precluded by the alternatives being considered, but is not included in this Final EIS. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are</p>

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ID	First Name	Last Name	Public Comment	Response
			<p>for that matter, the idea of not running commuter rail on the Union Pacific tracks from Greeley to Denver really needs to be examined again using the same formula I just outlined for the BNSF alignment from Fort Collins to Denver. I suspect the numbers don't look good for that at this point, but again, a peak-hour service might make some sense with the cooperation of the Union Pacific.</p> <p>When I mention the idea of peak-hour rail service, it can certainly be augmented by off-peak bus services for the lighter load demands between peak hours and after peak hour in the evening, so people doesn't get if they can only use the train one way, for example. This is done elsewhere, where you don't have enough people to warrant the cost of operating a full train. A bus will suffice, tracing the same approximate route of the train. Buses don't have as much difficulty in the off-peak hours, as a rule.</p>	<p>destined for Cheyenne.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>While the North I-25 Preferred Alternative does not include rail service between Greeley and Denver along the UPRR, the Draft EIS identifies the possibility of future inter-regional rail service along other existing rail corridors and does not preclude this possibility. US 85 Commuter Bus service, included in the North I-25 EIS Preferred Alternative and Package A, would provide transit service to the communities along US 85 and could act as a precursor to commuter rail service along that corridor. Both I-25 Express Bus and US 85 Commuter Bus could supplement future rail service along the UPRR corridor if commuter rail service were implemented.</p>

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ID	First Name	Last Name	Public Comment	Response
798	Mona	Claycomb	I prefer package A with commuter rail. The on-line place says the existing single rail in downtown Loveland will not be widened to useable rail due to the negative impact on the historic depot building. If that is so, why can't the building be purchased, moved and used for the commuter rail stations?	<p>Comment noted.</p> <p>The platform in Loveland is adjacent to the depot; there are tentative plans to use the depot building as you suggest that do not require the project to move the building.</p>
799	Caroline	Creager	I just wanted to give my support of option A for the rail system through the downtown areas of Berthoud, or Longmont, Loveland and Fort Collins. That's both personal and as a business owner in Berthoud. The community of Berthoud, the Chamber of Commerce of Berthoud, we support the option A. 85 percent of the residents of Berthoud commute to their workplace	<p>Comment noted.</p> <p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. The Preferred Alternative and Package A include a commuter rail station in Berthoud.</p>
800	Greg	Crowell	Regarding package A the current routing of commuter rail along CR 7 will have a negative impact on the communities of Rinn, Wyndham Hills and individual homes. This route expands transportation corridors well beyond existing impact zones. A better alternative would be to use the hwy 119 and I-25 right of ways for the entire commuter rail route. There seems to be little benefit to extending the commuter rail line south of Longmont, rail passengers could transfer to FasTracks in Longmont versus continuing to the FasTracks station in Thornton. A third option that offers general purpose lane expansion and bus service would provide the most service for least cost.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. For information on the decision-making process used to establish the Preferred Alternative, please see General Response #0 – Decision-making Process.</p> <p>During the development of the Preferred Alternative much consideration was given to the need for the section of commuter rail between the two FasTracks' rail lines (North Metro and Northwest) that generally parallels SH 119 and CR 7. The project's two advisory committees reviewed information about the cost of that section of the line compared to the travel time savings and ridership increases. Through this evaluation of costs and benefits the committees recommended retaining the entire commuter rail alignment in the Preferred Alternative.</p> <p>Appendix F of the Alternative Development and Screening Report (FHU and Jacobs, 2011) incorporated by reference in</p>



## Verbal Comments at Public Hearings

ID	First Name	Last Name	Public Comment	Response
				<p>this EIS documents a thorough review of different alignments to connect the two FasTracks corridors (North Metro and Northwest Rail). Some alignments presented too much out of direction travel, others presented access conflicts with the I-25 frontage road and others impacted environmental resources including wetlands and 4(f). This evaluation identified that the alignment on SH 119 and CR 7 as the preferred alignment because it would result in less out of direction travel, no conflict with I-25 frontage road access, and minimal impact to sensitive resources.</p> <p>You are correct that Package B BRT service and the Preferred Alternative Express Bus service along I-25 would cost less than commuter rail service - \$116 million and \$114 million, respectively compared to \$649 million for commuter rail. The Preferred Alternative includes both Express Bus on I-25 and Commuter rail between Fort Collins and Denver and results in higher ridership, improved convenience, improved travel time and increased modal options for northern Colorado travelers.</p>
801	Keith	Dameron	<p>I live in Denver. Big proponent, package A. We absolutely need the rail piece in this puzzle. Package B, there's no rail piece, and that's a travesty, sad, I don't know. The cost of package A is shown much higher than B. There are some costs that can be changed in package A. You do not need to double track the entire route from Longmont to Fort Collins to make the service work. You can have passing sidings at each station; in other words, at every station the tracks would be split. But you can single track a good portion of that railroad right-of-way. Saves huge amounts of money in capital outlay. The headways will still work with passing sidings, and I'm not convinced you need 30-minute headways peak period to be successful. That's what they're telling me is the reason they're going to double track almost all of that section of track, was to meet 30 minute peak period things. Unnecessary. You can get excellent ridership, 45-minute or hour headways on that track. You don't have to do 30-minute. Save you a huge amount of money. The proposed new track from Longmont to Thornton does not have to be an initial part of this program. It can be added in later when demand and other financial resources are there to do that. Building new track, Longmont to</p>	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. The service is planned for all day, with 30 minute service in the peak periods to serve commuters, and 60 minute off-peak service to serve travelers with other purposes and schedules. Package A assumes a double track system, and the Preferred Alternative assumes single track and a maintenance road with some sections of passing track (Because Package A commuter rail includes a double track system, a parallel maintenance road would not be needed. Maintenance access would be provided by the second track in Package A).</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

## Verbal Comments at Public Hearings

ID	First Name	Last Name	Public Comment	Response
			<p>Thornton, is going to be extremely expensive to put in. Those two items, the right-of-way from Longmont to Thornton, and the double-tracking Longmont to Fort Collins, inflate the cost of package A, and it could be the same or less than package B, just using those two items. I guess my disappointment is that they're showing package A so expensive that it's forcing everybody to lean towards package B, when I don't think it's the best answer, meaning they're inflating the cost of package A. It would not have to be done to be successful. Ridership. Historically, the experts that predict what ridership will be on rail transit systems underestimate that number. I know thy use a formula, but the formula is wrong. It was wrong on every one of RTD's corridors so far. RTD's ridership exceeded their projected numbers 10 and 15 years down the road on opening day. Historically, toll roads overestimate the number of users. E-470, just in the last year or two, finally reached their projected numbers that the experts said they would have on the day E-470 opened. If in fact you were to take the toll road numbers that they're using and reduce it by 50 percent, and take the transit ridership on the commuter rail and increase it by 50 percent, it would change the whole cost estimates and, I think, be much more accurate as to what's going to happen. That would make package A much more fiscally attractive.</p> <p>I applaud the proposal for commuter bus from Greeley to Fort Lupton or Brighton, I'm not sure where it goes, in package A. Very good. Could possibly be converted to a passenger commuter rail project down the road. Existing tracks there.</p> <p>I'm a big fan of doing something. We absolutely need to expand the highways, in addition to adding the commuter rail on this project. T-REX is an excellent example of a highway widening project with a rail transit connection, rail transit link, also. And it has proven to be extremely successful. This project would benefit from the acknowledgement that the highway expansion and the commuter rail link would make this much more palatable and acceptable and successful to everybody.</p> <p>I'll close with this. Package B leans heavily on the assumption that most people will drive or want to drive to where they need to go and want to go. Package A acknowledges that there is a large number of people that either can't drive, medical reasons or age, the very elderly, the young, people like that, disabled, disabilities prevent driving. And there are people who shouldn't drive. Statistically, we have a huge number of people in this state</p>	<p>After evaluation found that it was feasible, in contrast to Package A, the commuter rail of the Preferred Alternative assumes a single track (with some passing track) as you suggest. This does achieve a cost savings. Thirty minute headways in the peak period attract notably more riders than hourly headways; as indicated by the ridership forecasting model. The phasing of commuter rail for the Preferred Alternative is described in Chapter 8-Phased Project Implementation. The initial commuter rail segment is identified between Longmont and Loveland for Phase 2; the segment between Thornton and Longmont would be at a later stage.</p> <p>Ridership forecasts are prepared with a state-of-the-practice travel demand model. The Final EIS acknowledges that ridership forecasting is not an exact science, as described in section 4.2.6.6. The uncertainties of the forecasts are due to necessary modeling assumptions about the future.</p> <p>Information about E-470 and its number of users can be found at <a href="http://www.e-470.com">http://www.e-470.com</a>. Note the tolled express lanes (TEL) of the Preferred Alternative differ from the E-470 tollway. The TEL are free to high-occupant vehicles but charge a toll to single-occupant vehicles, as opposed to the E-470 tollway which tolls all vehicles. The TEL is a managed lane that will always provide a reliable travel time, in contrast to the adjacent general purpose lanes which can become congested in the future.</p> <p>US 85 Commuter Bus service, included in the North I-25 EIS Preferred Alternative and Package A, would provide transit service to the communities along US 85 and could act as a precursor to commuter rail service along that corridor.</p> <p>Note that highway expansion is included in all three packages under consideration. The preferred alternative is a combination of Packages A and B. It includes commuter rail along the BNSF</p>

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ID	First Name	Last Name	Public Comment	Response
			<p>that do not have insurance or are under driving restraint action, don't have a license. Adding lanes doesn't improve the number of safe drivers, and commuter rail system provides excellent opportunity for people that either can't don't or shouldn't drive to be able to get where they're going.</p>	<p>railroad tracks between Fort Collins and the FasTracks North metro end-of-line station in Thornton and the NW rail end-of-line station in Longmont, commuter bus along US 85 between Greeley and downtown Denver, interchange reconstructions, and the addition of general purpose lanes and tolled express lanes along I-25. Feeder bus service would be provided to bring local traffic to the corridor train service.</p>
802	Keith	Dameron	<p>I've had family for well over 25 years living in Longmont, however, so I'm very motivated in this area, and I'm very much affected by how the rail travels to Denver. I'm retired from the Colorado State Patrol, so I'm somewhat familiar with traffic. And I graduated from Denver High School, so I'm familiar with the fact that CDOT has actually been talking about widening I-25 since I was in high school in the 1970's north of Highway 7. It just took them 30 years to actually start doing that.</p> <p>Couple, three comments. Package A, certainly much better proposed solution. Not including commuter rail, which package B fails to include, is a travesty, in my opinion. Not appropriate to not consider that. T-REX is an excellent example of how widening a highway and adding a transit, rail transit component can be beneficial, and certainly needs to be considered. I am very much concerned, what I see as inflated cost in package A that makes it look unfavorably from a fiscal standpoint. Specifically, two items that jump out. One is that I don't believe it's necessary to double track from Fort Collins all the way to Longmont initially. You could get by with passing sidings very easily for a vast majority of that and double track at each of the stations and save a huge amount of capital cost. I'm not convinced you absolutely need 30-minute headways to be successful peak period; 45-minute or hour might work. And again, the saved capital cost would certainly make this better.</p> <p>I guess I'll – not try to go too long here. I'm concerned that – I realize that you guys are stuck with formulas that somebody has determined that you use for ridership transit. The formulas that – every transit thing that's opened up anywhere in the U.S. in the last ten years that I'm aware of, the ridership has exceeded the formula, or the prediction. RTD certainly proved that. On every corridor they've opened ridership exceeded 10 and 15 years down the road on the month they opened. Interestingly enough, toll roads, e-470 specifically, has never reached it's projected – actually, they did finally. Two</p>	<p>Note that highway expansion is included in all three packages under consideration. The preferred alternative is a combination of Packages A and B. It includes commuter rail along the BNSF railroad tracks between Fort Collins and the FasTracks North metro end-of-line station in Thornton and the NW rail end-of-line station in Longmont, commuter bus along US 85 between Greeley and downtown Denver, interchange reconstructions, and the addition of general purpose lanes and tolled express lanes along I-25. Feeder bus service would be provided to bring local traffic to the corridor train service. More detailed information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. The service is planned for all day, with 30 minute service in the peak periods to serve commuters, and 60 minute off-peak service to serve travelers with other purposes and schedules. Thirty minute headways in the peak period attracts notably more riders than hourly peak period headways, as indicated by the ridership forecasting model.</p> <p>Package A assumes a double track system, and the Preferred Alternative assumes single track and a maintenance road with some sections of passing track (Because Package A commuter rail includes a double track system, a parallel maintenance road would not be needed. Maintenance access would be provided by the second track in Package A).</p>

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			<p>years ago it reached the number they were supposed to open with well over ten years ago.</p> <p>So if you were to change your numbers a little, i.e., say maybe 50 percent more people ride transit than you think, then maybe 50 percent less cars use toll roads than you think, your numbers are going to be much better for package A. I realize that the formulas are controlled by somebody outside, nobody gets to come up with a best guess. But statistically, where they've done studies where a bus has been put, or a train, a train usually takes more passengers by a factor of four over what rides a bus, meaning there's an awful lot of people that would much prefer to be on a train and have no desire to ride on a bus.</p> <p>I've written up some comments and other things, so I'll quit there. But I really think package A is your only solution, and I'm disappointed that package B fails to include the rail component. I guess the last thing is, you could in fact use the rail as a mitigating factor for while you put I-25 under construction for the five to 15 years it will take to do the work there. And if you had a transit component, you actually provide mitigation. And the feds usually have to give mitigation dollars for that. So consider using that. And implement it by phasing. You could start with some peak period and very little off peak right-of-way and use all the existing track with just a few sidings. There's a lot we can do with commuter rail that doesn't require it all to be built at once. Thank you.</p>	<p>Ridership forecasts are prepared with a state-of-the-practice regional travel demand model. The Final EIS acknowledges that ridership forecasting is not an exact science, as described in section 4.2.6.6. The uncertainties of the forecasts are due to necessary modeling assumptions about the future.</p> <p>Information about E-470 and its number of users can be found at <a href="http://www.e-470.com">http://www.e-470.com</a>. Note the tolled express lanes (TEL) of the Preferred Alternative differ from the E-470 tollway. The TEL are free to high-occupant vehicles but charge a toll to single-occupant vehicles, as opposed to the E-470 tollway which tolls all vehicles. The TEL is a managed lane that will always provide a reliable travel time, in contrast to the adjacent general purpose lanes which can become congested in the future.</p> <p>Yes, rail typically attracts more riders than bus service. The ridership ratio between the two modes depends on a variety of factors for each corridor's unique characteristics and travel markets. This factor is included in the FEIS travel demand model.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
803	Nora	Dixon	<p>Well, I'm very much hoping that there will be train transportation, and I like the idea of utilizing the tracks that are already here in town on Mason Street. And one of the reasons that I like the train is the quality of life, that when you're riding a train for a distance, you're realizing, and you can read and relax rather than driving. And I would like to see, I just think the ideal would be a train system that goes from Fort Collins through all the towns down to Denver. And I think another plus for that is that would help with keeping the centers of towns vital. I've experienced this living outside of Chicago in the</p>	<p>Comment noted.</p>

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			suburbs, and the train station at each town into Chicago was at the center of town. And you get off the train, and that helps with restaurants downtown and keeping the downtown vital.	
804	Mark	Enos	I want to register my desire to have package A approved so that the commuter rail, the FasTracks, comes up through Longmont, too, and goes up the 287 corridor through Loveland and all the way up to Fort Collins that way, because I just think that will impact with people. It will benefit more people, for commuters and stuff along the Front Range here, because the population center is along that corridor. And it will help the downtown areas of Longmont, Loveland, Fort Collins by connecting them to Denver via a rail system. So I think that will help with all the downtown areas getting more shopping and stuff like that. That's it.	Comment noted.
805	Paul	Febvre	First of all, I want to show my support very clearly in favor of the train because I think it's the only safe and practical way to transport people quickly, especially when it snows. I mean, the bus seems fantastic, but in a snowstorm it's kind of out of fashion. However, I want to very strongly echo the comments of the gentleman who spoke in front of me. We're applying 20th century solutions to a 21st century situation. A train going 40 miles an hour just totally – I don't want to be derogatory, but trains go 200 miles an hour all over Europe, all over Japan, all over China, and I don't know why the Denver metro area does not embrace those technologies. I guess I know why, because maybe it's a question of money or whatever. But we're still embracing totally out-fashioned technologies. That's it.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS.</p>

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				The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.
806	Buzz	Feldman	Plan A is the logical option. Plan B requires adding lanes to the I-25 endlessly, that has not worked in CA. There is no reason to believe it would work here. Commuter rail works well elsewhere in the county, reduces traffic, reduces pollution.	Comment noted.
807	Irene	Fortune	<p>I'd like to thank the group for giving us a chance to ask questions, because, goodness knows, I've had quite a few. And I've gotten good information, so thanks. I'm a proponent of rail mass transit. I say, build it and they will come. When we, my husband and I, were considering moving to the Front Range in 2004, we drove up I-25 through Denver, and I said, they're building rail. We thought, of course, any area where your population lives in a straight line is an obvious place for mass transit, and they're doing it. So, check, got that, moved on. And when we got here a year and a half later and I started reading the paper and I learned that FasTracks was limited to Denver metro, I felt gyped. And so here I am today, missing transit and the joy of taking it that I've had in other places that I've traveled to and worked and lived.</p> <p>I wanted to question that the projected mass transit commuter rail ridership seems really low to me. I understand the surveys were done like 2000, '90s. How many people like me have moved here since then and said, hey, where's the mass transit? (show of hands) Yeah. So we're here now. And then I read that Seattle and San Jose and San Diego were the comparison cities, transit systems. And if I think of one big difference between here and there, it's the weather. Seattle, it rains 300 days a year. Here we've got sun 300 days a year. Put those stations in places where people can walk and bike to and get to, and they will come.</p> <p>This country kind of diverted from the rest of the industrial world about 50 years ago by building highways and becoming a more car-based economy. And it's been a good experiment, but our road surfaces are crummy. And if you think I-25 is bad, come back to Michigan with me. It's really bad there. And the car based economy – and now people have had a credit scare like, seems to have finally hit their heart. People are conserving. And we all know there's a huge global imbalance between us as a debtor nation and other</p>	<p>Ridership projections are based on travel demand forecasting model that is calibrated to existing conditions but uses future land uses of population and employment to estimate transit demand in the year 2035. Ridership projections in the Denver metro area have recently been updated to reflect higher transit use. The Final EIS considered the impact of these updates to ridership in the northern Colorado region.</p> <p>The regional study area is a designated non-attainment area for ozone, which is a colorless gas. The "brown cloud" may be made up of particulate matter from dust, a result of agricultural and industrial sources in addition to transportation. Most pollutants in the regional study area are projected to be lower in the future due to emissions controls on more vehicles.</p> <p>The project alternatives are expected to meet the National Ambient Air Quality Standards.</p> <p>Commuter bus from Greeley to Denver is included as a part of the Preferred Alternative, as is commuter rail along the BNSF RR ROW which would connect to the FasTracks lines which connect to Denver Union Station.</p>

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			<p>counties as a lender nation, and I would be surprised if that debtor/lender relationship works it out in time for us to ever see credit again like we've had in the last 20 years that have built the car-based economy.</p> <p>Also what came out, about the same time that the study went up on the Internet, the Global Energy Outlook report for 2008 came out, which said the fuel – oil reserves are being depleted at a rate much faster than was projected just a year ago. We also read that projects where the oil costs 70, 80, \$100 a barrel to get it out of the ground and make a profit are being shut down in anticipation of the day when oil will cost that much again. And bottom line for that report was, in 2030 they expect oil at \$200 a barrel. They think people know that. They're looking for options, and we don't have options here. We're looking for options.</p> <p>I'd like to say one thing about air quality. I was, on September 2nd of this year I was up on Long's Peak, that way (indicating), on the shoulder of Long's Peak. It was an overcast day like this, but the ceiling was high enough I could see above the cloud layer and below the cloud layer. And above the cloud layer there was that typical brown cloud that we see, thin, dissipates, you know, we've all see that brown cloud. Below the cloud layer the air was the color of mud. It looked scary. And you can't see it. It's like when you're driving into Denver, you look ahead and think, oh, I'm driving into that? But when you get there it doesn't look that bad. It looked bad. It's here. It's us. We're doing it.</p> <p>So, this being 2008, people are looking for a way to conserve, they're doing things differently. And so I would say give them options. Commuter bus from Greeley to Denver looks like a very easy thing to do. That's your cheapest option. Give those people an option, gets some cars off the road, lets people know how nice that is. Let Denver know, hey, we're coming, be ready to start dealing with us when we do arrive en masse. Commuter rail would be my next wish. To me, it's worth it to get as close to Denver on rail, as close to Union Station on rail as we can get. So the extra distance past Longmont, to me it's absolutely worth it. And the third step would be to promote the new options as much as we can. There have been lots of studies that said when people know that other people are doing it, other normal people like me are riding the bus, you know, however normal you think I am, they will do it too. I go to meetings. Who else knows that Loveland's bus ridership is up 19 to 20 percent over last year? And Fort Collins is up 10 percent. And back in 2001 –</p>	

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			<p>2004, 23 of 31 ballot measures for mass transit were voted in 11 different states, and some of those people will be coming here.</p> <p>So we're missing mass transit here. If we gave that a good shot, we could then evaluate how many more lanes we need. But I say build it and they will come, and they will ride. Thank you.</p>	
808	David	Gregg	<p>I much prefer option A. I feel that it will lead to appropriate urbanization of our town cores. Option B will encourage more satellite urbanization along the I-25 corridor. This inevitable future population growth is more appropriate at the existing town centers, as would be encouraged by the commuter rail of option A. I think excessive satellite growth will be detrimental to the success of out town centers.</p>	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
809	Cecil	Gutierrez	<p>Thank you. And I'm here speaking as an individual this evening. But I have, I would like to urge the adoption of most of option A as the primary alternative, mostly because of a lot of the other reasons that have been stated here already and were stated in the last couple of meetings the last couple of nights. But I want to add one more thing here tonight, and that is the economic impact that commuter rail would have through – for all of our communities. A lot of our communities – Fort Collins has already spent a lot of money, Longmont has spent a lot of money, Loveland is in the process of taking a look at spending a lot of money on our downtowns, in order for us to be able to create a viable and economic downtown to all of our cities, the heart and soul of all of our cities. Commuter rail through the downtowns would have a great economic impact to it for our cities and would just ensure and help ensure some of that economic viability that we're looking of in the downtown areas, in the core areas of all or our cities. And with option A we get kind of the best of both worlds. We are looking at expansion of I-25 and upgrading I-25 as well as the commuter rail through the Front Range. And so you get the best of both worlds with option A. Whereas with option B you are really taking a look at just the expansion of I-25. So for me, option A makes a greater deal of sense economically in almost every way. So that's why I'm urging the adoption of Option A. Thank you.</p>	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
810	Ann	Harroun	<p>And I came here from a meeting with my broker, which is kind of a sad thing to do today. And I see our nation as in big transition. And we don't know where that's going to sugar off yet. We won't know for a while. But we have been a profligate nation, profligate in our energy use and our borrowing and</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway</p>



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			<p>spending and running up of debt as a nation, and as individuals. And that whole house of cards is collapsing right now. Its hard to predict where it will come down. But there's going to be a big shift. And my broker is saying it may be 2010 before we see any turnaround. When gas prices went sky high, people learned to do things in a different way. They actually tried riding the bus and riding their bicycles and walking and doing anything they could to conserve money. And they found out that they can do it. The prices came down, and they may go back to the old way. But if they do, prices will go right straight back up again. So people do adjust and they will adjust. I'm a big believer in maintenance, and I think all our highways need to be taken care of. I drove to Maine and back this September, the highest prices of gas. And one of those places, I think it was Ohio, as we went through, it was almost impossible to dodge the potholes in the road. And I'm glad my car isn't out of line, but I'm amazed that it isn't. With the market down, people are paying off their debt and saving money for the first time in a long time, and the era of profligacy is over. So I'm wonder how accurate your assumptions are based upon figures from several years back, a few years back, not a lot. But I think, given the changes that are coming for individuals that plan A is our future, and plan B looks to me like so yesterday.</p>	<p>Improvements.</p> <p>Forecasts are prepared with a state-of-the-practice regional travel demand model. The FEIS acknowledges that ridership forecasting is not an exact science, and necessary assumptions introduce an uncertainty into the forecasts. The FEIS acknowledges that the future price of gas is one of these unknowns as described in section 4.2.6.6.</p>
811	Roger	Hoffmann	<p>Thanks for letting me speak.</p> <p>[A]And first a general comment about the comment period itself. Given the complexity of both the problem you're trying to solve, we're trying to solve, and of the various alternatives and the comparisons, and given that this comment period extends not only over the election period that just concluded but also several holidays, major holidays, I would really like to see the comment period extended by a month to the end of January. I think that would be much more reasonable because, again, given the complexity and the amount of information in the documents, the looking – I've taken a cursory look at the documents that are available on the web, but I have not had a chance to digest them. It's going to take a little while. And I think you really want to make sure that you do a good job of this. So I would urge that to be longer.</p> <p>[B] At a glance, one of the things that I note is that the coupling of the various packages, or the way the packages are contrived, tends to lead to certain comparisons which I think bias the conclusion towards package B. And I think that's very unfortunate.</p>	<p>[A] The Draft EIS comment period was extended until December 31, 2008.</p> <p>[B] The alternatives included in the DEIS were the result of screening and coordination with the public and stakeholders. However, the Preferred Alternative as documented in this Final EIS is a combination of components of Package A and Package B.</p> <p>[C] It is necessary for the set of improvements to have both highway and transit elements in order to meet the project's purpose and need. The forecasts indicate that even with a robust set of transit improvements, these are not sufficient by themselves to meet the corridor demand. Further, both bus and rail are being proposed as part of the Preferred Alternative in the FEIS.</p>

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			<p>[C] I think when you look at, for example, impacts to air quality, you look at costs, and there are some other factors driving those cost differences as well that I'd like to cover, but I think that that very unfortunate, specially the inclusion of the expansion, a major expansion of I-25 with the rail option. To me, that seems like and unfair bias towards the outcomes, so towards your list of comparisons that I've seen there. And a lot of people will just really look down the list and see where the checkmark is in the column. And where that is today really predisposes somebody to say, package B must make sense. I think when you really look at comparing, for example, BRT with rail, the gentleman for BNSF has already touched on some of those things, but I think really we ought to compare apples to apples. And that's something that we should do. It's possible that as ridership on the rail lines take off, we might need less investment in the highway itself.</p> <p>[D] Generally, the transit times comparison should look at the timing such as – other timings, for example, Loveland, downtown Loveland and points south and compare that as well. I think just looking from a south transit center, as again, the BNSF rep noted, is a little bit unfair and misleading in terms of overall transit times.</p> <p>[E] Related to that, I'd like to see – understand the transit assumptions especially as they pertain to the bus feeder lines that will have to support a BRT. Now, I can tell you as a resident of Loveland, and in having talked to a lot of people in Fort Collins who use the transit up there, most of the – many of the users of the Fort Collins bus system, local bus system, is terribly inadequate. But it's head and shoulders above what we have in Loveland. There's been very little local commitment to local transit. So I'd like to see what the requirements would be and who will pay for those to make that successful and to provide the kind of ridership that rail would obviously offer.</p> <p>[F] I would like to say that I'm glad the record of decision and the preferred alternatives will really consider a phased implementation. I think that's especially important in terms of rail. One of the things that bumped up the cost, I noticed from a previous version of the packages to the subsequent one, that actually pushed the cost to nearly a half billion dollars of difference, have more – high for package A, was the inclusion of the link from Longmont</p>	<p>[D] The Final EIS includes travel times from a variety of origins and destinations, Chapter 4 Transportation Impacts of the EIS provides travel times by project segment by travel mode. For Example the Preferred Alternative travel time via commuter rail between Fort Collins South Transit Center and Loveland would be 9 minutes. Travel time from Loveland to Berthoud would be 10 minutes. Travel time between Berthoud and Longmont's Sugar Mill Station would be 18 minutes. Similar segments of travel time are provided for private auto travel on I-25, express bus and commuter bus on US 85. Inclusion of the rail segment between Longmont and North Metro will be phased in the Final EIS.</p> <p>[E] The feeder lines are designed to serve as connecting transit between local communities and main trunk line transit service. The operator for the feeder lines has not been identified at this point in time. It could be the local community transit agencies, CDOT, or a new regional transit agency.</p> <p>[F] See response to Comment #1, above, and Chapter 8-Phased Project Implementation of this Final EIS regarding implementation of the Preferred Alternative over time.</p> <p>[G] The Preferred Alternative has been designed to accommodate the Mason Corridor BRT project, and was developed acknowledging the importance of the downtown communities.</p> <p>[H] Noted.</p> <p>[I] As you mention, the transit services, as provided by either Packages A, B, and the Preferred Alternative, offer a mode for regional trips that is more fuel efficient than individual private automobiles. Note that due to less traffic on I-25, total energy use for Package B (360,371 BTU) is less than that of Package A (361,900 BTU) or the Preferred Alternative (362,222 BTU).</p>

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			<p>down to Union Station. And I would like to see that treated as if that's a phased implementation. It may be the right solution long term, but we don't know what's really going to happen with RTD. Right now there is ongoing discussions. I think we really need to focus on completing the first segment, with the assumption that RTD will probably be involved in a long-term solution from Longmont south, and take the half billion dollars back out of the equation. The costs become roughly comparative.</p>	<p>While commuter rail offers an energy-efficient transportation mode, it does not overcome the traffic differences among the alternatives. All criteria pollutant concentrations were modeled for the Preferred Alternative. The criteria pollutants modeled in the Final EIS include carbon monoxide (CO), particulate matter (PM10 and PM2.5), nitrogen dioxide (Nox), volatile organic compounds (VOCs), and mobile source air toxics (MSATs). Regarding particulates generated from rubber tires on hard surface, particulate matter from on-road mobile sources is generated mostly from diesel exhaust, not rubber on hard surfaces. Particulate matter is also generated from dust (gravel or sand roads and construction sites) and from non-mobile sources such as construction equipment.</p>
			<p>[G] There really – I want to point to something, I'm not sure if the analysis covered it, but there's been a major investment in Fort Collins and in Loveland, in our communities generally and of valuing downtown, and investment in that. Fort Collins has developed the Mason St corridor plan. Clearly the BNSF oriented line would tag right in with that, that whole concept of investment as well. I think we don't want to do, the last thing we want to do is undermine the downtowns by sending a market signal that all transportation is centered along the I-25 corridor. Terrible, Terrible mistake in terms of the communities overall.</p>	<p>Operating and maintenance costs for all of the build packages have been estimated and are included in Chapter 2.0.</p>
			<p>[H] It was mentioned about rail crossing times, and I think that was very misleading, by the previous speaker. Clearly, we're not talking about freight lines and freight, long freight trains that move and take several minutes of our time at any crossing in Fort Collins. It's a bigger problem than here in Loveland, but it's enough of an annoyance. We're talking about ten-second passage times for commuter rail. And I think it's something everybody needs to keep in mind. We're talking about perhaps freeing up vehicle traffic time on the highways, as people that can use the rail would use that, and I think the inconvenience would be fairly minor.</p>	
			<p>[I] Another quick point is that the technology for rail really makes sense in terms of our energy picture globally and nationally. It's so much more readily adaptable to changing energy technologies, oil is, that is, as compared with rubber tired transit, and especially, or course, compared with automobiles. The reason for that is the relative number of units that you have to address in terms of changing the configuration. Also, I'm especially concerned about the long-term maintenance costs. We ought to consider that. Right now we're in a sudden dip of oil prices. I don't think anybody believes, in the</p>	

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			<p>energy field, this will last. The cost of pavement and of maintaining highways is going to only increase over time. Notwithstanding this little dip we've got going on right now that everybody is very grateful for, we're going to see the long-term picture increasing the cost of oil products, and of course asphalt being a part of that and rubber tires being part of that as well. I'm also concerned, and I hope we'll give thought to, the air impacts of the comparative transit operations as well. Obviously you'll cut down on the ozone somewhat, and some of the emissions, by using transit of any kind. But again, part of the problem is rubber tires on hard surface; the particulate aspects of that need to be considered as well.</p> <p>I know I'm taking a lot of time, but thank you. I'm going to be submitting my comments in writing. I would encourage other people to do that. Thank you very much for hosting this.</p>	
812	Brian	Holcombe	<p>I'd like to comment real briefly. I'd like to follow up regarding the comment period for the draft EIS. I'm a member online of the SmartTrips website. I really engage in alternative transportation in Fort Collins. And I didn't hear about the comment period beginning until today on an e-mail in Fort Collins. There are a lot of us that are having that happen. We've been very engaged in the general election coming up into early November, and a lot of people have been caught off guard. So I would like to mirror Roger's sentiment in extending the comment period until January 31, 2009, for the draft EIS. One of the big keystones of the need for process is the public involvement, and we need to do a better job of reaching out to our communities. I haven't received an e-mail from any of the alternative transportation groups in Fort Collins regarding the process. So we really need to do a better job of reaching out to these communities, getting more of the young people engaged who are a lot – people who are very interested in projects like this, and getting us to these meetings, getting our comment letters out there.</p> <p>I'd like to briefly share an experience that I had. In the fall of 2007 my wife and I became carless. We sold our only car and were going to make a go of commuting without one. However, I work for a nonprofit that works statewide. And I commute to the Denver/Boulder area five to ten times a month. I'm not exactly the everyday commuter that programs like SmartTrips appeal to, where you're paying a fee for a seat in a van five days a week. Unfortunately, programs like SmartTrips don't accommodate people who</p>	<p>The Draft EIS comment period was extended to December 31, 2008. At the onset of the project, a lack of modal alternatives was identified as a regional need to be addressed by the proposed solution. Your attempts at traveling by alternative mode are laudable; note each of the packages under consideration dramatically improves regional transit services. The ridership forecasts indicate the transit services would be used by everyday commuters as well as less regular travelers such as yourself.</p> <p>The Preferred Alternative is a multi-modal solution with bus, rail, and highway improvements that was developed from a combination of Package A and B components. The Preferred Alternative includes interchange reconstructions, the addition of general purpose lanes and tolled express lanes along I-25, commuter rail along the Burlington Northern Santa Fe railroad tracks between Fort Collins and the FasTracks North Metro end-of-line station in Thornton and the Northwest Rail end-of-line station in Longmont, and commuter bus along US 85 between Greeley and downtown Denver. The Preferred Alternative also assumes that feeder bus service would be provided to bring local traffic to the corridor train service. More detailed</p>

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			<p>only commute, let's say, one to three days a week. It doesn't make sense financially for us. And unfortunately, there's not an alternative program there.</p> <p>So I tried every option out there. I tried to steal a seat on SmartTrips from friends that commute, and they weren't comfortable doing that. I tried riding the Greyhound, which is the great bus service that we have to Denver right now (laughter), at noon on the way south and at midnight on the way home. So my wife, my fiancée at the time, was none too pleased when I had a business meeting in Denver in the afternoon and would crawl into bed around 1:45 in the morning, if the bus was on time. Other options I attempted were the bus line to south Loveland and then getting on my road bike and taking that to Longmont, where I could hop on the regional RTD system into Boulder and then hop on another bus into Denver. So that was another option. I also tried one other option where I would commute at 6:00 in the morning with other friends who commuted to Boulder and then again wait until midnight to come back on the Greyhound bus.</p> <p>So we really don't have a viable alternative transportation or a mass transit system between Fort Collins – really between south Loveland and Longmont is where the bulk of the gap is. And I find that hard to believe and disappointing. And I'm really excited to see that we're in this process to where we're making positive progress.</p> <p>As telecommuting and flex scheduling grow, there are more people coming into situations like me and like many of my friends. We need an option to get us all to Boulder, we need an option to get us all to Denver for our jobs, but not everyday. Perhaps we're traveling two to three days a week. So people like me are only growing.</p> <p>And finally, to discuss the financing of the project, I appreciate the in-depth financial analysis by the young lady over here in the corner. I would say that it's important to balance the expense of a program like this. And as she pointed out and as many people pointed out, a rail system is a more expensive option immediately. The long-term costs, however, diminish significantly versus other mass transit options. And quite frankly, the service is much improved. I don't know how much time a lot of people have spent riding regional buses. They can work really well and they cannot work really well. Regional rail transit, however, is oftentimes extremely efficient, extremely comfortable, and extremely cost-effective. And I'm willing to pay</p>	<p>information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p>

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			<p>that higher service cost for a mass transit rail system in our region. So with that I'd like to close by just saying that I plan to submit more detailed comments after I have time to review the draft EIS, and I plan to spread the word throughout the Fort Collins community so we can get more people at these meetings and more people engaged. Thank you.</p>	
813	Blue	Hovatter	<p>I'd like to echo a lot of what everybody was talking about already as far as the lack of an I-25 commuter rail option. I'm not a proponent of build-out on I-25, and I enjoy the idea of having dense urban population centers. And I also want to echo the thoughts about the Rocky Mountain Rail Authority, because the project that's going on down in New Mexico that people have referenced is also part of a larger vision for an entire Front Range commuter rail system that would allow us to travel from Cheyenne to Albuquerque on a high-speed rail system.</p> <p>I was down at – there was a conference two weekends ago for the Rock Mountain Rail Authority which a representative from the North I-25 DEIS study was at. But one of the interesting things that they noted in their studies – they did a nice little computer mock-up of what it would be, how quickly and what sort of speeds they would be able to get by using the existing rail lines, the Burlington Northern rail lines that they talked about in this study. And they threw it out. They basically said that this isn't going to work because the speeds aren't there, and people aren't going to ride something if the speeds aren't there.</p> <p>So their main model was to, as this study sort of does, which is come out of Longmont, or either somewhere around the Frederick/Firestone area, and run a high-speed rail up I-25. The beauty of this was this was another opportunity to free up – it was one of the first times I've actually heard an interesting way for us to be able to free up these Burlington Northern lines here, and that was that they would be willing to trade time on their high-speed line that would meet on the north side of Fort Collins with the Burlington Northern lines and then reconnect with the Burlington Northern Lines down near Longmont and allow the Burlington Northern trains to get off of going through the middle of Loveland and Fort Collins and get on the high-speed line and avoid our community entirely.</p> <p>And I think that this is a great alternative, because then it does what we need to do, which is free up those rail lines for regional travel. The MPO has done studies, and you can see that a lot of Fort Collins and Loveland and Windsor</p>	<p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Commuter rail on the BNSF was chosen to connect city centers.</p>

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			<p>and Greeley, a lot of the trips, the majority of the trips that we make are within that triangle. That triangle between Fort Collins, Loveland and Greeley is where we mostly do our travel in this area. And if we want to come up with a viable alternative, we need to come up with an alternative that helps us as individual communities to get ourselves moving forward, but it also needs to allow us the options to get down to Denver, because I do want to go to DIA, I do want to go see a Rockies game, I do want to go check out the art museums. But it doesn't need to be an everyday thing.</p> <p>The gentleman talked about earlier, I don't want to live in a bedroom community of Denver, but I do want to get there. So I would also like to echo the thought that I really just feel like these alternative really were pushing more towards a bus rapid transit and adding lanes. And I, too, have lived around the country, and I've seen Los Angeles and I've seen Chicago and I've see some of these places where more roads and more roads means more clogging. Even within our own community you can look down the Harmony corridor, and more lanes meant more traffic and more congestion, and it doesn't do anything to free up the space.</p> <p>Yeah, and the other piece that I wanted to echo was the gentleman's comments about safety issues. I think with the first meeting that I was at for this North I-25 EIS three years ago, or whatever it was, we were in this room, and people were showing up late because there had been an automobile accident on I-25 that closed down north I-25 for an hour and a half. So it's the same idea. I believe even at that time you guys talked about how this section of I-25, for the style of interstate it is, is actually one of the more dangerous sections of roads, given how straight, and it truly is, because of the snow, because it encourages people to drive at higher speeds and therefore encourages more accidents.</p> <p>So I just would strongly encourage to hopefully look at some alternative plans to put on a rail through the middle of I-25, as the woman earlier said, before it's too late, before you put too many lanes of traffic in and we don't have any more space, and then we have to start looking at green fields and trying to take over people's properties and eminent domain, and that just not a pretty future. Thanks.</p>	<p>Rail along the I-25 corridor was considered during the alternatives development process. This alternative was determined to be infeasible because central rail alignments would cost up to four times more than alignments along an existing track. Therefore, the Preferred Alternative includes commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines. Further, Express Bus service would be provided along I-25. Travel times on the Express Bus would be competitive with auto travel times in the corridor.</p> <p>The I-25 improvements will be designed to current standards and guidelines and will improve safety in terms of sight distance and gradual inclines to help truckers and motorist traverse steep hills.</p>
814	Becky	Jay	<p>In reviewing plan A I am puzzled that the eastern buses do not head west on Highway 7 to the transit center so passengers can ride the rail on into Denver? This would cut down on bus traffic to Downtown Denver and maybe</p>	<p>Commuter bus on US 85 is intended to serve activity and employment centers along US 85 including Commerce City and will provide a "one-seat ride" - meaning that passengers will</p>

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			riders to catch the train earlier. Also why doesn't the connection for DIA head to the Union Station Transit center? And then riders can choose which direction they want to go from there? Thanks Obviously I favor A as it has better long term solutions for more people from Fort Collins to Denver and points between.	not need to transfer to another bus or train - to downtown Denver. This is a benefit to passengers. The direct bus connection to DIA was requested by local northern Colorado communities and will provide a faster, more efficient connection to DIA than forcing patrons to travel to DUS first.
815	Becky	Jay	I also would urge you to look at option A as the best solution, long-term solution. I don't see option B as being a long-term solution in terms of pollution, population centers, population growth or cost. A train system and not widening the freeway causes less – brings less pollution and runs through the existing population centers. As Cecil was just saying, we need to concentrate in our urban areas rather than sprawl more than we already have. Density in downtown urban areas should be increased, rather than increasing sprawl outward from those centers. The long-term cost – the gentleman who works for the railroad was saying it's cheaper to fund the rail longer than it is to buy new buses and build new highways every ten years. You have fewer cars going down in the Denver basin, which helps with the pollution, and also fewer cars running up and down the north corridor here, and that will help our brown cloud. I really appreciate that earlier comments were heard and we no longer would have to go to Boulder to get to Denver. I appreciate that the line has been zigged to the east and on down south. I think that makes a lot more sense. The only comment I would add was, instead of taking the bus from Brighton that go from Greeley to Brighton on down into Denver, take them over to the transit center on Highway 7 so those people can get on the light rail sooner, there are less buses and less traffic down into the center of Denver. Those people have the option sooner to take – get off at the other transit centers and take buses east and west of the corridor. And I also would urge that you do the rail first. I think, again, build it, they'll come. And if we do the rail first, we may see that we don't need to do quite as much expansion on I-25 in terms of highway. Thank you.	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. Direct bus service is provided on US 85 because transfers discourage ridership. A direct ride to the most popular destinations (mainly downtown Denver and DIA) is the most convenient option and compares favorably for travel time with a system that would require a transfer at SH 7.</p>
816	Lawrence & Muriel	Jelsma	Having reviewed the summary of alternative evaluation it seems package A has been set up to fail. Having seen the cost breakdown we don't believe the number, we need justification of how costs were derived. We also need an independent firm making an analysis of the figures. It seems fair to think we can continue with the process of automotive commuting in these times. In CA Caltrans discovered that the more highways they build the more	The Preferred Alternative includes most of the improvements included in Package A including Commuter rail, commuter bus, I-25 express bus and I-25 widening. In order to provide the most accurate opinion of probable cost FHWA and CDOT conducted a Cost Estimate Review. The cost estimate review is an unbiased risk-based review to verify the accuracy and



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			congestion occurred.	<p>reasonableness of the current total cost estimate to complete the project and to develop a probability range for the cost estimate that represents the current stage of project design. Part of this study is to also review the proposed construction schedule to determine its impact on the project cost. During the course of the review the team identified and discussed numerous threats and opportunities. A threat is anything that can add to the cost of the project. An opportunity is anything that can reduce the cost of the project.</p> <p>This probabilistic analysis resulted in a cost estimate at the 70% confidence level of \$9,474.9 million in the Year of Expenditure (YOE) for the Preferred Alternative of the North I-25 Project. The cost for Phase I at the 70% confidence level was \$1,271.2 million (YOE). YOE accounts for escalations in costs that are expected to occur over time for projects constructed in future years. This exercise reviews each line item for construction and identifies the threats and opportunities that could impact the quantity and the price of that item. This exercise yields a dollar amount for which the project has a 70% likelihood of being constructed. This review is a week-long process and provides both the state and federal agencies reassurance that the project can reasonably be expected to be funded under the currently anticipated funding stream.</p> <p>The current state of I-25 is in decline and improvements to the interstate are necessary and improvements of additional general purpose lanes are warranted using the 2035 traffic model, which did consider the addition of the commuter rail.</p>
817	Tim	Johnson	<p>I would like people to consider the kind of investments that many of our communities have made in our Old Towns and our downtowns, and that with that in mind, that this kind of transportation system that we would be selecting tonight could discriminate strongly against the one that we have, the model we have in Fort Collins, if we chose the I-25 centric model, adding more lanes, adding bus rapid transit.</p> <p>If we look back at the function of I-25 when it was built in the 1960's</p>	<p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

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			<p>industrial transportation corridor, so that we may think of this in another way as well, that maybe we want the freight moving along I-25, we want the people moving from community center to community center to keep our investment in our Old Town and downtown alive. We've been building this Old Town and downtown in Fort Collins since the 1970s. We've been at it for 30 years. We have just a fabulous destination area. We do not want to see willy-nilly development along I-25 that's driven there because of a choice that was made to add more lanes and to add a rapid, fast rail system along I-25.</p> <p>The other thing I want people to consider very strongly is that a lot of our destinations are not just Denver. We have a university here, CSU, and in Boulder there are lots of university connections. There are lots of people who are moving, if they're not associated with the university, but they may go there because of family, because they have classes there, because they have research programs that are ongoing there with different corporations and so on. So they may be going to one or going to the other. These are linked through the heart of the town, so we have lots of Boulder destinations.</p> <p>The key thing for this area in the short term is to be looking at something like our system A, to be looking to linking our communities, downtown to downtown, Fort Collins to Loveland to Berthoud to Longmont. And for the first phase, it would be a fantastic step forward if we were able to walk to the train, bike to the train here in downtown, Old Town, anywhere in Fort Collins, rather than to have to make a trip to the freeway, which would preclude a lot of us from using a system like that easily. And then in Longmont we address the situation of being able to connect up to RTD and to go wherever RTD goes. I think that's how we should break it up. We don't have that phase here in place now. We need to consider it. And I ask you to go back and to draw up, what it is, package A to include a couple of different phases so that our first real link in Northern Colorado is that easy connection to Longmont and to RTD. Thank you very much.</p>	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p> <p>The Preferred Alternative is a combination of Packages A and B. It includes commuter rail along the BNSF railroad tracks between Fort Collins and the FasTracks North metro end-of-line station in Thornton and the NW rail end-of-line station in Longmont, commuter bus along US 85 between Greeley and downtown Denver, interchange reconstructions, and the addition of general purpose lanes and tolled express lanes along I-25. Feeder bus service would be provided to bring local traffic to the corridor train service. The commuter rail component of the Preferred Alternative is now planned to be single track with passing track. Ridership and costs for this mode are included in the Final EIS.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

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818	Nancy	Kain	Very important at this time to come forward with a plan for commuter rail. My feeling is that it is the “little person” who supports public transportation. The Big Money isn’t along railroad tracks but out on the interstate. Leaders must look into the future. Even the west cannot continue to rely on gas powered vehicles and more lanes of road.	Comment noted.
819	Milan	Karspeck	And I support package A also. I have some questions about whether things could be phased maybe differently than what you suggested here. I think there’s an excellent point about what seems to be very large capital costs for the commuter rail and whether or not those could be reduced by the single-tracking, at least initially, and then later on bringing in the double-tracking. Second of all, initially when this was considered, the thought was to hook up to FasTracks and then go to Denver Union Station via FasTracks through Boulder. Is that in the picture, is that still a possibility, or is that something that’s not being considered? Seems like that would give us a way to reduce a fair amount of expense initially, which is the new tracks along 119, then down to north Denver. Then long term, I think it would be good to have the connection. But I hate to see this option taken out of the picture because of the costs if we do a full thing on 119 initially. Then I also had a question about some of the presentation. You mentioned the time it took to go from Fort Collins to Denver Union Station and from Greeley to Denver Union Station. And I think it would be also very interesting to have summarized more of the intra-region trip times which, as Ms. King pointed out, are really the majority of the travel times. You have a fairly small amount of trips going directly down, from the region down to Denver Union Station. What’s probably more important is the time for trips from, lets say, Fort Collins to Loveland, Fort Collins to Longmont, within the region. And I think it would be good to get some kind of a sense of the difference in those times as opposed to jus the ones from fort Collins and Greeley to Denver. Thank you.	<p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>The Preferred Alternative includes single tracking the commuter rail with double tracks located in areas to enable efficient passing of north and southbound trains while minimizing potential delays.</p> <p>The commuter rail alignment included in the Preferred Alternative ties into FasTracks North Metro rail line and therefore does not include additional capital cost in that area. During the development of the Preferred Alternative much consideration was giving to the possibility of eliminating the section of commuter rail between the two FasTracks' rail lines (North Metro and Northwest) that generally parallels SH 119. The project's two advisory committees reviewed information about the cost of that section of the line compared to the travel time savings and ridership increases. Through this evaluation of costs and benefits the committees opted to retain the entire commuter rail alignment in the Preferred Alternative - including the portion along SH 119. At a later date, communities could opt for a full double track system (similar to Package A) but the Preferred Alternative evaluates the impacts single track with passing track system. A decision to provide double track in the future would require a reevaluation of the impacts associated with the rail system.</p>

The Final EIS includes travel time comparisons between some of the key northern Colorado origins and destinations including the alignment along SH 119 to North Metro. Chapter 4,

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				<p>Transportation Impacts of the EIS provides travel times by project segment by travel mode. For example, the Preferred Alternative travel time via commuter rail between Fort Collins South Transit Center and Loveland would be 9 minutes. Travel time from Loveland to Berthoud would be 10 minutes. Travel time between Berthoud and Longmont's Sugar Mill Station would be 18 minutes. Similar segments of travel time are provided for private auto travel on I-25, express bus and commuter bus on US 85.</p>
820	Elizabeth	Kearney	<p>Thanks for having this meeting so we can all come, contribute some thoughts. I think if you look at the global picture for economic, environmental, Energy resources, if you do a more global analysis than kind of the pinpoints that we're looking at tonight, and I understand those are important too, but I think if we look at this big picture and we look at a long period of time as well, it becomes very clear that rail transports of people is much more efficient, more cost-effective and fuel efficient than personal cars or buses. The railroad, a rail system is much less expensive to maintain, once it's built, than roads are.</p> <p>Another issue that Mr. Hoffmann touched on I think is critical for the development of the Northern Front Range is that if we encourage transit options only at I-25, that is going to pull sprawl out there, and that's going to increase sprawl and it is not going to support the revitalization of the downtown areas that are currently – the towns along the Burlington Northern route are really trying to work on now. And there's great resources there, but if we don't get the support in terms of funneling people there, those old downtowns are going to die and we're going to have Thornton and Westminster all the way from Wellington down to Westminster. SO sprawl would be encouraged by option B. It would create the same pattern of usage that we see now, which is, it's not sustainable. Personal automobile use, and I think that there is some – the economics are a bit skewed in the costs, because I think when you talk about people, cost of the people using a car lane, a lane to drive their personal automobile on, you're not counting the cost of purchasing the car and purchasing the gas and storing the car and driving it on side streets to get to that main road the same way that you're including the cost of the railcars and all of the stuff that goes into getting somebody from point A to point B on a rail line. So I think that that, it's very</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>

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			deceptive, because you're saying, oh, we're going to slough those costs off on all the people who are going to be driving their cars, so we don't have to include those. But if you're going to look at the big economic picture and look at the economic well-being of this area, I think you need to think about those costs as well. Thank you.	
821	Andy	Keller	And I talked to Long Nguyen and another gentleman whose name I cannot remember, and they were both very helpful and informative. The subject is pavement smoothness. And I encouraged all those responsible in the laying of roads and inspection of the roads to assure that they are produced smoothly. The reasons are not just aesthetic; they are to help retain the integrity of the road surface, especially roads traveled by heavy-duty trucks.	I-25 and the state highway crossroads will be constructed per CDOT standards that include a pavement smoothness specification. That will assure that they are constructed smoothly.
822	Lynn	Kincanon	I live two blocks from the existing freight RR line in Loveland. I still believe we need light rail from Denver to Wyoming. Buses should be used to take to rail line. I don't believe at all in bus or feeder traffic to I-25 I don't believe widening the I-25 is the solution. We need to decrease over use of CARS and fuels we have to think long term and globally. Look to Chicago, Look to Washington DC. But we need safe quiet zones like Chicago. Would still be able to ride bus through from I-25 toll lane road.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>Please note that the study area for this EIS, as described in Chapter 1 – Purpose and Need - extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative, Package A and Package B provide service beginning in Fort Collins and Greeley, and extending to metro Denver. The extension of transit services further north or south would not be precluded by the alternatives being considered, but is not included in this Final EIS. A recent household survey indicated that only 0.1% of all daily trips from Northern Colorado communities are destined for Cheyenne.</p>

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823	Evelyn	King	<p>Tonight is the first time that I recognized, and I had a concern when I looked at this summary sheet and it showed that there are 22 miles that are still congested even after we spend several billion dollars. So now it's my understanding that the highway portion really only goes from State Highway 1 down to E-470 and that there are not additional improvements down into Denver. And that's why you see a lot of the slides that we saw that include all that congestion down there mixed with what happens on the northern end where the improvement are. SO that information is somewhat inaccurate, because there are no improvements down on that southern end.</p> <p>I also have a concern about the information in here that shows transit market share at 55 percent for package A and 50 percent for package B. And I noticed in the slides it did say commuter, but it really doesn't explain the fact that the North Front Range commuter percentage is about 6 percent coming to Denver. So the 55 and 50 percent is really only of that 6 percent.</p> <p>Also, it says that the average speed, and I kind of assumed that that was on I-25, is around 32 miles per hour for pother packages, and that looked really wrong to me. However, in explanation tonight, I've been told that that's for all the roads in the study area, and there was a real tiny increase from the no-action play to those. But that's certainly something different than what's portrayed in this summary of information. Also, the cost per user, which is clear down here at the bottom, I would like to know what calculation, the actual number calculation was used for that. Because I've done my own spreadsheet, and just to let you know, this says that package A, the cost per</p>	<p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>Quiet zones are the preferred rail noise mitigation presented in the EIS. Implementation of quiet zones requires the consent and leadership of the local government agency.</p> <p>As you suggest, the Preferred Alternative and Package B include TEL lanes on I-25, which provide travel time benefits to the I-25 bus service from the northern region to metropolitan Denver.</p> <p>The Preferred Alternative includes 8 lanes on I-25 (6 general purpose lanes and 2 tolled express lanes) from 84th Avenue to SH 14. Between E 470 and 84th Avenue the Preferred Alternative adds 2 tolled express lanes to I-25. Because the intent of this study was to evaluate northern Colorado travel needs, CDOT is anticipating conducting a separate study to specifically look at the travel needs in the north Denver metro area.</p> <p>Yes, as stated in the FEIS in section 4.2, the total number of northern area commuters is relatively small (about 2,400 per weekday), but the transit market share of those commuters ranges between 45% and 55%, depending on the build package.</p> <p>The FEIS presents average speed for freeways, other facilities, and all facilities in the study area for each of the three build packages (see Section 4.2). For example, the 2035 average freeway speed is 46 mph, 49 mph, 48 mph, and 49 mph for the No-Action, Package A, Package B, and the Preferred Alternative respectively.</p> <p>The Final EIS evaluation includes a cost per user by mode as well as the cost per user for each package of improvements.</p>

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			<p>user per trip is 76 cents, and that’s a daily number. Package B is 58 cents. My number for – and this is not using the annualized capital number, which I think is also very important. The only numbers you saw up here was the raw capital numbers. And in fact, case of the operating costs, the numbers on the slide do not jive with the numbers on this form as well. They’re slightly less, I think. But my numbers show that for package A, the general purpose lanes, is 37 cents per user. And the transit piece of that is 59.53 a day per user. That’s a huge difference. So when you glob all that stuff together, the ending number is very deceiving.</p> <p>I also have a question regarding FasTracks. I know it’s extremely underfunded. And I would like to know, if that line is shortened, it probably will not come to Longmont, what will happen then? Or if it’s pushed clear out to 2034, or whatever the date is they’re looking at they might be able to do that extension, what will happen? It’s easy form me to say that I want to have rail with BRT, but when I look at the costs, they’re just huge, astronomical in fact. But I don’t see where I can pick just one package. In looking at the numbers, I’d like to choose just the general purpose lanes only, because that way I could save about \$4 Billion. If you’re talking a billion dollars, 4 billion, that 4,000 Million dollars. That’s a lot of money. And at the same time you could take care of 98 percent of the users, because if you look at the total users of transit, it equates to about 2 percent.</p> <p>I think I mentioned the thing about the annualized capital, but I really think we should see those number, because that includes the cost of bonding, and any of these large projects would have to be bonded. Thank you.</p>	<p>However, the per person costs by mode between highway and transit cannot be compared directly because they do not include the same expenses. For example the cost to own, insure and fuel a private automobile is not include in the per user cost on the highway but the cost to purchase a bus, insure it and fuel it are included in the cost per user for transit.</p> <p>RTD’s funding gap for the FasTracks program is a result of rapidly escalating costs for commodities and materials on the world market, combined with the economic slowdown and the corresponding downward impact on current and forecast sales and use tax revenues. Phasing and implementation of a future commuter rail line will take into the ability to tie into the FasTracks rail lines.</p> <p>At the project outset the Purpose and Need statement was developed. It considered community objectives, input solicited from citizens and stakeholders and future land use plans in the region among other things. This statement calls out the deficiency of transportation choices in northern Colorado and identifies the need to provide a multimodal solution. Through an extensive evaluation process and public input process, transportation alternatives were eliminated and/or paired with each other to develop a set of improvements that addresses the project goals. The two packages that best addressed the project’s Purpose and Need and had support from the communities were Packages A and B. Further evaluation of those packages and additional input from the project’s two advisory committees led to the development of the single Preferred Alternative that is evaluated in the Final EIS along with Packages A and B. Refer to the Project Purpose and Need in Chapter 1 for additional information.</p>
824	Evelyn	King	<p>I wanted to speak to the mobility issue and the fact that although it’s not really clear, there are actually not general purpose lane improvements on I-25 past E-470, which means that new projects will move traffic along, and then by 2030, or probably even before, the north end of Denver is basically</p>	<p>Assuming your comment discussing improvements on I-25 “past” E-470 is referring to south of E-470, you are correct that additional general purpose lanes are not included south of E-470 in the build alternatives (Package A, Package B and the</p>

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			<p>gridlocked for 22 miles. And that provides a real distortion in the data that you see on the board, information regarding the travel time, the average speed, and the operation and maintenance costs, because those are all included for that 22-mile highly congested area.</p> <p>Now, also in this study I like to look for knowing, what do I get for what I pay. Unfortunately, you did not see any boards around that contained any cost data. And there were only two quick slides, and those slides showed only the capital cost and not the annualized cost, which you would think that for a project this large you'd probably do bonding and should include the cost for that financing.</p> <p>So I created my own spreadsheet, and using the same 2005 numbers, and I'll go ahead and just use the capital column only. And for package A, the cost per user for the general purpose lanes per day is 37 cents, comparing that with 59.53 daily for the rail and bus elements. Overall, we would spend \$4 billion more for the transit piece than we would for the general purpose lanes. And \$ 4 billion is basically 4,000 million dollars. That's an awful lot of money. Even in package B, the BRT, requiring the toll lanes, is \$2 billion more than the general purpose lane cost. And the general purpose lanes take care of 98 percent of the users, versus only 2 percent for transit. Even the tolled express lanes cost \$500 billion more to build and operate than the general purpose lanes. The toll revenue from that does not even pay for the operation and maintenance costs.</p> <p>I might think that it would be fun to take the rail, or train, down to Denver, but I really don't see how I could possibly justify those huge numbers. Thank you.</p>	<p>Preferred Alternative). While the build alternatives do not include additional general purpose lanes south of E-470, they do include general purpose lanes and/or tolled express lanes north of E-470. With the Preferred Alternative, the resulting cross section is eight lanes along the entire corridor. In addition, a separate study will be conducted to evaluate additional needs on I-25 in the Denver Metro area.</p> <p>Since the State of Colorado is required to complete the NEPA process to be eligible for federal aid in the future, this study is part of the NEPA process.</p> <p>The project purpose and need identifies the need for providing mode choice; for this reason the Preferred Alternative includes transit elements. This is particularly important for those people in the society who do not have access to a private vehicle or do not choose to drive one. As oil becomes less available or more costly, having transit choice becomes more important.</p> <p>The Final EIS includes a comparative evaluation of user costs for highway and transit improvements in Chapter 6. For example, the average cost per user including the cost of private automobiles is \$4.47 for the No-Action, \$5.26 for Package A, \$5.08 for Package B, and \$5.14 for the Preferred Alternative. Investment in the Preferred Alternative provides northern Colorado travelers with modal options, improved travel reliability, updated highway infrastructure, reduced congestion and less travel delay.</p> <p>Chapter 6.0 of the FEIS discusses financing. At this point in the planning process, the only funds identified in the FEIS are those likely to come in through traditional funding sources over the next 25 years. These funds, and the projects associated with these funds are identified in the fiscally constrained regional transportation plans (NFRMPO and DRCOG). While the toll lanes have the ability to generate revenue and provide</p>



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				<p>opportunities for bonding, the FEIS does not make any recommendations for or against implementation through this means of funding.</p>
825	Evelyn	King	<p>So tonight, package A or package B, that's the question. And we really have no other alternatives. I have a little analogy about how that might be. It's like we have this big bucket of ice cream. You add in 2 percent horse manure. Now, ice cream has it's pros and cons, horse manure has it's pros and cons, but when you mix them together and you say, pick which half, it's really unacceptable.</p> <p>I don't like package A because package A costs 2 billion more than package B. But you have to dig through all the big books back there on the tables to find this information, because there's no cost information on any of the boards. And the slides that were used only show the raw capital costs. And I think that you all would agree that if we're going to pay taxes, we're probably going to have to also pay the financing. So the annualized capital cost plus operation maintenance for package A really comes out to a total of over \$7 billion. Package B is over \$5 billion. Package A could meet the needs of 98 percent of the users at a cost \$4 billion less by just building the general purpose lanes. But that's not an option. The general purpose lanes, annualized capital cost plus maintenance, is 3,240,000,000.</p> <p>I don't like package A because it will cause more traffic congestion and approximately 60 highway rail crossings from Fort Collins to Longmont. SO if you don't like stopping at the railroad crossings now, you'll have much more opportunity to do so. I don't like package A because it causes 59, residences, 33 businesses to be relocated, possibly requiring eminent domain. And that's considerably more than package B. I don't like package A because it requires fencing of the railway from Fort Collins to Longmont, and that will create a physical barrier through your cities. So if you think about down by the depot now, especially when you have community events, there's a lot of people crossing across the railroad tracks, that will be fenced right up to where you cross the street.</p> <p>I don't like package B, because overall, including the BRT, it costs 2 billion more than simply using the general purpose lanes, meeting, again over 98 percent of the users needs. But that's not an option either. I don't like package B because it costs \$500 million to build, plus the cost of BRT, to satisfy only 2 percent of the users. I don't like package B because I don't like</p>	<p>The Preferred Alternative is a combination of Packages A and B. It includes commuter rail along the BNSF railroad tracks between Fort Collins and the FasTracks North metro end-of-line station in Thornton and the NW rail end-of-line station in Longmont, commuter bus along US 85 between Greeley and downtown Denver, interchange reconstructions, and the addition of general purpose lanes and tolled express lanes along I-25. Feeder bus service would be provided to bring local traffic to the corridor train service. More detailed information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p> <p>At the project outset the Purpose and Need statement was developed. It considered community objectives, input solicited from citizens and stakeholders and future land use plans in the region among other things. This statement calls out the deficiency of transportation choices in northern Colorado and identifies the need to provide a multimodal solution. Through an extensive evaluation process and public input transportation alternatives were eliminated and/or paired with each other to develop a set of improvements that addresses the project goals. The two packages that best addressed the project's Purpose and Need and had support from the communities were Packages A and B. Further evaluation of those packages and additional input from the project's two advisory committees led to the development of the single Preferred Alternative that is evaluated in the Final EIS. Additionally, throughout the project and specifically during the Draft EIS comment period, the public has consistently supported commuter rail above all other transportation alternatives considered.</p> <p>See the response to comment 824 related to cost per user</p>

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			<p>paying tolls where the tolling revenue will not even pay for the overhead maintenance of those highway lanes.</p> <p>Now, I also like to think about business needs. And as you know, much of the transit does not take care of any business trips. I was unable to find out tonight, but there is a question, will the tolled lanes accept any kind of business trucks, any kind of semi tractor trucks in those lanes, or will they be stuck along with all of the rest of us in the general purpose lanes if we choose not to pay the toll?</p> <p>The bottom-line cost, if you want to look at cost per user, I did some calculations, and for package A, the daily cost per user for a general purpose lane is 37 cents. The daily cost per user for the rail part of that package A, or it's actually all of transit in package A, is \$59.53. Now, if you take the annualized costs. Because that's just the raw capital costs, and I was comparing that with what CDOT has put together, and if you take the annualized capital cost, that number then becomes, through the general purpose lanes, 82 cents per user per day versus 96.64 for the transit elements in package A.</p> <p>So we can either choose to spend 7 billion for package A or 5 billion for package B, with the majority of the users going to be going slower down to Denver by the year 230. Today we travel an average of about 58 miles and hour. Package A drops that to 50 miles an hour. Package B drops that to 49 miles per hour.</p> <p>So maybe the best choice is just to do nothing, take the no-action plan, save a lot of billions of dollars, and guess what, it says we'll still be going 48 miles per hour, only one difference than package B. Neither package A or package B are acceptable.</p>	<p>calculations.</p> <p>Commerical trucks will not be able to use the tolled express lanes, but additional general purpose lanes have been added as a part of the Preferred Alternative, north of SH 66.</p> <p>The amount of congestion on I-25 in the future will be the least with the Preferred Alternative. All build packages improve congestion relative to the No Action Alternative.</p> <p>The commuter trains are much shorter than freight rail trains; therefore the traffic congestion effect of these is minimal, as described in Chapter 4.0.</p>
826	Tom	Knostman	<p>I prefer option A. I believe option A would provide better transit options and less environmental impacts I would prefer high speed rail. I don't think CDOT is thinking big enough. I don't think the travel time estimates for option B are correct. On roads it only takes one crash or even a stalled vehicle to stop traffic. Having commuted to Colorado Springs once a week for four years I know this all too well. The trains then need to head up I-70 into the mountains.</p>	<p>Comment noted.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that</p>

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				<p>these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>Travel time estimates in the EIS do not account for delays due to incidents.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
827	Prudence	Larson	<p>Thank your for presenting two alternatives both including public transit elements along with highway improvements. We cannot build our way out of congestion through increased highway capacity alone. I favor alternative A for the following reasons of great significance to Longmont. This alternative capitalizes on FasTracks with a link to that rail system. This alternative links existing town centers, strengthening economic development and providing access where people live. Alternative B in contrast would promote sprawl in communities or currently open lands to the East. Transportation links have a profound impact on land development. We should be strengthening existing communities.</p>	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
828	Sandy	Lemberg	<p>I've been involved with this process, I believe, since the very beginning when they had something at the Harmony library, where it broke into groups and we were supposed to come up with alternatives. Never once was high-speed rail offered and never once was rail on the I-25 corridor offered. They always put rail on 287, where it does not belong. Bus rapid transit belongs on the 287 corridor. SO this program has been stacked at the beginning, as the previous speakers have said, against effective public transit, and in particularly, against effective rail. And now after, this has been going for how may years, three years now, or</p>	<p>Comment noted.</p> <p>A full range of rail technologies and alignments, including high speed rail along the I-25 corridor, was evaluated at an earlier stage of this project. This evaluation is documented in Chapter 2 of the EIS. Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These</p>

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			<p>something like this, four years, now in the past year the Rocky Mountain Rail Authority has emerged with viable alternatives for high-speed rail. And the CDOT and the I-25 EIS, or whatever this group is called, has absolutely ignored that. We didn't hear a word about the Rocky Mountain Rail Authority here, and John Peacock, who was here earlier and had to leave – but what is going on? Are you going to try to plow ahead with this outdated technology and put in a pink elephant? White elephant? I don't know what they are. But anyway, I think that attention has to be paid, you have to get serious. This project basically is a bad joke. All it's going to do is take tax money and give us nothing back for it. So what we need is high-speed rail, we need rail on the I-25 corridor, and then if you want to supplement that with bus rapid transit, that could go on the 287 corridor.</p> <p>Additionally, the comments that – I forgot your name already – Robert made about too many stops, at worst, you could have an express service and a local service. But to have every service stop every five miles, it's like riding a Greyhound bus up from Denver to Fort Collins. It takes half the day. It's ridiculous. I mean, this is absolutely outrageous for this Front Range corridor to have no effective public transportation. If you want to get just from Boulder to Fort Collins, it takes four hours. You guys have not addressed the situation, absolutely not. I don't know what planet you're operating from, but it's absolutely, it's absolutely not in touch with the needs that this area has. So thank you. But I really do hope you'll pay attention to these comments.</p>	<p>alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>BRT service on US 287 was evaluated, and screened out as it attracted lower ridership compared to commuter rail.</p> <p>Station spacing was determined as a balance between access to population and minimizing travel time and the resulting spacing is appropriate for commuter rail, the identified rail technology for this corridor. At this point, operating plans for commuter rail are planned to serve each station; additional express service would require additional passing track. All-stop and express service is planned for the express bus service on I-25. The travel time between Denver and Fort Collins is 93 minutes for Package A commuter rail; 70 minutes for Package B BRT; 94 minutes for Preferred Alternative commuter rail; and 63 minutes for Preferred Alternative express bus in 2035.</p>
829	Hugh	Mackay	<p>I've lived in Fort Collins since about 1974. And I would just like to make two observations about all of this. One is, I'm very proud of the way the city of Fort Collins and Northern Colorado has developed over the last ten or more</p>	<p>Comment noted.</p> <p>In response to your comment regarding air quality, the Final EIS</p>

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			<p>years. But I'm very concerned about the effect of increased population and transportation on our health through air pollution issues. Fort Collins right now is on the verge of exceeding the federal ozone levels, and ozone is probably one of the more dangerous chemicals that we have to cope with here. Primarily on the Front Range, our biggest source of pollution is the burning of fossil fuel, and mostly through automobile engines. SO I would like to say that I strongly support the extra expense of a rail system because of that. And my second observation is, having lived in other parts of the country, as the lady just before me mentioned with respect to Los Angeles, I've had the misfortune of having to commute to work over long distances in a number of cities. In Chicago I commuted about 75 to 80 miles, very similar to what we have here. I've commuted in Boston and I've commuted in Philadelphia. And there must be some sensible reason why all of these cities survive with a rail system, other than, as in Los Angeles, by simply adding more automobile pollution. So I would like to ask us, or for you folks to look very carefully at the experiments that other cities have been doing with respect to rail solutions. And the New Mexico one that you mentioned is one we should start looking at very carefully. Thank you very much.</p>	<p>presents comparative information on pollutant emissions for the three build alternatives (the Preferred Alternative, Package A and Package B) and the No-Action Alternative. As described in Section 3.5 – Air Quality - the emissions for most air pollutants would be similar in year 2035 for all of the alternatives, and all of these would be lower than existing emission levels as a result of improvements in vehicle emissions over time.</p>
830	Wynne	Maggi	<p>My friends, family and neighbors in Berthoud and I are all excited by the prospect of light rail connecting our town to larger regional centers. Berthoud continues its commitment to the walk-ability and livability of our small town and there has been great public support for widening town sidewalks. A rail station in the center of town would connect our historical position as a railroad center with the future we all hope for one in which highway miles are reduced saving energy and reducing carbon. Package A looks great to me.</p>	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. The Preferred Alternative and Package A include a</p>

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831	Scott	Mason	I support package A the commuter rail should run through the existing downtowns of Fort Collins Loveland and Longmont. As energy fuel costs increase it is important that commuter rail services is located close to the town centers and existing population centers.	<p>commuter rail station in Berthoud.</p> <p>Comment noted.</p> <p>Note that Package A and the Preferred Alternative serve the population centers of Fort Collins, Loveland, Berthoud, and Longmont with commuter rail. Package B serves these population centers with BRT service to the Fort Collins South Transit Center; and feeder bus service to the I-25 BRT from the other communities.</p>
832	Wanda	Mayberry	Mainly, I want to just make two points. I've been to these meeting over the years, and it seems that even though we talk about the alternatives to driving, the psychology is towards the driving and the cars and the kind of development that that leads to, the kind of widening of I-25 that that leads to. I would like to have us think a little bit more in the future. I've lived in Los Angeles. I know what widening the roads does. And it clogs by the time you get them built, and then you have to widen more, and it clogs by the time you get them built. So I would really like to have us look at serious alternative to the driving. And having a dedicated bus line I think is probably a good idea. I do think rail down the middle of I-25 we were talking about in the 1970's. Didn't do anything then, they aren't going to do anything now. But I still think it's the best alternative in the future when we're looking at something beyond the 20th century.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the</p>

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				EIS team has been in coordination with the RMRA.
833	David	McCulloch	If BNSF choose not to allow commuter rail what are your options? IE.. I-25 rail, US 287 rail?	The EIS includes express bus transit service on I-25; this could serve transit needs until a full reevaluation could be conducted if negotiations with the BNSF were unsuccessful.
834	David	McCulloch	My concern is with package A. We haven't discussed this with Burlington Northern Santa Fe, whatever you want to call the railroad. The problem is with FasTracks they're trying to negotiate now, and in the future you're going to have to negotiate. That's a profitable rail line from Denver to Cheyenne, with stops – my company that I work for is moving to Berthoud. We're going to have a rail stop in Berthoud for newspaper paper, and that you have to -- there's only one line going through Berthoud at this point. SO I don't know, I don't know what the explanation for a commuter line when it's a freight line only at this point. But you're going to have to look at the accessibility of going two lines at certain places, because it's just not feasible with one line at this point.	<p>The plans for introducing passenger rail in the BNSF corridor include provision of passing track as necessary. Coordination with the BNSF is on going.</p> <p>The project team has coordinated with BNSF during the project with regards to design criteria, the evolution of alternatives leading to the preferred alternative as well as project cost estimating. The Final EIS design for the preferred alternative reflects the information received from this ongoing coordination effort. The plans for the preferred alternative include provision of passing track segments as necessary for the operating plan generated by the project team for commuter rail. At this point, a schedule for establishing an operating agreement with the BNSF has not been identified. This will be established as funding becomes available for commuter rail final design and implementation.</p>
835	Art	Mitchell	What I was telling other people, that what we can do, what I wanted to see is, I wanted to see a locally operated line along the present BN line from Fort Collins to Denver to take care of local traffic, and then to have a line which runs from Downtown Fort Collins out to the rapid transit line for Denver commuters. That way there we get the best of both worlds, we get local transit – because I would say that of the transit that goes up and down, like say 287, it's crowded, and that's local traffic, and that same local traffic can be put on a train. And those people who want to commute to Denver can take the same train. In fact, the rapid transit train that comes up from Denver could just take a turn and come right into Fort Collins, the same way the Long Island railroad does. The Long Island railroad, their trains come right off the Long Island railroad tracks and go right into the New York City subway system. That's what we need here.	<p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to</p>

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				<p>many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
836	Art	Mitchell	<p>I am the section foreman for the Burlington Northern Santa Fe railroad here in Fort Collins, so I know what we have, reason why we run particular speeds, whatever, okay. Now, to start off, I think we need some nice facts and figures about this. According to Railway Age Magazine, 76 percent of the operating costs of operating the system comes out of passenger fares. That is the most effective system in the United States. The next closest system is the New York City subway system, which operates at 64 percent. Now, we had one of the fellows from RTD come up to speak. And I asked him specifically, why did you build the light rail system down to Littleton, rather than bus rapid transit, which had an incredibly cheaper initial setup cost. He told me that, if we did bus rapid transit, we know nobody would ride it. The only thing that we felt people would ride is a train. The reason why is because it's effective. It's not involved with other traffic. It runs on its own right-of-way. So if there's an accident somewhere on I-25 well, there goes your bus rapid transit system, because you're letting people on this toll road, which the buses go on, which don't know how to drive. So there goes your transit system up in flames. Railroads run 24/7. Doesn't matter how deep the snow is; it runs. In the 50-year history we had trolley cars running in Fort Collins, There was only three days where the trolley car did not run because of the blizzard of, I believe, 1918.</p> <p>So anyway, what we do need is we need something that New Mexico has done. I don't know if any of you have heard of the Rail Runner project that runs from Belen, which is south of Albuquerque, through Albuquerque. The governor there said, well, let's dispense with all of these studies, I've got</p>	<p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25.</p> <p>When a federal agency takes an action, in this case, the potential use of federal aid to construct improvements, it must complete the NEPA process among other federal laws and regulations. Completing this study does not guarantee federal aid but the improvements approved in the record of decision (ROD) are eligible for federal aid. Additionally, this study does not preclude the state or local agencies from identifying other funding sources to construct these improvements.</p> <p>Highway improvements included in the Preferred Alternative (general purpose lanes, tolled express lanes, frontage roads, cross streets, etc.) are expected to cost approximately \$1.4 billion for 555 new lane miles. This equates to about \$2.5 million per lane mile or about \$23 million per mile. Commuter rail improvements are expected to cost approximately \$649 million or about \$14 million per mile, a cost that includes stations, parking and other related requirements.</p>



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			<p>enough money to build it and run it for three years, and we'll see what we do. It turned out to be extremely successful. And now they're running – they're building a line down the I-25 corridor, down the median strip, from Albuquerque to Santa Fe. And they divert off south of Santa Fe and run on the short-line railroad called the Santa Fe Southern. Now, this system here is going to be done next month. You can ride a commuter train from South of Albuquerque to Santa Fe.</p> <p>Now, our great fear here on the railroad is that the RTD light rail system, and possibly this system here, will be studied to either. Now, last year we had – RTD hired some woman to come, not bad it's a woman, but they hired this group of women to do a historical study. They come from San Diego to do a historical study on the line which is affected by RTD FasTracks between Denver and Longmont. They spent like five months doing this, and they had a person working with them being a flagman so they didn't get run over by trains. Now, all they needed to do was ask me or Ken Jessen, and I could have told them exactly where it was and they could have saved millions of dollars. But this thinking here is turning into a cash cow for people who love to do studies. Just do like New Mexico did; build it. End the studies. These guys here come up with all these things about the initial cost. Yeah, rail was initially a cost. I don't know if you remember the slide that was up here. Down in this lower part there (indicating) you saw some railcars. Those are RDC cars; stands for rail diesel car. It's basically the predecessor of the DMY. Those were made in the early 1950s and they're running today. Do you see any 50-year-old buses funning in regular service today? The wheels are good for several million miles.</p> <p>Now also, let's talk about the cost efficiency. Now, it takes us 1.4 horsepower per ton to move a train between here and Denver. Now, I don't know if a bus can move at 1.4 horsepower per ton down to Prospect street. And that might even be downhill. But the whole idea is this 1.4 horsepower per ton turns into fuel savings. It also turns into less maintenance. You can also electrically power a commuter train, whereas you cannot electrically power a bus. Plus, if you double-deck the commuter trains, like Florida has done around Miami, your cost per seat is cheaper than that of a bus. Your initial cost of course, is like double tracking, signaling, thinks like that, that you would have to do. But what is the cost per mile of adding an extra lane onto I-25? It doesn't work. We need trains, like you say, down the middle of I-25, express trains running.</p>	<p>A full range of commuter rail alignments, including rail along I-25, were evaluated. Through this evaluation it was determined that a commuter rail alignment could best serve the communities on a western alignment using the BNSF corridor. For more information on the evaluation of alignments considered please see Chapter 2. Alternatives of the FEIS.</p>

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			<p>But we also need something that's local too. And I've always been a purveyor of running just a local type commuter train or a light rail type service between Longmont and Fort Collins to take care of the smaller spots. So if you live in Berthoud, you can take the train down to, a commuter train or whatever, down to Longmont and get on the RTD FasTracks and continue your trip to Denver.</p>	
837	Art	Mitchell	<p>Good evening. I am the section foreman for the Burlington Northern Santa Fe railroad in Fort Collins. I've got some comments to offer and some realities to offer. I'm a proponent of rail transit. Number one, the estimated 72 minutes on the bus route from Harmony Rd to Denver is kind of unfair thing, as compared to the train, which I believe too 112 minutes. The reason why is the train leaves from downtown Fort Collins and goes to downtown Denver. This bus rapid transit route will go from Harmony Road. So it takes about 30 to 40 minutes through rush hour traffic to get out to Harmony bus station from Fort Collins. So that kind of rounds it out right there.</p> <p>Number two, the route can be made a little bit faster, right now the line is capable of handling trains at 60 miles an hour, right now, without any adjustments whatsoever. Now, there are places where we have curves, and the thing is, the curves kill speed.</p> <p>Grades, or course, kill tonnage. Somebody came up with the idea of running a commuter line down I-25 and possible using that for freight too. Well, because of berth and given all the other stuff, it creates a problem with hauling direct freights. But I am in favor of using the Front Range rail line through Fort Collins, Berthoud, and down in Longmont to connect up with the FasTracks system as a local rail transit system.</p> <p>But as far as rapid transit is concerned, something else has to be done, because of all the towns, all the stops, and things like that. What I would propose is to build a line down I-25, rapid transit high-speed line down I-25, with direct lines that go into the various urban areas. Now, of course any kind of rail construction has an extremely high cost to it, as opposed to building roads. Well, their proposition for bus rapid transit is to go head and allow cars to also use it as a toll lane. That's allowing a bunch of idiots who don't know how to drive in your dedicated rapid transit right-of-way. Now, that is not going to work. The second you have a car accident down there, your rapid transit system goes to heck. Your multibillion dollars goes out the window. There's always a daily wreck on I-25.</p>	<p>The EIS provides common origin and destination points for travel time comparisons. For comparison purposes the BRT and Commuter rail travel times both start at the South Transit Center in Fort Collins. The travel time between Denver and Fort Collins is 93 minutes for Package A commuter rail; 70 minutes for Package B BRT; 94 minutes for Preferred Alternative commuter rail; and 63 minutes for Preferred Alternative express bus in 2035.</p> <p>Some portions of the existing BNSF rail line in Package A and the Preferred Alternative include upgraded track design to improve travel time.</p> <p>As you suggest, commuter rail on the BNSF was chosen to connect city centers. Rail transit on I-25 was considered during the alternatives development process. This alternative was determined to be infeasible because central rail alignments would cost up to four times more than alignments along an existing track. Therefore, the Preferred Alternative includes commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines.</p> <p>The traffic volumes on the TEL will be managed by policies to restrict the number of qualifying vehicles as appropriate so that high speeds can be maintained. Current experience with the express lanes in metropolitan Denver indicates that allowing cars along with buses does not present a reduction in transit speed. Incidents such as accidents will be addressed quickly with an incident management program. Note that the two</p>

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			<p>Next problem is that rail transit is all-weather, so it's going to cost a little bit more. But the price you pay for a rail transit system is well worth an all-weather system, rather than paying a little bit cheaper price and having a fair-weather bus system.</p> <p>Now, I was at the Fort Collins meeting last night, and I was asked to come down here and speak. Now, I've listed the problems on that. Also, of course, is your fuel economy. To take the train from Fort Collins down to Denver requires 1.4 horsepower per ton. Now, that's quite a fuel savings. I don't know if a bus will handle that at all. Also, your infrastructure costs are high in the beginning, but they're cheaper in the long run. I've worked on this section of line for 30 years, and there are some places that I have not had to work on it in a maintenance mode. It lasts that long. There's a picture over there (indicating), says the welcome thing there, if you notice, there's a couple of railcars down there. Those are budd RDC cars. They were made in the early 1950's and they're still running today. Can you find a bus that's nearly 60yers old running? I don't think so.</p> <p>So anyway, another problem is that I'm kind of worried about the RTD FasTracks system. And what the problem with the FasTracks system is, I believe they're wasting the money on unnecessary research. And I hope this is not the same thing here. I wonder how much money went into this easel development over here. (Indicating) And it might be in the millions of dollars. Well, if it's the millions of my taxpayer dollars, I'd like to ask, where's my train? The gentleman over here said he'd been working on this project for 15 years.</p> <p>Now, from my understanding, that the Rail Runner project in New Mexico was conceived about seven years ago. I've got a picture of the project here. (Indicating) They're building track down the middle of I-25 between Albuquerque and Santa Fe, a high-speed rail line. They're doing that now. Bill Richardson basically said several years ago that, I've got the money to build this line and to run it for three years, and we'll see how much of a success it is. It turned out to be a screaming success. Now, you go down to Denver, Take RTD light rail. RTD light rail has the highest operating ratio of all of the light rail system in the county. 76 percent of each operating dollar that is cost to operate that line comes from paying passengers. The next closet is the New York City subway, which goes at 64 percent.</p> <p>Now, I asked the head of the bus here in Fort Collins, how much passenger</p>	<p>directional lanes of the Package B TEL will allow re-routing of vehicles between the two lanes. In the Preferred Alternative, the TELs are buffer separated from the adjacent general purpose lanes, which would allow re-routing of vehicles between the TEL and general purpose lanes at any point along the corridor.</p> <p>Yes, commuter rail offers more reliability in inclement weather.</p> <p>The costs estimates include different life cycles for bus and commuter rail vehicles. The commuter rail vehicle has a life cycle approximately twice as long as a standard coach. The Rocky Mountain Rail Authority has considered high speed rail between Wyoming and Colorado. This serves a different travel market than that addressed by this EIS. The two separate efforts have been coordinated throughout the development of the EIS packages. The build alternative packages do not preclude future high speed rail along I-25.</p> <p>Development of the Preferred Alternative in coordination with the RMRA study recognizing that the RMRA project is in the very early stages.</p> <p>Fare recovery ratios will be determined after the EIS during the development of final operating plans, prior to implementation. Due to current projections of funding availability, the preservation of right-of-way for commuter rail will occur in Phase 1; commuter rail service will be initiated after 2035.</p>

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			fares actually pays each operating dollar? 24 cents. That means 76 cents is paid for by us. Now, I also asked the head of the RTD, who came up to Fort Collins, I says, why didn't you build the South Santa Fe line in bus rapid transit, which was cheaper than light rail? And he told me, if we build a bus rapid transit, nobody would ride it. That's all I have to say. My time is up. Thank you.	
838	Matthew	ONeill	Use both the commuter rail of Package A for the existing urban centers for Fort Collins, Loveland and Longmont, and the BRT of Package B for those of us East of I-25. I would love to ride commuter rail to the city but as it is it would be very inconvenient to drive from Windsor to a rail station then take the train south, keep the HOT/HOV lanes along the entire stretch of highway. See if these plans can be coordinated with what rocky mountain rail is doing. With help reduce traffic but neither really saves time which is what I know high speed rail would do. Who would run the commuter rail trains? CDOT? An RTA? Private company? It is ridiculous that Salt Lake and Santa Fe Albuquerque have better rail than us, Shanghai China France and Germany all have rail running at 200-250 MPH even our northeast corridor is only 100MPH We have wide open spaces lets take advantage of them.	<p>The Preferred Alternative includes commuter rail on the BNSF and Express Bus along I-25 as well as tolled express lanes along I-25. Note that Package A has only commuter rail on the BNSF and commuter bus on US 85; Package B has tolled express lanes along I-25.</p> <p>The EIS alternative packages were developed in coordination with the RMRA study. The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p> <p>CDOT will continue coordination with the RMRA. Operation of the transit system could be by CDOT, but is not determined at this time.</p>
839	Bruce	Philbrick	I would support the alternative A with the rail. I learned recently that in the Rio Grande Valley of New Mexico, that the Rail Runner system will be up and running as of December 15th, running from Santa Fe all the way south through Albuquerque to suburbs south. I think it's about an 80-mile stretch. And I guess my feeling is, if New Mexico can pull it off, certainly the Front Range of Colorado can do it as well. And I think, I think the New Mexico project was pulled off in a relatively pressed time period, which makes it even more impressive. And I think they had to actually lay some new track. I don't think they ran it strictly on existing freight line, freight track. So	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

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			<p>anyway, we absolutely have to look at alternatives. I think that we could certainly add lanes to I-25. It will only be a matter of time before they're congested again. Even in this period of declining fuel prices I think that we have to be wary that the cost of oil is going to go up again. Have to continually keep our eye on alternatives. I think that's it.</p>	
840	Gene	Putman	<p>Biggest concern I have is in option A, where they show eight lanes north of E-470 and six lanes on I-25 south of E-470. I find that to be logically poor because if you think about I-25 coming south, you would think that the roads would widen as you went south because there's more and more volume as you go south. To sit there and go from four to six to eight, and in the most congested section of I-25 that we have now, to go back to six, I have a phrase, it doesn't pass the laugh test. It's one of those things that the public sits there and goes, this doesn't make sense. And it doesn't. I have been involved in this process through the entire time. I have told them, the state and the consultant, that that didn't pass the laugh test. And since they're still showing it, I'm going to write a written comment to the fact that it doesn't make sense. I'm a transportation engineer. This is what I do, and have done for 30 years. And that is the only part of the study that I think is flawed. The rest of it I think is good, but that piece -- and it's not an engineering decision; it is a political decision. And that's wrong, to be in this study that way, because it's not defensible.</p>	<p>The Preferred Alternative includes 8 lanes on I-25 (6 general purpose lanes and 2 tolled express lanes) from 84th Avenue to SH 14. South of 84th, there are currently 8 lanes. In addition CDOT is conducting a separate study to specifically look at the travel needs along I-25 in the north Denver metro area.</p>
841	James	Ross	<p>I've been following this a little bit, but I haven't -- I missed your presentation today. I was coming from work, driving in traffic. (Laughter) But nevertheless, I do want to comment on this, because I have lived in Los Angeles and in New York and in Madrid, Spain, where the rail systems are just really phenomenal. And they do arrive on time, even though it's a southern European country. That's the only thing that arrives on time, is the trains. But it is really -- what you see is that when there's any kind of vision made for how their communities are going to grow, everything includes consideration of rail. And it's an option that is always, it's always there. It's assumed. It's not something, do we do this or do we do that. And it's because--and they build their communities around that, they integrated their transportation systems around being able to tie into the rail systems. And you can move so efficiently to really anywhere you need to go. I lived there for three years the first time, two years the second time. We never owned a car. There was no</p>	<p>In response to your comments regarding land use and transportation improvements, please see General Response #0 -- Relationship to Land Use Planning.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 -- Need for Highway Improvements.</p> <p>The travel time comparison for all alternatives and all modes is available in Chapter 4 of the Final EIS. The transit travel time between Denver and Fort Collins is 93 minutes for Package A commuter rail; 70 minutes for Package B BRT; 94 minutes for Preferred Alternative commuter rail; and 63 minutes for Preferred Alternative express bus in 2035. Commuter Rail</p>

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			<p>need to own a car to go anywhere in the city, much less anywhere in the region.</p> <p>Obviously, we're not going to get there in Northern Colorado overnight. But I think we need to, as we're thinking about how we want to grow and what kind of communities, what kind of community we want to be and how we want to connect ourselves to each other, this has to be on the table at every discussion.</p> <p>The previous speaker spoke to the question of speed, and this is, I think, a very important issue. People aren't going to use it if they can't move quickly. So you need that, you need to be able to move through, move to Denver in a quick way. But I don't want to – I have concerns also about moving everything out to I-25, because then our growth moves out in that direction in a way that may not be good for our city.</p> <p>So I just want to throw that out. I know it's much more complicated than that, but I do think that rail needs to be a part of our future. Thank you.</p>	<p>would be faster than the 132 minutes for auto travel in the No Action, but slower than general purpose auto travel time of 107 to 117 minutes in the build alternatives.</p>
842	Dick & Carol	Rush	<p>The most important factor to me is providing for mass transit. This meets many needs, which have been discussed at length already. Package A provides mass transit in a much preferable way than package B. As I see the route is preferable, it is safer, fewer emissions, not impacted by weather, more comfortable to ride. The capital investment is higher but more lasting, so the long term cost would probably be less. In contrast I see negative effects from package B including, more traffic emissions, impacted by bad weather or accidents, as area grows would probably have to add even more lanes to I-25 Package B chains us to concrete road.</p>	<p>All packages (Package A, Package B and the Preferred Alternative) provide for mass transit. Package A and the Preferred Alternative both include rail transit. Rail transit, as you point out, is safer, more comfortable to ride and is not affected by weather. This information is included in the DEIS in Sections 7.2.3 and 7.2.5. Emissions data are not available for rail transit only. Rail is the most expensive transit option to build, as you point out. It is also the easiest to expand over time. No data are available about long term cost effectiveness for rail compared to bus transit.</p>
843	Robert	Schmidt	<p>After reviewing what you have up there, it seems like that you're trying to get the train alternative to fail. (Applause) The travel time is absolutely – it's just impractical to go from Fort Collins to Denver in 93 minutes, expect people to do that every day, and then turn around and have to connect with some sort of transportation mode in the Denver area, because we realize that everybody doesn't work in downtown Denver or around the Union Station area. Just go to DIA you'd be looking at over, it looks like over a two hour ride. And again, there's no way a car, no matter how bad the traffic is going to be within the next 20 years is ever going to take you two and a half hours to get to DIA. So to catch a flight, your looking at about four or five</p>	<p>The travel time comparison for all alternatives and all modes is available in Chapter 4 of the FEIS. The transit travel time between Denver and Fort Collins is 93 minutes for Package A commuter rail; 70 minutes for Package B BRT; 94 minutes for Preferred Alternative commuter rail; and 63 minutes for Preferred Alternative express bus in 2035. Commuter Rail would be faster than the 132 minutes for auto travel in the No Action, and faster than the general purpose auto travel time of 107 to 117 minutes in the build alternatives. The average speed is typical for the mode of commuter rail.</p>

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			<p>hours to leave Denver, which means a 6:00 am you'd have to leave Denver at 1:00 am train, which isn't even running. The whole transit thing looks like too many stations involved once you get south of the Longmont area. We're far enough from Denver, it's got to be redesigned so we're an express train up to Longmont, or maybe one stop below that. And then if you're going to design the train system not as a local train, like a light rail, where in Denver it stops at numerous stops and picks up people, but the distance is short, here you're talking 50 miles to go from Fort Collins to Denver in 93 minutes, that's less than 60 miles an hour. I know somebody in here said they worked – and I was raised on Long Island. The commuter train there does 80-100 miles an hour. And you're talking about a train that's going to go 45 miles an hour, maybe, plus stops. That's totally outrageous. Also it looks like by changing I-25 before a rail line gets in, you're actually encouraging people to move out of the Denver area, to move up here, so they so they can turn around and commute down to Denver. And that's not what we're supposed to do in the 21st century. You're supposed to live closer to where you work. And therefore I think the rapid rail system should come in, of some sort, before we consider increasing the capacity of I-25, (applause) We should be discouraging the use of I-25, discouraging people to move up here to travel down that far distance. It's ok if you want to somehow develop a system, a road system to go maybe Fort Collins to Loveland, maybe, max, Longmont. But this idea that people – when I first moved to Fort Collins, I know I'm oddball, but I was a pilot flying out of Denver, still am, and I was in the Guard in Cheyenne. Well, there was restriction on how far I could live from Cheyenne and serve my Guard duty, and Fort Collins began to reach that limit. SO I picked Fort Collins. And when I moved here, I'm not an old resident, but 1984, I never had a neighbor that ever commuted to Denver. Now Fort Collins is becoming a, shall we say a bedroom community of Denver, which it should never be, number one; number two; the distance is too far, the pollution levels. Everything is just turning against it, and we've got to maybe reconsider that. That's my comments.</p>	<p>Each package offers transit service to DIA for northern front range area residents. The Preferred Alternative would provide an express bus route to DIA for northern Colorado travelers with a faster travel time than rail. A direct rail line to DIA from northern Colorado is not a feasible option for this project, due to low demand on a daily basis.</p> <p>Station spacing was determined as a balance between access to population and minimizing travel time and is appropriate for commuter rail, the identified rail technology for this corridor.</p> <p>The Preferred Alternative includes express bus on I-25, commuter bus along US 85 and commuter rail along the BNSF and widening of I-25. The different transit services in the corridors offered by the Preferred Alternative enable users to select the fastest mode for their trip depending on its particular origin and destination.</p> <p>The number of lanes recommended on I-25 is a result of the development projected in the region and the anticipated travel patterns in 2035; note that land use policy is the responsibility of the local municipalities. Based on this data I-25 will need to be widened south of SH 14 to accommodate anticipated travel demand, which could not be accommodated by transit improvements alone. TEL lanes provide travel time reliability along the corridor for HOV and toll users.</p>
844	Karen	Schneiders	<p>Please, please please! Solving transportation issues cannot rely solely on more lanes of traffic. Transit be it BRT or Rail alternative must be implemented concurrently with more general purpose lanes and HOT/HOV lanes. We cannot build enough lanes to handle traffic forever. There must be reliable efficient effective and timely travel choices to increase mobility</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

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			between northern Colorado and the rest of the state.	In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.
845	Ralf	Socher	My concern is the portion of the commuter rail, why it's being located along County Road 7 versus what seems to be the more obvious option of locating along the I-25 median. And previously a lot of questions were raised about this in a meeting two years ago, a public hearing at that time, and no answer, no sound answers were given. Every answer that was given – for example, they said, well, it would cost more to do it that way. When it was pressed on what the cost was, option A or option B, they couldn't say what either of the costs were. So we were challenged to find out how they could come up with a decision on cost when they didn't have the cost figured out yet. And my concern, it seems they have a preconceived notion of what they want to do and are making things fit to what they want rather than looking at all the real environmental impacts.	Appendix F of the Alternative Development and Screening Report (FHU and Jacobs, 2011) incorporated by reference in this EIS documents a thorough review of different alignments to connect the two FasTracks corridors (North Metro and Northwest Rail). Some alignments presented too much out of direction travel, others presented access conflicts with the I-25 frontage road and others impacted environmental resources including wetlands and 4(f). This evaluation identified that the alignment on SH 119 and CR 7 as the preferred alignment because it would result in less out of direction travel, no conflict with I-25 frontage road access and minimal impact to sensitive resources.
846	Lanette	Spotanski	I lived about 40 miles west of Chicago for 25 years. I still visit there often. The rail system is essential for transportation in that area. I have lived in N Colorado for 26 years now. We need to make use of our rail system. It is a wonderful way to move people easily and quickly please approve package A ASAP.	Comment noted.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.
847	Karen	Stockley	And I came straight from work and didn't prepare anything, so I'll speak off the top of my head here. I think one thing we really need to look at is the future and our carbon footprint. And more vehicles and more fossil fuels, the more we're really damaging everything we have that's great here. I think if we look at Option A and we look at light rail, this is the way of the future. And anyone who's lived in Colorado for a lot of years knows what I-25 used to be like. Way back when I was a child I remember going to Cheyenne, and there was hardly anyone on the road. And you look at it now and it's bumper to bumper. If we continue to widen and widen, what are we doing here? It makes no sense at all. You look at – everyone wants to be a visionary and if we look at successful communities, they have mass transit. We need to have some sort of transit. If we decide ten years from now that's the right thing to do, it's going to be too late and it's going to be too expensive. We need to find a way to do it now. It's the smart thing to do for the future, for the	Comment noted.  The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.  In response to your comments regarding improvements to I-25,



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			people who want to commute and leave their cars at home. And I think we need to find a way to come up with the money, because it's going to be too difficult and too expensive later. Thank you.	<p>please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
848	Tom	Vaughan	Rail service is long over due in Northern Colorado, we need to decrease the amounts of automobile and parking lots. The train should have both local and express service. Trains are more fun. In this study I'm in favor of Plan A or Package A. However there needs to be an express train, a fast train to Denver. So perhaps an express lane to Denver and a local to Loveland, Berthoud and Longmont. Thank you.	<p>Comment noted.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
849	Jim	White	Jim White, Town Administrator for the Town of Berthoud. For the record, I just wanted it to be known that the Town of Berthoud Board of Trustees, on Tuesday night last, I don't know what the date is, the 18th, on November 18 passed a proclamation in support of plan A of these proposed transit options that are remaining on the table. They also indicated at that meeting that their intention is to strengthen the support for plan A through a resolution to	<p>Comment noted.</p> <p>See Agency Comments – Response to Town of Berthoud comment #1 – for response to the Town of Berthoud proclamation mentioned in your comment.</p>

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			be forthcoming, hopefully in the month of December, hopefully in the month of December 2008.	
850	Jim	White	<p>My name is Jim White. I'm the Town Administrator for the town of Berthoud. I made some of the comments to the court reported earlier, but I thought it was important for the record, for those of you who took the time, our neighbors who came out to talk about this, to identify the official position of the Town of Berthoud First, and then I might make some personal comments as well.</p> <p>The official position of the Town of Berthoud is to support option A. our town has been involved in this process for five or six years, watching it as it's evolved and paying more attention as it's getting to the point where the options are being limited and pared down to the two that are present, three, I guess I should say, that are present tonight. SO with that our town board passed a proclamation, or issued a proclamation on Tuesday night, on the 18th of November, and they plan to strengthen that resolve and that support through a resolution on December 9th, coming soon.</p> <p>So with that, that represents the official position of the town board. And this is a new town board predominantly, via an election that occurred in April of this year. Prior to this, our other board also endorsed the same option, option A. So it's a pretty consistent and confirmed option in the Town of Berthoud officially that that's our position.</p> <p>Stepping now to the personal side, I grew up in Chicago. There's obviously rail from, great distances from the downtown area to bring people into the downtown to keep it vibrant, still allow them to live away from the city. I've spent some time traveling in Europe, not a lot, but enough to enjoy both the convenience and the comfort of the rail in that county and some of those countries in Europe that I visited. And also I've seen some places here in the United States that have had tremendous rail services. And I think that, I was happy that our town has supported this option. I certainly do personally as well. Thank you very much.</p>	<p>Comment noted.</p> <p>See Agency Comments – Response to Town of Berthoud comment #1 – for response to the Town of Berthoud proclamation mentioned in your comment.</p>
851		York	<p>I support Package A. This package includes the two critical pieces of new infrastructure needed; First and most important is the commuter rail from Fort Collins to Denver and second promoting the bus transit linkages between city centers. Building larger roads doesn't help anyone just look at la. Improving I-25 interchanges should be secondary to the first and second</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

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			<p>priorities listed above. The trains need to be quick and convenient and allow for bringing bicycles along with you. The rail needs to connect existing city centers. The main thing to keep in mind is to promote connections of existing city centers.</p>	<p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>Commuter rail operations would most likely be operative under similar bicycle policies to those used by RTD. RTD currently allows four bicycles per vehicle on its light rail vehicles without any time restrictions. RTD has no detailed policies for bicycles on commuter rail vehicles but is expected to maintain at least the same accessibility as currently exists on light rail vehicles.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
852	Fred	Allen	<p>I have attended some of the public meetings however I missed the last one. I have a lot of interest in package A. I would love to see some thing high tech for the rail. I feel that the estimated travel time of 120 minutes to get to Denver is too long to get people out of their cars on the rail. Also rail will dump everyone in the same place. A bus moves more freely and offers more variety on destinations. In the future we could have a cleaner running bus. Also with trains it takes additional time to transfer where a bus would leave you right where you want to be. I have ridden trains all over the world, like the train in Hong Kong. The trains being considered are too slow. The goal should be to move people from down town Fort Collins to Denver as quickly as possible.</p>	<p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>

## Verbal Comments via Project Hotline

ID	First Name	Last Name	Public Comment	Response
853	James & Peggy	Barnett	<p>My husband and I are ages 61 and 63 respectfully. We have been residents of Ft. Collins since 1979! We have never regretted our decision to move to Colorado and the beautiful city of Ft. Collins. However, as we get older, we do have a great many concerns regarding I-25! Since I see that the dead-line to get in our feedback is tomorrow, this may not be the most organized letter but will try to put my thoughts in short concise statements!</p> <ol style="list-style-type: none"> <li>1. Getting to the airport! My husband is still working, but we do travel a fair amount. On one occasion, we headed to the airport with plenty of time to spare, only to get south of Loveland to find the road at a standstill due to an accident. We sat and sat in the traffic and finally my husband said, "if we don't start moving, we aren't going to make our flight!" So, we illegally drove through a ditch to get off of the interstate and started heading south and east and finally our strange route did get us to the airport in time to run and catch our flight! It is an absolute miracle that this hasn't happened to us more often as we often find the road at a standstill due to an accident!</li> <li>2. Tourism! On one trip back to Ft. Collins last summer, the traffic going north was worse than usual due to cars pulling trailers, RV's etc. probably going to Rocky Mountain National Park. My husband commented that "tourism" is one of Colorado's main revenues; but, he bet after fighting I-25 the people in the RV's etc. wouldn't be back nor would they recommend going to Estes Park to their friends!"</li> <li>3. Getting to events in the Denver area! We are going to the Buell Theater tonight to see the play "Jersey Boys"! Our friends offered to drive and my husband was more than happy to take them up on their offer. We have tickets with a group of friends to the Rockies. Last summer we started to a game and there were so many wrecks and delays that the game was truly ruined when we finally got there, for my husband, who was the driver.</li> <li>4. Comments from others! Our son, who grew up in Ft. Collins, and now lives in California, said to me recently, "Mom, I know that you think there are too many people in California but at least they build roads to accommodate them! He should know as he is a Titleist Rep and travels through a great deal of Northern California! He commented that the road between Denver and Ft. Collins was worse than anything he had to travel on in his territory!</li> <li>5. Revenue from Wyoming and adjoining states! I know that Ft. Collins businesses and Denver businesses as well, benefit greatly from the people who come to Colorado from Laramie and Cheyenne. They too have to travel</li> </ol>	<p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The North I-25 EIS regional study area extends from Wellington in the north to Denver Union Station in the south, and from US 287 and the Burlington North Santa Fe Railway routes on the west to US 85 and the Union Pacific Railroad routes to the east. While the study area was limited to looking at travel needs in northern Colorado it does not preclude the extension or addition of rail lines to Colorado Springs, Pueblo and beyond. Additionally, the Rocky Mountain Rail Authority has considered high speed rail between Wyoming and Colorado as part of another project. This serves a different travel market than that addressed by this Final EIS. The two separate efforts have been coordinated throughout development of the EIS Preferred Alternative.</p>

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ID	First Name	Last Name	Public Comment	Response
			<p>I-25 and therefore our state very likely loses revenue from adjoining states due to the condition of our roads!</p> <p>6. Our hope for the future! Neither my husband nor I consider ourselves inactive or old! But, according to our local newspaper, "The Coloradoan", Colorado is now the 5th fastest growing state. With roads that are already in poor repair and not meeting the needs of the current population, it is a real concern for those of us who hope to be able to enjoy retirement and all of the beauty that Colorado has to offer! If some sort of commuter rail service were available, we would definitely take advantage of it! (And, I have heard countless friends echo the same sentiment!) Therefore, I hope you give careful consideration to Package A of the CDOT North I-25 study.</p> <p>Thank you for allowing me to express my concerns! In closing, a quote by Benjamin Franklin - "Dost thou love life? Then do not squander time, for that is the stuff that life is made of."</p>	
854	Karen	Benker	<p>Prefer option A rail. Rail will have a lasting positive impact on land development and encourages density and better use of water and other utilities. It cuts back on the carbon footprints and enhances the sense of place and sense of community. The Longmont rail stations need to be in the city. Do not place the North stop on SH 66, but move it to 21st, 17th, or 9th Ave. Transfer station in the south must tie into FasTracks near the Glenn mill. Need to start negotiation with Brighton RR join RTD in this effort.</p>	<p>Commuter rail is included in Package A and the Preferred Alternative. Station locations were developed with extensive community input. SH 66 and the Sugar Mill were identified as the preferred locations by the public, project team, TAC, and participating agencies. This project extends the northwest rail line to the Sugar Mill station to allow transfers between rail lines; we are not certain what is meant by the Glenn mill. A full evaluation of site locations is included in Chapter 2 of the EIS. Coordination with RTD has occurred throughout the development of this EIS.</p>
855	Marc	Cittone	<p>I have reviewed both packages A and B and the criteria for comparing the two packages, and have some comments that favor package A's commuter rail option (with commuter bus from Greeley) over the BRT option. The two packages are compared for time from Fort Collins to Denver. I believe this is a poor indicator for two reasons:</p> <p>1.) Much of the commuter traffic along this corridor is between Front Range cities (Boulder-Longmont to Fort Collins) and East-West to Greeley; rather than between the North Front Range and Denver. For example, NFRMPO surveys and census data revealed approximately 46% of workers in Loveland commute from elsewhere. Of employed Loveland residents, approximately half commute out, with the bulk of these employees travelling north to Fort</p>	<p>The Preferred Alternative is a combination of Packages A and B. It includes commuter rail along the BNSF railroad tracks between Fort Collins and the FasTracks North metro end-of-line station in Thornton and the NW rail end-of-line station in Longmont, commuter bus along US 85 between Greeley and downtown Denver, interchange reconstructions, and the addition of general purpose lanes and tolled express lanes along I-25. Feeder bus service would be provided to bring local traffic to the corridor train service. More detailed information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p>

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ID	First Name	Last Name	Public Comment	Response
			<p>Collins or south to the Longmont-Gunbarrel-Boulder region. I myself commuted for one year between Fort Collins and Boulder - there was simply no good way to make this trip as both I-25 and 287 require long car trips. A rail alternative would be attractive to maintain mobility and the ability of employees to reach their jobs without becoming "supercommuters." I would suggest the EIS look at a more sophisticated projection of commuter times for all major regional commuting routes, not simply Fort Collins-Denver.</p> <p>2.) The comparison of rail and BRT considers only time in the mass transit vehicle, not total trip time. Yet the bulk of the population lives, and will continue to live, nearer the BNSF rail line (for Fort Collins, Loveland, Berthoud and Longmont) or quite east of I-25 in the case of Greeley, rather than near I-25. The travel time from downtown Loveland to the I-25 park and ride is at least 15 minutes, or more, in rush hour, making BRT less convenient and attractive. For Greeley residents, bus service from Greeley to Denver may be more attractive than the trip to I-25 for BRT.</p> <p>Additionally, the DEIS mentions that rail transit along the BNSF will support infill development goals. However, this is not modeled. I would suggest the EIS include a model based on the rail transit option and current projects underway such as the Mason Street corridor project in Fort Collins and downtown redevelopment in other cities, as well as station area TOD opportunities, that impact land use. The EIS may find it worthwhile to explore market trends in these areas. (It is very difficult to accommodate supporting land uses for BRT.) It also seems to me that the proposed parking at some of the proposed rail stations is limited, potentially limiting the use of Park n Ride options .</p> <p>Based on these concerns, I believe the best way for the North Front Range area to grow is to support transit along the BNSF corridor, with commuter bus service linking Greeley to surrounding communities, as shown in option A. The ability to use rail transit to reach both to Boulder and Denver is an important component of this concept, despite current uncertainties about FasTracks. I-25 will need improvement, in particular at interchanges, but there is no reason to target all transportation funds to I-25 to the detriment of existing communities.</p>	<p>The purpose and need of the project is to identify improvements between northern Colorado communities and the Denver metropolitan region. The Final EIS includes travel times from a variety of origins and destinations. The Preferred Alternative provides many options to enable users to select the faster mode for their particular trip. The Mason Transportation Corridor has been included in the background network of the Final EIS. The sizing of parking lots is based on forecasts of future station activity, and a contingency factor is included to estimate the number of parking spaces. Socio-economic projections are based on the NFRMPO long range projections, including potential TOD.</p> <p>Commuter rail service along the existing Union Pacific Railroad routes between Greeley and Denver was considered during the alternatives development process. This alternative was determined to not be a reasonable option because it caused out-of-direction travel, had higher potential for impacts to environmental resources, and would cost more due to 50 percent more at-grade crossings. However, the Preferred Alternative includes commuter bus service between Greeley and Denver.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

## Verbal Comments via Project Hotline

ID	First Name	Last Name	Public Comment	Response
856	Andrea	Dsilva	I am strongly in favor of commuter rail connecting downtown to downtown. Its better than highway expansion.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
857	Gabrial	Dsilva	I am in favor of the downtown to downtown rail connection using the BNSF rail road.	Comment noted.
858	Rudy	Hall	Rapid growth in Colorado is an issue that must be addressed in a responsible and progressive manner; and is deserving of a transportation solution that benefits all Coloradoans as well as our environment and resources. In this way Option A is the obvious and best choice for the development of transportation in Colorado. We would appreciate our voices being heard in the support of Option A.	<p>Comment noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p>
859	Jeremy & Christine	Jasmine	My wife and I are in support of your north I-25 DEIS and specifically super supportive of transit component of package A, most specifically package A, most specifically the commuter rail connecting city centers, Fort Collins to Longmont that would connect us to Denver metro FasTracks and RTD bus routes. I think now is a perfect time to do that and it gives us good jobs here, good maintenance jobs and service jobs for people who run it. And of course saves on gasoline and energy and all that kind of stuff as well. I think that would be excellent to put in the front range, I hope you will support that and come to that conclusion. Thank you.	Comment noted.
860	Nancy	Klausmeyer	I'm a big supporter of package A. I've lived here for 45 years and using the existing rail is the best option for Fort Collins.	Comment noted.
861	Larry & Louise	Maass	Both husband and wife prefer package A	Comment noted.
862	Carolyn	Mita	EIS northern colorado transportation plan eis Comment: How can I comment on the EIS for the northern Colorado transportation plan? I do not see anything on your websites. Yes, please maintain bridges and roads already in existence but no more lanes!!! Commuter trains and buses are what we need. Yes, route buses from towns to I-25 to catch buses and trains to Denver and other front range cities. But please also route buses and trains along the other routes as well (287, 85, etc.) . We are saddling future	Your comment has been noted. The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.

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ID	First Name	Last Name	Public Comment	Response
			<p>generations with the debt to implement our transportation solutions, so please let us give them something they can also use. Please look at costs/occupant/mile. I heard something on NPR yesterday about how a freight train can carry a ton of goods for close to 500 miles on one gallon of diesel. Let's get real about our energy use and how it supports the very things we object to in the rest of the world. If we keep buying the oil, how can we object to what they choose to spend that money on? Please let me know how to submit my comments. Thank you.</p>	<p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. Commuter rail of Package A and the Preferred Alternative provides an alternate mode for I-25 and US 287 travelers; but the projected ridership results in only a negligible effect on highway traffic.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>The Preferred Alternative was developed through a series of workshops with the project's two advisory committees, as described in General Response #0 – Decision Making Process. The committees identified improvements to include based on their community's desires, the North I-25 Purpose and Need (FEIS Chapter 1.0) and the technical analysis of alternatives. The committees prioritized safety and mobility needs north of SH 66 along I-25 as a near term priority. Constructing rail first and without improvement to I-25 would not address the identified project needs - to address safety, aging infrastructure, and mobility on I-25. However, there was a desire by the committees and the public to show a strong commitment to the construction of rail in the future. This was achieved by including the purchase of all right of way necessary to construct the rail in Phase 1.</p> <p>Chapter 6. Financial Analysis provides information on the cost per user by mode of travel. This analysis shows that the cost per user for commuter rail is highest (over \$70 per user) and</p>



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				<p>the cost per user of highway improvements (include the cost to own and operate your own private automobile) is lowest (less than \$5 per user).</p> <p>The transit services, as provided by either Packages A, B, and the Preferred Alternative, offer a mode for regional trips that is more fuel efficient than individual private automobiles. Note that due to less traffic on I-25, total energy use for Package B (360,371 BTU) is less than that of Package A (361,900 BTU) or the Preferred Alternative (362,222 BTU). While commuter rail offers an energy-efficient transportation mode, it does not overcome the traffic differences among the alternatives.</p>
863	Karen	Nystrom	Strong supporter of package A. Rail is the way to go, more lanes on I-25 is not going to work in the long run. We need to catch up with the rest of the world and put in rail.	Comment noted.
864	Bernice	Pollock	I prefer option A over plan B. I am a lifetime homeowner and resident of Fort Collins and I feel very strongly that rail be built ASAP. Project is very much needed. It needs to be built now, I cannot wait another lifetime for it to be built.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
865	Jean	Sanderson	I support option A	Comment noted.
866	Linda	Vrooman	I strongly support option A, especially the rail option. I moved here 1 1/2 years ago, I had a choice between Portland OR or here. I am originally from New Mexico. I wanted to live in a place with rail, I chose here because it isn't as cold. Rail will make us less dependent on oil and on personal cars. I think rail is what will best serve us in the future and I would love to have it so I can visit my family in NM.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the</p>

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				<p>desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
867	Mary	Willard	As two retired educators my husband and I are strong supporters of option A.	Comment noted.
868	Papan	Adams	Hopefully using 287 railroad lines rather than straight hard I-25.	Comment noted.
869	James & Harriett	Allen	<p>We strongly support a commuter rail along the Burlington Northern Santa Fe rail corridor.</p> <p>We do not support lane additions to I-25. One needs only to go to southern California to see what we are becoming. However, we seem always to have to give car and truck lovers something they want or else we have no hope of getting convenient, tax-supported public transportation.</p> <p>Therefore, I suppose we are compelled to go along with lane additions and interchange rebuilds—all of which encourage people to drive—in hopes of getting a rail line.</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
870		Anonymous	We need to build our future. The population along the front range of Colorado is growing, and will continue to grow at a faster pace for the foreseeable future. We need to develop a transportation infrastructure that will accommodate the population growth and then increasingly regionalized job market in Colorado. Adding lanes to I-25 will not decrease commuter use; in other parts of the country we have seen that more lanes more traffic with no change in congestion in communities. Commuter rail is a vital option that can reduce traffic and congestion along I-25. By alleviating the negative effects of single vehicles commuting on air quality and foster economic development along the front range. Los Angeles had this option in the 1950's	Comment noted.

## Written Comments

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			but declined. We can make an informed choice and encourage the DOT to make a choice for quality of rule, preservation or our natural resources and the Colorado economy.	
871	David	Aqpsadde	Prefer rail to run on existing tracks not on I-25.	Comment noted.
872	Adam	Banducci	A commuter rail through Fort Collins, Loveland, Longmont and Denver would be more beneficial than an expansion of I-25. A rail would alleviate congestion, provide for better air quality and alleviate the cost of gas for Northern Colorado residents. In addition it will allow for less stress and a better way of life for commuters.	Comment noted.  In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.
873	Camilla	Barrett	Please help alleviate our air pollution and traffic, which is already significant and will be unbearable by 2030. By creating a bus line to Denver ASAP. As a citizen of Fort Collins, if I also had the option of a commuter rail to Denver, I would use it frequently and would drive there almost never. We must become more progressive with our transportation!	Comment noted.  In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.
874	Dorothy	Bauckman	As someone who chooses not to own a car it would be incredibly helpful to have faster and cheaper transportation options around Colorado. The lack of transportation to surrounding communities seriously limits employment options I would also definitely make use of a commuter rail to Denver, which would help make trips to the airport less strenuous.	Comment noted.
875	Shelley	Bayard de Volo	We cannot move into the 21st century without rapid transit among our communities. I grew up in So. California and grew up in the utter mess of the So. California transportation system. Don't make that mistake! Give commuters options other than polluting cars. Even with non-polluting cars, traffic is a problem. I would shop and visit Denver more often if I could catch a train. It would also open employment opportunities, I won't drive there however.	Comment noted.
876	Alexander	Beerhorst	Developing commuter rail lines to Denver will take a while. The time is coming where fuel prices will be prohibitively high and people will want other means of transportation. That is why we must begin the investment in	Comment noted.  In response to your comments regarding implementation

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			<p>rail now. In the meantime, bus transportation would be an economic solution. We need to keep Colorado Future minded! We want bus and rail lines now.</p>	<p>steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
877	Kathy	Benedict	<p>I support the planning and implementation of a commuter rail through Fort Collins, Loveland and Longmont. Please consider that we should develop mass transit over enabling individual cars to reduce emissions and build a stronger community by providing affordable transportation for all in the future. Additionally in your plans do account for including Denver international Airport without having to travel directly into Denver proper. Thanks!</p>	<p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. In each alternative, transit users from northern communities can access DIA via bus without going through downtown Denver. In Package A, Commuter Bus from US 85 goes to DIA. In Package B, BRT goes to DIA from Fort Collins. In the Preferred Alternative, Express Bus from County Road 8 goes to DIA.</p>
878	Asa	BenHur	<p>Congestion on I-25 is only going to increase. Adding lanes is not a sustainable solution. We need alternatives to using our cars. Since rail services will take time to construct a commuter bus is a good interim solution.</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
879	Cameron	Berry	<p>We want a commuter rail through Fort Collins, Loveland and Longmont to Denver not expansion of I-25.</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
880	Travis	Bigg	<p>I support a light rail on existing tracks as an alternative to expanding I-25.</p>	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail</p>

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				<p>from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
881	Erin	Bisenius	It's time for commuter rail! I only support the bus as a temporary measure until the rail is up and running I do not support expanding nor building more roads at all!	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
882	Janet	Bray	A bus line to Denver through Fort Collins, Loveland, and Longmont to Denver is needed. This is not financial good times now - but when is?	<p>Bus service along US 287 was considered during the alternatives development process but was not advanced because travel times were not competitive for regional service and therefore ridership was low. Commuter rail service in that corridor is more appropriate and attracts higher ridership and is included as part of the Preferred Alternative and Package A.</p> <p>The Preferred Alternative includes express bus service on I-25 between Harmony Road and 84th Avenue, with service to Fort Collins along Harmony Road and service to Greeley along US 34. Express bus service will also service Denver International Airport along E-470.</p>

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883	Jessica	Breemen	I commute from Fort Collins N. to Denver for college and work. I speak for myself and all others who commute the same route that we need light rail service between Fort Collins and Denver.	<p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
884	Marcia	Brokish	Our family would like to see a light rail system from Fort Collins to Denver, not more lanes on I-25.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
885	Lucilla	Bruned	The need for public transportation to Denver is noted. Bus transportation to Denver should be a priority and plans for rail transportation should begin now.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

## Written Comments

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886	Luke	Caldwell	The future for our community is to invest in mass transit. I completely support and vote for changes in the ways we transport ourselves.	<p>Comment noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p>
887	Anne	Carey	It would be great to have a light rail from Fort Collins to Denver along 287 (Not I-25).	<p>Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. Note that commuter rail is a different technology than light rail. Light rail was considered, but was eliminated because of the service distances involved and inability to operate in a freight rail corridor. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
888	Katie	Cassis	A commuter rail through Fort Collins, Loveland and Longmont to Denver NOT expansion of I-25 is a wonderful idea! We are in full support as we believe it would be the most cost effective with the least impact on our community. Thank you.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
889	William	Castle	I favor option 1 with rail lines to and from Longmont. If need be I could walk to an in town rail location.	<p>Comment noted.</p>
890	Kate	Chappelle	I used to commute to Denver. Having a commuter rail would have helped out tremendously. Many of my clients commute to Denver and all have commented that public transportation is very much needed. It would be faster and less stressful than driving which would improve their quality of life. It would be less expensive which would enable them to spend more in this community or save, or pay down their debts. Jobs in the community are.	<p>Comment noted.</p>
891	Maggie	Clark	I am in complete support of a bus line to Denver now and commuter rail through Fort Collins, Loveland, and Longmont to Denver in the long term. These new transportation options will reduce traffic, congestion, and improve air quality in our communities. I am in favor of any action to reduce	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost</p>

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			sprawl along I-25 and these new transportation options will only encourage growth in our city centers.	Issues.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
892	Catherine	Cole Janonis	Every time I drive I-25 I feel guilty. All that oil. All those fumes. Isn't there a better way to travel that would be better for the environment? If we had a light rail system I would make every effort to utilize it. While we wait for rail, a bus serving Fort Collins to Denver would be more than appreciated. I used to use the bus that existed.	Comment noted.  The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.
893	Rardon	Conck	I would strongly support some form of public transportation from Fort Collins to Denver. I oppose expanding lanes on I-25.	Comment noted.  In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.
894	Esther	Croak	Please, please support an initiative to build a rail system to Denver. This is the most sustainable option and would be well worth the cost for the options it would offer Northern Coloradoans!	Comment noted.
895	Ed	Crothers	Despite the recent reduction of fuel costs, it is imperative that the long neglected plans for mass transportation be developed in a timely manner. The need for mass transit will only grow greater and more expensive the longer this issue is put off.	Comment noted.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.



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ID	First Name	Last Name	Public Comment	Response
896	Keith	Dameron	<p>Package "A" is the best solution.</p> <p>I have real questions about some of the capital costs included in Package "A":            --I do not believe we need to double track nearly all the BNSF right of way from Longmont to Ft. Collins. Certain section (and every station) should be double tracked but portions of single track will still work and save a lot of money!            --It's NOT necessary to build the rail connection from Longmont to Thornton immediately. It can be done over time as RTD finished their track to Hwy 7.            --FasTracks connection at Longmont would still exist via Boulder to Denver using commuter rail. Also the LX bus can run from Longmont south using I-25            ...            --The commuter rail stations do NOT need to be so fancy with an overhead bridge to the other track! (It may be necessary at some stations) Save money by crossing the tracks a the platform.            --The commuter bus on Hwy 85 is a good idea! Greeley to Denver.            --Are the estimated highway costs accurate? RTD found costs have risen greatly for steel and concrete. I suspect CDOT might be affected by this also .            ..            --Ridership numbers appear low for commuter rail. Historically every rail transit project exceeds the predicted numbers established in your 'formula.'            --Toll lane usage appears high. E-470 just reached their projected vehicle usage in the last year or so. That is, the numbers they projected on opening day took over 10 years to achieve.            --Package "B" leans very heavily on the theory that nearly everybody can (or wants to) drive. Studies I have seen show a much higher ridership on passenger rail over a bus. I believe by a factor of 4!!            --Land use impacts strongly favor Package "A"            --The cost of maintaining new traffic lanes is more expensive than you think. CDOT needs more employees and vehicles when they add lane miles.</p>	<p>In contrast to Package A, the commuter rail included in the Preferred Alternative is single tracked between the South Transit Center and the downtown transit center in Fort Collins, achieving cost savings and less environmental impacts as you suggest.</p> <p>During the development of the phasing of the Preferred Alternative much consideration was given to the section of commuter rail between the two FasTracks' rail lines (North Metro and Northwest) that generally parallels SH 119 and CR 7. Through this evaluation the phasing of this segment is identified for later stages, as you suggest.</p> <p>The layout of the rail stations have been developed to maximize safety and traveler efficiency.</p> <p>Both Package A and the Preferred Alternative maintain commuter bus service on US 85.</p> <p>In order to provide the most accurate opinion of probable cost, FHWA and CDOT conducted a Cost Estimate Review. The cost estimate review is an unbiased risk-based review to verify the accuracy and reasonableness of the current total cost estimate to complete the project and to develop a probability range for the cost estimate that represents the current stage of project design. Part of this study is to also review the proposed construction schedule to determine its impact on the project cost. During the course of the review the team identified and discussed numerous threats and opportunities. A threat is anything that can add to the cost of the project. An opportunity is anything that can reduce the cost of the project. This probabilistic analysis resulted in a cost estimate at the 70% confidence level of \$9,474.9 million (in Year of Expenditure [YOE]) for the Preferred Alternative of the North I-25 Project. The cost for Phase I at the 70% confidence level was \$1,271.2 million (YOE). YOE accounts for escalation in costs that is</p>

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				<p>expected to occur over time for projects constructed in future years.</p> <p>The transit ridership model was calibrated and validated to observed travel patterns in the Denver area. Projections are based on empirical behavior of travelers, as well as future geographical projections of population and employment and estimated trip origins and destinations. Recent travel survey data collected by DRCOG indicates that, as you suggest, current actual ridership is higher than had been simulated in the model. Section 4.2.6.3 describes the potential effect these behavior changes might have on ridership. For example, commuter rail ridership might be higher by about 40% than the earlier model estimates.</p> <p>The toll lane usage estimates were prepared using standard traffic and revenue industry forecast methodology, as explained in Section 4.2 of the Final EIS.</p> <p>Indeed, rail tends to attract more ridership than bus service. Differential factors are dependent upon the unique characteristics of individual corridors.</p> <p>A potential benefit of the commuter rail of Package A and the Preferred Alternative is that it would provide greater opportunity for Transit Oriented Development near rail stations. However, an expert panel convened to assess the land use impacts of Package A and Package B concluded that the impacts along the highway were similar for both packages. See Section 3.1.2 of the FEIS.</p> <p>Operations and maintenance costs are fully accounted for in Chapter 6 of the FEIS, for both highway and transit components.</p>

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897	Lynn	Davies	We need a reliable commuter rail connecting Denver with North Colorado Communities! (Sooner rather than later)	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
898	Cheryl	Day	I urge you to address congestion along the I-25 corridor by building a commuter rail system between Fort Collins and Denver. There are already existing tracks that travel through the heart of Fort Collins, Loveland, and Longmont. Large number of people, including those that work at or attend CSU, would be able to walk to in town light rail stations. In addition, commuter rail doesn't degrade our air quality in the way that auto traffic does. People will drive less, conserving natural resources, but only if viable public transportation alternatives exist.	Comment noted.
899	Kelly	Deligio	Commuter rail through Fort Collins to Denver is much desired in my household for safety and economy. I don't want to have to move from Fort Collins for my job! Id rather live here and not Denver.	Comment noted.
900	Kyle	Dickey	It's simply ridiculous that we don't have an extensive, reliable commuter rail from Northern Colorado to Denver. There are multitudes of people who benefit from and take advantage of a commuter rail. Business commuters and concert enthusiasts alone would justify this, this would cut back on a significant amount of pollution, save a tremendous amount of energy and provide a safer means of travel.	Comment noted.
901	Alison	Dickson	Most people don't live along I-25. They live closer to Hwy 287. Therefore more mass transportation potential users would find something closer to 287 rather than I-25 more user-friendly. Also, it needs to be quick, rather than stopping every 5 minutes at many cities.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>The commuter rail identified for Package A and the Preferred Alternative serves the front range using the BNSF corridor. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor.</p> <p>Note that the station locations were selected to optimize</p>

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				transit service. A balance must be struck between providing frequent access to the service and limiting the number of stops to maximize overall speed. The station spacing proposed for both the commuter rail and bus services is consistent with both the needs of the communities along the corridors and the selected technologies.
902	Coby	Drum	We want a bus line to Denver and a commuter rail through Fort Collins, Loveland, and Longmont to Denver.	Comment noted.
903	Anthony	Earl	Commuter rail into Ft. Collins, N. Colorado and Denver will encourage constructive growth and positive interactions between the cities and their communities. This will lead to new and interesting businesses and opportunities to enrich everyone.	Comment noted.
904	Mark	Easter	Implementing an economically feasible mass transit system along the I-25 corridor is more important now more than ever. This would relieve pressure on I-25 eliminating the need for more lanes or road ways. The U.S. is decades behind in mass transit compared to the international community. This needs to change.	Comment noted.  In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.
905	Heidi	Ericksun	Do not develop in undeveloped areas. Keep construction impact of traffic to a minimum.	Comment noted.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.
906	Rachel	Estle	I would love the light rail from Denver to Fort Collins but please no 8 lane highway.	The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit

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				<p>choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
907	Lisa	Falloon	<p>The Colorado Department is considering three more alternatives I believe the building commuter rail fits the growing need for safe southbound traffic. I-25 has become so difficult to use. Heavy traffic at high speeds is so dangerous. The increased pollution that comes with all that traffic is ruining our environment. Light commuter rail solves so many problems without costing as much as trying to add lanes to I-25. I-25 expansion will always be out dated before it is completed, the safety issues during construction are always a concern. And the final product doesn't actually solve any of the problems.</p>	<p>Comment noted.</p>
908	Allison	Floyd	<p>Continuing to solve the transportation problem by expanding the use of single-person vehicles is absolutely irresponsible, as we saw this past summer, we are at the mercy of foreign nations that have no particular incentive to mitigate the flow of cash from here to there. Additionally, we all pay the price of climate change to the extent that we cannot find alternatives to our current route of greenhouse gas emissions. I carpool between front range cities daily and would love an alternative!</p>	<p>Comment noted.</p>
909	Jane	Folsom	<p>It is critical that at a minimum a bus route from Wellington to Denver is created, funded and functional in 2009. We need this service now. Plus as this service becomes more popular with North Colorado citizens we have a base population to get off the bus and on to a brand new light rail system. Gas isn't going to stay at under 2.00 per gal forever, we need to lead and not follow.</p>	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit</p>

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910	Cory	Forrester	I do want a light rail transportation system that runs through the center part of town.	<p>choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
911	Ariana	Friedlander	I think that to meet the needs of our growing community that the I-25 North project should include a bus line to Denver now and a commuter rail in the long term. I believe increased public transportation options will better meet our needs and be better for the environment then widening I-25.	<p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. The Preferred Alternative would also include express bus service along I-25 and commuter bus service along US 85. In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
912	Joni	Friedman	To encourage more usage for communities it would work far better to have a commuter rail system then more usage of I-25. I would use commuter rail a lot!	<p>Comment noted.</p>
913	Phil	Friedman	Real commuter rail thru town based between Fort Collins Loveland Greeley Longmont etc. to Denver high speed, fast, efficient and frequent. Provide a bus transit system now while we ramp up the commuter rail system. Avoiding I-25 with rail avoids undesirable growth outside.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

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				<p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
914	Barbara	Gibbens	I am writing a short letter of support to encourage you to help make a light rail (using existing tracks) from Denver heading north a reality. The traffic has just gotten worse and worse (as you well know!). When my dad was driving for the government agency he worked for a few years ago, he would say there was more traffic on I-25 at 2:00 am than there used to be when he first moved to Colorado at 2:00 pm! Please seriously consider anything and everything that will alleviate sprawl and smog. Air: For people who breathe. Farmland: For people who eat.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
915	Jim	Glenn	I support the idea of a commuter rail passing through the cities of the Front Range rather than down the I-25 corridor.	Comment noted.
916	Margaret	Graham	It's essential that our state have efficient accessible and sustainable transportation along the Front Range. Please use existing track to develop a light rail system between Fort Collins and Denver by 2015. I strongly support this initiative and I vote.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and</p>

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ID	First Name	Last Name	Public Comment	Response
917	Diana	Greer	<p>First impressions:            1) Package B seems Denver metro area &amp; I-25 centric. Seems aimed at just getting people to Denver. 2) With Package B, most of traffic would travel I-25, what happens when an accident clogs I-25 if everything feeds into I-25? 3) Package A seems to better address needs of communities further out from I-25. 4) Where the improvements are made--such as when RR's first came -- affects the value of the property alongside. Has this been considered? 5) How do we get to DIA? Is the demand too low for something more direct?</p>	<p>is consistent with RTD plans.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p> <p>1] You are correct that Package B concentrates transportation improvements on the I-25 corridor, while Package A and the Preferred Alternative include improvements on multiple corridors. However, all three build packages are intended to meet the purpose and need established for the project.</p> <p>2] Package B does not attract notably more traffic to I-25 than other build packages. Under each of the build alternatives I-25 attracts a similar level of traffic. If there is an accident on I-25 in Package B or Preferred Alternative, tolled express lanes could be opened to general traffic. In contrast, Package A does not have the flexibility of providing separate lane types for this potential use. However, Package A and the Preferred Alternative do provide alternate modes of travel on US 85 and US 287 that could be used in lieu of I-25, if necessary. Each of the build alternatives also includes a courtesy patrol/incident management program to minimize delays caused by accidents.</p> <p>3] Comment noted</p> <p>4] In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>5] The commuter rail service of Package A and the Preferred Alternative between Fort Collins and downtown Denver has a connection to FasTracks North Metro and Northwest rail lines. Both of the FasTracks lines connect to downtown Denver where travelers can transfer to the FasTracks east corridor to</p>



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918	Sabrina	Grieser	Please consider with top priority a commuter rail service from Fort Collins to Denver. This is best for air quality in Northern Colorado and also less expensive to build than auto or HOV lanes on I-25	<p>reach DIA. In addition, the Preferred Alternatives includes express bus service along the I-25, Harmony Road, US 34, and E-470 corridors that provides direct connections for northern Colorado travelers to downtown Denver and DIA. Package B includes a BRT route to DIA from the northern front range.</p> <p>Also, the Preferred Alternative includes a direct Express Bus service from Weld County Road 8 to DIA via E-470. This station at County Road 8 can be accessed via private auto (using the park-and-ride), feeder bus service, express bus service from northern communities, or the commuter rail line. (See Chapter 2-Alternatives for additional detail).</p> <p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25.</p> <p>Highway improvements included in the Preferred Alternative (general purpose lanes, tolled express lanes, frontage roads, cross streets, etc.) are expected to cost approximately \$1.4 billion for 555 new lane miles. This equates to about \$2.5 million per lane mile or about \$23 million per mile. Commuter rail improvements are expected to cost approximately \$649 million or about \$14 million per mile.</p> <p>Chapter 6. Financial Analysis also provides information on the cost per user by mode of travel. This analysis shows that the cost per user for commuter rail is highest (over \$70 per user trip) and the cost per user of highway improvements (include</p>

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				the cost to own and operate your own private automobile) is lowest (less than \$5 per user trip).
919	Kevin	Griffith	As a resident of Northern Colorado, I ask CO DOT to provide opportunity for public transit in the area, especially between Northern CO towns and Denver. My preference is rail, but any economical option would be of value. Thank you.	Comment noted.
920	Leah	Hager	It is both crucial to our environment and the long term vitality of the Fort Collins economy and culture that a commuter rail be built on existing thru town corridors. There is an undeniable explosion of population and development all along the northern Front Range. If we simply think in traditional and out dated terms about how to respond to this growth, and it's resulting transportation needs, we jeopardize the very aspects of the Front Range that have attracted residents from all over the country: pristine wilderness, farm lands, and breathtaking views of our mountains. It is our responsibility to think and plan progressively, looking forward to the future of healthy, safe, and environmentally responsible communities from Fort Collins to Denver. Please initiate a plan to start a commuter rail system to serve Coloradoans along the Front Range immediately. Thank you for your attention to this urgent matter.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>Note that Package A and the Preferred Alternative serve the population centers of Fort Collins, Loveland, Berthoud, and Longmont with commuter rail. Package B serves these population centers with BRT service to the Fort Collins South Transit Center; and feeder bus service to the I-25 BRT from the other communities.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
921	Elisha	Hanford-Smith	Given the concerting times in our economy and with global warming it's vital that we act in creating a better public transportation system linking Northern Colorado.	Comment noted.
922	Brisa	Hanna	I support the idea of improving air quality through the implementation of a commuter rail (through Fort Collins, Loveland and Longmont to Denver) that does not expand I-25.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
923	Kimberly	Harstmann	We need a commuter rail from FTC to Denver especially instead of added auto lanes to I-25. Cost- wise better, green-wise important. Colorado has always been a leader in having a healthy community and green activities. Please, at the time with global warming in the center of attention, make the choices that will benefit the future generations.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

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924	Steven	Hartman	Please start seriously considering better public transportation services such as commuter rails and bus routes between Fort Collins and surrounding areas and Denver. It would be beneficial for working class citizens, travelers, etc. and also help our environment. If Northern Colorado is one of the fastest growing urban areas, we need Public transportation to go along with it.	Comment noted.
925	Keira	Havens	I want commuter rail through Fort Collins, Loveland and Longmont to Denver, NOT EXPANSION OF I-25.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
926	Alex	Hernandez	Please consider the Public Commuter Rail plan, not only is it the least expensive but it has gained popularity in many other areas. This has profound economic, environmental, and cultural implications that can truly help Larimer County.	<p>On a per mile basis commuter rail improvements are less expensive than highway improvement. Highway improvements included in the Preferred Alternative (general purpose lanes, tolled express lanes, frontage roads, cross streets, etc.) are expected to cost approximately \$1.4 billion for 555 new lane miles. This equates to about \$2.5 million per lane mile or about \$23 million per mile. Commuter rail improvements are expected to cost approximately \$649 million or about \$14 million per mile.</p> <p>On a per user trip basis highway improvements are cheaper than rail improvements. Chapter 6. Financial Analysis provides information on the cost per user by mode of travel. This analysis shows that the cost per user for commuter rail is highest (over \$70 per user trip) and the cost per user of highway improvements (include the cost to own and operate your own private automobile) is lowest (less than \$5 per user trip).</p>
927	Richard	Hershcopf	With regard to the draft version of the North I-25 EIS we strongly support option A. We have lived in Fort Collins for 40 years and we are in our 80's and can no longer drive to Denver as we used to. Option A in our judgment affords the most effective convenient and efficient method of solving or relieving the very serious traffic condition on I-25. The commuter light rail along the existing railroad corridor makes a great deal of sense, especially by continuing the center of the communities affected. It will also facilitate	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail</p>

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			commercial development in the down town centers. Thank you for letting us comment. Public input is always important and worth while.	<p>corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
928	Peter	Hevenor	We want commuter rail through Fort Collins, Loveland, and Longmont to Denver. Not expansion of I-25.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
929	Nate	Hoffman	I have loved ones all over the Front Range, having grown up in Boulder, attending college in Denver and presently residing in Fort Collins and working in Loveland. I have family and friends spread throughout the area. Bus line between Fort Collins and Denver now and commuter rail in the eventual will help bring people together in a way currently impossible.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
930	Darcy	Hoggnh	A bus line to Denver now and a commuter rail thru Fort Collins, Loveland, and Longmont to Denver in the long term.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
931	Arne	Holmes	Please consider option A in planning the future of public transportation between Northern Colorado and Denver. Option A will be much more convenient for people to use because it will bring the rail lines to town. It will save tax payer money because of using existing rail lines. It will promote down towns and areas in town where the stations will be placed. Please opt for option A.	<p>Comment noted.</p>
932	Deborah	Homan	We would love to see commuter rail connecting Fort Collins with Denver, and also to DIA. Whenever we are in other cities or countries with trains or metros, we use them for our transportation needs. Commuter rail should be a priority before it becomes more difficult with all the growth along the I-25	<p>The regional transit services provided by Package A, Package B, and the Preferred Alternative each offer mobility options for the elderly, disabled, and young adults. In particular, the Preferred Alternative includes commuter rail service between</p>

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			<p>corridor. Rail makes sense to get from one densely used area to another, especially the places where parking is already tight. Rail is also easier to figure out than bus routes and provides service for elderly, handicapped, and younger people who do not drive. We live and work downtown, walk to destinations frequently, and have a son who does not drive. He uses the bus and walks. I am very tired of seeing so much of our local transportation planning directed to bicyclists at the expense of pedestrians or ignoring the disabled and elderly. Regional transportation is very important, too, and it would be great to see Northern Colorado trying to meet those needs in ways that help environmentally and communally - we don't need more roads or lanes for trucks and SUV's with few passengers. Please make it a goal to have a public transportation system that is easy for all to use, and we won't need to have all those additional lanes and interchanges for...Even if there is a time savings.</p>	<p>Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines. Both of the FasTracks lines connect to downtown Denver where travelers can transfer to the FasTracks east corridor to reach DIA. In addition, the Preferred Alternative includes express bus service that provides a direct connection for northern Colorado travelers to DIA.</p> <p>Each of the packages includes additional lanes on I-25 as a result of the land use planned in the region and the anticipated travel patterns in 2035. The additional lanes are needed not to provide a time savings compared to current conditions, but to provide a reasonable travel time to handle the anticipated traffic growth in the region. Based on this data I-25 will need to be widened south of SH 14 to accommodate anticipated travel demand, which could not be accommodated by transit improvements alone. Note that none of the packages proposes additional interchanges on I-25.</p> <p>The transit services offered by the packages generally provide a comparable travel time compared to general purpose lanes to downtown Denver. The transit travel time between Denver and Fort Collins is 93 minutes for Package A commuter rail; 70 minutes for Package B BRT; 94 minutes for Preferred Alternative commuter rail; and 63 minutes for Preferred Alternative express bus in 2035. Commuter Rail would be faster than the 132 minutes for auto travel in the No Action, and faster than the general purpose auto travel time of 107 to 117 minutes in the build alternatives. The travel time comparison for all alternatives and all modes is available in Chapter 4 of the FEIS.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

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933	Paul	Honeycutt	We need better public transportation between Fort Collins and the Metro Denver Area! Have you ever tried to get there without a car? Its impossible.	Comment noted.
934	Gerry	Horak	We cannot build our way out of congestion with more lane miles. We need a multimodal approach focusing on buses in the near term and commuter rail in the mid and long term.	Comment noted.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.
935	BT	Huntley	My top transportation priority is a commuter rail system. It borders on the ridiculous that our state has still not embraced this option. Many of my faculty travel from Denver and Longmont to teach in Fort Collins. They would all use this system or a bus system were it available. Great change comes from leaders willing to take risks and from those willing to push into peoples comfort zones. The wild west is gone, it's time we recognized that fact!	Comment noted.
936	Bill	Jenkins	My opinion is that Package "A" would be the overall best solution for people transportation. Downtown-to-downtown connectivity would be a better focused effort regarding the most efficient transportation system. Package B puts too much emphasis on I-25 development which I believe is not sustainable over the long run. Please go ahead with Package A.	Comment noted.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
937	Pordelia K.	Jeron	I sincerely believe commuter rail through Fort Collins, Loveland, and Longmont to Denver would in the long run be the best decision. Mason would be a very good choice.	Comment noted.
938	David	Jones	I support the development of a northern front range commuter bus like between Fort Collins and Denver. A long term priority should be a commuter rail along the same corridor and DIA.	Comment noted.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.
939	Kim	Jordan	New Belgium Brewing Company-500 Linden St. Fort Collins, CO 80524 As co-founder/CEO and Sustainability Director of the nation's third largest craft brewery, we are writing to express our strong support for Package A within the North I-25 Draft EIS. Environmental stewardship has been a core value of New Belgium's since our inception. Our coworkers utilize the I-25 corridor quite often, and we would be pleased to have the option to travel by rail as we feel it is the only solution	Comment noted.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.  In response to your comments regarding improvements to I-25,

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			<p>on the table that will benefit our environment and our health. By investing in core-city transit systems, Package A will increase alternative transportation options and, by doing so, will reduce greenhouse gas emissions, vehicle miles traveled, air pollution, and Colorado citizens' financial costs of fuel. It will reduce our impacts to open space, wildlife habitats and river corridors and directly aid urban renewal planning in Northern Colorado.</p> <p>New Belgium is purposefully located in the heart of Old Town Fort Collins. We chose this site over less expensive options outside of town because we wanted our coworkers to have the opportunity to ride their bikes and walk to work, thereby increasing their quality of life and helping them to have a smaller impact on the environment. Passenger rail along the Front Range would also aid in this effort by reducing miles driven in cars, currently our only option.</p> <p>The reality of our climate crisis is widely known, and we are seeing governments and prominent businesses across the world make concerted efforts to reduce our impact on the environment. Transportation plays a key role in this endeavor, and the availability of passenger rail will greatly increase the ability of our Front Range communities to plan and implement sustainable development. Colorado is quickly emerging as a leader in the New Energy Economy, and we strongly feel a progressive and environmentally wise transportation plan, as described in Package A, will solidify our leadership role.</p> <p>On behalf of ourselves and the 300 coworkers employed by New Belgium, we urge you to support Package A for the I-25 North Corridor. We also strongly encourage you to implement the passenger rail system before I-25 is further widened. By investing in passenger rail first, the 1.3 billion-dollar expenditure for widening I-25 may be significantly delayed or possibly unnecessary and will significantly reduce ongoing maintenance costs on north I-25.</p>	<p>please see General Response #0 – Need for Highway Improvements.</p>
940	Ross	Kantz	<p>Would rather not have rail down I-25.</p>	<p>Rail along the I-25 corridor was considered during the alternatives development process. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor. Therefore, the Preferred Alternative includes commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a</p>

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941	Les	Kaplan	<p>The draft design for the East Frontage Road between Mulberry Street and Prospect Road bends east and becomes a dead-end cul-de-sac across Lot 1 of the Lee Minor Subdivision, thereby making this plotted lot undevelopable. In order to provide two points of access to this and other properties fronting I-25, including the Interchange Business Park, this East Frontage Road should remain in a North-South configuration, connecting Mulberry Street and Prospect Road.</p> <p>(Copy of Dec. 8 '08 letter to Thomas W. Anzia, elaborating on above comments is attached.)</p> <p>Dear Tom:</p> <p>Please recall that we met early in the evening of the Public Hearing for the North I-25 EIS, held at November 19 at the Fort Collins Lincoln Center. We discussed my concerns regarding the current draft modification to the East Frontage Road between Mulberry Street and Prospect Road. I have submitted a Comments Form to Carol Parr at CDOT (copy attached), and wanted to elaborate my concerns to you directly.</p> <p>As currently depicted, the frontage road would no longer connect Prospect Road and Mulberry Street. To the north, it would follow its current configuration, but end with a cul-de- sac bending to the east on Lot I of the Lee MLD in which my company owns an interest. The rationale for not continuing to connect Prospect Road and Mulberry Street with a frontage road is not apparent, and one would think that continuing to provide two points of access from the frontage road to both Lot 1 and other properties to the south currently facing the frontage road has merit.</p> <p>Moreover, ending the south-extending leg of the frontage road as currently shown on Lot I is ridiculous. Much of Lot 1 is in the FEMA floodplain and floodway. Such a cul-de-sac could significantly undermine the already limited development potential of Lot I and render this property non-developable.</p> <p>Additionally, ending the Frontage Road on Lot I would be extremely confusing to motorists who would understandably be expecting the Frontage Road to continue south. Basically, the draft design takes a functioning and logical condition of connecting the Frontage Road to two arterials and replaces it with a condition that would promote errant traffic to a dead-end road, 2) force local traffic between Prospect Road and Mulberry Street onto Interstate25,3) significantly burden Lot I of the Lee MLD and 4) restrict to one</p>	<p>connection to FasTracks North Metro and Northwest rail lines.</p> <p>The Preferred Alternative does include changes to the frontage road as noted in the comment. With the preferred alternative, the frontage road on the east side of I-25 would extend south from Mulberry Street and end in a cul-de-sac at the southern end of Lot 1 of Lee MLD. This frontage road alignment was chosen because it would maintain access to the existing residences and businesses that currently access the frontage road. The road becomes a cul-de-sac to provide access to the historic farm but avoid impacting it. It was not possible to retain a connection to Prospect Road and avoid the historic farm. While this process does work to maintain existing accesses, it does not address all potential future access points that could be requested by unplatted parcels. It is important to note however, that the frontage road alignment can be changed to meet the needs of future development planning through your local platting and approval process. CDOT will participate in this process, as appropriate, and is an advocate of realigning the frontage roads to meet future platting needs.</p> <p>As noted in your comment, much of Lot 1 is located within the FEMA floodplain and floodway. It is suggested that you work with the relevant local authorities regarding floodplain and access concerns for the property.</p>



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			point of access future development along the Frontage Road, including Lot I. I would certainly like to meet with you, a representative from CDOT and whomever else you recommend to discuss whatever the rationale may be for not continuing to connect Prospect Road and Mulberry Street via the Frontage Road and to explore alternatives to the current draft design. Thank you for your attention to these concerns.	
942	Milan	Karspeck	I strongly support commuter rail (Option A) because it connect the population centers, encourages more people to utilize transit because they live in the proximity of a rail station. Most trips in the North Front Range are within the region, population center to population center (rather than to downtown Denver), and rail supports these travel patterns better. I would like to see some "average travel time" summary comparing rail to BRT, rather than just the comparison of travel time from Ft. Collins and Greeley to DUS. Also, I would like to RCC/TAC to consider using the original rail alternative to connect to the Northwest Corridor rather than building near rail along Hwy 119 and S. into Denver. This would significantly reduce the capital cost of Option A.	<p>Comment noted.</p> <p>Analysis of potential rail alignments in the Final EIS concurs with your sentiment that the commuter rail line should travel through and serve directly the western communities. As a result, the Preferred Alternative includes commuter rail along the BNSF tying into RTD's FasTracks rail lines in two locations, Longmont and Thornton.</p> <p>Travel times instead of average speeds are provided in Chapter 4 of the FEIS for purposes of more precise comparisons between modes. The transit travel time between Denver and Fort Collins is 93 minutes for Package A commuter rail; 70 minutes for Package B BRT; 94 minutes for Preferred Alternative commuter rail; and 63 minutes for Preferred Alternative express bus in 2035. Commuter Rail would be faster than the 132 minutes for auto travel in the No Action, but slower than general purpose auto travel time of 107 to 117 minutes in the build alternatives.</p> <p>During the development of the Preferred Alternative much consideration was giving to the possibility of eliminating the section of commuter rail between the two FasTracks' rail lines (North Metro and Northwest) that generally parallels SH 119. The project's two advisory committees reviewed information about the cost of that section of the line compared to the travel time savings and ridership increases. Through this evaluation of costs and benefits the committees opted to retain the entire commuter rail alignment in the Preferred Alternative - including the portion along SH 119.</p>

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943	John	Kefalas	<p>A plan for integrating commuter rail concept from N I-25 corridor to statewide commuter rail system. Does DEIS consider - long-term final costs, public health costs - increased driving - pollution - concerning cost-effectiveness - public benefits? Benefit of TOD - less urban sprawl - economic development - job creation-</p>	<p>Information on the North I-25 EIS commuter rail will be used by CDOT in the development of their statewide rail plan. The CDOT statewide rail plan is currently underway.</p> <p>Commuter rail along the Burlington Northern Santa Fe railroad tracks between Fort Collins and the FasTracks North Metro end-of-line station in Thornton and the Northwest Rail end-of line station in Longmont, is included in the Preferred Alternative. See Chapter 2-Alternatives in the Final EIS for more detailed information on the Preferred Alternative. The Preferred Alternative commuter rail would tie in with and be interoperable with two planned commuter rail lines in RTD's service area - North Metro and Northwest Corridor to maximize user mobility.</p> <p>The long-term costs are considered for each of the alternatives. The capital costs of Package A, Package B, and the Preferred Alternative are \$1.963 billion, \$1.715 billion, and \$2.178 billion respectively. The annual operating costs of Package A, Package B, and the Preferred Alternative are \$45 million, \$23 million, and \$52 million respectively.</p> <p>Regarding increased driving, Package B actually results in less overall vehicle miles traveled (VMT) compared to Package A and the Preferred Alternative, due to the slightly less attractiveness of its TEL and general purpose lane configuration on I-25 compared to the other build packages. None of the build packages would provide a reduction in air pollution when compared to the No Action Alternative except for those air pollutants associated with traffic congestion (carbon monoxide and hydro carbons). Air quality analysis as well as further information on public health costs of the packages is documented in Chapter 3 of the EIS.</p> <p>Commuter rail's influence on land development patterns was examined by an expert panel convened to evaluate the</p>

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				<p>alternatives regarding induced growth. The effect of Package A, Package B, and the Preferred Alternative on growth patterns is described in Section 4.2.7: Since the highway improvements are generally similar between the packages, a similar amount of growth near I-25 is anticipated for any of the packages. However the commuter rail in Package A and the Preferred Alternative would intensify the density of developments near stations in the city centers. While the transportation system can influence land use patterns, development is regulated at the level of local government. The Transit Oriented Development (TOD) fostered by the Package A and Preferred Alternative commuter rail stations in city centers does support a walkable environment, with its associated public and community benefits.</p> <p>The economic benefits of the commuter rail include long term growth of property tax base and revenues as a result of TOD. These benefits would be similar under both Package A and the Preferred Alternative. Under Package B economic benefits related to TOD are also expected in relation to the development of BRT along N. I-25 however the benefits are expected to be more limited as studies show that the demand for TOD is lower in relation to BRT compared to commuter rail. Under the Preferred Alternative development of the commuter rail and express bus components can be expected to result in the highest economic benefits related to growth in property tax base and revenues for the communities within the regional study area. See section 3.3.2 for additional information regarding Economic Impacts of the Alternatives.</p> <p>The Final EIS evaluated the overall costs and benefits for transportation improvements, environmental resources, social resources, economics, and development effects. See Chapter 7, Evaluation of Alternatives.</p>

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944	Larry	Klatt	I strongly support the commuter rail alternative as a pivotal solution to future transportation needs. It's the most pragmatic idea with respect to money and the environment. PLEASE strongly consider this alternative. Thank you!	Comment noted.
945	Bob	Klebes	I feel that in order for Northern Colorado to truly address the energy issues and the future we must create a light rail to Denver. In addition to easing traffic and lowering pollution we will also improve business in our major city due to increase spending in Denver. It is the right move now and for the future of our state.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>The transit services, as provided by either Packages A, B, and the Preferred Alternative, offer a mode for regional trips that is more fuel efficient than individual private automobiles. Note that due to less traffic on I-25, total energy use for Package B (360,371 BTU) is less than that of Package A (361,900 BTU) or the Preferred Alternative (362,222 BTU). While commuter rail offers an energy-efficient transportation mode, it does not overcome the traffic differences among the alternatives. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
946	Kenneth D.& Marjorie	Knievel	Thank you for this opportunity to comment on the COOT Proposals for improving the north I-25 traffic problem. It is a challenge we have to face. I am a Loveland native, in my 80's, so I have seen first hand all my life the never-ending increase in traffic between Fort Collins and Denver. I am definitely in favor of Package A. I know it is already a possibility as I was a college student in Denver during the 1940's, and I could take the train from Loveland to Denver, and my husband took the train to the University of	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>

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			<p>Colorado in Boulder at that time. The most important consideration in train transportation is that they must run on schedule, so that you can count on being where you need to be on time. Trains in Europe run on time, so I know it is possible for us to have equally dependable service.</p> <p>I also am in favor of toll roads. I mentioned that my husband was an Engineering student at C.U. during the '40's. One of their projects was designing the "Toll Road", Highway 36 from Boulder to Denver. It was paid off long before it was expected, and it is no longer a Toll Road. In most states even after the toll road is paid for, a toll is still collected to pay for the upkeep of that highway. I think Colorado may have to adopt such a plan in order to keep up with the increasing demand for our highways. People who use the roads need to help pay for them.</p> <p>Thank you for this opportunity to express my opinion. You have a very challenging job, but a very necessary one. I wish you success in the planning and implementation\on of all your projects.</p>	
947	Linda	Knowlton	<p>I strongly favor Package A over Package B, although my real choice would be the "no action" alternative. I basically don't think we should be doing anything to encourage people to live far from where they work. But Alternative A would at least honor the individual communities in the corridor rather than driving all development to I-25 and endangering the viability of downtowns from Fort Collins to Longmont.</p>	Comment noted.
948	Ray	Krueger	<p>I've traveled around the world and have seen better public transportation solutions nearly everywhere. How can the richest county in the world also remain the dumbest?</p>	Comment noted.
949	Jason	Kruta	<p>With ever increasing population of Northern Colorado and erratic gas prices, we need to solve our regional transportation nightmares. I believe a commuter rail from Fort Collins down to Denver, and possibly further, is that solution.</p>	<p>Comment noted.</p> <p>The purpose and need of the project is to identify improvements between northern Colorado communities and the Denver metropolitan region. This project does not preclude future transit expansions to further areas.</p>
950	Maggie	Kunze	<p>I have a friend who lives in Denver with no car. He is able to get around metro Denver no problem, when he attempts to come here the bus is over sold and not accessible. Please make mass transit a possibility for many people who need to make the commute.</p>	Comment noted.

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951	Michael	Kurtz	I would like a rail in town. And we need no more development on I-25.	<p>The commuter rail identified for Package A and the Preferred Alternative serves the front range using the BNSF corridor. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
952	Andrea	Laleta	Public transportation, not more roads, is the answer to the mess we call I-25!	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
953	Monica	Lamberz	I want a commuter rail through Fort Collins, Loveland and Longmont to Denver, not expansion of I-25 to reduce the pollution that hinders our view of those beautiful Rocky Mountains and to help with the spiral of global warming that is upon us!! It would be such a pleasure to ride into Denver with my family to see a show, tour a museum or attend an event without the hassles of driving!	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
954	Lynda	Laughlin	I believe it would be great to have commuter rail through Ft Collins, Loveland and Longmont to Denver.	Comment noted.
955	Christopher	Leck	Opening up commuter rail from Fort Collins to Denver would dramatically impact my life for the better. I grew up outside of Chicago and am very used to taking the train into the city for ball games, museums and shows. Also we could open up CSU as a commuter University to a huge portion of the Front Range. Putting a rail line through the heart of Front Range downtowns allows us to leave our cars at home and it connects communities. Don't build out on I-25!!	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
956	Cristie	Lee	<p>I support Draft EIS Package A for the following reasons:</p> <ul style="list-style-type: none"> <li>• COMMUTER RAIL!</li> <li>• Favors mass transit over roads.</li> <li>• Better distribution of services; bus service from Greeley to Denver, I-25 for vehicle traffic,</li> <li>• Commuter rail for the people-if you build it, they will come!</li> </ul>	<p>Comment noted.</p> <p>The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor. In addition, to provide greater access to transit for all communities, commuter bus along the US 85 corridor, express</p>

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			<ul style="list-style-type: none"> <li>• Commuter rail line would connect to FasTracks line in Thornton which, in effect, extends commuter rail all the way to Denver Union Station.</li> <li>• Commuter rail line would connect to FasTracks line in Longmont, go through Boulder to Denver Union Station; would make taking the train convenient and efficient for more people.</li> <li>• More choices; bus, vehicle, rail</li> <li>• More reduction in vehicle traffic</li> <li>• Less traffic noise</li> <li>• Less impact to threatened and endangered species</li> </ul> <p>I do not support Package B for the following reasons:</p> <ul style="list-style-type: none"> <li>• No commuter rail</li> <li>• Most traffic is still concentrated along I-25.</li> <li>• No services from Greeley to Denver.</li> </ul> <p>In my opinion, people are more inclined to use commuter rail than ride a bus. I urge you to identify Package A as the Preferred Alternative for the project. There is no time like the present to make the right choice for the future. Thanks for considering my comments.</p>	<p>bus along the I-25 corridor, and feeder bus service between the main lines and outlying communities are included in the Preferred Alternative. Also note that yes, there is evidence that "choice transit riders" - those riders that have other means of transportation and do not need to use transit - do prefer rail transit to bus. This is generally because rail provides more reliable and comfortable service than bus.</p> <p>In terms of highway improvements, the Preferred Alternative includes safety improvements throughout the corridor, the addition of general purpose lanes on I-25 between SH 14 and SH 66, tolled express lanes (TEL) on I-25 between SH 14 and US 36, and interchange improvements.</p>
957	John	Lesmeister	<p>This letter is to urge the Colorado Department of Transportation to choose Option A for the future of the I-25 corridor. Commuter rail transit has a much less adverse impact on public safety, public health and the environment than continuation of the same old solution of more lanes and more cars. The rapid transit and toll lane alternatives already operating in the Denver area have not been very effective due to insufficient use. So why construct more of them? On the other hand, commuter rail systems around the world are usually used by more people than the preconstruction estimates project. They are safe and people find ways to make them more convenient for their personal use as time goes on.</p> <p>The per person per use cost comparison of \$57.00 for Option A versus \$0.27 for Option B is misleading and somewhat like comparing apples with oranges. It does not account for the ever increasing real costs of air pollution and the ever increasing health care costs from such pollution or from more vehicle accidents as more cars use the roads. Furthermore, Option A includes the capital costs of the rail cars in ,its \$57.00 per person per use calculation while Option B fails to include the capital cost of the individual driver's cars as the actual transport vehicle used on the road. Consequently, the \$0.27 cost per person per use asserted for Option B is grossly underestimated. If there is no</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>The Preferred Alternative is a combination of Packages A and B. It includes commuter rail along the BNSF railroad tracks between Fort Collins and the FasTracks North metro end-of-line station in Thornton and the NW rail end-of-line station in Longmont, commuter bus along US 85 between Greeley and downtown Denver, interchange reconstructions, and the addition of general purpose lanes and tolled express lanes along I-25. Feeder bus service would be provided to bring local traffic to the corridor train service or express bus service. More detailed information concerning the Preferred Alternative is included in Chapter 2 Alternatives of the Final EIS.</p> <p>Regarding the number of users of existing facilities, information</p>

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			<p>option to individually operated cars as the transport vehicle and more cars use the I-25 corridor as the front range population increases, the cost calculation of \$0.27 per person per use for Option B becomes even less and further misleading.</p> <p>The long range future of the Front Range will likely involve continual increases in energy, pollution, public safety and population growth costs. The same old solutions to transportation needs have been and will continue to be inadequate. It is time to make public investments that actually solve problems rather than assuring their continuation to future generations. It is time for broader vision and implementation of commuter rail service in Option A.</p>	<p>about E-470 can be found at <a href="http://www.e-470.com">http://www.e-470.com</a>; and RTD can be contacted at <a href="http://www.rtd-denver.com">http://www.rtd-denver.com</a>. Regarding user costs, the average cost per user including the cost of private automobiles is \$4.47 for the No-Action, \$5.26 for Package A, \$5.08 for Package B, and \$5.14 for the Preferred Alternative. See Chapter 6-Financial Analysis for more information.</p>
958	Susan	Lizak	<p>Passenger rail (package A) is an already existing BNSF rail line and easily utilizes access for our established townships west of I-25 from Fort Collins on South. Especially Fort Collins, Loveland, Longmont, Lafayette. Each old town center has an historic rail station that serviced our needs from conception to the time when rail traffic was no longer subsidized. All depots have parking lots adjacent to them not being used. Our Old Town centers have quaint restaurants and shops that would benefit from commuter traffic. Our town centers are vital to our townships identities with galleries and cultural attractions. A Fort Collins College student could catch a Broncos train to Denver instead of a bus or a day trip for downtown Denver to Union station for a Rockies game without driving. This impact is mutually beneficial to Sports fans and commuters on a daily basis. I enjoy visiting my daughter in Denver and would love to catch a train to Union Station for her to pick me up to shop and lunch. The depot is within walking distance of my residence in Berthoud. A Senior Rail Pass price would be great incentive to retired folks to visit the big city along with a student ID pricing for Kids.</p> <p>The "main street fund" may have a way to help with revitalizing this depot idea as it's main purpose is to boost old town main street areas. Parking Garages as new ventures independently.</p> <p>I have utilized rail commuter lines from suburbs of Chicago for fun and Seattle from Portland to go to an art festival with the whole family sight seeing. It is so worry free compared to I-25 driving especially after dark or at rush hour. The train goes right to your stop no missed exits, no traffic jams, and so much cleaner air than RTD bus rides that I have taken.</p> <p>Please stay away from the I-25 IDEA. The BNSF line is responsible for our</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>



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			townships existence and is a much better way to easily access rail traffic. Much less driving for our population centers on the west side of I-25 and insures the rail usage.	
959	Marilee	Long-Saxe	A vote for package A using the Burlington Northern Tracks!	<p>Comment noted.</p> <p>The identification of the Preferred Alternative came about through a collaborative decision-making process, as described in General Comment #0 – Decision Making Process. Consideration was given to public input received throughout the EIS; however, note that voting is not a part of the process.</p>
960	Melissa	Lopez	I am gravely concerned about the prospect of building more lanes on I-25, this not only encourages more driving but does not address the efficiency and logic to use the current infrastructure in Fort Collins for light rail because of it's easy access for the dense population.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
961	Terri	Lupezowetz	With the population of Northern Colorado ever increasing, there is apparent need to explore alternate transportation modes. The state of our economy and environment commands that we keep pushing for public transportation to connect our cities. I have always been inclined to support a rail line system and believe action needs to start rolling before we use up all our space.	Comment noted.
962	Julie	Lynam	As the front range becomes increasingly populated the commuter traffic will naturally increase. Colorado is miserably behind on it's response to this population increase in the Fort Collins to Denver corridor. Putting light rail in	The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing

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			would make sense, both in trying economic times as well as in response to current ecological needs. Colorado needs light rail through Fort Collins to Denver.	to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
963	David	Macphee	We strongly endorse an increase in funds for mass transit along the front range. We believe that a bus line from Fort Collins to Denver as an immediate, viable option but the long term solution must involve a commuter rail system like the one New Mexico is building between Santa Fe and Albuquerque down the median of I-25. Increase the gas tax and use development fees to reduce greenhouse gasses and urban sprawl. Please act now before the situation goes from bad to worse.	Comment noted.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
964	David	March	Expanding I-25 will lead to more cars and pollution I believe commuter rail is a good idea for northern Colorado. It will combat both problems and I know I would personally use such a system.	Comment noted.  In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.
965	Jamison	Martin	Northern Colorado has a large number of commuter communities along the I-25 corridor. A public transit along this corridor would attract many professionals who choose to live outside the capital and commute to work. Myself, I drive 60 miles a day round trip on a route that could easily be made to have public transit available.	Comment noted.
966	Justin	Mauck	We need plans for some sort of mass transit system (railed) along the Front Range of Colorado before residential and commercial development makes it impossible. To do so, this is key to the growth and sustainability of the region.	Comment noted.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
967	Elizabeth	Mayo	I strongly support light rail from Fort Collins to Denver especially not if placed close to I-25. Highway 287 is preferable.	The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail

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968	Janet	McCulloch	I support commuter rail using the highway 287 corridor. I DO NOT support rail service along the I-25 corridor. Using I-25 is a nightmare at present. And it is a detriment to the communities along the Front Range to pour more money for expansion into that corridor.	<p>corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>Rail along the I-25 corridor was considered during the alternatives development process. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor. Therefore, the Preferred Alternative and Package A includes commuter rail service between Fort Collins and downtown Denver along the BNSF and SH 119 with a connection to FasTracks North Metro and Northwest rail lines.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
969	John	McGuire	I would like a commuter rail through Fort Collins, Loveland and Longmont to Denver not an expansion of I-25. This could utilize existing tracks.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
970	Stephen	McLullach	A bus line to Denver now and a commuter rail through Fort Collins, to Denver in the future. We don't want sprawl along I-25.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway</p>

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				Improvements.
				In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
971	Karen	McMcinus	What we need now as we have needed since I moved here in 1978 is a commuter rail from Northern Colorado to Denver. How many times will all of us witness the high traffic congestion from Fort Collins to Denver and the unnecessary accidents that occur because of it before we all make the right decision. I urge you to create this commuter rail now. We need to decrease the carbon footprint and increase our goal of a sustainable transportation source.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
972	Brad	McNutt	I believe a commuter rail in Northern Colorado is a great idea to reduce air pollution and to provide a sensible resource for daily commuters. With a growing population in the area directly contributing to increased traffic and auto pollution, this will be an effective strategy to reduce carbon emissions. I do not commute to Denver everyday but I know I would use a rail to travel for personal reasons.	Comment noted.
973	Pat	McVey	<p>For decades, we've known we needed fast commuter trains from northern Co to Denver. Why do we keep adding more lanes instead of trains when so many other states have gone down that road to their peril: impossible pollution, dangerous highways, and it is never enough.</p> <p>I used to live in NJ where they kept adding lanes to the turnpike. They could never add enough and the cancer rate and respiratory problems continue to rise as the air quality deteriorates. They also neglected to develop sufficient fast commuter trains and seem caught in the same no win race we are in the early stages of. It is so very hard to reverse as California has also found.</p> <p>We have an opportunity now to make a very important decision to give the next generation cleaner air, less costly and safer transportation, and help with global warming.</p> <p>Everyone I've talked to wants commuter trains from Ft Collins to Denver. It is so clear that it is the only thing that makes any sense.</p>	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be</p>

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ID	First Name	Last Name	Public Comment	Response
				<p>the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
974	Sara	Melena	More roads/lanes will make it easier for people to drive, more people will drive and then they will want more lanes to ease congestion. A bus just rides with the traffic. Why take a bus in traffic if you could drive. A commuter rail is the only option if Colorado is committed to clean air and smart growth. In a time when gas is expensive we need to think of non-auto transportation.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
975	Horton	Nash	As a Fort Collins community member, I want commuter rail on the existing railways throughout Colorado.	Comment noted.
976	Kent	Nixon	I feel in these hard economic times we need to focus on methods of transportation that support a sustainable future for Northern Colorado. I believe a commuter rail through Fort Collins, Loveland, Longmont to Denver would alleviate this not expansion of I-25.	Comment noted.
977	Rob	Noble	Improving mass transportation between large population centers in Colorado should be a top priority, and the state should utilize existing rail lines which already run through town centers. This plan can be implemented immediately.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>In response to your comments regarding implementation</p>

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				steps, please refer to General Comment #0 – Funding and Cost Issues.
978	Casey	Opdahl	I fully support expanding public transportation between our northern Colorado communities. As I look for work, the ability to commute to Wellington, or Loveland, or even Denver would be greatly beneficial, but the ability to commute without relying on expensive vehicles I'd rather not own (cars etc.) would both expand my economic opportunities and minimize ugly sprawl.	Public Transportation improvements proposed under all alternatives are expected to improve access and expand employment opportunities. The Preferred Alternative with expansion of public transportation included along all corridors would provide the most comprehensive public transportation improvements and improve access throughout the region the most.  In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.
979	Buff	Palm	Please increase train and light rail along the Front Range. Freeways are expensive. Thousands of lives are lost due to traffic accidents and many more are maimed. Patrolling roads, upkeep, and snow removal are all expensive. Sand is taken from tax roles as lanes are increased. Our air becomes more polluted. I just returned from New York City. The New York Times reported that, despite population growth, auto use and pollution have decreased as people use more trains and subways. I rode three subways from Grand Central Station to my daughters in Brooklyn, and it took 25 minutes. A drive would have taken much longer and cost more. Raise gas taxes (a percentage of price?) to pay for rail. Please lead the west in passenger and freight rail. We could avoid war by not needing foreign oil. People are flocking to light rail whenever it is introduced. Thank you.	Comment noted.  The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
980	Jonmikel	Pardo	Commuter rail is the only answer to transportation issues along the I-25 corridor. We need to start developing these now and not wait any longer! The number of people who commute to Denver is growing all the time and changes are that they're living in Fort Collins because of all of the green nature of this small city. So what better way to encourage eco-friendly lifestyles? Many of these people would take advantage of such transportation, especially to catch a quick nap before work!	Comment noted.
981	Jane	Philer	I want commuter rail through Fort Collins.	Comment noted.

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982	Citizens for Smart Transportation	Pollock	<p>The only one which includes passenger rail on the Burlington Northern Santa Fe lines is Package A. Package B includes adding lanes to I-25 and bus service to Denver.</p> <p>Package A also includes additional lanes.</p> <p>We are advocating the implementation of the passenger rail ONLY from Package A. Rail service from Fort Collins to Boulder and Denver will significantly decrease air pollution, gasoline usage, and increase passenger safety for commuters. There are countless other good reasons for commuter rail, mention your favorites.</p> <p>It is of my wishes that CDOT implement the Passenger rail ONLY from Package A.</p> <ol style="list-style-type: none"> <li>1. This would increase passenger safety (no more lanes of traffic on I-25!)</li> <li>2. Decrease use of cars with less pollution and less gasoline usage</li> <li>3. More accessible transportation for senior citizens/children</li> <li>4. Can be a very cost effective mode of transportation</li> </ol>	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
983	Bill	Pool	<p>Commuter buses to Denver would be helpful in the short term. Ultimately, commuter rail would be a great help to transportation on the Front Range.</p>	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
984	Owen	Richard	<p>I would like a temporary, 2-3 year, bus line established along the I-25 corridor from wellington to union station, Denver until a permanent light rail system can be built.</p>	<p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package B proposes a BRT system on I-25, and Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>

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ID	First Name	Last Name	Public Comment	Response
985	Jesse	Ryan	I support rapid transit and Commuter Bus transit along I-25 North Corridor on the short term. In the long term, as quickly as feasible, I support commuter rail along the I-25 corridor. If this were an option between Fort Collins and Denver, (even Boulder and Colorado Springs) I would rarely take a car along the corridor. I strongly support transportation which would decrease carbon emissions.	<p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>Super high-speed rail (&gt; 125 mph) and high-speed rail (79 – 125 mph) along existing freight rail corridors, a new rail alignment, and/or along existing highway corridors was considered during the alternatives development process. These alternatives were determined to not be reasonable options because they do not meet the project purpose and need, as defined in Chapter 1, of the Final EIS due to limited stations and greater station spacing necessary to sustain speed. Overall, it was determined that these options would not establish the desired connectivity to many northern communities. Commuter rail was found to be the most effective solution for this corridor.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org/">http://rockymountainrail.org/</a>) recently completed a feasibility study of high-speed rail in the I-25 front range and I-70 mountain corridors. The rail service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in Package A or the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA.</p>
986	Doug	Ryan	I have reviewed the North I-25 Environmental Impact Statement, and offer the following recommendations:	1] Comment noted.



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			<p>1. Support Package A - providing a balance of multi-modal improvements including highway lane additions, commuter rail on the west, commuter bus on, the east, and bus feeder connections - as the preferred alternative.</p> <p>2. Modify the proposal for commuter rail in Package A by terminating the north end of the line at the Mason Corridor south terminus.</p> <p>My reasons for making these recommendations are as follows:</p> <ul style="list-style-type: none"> <li>• While some differences exist, the impacts related to air quality, water resources, wetlands, wildlife, vegetation, floodplains, visual quality, historic preservation, hazardous materials, parks &amp; recreation, farmlands, energy, public safety and construction are similar for both Package A and B.</li> <li>• The land use implications for the two options are very different. Package A supports a more sustainable development pattern resulting in reduced sprawl and less auto-dependent development.</li> <li>• While more costly initially, commuter rail provides a better opportunity to recoup the required investment due to the potential for transit oriented development to result in expanded business revenues, increased property values, redevelopment opportunities, public/private development projects and a higher tax base.</li> <li>• Because it would be located within developed communities, commuter rail results in the need for less park-and-ride trips than for a bus rapid transit line located along I-25. Park-and-ride use involves short auto trips with cold engine starts which make up the most polluting part of the driving cycle.</li> <li>• Package A provides more relief to parallel arterials than Package B, resulting in greater mobility and reduced road maintenance needs.</li> <li>• By providing transit options within urban centers, commuter rail promotes public health benefits through improved local air quality, increase walking/biking associated with transit use, increased pedestrian safety and support for neighborhood design that promotes active living.</li> <li>• Terminating the commuter rail line at the south end of the Mason Corridor eliminates the need for some single-track service north of CSU and provides an important regional link as well as cost savings for the commuter rail system.</li> </ul>	<p>2] In contrast to Package A, the commuter rail in the Preferred Alternative is single tracked between the South Transit Center and the downtown transit center in Fort Collins, achieving cost savings and less environmental impacts as you suggest. There is strong community support for extending the commuter rail line to downtown Fort Collins. The BRT of Package B does terminate at the South Transit Center in Fort Collins.</p> <p>Note the Preferred Alternative has impacts in the same range as Package A and Package B.</p> <p>Similar to Package A, the Preferred Alternative reduces more traffic on parallel arterials relative to Package B's effect.</p> <p>Travelers access rail stations via walking, bicycling, bus, and auto, and the analysis confirms that in city centers the walk, bicycle, and bus access forms a higher percentage compared to the situation when stations are located along the I-25 corridor. For this reason, along with usage estimates, the parking requirements are higher for Package B BRT compared to Package A or the Preferred Alternative. As noted above, the Transit Oriented Development fostered by the Package A and Preferred Alternative commuter rail stations in city centers does support a walkable environment, with its associated public and community benefits.</p>
987	Laura	Scherbarth	<p>Not only are they thinking of moving my job to Denver (without rail service I would have to quit my job), but I have asthma / bronchitis and having less cars on the road to reduce the brown cloud would help me breath better.</p>	<p>Comment noted.</p>

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988	Tessa	Scheurman	I prefer a rail, but keep it off I-25!	The commuter rail identified for Package A and the Preferred Alternative serves the front range using the BNSF corridor. Commuter rail along I-25 was screened out as it provides less access to population centers than the BNSF corridor.
989	Marie	Schow	Please don't build a light rail on I-25! I don't want an 8 lane highway.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
990	Eliza	Schruebel	I strongly urge that our limited financial resources to be used to 1, create commuter rail from Fort Collins to Denver 2, run bus down I-25 and 3, create regional bus service. The commuter rail is the least expensive and would benefit the most human beings living in the Northern Colorado area. This would also benefit the environment by improving air quality and creating less congestion with cars on roads thanks!	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>Regarding the cost of rail versus highway, on a per mile basis commuter mile improvements are less expensive than highway improvement. Highway improvements included in the Preferred Alternative (general purpose lanes, tolled express lanes, frontage roads, cross streets, etc.) are expected to cost approximately \$1.4 billion for 555 new lane miles. This equates to about \$2.5 million per lane mile or about \$23 million per</p>

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ID	First Name	Last Name	Public Comment	Response
				<p>mile. Commuter rail improvements are expected to cost approximately \$649 million or about \$14 million per mile.</p> <p>On a per user trip basis highway improvements are cheaper than rail improvements. Chapter 6. Financial Analysis provides information on the cost per user by mode of travel. This analysis shows that the cost per user for commuter rail is highest (over \$70 per user trip) and the cost per user of highway improvements (include the cost to own and operate your own private automobile) is lowest (less than \$5 per user trip).</p>
991	Andrea	Schweitzer	I support commuter rail service, it is simpler, less expensive, and for myself would be handy to use. I live in Fort Collins and regularly go to downtown Boulder, near their main bus terminal, for work. I would love to have public transportation between Fort Collins, Longmont, Boulder and Denver. If there were better public transportation to Denver I would enjoy going to more cultural events there.	Comment noted.
992	Catherine	Scott	<p>I support Package A because it provides:</p> <ul style="list-style-type: none"> <li>• Improved air quality and decreased reliance on hydrocarbon-based energy and foreign and domestic oil.</li> <li>• Improved safety and quicker access for emergency response vehicles.</li> <li>• Inter-city connections which supports downtown revitalization and in-fill development along Hwy 287.</li> <li>• Low-cost transportation to residents of the region can not drive due to age, income or desire to conserve funds or the environment.</li> <li>• Decreased congestion on roads for those who continue to drive.</li> <li>• Continued mobility even with projected 43 percent increase in population and 36 percent increase in employment by 2020 in north I-25 Front Range corridor.</li> </ul> <p>I believe very strongly in the value of public transportation having grown up on the east coast. I used it regularly until moving west. Once the infrastructure is in place, and people see that it is convenient they will use it.</p>	Comment noted.
993	Lisa	Seed Trujillo	Tell CDOT that we want a bus line to Denver now and a commuter rail through Fort Collins, Loveland & Longmont to Denver in the long term.	Comment noted.

In response to your comments regarding implementation

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994	Faith	Serlieb	It is past time that Northern Colorado plan for population growth with a sustainable transportation plan. I am in full support of a commuter rail using existing economic and social resources along US 287 rather than build more roads or adding lanes to I-25 which will only increase congestion, pollution, and sprawl. Hopefully plans for a commuter rail will utilize new technology for renewable energy.	<p>steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>Each of the packages under consideration is a multimodal combination of highway and transit improvements. Package A and the Preferred Alternative each propose commuter rail on the BNSF corridor, and Package B proposes a BRT system on I-25. Additional lanes on I-25 are a result of the land use planned in the region and the anticipated travel patterns in 2035. Based on this data I-25 will need to be widened south of SH 14 to accommodate anticipated travel demand, which could not be accommodated by transit improvements alone.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p> <p>For purposes of planning, diesel-multiple unit (DMU) was assumed as the technology for commuter rail. Indeed the technology is evolving rapidly for commuter rail vehicles, and commuter rail vehicle types and fuel options will be reassessed and identified prior to implementation of commuter rail for the North I-25 corridor.</p>
995	Beth	Sharp	I believe that having an alternative transportation system from Fort Collins to Denver would not only be a convenience to the residents but also strengthen the ties between cities on the Front Range. Giving people a safe low impact option to and from our capital city is a no lose choice. Not only would this be an asset to me and my peers but to people from all walks of life in Fort Collins.	Comment noted.
996	Ed	Sherna	Please support the proposed commuter rail from Fort Collins to Denver. It's the least expensive option and just makes the most sense.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail</p>

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ID	First Name	Last Name	Public Comment	Response
				<p>from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>Regarding the cost of rail versus highway, on a per mile basis commuter mile improvements are less expensive than highway improvement. Highway improvements included in the Preferred Alternative (general purpose lanes, tolled express lanes, frontage roads, cross streets, etc.) are expected to cost approximately \$1.4 billion for 555 new lane miles. This equates to about \$2.5 million per lane mile or about \$23 million per mile. Commuter rail improvements are expected to cost approximately \$649 million or about \$14 million per mile.</p> <p>On a per user trip basis highway improvements are cheaper than rail improvements. Chapter 6. Financial Analysis provides information on the cost per user by mode of travel. This analysis shows that the cost per user for commuter rail is highest (over \$70 per user trip) and the cost per user of highway improvements (include the cost to own and operate your own private automobile) is lowest (less than \$5 per user trip).</p>
997	Ralf	Socher	<p>As conceptually appealing as a commuter rail system is, I do not see it as pragmatic approach to the north I-25 transportation corridor. The public, government officials, and politicians are often swooned by the wonderful idea of an environmentally conscious and efficient public transport system promised by commuter rail, but once implemented, the convenience of personal motor transport most often remains the choice individuals. A well documented example of this phenomena occurred with the Bay Area Rapid Transit (BART) in public voting the project received overwhelming support, because individuals anticipated that usage of BART by others would clear the freeways for them to conveniently speed to speed to work in their car. The reality is that the outlying areas of BART experience low rider ship and the freeways remain overly congested. Even in the high density of the Bay Area commuter rail has had limited success. In the urban sprawl of the Front Range it is even less practical.</p>	<p>The Preferred Alternative is a multi modal solution with bus and rail improvements as well as highway improvements.</p> <p>Ridership projections are based on a calibrated travel demand forecasting model. As you suggest, projections indicate that the presence of commuter rail will not substantially improve highway operations For this reason Package A, Package B and the Preferred Alternative each include highway improvements in order to respond to the mobility, safety and aging infrastructure needs of the project purpose and need relative to I-25, in addition to adding new transit service such as rail transit. Commuter rail is included in Package A and the Preferred Alternative to address the need to expand modal options for travelers in the region, as stated in Chapter 1 of the</p>

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ID	First Name	Last Name	Public Comment	Response
			<p>Moreover, I am dumb founded by the proposal to locate a portion of the commuter rail line along County Road 7. All other portions of the proposed rail line run along existing multi lane highways and rail lines. CR 7 is a two lane county road with limited right of way and significant residential development in very close proximity. The existing EIS contains several inconsistencies to which I have sought answers. At public hearings in 2006 and again in 2008 I requested explanations to some of these issues, but the EIS representatives were unable to provide information to support the draft proposal.</p> <p><b>Cost</b> I've been told that it is more economical to run the line along CR7 than along the I-25 median, because of the cost to bring the rail into and out of the median vs. a single crossing. However, when questioned about the cost to build these structures as well as all the controlled crossing at the dozen or so county roads and HWY 52 that intersect the proposed rail line, and the noise barriers through all the residential areas, I was told that those costs were not available. How then can it be determined what the more economic option is?</p> <p><b>Noise &amp; Vibration</b> When presented with the question of impacting residents with noise pollution and vibration, representatives responded that an equivalent area is impacted whether the rail is located along CR 7 or the interstate. This is a wholly unsatisfactory answer. The area in proximity to the freeway is already impacted, and the addition of a commuter rail will be marginal; whereas, a rail line along the two lane county road will have a horrendous impact to potentially thousands of individuals. Imagine a diesel locomotive rumbling through your neighborhood every 30 - 60 min from 4 am to 1:30 am, blowing its whistle every ½ mile as it intersects cross roads. In addition to the lack of a reasonable answer, the EIS grossly understates the impact. The EIS depicts one single small zone along CR 7 that would experience a negative noise impact and require sound barriers, and it states that only 167 residences would be impacted. In just three subdivisions along CR 7 Rinn Valley, Wild Flower, and Wyndam Hill there are easily 300 residence in close proximity to the proposed rail line, as well as dozens more individual residences that border CR 7. There is almost no portion of this route where residents would not be impacted by the noise and vibration of a commuter rail line.</p>	<p>Final EIS.</p> <p>Appendix F of the Alternative Development and Screening Report (FHU and Jacobs, 2011) incorporated by reference in this EIS documents a thorough review of different alignments to connect the two FasTracks corridors (North Metro and Northwest Rail). Some alignments presented too much out of direction travel, others presented access conflicts with the I-25 frontage road and others impacted environmental resources including wetlands and parks or historic properties. This evaluation identified that the alignment on SH 119 and CR 7 as the preferred alignment because it would result in less out of direction travel, no conflict with I-25 frontage road access and minimal impact to sensitive resources. Because the alignment along SH 119 and CR 7 is the shortest in length and because it has fewer utility conflicts, it is likely to be lower in cost than other alignment options evaluated.</p> <p>A rail transit noise and vibration study was included in the Final EIS (see Section 3.6). Additional information for this study can be found in the Rail Transit Noise and Vibration Technical Report for North I-25 Final EIS (Harris Miller Miller &amp; Hanson, 2011). The federal requirements mandated for this type of study were followed and the corridor along Weld County Road 7 was included. The study found that without mitigation, there would be many noise or vibration impacts from commuter rail. However, extensive mitigation is recommended for commuter rail to eliminate the impacts. Most notably, railroad quiet zones are the preferred train horn mitigation identified in the EIS for the entire corridor, which would eliminate train horns sounding at the crossings. Please note that implementation of quiet zones will require the consent and leadership of the affected local governments. Also note that the commuter rail would be using train engines much smaller than freight locomotives. With the recommended mitigation actions in place, the study found that there would be no remaining noise or vibration</p>

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ID	First Name	Last Name	Public Comment	Response
			<p><b>Eagle &amp; Wildlife Habitat</b>                      The EIS plan depicts several eagle nests that precluded a number of rail line options. Oddly though, the bald eagle pair that nest in the vicinity of CR 7 were not considered. Again, when questioned on this inconsistency, EIS representatives were unable to provide a direct answer stating that an independent consulting firm had provided that data.                      Offsetting a commuter rail line 1-mile west of the freeway along CR 7 essentially doubles the area of environmental impact in this sector. This is not consistent with the study's concept of Least Environmentally Damaging Practical Impact (LEDPA). Whereas locating the line along the 1-25 median has little to no additional environmental impact to an area that is already impacted by 6 lanes of freeway traffic.</p>	<p>impacts from commuter rail. Therefore, the alternatives that include commuter rail (Package A and the Preferred Alternative) were found to have similar overall noise and vibration impacts as the alternatives that did not include commuter rail (Package B and the No-Action Alternative). For all three build packages, the remaining noise impacts (after mitigation) are along I-25 and are the result of highway noise.</p> <p>Compared to a rail alignment along I-25, the rail alignment along the BNSF alignment would have 9 acres fewer wetland impacts, 3 fewer park impacts, 1 fewer historic property impact, 24 fewer stream crossings (with associated impacts to riparian habitat and water quality), 785 acres fewer impacts to prime and unique farmland. The BNSF alignment also has much greater mobility benefits to low income and minority populations, although along with that is also the potential for more adverse impacts to those same populations.</p> <p>Bald Eagle nests more than ½ mile from the rail corridor or other project component are considered outside the area of potential impact. The Draft EIS identifies a nest, referred to as the Del Camino Boulder Creek nest near CR 7; however it is located more the ½ mile from the corridor and in an active gravel pit. Bald Eagle nest locations have been updated and verified in the Final EIS.</p> <p>Substantial analysis was conducted on commuter rail along the I-25 median vs. along the Burlington Northern. The alignment along the Burlington Northern was chosen because it better served numerous population and employment centers, had fewer aquatic resources impacts (approximately 9 acres fewer wetland impacts), was more responsive to the community plans to enhance their community centers, was along an existing railroad corridor and it was less expensive.</p>

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ID	First Name	Last Name	Public Comment	Response
998	Gregory	Speer	<p>I am writing to lend my support for Option A. I have long dreamed of having commuter rail service along the Front Range. I feel that rail service will have a much higher utilization than bus service for a number of reasons. The fact that rail will connect city centers is much more convenient and desirable than having to drive to a Park-and-Ride out along I-25. This is much more consistent with the definite trend towards more pedestrian communities where people desire to live in town close to work, shopping, and transit. Also, an inescapable fact is that bus travel has a decidedly negative stigma whereas rail is viewed by the public positively with this positive view steadily increasing. I know for a fact that personally I would use rail often but would rarely, if ever, use a bus service along I-25 for these reasons.</p> <p>Another major benefit of Option A would be the positive economic impact of the presence of the rail transit stations in the city centers. There is no doubt that they would stimulate economic activity and development near the stations. Another example of markedly positive economic impact has been the dramatic increase in property values near the rail stations in Denver. I am not aware of a situation where bus service has had a similar effect.</p> <p>Option A would clearly be more energy efficient than Option B. This in and of itself warrants adoption of Option A.</p> <p>I feel that Option B would do little to slow the growth of vehicular traffic along I-25 whereas I feel that Option A would. I also feel that Option B would only serve to encourage urban sprawl whereas Option A would have the opposite effect.</p> <p>I view Option B as nothing more than a perpetuation of our anachronistic status quo. It would just be a gilded dinosaur in a time when we so desperately need a fresh, enlightened, approach to transit. Option A is that enlightened approach and it is long overdue. Thank you for considering my comments.</p>	<p>The Preferred Alternative would provide transit improvements on multiple corridors, including commuter rail along the BNSF corridor. In addition, to provide greater access to transit for all communities, commuter bus along the US 85 corridor, express bus along the I-25 corridor, and feeder bus service between the main lines and outlying communities are included in the Preferred Alternative.</p> <p>Your observations of commuter rail's influence on land development patterns is generally consistent with the findings of an expert panel convened to evaluate the alternatives regarding induced growth. The effect of Package A, Package B, and the Preferred Alternative on growth patterns is described in Section 4.2.7: Since the highway improvements are generally similar between the packages, a similar amount of growth near I-25 is anticipated for any of the packages. However the commuter rail in Package A and the Preferred Alternative would intensify the density of developments near stations in the city centers. While the transportation system can influence land use patterns, development is regulated at the level of local government.</p> <p>Package B actually attracts the least amount of traffic to I-25, compared to Package A and the Preferred Alternative, as described in Section 4.2. This is due to the different lane configurations offered by the three different packages. Due to less traffic on I-25, total energy use for Package B (360,371 BTU) is less than that of Package A (361,900 BTU) or the Preferred Alternative (362,222 BTU). While commuter rail offers an energy-efficient transportation mode, it does not overcome the traffic differences among the alternatives..</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation</p>



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ID	First Name	Last Name	Public Comment	Response
				steps, please refer to General Comment #0 – Funding and Cost Issues.
999	Joe	Stevens	In my opinion it is past the time when this should be an option. I am very interested to see light rail and other more efficient forms of transportation available now!	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
1000	Tiffany	Stites	I'm writing to request that you strongly consider a commuter rail through Fort Collins, Loveland and Longmont to Denver instead of expansion of I-25. As a commuter 25-50% of my time I would be ecstatic to be able to ride the rail as opposed to driving.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p>
1001	Roy	Storey	Please no development on I-25. Prefer use of existing tracks.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements. In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing</p>

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ID	First Name	Last Name	Public Comment	Response
				to Denver.
1002	M	Streator	We would like commuter rail through Fort Collins, Loveland and Longmont to Denver with No expansion or development of I-25 Thank you for taking time to read my comment and concerns.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
1003	Geri	Stutheit	I strongly support option A. I believe the addition of mass transit will do much to connect our communities. It would give residents and workers a safe economical means of travel. Thank you for your support of option A! P.S. I'll bet you don't get may letters written on this kind of paper! Our computer is down.	Comment noted.
1004	Jeanie	Sutter	I want a commuter rail that runs through the downtown areas of Northern Colorado not an expansion of I-25. It is the most sustainable, environmentally conscious and affordable option. Developers have their own interests and are not considerate of farm land, the environment and our existing economy. Thank you for your consideration.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
1005	Derrick	Taff	I support a rail system in town (centrally located)	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p>
1006	Ronald	Torri	Please don't develop on I-25 use existing rail for Denver commute.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25,</p>

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ID	First Name	Last Name	Public Comment	Response
				<p>please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
1007	Jill	Vesty	<p>I live in Old Town Fort Collins and am writing to express my support for Package A of the N I-25 DEIS project.</p> <p>I believe that Package A will be beneficial to our area for the following reasons:</p> <p>1) Colorado has one of the fastest growing populations in the country; we need to do something to decrease traffic on I-25 and meet growing travel needs. Denver is one of the only large cities in this country without an established regional transit system. Thus the "No Action" alternative should not be considered.</p> <p>2) Although the initial investment of implementing Package A would be very high, in the end Package A will be good for the economy in this area as it will make northern Colorado a more desirable and safe place in which to live. In addition, it will hopefully negate need for future expansions of I-25. The upcoming Obama administration has expressed interest in providing states with funding for infrastructure projects that would stimulate the economy and promote a cleaner environment as this one would.</p> <p>3) While Package B provides for public transportation through the use of buses, train service is more desirable than bus service for a variety of reasons: a) the bus service will not easily access Old Town Fort Collins. The well-being of Old Town is a priority for the City of Fort Collins and it's citizens. Buses leaving from the south end of town will be less convenient to those traveling from the northern half of town; b) trains are not subject to traffic delays and are thus faster and more reliable than buses; c) train use will help decrease carbon emissions; d) the frequency and size of trains can easily be adjusted by DOT in response to changing commuter volumes and needs; e) we already have a rail corridor to work with which will help facilitate construction of this project; and f) trains are likely to see more ridership than buses because trains are perceived as being more comfortable, aesthetically pleasing, and efficient by the public.</p> <p>4) Package B would add a car-pool lane to I-25, however this is unlikely to</p>	<p>Comment noted.</p> <p>1) Note that RTD is building a transit FasTracks system for the metropolitan area of Denver; the build packages of this EIS include northern regional transit services connecting to the FasTracks system.</p> <p>2) Your observations about the economic impact of Package A may be correct; however Package B also provides a variety of transportation improvements. The Preferred Alternative would have similar economic impacts as either Package A or B.</p> <p>3) Yes, in general rail service attracts more patrons than bus service. Note that Package A and the Preferred Alternative serves Fort Collins at the South Transit Center, CSU, and the Downtown Transit Center along the BNSF corridor. Package B serves the city with BRT service to the Fort Collins South Transit Center. To provide greater access to transit for all communities, commuter bus along the US 85 corridor, express bus along the I-25 corridor, and feeder bus service between the main lines and outlying communities are included in the Preferred Alternative.</p> <p>4) All three build packages would reduce congestion in 2035 north of E-470, compared to the No-Action Alternative. Package B actually results in less overall VMT compared to Package A and the Preferred Alternative, due to the slightly less attractiveness of its TEL and general purpose lane configuration on I-25 compared to the other build packages.</p>

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ID	First Name	Last Name	Public Comment	Response
			<p>result in a significant decrease in traffic volume as carpooling is simply too difficult for busy, overextended, geographically dispersed Americans. The additional all-use lanes proposed by Package A are more likely to decrease traffic density to some extent. My primary reason for supporting Package A, however, is that I suspect that train service will be more popular than bus service. High ridership of this public transportation option will significantly decrease traffic on I-25, resulting in fewer accidents, decreased noise and air pollution, and reduced commuter stress.</p> <p>Thank you for reading my comments. I'm looking forward to improved public transportation in this region.</p>	
1008	John	Volckes	I am disappointed that a light rail system does not exist between Fort Collins, Loveland, Longmont and Denver.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p>
1009	April	Wackerman	We need to address the congestion issues on I-25 doing nothing now will negatively affect our communities in the long term. I am in full support of a bus line to Denver and a commuter rail through Fort Collins, Loveland and Longmont to Denver. Please take actions to make this happen.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>

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ID	First Name	Last Name	Public Comment	Response
1010	Denise	Walters	Please run light rail all the way to Denver / DIA. Not the interstate! No more money for I-25!! We need light rail.	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p>
1011	Sean	Waters	It would be a great benefit to myself and many of my friends that commute to Denver to have a more sustainable and affordable way to travel. A bus line would surely be utilized, as this saves on wear on our own vehicles and transportation is expensive. In the long term please consider a commuter railway through Fort Collins Loveland and Longmont!! It would be a God send in tough times!	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
1012	Preston and Ashley	Webb and Burrucks	We need a light rail or public transit system connecting the Northern Colorado communities. This would both help the environment and reduce congestion and tax dollars spent on I-25.	<p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway</p>

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ID	First Name	Last Name	Public Comment	Response
1013	Lawrence	Webber	Public regional transportation along the front range from Wellington to Denver is very necessary. Increasing expansion of roads, lanes will not ease the problem. A commuter rail using existing tracks or the right of way would be better than expansion of I-25.	<p>Improvements.</p> <p>Comment noted.</p> <p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
1014	Zachariah	Weeks	I know my family and friends as well as myself would value a train or bus to travel to Denver. Gas is getting cheaper now, but not forever. An efficient and bike friendly system would be nice but a train or bus in and of itself would benefit the front range in so many ways.	<p>Comment noted.</p> <p>Similar to Package A, the Preferred Alternative includes commuter rail along the US 287 corridor and bus on US 85. The Preferred Alternative also includes expansion of I-25 and an express bus component similar to the BRT in Package B although with lower service levels. To serve bicyclists, sidewalk connectivity is proposed between the transit stations and the closest road.</p>
1015	Anne	Wera	As a commuter to Greeley, I would love to find an alternative to driving down I-25. Alternative transportation would save on gas prices as well as cut down on air pollution. But most importantly it would cut down on the growing congestion that accumulates on I-25. Please consider the alternatives.	<p>For commuting from Greeley, Package A offers commuter bus service on US-85 to downtown Denver. Package B includes BRT service from Greeley on US-34 to TEL lanes on I-25. The Preferred Alternative, as a combination of Package A and B, provides the Greeley commuter both commuter bus service on US 85, as well as express bus service using US 34 and I-25 to downtown Denver.</p>
1016	Mia	White	If you expand I-25 it will only allow more exhaust from cars and pollute the air, it will only help with community for a short time. Building a commuter rail will not only help decrease the toxins from so many cars but it will	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25,</p>

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			provide a more reliable form of transportation for people to have the steady job that Fort Collins, Longmont and Loveland could not provide. Overall it's a win/win solution.	please see General Response #0 – Need for Highway Improvements.
1017	Anthony	Wilhelm	Offering a commuter rail from Fort Collins to Denver makes more sense than spending million of dollars on expanding I-25 to 3 lanes. The rail line would provide many commuters a safer travel between work and home, especially during periods of bad weather, snow, sleet storms, This seems to be the best bet for the now and the future.	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
1018	Stephen	Willard	Please do what ever you can to reduce roads, widening of roads, auto mileage and carbon reduction. Thank you.	Comment noted.
1019	Christine	Wire	My husband commutes to Denver 2-3 times per week, we want a bus line to Denver now or commuter rail through Fort Collins to Denver as a top priority.	<p>Comment noted.</p> <p>In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.</p>
1020	Jack	Wolfe	<p>I would like to take this opportunity to express my opinion on my preferred option from those set forth in the October, 2008 Draft EIS. I strongly support Option A, the combined rail/bus/auto option.</p> <p>We are facing a future of higher fuel costs and probable restrictions on transportation related air emissions, and I believe Option A will provide the best opportunities for Northern Colorado in such a future. It will strengthen existing communities, both along the US 287 corridor and along the US 85 corridor, rather than encourage sprawl in the less developed areas along I-25. If all of the infrastructure development is centered on I-25, the existing communities will be drained of vitality as new development moves to I-25. Option A can provide a direct link between the state's two major research centers at UC-Boulder and CSU-Fort Collins. It would also provide a direct link and enhancement to RTD's efforts to bring passenger rail transportation to the northern Denver Metro Area. Governor Ritter has invested in</p>	<p>Comment noted.</p> <p>Similar to Package A, the Preferred Alternative includes commuter rail along the US 287 corridor and bus on US 85. The Preferred Alternative also includes expansion of I-25 and an express bus component similar to the BRT in Package B although with lower service levels.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>

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ID	First Name	Last Name	Public Comment	Response
			<p>promoting a New Energy Economy as the future for Colorado. Option A opens the door to a New Transportation Future for Colorado. Option B would help keep that door shut.</p> <p>For all of these reasons, I urge you to adopt the Option A plan. Thank you for the opportunity to comment.</p>	
1021	Paul	Wozniak	<p>I would rather have people enjoying the stops along a track that followed 287. Riders could see the quaint beauty of Fort Collins, Loveland, Berthoud and Longmont. I-25 near Loveland is already turning into generic sprawl. 287 would sustain Downtown areas that are what I am proud of.</p>	<p>Comment noted.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
1022	Sarah	Wozniak	<p>I would rather have this located on 287 to deter more urban sprawl along I-25. It will also be more convenient.</p>	<p>Comment noted.</p> <p>In response to your comments regarding improvements to I-25, please see General Response #0 – Need for Highway Improvements.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
1023	Nancy	York	<p>Commuter rail is the most sustainable choice for transportation between Fort Collins, Loveland, Berthoud, Longmont, and Denver. Uses less fossil fuel to move the most people and things; going through the various community centers will fuel downtowns economic stability and development; Development patterns will be infill and close and non-sprawl development as opposed to I-25 focused transportation; Socially and productively more work and relaxation will be available on commuter rail; Rail connections are possible throughout northern Colorado region in the future; Public transportation serves all income groups and visitors; Air pollution is a concern regarding fossil fuels.</p>	<p>Similar to Package A, the Preferred Alternative includes commuter rail along the US 287 corridor and bus on US 85. The Preferred Alternative also includes expansion of I-25 and an express bus component similar to the BRT in Package B although with lower service levels.</p> <p>In response to your comments regarding land use and transportation improvements, please see General Response #0 – Relationship to Land Use Planning.</p>
1024	Toni	Zimmerman	<p>Get a light-rail for God sake! Look to the future not the past.</p>	<p>The Preferred Alternative and Package A include commuter rail from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Note that commuter rail is a different technology than light rail. Commuter rail can operate in freight rail</p>



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ID	First Name	Last Name	Public Comment	Response
				corridors, and can achieve faster speeds over longer corridors in contrast to light rail. Light rail was considered for this corridor, but was determined not to be the best rail transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.
1025	Dennis	Zoss	Any and all measures to reduce congestion in and around Fort Collins are much needed and needed now. Any delays will only increase development costs. Anyone opposing these measures are short-sighted and surely enjoy less congestion on our roads and the cleaner air to breathe that comes with this.	Comment noted.  In response to your comments regarding implementation steps, please refer to General Comment #0 – Funding and Cost Issues.

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