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**APPENDIX B:  
RESPONSES TO FINAL EIS COMMENTS**

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## APPENDIX B RESPONSES TO FINAL EIS COMMENTS

This appendix provides responses to public and agency comments on the Final EIS and received during the Final EIS public comment period, including comments on effects to historic properties from Section 106 consulting parties. An index of the comments is presented below and a summary of the comments received is available in Section M of the Record of Decision.

### Comment Index

The following is an index of the submitted comments from the public and governmental agencies on the Final EIS during the public comment period. This index presents the public comment index first, then agencies (federal, tribal, state and local). The public comment index is organized by the last name of the individual and identifies the method of commenting. This index also presents the comment number and page number where the response can be found in this appendix.

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Source and ID No.	First Name	Last Name	Public Comment	Response
#0 General Response		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><b>NEED FOR HIGHWAY IMPROVEMENTS:</b> Robust transit improvements alone would not meet the Purpose and Need. Safety, aging and functionally obsolete infrastructure, increased freight traffic, in addition to the growing population contribute to the need for improvements on I-25.</p> <p>General purpose lanes would address the freight and some of the general mobility needs, but eventually congestion would increase because of the growing population.</p> <p>Tolled express lanes (TELS) 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. TELS would provide long-term reliability as tolls can be adjusted over time and relative to congestion to maintain reliable travel times within the TELS.</p> <p>Both TELS and general purpose lanes are included in the Preferred Alternative because they provide the most capacity for freight traffic, the least congestion overall, and a reliable choice for carpools and buses, and cost the least per lane mile.</p> <p>In Phase 1 additional capacity on I-25 is provided. This includes replacement/reconstruction of five interchanges, widening of two segments with TELS, and one segment with auxiliary lanes to incrementally meet the Purpose and Need.</p> <p><b>NEED FOR MODAL ALTERNATIVES:</b> Robust improvement on the highway alone would not meet the Purpose and Need. The Purpose and Need identifies the deficiency of transportation choices in northern Colorado and the need to provide a multimodal solution. There has</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
				<p>been strong need identified by local and regional planners and public stakeholders for an increase in the number of modal options for regional travel other than highway alternatives. Adding transit services primarily fulfills the need for providing modal choices and helps address congestion. Therefore, transit improvements are included in the Preferred Alternative.</p> <p>As part of the Preferred Alternative, the Commuter Rail provides an alternative mode of travel to the largest population centers along the western side of the regional study area. It extends the North Metro FasTracks rail line to Fort Collins with a connecting station to the FasTracks Northwest rail line in Longmont providing mobility across the entire metropolitan region.</p> <p>Express Bus service on I-25 provides a regional service connecting northern Colorado communities to downtown Denver and DIA. It uses TELs to provide fast, reliable service.</p> <p>US 85 Commuter Bus serves the eastern side of the regional study area between Greeley and downtown Denver.</p> <p>Feeder Bus connects communities to the Commuter Rail and Express Bus services.</p> <p>The decision to provide these 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 and meets the project's Purpose and Need to provide a multimodal solution. Commuter rail on the BNSF corridor and Express bus on I-25 serve each corridor's unique characteristics and travel markets.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
				<p>Phase 1 included as many modal options as funding allowed and as prioritized through the planning process to incrementally meet the Purpose and Need. In Phase 1, Express Bus will be initiated with four new stations and six stops. Phase 1 also includes the US 85 Commuter Bus and ROW preservation for the commuter rail to incrementally meet the Purpose and Need.</p> <p><b>FUNDING AND PHASING ISSUES:</b> There is insufficient funding available in the 2035 Fiscally Constrained Plans to construct the entire Preferred Alternative by 2035. The available funding allows construction of the Phase 1 elements only. As part of the transportation planning process, any post Phase 1 elements of the Preferred Alternative can be implemented at any time upon identification of funding and inclusion in the long range fiscally constrained plan.</p> <p>Phase 1 has been identified through a collaborative decision making process, which established a prioritization considering public and agency comments, the need to replace aging and obsolete 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.</p> <p>Commuter bus and express bus service is included in Phase 1, along with a sub-set of the Preferred Alternative I-25 improvements to begin to address high priority infrastructure needs. Through the collaborative decision-making process there was agreement to initiate the first steps of commuter rail implementation even though there is no funding for construction or operation. This was achieved by including the preservation of the corridor for commuter rail in Phase 1. Acquisition of the rail right-of-way would not be eligible for</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
				<p>federal funds without commuter rail construction included in the conforming, fiscally-constrained long range plan. CDOT is committed to the preservation of the corridor for commuter rail using state funds and has include this element in the 2035 fiscally constrained plans.</p> <p>During the collaborative decision-making process, consideration was given to 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). It was established that the construction of the commuter rail would be included in later phases for the following reasons:</p> <ol style="list-style-type: none"> <li>1) No funding has been identified for capital or operating expenses in the fiscally constrained plan.</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> <li>4) Implementation of commuter rail would not address project purpose and need elements related to the need to improve safety and replace aging 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> </ol> <p>CDOT will continue to pursue funding for future phases such that improvements can be implemented as soon as possible. CDOT will work with local and regional agencies in this pursuit, with the aim of ultimately completing the entire Preferred Alternative.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-001	Chuck	Erwin	<p>8/20/11</p> <p>As a frequent user of I-25 north of Denver, I am appalled at the congestion at all hours of the day. We need more lanes. Not just one, but two in each direction. Additionally, plans must be made TODAY on alternate north/south freeways east and west of I-25. JUST say NO to the commuter rail line!!! You cannot solve congestion by expanding capacity for a non-congested mode. According to a recent newspaper article, funding is not available until 2075 (I will be 99 years old!!) Why waste well over a billion dollars on a mode less than 2% use while the rest of us sit in traffic?!? Rail lines only sap needed highway dollars from all of us how sit in traffic. This is highway robbery. Transportation is not about modal options. It is about moving people from point A to B in preferred mode of travel. This means more lanes, and only lanes. Otherwise, I propose renaming I-25 to PL-25 (PL for parking lot) Until more lanes are added, myself and countless others will sit in traffic, wasting fuel as our cars belch out a toxic blend of fumes going nowhere.</p>	<p>In response to your comments regarding the need for additional highway lanes, please see General Response #0 – Need for Highway Improvements. The Preferred Alternative includes highway improvements, with a part of the highway improvements included in Phase1.</p> <p>The Purpose and Need for this study focused on the I-25 highway corridor. During the EIS process, alternative highway alignments to the east and west were considered, as described in FEIS Section 2.3.2, however; it was concluded that these alternative alignments did not divert sufficient traffic from I-25 to relieve anticipated congestions.</p> <p>In response to your comments regarding commuter rail, please see General Response #0 – Need for Modal Alternatives.</p>
Public Website IN-002	Steve	Spaur	<p>8/20/11</p> <p>We own a farm on the West side of the interstate between the Berthoud &amp; Johnstown exit. We are very concerned about the expansion of I-25. As of today we have not been contacted by anyone from CDOT on how this will impact our farm &amp; lively-hood. We would very much like to be informed with specifics.</p>	<p>After receiving this comment, a CDOT Region 4 right-of-way specialist contacted you to discuss the right-of-way process.</p> <p>Property owners along the corridor can refer to the project website for updates, and can contact CDOT Region 4 for further information as the improvements proceed to final design and implementation.</p>
Public Website IN-003	Regina	Quinn	<p>08/22/2011</p> <p>Since it will take until 2075 to complete this project, consider this option IMMEDIATLEY: Provide a Sky Ride bus service to DIA from the Northern Longmont/Loveland/Fort Collins area to DIA. The nearest sky ride is at 120th &amp; Wagon Road. At least 20 miles from Longmont, 40 miles from Loveland, and over 50 miles from Fort Collins. We need some bus</p>	<p>The Preferred Alternative includes new express bus service along I-25 that will provide service to downtown Denver and DIA. Initial implementation of this express bus service is included in Phase 1. The express bus service will serve Fort Collins, Loveland and Longmont.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-004	Mark	Breimhorst	<p>transportation from this part of town out to DIA. There is a big need for this.</p> <p>8/22/11 Please make I-25 six lanes to north of Fort Collins!! Needed it years ago...</p>	<p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver. The Preferred Alternative would expand I-25 to include six general purpose lanes from Highway 66 to Highway 14. Also see General Response #0 – Funding and Phasing Issues - for rationale on the phasing decisions.</p> <p>CDOT will continue to pursue funding for future phases such that improvements can be implemented as soon as possible. CDOT will work with local and regional agencies in this pursuit, with the aim of ultimately completing the entire Preferred Alternative.</p>
Public Website IN-005	Derek	Fritz	<p>8/24/11 When I use I-25 the most pressing issue I see is the need for more general purpose lanes from SH 66 northward. The second most pressing issue is flow control. Try to get the accidents out of the roadway and open frontage road detours when needed. Congestion management begins with flow and is helped with electronic signage. Ask those who push for mass transit if they would actually use it themselves. The truthful answer will be no because everyone has a different destination - either before, during or after work/other. Smart design is to make more lanes. Thanks!</p>	<p>Comment noted.</p> <p>The Preferred Alternative would expand I-25 to include six general purpose lanes to Highway 14 and includes infrastructure for Intelligent Transportation Systems (ITS), including electronic signage. The ITS plans include ramp meters at each of the interchanges, which provides proactive control of vehicles onto the freeway. The congestion management elements of the Preferred Alternative also include a courtesy patrol to reduce congestion resulting from incidents.</p> <p>In response to your comments regarding transit, please see General Response #0 – Need for Modal Alternatives.</p>
Public Website IN-006	Linda	Bersch	<p>8-26-11 While I understand the need for additional lanes on I-25, I believe the public would be well served by establishing commuter rail to the Denver area on the existing BNSF lines as soon as possible.</p>	<p>Please see General Response #0 – Funding and Phasing Issues - for rationale on the phasing decision.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-007	Dennis	Dobbs	<p>8/30/2011</p> <p>1. It's good to see 6 general purpose lanes all the way north to SH14.</p> <p>2. I don't know if I really like the HOT lane concept. It's probably more efficient to either have all lanes tolled or all lanes free. The HOT lane is probably not the best use of expensive pavement. The HOT lanes are going to be empty during off-peak hours, just like in the ridiculous California HOV system. Just think, you could eliminate congestion completely by using congestion pricing on all lanes. Maybe during low-volume hours the highway would remain free, and you would only charge tolls during high-volume hours. Come on team, think outside the box!</p> <p>3. The express bus looks like an efficient way to get downtown or to the airport. Having commuter rail in addition to the express bus seems kind of redundant (and a waste of money). Commuter rail is very expensive, and pretty slow when put in a freight corridor. Maybe just try the express bus first.</p> <p>4. There is one very large and obvious shortcoming in the EIS: the number of general purpose lanes from US36 to 120th Avenue. The preferred alternative only shows 6 general purpose lanes from US36 to 120th. That is woefully deficient! It is obvious to anybody who drives this stretch that we are in serious need of 8 general purpose lanes today, let alone in the future. Might as well just make it 8 general purpose lanes from US36 all the way to SH7, to account for future traffic increases. But at an absolute minimum we need 8 general purpose lanes north to at least 120th. And it would be easy to do: the bridges have already been rebuilt to handle it, and there is plenty of right of way.</p>	<p>1. Comment noted.</p> <p>2. It is true that the demand for the TELs varies between the peak and off peak periods however, our projections indicate that the lanes will be relatively well utilized even in the off peak periods.</p> <p>In contrast, tolling all lanes would negatively impact freight traffic, would notably increase traffic on parallel arterials and would likely be publicly controversial. Please see General Response #0 – Need for Highway Improvements - for more information on the benefits of TELs.</p> <p>3. 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. Commuter rail on the BNSF corridor and express bus on I-25 serve each corridor's unique characteristics and travel markets. It should be noted however, that Phase 1 includes the Express Bus service as an early first phase.</p> <p>4. The Purpose of the EIS is to address travel demand between the northern Colorado communities and the Denver metro area. It was acknowledged that the EIS would not completely address the travel needs within the Denver metro area. As a result, CDOT has recently undertaken a separate study along I-25 between US 36 and SH 7 to provide a more comprehensive improvement plan for that stretch of the corridor.</p> <p>5. Comment noted.</p> <p>6. The plan at I-25 and US 34 is relatively complex and expensive, involving essentially a combination of two interchange plans. The proposed interchange improvements</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>5. The new interchange at SH7 looks nice, with the high capacity partial cloverleaf design. We should use this design more often on the state highway system. Maybe even at 120th and I-25.</p> <p>6. The US34 interchange looks a little bit overbuilt, and very expensive. Maybe just keep the current partial cloverleaf, and add the North-to-West and the South-to-East flyovers in the future if conditions warrant.</p>	<p>address both regional traffic capacity and connectivity, while also addressing existing commercial access needs in the immediate vicinity of the interchange. The alternative combination of interchange improvements identified in the comment do not meet 2035 capacity or level of service requirements for the interchange operation, and do not completely address the long-term adjacent commercial access needs identified above. While complex and expensive, the proposed interchange improvements at I-25/US 34 will be built in phases as funding is available and as necessary in terms of addressing the needs identified above.</p>
Public Website IN-008	Jason	Byrnes	<p>9/4/2011 It is disappointing to see that adding additional lanes to I-25 are the first traffic mitigation techniques proposed in the "NorthI25FactSheet", as it has been demonstrated that the addition of lanes increases congestion: <a href="http://bicycleuniverse.info/transpo/roadbuilding-futility.html">http://bicycleuniverse.info/transpo/roadbuilding-futility.html</a></p> <p>I can only assume that adding lanes to I-25 will be the action taken first, and if the money dries up (if ever secured at all) this will be all that is done. I hope the committee takes a more informed approach to the priority list of traffic mitigation projects.</p> <p>Regardless, thank you for taking on this project, and I hope that you do not encourage more commuting from the Northern Colorado region into Denver, as this is damaging to all parties.</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Highway Improvements.</p>
Public Website IN-009	Gaythia	Weis	<p>Sept. 4, 2011 I believe that the North-I25 rail project is an excellent project. Transportation alternatives are urgently needed in this area. I believe that the United States is being very short-sighted, and will suffer greatly in the world economy in coming years, if we do not invest now in</p>	<p>Comment noted.</p> <p>In response to your comment regarding project timing, please refer to General Response #0 – Funding and Phasing Issues.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>21st century transportation.</p> <p>I am a small business partner whose software business depends on the ability of Colorado and our nation to keep abreast of cutting edge technology and to be competitive in the global economy.</p> <p>I believe that having a modern transportation system is a significant part of these efforts. I believe that it will have a huge positive economic impact in years to come, IF it is implemented. We must invest in our future.</p>	
Public Website IN-010	Marian	Wemple	<p>9/4/11</p> <p>I have health issues, and can no longer safely drive between Fort Collins and Denver, but have many reasons to need to make the trip. Please put rail service at the top of your front range corridor transportation plans. Thank you.</p>	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Comment #0 – Funding and Cost Issues.
Public Website IN-011	Lisa	Bright	<p>Sept. 2, 2011</p> <p>Thank you for the opportunity to comment on the Final EIS. I would like to see a higher priority placed on the commuter rail component of the plan. I think a concerted effort to fully fund the rail option and significantly shorten the timeline for establishing this transportation backbone is vital to our region.</p> <p>I would use/benefit from rail service to commute to work, connect with friends and family, and travel to the mountains every weekend.</p>	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-012	Cliff	Clusin	<p>September 4, 2011</p> <p>I live in Longmont and travel to Fort Collins, Boulder and Denver several times a week. I strongly support rail as my ideal form of transportation. It has worked well in other places I have lived such as Chicago, the San Francisco Peninsula and Japan. It works far better than bus service, and provides in the long run a much more energy efficient form of travel. This would benefit the</p>	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.

Source and ID No.	First Name	Last Name	Public Comment	Response
			economy of the northern front range in many ways. Running on the existing track would make more sense than going east to I 25 for bus service, and then back west in to the towns again. I am 56 and would like to see this up and running within the next 10 years at the latest. Thank you.	
Public Website IN-013	Susan	James	9/4/2010 Thank you for the opportunity to comment on the Final EIS. I would like to see a higher priority placed on the commuter rail component of the plan. Let's catch up with the rest of the world! Commuter rail, please!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-014	Julie	Lechtanski	9/5/2011 Please include Lite Rail in the I25 plans. It makes no sense to continue paving farmland until we all starve. Rail is convenient, economical, fun, and extends independence and mobility for the older and the less affluent in our population. I would use it and so would everyone I know.	Comment noted.  In response to your comments regarding highway expansion, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.  The Preferred Alternative includes 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.
Public Website IN-015	Sarah	Myers	9/5/2011 Thank you for the opportunity to comment on the Final EIS. I would like to see a higher priority placed on the commuter rail component of the plan. I think a concerted effort to fully fund the rail option and significantly shorten the timeline for establishing this transportation backbone is vital to our region.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  We acknowledge your observations and issues of concern. Many of these are documented in the FEIS as benefits of the Preferred Alternative. Including:

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>I would use/benefit from rail service to commute, connect with friends, family, travel for entertainment, and ease traffic congestion. I'm concerned about safety, traveling during bad weather, the cost of fuel, congestion, and air quality. Other states are placing emphasis on public transit and CO should be leading this initiative. The growing populations along the Front Range needs a better transit system for work, our economy, and for the future of our state.</p> <p>Please work diligently to bring this rail service to our region by 2025, not 2075.</p>	<p>Entertainment travel – FEIS Section 4.2.6. Safety – FEIS Section 4.6 Cost of fuel – FEIS Section 4.2.6. Congestion – FEIS Section 4.4 Air quality – FEIS Section 3.5</p>
Public Website IN-016	Ken	Ward	<p>5 Sept. 2011 We need to make commuter rail the #1 priority. The longer we put it off, the harder it will be to do. The sooner we do it, the sooner we won't have to keep building more lanes. We need to do commuter rail now.</p> <p>Thank you for the opportunity to provide input.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.</p>
Public Website IN-017	Suzanne	Krueger-Koplin	<p>09/05/2011 It is vital for Denver, and all the communities in the I-25 corridor to have alternative transportation options. We need a commuter rail component as our number one priority. As the I-25 grows larger, so does the traffic, noise, pollution, dependence on fossil fuels and safety issues. Our quality of life in the front range corridor decreases each year that the commuter rail system does not get funded or denied. Please work diligently to bring this rail service to our region by 2025, not 2075. Please listen to the voices of the people whom live, work and travel the front range.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.</p>
Public Website IN-018	Ron	Bright	<p>9-7-2011 please place front range rail system at the top of the list...why do we have to be second in line behind more lanes on 25.....we want to be able to travel to Denver,</p>	<p>In response to your comments regarding highway expansion and prioritization/phasing of transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			airport, and ski areas on trains that are so much more efficient...let's see this before I die!!!!	Other projects address potential transit along I-70 to recreational areas including the ski areas. CDOT is initiating an Advanced Guideway System feasibility study focused on rail service along the I-70 mountain corridor. CDOT is also conducting Colorado Interregional Connectivity study examining rail service services that would include studying rail service to the I-70 corridor.
Public Website IN-019	Robert	Michael	6 Sep 2011 The Front Range DESPERATELY needs light rail service between Fort Collins and Pueblo. I imagine a German tourist visiting here and thinking what a backward country this is because we don't have this now.	<p>The Preferred Alternative includes 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 prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend south of Denver. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>Other projects address potential transit along the Front Range. CDOT is conducting the Colorado Interregional Connectivity Study examining rail service interoperability.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
				<p>The Rocky Mountain Rail Authority (rockymountainrail.org) 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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-020	Lisa	West	<p>September 6, 2011 I wish to take this opportunity to comment on the Final EIS. I have longed for commuter rail between metro Denver and northern Colorado for many years, and would respectfully ask that you prioritize commuter rail traffic in your plans. As I am decidedly middle-age, I respectfully ask that you work to make commuter traffic available in the next two decades. As the Front Range becomes increasingly populated, we can't afford to wait any longer for commuter rail.</p> <p>I currently live in Fort Collins but grew up in Littleton. I have elderly parents still there and no longer wish for them to attempt to drive up I-25 to visit. I also no longer wish to make the nightmare commute to Denver to visit them. Since the beginning of this year, I have not had one commute that was not marred by stop-and-go (mostly stop) traffic which extended the length of the commute by half an hour to forty-five minutes. During these trips I am surrounded by thousands of vehicles idling their engines, spewing toxins into the air. Three</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>times I have taken alternate routes, which are longer and which cause me to contribute more pollution to the planet.</p> <p>My husband and I no longer plan weekend trips to Denver for entertainment in the winter. The stress of driving on a crowded I-25 in snowy or icy conditions overshadows the pleasure to be obtained from a concert, play, or dinner. Instead of contributing to the economic vitality of Denver, we stay home.</p> <p>When I was a child my grandmother would travel all the way from Montana to Denver to visit us every year. She always came by train. Now we can't even travel from Fort Collins to Denver on a train. Please reverse the short-sighted decision made years ago to discontinue passenger rail travel, by fast-tracking a plan for commuter rail in northern Colorado. It won't solve my transportation problems today, but hopefully it will solve my children's in the years to come.</p>	
Public Website IN-021	Chuck	Erwin	<p>09/06/2011</p> <p>Unless transit users pay the full cost of the service through fares, I am not for the transit (rail and bus) "improvements" listed in the EIS. CDOT does not have the money. Too many priorities (Powers Freeway, I-70 in Mountains, I-25 between Castle Rock and Colorado Springs, etc) to waste over a billion dollars on a mode that carries 2% of trips in the Denver Metro Area. Transit does nothing but sap needed highway funds. Congestion on this corridor is awful! Not only does this waste time for hundreds of thousands of people every week, it also leads to serious accidents as traffic suddenly grinds to a halt. I personally witnessed two role-overs as drivers tried to avoid other cars that suddenly stopped due to congestion. One person had to be airlifted. The other accident resulted in a fatality.</p>	<p>In response to your comments regarding transit improvements, please see General Response #0 – Need for Modal Alternatives.</p> <p>In response to your comments regarding congestion, safety improvements and air quality, please see the following sections of the FEIS -</p> <ul style="list-style-type: none"> <li>Congestion – FEIS Section 4.4</li> <li>Safety – FEIS Section 4.6</li> <li>Air quality – FEIS Section 3.5</li> </ul>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>Thus, wasting money on transit risks the safety of every motorist in Colorado as needed highway projects go unfunded. You cannot solve congestion by expanding capacity for a non-congested mode.</p> <p>Another thought: How will the increased congestion, and resulting pollution from vehicles sitting in traffic as needed highway projects go unfunded due to rail and transit projects impact the environment? I think this should be studied whenever a rail line is proposed. There is a small vocal minority that pushes transit over highways, but there is a large non-vocal majority who everyday choose to drive, even when there is a bus or train that goes right to their destination.</p>	
Public Website IN-022	John	Lewis	<p>09/7/2011 I-25 must be widened to 3 lanes north and south without any toll stretches to north of Colorado State Highway 14 Mulberry in PHASE 1. If this does not happen, traffic will be going 25 MPH from US Highway 34 to State Highway 14 by 2035.</p>	<p>Continuous auxiliary lanes will be added in Phase 1 between SH 392 and SH 14 to alleviate as much of this congestion as possible.</p> <p>In response to your comments on toll lanes versus general purpose lanes, please refer to General Response #0 – Need for Highway Improvements to understand why tolled express lanes are identified in the Preferred Alternative.</p>
Public Website IN-023	Ingrid	Bush	<p>9/7/2011 Thank you for the opportunity to comment on the Final EIS. I would like to see a higher priority placed on the commuter rail component of the plan. I think a concerted effort to fully fund the rail option and significantly shorten the timeline for establishing this transportation backbone is vital to our region.</p> <p>We in Northern Colorado would benefit from rail services by being able to travel safely, efficiently and without the worry about who is going to be the designated driver.</p> <p>Please work diligently to bring rail service to our region</p>	<p>In response to your comments regarding highway expansion and prioritization/phasing of transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-024	Susan	Todd	<p>by 2025, not 2075</p> <p>9-8-2011</p> <p>I would like you to fix the lack of a safe entrance to I25 (destination south I25) from HWY 34 (heading West). This is a very short access on I 25, where trucks have little time to get out of the way for the on-coming vehicle. The entrance from the West from HWY 34 cuts off the entrance from the East of HWY 34 (onto I25.). This is an accident waiting to happen. Everything else has been changed properly.</p>	<p>CDOT has been making safety improvements at this interchange and will continue to as funds allow. The ultimate configuration of this interchange as defined in the Preferred Alternative will provide a design that meets current operation and safety standards. However, there is not sufficient funding identified to construct the ultimate interchange configuration identified in the Preferred Alternative during Phase 1.</p>
Public Website IN-025	Mark	Cooper	<p>09/09/11</p> <p>Our family is very supportive of transportation improvements along the I-25 corridor. I commute daily to Greeley and often commute to Denver or to DIA. It is a dreaded drive to Denver as two lanes of freeway cause major delays between Fort Collins and Longmont and I never know how early to leave to avoid traffic challenges. The return home from Denver or Greeley in the evening can be just as daunting. In addition, I-25 is packed and slowed to a crawl nearly every evening on Southbound I-25 approaching Hwy 34 either because of an accident or large volume of traffic. If I have a scheduled evening business appointment, I am never sure I can make it on time, even considering time for delays in traffic. I feel the environmental impact of NOT widening the freeway is much greater in the long-term than widening the freeway. In talking with many friends, the common theme is they would not ride a commuter rail as they would have no good way to get around Denver where they are employed or visiting unless it was a sporting event. (We love our cars) In addition, not widening I-25 would cost Colorado jobs because when the economy improves in 6-8 years, new businesses and existing businesses may relocate to Colorado from other states. They may NOT relocate if I-25 gridlock is a common problem. Some may move out of Northern</p>	<p>Comment noted.</p> <p>In regard to your assessment of the need for highway improvements, please refer to General Response #0 – Need for Highway Alternatives. However, there is also a need for multi-modal improvements; please refer to General Response #0 – Need for Modal Alternatives.</p> <p>Regarding your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>We acknowledge your concern regarding land use. For more information, please see Section 3.1, <i>Land Use</i> of the FEIS. Future land plans include opportunities for new commercial areas all along the I-25 corridor. Improvements to I-25 associated with the Preferred Alternative are compatible with these plans.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-026	Gwen	Cooper	<p>Colorado or the state if gridlock continues. We understand it takes hundreds of millions if not billions to widen I-25 from Longmont to Wellington. We hope there will be federal funds to get the job done.</p> <p>9/9/11 I would like to see a train/tram which runs from Cheyenne to downtown Denver. It is time.</p>	<p>The Preferred Alternative includes 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 regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>Other projects address potential transit along the Front Range. CDOT is conducting the Colorado Interregional Connectivity Study examining rail service interoperability.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-027	Hugh	McKean	<p>09/10/2011</p> <p>I have several problems with this plan, the gravest of which is the planned phasing of the improvements. If I am to understand the Phases they will consist of various stages of completion on different fronts. Phase 1 will include partial infrastructure improvements, securing railroad right-of-way and express bus service. Phase 2 would add lanes to I-25 and start commuter rail and Phase 3 would complete the extra lanes and tie the rail line into Fastracks and provide additional express bus services. The challenge I have to this is the discrepancy between the projected cost of 2.14 Billion dollars and the monies likely to be appropriated, 688 Million. That is more than a 60% difference in the money expected and what would be required to build out all the Phases. What that means to a driver of I-25 and a taxpayer is that it is very possibly, likely even, that monies would be spent on RR right-of-way or other transit options and deplete the pool of available dollars so that we don't get more capacity on I-25 ever, even at the late date of 2075. To pursue these pieces of a whole that is unattainable is malfeasance. The challenge I have for your response is that if the various options are not wholly completed, does this EIS have any merit? If the task was to reduce the congestion on I-25, bringing with it increased safety and speed to destinations but the commuter rail cannot be afforded past securing the right-of-way, the extra lanes on I-25 cannot be paid for even though the bridges have been replaced and if there is no way to provide the express bus services across the region but we have built the stops and transfer stations, then I would offer that if there is no funding for a multi-phased project the ROD must be withheld until all the phases can be completed. The discrepancy in funding for this project makes almost certain a colossal waste of</p>	<p>support economic growth and environmental sustainability.</p> <p>Incrementally making improvements to the transportation system is necessary to address the acute safety concerns and aging and functionally obsolete infrastructure and has been implemented since the inception of the highway system. Having a clear understanding of the overall transportation system provides a much more efficient way to invest in the infrastructure in a coherent way to providing the most benefits over time. Funding is not currently available to construct the entire Preferred Alternative. However, implementation of the improvements identified in Phase 1 will provide important transportation benefits to the region, which justifies selection of Phase 1 in the ROD and implementation of Phase 1 improvements prior to the availability of funding to construct the entire Preferred Alternative. Any infrastructure investments can be made incrementally in light of the overall cohesive plan as funding allows. For further information, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-028	Gary	Thomas	<p>taxpayer dollars while doing nothing to improve conditions on the region's most important Interstate highway.</p> <p>09/10/2011            The EIS should place more emphasis on alternate modes (e.g. commuter rail and high speed rail) and less on adding automobile lanes to I-25. Between the growing traffic congestion, the rising cost of fuel, and the need to make meaningful changes to our carbon and ozone footprints, it is time for real leadership on mode changes. While the EIS does address alternative modes, the phasing choices clearly indicate no real support for passenger rail. CDOT has wisely organized a new Transit and Rail Division to address the state's future needs, but then ignores that effort with this "business as usual" approach to more automobile traffic.</p> <p>After as much time and cost that this project has required it is disappointing that there is not more public events in Larimer County and more time for comment on this final phase.</p>	<p>In response to your comments regarding highway expansion and prioritization/phasing of transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.</p> <p>In response to your comments regarding congestion, fuel cost, and air quality, please see the following sections of the FEIS -            Congestion – FEIS Section 4.4            Energy – FEIS Section 3.21            Air quality – FEIS Section 3.5</p> <p>In addition to the public hearing held in Larimer County at The Ranch, a Public Website was available for input of comments. The EIS team heard concerns about the length of time to comment, and responded by extending the time period for comments from 30 days to 45 days.</p>
Public Website IN-029	Kevin	Lovett	<p>9/12/2011            Address, City, Zip            3332 W. Prospect Rd            Fort Collins, Colo. 80526            Your E-Mail Address            kb_mllovett@msn.com            Comments            I would love to have a light rail system from Fort Collins to Denver. The increased traffic on I-25 is something I would love to avoid. I grew up many years ago on the Eastern seaboard and always used Amtrac trains from New York-Washington D.C. I see how well Light Rail works in Denver and it would be great to be able to have it extended along the Front Range.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Preferred Alternative includes 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</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-030	Darrel	Snyder	<p>9/12/2011</p> <p>Thank you for the opportunity to comment on the Final EIS. We applaud your efforts in bring about this relatively comprehensive EIS and your Recommended Preferred Alternative Plan. Like many others in the Fort Collins area, We would like to see a very high priority placed on the commuter rail component of the plan. I think a concerted effort to fully fund the rail option and significantly shorten the timeline for establishing this transportation backbone is vital to our region.</p> <p>Rail service along the front range is an obvious and long overdue step in dramatically improving our public transportation system, reducing the growth of regional vehicular traffic, and significantly reducing our regional transportation energy foot-print, which will also help all connected communities meet their near-term goals for reducing their fossil-fuel energy footprint.</p> <p>The recent extension of TransFort/Flex bus service to Longmont has been most helpful, but we must still need to depend on expensive shuttle services for transport to DIA. We'd love to have a more-or-less direct rail connection to DIA, but would be happy to get there using a combination of conveniently scheduled train and connecting express bus service.</p> <p>Eventually, We'd love to see the front range rail system extend service further south to Colorado Springs, Pueblo, and Albuquerque, and north to Cheyenne, but for the near term, making passenger rail service available between Fort Collins and Longmont, Boulder, and Denver is a critical and urgent first step. We look forward to the day when we can leave our car parked at home (or eliminate it altogether), and use convenient,</p>	<p>corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p> <p>We acknowledge your concern regarding energy; please see FEIS Section 3.21, <i>Energy</i> for discussion of energy use.</p> <p>The Preferred Alternative includes Express Bus service on I-25 providing a regional service connecting northern Colorado communities to downtown Denver and DIA. Initial implementation of the I-25 Express Bus service in included in Phase 1.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>cost-effective, and environmentally friendly public rail transit, at least in part, for all our front range travel needs.</p> <p>As retired senior citizens, we can't wait until 2075; we urge you to prioritize the rail portion of the plan and finance and implement it as soon as possible, hopefully before 2020 or 2025 at the latest.</p>	
Public Website IN-031	Becca	Henry	<p>09-13-2011 Commuter train! Commuter train! From Fort Collins to Denver! Please!</p>	<p>Comment noted. In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Preferred Alternative includes 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>
Public Website IN-032	Hollie	Kopp	<p>09/13/11 I would like to see a higher priority placed on the commuter rail component of your transportation plan. I support any measures necessary to fully fund the rail option and significantly shorten the timeline for establishing this part of the plan.</p> <p>My family travels often to and from Fort Collins to Denver and would enthusiastically support a rail option. A few years back I was flabbergasted to find that I could not find public transport to and from Denver. I was attempting to catch a flight out of DIA and had to go with a very pricey private option. Colorado is really behind other cities in this regard - its time we move into the 21st century!</p> <p>Please work diligently to bring this rail service to our region by 2025, not 2075.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Preferred Alternative includes Express Bus service on I-25 providing a regional service connecting northern Colorado communities to downtown Denver and DIA. Initial implementation of the I-25 Express Bus service is included in Phase 1.</p>

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Public Website IN-033	Dana	Bartlett	<p>9/13/11</p> <p>Having grown up in Fort Collins, and having my parents still live there, I visit often. Currently living on the Southeast side of Denver, however, the commute is extremely difficult at times. I am currently 8 1/2 months pregnant with my first child and recently I had my baby shower up in Fort Collins. Unfortunately, due to traffic and construction it took me nearly 2 1/2 hours to get up there!! This is longer than the recommended amount of time to be sitting for someone at my stage of pregnancy (due to blood clot concerns) and I would have NEVER guessed it would take so long to get there. Having the option of some sort of public train, that would be able to bypass the accidents, construction, etc. would be absolutely phenomenal. I would certainly be a frequent user!!</p>	<p>Comment noted.</p> <p>The Preferred Alternative includes 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>
Public Website IN-034	Linsey	DeBell	<p>9/13/2011</p> <p>The preferred option should include commuter rail or express bus that connects all of the major front range towns: Fort Collins, Loveland, Greeley, Boulder, Denver and larger communities between these entities. Expanding the highway should only happen if it is done in conjunction with offering a public transit alternative.</p>	<p>In response to your comments regarding highway expansion, please refer to General Response #0 – The Need for Highway Improvements and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes highway improvements, express bus service and commuter bus service in Phase 1. Commuter rail would be included in later phases. Fort Collins, Loveland, Greeley, Denver and intervening communities would be served by the proposed bus and rail transit. Boulder could be reached through transit connections.</p> <p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-035	Seth	Munson	<p>9/13/11</p> <p>Despite ballot initiatives passing in several Front Range cities, package A on the EIS is the first effort I've seen to</p>	<p>Comment noted.</p> <p>The Preferred Alternative includes highway improvements,</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			move towards a rail system that would bring commuters to/from Denver. Expanding lanes on I-25 is a short-term solution that does not seriously consider the traffic, noise, and pollution we will all be stuck with more of in the immediate future. Please do not get rid of the plan for a commuter rail. I also appreciate and would use the commuter bus service on I-85 to get from Greeley to Denver and the Plan B proposal to put an express bus from Greeley to Fort Collins.	express bus, commuter bus, and commuter rail.  In response to your comments regarding highway expansion, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.
Public Website IN-036	Matt	Parker	09/13/11 A rail connection between the communities along the northern front range is critical to health of our state economy. Please place a higher priority on funding rail connections. Rail transit should also accommodate bicycles as cargo to facilitate multi-modal transportation at destination locations. The ability to ride a bicycle to a train station, then travel via rail to Denver, etc. and still have a personal transportation device (bicycle) would increase my willingness to travel outside of the Fort Collins area, thereby spending additional funds. This would also decrease my fuel use, vehicle miles traveled, and carbon emissions.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  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
Public Website IN-037	Janice	Bright	15 September 2011 Thank you for the opportunity to comment on the Final EIS. I would like to see a MUCH higher priority placed on the commuter rail component of the plan. I think a concerted effort to fully fund the rail option and significantly shorten the timeline for establishing this transportation backbone is vital to our region.  Personally I would use from rail service to Denver to commute for shopping, sports events, other entertainment, and visiting friends. Currently I do little of this b/c I do not want to drive to Denver.  Please consider giving rail service a higher priority.	In response to your comments regarding highway expansion and prioritization/phasing of transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-038	Helen	Bushnell	<p>September 15, 2001</p> <p>I find this plan difficult to comment on because it is focuses on highways rather than people, and does not consider how those highways fit into the state's transportation system as a whole.</p> <p>I would like to see more rail service in Colorado. I would take a train from either Denver or Boulder to Fort Collins and maybe Loveland. I think that we could use bus service to better connect the various communities of northern Colorado. I also think that we could improve the economy of those communities if we improve rail hauling service along the Front Range.</p> <p>We do not need any more highway construction in Colorado. We do not have the money to maintain the system that we have. Instead we need to provide more choices for people in way that is more economically efficient.</p>	<p>Comment noted.</p> <p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.</p> <p>The Preferred Alternative includes highway improvements, express bus service and commuter bus service in Phase 1. Commuter rail would be included in later phases. Fort Collins, Loveland, Greeley, Denver and intervening communities would be served by the proposed bus and rail transit. Boulder could be reached through transit connections. Note that CDOT is preparing a statewide rail plan intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-039	Georgia	Locker	<p>September 18, 2011</p> <p>I do not think that we can eliminate the congestion on I-25 by building more lanes. If another lane is built I believe that it must become a multiple occupancy lane (3 or more passengers) and a public transport lane. In addition, we need to start building light rail transport on the present BNSF line, to connect northern Colorado, and high speed to connect northern Colorado to Denver. Let's get people out of their cars as much as possible.</p>	<p>In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements. The Preferred Alternative would add Tolled Express Lanes to I-25 that will allow high-occupancy vehicles and would also provide express bus service.</p> <p>The Preferred Alternative includes 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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				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.
Public Website IN-040	Bonnie	Adamson	September 17, 2011 I like the plans that CDOT has come up with. I would like to see them implemented a lot sooner, especially the commuter rail part all the way to Fort Collins.	Comment noted.  In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-041	Wendy	Harper	9/17/11 I want commuter trains not larger highways and interstates	Comment noted.  In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.  The Preferred Alternative includes 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 has been identified for this corridor and is consistent with RTD plans.
Public Website IN-042	Tammy	McDonald	9/16/2011 This would be great. I definitely would not drive if I could use this service.	Comment noted.
Public Website IN-043	Pauletta	Yauk	9/16/2011 Looking forward to this coming! We would use this service.	Comment noted.
Public Website IN-044	Barbara	Brown	9/17/2011 Please move light rail to Phase One of the I-25 corridor mass transit plan... I-25 is not safe and not functional for the traffic loads that exist	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  The Preferred Alternative includes commuter rail from Fort Collins, along the BNSF corridor with new track to the North

Source and ID No.	First Name	Last Name	Public Comment	Response
				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.
Public Website IN-045	Stephanie	Heacox	9/17/11 I recently moved here from NYC, and I have to say that I am somewhat disappointed at the availability of rail transport. I would love to be able to commute, for example, from Ft. Collins to Boulder, where I work. The current schedule seems designed to serve my grandchildren, however. I would strongly encourage you to move plans for rail into Phase I - I would love to take advantage of rail transport here in my lifetime!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-046	Rob	Osborne	9/17/11 The preferred alternative with passenger rail should change the passenger rail time line to be completed in phase one. There are many reasons to do this. I think the most important three reasons are population densities will more naturally occur if the rail is put in sooner, it will offer a safe travel option while I-25 is under construction, it will reduce carbon emissions.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  In response to your comments regarding safety, construction phasing, and air quality, please see the following sections of the FEIS: Safety – FEIS Section 4.6 Construction Phasing – FEIS Section 3.23 Air Quality – FEIS Section 3.5
Public Website IN-047	Gabrielle	Dietrich	09/17/2011 I support the N I-25 Environmental Impact Statement and its rail option and believe the implementation timeline should be shortened to 2025.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-048	M	McCarthy	September 17, 2011 Please complete this rail as I-25 is getting worse and worse, and many of us travel the Cheyenne/Denver route often!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.

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				Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.
Public Website IN-049	Joyce	Wagner	09-17-2011 Please make the Commuter Rail Project a top priority as funds become available to move forward on each section of this transit system. I have used the Denver and San Diego commuter Rails and was very happy with their efficiency. I look forward to when it is available between Fort Collins and Denver. Keep up the good work!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-050	Rebecca	Moriarty	9/17/11 I would love to see the commuter rail through Loveland, Longmont and Fort Collins implemented in the Phase 1 plan for the commuter rail. I25 is already so congested and so dangerous. We need more mass transit options in our area.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-051	John	Flannery	09/17/2011 Trains would increase the efficiency, and ease the traffic, of the I25 corridor, as well as help ease housing tensions in major and growing areas and connect communities.	Comment noted.
Public Website IN-052	Crystal	Bissett	09/17/2011 This would be a fantastic thing if it could get done sooner! SO much time, gas, and money to be saved!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-053	Katarah	Udarro	09/17/2011 Yes- please make Phase 1 a priority and bring this need into a reality now!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing

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			Thank so much for all that you do.	Issues.
Public Website IN-054	Zachary	Newquist	09/17/2011 Rail development (from my perspective) would seem to be more sustainable and supportive of intelligent resource usage.	Comment noted.
Public Website IN-055	Megan	Ricks	9/17/2011 Please do this by 2025!!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-056	Jolan	von Plutzner	9/17/11 We would very much like to have the rail put in earlier than planned. Thanks	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-057	Wayne	Wagner	09/17/2011 I want to ride that train from here to Mexico before 2025. They have 200 mph passenger trains in china	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-058	Jim	Danella	9/17/2011 Make it happen!!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-059	Bill	Jenkins	09/17/11 The priorities for any transportation projects/ development should be as follows:  Public Transportation is the first goal. This would include an extensive bus system, coordinated bicycle trail system, and of course, any kind of light rail that runs through the middle of front range cities. The cost not to do this both financially, environmentally related, and health is not nearly to cost if we don't act soon.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.  The Preferred Alternative includes bus transit and commuter rail. The commuter rail would serve from Fort Collins, along

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			<p>Automobiles as a transportation mode is un-sustainable. We have the opportunity to create a healthy, efficient, and planet considerate way of lift in Northern Colorado by focusing on public transportation.</p> <p>Adding more lanes to I-25 is more about money for a few groups of people and less about good transportation planning.</p> <p>Please consider my suggestions and look forward to a new way of transportation development.</p>	<p>the BNSF corridor with new track to the North Metro end-of-line in Thornton, 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>
Public Website IN-060	David	Fairbank	<p>9/18/2011</p> <p>Ft Collins should be a commuter train hub because it is the main town in northern Colorado. Pushing the time frame up would help with the economic growth of the whole region.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Preferred Alternative would extend commuter rail from the Metro Denver to Fort Collins, and would provide three commuter rail stations in Fort Collins – Downtown Fort Collins, Colorado State University and South Fort Collins Transit Center.</p>
Public Website IN-061	Linda	Bersch	<p>9-18-11</p> <p>I want to see commuter rail in the phase 1 time frame!</p> <p>I also know we need the express bus, however, there needs to be a different stop in Loveland rather than or in addition to Crossroads - that location is too hard to get to - use HWY 34 or 402 for a stop - it would be more user friendly!!</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Express bus service is a flexible mode that can easily accommodate new or different stations to serve future developments. The station near Crossroads Boulevard was identified through coordination with the City of Loveland; a station at SH 402 could be considered in the future.</p>
Public Website IN-062	Callahan	Jobe	<p>Sept 18,2011</p> <p>I think that it would be a valuable thing to have a train going across the front range. It would be a value to me because it would give me an opportunity to travel around the front range while saving gas and giving many other people an opportunity to save gas. It would</p>	<p>Comment noted.</p> <p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley,</p>

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			be beneficial in the near future. Thanks for your time.	and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.
Public Website IN-063	Jon	French	September 18, 2011 I have reviewed the Phase I plans for the front range rail EIS and I would like to voice my support for the installation of a Fort Collins to Denver commuter rail/bus. I personally would utilize the rail to access tourist attractions in Denver and access DIA.	Comment noted.
Public Website IN-064	James	Francis	9/18/2011 Commuter Rail Now! Not in 2075!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-065	Constance	O'Brien	09/18/2011 Anyone who has driven back and forth to Denver or Boulder knows that a mass transit train is not a luxury, it's a necessity. The current CDOT plans are too far out. Construction and funding must begin now to ensure our economy and environment is protected.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-066	Daniel	Stansbury	9/18/2011 After fighting the traffic on sat getting from fort Collins to Denver, the need for a high capacity fast moving train is the ideal means for students and general public. After fighting traffic and three accidents on the way down to Denver last weekend the traffic problem will strongly change my position on wanting to get on the highway and go anywhere.	The Preferred Alternative includes 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.
Public Website IN-067	Laniece	Schleicher	9/17/2011 We here in the front range would love a better mode of travel between other communities along the front range and to Denver other than driving I25. Please consider developing public transportation along the existing railways rather than destroying green space. It would be amazing if this sustainable endeavor was sustainable in development as well as implementation. Thank you.	The Preferred Alternative includes express and commuter bus services along the I-25 and US 85 corridors, respectively. The Preferred Alternative includes 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.

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-068	Rebecca	Sorber	09/18/2011 Please STOP expanding the highways. That promotes a dying way of life. We cannot keep using and promoting a non-sustainable ways to commute. Trains are the future and running them in a renewable way will be the answer to ALL transportation needs. This NEEDS to take place now not in some distant future. You are ruining our and our children's future stop and think and I'm sure you will find the absurdity to expanding the highways before providing functional and sustainable transportation. Financially wise there are a growing number of people who cannot afford a car let alone the gas involved with running them. Think of your responsibility to THE PEOPLE.	In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.  In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-069	Alex	Barnett	9/18/11 I support commuter rail to Fort Collins as soon as possible	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-070	Scott	Molinari	9-18-2011 Please bring commuter rail service to the hwy 287 corridor & Fort Collins area sooner than 2055	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-071	Patrick	Molinri	09/18/2011 We need rail transportation sooner rather than later, please, let's make this a reality!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-072	Deborah	Uhl	9/18/2011 Please put the commuter trains in sooner than later especially to DIA!!!!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues. The Preferred Alternative would provide express bus service to DIA and would provide commuter rail service to DIA through a connection in Denver.
Public Website	Samuel	Fox	9/17/2011 Please prioritize and emphasize commuter rail on the existing lines through downtown Longmont, Loveland	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing

Source and ID No.	First Name	Last Name	Public Comment	Response
IN-073			and Fort Collins MUCH EARLIER than 2050/2075 - This would be a huge boon to these communities and the overall quality of life along the Front Range NOW, rather than then. The overall plan looks great, it would be great to emphasize this commuter rail component over the other components, as communities in MN and NM have already done.	Issues.
Public Website IN-074	Christina	Gressianu	9-18-11 I want trains to Denver, NOW! I moved here from NYC 3 years ago and was shocked that we can't ride the train lines that run all around.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-075	Sarah	Gallup	9/18/11 Please do whatever it takes to make rail sooner a higher priority. It is more important than any of the other modes. Please don't wait a decade or several to bring commuter rail to Fort Collins. I commute a couple times a month to Denver and I would take rail in a heartbeat if I could.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-076	Vi	Wickam	9/18/11 I am in support of passenger rail service from Fort Collins to Denver and Boulder from Fort Collins. I would definitely make use of it whenever possible.  Please implement this as soon as it is feasible.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-077	Robin	MacDonald	9-18-11 Please! Make the front range train a reality in my lifetime. I came from a rail-friendly place and have fond memories of taking the train into NYC. Being able to take a train from Fort Collins to Denver would be ideal. Too many people drive alone. There are too many people on I-25. Taking a train to commute for work makes good sense. Taking a train for a day or evening out in Denver is an adventure and a green way to go. Hear our voices! Put this rail system as a priority. Fort Collins is a happening place too. Many people will want to come here via train.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-078	Victoria	Sandora	9/18/2011 I think this rail will be a great opportunity for students like me to get to Denver quickly, and efficiently. The sooner we can use it, like within the next several years, the better.	In response to your comments regarding highway expansion and prioritization/phasing of transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.
Public Website IN-079	Mark	Horowitz	9/18/2011 We need this rail project now-the increase in real estate assessments will pay for this system  Driving I 25 is awful, would rather take a train into Denver for cultural and other purposes	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-080	Christine	Christman	9/18/2011 We need a train system NOW. Let's look at a plan for completion in 2020 or 2025. If every major metropolitan area in our country can do it, why can't Denver?	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-081	Roy	Christman	9/18/2011 I support the project for Front Range on Track, the rail system from Fort Collins to Denver. We need to start addressing the long range impact of traffic. Please continue the work to address this important issue.	Comment noted.
Public Website IN-082	Judith	Goeke	9/18/11 ASAP, Please! Our kids future depends on fewer fossil fuels and more options.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-083	Deborah	Uhl	9/18/2011 Please put the commuter trains in sooner than later especially to DIA!!!!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues. The Preferred Alternative would provide express bus service to DIA and would provide commuter rail service to DIA through a connection in Denver.
Public Website IN-084	Liz	Gicharu	09/18/2011 I would love to experience the electric train in Fort Collins much sooner than 2 decades	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.

Source and ID No.	First Name	Last Name	Public Comment	Response
				As described in the FEIS Section 2.2.4.5, <i>Preferred Alternative Commuter Rail</i> , diesel multiple units have been assumed for the commuter rail vehicle technology. However, as also noted in that section in recognition that vehicle technologies are rapidly evolving, vehicle technologies will be reassessed prior to implementation of the Preferred Alternative commuter rail.
Public Website IN-085	Mnarlas	Stotts	9/18/11 I live along the proposed track and the existing RR. I want to use public transportation to head south or north. I find my neighbors wanting the same. We have little opposition in the area around Hwy 34 off of Garfield Avenue.  Time to join the movement!	Comment noted.
Public Website IN-086	Jennifer	Kohler	9/18/2011 We want Public Transportation today!!!	Comment noted.  In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-087	Gwyneth	Robe	09/18/2011 Commuter Rail between Denver and Fort Collins or even farther north is needed immediately, not in 65 years. The energy being expended by folks that commute between these cities is happening now.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.
Public Website	John	Giordanengo	9/18/2011 I'll most likely be dead by the time your North I-25 Final	In response to your comments regarding prioritization/phasing of transportation improvements, please

Source and ID No.	First Name	Last Name	Public Comment	Response
IN-088			EIS proposal takes form enough for me to use the transit. For so many reasons, besides my own selfish interests, please bump up the schedule to complete a finished product by 2020. Nice ring to it, eh? I'll be happy to pay for it.	refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-089	Richard	Jones	9-18-11 Yes! Passenger Rail on the Front Range - as soon as possible.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-090	Robin	Mellifont	9/18/2011 I would use a passenger train service to Denver. We just moved from central NJ which had regular service to NYC and I just the trains frequently. Please consider implementing passenger rail service to Fort Collins sooner than later.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-091	Sidna	Rachid	9/18/2011 I am a retired person and would go to Denver much more often if an affordable way to get there was available. I think this project is a win win for the economies all up and down the Front Range since it will make transportation much more pleasant. Who wants to travel at high speeds on crowded highways? Not me. Please get this project completed so that I can enjoy it during my lifetime.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-092	Jared	Ross	9/18/11 I support the rail line plans. Rather than doing more of the same, in expanding the highway system, those resources should go to making the plan for the rail line happen sooner. Tomorrow is not soon enough to have this project finished!	In response to your comments regarding highway expansion and prioritization/phasing of transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.
Public Website IN-093	Gregory	Levandoski	9/18/2011 I am very much in favor of rail transit along the Front Range and would recommend that its implementation be a higher priority than lane expansions to I-25. Lane expansion with a tiered system of access to express lanes caters only to the upper financial classes. Rail	In response to your comments regarding prioritization and phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  In response to your comments regarding highway improvements, please refer to General Response #0 - Need

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>would be available to all, is more environmentally sound and takes advantage of existing infrastructure. Let's grow smart or not at all.</p> <p>I am a vehicle owner and reside in Fort Collins, yet I only visit Denver when it's unavoidable due to the traffic and generally unsafe conditions on I-25. We need more public education on safe driving speeds and safe inter-car distances, not to mention the dangers of using phones while driving. None of these are issues with rail.</p>	<p>for Highway Improvements. Please note that bus transit is included in Phase 1. The Preferred Alternative includes Tolloed Express Lanes, which would be open to all drivers and free of charge to car pools and transit vehicles; only single-occupant vehicles would pay the toll.</p> <p>Regarding your comment about lanes catering to upper financial classes, please note that the Preferred Alternative includes tolled express lanes as well as general purpose lanes on I-25 and a robust network of transit improvements. Together, these improvements provide comprehensive travel alternatives for northern Colorado users. In addition, the tolled express lanes are not intended to serve upper financial classes but instead encourage carpooling, vanpooling and transit use by ensuring travel time reliability on the lanes.</p>
Public Website IN-094	William	DeMarco	<p>9/18/2011</p> <p>It is critical that we have mass transit from Fort Collins to Denver soon. The current plan is inadequate. In an era when oil is becoming increasingly more difficult to extract, we need to provide alternatives so that Colorado communities are able to stay connected and economically linked.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-095	Gerton	Westerop	<p>09/19/2011</p> <p>The best option would be to re-instate a rail connection between Cheyenne and Denver, with stops at Fort Collins, Loveland, Longmont and Boulder, ending at the RTD center in Denver.</p>	<p>The Preferred Alternative includes 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 regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p>

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Public Website IN-096	Garry	Steen	<p>Sept 20, 2011</p> <p>I would commend the stewards of this massive and complex project. I do have two major concerns: 1) the time line for the project is painfully slow and needs to be completed in less than half of the proposed schedule. I recognize the funding is the major hurdle but given the multitude of elements involved and impacts anticipated, funding priorities need to be addressed immediately. 2) Increased global demand for fossil fuels is expected to rise substantially, resulting in higher prices and possibly less congestion, making SOV travel more expensive and the needs for greater transit &amp; rail availability a priority over additional roadway lanes.</p> <p>Thank you for the opportunity to comment and please contact me if I can be of service in the future.</p>	<p>Comment noted.</p> <p>1) In response to your comments regarding highway expansion and prioritization/phasing of transportation improvements, please refer to General Response #0 - The Need for Highway Improvements and Funding and Phasing Issues.</p> <p>2) While the global demand for fossil fuels is expected to increase, the effect on SOV travel is not clear. If fuel prices rise, market forces in vehicle technology may respond, resulting in a cost for personal travel that requires approximately the same general share of annual household income as today. The effect on mobility is therefore unknown. However the Preferred Alternative includes commuter rail, express bus, and commuter bus that provide future travelers alternative mode options instead of private vehicles. Please refer to General Response #0, the Need for Modal Alternatives for more information.</p>
Public Website IN-097	Steve	Lynch	<p>09/20/2011</p> <p>Recommendations found in the North I-25 Final EIS issued on August 2011 suggest residents and businesses along the north I-25 corridor would benefit greatly from the development of a new commuter rail system between Fort Collins and Longmont Colorado. With a significant portion of the infrastructure already in place, operation of a commuter rail system offers distinct environmental and economic advantages over traditional regional highway travel.</p> <p>According to 2010 U.S. Census Bureau data, population growth in Colorado is projected to increase 20 percent by 2030, adding nearly an additional one million residents, and potentially, adding one million more automobiles to Colorado roads. These numbers provide</p>	<p>Yes, the rail component has an economic impact. As described in Section 3.3, <i>Economic Conditions</i>, the economic benefits of the Preferred Alternative include potential for long term growth of the property tax base and revenues due to transit-oriented development (TOD); and the transit would expand business access and employment opportunities.</p> <p>As you suggest, development in the regional study area contributes to the need for transportation infrastructure improvements, as documented in Chapter 1.0, <i>Purpose and Need</i>. Growth projections specific for the EIS regional study area indicate that the number of households is expected to increase 74% between 2005 and 2035, to over 808,000.</p> <p>While the implementation of commuter rail in the Preferred</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>clear evidence that costly upgrades and additions to existing roads and highways will be required over the next 20 or so years.</p> <p>Bringing commuter rail to the Northern Colorado region in the near term would provide commuters with a safe and efficient alternative to highway travel while minimizing traffic congestion, vehicle accidents and injuries, increased highway construction and maintenance costs, and numerous environmental impacts associated with automotive vehicle traffic. Likewise, the addition of a rail system would likely entice future business growth, and economic development to occur in proximity to the recommended rail transit station locations.</p> <p>Using a phased approach and securing funding in similar fashion to New Mexico's Rail Runner Express, creating a safe and reliable passenger rail system is well within Colorado's grasp. CDOT needs to include a contingency plan to develop a commuter rail system in Northern Colorado as part of its short-term transportation goals.</p>	<p>Alternative has many benefits as you cite, the Preferred Alternative also includes highway improvements. Please refer to General Response #0 - Need for Highway Improvements.</p> <p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-098	David	Graham	<p>September 20, 2011 I liked Package A and the Preferred Alternative. I want to see Commuter rail up and down the North Front Range. I am opposed to Package B.</p> <p>My reasoning: 1) Suburban Americans see riding by train as up-class. It is something they do in Europe. So you will get them to use the train. 2) Suburban Americans see riding by bus as down-class. It is something they do in impoverished countries. Americans only ride the bus if they have no other alternative.</p>	<p>Comment noted.</p> <p>1) It is recognized that rail offers a premium service relative to bus service, and this is taken into account during development of the ridership projections. 2) In contrast to your observations, bus service can be well utilized in America. For example, RTD provides regional bus service on US-36 that serves over 6,000 patrons per day.</p> <p>The purpose of the EIS is to address travel demand between the northern Colorado communities and the Denver metro area, as described in Chapter 1.0, <i>Purpose and Need</i>. Regarding your comment on rail, please refer to General</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			If the goal is to get cars off I-25, it is my opinion that you must have a rail component.	Response #0, the Need for Modal Alternatives.
Public Website IN-099	Andrea	Schweitzer	Sept 21, 2011 I love the idea of having commuter rail and/or bus service along the Front Range. I live in Fort Collins, and I would enjoy using this service to go to DIA, downtown Denver, and downtown Boulder. It would be easier and faster to visit the other cities, and make me more likely to attend cultural events. I would also use it for my small business, since I have colleagues in downtown Boulder and it would be easier and more productive to attend meetings there via public transportation. Thank you!	Comment noted.
Public Website IN-100	Ada	Mishler	9/21/2011 It would be wonderful to have an alternative to cars for getting to Denver, especially for people who can't afford cars.	Comment noted.
Public Website IN-101	JP	McLaughlin	09/21/2011 While I find the thought of commuter rail between Denver and Fort Collins to be attractive, the timeline is totally inadequate. The report fails to address the environmental impact of waiting until 2035 to begin running trains and the continued pollution from ongoing investments to increase the capacity of highways. I do not believe that gasoline will be affordable long enough into the future to pay back these massive investments in highways. Stop investing in highways and accelerate the investment in rail. Failing to do so will jeopardize our competitiveness as the cost of fuel skyrockets in the future.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.
Public Website IN-102	Carol	Ruxh	9-22-11 I appreciate all of the work and effort that has gone into developing this plan. Considering the financial restrictions, I think it is a good idea to move ahead with a Phase 1 stage and then progress as more money is available in the future. It is important to me and many of	Comment noted.

Source and ID No.	First Name	Last Name	Public Comment	Response
			my friends that steps be taken to assure that we have mass transit available up and down the front range, especially commuter rail. Right now, that means buying right-of-ways so that they are available as the project goes forward.	
Public Website IN-103	Amy	Anderson	9/22/2011 Please move passenger rail project to the north sooner rather than later.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-104	Barbara	Liebler	9-23-2011 Please make light rail from Fort Collins to Denver a high priority in your plan for North I-25. It will relieve some congestion on I-25 as well as reduce the air pollution generated by cars in the area.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  The Preferred Alternative includes 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.
Public Website IN-105	Pat	Nagy	9/23/11 I-25 is one of the most dangerous roads in America. What you are considering for the North is important and necessary. Please also consider lowering the speed limit as the amount of cars on the road is too much for the 75mph. Also consider making trucks stay in one lane and one lane only. Thank you.	While one of the identified elements of purpose and need is the need to improve safety on I-25, there are many other highways in the nation with worse safety statistics.  The 75 mile per hour speed limit reflects the facility type and its design speed. Note that the prevailing average speed of 85th percentile of the drivers dictates the posted speed limit. Lowering the speed limit would correspondingly reduce the capacity per lane. For this reason, it would require more infrastructure to achieve the same improvement in mobility.

Source and ID No.	First Name	Last Name	Public Comment	Response
				Restricting trucks was not considered as a specific option during the development of the alternatives, but similar alternatives were evaluated, including truck-only lanes and climbing lanes. These were eliminated due to relatively low demand for these lane types. In the future CDOT could consider restricting trucks to one lane as a congestion management strategy.
Public Website IN-106	Alan	Apt	9/23/11 Passenger rail or light rail, or rapid bus service should be emphasized, not widening I-25. The majority of people commenting at forums have suggested this for several years.	In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.  The Preferred Alternative includes new express bus and commuter bus services on the I-25 and US 85 corridors, respectively. This alternative also includes 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.
Public Website IN-107	Jeanne	Bolton	9-23-11 The front range from Ft. Collins to Longmont would benefit from the availability of Passenger Rail on the BNSF existing rail line now. Please give this option your consideration. This phasing would speed up the implementation of rail service from Ft. Collins to Denver. The rail service in Denver has been hugely successful by small piece phasing. Rail service for passengers all along the front range Ft. Collins to Colorado Springs needs to happen before 2025. I am concerned about safety and fuel consumption.  Thank you for this comment opportunity.	The Preferred Alternative includes 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.  In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-108	John	Long	9/23/11 Please move the timeline forward so a light rail service between Fort Collins and Denver can become a reality in our lifetimes! Putting this project as a priority will save millions in avoiding I-25 expansions. These expansions are NOT NEEDED if a light rail service was available. Please think of the future budgets and spend money now, in order to save much more money later. Thank you!	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.</p> <p>The Preferred Alternative includes 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>
Public Website IN-109	Melynda	Scharf	September 23, 2011 I believe this would improve property values in Fort Collins, and other communities on the rail line, which would create a series of positive economic impacts for the front range. Let's make this happens sooner than 2075.	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-110	Elyse	Miller	9/23/2011 The passenger rail development should be given higher priority than the highway lane additions. The rail system will provide an alternative for many people, lessening traffic on I-25. Please consider putting the rail system in as soon as possible.	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.</p>
Public Website	Jim	Cox	9/23/11 The rail line from Ft. Collins to Denver needs to be built	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
IN-111			NOW, not in 2075. Let's do the right thing and get it going ASAP. Thanks a lot.	refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-112	Nancy	Ostheimer	September 24, 2011 Please bring us light rail as soon as possible -- it will be used by a lot of people.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues. The Preferred Alternative includes 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.
Public Website IN-113	Debbie	Dixon	9/25/11 The passenger rail service between Fort Collins to Denver is a project which should be done as soon as possible. This would save wear & tear on I-25, reduce traffic problems, and provide a safer, cleaner mode of transportation between the cities.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-114	Matt	Tillson	9/25/2011 We need rail travel along the northern front range sooner than 2075! This is an investment that would improve Colorado in many ways, the economy and quality of life being foremost among them. I think 2020, if not 2015, is a realistic and acceptable time frame for rail travel between Fort Collins, Denver and possibly Colorado Springs. Look at New Mexico: the Rail Runner train runs from Santa Fe to Albuquerque and surrounding areas, and is used heavily by the people of New Mexico. We are far behind our compatriots to the south in this respect. Thanks and let's build a better future for Colorado!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public	Hiro	Gosden	9/25/2011	In response to your comments regarding

Source and ID No.	First Name	Last Name	Public Comment	Response
Website IN-115			"In CDOT's plan, the passenger rail component will not be completed until 2075." I would like to see this happen sooner. I have lived in Fort Collins 16 years and travel to Denver often. In most instances somewhere on route, improvements or maintenance projects are under way creating bottlenecks, time delays, and often driving hazards.	prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-116	Terra	Smith	9/25/11 Reliable public transportation is crucial for Colorado and should be a top priority of the state.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-117	Dolores	Williams	9/25/11 We need to get rail service along the front range now. How come the Chinese and others on the East Coast can have rapid rail and all we can get is another lane or two on I-25? Sure we can get the wars and the Empire finished and build decent infrastructure in the USA with our money. NOW. and put our people back to work!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  The Preferred Alternative includes 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.
Public Website IN-118	Nate	White	9/25/11 I support the passenger rail component of the Preferred Alternative Plan for the North I-25 EIS. I want to see passenger rail serve northern Colorado sooner rather than later. 2075 is WAY too long to wait for passenger rail service in the rapidly urbanizing northern Front Range area. Additionally, passenger rail on existing tracks routed through historic city centers will be less expensive to build, and more beneficial to local economies. Finally, passenger rail holds the greatest promise to move lots of people while generating little emissions relative to other mass transportation options. I found the "Energy Efficiency and Environmental Benefits" fact sheet on Amtrak's website to be helpful in explaining the emissions impact of various mass	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>transportation options.</p> <p><a href="http://www.amtrak.com/servlet/ContentServer?c=Page&amp;pagename=am%2FLayout&amp;p=1246042626782&amp;cid=1246042626782">http://www.amtrak.com/servlet/ContentServer?c=Page&amp;pagename=am%2FLayout&amp;p=1246042626782&amp;cid=1246042626782</a></p> <p>It is clear that passenger rail is the least carbon intensive option, and should thus be prioritized. I will keep close tabs on the outcome of the I-25 EIS, so please keep mine, and others' comments supporting passenger rail in mind when making the final decision about the best way to proceed. Thank you.</p>	
Public Website IN-119	Corey	Everts	<p>9/25/11 We need rail and bus Service up and down the front range, preferably in this lifetime!!!</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p>
Public Website IN-120	David	Weinzimmer	<p>9/25/11 I strongly support commuter rail in the North Front Range to be completed by 2025. I have lived in another community previously where I could commute by rail, and I believe it greatly enhanced my quality of life. This is a great idea. Thank you for considering my views.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-121	Durl	Jones	<p>9/25/2011 I was just in Portland, OR and road the train from the Airport to downtown. I thought - Why can a light rail work in Portland but not the front range of Colorado? Please take a harder look at connecting the cities in Colorado by rail.</p>	<p>The Preferred Alternative includes 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 Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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</p>

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				<p>service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-122	Jonas	Feinstein	<p>9/25/2011 I have been commuting to Denver from Fort Collins, for 5 years. Prior to that, I was commuting to Laramie WY for one year, and at the end of the day, I have (or at least I hope I have) seen all manner of accident's, weather, good neighborly driving, and easily the biggest collection of brain dead, automaton or aggressive poor driving, that gives me pause as to why I drive that stretch of road, at the end of the day it's necessity.</p> <p>That being said, I have had the good fortune to witness beautiful sunrises, collaborate with peers in the commute, solving significant problems, and catch-up with work on the way to work.</p> <p>And that is the significant and crucial point to be made here, the value of high density public transit such as the northern Front Range commuter train is so imperative, it will become increasingly more (if not impossible) to develop a project, that is not dissimilar to the Road Runner in New Mexico, or the Front Runner in Utah, they present a solution to the mass transit conundrum that more and more people will undoubtedly face, as displaced workers, rapidly changing economic</p>	<p>Comment noted.</p> <p>The Preferred Alternative includes 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 regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>In response to your comments regarding threatened and endangered species, historic landmarks, congestion, safety, and air quality, please see the following sections of the FEIS -</p> <ul style="list-style-type: none"> <li>Threatened Endangered &amp; State Sensitive Species - FEIS Section 3.13</li> <li>Historic Preservation - FEIS Section 3.15</li> <li>Congestion – FEIS Section 4.4</li> </ul>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>conditions, and real estate scenarios currently, and will continue to play out. Affordable, reliable, and safe mass transit is what is Colorado lacks.</p> <p>The environmental and social considerations, for critical habitats, threatened and endangered species, and historic agricultural landscapes are at risk, those are and ought to not be impacted in a significant way for the benefit of mass transit. Those are not mutually exclusive endeavors, and in fact, I would argue that fewer vehicles on the road, fewer accidents, emissions, will create perhaps short term impacts that will be mitigating potentially larger and more detrimental impacts as a result of maintaining the current strategy for commerce and travel on interstates, highways, and side roads.</p> <p>I hope that the EIS selects an alternative that includes a commuter train service from Fort Collins to Denver, and communities beyond as it is deemed necessary.</p>	<p>Safety – FEIS Section 4.6 Air Quality – FEIS Section 3.5</p>
Public Website IN-123	Erick	Johnson	<p>9/25/11 Light Rail is a perfect solution for the overloaded corridor of I-25. This will save on energy and become a safe and comfortable way of travel. This is long overdue, let's catch up with the rest of the nation and world. We will take full advantage of it when it becomes a reality.</p> <p>What about a speed train that would parallel the foothills of the Rockies from Wyoming to New Mexico? THINK BOLD !</p>	<p>The Preferred Alternative includes 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 regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and</p>

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				<p>extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-124	Sivea	Key	<p>September 25, 2011 Mass transit is extremely important to Colorado because it reduces air, water, noise and light pollution caused by excessive private vehicle use: clean air and water mean a healthier human and wildlife population which translates into money saved and lives improved for generations.</p>	<p>Comment noted.</p>
Public Website IN-125	Kristen	Colley	<p>9/26/2011 I would really like a more reliable and stress-free way to get to Denver before 2075. I would really like the commuter rail to be included in the phase one development plan. Thank you!</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-126	Paul	West	<p>9/26/2011 I have been unemployed since the beginning of 2010. My search for employment has turned up many possible opportunities in the Denver metropolitan area. However, the horrendous automobile commuting conditions</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			preclude such opportunities unless my family is willing to give up our home in Fort Collins. Fort Collins needs to be connected by rail to Colorado's capital. It is time to broaden transportation to include modes other than just the automobile. It is important that a rail link between northern Colorado and Denver be established quickly.	
Public Website IN-127	Dave	Dennis	<p>09/26/11 I would like to express my support for accelerating the plan to complete light rail to Fort Collins prior to the current 2075 projected date.</p> <p>Northern Colorado residents need a reliable, rapid, and environmentally sound alternative for traveling to Denver and the transportation hubs that it serves in the near term.</p> <p>Thank you for the opportunity to offer an opinion.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Preferred Alternative includes 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>
Public Website IN-128	Ken	Bennett	<p>September 26, 2011 I strongly support a commuter rail system in northern Colorado to at least the Denver-Metro region. Simply adding more lanes does not solve transportation efficiency, safety or financial issues. In the long run, commuter rail systems are more cost effective, convenient, cleaner and safer.</p>	<p>In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.</p>
Public Website IN-129	Earl	Sethre	<p>9-26-2011 Please address the problems we are having with travel on I-25 to northern Colorado. It is a nightmare and very dangerous to drive I-25 at this time. Also please consider light rail to train service to DIA and to downtown Denver. This is the best solution, although the most expensive one.</p>	<p>In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.</p> <p>The Preferred Alternative includes 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</p>

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			Good luck and we appreciate any efforts that will help make our travel safe and without delays.	Denver and connecting 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. 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.
Public Website IN-130	Patricia	Fossen	September 26, 2011 I would so like to be able to travel to Denver to shop and see museums, etc. without having to worry about traffic and weather. I would shop more and thereby help the economy more if I had that option. I would like it to occur in my lifetime----before 2075!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  Many benefits of the Preferred Alternative are documented in the Final EIS, including Entertainment travel – see FEIS Section 4.2.6.
Public Website IN-131	Nancy	York	September 26, 2011 The Preferred Alternative needs to speed up implementation of public transportation between Northern Colorado to Denver. Commuter rail service needs to be the highest priority. Waiting 75 plus years is foolish.  * Increase gasoline tax to pay for improvements. * Highway congestion results in more crashes, injuries, and deaths. * Currently travel along I25 is marked by stop and go and is very dangerous. * As one thing leads to another, public transit, car sharing, and other innovations will follow in the affected communities to compliment commuter rail.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  We understand your desire in having a greater discussion on financing strategies (Including the gas tax) to implement transportation improvements. Even though financing strategies were not evaluated as part of this study, it does not limit pursuing alternative financing strategies. CDOT or another entity such as the High Performance Transportation Enterprise or local agencies can propose financing strategies that could be considered.  In response to your comments regarding congestion, safety improvements and phasing, please see the following sections of the FEIS: Congestion – FEIS Section 4.4 Safety – FEIS Section 4.6

Source and ID No.	First Name	Last Name	Public Comment	Response
				Phasing – FEIS Chapter 8.0
Public Website IN-132	Shane	Miller	09/26/2011 Rail scheduled completion date from Denver to Fort Collins needs to be accelerated. It should be a higher priority than lane expansion on I-25.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-133	Scott	Mason	09/26/2011 We need to accelerate the building of a commuter train along the North I-25 corridor. We are foolish to continue to delay the inevitable transition away from the single occupant vehicle. Several global forces are coinciding to make oil-based transportation unaffordable and irresponsible. Please move up the commuter train implementation along the North I-25 corridor by several decades. My children and grandchildren will appreciate it.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-134	Brie	Hawley	9/26/11 I moved to Fort Collins from Washington D.C. Around the D.C. metro area, I observed how the overburdened highway system cost citizens hours of time, spent in idling traffic. Too often, the highways' cost was weighed in terms of lives lost or maimed in motor vehicle accidents. As someone who studies the effects of air pollutants upon human health, I also view highways as a place where humans face daily exposures to pollutants that are known to increase morbidity and mortality. Now is the time, while we still have ample land space along the I-25 corridor, to implement a passenger-rail system from Fort Collins to Denver. A passenger-rail system would spare Coloradoans from the increasingly expensive fuel prices, thereby affording them an opportunity to spend their capital within the local economy. Further, a rail-system would improve the lives and health of Coloradoans by sparing them from exposure to cancer causing air pollutants, as well as sparing them from death in a motor-vehicle accident.	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Highway Improvements.  In response to your comments regarding congestion, safety, and air quality improvements, please see the following sections of the FEIS: Congestion – FEIS Section 4.4 Safety – FEIS Section 4.6 Air Quality – FEIS Section 3.5

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			We cannot afford to wait until 2075 for a passenger-rail system to be implemented.	
Public Website IN-135	Lynn	Alldrin	<p>09/26/2011</p> <p>2075 is WAY too long. There are creative answers to Colorado's Front Range transportation issues (which intersect with our climate change problems big time). Kicking the can down the road does not really address the economy, the environment, future costs of construction, and all the other etceteras.</p> <p>There are already successful models for regional rail in our larger region. Please build on those models. How much extra pollution, additional related health costs, loss of positive community development and other negative factors must we contend with between now and 2075? Counting down: 64 years, 63, 63, 61, 60 . . . .</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>In response to your comments regarding economics, environmental impacts and costs, please see Chapter 3.0, <i>Environmental Consequences</i> and Chapter 6.0, <i>Financial Analysis</i> of the FEIS.</p>
Public Website IN-136	Claudia	DeMarco	<p>9/26/2011</p> <p>I think it is imperative that passenger rail being implemented as soon as possible. The price of gasoline is going to continue to go up and families are going to find it harder and harder to make ends meet and transportation takes a huge bite out of everyone's budgets. I have traveled in other cities and countries and have experienced the convenience of getting on a train where I could read, meet new people and arrive refreshed rather than beaten up from battling the traffic. Another consideration is the effect all the traffic on I-25 has on our air quality.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>We acknowledge your concern regarding air quality; please see FEIS Section 3.5, <i>Air Quality</i> for discussion of air quality.</p>
Public Website IN-137	Vicky	Hansen	<p>26 Sept 2011</p> <p>It does not make sense to me to spend money to widen I-25 when a train could get riders out of their cars - especially if I-25 continued to be packed. Widening just encourages more cars, which is the opposite of the desired trend. Your current timeline will finally put the train in after I have moved to a nursing home (if I am around at all) instead of allowing me to have a</p>	<p>In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.</p> <p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			comfortable and speedy commute to the many jobs available down south.	
Public Website IN-138	Earl	Larsen	Sept 26,2011 I support the idea of passenger rail being extended to Ft Collins. Just look at the highly successful commuter rail around Chicago as justification for the same kind of service between Denver and Ft Collins. Thank You!!!	Comment noted.
Public Website IN-139	Ernie	Dupuis	9/27/2011 I love the idea of passenger service between Fort Collins and Denver!! Bus service is a great idea, but the passenger rail system rocks, we need to move on that idea right away. If I had any say, I'd go from Cheyenne to Pueblo with a rail system. This weekend, I traveled from Denver to Grand Junction by rail, great way to travel. I would come to Denver much more often if we had rail, as I don't like driving down I-25, too much traffic and too many crazy drivers. Thanks for listening!!	<p>Comment noted. In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>

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Public Website IN-140	David	Little	09/27/2011 Mass transit works and is the most environmentally sound option to our future. Please look at Europe as an example their Mass transit has worked for decades.  I totally support this endeavor.	Comment noted.
Public Website IN-141	Lori	Nitzel	09/27/11 High speed rail along the Front Range is a necessity within the next 20 years to lower congestion, shorten travel times and reduce pollution. Please make it a reality!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  The Rocky Mountain Rail Authority (rockymountainrail.org) 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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.
Public Website IN-142	Dan	Gould	September 27, 2011 1. Please prioritize the express bus and commuter rail components so that Northern Colorado residents can have these services as soon as possible. Costs of driving single occupant vehicles will be rising quickly and public transit demand will need to be met. 2. Regarding the commuter rail link between Loveland and Fort Collins planned for phase 3; Please make this	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal

Source and ID No.	First Name	Last Name	Public Comment	Response
			part of phase 2. Fort Collins will be the generator of many trips, and it doesn't make sense to push that connection out so far into phase 3. Thanks for your work on this important plan.	Alternatives.
Public Website IN-143	Irma	Woollen	09282011 Rail transportation would be a great and much-needed form of getting to/from Denver and/or the towns in-between. I would be able to attend the ballet, the state congressional meetings/discussions of issues of utmost importance to communities in the Denver outlying areas. Seniors don't particularly like to drive I-25 or even drive but would certainly take a day or overnight trip to Denver if Rail Transportation were available. Driving on I-25 is very stressful, particularly in the winter time, which is the time for a lot of sports events and concerts, etc. Please consider this serious request in favor of proceeding with Rail Transportation from either Northern Colorado/Cheyenne, Wyoming to Denver/Colorado Springs/Pueblo.	The Preferred Alternative includes 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.  Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.
Public Website IN-144	Richard	Thomas	9-27-11 My experience relates highway congestion to vehicle accidents and trucks in the left lanes. Additional lanes have been tried in California and they do not reduce congestion. Trucks, buses, and cars contribute to air pollution. We need rail service NOW to reduce the number of cars and buses on the highways, and to reduce greenhouse gases.  Why keep doing the same thing? Widening the roads only leads to more congestion. Oil and Gas industries are spending a lot to lobby for more car lanes. We need rail mass transit ASAP.	In response to your comments regarding highway expansion and transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.  In response to your comments regarding congestion, energy, and air quality improvements, please see the following sections of the FEIS: Congestion – FEIS Section 4.4 Energy – FEIS Section 3.21 Air Quality – FEIS Section 3.5
Public Website IN-145	Jasmun	Hendrick	9/28/11 Please move the rail component of the I-25 transportation improvement project to Phase I. Having a reliable mode of transportation that doesn't require	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Highway Improvements.

Source and ID No.	First Name	Last Name	Public Comment	Response
			adding more cars to the highway would be such a good thing for this area. There are many people in this area (myself included) that dread making the drive up and down the I-25 corridor. Whether it is because of traffic or weather or just not wanting to spend that much time dealing with road rage, there are numerous reasons why I limit my Denver trips to once every couple of months. Having a train that runs to Denver would not only encourage more FTC residents to make the trip down, but also Denver residents to make the trip up.	
Public Website IN-146	Elizabeth	Elliott	September 28, 2011 Please consider a rail system at a sooner date. Perhaps the Denver Symphony would not be in such trouble if one were available. I used to attend all arts venues in Denver but have become thwarted by the congestion on I-25.	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.
Public Website IN-147	Jan	Peterson	9-28-2011 You need to place a higher priority on enabling passenger rail service along the I-25 corridor. Development will continue to happen along the edge of the Rocky Mountains, in a N-S linear fashion that is a perfect fit for efficient passenger rail service. Coupled with light-rail and/or bus feeder lines in E-W directions, this would be the single most efficient transportation development possible. It should be implemented immediately!	In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  The Rocky Mountain Rail Authority ( <a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed

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				rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.
Public Website IN-148	Scott	Mason	09/29/2011 I have commented on 09/28/2011 that I wanted to see the commuter rail project along the I-25 Corridor moved up in the plan by several decades. I would like to correct myself to request the commuter rail project along the US-287 corridor (as described in the Final EIS) be moved up in the schedule. Continuing our dependence on individual vehicles on I-25 for the next 60 years is neither realistic nor responsible.	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Highway Improvements.
Public Website IN-149	Mary	Davis	September 30, 2011 Would love to see commuter rail from Fort Collins to Denver and DIA!	The Preferred Alternative includes 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 and connecting service to DIA. Service to DIA would also be provided by the express bus.
Public Website IN-150	Tracy	Hoff	09/30/11 Please consider the Commuter Rail service from northern Colorado to Denver.	The Preferred Alternative includes 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.
Public Website IN-151	David	Roy	09/30/2011 Thank you for this opportunity to weigh in. Colorado must take advantage of rail to make travel more efficient, less costly, and sustainable for its citizens. My preference for rail is core, going through the communities of Fort Collins, Loveland, Berthoud, and Longmont, on into Denver. This route ensures that our already built communities stay vibrant, and, with the opportunity to connect to each other on a human scale, present new opportunities to re-invent themselves that we can't even imagine. Let's take care of what we've built, and have already invested in, while creating new opportunities for mobility, environmental protection, and	The Preferred Alternative includes 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.

Source and ID No.	First Name	Last Name	Public Comment	Response
			wealth creation.	
Public Website IN-152	Nancy	Kubik	9/30/2011 In addition to the documented benefits to NoCo communities, a commuter rail would increase the number of trips and amount of consumer \$ my family spends in Denver. But most important is the preservation of agricultural lands in NoCo.	Comment noted.  Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.
Public Website IN-153	Greg	Ward	September 30, 2011 I am writing in support of the front range rail project.  A rail system running from Ft Collins to Denver would increase the traffic not only to Denver businesses, but also to the Fort Collins establishments. The increased traffic would swivel additional sales tax revenue up and down the Front Range.	The Preferred Alternative includes 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.  In response to your comments regarding economics, please see Section 3.3, <i>Economic Conditions</i> of the FEIS. Many of the benefits of the Preferred Alternative are documented in the FEIS, including: Entertainment travel – FEIS Section 4.2.6.  Adjacency to a transit station, in particular a rail station, serves as an economic boost to that immediate area. This relationship is described in the FEIS in Section 3.3.2.2 and Section 3.3.2.3.
Public Website IN-154	Joyce	Caufman	9/30/2011 I go to 20-25 Colorado Rockies games per year and a few CU football and basketball games per year. As I get older, I find the drive more and more difficult. It would be pure heaven to be able to get on the train for these trips. I hope I live long enough to see this project come to fruition. I-25 is a nightmare at many times of the day. Don't wait!	Comment noted.  Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.  In response to your comments regarding the timing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-155	Joel	Heyman	10/1/2011 Bring Colorado into the 21st Century! Good economic planning, great social benefit.	Comment noted.

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-156	Judy	Solano	10/1/2011 Northern Adams County along I-25 from 120th south to the I-76/ 270/ US 36 junction is one of the most congestion stretches of highways in Colorado. Thornton, Westminster, Broomfield and Brighton are some of the fastest growing communities. Please build the north light rail line soon.	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Highway Improvements.  The Preferred Alternative includes 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.
Public Website IN-157	Clare	Nordstrom	10/01/2011 Yes, I would like very much to have a rail option for travel along the I-25 corridor	Comment noted.
Public Website IN-158	Deanna	Ball	10/01/11 I love this rail program; I only wish it could come sooner than 2035. It seems to me it would save a lot of cars on I-25 and less stressful workers and what a great way to get to Denver.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-159	Craig	Stoner	10 01 11 Rapid Mass Transit is badly needed in Northern Colorado and actually in most major cities in the USA. We have to find a more efficient way of transporting people across America and to and from their jobs.	Comment noted.
Public Website IN-160	Linda	Hughey	10/01/2011 I support the Preferred Alternative. I support a comprehensive solution that includes rail from Northern Colorado to Downtown Denver and DIA as soon as possible; by 2025. Northern Colorado needs multiple solutions to travel to and from Denver and DIA. A	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.  The Preferred Alternative includes commuter rail from Fort

Source and ID No.	First Name	Last Name	Public Comment	Response
			transportation solution is key to economic and tourist development of all communities headed to and in Northern Colorado.	Collins to the North Metro end-of-line in Thornton, with service continuing to Denver and connecting service to DIA.  In response to your comments regarding economics, please see Section 3.3, <i>Economic Conditions</i> of the FEIS. Many of the benefits of the Preferred Alternative are documented in the FEIS, including: Entertainment travel – FEIS Section 4.2.6.
Public Website IN-161	Jacqueline	Clark	10/1/2011 I travel to Denver via car at least once every 4 days. We are in dire need of an alternative to sitting on I-25. I totally support a rail system between Fort Collins and Denver, and wish it could be extended farther south than that.	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.  Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.
Public Website IN-162	Amy	White	10-01-2011 I support light rail in Northern Colorado, for all the obvious reasons, by 2025. We don't have time to wait until 2075. I go to Denver frequently and I would love to take light rail. Thank you.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  The Preferred Alternative includes 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.
Public	James	Watson	10/1/11	In response to your comments regarding transportation

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Website IN-163			<p>Finally! Move on it all, especially the rail!</p> <p>I am tired of literally taking my life in my hands in the North I-25 corridor every time I go down to Denver. Most destinations I go to in Denver for business of pleasure are near light rail stations. A way for me to get on the system in Loveland and transfer as needed would be great!</p> <p>A quick, safe, hassle free way to get downtown would be an answer to prayer.</p>	<p>improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.</p>
Public Website IN-164	Elaine	Lipson	<p>October 1, 2011</p> <p>The lack of commuter rail in the north-south corridor is absolutely shameful. I commute from Boulder County to Loveland, and my public transportation options are so limited that it is a hardship to get to and from my job - not to mention dangerous, on congested roadways full of aggressive drivers. Please give me a real option. It should have been planned and completed decades ago. The environment needs it, employers need it (my employer struggles to find talent that is willing to commute to Loveland) and your citizens need it.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p>
Public Website IN-165	Adele	Howard	<p>10/1/11</p> <p>I am very much in favor of a light rail connection to Denver! I-25 is crowded, stressful to drive and dangerous. I would go to Denver much more often if I didn't have to drive it.</p>	<p>The Preferred Alternative includes 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>
Public Website IN-166	Tim	Kubik	<p>October 1, 2011</p> <p>To be viable in the long term, a transportation solution must be focused on moving through the communities of the North Front Range, rather than past them. Package</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			B, and the 1st Phase focus on Package B solutions in the Preferred Alternative all suggest an emphasis on passing by our communities in the short term, which means the region is unlikely to experience the economic growth necessary to justify the expenditures. Package A, by contrast, seems more focused on developing an integrated transportation network that links our communities into a more economically vibrant region. While I'm concerned that Package A does not significantly lower emissions, my 'preferred alternative' would nonetheless be Package A.	The Preferred Alternative includes 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 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.
Public Website IN-167	Maureen	Selvig	10/1/2011 I am definitely hoping that we can have a light rail in place by 2025 at the very latest. This would allow for safe travel, a savings on energy costs, as well as many additional advantages.	The Preferred Alternative includes 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 transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-168	Ann	Harroun	October 1, 2011 I was happy to see that you have included commuter rail along the BNSF track from Fort Collins to Longmont in your plans. I just hope that the money will show up long, long before 2075! (...when I will be long dead.)	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-169	Marcia	Lewis	10/01/2011 Just last night a friend in her 70s talked about taking the train from Loveland to Denver for a day of shopping when she was a child. I would like to be able to do that too - preferably still in her lifetime! Whether the old tracks are used or new light rail is built in conjunction	The Preferred Alternative includes 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

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			with I-25, something has to be done soon. Thank you for allowing my comments. It seems like many years ago when I attended a meeting held at the Loveland Public Library on this topic. Let's see some action!	<p>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 prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.</p>
Public Website IN-170	Gary	Sprung	<p>9/30/2011</p> <p>I do not support widening I-25. We should spend our limited money on transportation that is more energy efficient, less land consuming, and less traffic inducing-- rail and bus travel. The EIS should prioritize the rail aspect and plan completion of the rail routes by 2025. Other states, such as Minnesota and New Mexico, have proved it can be done that quickly.</p>	<p>In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.</p> <p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-171	Camille	DeMarco-Hay	<p>October 1, 2011</p> <p>I really hope we get a north/south train soon. I feel we could have one very soon if we could just use the existing rail lines and upgrade them. Why not try this first? I would love to go to Denver, shop, do business, eat and come home. I don't want to take my car everywhere. I want public transport and the way to get it before 2025 is by using existing rail lines. Yes, they would need to be upgraded for passenger travel but it would be so worth it to have it sooner rather than later. We are pumping carbon into the atmosphere at about a million tons a day that arctic ice is disappearing at an unprecedented rate. The Ward Hunt arctic ice shelf is almost gone and scientists thought it would be around for many years to come as it was the thickest most stable ice shelf. This data I am giving comes from our own CU Snow and Ice Center. You are in a position to</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes 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 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>Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			make a really positive change or do the big business, it's all about the money/greed thing. If you people have children or grandchildren please think about their future and get rail in now on existing lines and start letting us leave our cars at home. Everyone up here feels the same way about upgrading the existing lines now. If you go for a separate lines that have to be built and won't be able to help us by 2025 or 2075 we will know it is about money and big business (as usual) and not the needs of people of Colorado. Things have got to change now in order to avert a climate catastrophe. Rail service north/south is huge and it needs to happen now. Do the right thing, please for our kids and grandkids!	We acknowledge your concern regarding energy; please see FEIS Section 3.21, <i>Energy</i> for discussion of energy use.
Public Website IN-172	Sandra	Nesbit-Manning	October 1, 2011 I am writing in support of the commuter rail component of the final N-I25 environmental impact study	Comment noted.
Public Website IN-173	Nancy	Kain	10.01.2011 I want a more reliable, weather-independent, safer, less stressful way to travel north-south along the front range by 2025, not 2075. I want commuter rail for excursions to and from Denver and Boulder. I do not like to drive I-25 and I will like it even less with more lanes. I do like to take advantage of cultural events in Denver. I will spend more money on those things IF I can easily and more safely get to Denver/Boulder.	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes 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 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>Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.</p>
Public	Carla	Massaro	10/01/11 Gentlemen: I commute to work near Denver and would	In response to your comments regarding transportation improvements, please refer to General Response #0 –

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Website IN-174			<p>jump for joy if there were a cost-effective, timely, snow resistant, and friendlier environmentally than my minivan and mostly LESS STRESSful method of dealing with some wild drivers on Hwy. 25 constantly, to get to my job! My husband and I have tried to attend evening shows in Denver proper, but have stopped attending because of the traffic jams we encounter heading south for an evening out. We would rather stay locally and miss the excellent theater a large city can deliver. Please support a rail transportation system and please do not wait soooooo long to implement it! We won't live long enough and need a system by 2015 the latest! Just think what a boon to the economy For NOCO this train would be and at the same time preserving our magnificent environment and western tourism!!!</p>	<p>Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes 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 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>Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.</p>
Public Website IN-175	Eric	Weedin	<p>Oct 1 2011 We need rail now in order to stay competitive in the world market. Don't make us wait until 2075.</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-176	Laura	Hindman	<p>10/01/2011 I would like to see safe, reliable public transportation along the Front Range as soon as possible. The amount of traffic on I-25 is insane, as is the 75 mph speed limit. Light rail would ease congestion, pollution, and reduce fatal accidents. It makes sense and we need to do it now.</p>	<p>The Preferred Alternative includes 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>We agree there is a large amount of traffic on I-25 and this is expected to grow in the future, to about 140,000 vehicles per day between SH-14 and SH-52 in 2035. The 75 mile per hour speed limit reflects the facility type and its design speed. Note that the prevailing average speed of 85th percentile of the drivers dictates the posted speed limit. Lowering the speed limit would correspondingly reduce the</p>

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				<p>capacity per lane. For this reason, it would require more infrastructure to achieve the same improvement in mobility.</p> <p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-177	Dan	Shaner	<p>10/1/2011</p> <p>We need to get very serious about mass transit along the front range, now. I am happy to see taxes raised and an aggressive program to "make it real." As a project manager myself, I would be honored to voluntarily assist the development of a program that completes by 2025 or earlier.</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-178	Diana	Greer	<p>10/1/2011</p> <p>I support passenger rail service between Loveland and Denver. We need a more reliable link which isn't choked by weather-related events or one of the numerous car accidents. Not being Denver-centric, I would personally use more direct, more dependable service between Northern Colorado and Denver International Airport.</p>	<p>Comment noted.</p>
Public Website IN-179	Holly	Young	<p>10/01/11</p> <p>I've lived in Ft Collins since 1967 and I find it hard to believe that in 2011 we still only have one north-south 4-lane interstate route. And State Highway 85 or 287 do not meet the same need. It should be obvious to any state representatives that we have been in dire need of mass transit for commuters and weekend travelers for many, many years. I don't understand why the state doesn't recognize the safety hazards that are created on our highways by not expanding the highways to meet the needs of the people who travel I-25. I also think the state patrol must start monitoring drivers on I-25 more to enforce traffic laws. It's appalling to me the violations I see regularly, but I also can sometimes understand the driver's reasons for violating traffic laws. Frankly, I'm surprised we don't have more traffic accidents and</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Please see FEIS Section 4.6, <i>Safety</i> regarding safety improvements.</p> <p>Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.</p>

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Public Website IN-180	Mary	Scobey	<p>fatalities. PLEASE PUT MASS TRANSIT IN PLACE SOONER THAN 2025, PLEASE!!!</p> <p>10/01/2011</p> <p>Please, we need rail to Denver. I would always opt to take public transportation. We need it now. Until rail can be provided, a bus that runs down I-25 several times a day is a great option. A bus to 120th where RTD picks up would be fine.</p> <p>I would buy a monthly pass and use it often. We do not need more lanes for traffic, we need public transportation.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>In response to your comments regarding highway improvements, please refer to General Response #0 - Need for Highway Improvements.</p> <p>The Preferred Alternative includes 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. This alternative also includes express bus service in Phase 1 in the I-25 corridor from Fort Collins to downtown Denver.</p>
Public Website IN-181	Anne	Grubb	<p>10/1/2011</p> <p>The Front Range needs a commuter rail to accommodate 1) all the aging Baby Boomers who currently live here and those who are/will be relocating and 2) current and future adult workers and students who want to take advantage of the economic and cultural opportunities in Denver and along the Front Range while avoiding the stressful, often dangerous I-25 commute. A commuter rail would provide an incentive for companies to relocate here. A commuter rail would improve air quality and probably lower auto insurance rates for the area. We need this within the next 10 years, not 2075.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to</p>

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				<p>support economic growth and environmental sustainability.</p> <p>We acknowledge your concern regarding air quality; please see FEIS Section 3.5, <i>Air Quality</i> for discussion of air quality.</p>
Public Website IN-182	Betty	Stewart	<p>10/1/11            Please seriously consider alternatives to improving transportation for Northern Colorado that includes light rail/commuter service. As a senior citizen, I often avoid going to Denver because of the heavy traffic on I-25. While we now have a bus alternative, it involves several transfers before arriving in downtown Denver. A rail alternative would be easier, faster, and would take advantage of existing rails. Please consider light rail/commuter service in plans for transportation to northern Colorado.            Thank you.</p>	<p>The Preferred Alternative includes 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 transportation improvements, please refer to General Response #0 – Need for Modal Alternatives.</p>
Public Website IN-183	Wendy	Stine	<p>10/01/11            Please don't put this off; our environment can't take much more. It's a quality of life issue too!</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-184	Melissa	Taylor	<p>10.1.2011            The cost to implement Rail along the Front Range will be Tripled by 2075. We need it now and Will help the cities along its route. Please expedite this project!</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is</p>

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Public Website IN-185	Jay	Jones	<p>10/1/11 We support North Front Range Rail &amp; certainly would like to see it done by 2025 as opposed to 2075.</p> <p>We would eventually like to see it connect with Wyoming &amp; it's growing populations.</p>	<p>preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p> <p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-186	Indrani	Kelly	<p>10/1/11 I think this is a great idea especially if there were stations that connected w/transportation to get people in</p>	<p>The Preferred Alternative includes 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</p>

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			Denver where they needed to go. I personally don't go to Denver that often - no need to.	Denver. Commuter rail has been identified for this corridor and is consistent with RTD plans.
Public Website IN-187	Sharon	Hamm	October 1, 2011 For all the obvious reasons--environmental, economic (especially given the current and likely future economy for years to come), safety--a 2025 rather than 2075 goal date for an operational high-speed rail line connecting the entire I-25 corridor seems both sensible and feasible. Let's make it happen!	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Preferred Alternative includes 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 high-speed rail.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-188	Mary Beth	Buescher	October 1, 2011 We need a more reliable, weather-independent, safer, less stressful or more productive way to travel north-south along the front range by 2025, not 2075. Thank you.	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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</p>

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				service considered by this study serves a different purpose and need than the North I-25 EIS. The commuter rail proposed in 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.
Public Website IN-189	Donald	Morris	10/1/2011 We need a light rail system to Denver, at least. After having lived in Singapore, it is embarrassing to come home to our decrepit transportation systems! I waste too much time traveling between Fort Collins and Denver.	The Preferred Alternative includes 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.
Public Website IN-190	Cara	Blake	10/01/11 It's already extremely irresponsible that we don't have mass transit along the I-25 corridor. SO PLEASE MAKE MASS TRANSIT A REALITY SOONER RATHER THAN LATER. As a tax payer and resident of this state, I would gladly pay higher taxes to make this a reality. Thank you!	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives. Please note that Phase 1 of the Preferred Alternative includes new express bus and commuter bus services on the I-25 and US 85 corridors, respectively—commuter rail would be added in later phases.
Public Website IN-191	Suzanne	Trask	10-1-2011 Interstate 25 at 75 mph is a nerve-wracking way to make the trip along the Front Range, not to mention the consumption of fuel and creation of air pollution. Quality of life would be greatly improved by the addition of a rail component to travel from Fort Collins to Denver. I support the development of rail service along the Front	Comment noted. The Rocky Mountain Rail Authority (rockymountainrail.org) 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 the Preferred Alternative does not preclude other potential rail services. Throughout the

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			Range.	development of the Preferred Alternative, the EIS team has been in coordination with the RMRA. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.
Public Website IN-192	Jillian	Thompson	10/1/2011 I am in full support of a public corridor passenger train along I-25. It is disappointing that it has taken this long to see the need and value of public transportation, and also disappointing that I won't be able to use it in my lifetime. But it needs to happen and I will pay taxes to support it.	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives. While financing strategies were not evaluated as part of this study, CDOT, another entity, or local agency could propose a financing strategy (including sales or property tax increases) to implement the Preferred Alternative sooner.
Public Website IN-193	Brad	Shannon	10.01.11 We need rail service on the I-25 corridor -- and we need it before 2075. A plan to have it in place by 2025 would be much better, and would support growth, jobs, commerce, tourism and more.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-194	Stephanie	Bublitz	10/1/11 By the time 2075 is here I will be 96 years old. If I am still driving, I will be thrilled you folks finally fixed the I-25 Corridor. Wouldn't it be even better if you could fix it while I am still in my 30's.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-195	Tom	Griggs	10/1/11 Pursue Front Range on Track proposal NOW, before it gets any later. The air, water, our children, and our children's children will thank you!	A broad range of transportation improvements have been considered throughout the EIS process, including rail transit. The Preferred Alternative includes 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.  Please refer to Comment OR-01 below regarding Front Range On Track. In response to your comments regarding prioritization or timing of transportation improvements,

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				<p>please refer to General Response #0 – Funding and Phasing Issues.</p> <p>In response to your comments regarding air quality and water, please see the following sections of the FEIS:            Air Quality – FEIS Section 3.5            Water Quality – FEIS Section 3.7</p>
Public Website IN-196	Jill	Kuhn	<p>October 2, 2011            I want a more reliable, weather-independent, safer, less stressful or more productive way to travel north-south along the front range by 2025, not 2075.</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-197	John	Kefalas	<p>10/1/11            We must develop a multi-modal transportation system by 2025 that includes commuter rail, which connects the downtown areas of Fort Collins, Loveland, Longmont and Denver. We also need to develop a parallel regional high-speed rail system along the I-25 and I-70 corridor. It is feasible in phases, which the Rocky Mountain Rail Authority has demonstrated through its various analysis.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes 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>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>

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Public Website IN-198	Michael	Gillette	10/1/11 Please move up light rail implementation. We really need it and there's no reason we can't start working on it right now. Thanks.	The Preferred Alternative includes 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 transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-199	Thelma	Burgonio-Watson	10/01/11 A safer commuter system is long overdue. Strongly support rail system even sooner than 2025, if at all possible, to save more lives and to have a healthier, more economical and environmentally sound way to travel north 1-25.  I am a voter in Larimer County. I am counting on you all to support this life-saving project	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-200	Amber	Anderson	10-1-11 Personally, I would use public transportation to Denver frequently--monthly at the very least. As a teacher, I would be able to take kids on field trips which currently cost me \$500 a trip with our school bus system. What a benefit to kids!!	Comment noted.
Public Website IN-201	Virginia	Carnes	10-01-2011 Though we are retired, we still drive to Denver and to the airport. It would more advantageous if we had commuter rail to ride since the driving is getting more	In response to your comments regarding transportation improvements, please refer to General Response #0 – Need for Modal Alternatives.

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			difficult. Also, with the ACE project coming aboard in Loveland, I believe we will have more and more commuters into this area which will definitely snarl traffic. I have a grandson who works in downtown Denver, he now must drive to Longmont to catch and "express bus" - we need that service extended to Loveland especially since it will take some time to get rail built.	A broad range of transportation improvements have been considered throughout the EIS process, including rail transit. The Preferred Alternative includes highway improvements, express bus, commuter bus, and 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 and connecting service to DIA.
Public Website IN-202	Mike	Towbin	10/1/11 Please do not wait until 2075 to build a mass transit rail system between Denver and Fort Collins. We need a better transit system long before. My family and I would gladly utilize mass transit for our trips to Denver to visit family and for shopping trips approximately once a week. Thanks!	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.
Public Website IN-203	Dale	Cisek	10/2/2011 light rail only makes sense to the future of the front range, if only to keep the growth in check	The Preferred Alternative includes 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.
Public Website IN-204	Mary	Detweiler	October 2, 2011 Having a rail link along the north I25 corridor is important both for efficient, affordable transportation for our residents, but also for protection of our precious Colorado environment.	Comment noted.
Public Website IN-205	Bob	Massaro	10/2/11 I have been following the I-25 EIS project and would like to thank everyone that has worked on the project. The Preferred plan seems to be a sound approach; however, the overall plan leans too heavily towards cars and concrete rather than encouraging rail as an	In response to your comments regarding transportation improvements, please refer to General Response #0 – Need for Highway Improvements, Funding and Phasing Issues and Need for Modal Alternatives.  The Rocky Mountain Rail Authority ( <a href="http://rockymountainrail.org">rockymountainrail.org</a> )

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			<p>alternative. Waiting till 2050 to implement commuter rail is entirely too long. What is needed is rail by 2015 or the latest 2020. By implementing rail by 2020 the entire Front Range will change.</p> <p>The economic impact to the cities along the BNSF corridor will be significant. New development from housing to businesses will move into the area anticipating a dependable transportation system. Sprawl may be minimized and both business commuting and pleaser trips will increase.</p> <p>Ultimately we can only install so many lanes of concrete before the Front Range begins to look like Los Angles. The faster alternative modes of transportation become a reality the better it will for our economy and the environment.</p>	<p>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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-206	Paul	Tiger	<p>Oct 02, 2011 My comments specifically address rail</p> <p>The interest of our family and neighbors is passenger-rail alternatives. We support north-south passenger-rail as either heavy or light rail. As Fastracks is planned to end its service in Longmont, on BNSF trackage, a connection to a continuation of north-south passenger rail should be close to the 'end-of-track' in Longmont. We believe that putting the rail parallel and close to I-25 will create a hardship on passenger users. End-of-line for northbound travelers finding themselves in Longmont and wanting to continue north will have to find a way to the I-25 trackage to continue to travel north. The same would be true of southbound travelers.</p> <p>This likely means Bus Rapid Transit connections between downtown Longmont and I-25. The same would be true of cities located on BNSF-Fastracks south</p>	<p>Please note that the Preferred Alternative includes commuter rail from Fort Collins to Longmont along the BNSF corridor (not along I-25) and connecting to Denver via RTD's Northwest Rail. However, new track from Longmont to the North Metro end-of-line in Thornton will be needed for the rail service continuing through to Denver and will cross I-25 but will not be along I-25. Commuter rail has been identified for this corridor and is consistent with RTD plans. Passenger transfers between the Preferred Alternative and separate RTD rail services in Longmont would be at a shared downtown station.</p> <p>The Preferred Alternative also includes express bus service along I-25 that would be available to Longmont residents. Feeder buses and park-and-ride lots would be available to passengers to access the express bus service on I-25. However, RTD already provides bus service to Longmont so it would not be necessary for Longmont passengers to board at I-25 for either rail or bus service.</p>

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			<p>of Longmont. There are many users of public transportation who do not own a vehicle, or wish to use it less. Rail next to I-25 forces them to find a way out to the highway to use public transportation. It is seven miles from central Longmont to exit 240 (I-25 &amp; CO Hwy 119). It is a long walk, or an arduous bicycle ride through a river valley.</p> <p>While it is not objectionable to have multiple north-south passenger trackage, the one issue appears to be investment. The BNSF trackage and rights-of-way exist, compared to a new build-out of rail along I-25. While the initial construction may be paid for with federal funds from the American Recovery &amp; Reinvestment Act, the maintenance will rely on Colorado taxpayers and system users.</p> <p>Beyond the added costs, and more pertinent to the EIS, I believe that adding passenger rail to the I-25 individual vehicle increase the urbanization of the I-25 corridor. It will create urban sprawl with the I-25 corridor at its center. This is a disservice to existing employers who are concentrated west of I-25 and closer to existing rail that has served industry and passengers for over a century.</p> <p>That said, an advantage for mass transit users who do own vehicles is more open land to be developed into parking lots (Park-n-Ride lots). In existing urbanized areas, that may not be possible, or be a great deal more expensive. As the I-25 becomes increasingly more urban, the land values will rapidly rise and the costs to build Park-n-Ride lots will may be just as expensive or more than ones in existing urban areas. Primarily we are concerned with this corridor creating urban in-fill between I-25 and the foot hills. Especially between the</p>	<p>In response to your comments regarding the need for transportation improvements, please refer to General Response #0 – Need for Highway Alternatives and Need for Modal Alternatives.</p> <p>In response to your comments regarding costs, please see FEIS Chapter 6.0, <i>Financial Analysis</i>. Please note that funding for the proposed improvements has not been identified, but is not available from the American Recovery &amp; Reinvestment Act. In response to your comments regarding economic and environmental impacts, please see FEIS Chapter 3.0.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p> <p>Comments noted.</p>

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			<p>existing BNSF trackage and I-25. These areas north of SH7 tend to be residential and agricultural, with small pockets of light industrial.</p> <p>The expansion of this transportation corridor will have a negative impact on the established environment of the area. Existing residents leave the area that is developing commercially; the socio-economic will rapidly change. From human to concrete and steel. Advancing blight.</p> <p>N-S rail exists on the BNSF line close to 287 and UP lines close to US85. Given that these rail lines have over a century of experience, and their lines pass through existing communities who need direct passenger services, I advocate for sharing existing rights-of-way with RR companies.</p> <p>I do not support a government railroad along I-25.</p>	
Public Website IN-207	Sarah	McGregor	<p>10-2-11</p> <p>It's high time we had commuter rail on the Front Range. I-25 traffic is a nightmare. Fuel sources are diminishing. We are harming the climate. An aging and poor population needs transportation. It should have been built 30 years ago. Build it ASAP! If you make it by 2025, I'll only be 75. If you continue with your current projection of 2075, my granddaughter will be 70!</p>	<p>The Preferred Alternative includes 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 has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 the Preferred Alternative does not preclude other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in</p>

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Public Website IN-208	Rose	Studer	10-02-2011 Let's get moving on this light rail and adding two more lanes to the freeway I-25. This should have been done 25 years ago from Cheyenne to Colorado Springs. Wake up to the 21st Century people!!!	<p>coordination with the RMRA. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p> <p>The Preferred Alternative includes 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 regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend to Cheyenne or Colorado Springs. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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</p>

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				proposed in 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.
Public Website IN-209	David	Nordstrom	10/02/2011 Please act on the continued action to build and expand public transportation along the front range. I believe that the immediate action on this investment in our future is the most important issue to insure the future growth of Colorado. Planned targeted growth of population based on transportation availability similar to the Portland Oregon plan is what our goals should be.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-210	Cheryl	Nichols	10-2-11 I do not remember the last time I drove to Denver from Fort Collins (which I must do at least several times each week) and did not see at least one accident. More often there are several. It doesn't matter the time of day or day of the week anymore, it is always a nightmare of a drive. I implore the responsible entities to move forward immediately and quickly with a commuter rail solution. 2075 is unacceptable as a timeline.	In response to your comments regarding the timing of transportation improvements, please refer to General Response #0 – Need for Highway Improvements, Funding and Phasing Issues and Need for Modal Alternatives.  The Preferred Alternative includes safety improvements to I-25 and also includes 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 has been identified for this corridor and is consistent with RTD plans.
Public Website IN-211	Janice	Livesay	October 2, 2011 We need better means of travel between Fort Collins & Denver now. I travel this route often & the traffic congestion is usually very heavy. A rapid transit (light rail) would be great. 3 lanes on I-25 from Fort Collins to around Longmont (where it goes to 3 lanes now) is needed immediately. This can't wait until 2025, it is	The Preferred Alternative includes safety improvements to I-25 and also includes 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

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			desperately needed now!	<p>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 prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-212	Don	Cox	<p>10/02/2011</p> <p>Anyone who has traveled to many of the great cities of the world (and even smallish cities) is amazed at the benefits of a well planned working mass transit. There is a health benefit in pedestrian cultures that has a clear value for future economies. As our population ages without a safe means to humanize/socialize with house-bound seniors, we will certainly become more fearful and cable news indoctrinated.</p>	<p>Comment noted.</p>
Public Website IN-213	Carolyn	Taylor	<p>10/01/2011</p> <p>I have lived in Loveland for seven years and heard that commuter rail was not planned to be implemented until 2075. I thought surely that can't be true. What region would wait that long to set things in motion to provide, clean, efficient, safe, reliable transportation for the needs of the Front Range?</p> <p>A commuter transportation plan should have been accomplished already.</p> <p>Nobody likes to hear bragging about the transportation accomplishments of other cities. I mention these two examples just to show that transportation alternatives have been created before - it's possible to do, and expected by citizens. Washington DC Metro subway provides transportation into the city and to the airport. Munich Germany has a most amazing hub of transportation opportunities: subway and trains (both to airport) buses, taxis. Amazingly efficient, fast, safe,</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is</p>

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			<p>clean.</p> <p>I think the Front Range should get cracking on a commuter train. We (your first riders) would use it to travel to DAM, MCA, Botanic Gardens, Nature and Science, to name a few. We are members of the above-mentioned museums.</p> <p>Thank you for considering my comments.</p>	<p>preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-214	Jonnie	Westerop	<p>10/2/2011</p> <p>We need other transportation choices, ASAP (2025?). Let's do rail down the front range, using existing rail lines (downtown Fort Collins to Centerra, for example). Let's do bikeways and walkways next to the railways. If there were safe bikeways/walkways - we would remove large amounts of cars from the roads because people would be able to travel between cities by bicycle and/or train. Great climate, healthier people, and a modern community transportation system - companies will be "dying" to set up business in our communities, which means more tax revenues to use for schools and such.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes 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 has been identified for this corridor and is consistent with RTD plans.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>

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Public Website IN-215	Barbara	Ziesche	<p>October 02, 2011 Northern Colorado along the Front Range definitely needs a commuter rail system. The roads and I-25 are totally congested and in need of constant repair, not to mention the air pollution the number of vehicles cause. I rarely go to Denver or the outlying cities because of the traffic. It is nerve wracking and dangerous the way people drive.</p> <p>We should have invested in commuter rail in the 1970's when it was first discussed; now it is 2011 and we are still discussing it. Let's do it and move the timetable up to 2020. I would think that this would also greatly enhance our employment issue, and we will get some sanity to our lives, by not knuckle driving on the way to Denver.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes 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 has been identified for this corridor and is consistent with RTD plans.</p> <p>In response to your comments regarding socio-economic and air quality, please see the following sections of the FEIS:  Social conditions – FEIS Section 3.2  Economic conditions – FEIS Section 3.3  Air quality – FEIS Section 3.5</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>

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Public Website IN-216	Chris	Oppold	10/01/11 I have been researching and a rail system between FTC and Denver has been "thought about" since 1973 it is time to get off our highway building binge and do something that will help all, and benefit the planet at the same time. A rail system between FTC Denver and Colorado Springs needs to happen now.	<p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>"Text now reads: In response to your comments regarding highway expansion and prioritization/phasing of transportation improvements, please refer to General Response #0 – The Need for Highway Improvements and Funding and Phasing Issues.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT will soon be conducting an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-217	Shorter	Rankin	October 2, 2011 I would use commuter rail from Fort Collins to Denver for shopping trips and visits to sporting, cultural events. I am a senior, retired, and have no car. I hope that one	<p>Comment noted.</p> <p>Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>could take a bicycle along like the Capitol Corridor in California. Northern Colorado could develop a serious air pollution problem if we continue to over-rely on automobile transportation.</p>	<p>Section 4.2.6.</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>
<p>Public Website IN-218</p>	<p>Carolyn</p>	<p>Wade</p>	<p>10/2/2011 I am totally in favor of rail transportation along I-25. It reduces pollution, is safer for travelers, and will save Colorado money on road closures and repairs. Please implement this asap!</p>	<p>Please note that the Preferred Alternative includes commuter rail from Fort Collins to Longmont along the BNSF corridor, not along I-25. New track from Longmont to the North Metro end-of-line in Thornton will be needed for the rail service continuing through to Denver and will cross I-25 but will not be along I-25. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT will soon be conducting an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p> <p>Many of the benefits of the Preferred Alternative are documented in the FEIS, including air quality – FEIS</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
				<p>Section 3.5, <i>Air Quality</i>.</p> <p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Website IN-219	William	Shuster	<p>10/2/11</p> <p>I would like to see more emphasis given to rail transit options with much earlier implementation dates. Just widening I25 will not substantially address the problems presented by front range growth. Establishing a effective commuter rail system and benefiting by transit oriented (compact) development will give us a better chance of reducing vehicle miles traveled while keeping more money in the local economy.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Need for Highway Improvements, Funding and Phasing Issues and Need for Modal Alternatives.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-220	Linda	Waters	<p>10/02/11</p> <p>I support of the commuter rail component of CDOT's Final Environment Impact Study. I want a more reliable, weather-independent, safer, less stressful or more productive way to travel north-south along the front range by 2025, not 2075. I would use commuter rail to get to and from work, to expand my ability to work throughout the region, or for events and excursions to and from Denver and Boulder. It's long overdue. Please get us commuter rail as soon as possible.</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 the Preferred Alternative does not preclude</p>

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				<p>other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p> <p>Comment noted.</p>
Public Website IN-221	Maggi	Wynne	<p>6/16/1966 We are SO supportive of this initiative. WE can't wait. My children, my parents, my neighbors, my friends and I all want this commuter rail to travel north-south along the front range. We love living here, but this would make it so much more livable and workable. Thanks for all you're doing.</p>	<p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public	Michael	Losonsky	Oct. 1, 2011	In response to your comments regarding prioritization of

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Website IN-222			2075 is not much of a commitment -- that looks more verbal and political rather than a real and serious commitment. 2025 is a real commitment to something that has been discussed since 1990. Already in 1990 I was part of a group of Fort Collins citizens that was interviewed by CDOT about the need for such a corridor! Time to act now for a more civilized, sustainable and profitable Front Range!	transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-223	Gailmarie	Kimmel	Oct 2, 2011 Please ACT NOW for a reliable, weather-independent, safer, more productive way to travel north-south along the front range. With family and friends in Denver, we'd use mass transit over driving anytime, and want to see this in next 10 years. Thanks for your attention.	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>

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Public Website IN-224	Paul	Alaback	<p>10/2/2011</p> <p>I strongly support a rail option for the I-25 corridor, and secondly enhancement of bus service with park and ride options. I do not support widening of I-25 because this will only be a very temporary solution, since this will encourage even more traffic and development along the corridor and ultimately will create more problems than it can solve. The DOT should also consider how to coordinate with land-use planning and open space programs to limit "strip" development along the I-25 corridor which will complicate any efforts to improve traffic and traffic flow efficiency. For example a "parkway" could be very effective, as has been done in other states.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>Please note that the Preferred Alternative includes commuter rail from Fort Collins to Longmont along the BNSF corridor, not along I-25. New track from Longmont to the North Metro end-of-line in Thornton will be needed for the rail service continuing through to Denver and will cross I-25 but will not be along I-25. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>Both CDOT and FHWA have policies in place to coordinate with local governments in support of compatible land use planning next to transportation facilities. The EIS project is an example of this. However, the final land use decisions are made by the local governments and not CDOT or FHWA.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 the Preferred Alternative does not preclude other potential rail services. Throughout the development of</p>

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				<p>the Preferred Alternative, the EIS team has been in coordination with the RMRA. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability</p>
Public Website IN-225	Lucin	Turner	<p>Oct 2, 2011 I want commuter rail all along the front range and I think it should be implemented immediately! The rails are already in place! Commuter rail is safer, it is less stressful and it is far less susceptible to adverse weather conditions. Rail is accessible to everyone and will facilitate jobs, education and recreation all along the front range. Please go with commuter rail and do it NOW!</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>

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Public Website IN-226	Jean	Wightman	10/2/2011 Just home from visiting DC via the metro. We need mass transit here. Soon. Train from Ft Collins, Loveland Longmont, Boulder, DIA, Denver.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  The Preferred Alternative includes 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 has been identified for this corridor and is consistent with RTD plans.
Public Website IN-227	Nola	MacDonald	10/2/11 I want and we NEED a more reliable, weather-independent, safer, less stressful and more productive way to travel north-south along the front range by 2025. There is every reason to establish rail transport now, and NOT wait until 1975.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-228	Ann	Wilmsen	10-02-11 I have lived in Fort Collins since 1966, and we often travel the stretch of 1-25 from here to Denver. It always has been a dangerous and heavily traveled strip. As the metro areas in Northern Colorado grow, the traffic becomes worse and more dangerous. After driving many interstates in the country, I believe our stretch to be one of the worst.  Light Rail now, would give many of us another option for getting to Denver, so unless the end destination is beyond Denver metro, there is not a necessity to drive.  Light rail has been on the table for many years, hasn't moved an iota. Please make it happen now.  Thank you.	While one of the identified elements of purpose and need is the need to improve safety on I-25, there are many other highways in the nation with worse safety statistics.  The Preferred Alternative includes 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 prioritization of transportation improvements, please refer to General

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Public Website IN-229	Lyle	Hobbs	<p>10/2/11</p> <p>We definitely need light rail to connect our local communities and Denver by 2025. It is necessary to allow local business access to markets and to decrease the amount of individual vehicle in the corridor. I-25 is already approaching saturation and will only get worse costing time and money.</p> <p>Thank you.</p>	<p>Response #0 – Funding and Phasing Issues and Need for Modal Alternatives.</p> <p>The Preferred Alternative includes 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 prioritization of transportation improvements, please refer to General Response #0 – Need for Highway Improvements and Funding and Phasing Issues.</p>
Public Website IN-230	Charles	Riblett	<p>10/02/2011</p> <p>I strongly support multiple transportation paths using multiple transportation technologies. The current single highway system is brought to a halt by any collision on either side of the highway. The driving current population displays very limited driving skills and is quite prone to collisions. A multiple path system would be much more fault tolerant.</p> <p>A parallel rail system would provide a transportation option for the distracted or uninterested drivers in addition to increasing the transportation system throughput.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Need for Modal Alternatives.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>

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Public Website IN-231	Susan	Tungate	10-2-2011 I enthusiastically support mass transit on the North I-25 Corridor. I would use it. I would pay higher taxes for it.	Comment noted.
Public Website IN-232	Margaret	Zierdt	10/2/2011 I am very favorably impressed by the hard work and careful planning to bring our area multi-modal transportation. I prefer the Alternative plan because it seems to incorporate all that is good in Program B.  It is heartening to see that future transportation planning can be done in phases. It is smart that rapid commuter buses will be employed while commuter rail planning takes place. I am amazed at the savings in commuter times by the proposed buses and trains. Air pollution will be improved. While area population grows, we do not want to be packed together like sardines. Hopefully the roads will be less congested.  We need our space and having choices in transportation is good. However, it appears that people will be choosing to live near transportation hubs and that is a good thing. Housing shouldn't spread out too much if we want to decrease travel time.  Thank you again for all your work. I look forward with great anticipation to the implementation of your plans.	Comment noted.  Many of benefits of the Preferred Alternative are documented in the Final EIS, including air quality – see FEIS Section 3.5, <i>Air Quality</i> .
Public Website IN-233	M. L.	Johnson	October 2, 2011 At a \$million per mile for surfacing and periodically re-surfacing I-25, it would seem more cost efficient and environmentally efficacious to install a commuter rail. Look at California's BART system and the Greater Salt Lake rail system in Utah.	In response to your comments regarding highway improvements, please refer to General Response #0 – Need for Highway Improvements.

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-234	Steve	Szabo	10/02/2011 We need to get this done as quickly as possible.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-235	Sue	Beck-Ferkiss	October 2, 2011 I am in favor of pursuing train access between Denver and Fort Collins. We need to build more mass transit all around.	Comment noted.
Public Website IN-236	Jennifer	Walton	10/2/11 I have spent the past three years commuting to Boulder first from Fort Collins, then from Longmont. I have many work colleagues and friends who have noted that they would gladly trade their daily commute, expense of gas, and upkeep of a vehicle for a train ride to work -- and that it would give them the flexibility to live wherever they chose on the front range, rather than in a place they did not like as much. I also understand that several studies have been conducted that prove a train would halve the level of emissions resulting from commuters on the front range. Given that there is already an existing track and clearly pollution is already a major problem in this area, it seems there's no reason not to put in passenger rail. Please help us out and make travel on the front range easier and cleaner for everyone!	<p>Comment noted. Many of benefits of the Preferred Alternative are documented in the Final EIS, including air quality – see FEIS Section 3.5, <i>Air Quality</i>.</p> <p>The Preferred Alternative includes 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 has been identified for this corridor and is consistent with RTD plans.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>

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Public Website IN-237	Michael	Salasek	10-02-11 I am a Ft Collins resident who for many years drove to Centennial for work. During that time the T-Rex project took place which was suppose to help with traffic flow. It may have in Denver but it did nothing for N. Colorado. CDOT is still doing bridge work in Denver but Ft Collins gets nothing. We need a multi system approach along I-25 that included light rail and it needs to be done NOW not after I am dead.	The Preferred Alternative includes 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 prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-238	Stephen	Byers	10/3/2011 I support the preferred alternative package as the most sensible path forward to meeting the growing demands upon the transportation infrastructure.	Comment noted.
Public Website IN-239	Randy	Fischer	October 3, 2011 I strongly support the commuter rail component described in the North I-25 Environmental Impact Study. I urge CDOT to adopt the preferred alternative outlined in the EIS which includes commuter rail along the existing BNSF right-of-way through Fort Collins, Loveland, Berthoud, and Longmont. Additionally, I urge CDOT to begin a process of working with commuter rail advocates in Larimer County to accelerate the timeframe for build out of the commuter rail component from Fort Collins to its proposed connection with Fastracks in Boulder.  Thank you,  Randy Fischer, State Representative	In response to your comments regarding prioritization or timing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  CDOT is committed to continuing coordination with local communities and interested citizens in advancing the improvements described in the Preferred Alternative. Even though financing strategies were not evaluated as part of this study, it does not limit pursuing alternative financing strategies. CDOT or another entity such as the High Performance Transportation Enterprise or local agencies can propose financing strategies that could be considered and accelerate implementation.

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-240	Ashley	Waddell	House District 53 10/03/2011 Please, please install commuter rail as a part of the North I-25 project! Such a move is long overdue, and would enhance the economies of all front range cities, not to mention reduce congestion on the highway. Please construct Package A or the "Preferred Alternative." Commuter rail can make a huge difference -- and a very positive one -- to northern Colorado's future.	Comment noted. The Preferred Alternative includes 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.
Public Website IN-241	L. Darrell	Whitley	10-3-2011 I support having rail/trains as a form of public transportation in Northern Colorado and along the Front Range. Given the concentration of the population along the Front Range, public transportation by train makes enormous sense. I would go to Denver more often. I-25 is horrible and unpredictable. I would support taxes to do this.	<p>Comment noted. The Preferred Alternative includes 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 regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
				<p>to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p> <p>While financing strategies were not evaluated as part of this study, CDOT, another entity, or local agency could propose a financing strategy (including sales or property tax increases) to implement the Preferred Alternative.</p>
Public Website IN-242	John	Freeman	10/3/2011 Give us light rail!!!	The Preferred Alternative includes 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.
Public Website IN-243	Janet	Latona	10-3-11 I support a commuter rail project along the north south corridor to Denver to occur as soon as possible. The I-25 traffic volume is crowded, dangerous, and not in support of environmental consciousness. I currently travel the route often to visit family, and attend classes and other events in Denver. Previously my work was in Denver, my odd schedules and locations did not allow me to access a ride group - so my single daily drives were not good for myself or the community. Please move toward accomplishing the commuter rail as soon as it can be done.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-244	Jody	Eidsness	10/03/11 We can't wait until '65. Let's shoot for '25, shall we?	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-245	Tiffany	Zerges	10/3/2011 Please fund mass rail transit along the I-25 Corridor from Cheyenne to New Mexico. This is essential for public safety and the environment. Thank you.	Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver, and does not extend north of Wellington. The transit improvements included in the

Source and ID No.	First Name	Last Name	Public Comment	Response
				<p>Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-246	Jane	Anetrini	<p>10/03/2011 I would like a reliable, weather-independent, safer, less stressful or more productive way to travel north-south along the front range. I would participate more in the activities in the Denver area knowing I could get there and back more easily</p>	Comment noted.
Public Website IN-247	Milan	Karspeck	<p>October 3, 2011 I'm impressed with all the work and careful thought that went into the North I-25 EIS. I strongly support the preferred alternative that was developed, particularly the rail component on the BNSF line that connects the cities between Ft. Collins and Longmont to Denver Union Station.</p>	Comment noted.
Public Website	Roger	Clark	<p>October 3, 2011 I support the commuter rail component of the N I-25</p>	Comment noted. In response to your comments regarding prioritization of transportation improvements, please refer to

Source and ID No.	First Name	Last Name	Public Comment	Response
IN-248			Final Environmental Impact Study. Northern Colorado needs a reliable, safe, environmentally sensitive, more productive way to commute as soon as possible. Thank you	General Response #0 – Funding and Phasing Issues.
Public Website IN-249	David	Simpson	<p>10/3/2011 Hello. I think it is great that CDOT is considering rail travel for the northern Front Range. However, I find it more than a little insulting that implementation of this alternative is not scheduled until 2075 - 64 years from now! I would love to be able to ride the train to Denver and watch a Rockies game or visit a restaurant or two, but from the look of this current plan the only way I'll get to ride the rails is in a pine box.</p> <p>Am I the only one who finds it absurd that my great-grandfather had more options for going to Denver by train than I do? The West was literally built around the train! Though communities have grown around the automobile since the 50s, if CDOT were to take a firm position favoring rail for the near future (10 years, not 60+), I am confident that future growth would coalesce around the lines, just as they did one hundred and fifty years ago. Consider stories of folks in Denver choosing a home based upon proximity to Light Rail. I know I would live near a train station up here in Ft. Collins if only I had the option.</p> <p>64 years is too long to wait, especially considering the massive developments planned for the interim - additional lanes for I-25, toll roads, etc. It almost seems as if rail were included as an option but with no intention of ever following through with it. Frankly that is unacceptable. I welcome real progress regarding rail development - affordable, often, and soon.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>Many benefits of the Preferred Alternative are documented in the Final EIS, including entertainment travel – see FEIS Section 4.2.6.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability. The Preferred Alternative includes 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</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			Thank you for your time.	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.
Public Website IN-250	Bruce	Stotts	10/03/11 The front range has a desperate need for commuter rail as soon as possible! I-25 has become a snarled mess, and adding more lanes will simply add to pollution in Colorado and add to the death toll from highway accidents.	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.
Public Website IN-251	Jane	Kneller	10/3/11 We need mass transit to and from Denver much sooner. Surely northern Colorado can move into the 21st century by 2025. We can't afford not to!	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-252	Carolyn	Wilson	10/3/11 There needs to be a mass transit system to and from the Denver area! I've either been in or seen the results of too many car collisions on I-25. Having a train/railway would lessen these occurrences and abate the growth of the smog cloud that blankets Denver and is spreading to the entire Front Range. Please make this project happen!	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-253	Linda	Greaves	10-3-11 I've been waiting for this day when I wouldn't have to deal with traffic on I-25! However, I wish that this rail line will not disturb our natural environment.	Comment noted.
Public Website IN-254	Irene	Fortune	10/3/2011 This is a written copy of my verbal comments made at public hearing.  I support the commuter rail component of the study for the reliable transportation it brings and the improvement in air quality and road congestion but especially for the health and safety benefits it would bring to people in this region.	Please note that including commuter rail as a component of the Preferred Alternative will allow North Front Range residents to benefit from its safe operations. In regards to motor vehicle accidents, I-25 will undergo capacity enhancements as well as design upgrades that will improve the safety of the freeway. CDOT safety statistics indicate that these planned safety improvements will reduce the accident rate on I-25 by three percent over the No-Action

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>After working 30 years in highly hazardous chemical manufacturing, I'm convinced of the rewards received from planning for safety.</p> <p>I see population projection for many more people, roads getting busier regardless the number of lanes added on I-25, 287, 85 and connecting roads in between.</p> <p>From the National Safety Council, I learn that as of 2009 the average American had a 1 in 90 chance of getting injured in a motor vehicle accident to the extent they need medical attention, each year. Further motor vehicle crashes are the leading cause of death for ages 2-39 and ages 50-72. Total cost of accidents in 2009 was \$245B. NFR hit ~ \$170 M per year.</p> <p>Then I read in CDOT's study that actual injury rate for rail passengers is better than 3 times LESS than the rate for motor vehicle occupants.</p> <p>I predict that if we had a significantly less risky way to travel, PLUS the quieter and safer road crossing improvements that commuter rail construction would bring, then families and employers in this region would far beyond the dollar investment for commuter rail.</p> <p>Thank you for this public comment period!</p>	<p>Alternative. In addition, the Preferred Alternative will reduce the VMT on arterials throughout the study area which have a higher accident rate than I-25. This will improve roadway safety across the entire study area.</p> <p>We acknowledge your concern regarding air quality; please see FEIS Section 3.5, <i>Air Quality</i> for discussion of air quality.</p> <p>In response to your comments regarding transportation improvements, please refer to General Response #0 –the Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>Many benefits of the Preferred Alternative are documented in the FEIS, including safety – FEIS Section 4.6, <i>Safety</i>.</p>
Public Website IN-255	Patrick	Picard	<p>10/3/11</p> <p>I support the commuter rail component of the North I-25 Final EIS. I would like to see investment into rail, and would like rail to be as a regional transportation option for traveling between cities in the Front Range of Colorado sooner rather than later. If we don't invest in other modes besides driving, our streets will continue to be clogged, and our environment, our economy, and our poor, young, old and disabled will continue to suffer.</p>	<p>In response to your comments regarding the timing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes 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</p>

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				<p>Denver. Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver. The transit improvements included in the Preferred Alternative begin in Fort Collins and Greeley, and extend to metro Denver. The extension of transit services further north or south would not be precluded by the Preferred Alternative, but is not included in the FEIS.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-256	Julie	Liggett	10/3/11 I go to Denver every other week for hospital appointments, and to Children's Hospital in Aurora every week (I raise my grandson) for appointments. Please build the north-south rail ASAP. Thank you.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-257	Ariana	Friedlander	10/3/2011 It would improve quality of life, air quality and make traveling between Denver and fort Collins more accessible! I strongly support mass transit along I25 north corridor!	<p>Comment noted.</p> <p>The Preferred Alternative includes express bus service on I-25 providing a regional service connecting northern Colorado communities to downtown Denver and DIA. Initial implementation of the express bus service along I-25 and commuter bus service along US 85 is included in Phase 1.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Website IN-258	Stacey	Baumgarn	Oct 3, 2011 Please include commuter rail goals and considerations for the North I-25 corridor. Costs to study, and implement will not be cheaper in 2075 than now, today is the best time to act and help to make a project happen. Let's make commuter rail a reality on the I-25 corridor before 2025! Thanks so much for your hard work and consideration.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  The Preferred Alternative includes 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 has been identified for this corridor and is consistent with RTD plans.
Public Website IN-259	Michael	Foote	10/3/2011 I am in support of a rail extending from Denver to Loveland and vice versa. I live in Loveland and work in Denver. It would be a more feasible and safer option to do this, especially during the winter. My trip usually consists of me driving down to Longmont, parking at the Longmont Park n Ride, and catching the LX bus from Longmont to Denver. To me, it's annoying that there's no RTD buses that go directly from Loveland to Denver. If the Regional Longmont bus can do it, I think RTD could take the extra 15 minutes it takes to get up to Loveland and get it down. Do I believe it will happen, probably not...but at least this possible rail gives me hope.	Comment noted.  The Preferred Alternative includes highway improvements, express bus service and commuter bus service in Phase 1. Commuter rail would be included in later phases along the BNSF. Fort Collins, Loveland, Greeley, Denver and intervening communities would be served by the proposed bus and rail transit. Please note that RTD buses do not serve Loveland because it is outside the RTD district; the RTD district is a special tax district providing funding for RTD through a sales tax.
Public Website IN-260	Kim	Pacheco	10/3/2011 I would very much like a more reliable, greener, weather-independent, safer, less stressful and more productive way to travel north-south along the front range by 2025, NOT 2075. I think this is essential for Northern Colorado to progress forward and become a destination for sustainable businesses and to look toward become "greener" in the area of transportation.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-261	Andrew	Bartlett	October 3, 2011 I thoroughly approve of the commuter rail aspect of the North I-25 EIS. As the population of northern Colorado grows, it is important to understand how large an effect	In response to your comments regarding prioritization and timing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal

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			<p>transportation alternatives have on urban development patterns. Commuter rail, as soon as it is operational, will encourage new development around the stations, which are in the towns of Fort Collins, Loveland, Berthoud, and Longmont. Improvements to I-25, on the other hand, encourage development around interchanges, and in any open land within a couple of miles of an interchange. Highway-oriented development (usually called "sprawl") will be increasingly ill-suited to the American economy as our population ages, and as the price of gas continues to rise. Sprawling development is not the desire of the vast majority of northern Colorado residents. For those of us familiar with southern California, it is not hard to imagine Fort Collins as San Bernardino and Denver as Los Angeles, not an appealing prospect for most of us. I-10, the highway that connects San Bernardino with L.A., was once an open road as much of I-25 still is. In California, regional planners in the 1950s and 60s felt that highway improvements were the only cost-efficient way of improving travel along the I-10 corridor. The result of their short-sightedness is that L.A. has had to belatedly build a commuter rail system at much greater expense than it would have had it been built as part of the original plan.</p> <p>Commuter rail is an important part of the North I-25 EIS. I hope it is the first priority in the overall build-out of the plan.</p>	<p>Alternatives. We acknowledge your concern regarding land use; please see FEIS Section 3.1, <i>Land Use</i> for discussion of land use issues.</p>
Public Website IN-262	Richard	Jurin	<p>October 3, 2011 When thinking about a more reliable, weather-independent, safer, less stressful or more productive way to travel north-south from Denver to Fort Collins (via Loveland) along the front range we need a mass transit option like most of the areas in the nation - not unlike Portland, Oregon. We need this now although the</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>For further information on some of the identified benefits of the Preferred Alternative please see the following sections</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>proposed option by 2025 is still a long way off - it needs doing now, not 2075. Road traffic is always a danger and a hassle even if the freeway system is enlarged - travel in the front range needs a mass transit option. I would rather take a train to down town Denver from Loveland on a more regular schedule - driving is something I rarely consider unless I have to. Not only will it save valuable oil resources for more urgent needs (other than driving) it will greatly reduce the emissions problem in this whole Front Range area and make transport across the Front range safer and more desirable. Mass transit works in other major cities and the surrounding suburbs, we can make it work here.</p>	<p>of the Final EIS:                      Congestion – FEIS Section 4.4                      Safety – FEIS Section 4.6                      Air quality – FEIS Section 3.5                      Environmental Consequences Affecting Economic Conditions – FEIS Section 3.3.2                      Entertainment travel – FEIS Section 4.2.6</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
Public Website IN-263	John	Bisbee	<p>Oct. 3, 2011                      We need a better alternative to car travel on I-25; we need some form of mass transit by 2025 or sooner. This will help reduce pollution, stress, accidents and road costs.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.</p>
Public Website IN-264	Elliot	Cooper	<p>10/3/2011                      I appreciate the work that has already been put forth in this report, and the recommendations of not only 'no plan', but also Plan A, Plan B, and the Preferred Plan. Having lived in northern Colorado for nearly 30 years, I am ready to see the implementation of an advanced transportation system such as noted in the Preferred Plan. This plan appears to have the least amount of</p>	<p>Comment noted.</p> <p>In response to your comments regarding the timing of transportation improvements, please see General Response #0 – Funding and Phasing Issues.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			environmental impact and focuses on the quickest turn around. Let's get this plan approved and on-the-move!	
Public Website IN-265	Tamie	Baggett	10-03-2011 We need a mass transit system on I-25 before 2075. There is already too much traffic on I-25 today and waiting until 2075 is unacceptable. We need it as soon as possible.	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.
Public Website IN-266	Cary	Weiner	10-3-2011 Please make traveling to/from Denver safer!!! So many accidents! Rail like in New Mexico between Albuquerque and Santa Fe would be most welcome even through an additional tax. Thanks!	Comment noted. Please see FEIS Section 4.6, <i>Safety</i> regarding safety improvements.
Public Website IN-267	Barry	Floyd	10-3-11 I want a more reliable, weather-independent, safer, less stressful or more productive way to travel north-south along the front range by 2025, not 2075. I want commuter rail to get to and from work, to expand my ability to work throughout the region, or for excursions to and from Denver and Boulder,	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.
Public Website IN-268	Joan	Shaffer	10-03-11 I am writing to support the North I-25 Environmental Impact Statement "Preferred Alternative." I am particularly supportive of the rail component and see it as a vital transportation option for the region. Given that the track is largely in place and that the Burlington Northern/Santa Fe, owners of the track, are likely willing partners in the operation of commuter services, the costs for implementing this service are more minimal than any other rail project in the state. I think this project should be given top priority for implementation.  As a resident of Loveland, and from my perspective as a City Councilor, I am also very supportive of rail services because of the economic benefit, in the way of jobs, that the construction project, along with the long-term operations will bring to our community and region. I also	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.  In response to your comments regarding land uses and economics, please see the following sections of the FEIS: Land use – FEIS Section 3.1 Social conditions – FEIS Section 3.2 Economic conditions – FEIS Section 3.3

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>believe that a backbone rail transportation system such as this will also serve greatly in the redevelopment of our downtown. We currently have projects underway and in planning to significantly increase the housing density of our downtown and a strong multi-modal transportation system will only enhance success.</p> <p>All of this can only happen, however, if this project is given the priority it warrants and is implemented no later than 2025.</p> <p>Should you have any questions or concerns, please do not hesitate to contact me directly.</p> <p>Sincerely, Joan Teresa Shaffer</p> <p>Please note my comments are personal and do not necessarily reflect the full membership of the Loveland City Council.</p>	
Public Website IN-269	Matthew	Chudacoff	<p>10/3/11 I would like to see commuter rail established on the existing BNSF line in Phase 1 of the preferred alt of the NI25 EIS.</p>	In response to your comment regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-270	Julie	Chudacoff	<p>October 3, 2011 Please establish commuter rail on the BNSF line as soon as possible.</p>	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-271	Robert	Bersch	<p>10-03-11 I would like to see the commuter rail portion of the NI25 study operational in the first phase of this project. I would be safer travel to Denver and help ease the congestion on I-25 in a more cost effective way than just adding more lanes to I-25.</p>	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.
Public Website IN-272	Janice	Jacobsen	<p>10/3/2011 The light rail proposition for the Fort Collins to Denver Corridor is really needed as soon as possible. I drive</p>	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>this route frequently and it is always busy. I find that cars are driving too fast and leave very little clearance between themselves and the car in front of them. There are also many trucks on this highway as well. The 3 lanes from Westminster to Longmont has helped somewhat. This state is always on the tail end of highway technology! We need to find innovative ways to increase the revenue for this project. How about highway tolls in this I-25 corridor for a while. I will be dead by 2075 so having this project delayed this long is ridiculous. If I am going to help pay for this now, I want to be able to use it in my lifetime. I am sure that most of the commuters between the northern towns and Denver feel the same way. Let's all work together to make this happen in the next 10 years at the latest. Many people will die on this highway before light rail is completed and that is too high a price to pay! I feel like the northern part of our state is being overlooked! Let's get it done NOW! Thanks for letting voice my concerns.</p>	<p>Improvements; and the Need for Modal Alternatives.</p> <p>Please note that the Preferred Alternative does include Tolloed Express Lanes on I-25. Tolls would be collected for all single occupant vehicles traveling in the tolled express lanes. The tolled express lanes are intended to encourage carpooling, vanpooling and transit (no toll would be collected for these users) by ensuring travel time reliability on the lanes. Under the tolling scenario identified in the FEIS, the tolls collected would be used primarily to cover the cost of operating and maintaining the lanes.</p> <p>The Preferred Alternative includes 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 see General Response #0 – Funding and Phasing Issues. Many benefits of the Preferred Alternative are documented in the FEIS, including safety – FEIS Section 4.6.</p>
Public Website IN-273	Anna	Meck	<p>10/3/2011 This would be so helpful to have, and I believe essential. It would make it easier for me to go for excursions into Denver for meeting clients, shopping, games, meeting friends, maybe even eventually make it easier to get to the airport? In other words, I'd spend way more money in Denver if it were easier for me to get there. I could expand my business there.</p>	<p>Comment noted. Many benefits of the Preferred Alternative are documented in the Final EIS, including Entertainment travel – see FEIS Section 4.2.6.</p> <p>The Preferred Alternative includes 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 and connecting service to DIA. The Preferred Alternative also includes express bus service to downtown</p>

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Public Website IN-274	Mary	Humstone	10/3/11 We need rail service along the I-25 corridor now - not in 60 years. Having commuted to Denver for 15 years, I'm well aware of the dangerous and crowded conditions on I-25 - and it's only getting worse. Civilized societies around the globe have been offering safe, reliable rail transportation to citizens for generations - in fact, we had it here 100 years ago! We need an alternative to the private automobile, one that can operate safely in all kinds of weather.	Denver and DIA, which would be initiated in Phase 1. In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.
Public Website IN-275	Gary	Wockner	10-3-2011 I support commuter rail which is a more reliable, weather-independent, safer, less stressful or more productive way to travel north-south along the front range by 2025, not 2075. Please accelerate the timetable for building commuter rail by 2025.	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.
Public Website IN-276	Evelyn	Bingham	Oct 3, 2011 This all is a good idea, except the time frame -- I think with some focus, we should be able to implement the plan within the next 10 - 15 years. That is, implementation by 2025.	In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.
Public Website IN-277	Layton	Bersch	10/03/11 I strongly encourage CDOT to move up passenger rail project priority and timetables for completion of phasing thru Fort Collins. As a Civil Designer, I have had many opportunities to observe from a professional stand point that: Adding lanes to roadways and commuter bus service are transportation solutions that do not return value for the taxpayer/municipal/agency investment as well as passenger rail can.  Adding passenger rail diversifies our transportation solutions. This will benefit communities in this EIS region through cottage industries and tourism	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.  CDOT believes that investments in transportation infrastructure of both rail and highway return value to the local economies. The relative return on investment is difficult to calculate because the assumptions for calculation require some subjectivity.  CDOT believes that all the modes of the Preferred Alternative would benefit cottage industries and tourism

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>opportunities that rail travel uniquely and efficiently presents. Please reevaluate the stated Phasing plans that state project objectives thru 2075 on a cost benefit standpoint to the entire region. Focusing the plan on the I-25 corridor limits benefits to the regions communities and individuals whom are immediately involved with travel on I-25. This planning addresses budget limitations but does little to allow additional funding to be encouraged from non I-25 commuting parties (basically you eliminating potential funding solutions by design). The phasing schedule effectively limits population growth to automotive based commuters, distinctively handicaps our region's communities from attracting individuals and businesses that value non roadway based transportation and are attracted to our preservation of open space and promotes irresponsible urban sprawl. Having municipalities focus resources around undeveloped transportation centers and away from developed transportation centers (which the rail system is) has repeatedly been shown to devalue the community long term and will dramatically have a negative effect on future commerce opportunities beyond the short term benefit that may come from road side development and industries. Thank you for your attention.</p>	<p>opportunities.</p> <p>Phase 1 includes numerous investments in transit including preservation of commuter rail right of way. This commitment is intended to establish the region's future plans for transit investment to guide development and investment along the corridor.</p> <p>In response to your comments about the focus of the study, please note that multiple corridors (including I-25, US 287, US 85 and multiple rail corridors) were included in the regional study area (see Figure 1-1 of the Final EOS) and highway and transit improvements to these corridors were evaluated during the EIS alternative screening process, as described in Section 2.3, <i>Other Alternatives Considered</i> of the Final EIS and the <i>Alternatives Development and Screening Report</i> (which was incorporated by reference into the Final EIS). The Preferred Alternative includes highway improvements to I-25, as well as transit improvements on multiple corridors. With regard to phasing of these improvements, please refer to General Response #0 – Funding and Phasing.</p>
Public Website IN-278	Bruce	Johansing	<p>October 3 There are so many timely and compelling reasons for the state to further this program now and not 65 years from now.</p> <p>Let's Target the Year 2020! There is enormous demand for rail service through northern Colorado. The freight lines can lend much expertise and guidance so as to help rail passenger system be efficient and profitable. Such demand is now,... not 50 years on.</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 the Preferred Alternative does not preclude</p>

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			<p>Eliminating the heavy stifling I-25 traffic from Denver to Longmont to Loveland to Fort Collins is means of creating new jobs and creating local wealth.</p>	<p>other potential rail services. Throughout the development of the Preferred Alternative, the EIS team has been in coordination with the RMRA. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>
<p>Public Website IN-279</p>	<p>Dianne</p>	<p>Thiel</p>	<p>10/3/11 I appreciate the inclusion of a rail corridor for Northern Colorado in the preferred alternative for this study. Colorado needs to develop more rail transportation options, especially along the Front Range. We should speed up the rail component of this project to complete it much sooner than described in the FEIS - by no later than 2025. All avenues should be used to find funding to expedite rail and other mass transit aspects of this project.</p> <p>It is important to run the rail service through the major Front Range cities to support economic redevelopment in downtowns along the line, rather than put a rail line along I-25, where it would encourage sprawl and destroy downtowns. Our communities also need the good paying jobs this rail project will create.</p> <p>I am 62 years old, and want to have rail travel as an option when I can no longer drive. Since I am part of the baby boomer generation, my needs are likely typical of many, many people in our state.</p> <p>The type of analysis in Robert Yuhnke's presentation at the ColoRail meeting in Longmont on Saturday, October 1, 2011, should be included in all future CDOT highway/bus/rail projects. Mr. Yuhnke discussed ways to</p>	<p>Comment noted.</p> <p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes 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 has been identified for this corridor and is consistent with RTD plans.</p> <p>The Rocky Mountain Rail Authority (rockymountainrail.org) 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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to</p>

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			<p>reduce VMTs, calculate avoided fuel costs, and how mass transit and other measures can keep money in the state's economy. I encourage CDOT to study this SWEEP analysis and include such information in all future CDOT project studies. SWEEP = Southwest Energy Efficiency Project.</p> <p>Thank you for the opportunity to comment on the FEIS.</p>	<p>support economic growth and environmental sustainability.</p> <p>Please refer to response to the SWEEP comment (# OR-02).</p>
Public Website IN-280	Janet	Armstrong	<p>Oct. 3, 2011</p> <p>Definite need for mass transit on I-25 corridor.</p>	<p>Comment noted.</p> <p>The Preferred Alternative includes new express bus and commuter bus services on the I-25 and US 85 corridors, respectively. This alternative also includes 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>
Public Website IN-281	Rita	Lucero	<p>10/03/2011</p> <p>We have family in Denver so travel I25 much. This has gotten to be such a horrible drive I nearly get sick whenever we have to go. There is way too much traffic and a solution is much needed.</p>	<p>Comment noted.</p> <p>The Preferred Alternative includes new express bus and commuter bus services on the I-25 and US 85 corridors, respectively. This alternative also includes 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>
Public Website IN-282	Thomas	Phelps	<p>10/03/11</p> <p>I support light rail by 2025 (or sooner)</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Preferred Alternative includes 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</p>

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Public Website IN-283	John	Wolfe	10/03/11 I support rapid transit, specifically light rail, along the northern I25 corridor.	<p>transit choice. Commuter rail has been identified for this corridor and is consistent with RTD plans.</p> <p>The Preferred Alternative includes 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 includes new express bus and commuter bus services on the I-25 and US 85 corridors, respectively. This alternative also includes 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>
Public Website IN-284	Leonard	Kellogg	10-3-2011 Yes we want light rail in Northern Colorado. Driving on I-25 is nutz. Save resources, and have less pollution by building light rail that comes to Longmont, Loveland, Windsor, and Ft Collins.	<p>The Preferred Alternative includes commuter rail from Fort Collins, along the BNSF corridor through Loveland and Longmont with new track to the North Metro end-of-line in Thornton, with service continuing to Denver. Commuter rail would not extend to Windsor. 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>
Public Website IN-285	Suzanne	Janssen	10-3-11 Would love to see commuter rail service to Northern CO. Truly, reliable transportation options along the I25 corridor are needed sooner, rather than later. Very important environmentally, as well as, economically for	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>Many benefits of the Preferred Alternative are documented</p>

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			Northern Colorado. Attracting Denverites into our lovely City to see our art offerings and visit our galleries is vital to the economic growth and prosperity of our citizens. Thank you!	<p>in the Final EIS, including Entertainment travel – see FEIS Section 4.2.6.</p> <p>Consistent with your suggestion, the Preferred Alternative includes tolled express lanes on I-25. Demand on these lanes will be managed through tolling to ensure reliable travel times for express bus service, high occupancy vehicles, and single-occupant vehicles paying tolls.</p>
Public Website IN-286	Jerry	Gerber	<p>October 3, 2011</p> <p>I applaud your efforts and assessment of the North I-25 EIS. CDOT should be commended for including an option for commuter rail. The BNSF railway is the ideal transit project for Northern Colorado for many reasons: increased economic development along the corridor, increasing fuel prices due to decreasing supply, increased commuter options and convenience, increasing road congestion, increased safety at existing rail crossings, increased cost-effectiveness over other proposals, and the possibility for future electrification of the rail system.</p> <p>I am impressed with New Mexico's commuter rail system, the Rail Runner. This project was completed very quickly and paid for by state and private funding, exclusively. What I want to stress is the urgency of the need for an effective transit system along the Front Range. We cannot wait any longer. Your proposal, while laudable, must be implemented in Phase One! You must become aware of peak oil and its implications for resident mobility in the very near future. Also, Colorado's most valuable industry, tourism, absolutely depends on a viable and economical transportation system. Imagine an airline passenger arriving at DIA taking RTD light rail to Thornton or Longmont, taking commuter rail to Loveland and riding on a public van or bus to Rocky Mountain National Park without using any</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; and the Need for Modal Alternatives.</p> <p>CDOT believes that investments in transportation infrastructure of both rail and highway return value to the local economies. We agree that a multimodal solution provided need transportation solutions. CDOT believes that all the modes of the Preferred Alternative would benefit cottage industries and tourism opportunities.</p> <p>Phase 1 includes numerous investments in transit including preservation of commuter rail right of way. This commitment is intended to establish the region's future plans for transit investment to guide development and investment along the corridor.</p> <p>We recognize that oil is a non-renewable resource and its supply will peak someday. We also recognize that the data on the supply of oil is imprecise and therefore there is much uncertainty regarding when 'peak oil' will occur. By providing a multi-modal solution, the Preferred Alternative offers mobility options for future travelers. Please refer to General Response #0, the Need for Modal Alternatives. Regarding travel from DIA to Loveland, please note a future traveler would board an RTD East Corridor commuter rail train from DIA to Denver Union Station, and transfer at DUS to an RTD North Metro commuter rail train, which would provide a one-</p>

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			<p>expensive private transportation whatsoever.</p> <p>Please do what it takes to push forward your timeline for commuter rail on the northern Front Range and complete it by 2025, preferably sooner. As fuel costs increase, Colorado residents and tourists alike will much appreciate your visionary leadership on this vital service. Thank you for your serious consideration!</p>	<p>seat ride to Loveland.</p> <p>Many benefits of the Preferred Alternative are documented in the Final EIS, including Entertainment travel – see FEIS Section 4.2.6.</p>
Public Website IN-287	Buddy	Meyers	<p>10/03/2011</p> <p>I like the rail component very very much. We need to leverage our existing rail infrastructure owned by the Class 1 railroads, specifically the BNSF. BUT, we cannot wait, we need to move the date up to 2025. Thank you.</p>	<p>In response to your comments regarding prioritization of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p>
Public Verbal IN-288	Dave	Lindsay	<p>9/12/11</p> <p>My name is Dave Lindsay. I'm the town engineer for the Town of Firestone. I was at the very first TAC meeting many years ago. We really do appreciate the effort that CDOT and the consulting staff has gone through. We appreciate the participation that we've been allowed to have in the input towards the solution.</p> <p>Mayor Chad Auer wanted to be at this meeting tonight, but he had a conflict and just was not able to come. We had prepared a letter that we've already sent actually with comments and support for the project. I would like to read that into the record very quickly. It's a brief letter. It was addressed to Tom Anzia at Felsburg Holt &amp; Ullevig.</p> <p>"Mr. Anzia, the Town of Firestone has reviewed the north I-25 Final Environmental Impact Statement and supports the recommendation of the Preferred Alternative. The final EIS, seven years and \$22 million in the making, presents a thorough and complete</p>	<p>Comment noted.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>evaluation of alternative solutions to the northern Front Range's pending transportation needs in compliance with need for requirements.</p> <p>Some of the key elements of the Preferred Alternative that garner our support are:</p> <p>The Plan addresses the major issue of I-25 congestion with a blend of improvements to the interstate to increased capacity and travel efficiency.</p> <p>The Plan will also provide a safer travel corridor.</p> <p>The Plan will replace critical infrastructure that is rapidly deteriorating or is technologically inferior, which also provides a safer travel corridor.</p> <p>The Plan incorporates innovative managed lanes for vehicular traffic, bus service, as well as a future commuter rail system, which combines to give commuters a full venue of transportation options currently not available throughout most of the northern Front Range.</p> <p>The Plan accommodates the least impact to existing wetlands and wildlife habitat of the alternatives that address the traffic problem on I-25.</p> <p>The Phrase 1 improvements address the most immediate and critical issues in the I-25 corridor while laying the groundwork for future phases that will fully develop the Plan's well-rounded transportation solution. I-25 is the main street of the Northern Front Range, and the Preferred Alternative preserves this critical component of the region's continued success.</p> <p>Business leaders frequently list efficient and effective transportation as being a key element in determining where to locate, relocate or expand. The addition of alternative transportation modes can also enhance the quality of life of residents of the region which helps retain and recruit the best and brightest workforce.</p> <p>We look forward to the Record of Decision and CDOT's expedient completion of the Phase 1 improvements.</p>	

Source and ID No.	First Name	Last Name	Public Comment	Response
Public Verbal IN-289	Linda	Bersch	<p>Sincerely, Chad Auer, Mayor. Thank you.</p> <p>I'm Linda Bersch from Loveland, Colorado, private citizen. I also thank you for your efforts in completing this study. I'm very happy to see the final draft. I have a couple of comments. I would very much like to see the commuter rail established sooner rather than later and moved into Phase 1. I spent almost 30 years commuting from Loveland to Denver to work, so I have some experience on I-25. As soon as you build another lane, it's full. Fortunately, most of my commuting I was able to carpool or vanpool and noticed that most of the traffic is one person per car, so I think alternatives to car travel is sorely needed so that people can do something besides use their own car.</p> <p>Commuter rail in Phase 1 would be a good alternative to cars and more cars. The railway would also serve people along the 287 corridor. A lot of people do commute long that corridor for work as well as along I-25 and would also serve the people living and working in that area and for people even going on into Denver. It doesn't force those people to use the feeder roads out to I-25. They can stay in the core areas of our cities along 287 and the rail route.</p> <p>I have one other comment on the express bus. The stops, as I see it on the map, go from Windsor -- Fort Collins, Windsor, Crossroads Boulevard, and then Berthoud. It seems to me like a stop at 34 or 402 would be more conducive to the commuters that would be using that bus rather than on Crossroads Boulevard. I live along 402, and that 402 park-n-ride is overflowing almost every day. The more you build, the more overflow it creates, so I would think that 17 considering the congestion at Crossroads Boulevard and the lack of</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>The Preferred Alternative includes highway improvements, express bus service and commuter bus service in Phase 1. Commuter rail would be included in later phases; please refer to General Response #0 – Funding and Phasing Issues for the reasons that commuter rail implementation is included in later phases.</p> <p>Express bus service is a flexible mode that can accommodate new or different stations to serve future developments. The station near Crossroads Boulevard was identified through coordination with the City of Loveland. A station at US 34 or SH 402 could be considered in the future.</p>

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Public Verbal IN-290	Artie	Elmquist	<p>available vacant land there, that a bus stop using the existing park-n-rides at 34 or 402 would be better served for the people. Thank you so very much.</p> <p>9/12/11 Good evening. As a tenant farmer that lives along I-25 next to Stevenson Lexus, I'm here tonight to talk about a few issues that remain from the reconstruction of I-25 recently in which one lane was added in each direction. This is just a word of -- some good comments that I want to relay to some of the CDOT staff here in which I'm concerned about in the design phase of that project, that adequate designing and efforts were not made to work with landowners and tenant farmers in addressing some of the irrigation reconstruction issues, and some of those issues still remain today. And this is a word of warning to some here in the audience that I will be contacting them yet to see what can be done about some of the lingering issues.</p> <p>I'm concerned about the consultant that was hired to redesign the irrigation system and would hope in the future as you go about doing future projects to the north that you find somebody that is much more competent in designing irrigation systems, because the consultant that was hired certainly wasn't. We still have remaining issues. What I think is important also in the process then is also working more closely with the County and the towns in which when you reconstruct these roads and make changes to drainage ways and such, you're not always actively coordinating and cooperating with the counties and towns, and they need to be aware of some of the impacts that those changes along I-25 will have to the adjacent roadways.</p> <p>So I appreciate your opportunity to allow me to speak</p>	<p>The comments have been noted. Please contact CDOT if you have any continued concerns regarding these issues.</p> <p>CDOT attempts to be careful and thorough in our construction projects and remains committed to working closely with affected property owners to ensure satisfactory outcomes. With regard to the Preferred Alternative, CDOT will coordinate with affected property owners during future design and construction.</p>

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Public Verbal IN-291	Rob	Osborne	<p>on those issues tonight and thank you, and I do support, obviously, the project and think it is very much needed; that we need to do upgrades obviously but have these concerns and think it is important that they be given some weight. Thank you.</p> <p>September 13, 2011. MR. OSBORNE: My name is Rob Osborne. My address is 207 West Mrytle Ct., Fort Collins, Colorado, and I'm a restaurant owner. I'm not a traffic engineer by any means, but I do have the railroad come by my business every day, day in and day out, time and time again. So it certainly has made me think about rail transportation. And now that this EIS report has come out for final comment period, I wanted to express my wish to speed up the passenger rail component and see if there was any way that that could be put in the Phase 1 project development. And I imagine financing, money is the main issue with that. And as a citizen I wonder what citizens can do to help bring that about, expedited in a quicker fashion so that we don't have to wait until our kids' kids see passenger rail along the Front Range. And the other concern that I have is, I've been in Colorado for almost 35 years now, and it seems to me the good part of the time I-25 is under construction, which is well it should be, it needs to be maintained, but in the process, of course, it is a hazardous drive when a lane is reduced and so on and so forth.</p> <p>And if there is going to be 94 structural improvements and repaving the highway and adding lanes, it sure would be great to have an alternative to having to take the highway, and certainly, you know, a bus option going down 287 might be something. But if I had my wishes, it would be developing that passenger rail component sooner, and I think that the benefit that</p>	<p>In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; the Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>Even though financing strategies were not evaluated as part of this study, it does not limit pursuing alternative financing strategies. CDOT or another entity such as the High Performance Transportation Enterprise or local agencies can propose financing strategies that could be considered and accelerate implementation of the Preferred Alternative. For more information on the financial analysis, please refer to FEIS .Chapter 6.0, <i>Financial Analysis</i>.</p> <p>The Preferred Alternative does include new bus transit services, but the proposed express bus would use I-25. There currently are other public bus services that connect Fort Collins to Longmont on US 287, where passengers can connect to Denver with RTD.</p>

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			<p>would come from that would be tremendous.</p> <p>I also realize that passenger rail is something that needs to be subsidized by government in one form or fashion in order to maintain it. It's rare that ridership will pay for the actual cost of running a passenger rail system, and so I realize that's a big concern, too. I would hope that there is a way that the public could get involved in that, and there would be a way that we could increase that -- improve on that timeline, and so I would certainly be open and wanting to hear what the department, CDOT would have as far as suggestions there.</p> <p>Thank you.</p>	
Public Verbal IN-292	Irene	Fortune	<p>September 15, 2011.</p> <p>My name is Irene Fortune. I live at 4830 Avon Avenue in Loveland 80538, and I support the commuter rail component in this study for the reason that it provides reliable transportation, and if the ridership turns out to be much larger than what the numbers we see here are, which is my prediction looking at other rail systems in the country, then I would also expect to see improvement in air quality and road condition. But mostly I support it for health and safety reasons for the people in this region.</p> <p>I've worked in the highly hazardous chemical production industry for 30 years, and I am completely convinced of the rewards that I've gotten are won by planning for safety. And so I do defensive driving on the roads. I do defensive driving times ten on my bicycle, and I'm worried because I see population projections continuing to arise around here, and I foresee that the roads will get busier and busier regardless how many lanes are added on I-25 and 287 and 85 and the roads in between. And then I consulted the National Safety</p>	<p>Please note that including commuter rail as a component of the Preferred Alternative will allow North Front Range residents to benefit from its safe operations. In regards to motor vehicle accidents, I-25 will undergo capacity enhancements as well as design upgrades that will improve the safety of the freeway. CDOT safety statistics indicate that these planned safety improvements will reduce the accident rate on I-25 by three percent over the No-Action Alternative. In addition, the Preferred Alternative will reduce the VMT on arterials throughout the study area which have a higher accident rate than I-25. This will improve roadway safety across the entire study area.</p> <p>We acknowledge your concern regarding air quality; please see FEIS Section 3.5 for discussion of air quality.</p> <p>In response to your comments regarding transportation improvements, please refer to General Response #0 –the Need for Highway Improvements; and the Need for Modal Alternatives.</p> <p>Many benefits of the Preferred Alternative are documented</p>

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			<p>Council and learned that as of 2009 the average American had a 1 in 90 chance of getting injured in a motor vehicle accident, to the extent they need medical attention, and that's each year.</p> <p>Worse, the motor vehicle crashes are the leading cause of death from ages 2 through 39 and ages 50 through 72, and according to the National Safety Council, the total cost of accidents in 2009 was 245 billion. And I was horrified. And then I thought, hey, let me try to ratio that down to, like, the north Front Range area because we've got about 200,000 people here, give or take. I didn't know how to factor in the Fort Collins with the safest driving record, so I just did a straight calculation, and I came up with a hit for our region of 160, 170 million each year, and to me that's a horrifying number. And I'm kind of looking at CDOT people and the transportation people to see if I'm right or an order of magnitude off. Okay. I'm sticking with it.</p> <p>Then I went to a CDOT study, and that the actual injury rate for rail passengers was better than three times less than the injury rate for motor vehicle occupants, and that's good news. So I predict if we had a significant -- if the people here had a significantly less riskier way to travel, plus the quieter and safer roads that you could get with the computer rail construction, according to this chart here, then the benefit that families and employers would get in this region will go far beyond the dollar investment for computer rail.</p> <p>Thank you.</p>	<p>in the FEIS, including safety – FEIS Section 4.6, <i>Safety</i>.</p>
Public Written IN-293	Laura	Coale	<p>8/22/11</p> <p>I fully support I-25 expansion from Fort Collins, Loveland, Longmont, Erie, etc. to Denver and DIA. My in-laws live in Loveland and would use public transportation. One day I would like to move to that</p>	<p>Comment noted.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			area, but my commute to DIA for work currently makes that dream difficult. I would use public transportation from North Colorado to DIA. My current location could also use public transportation to DIA and Denver and I would certainly take advantage of it as well (Highway 7 and 125).	
Public Written IN-294	Luke	Tembrock	9/13/11 I am very excited about the preferred alternative. Please push for the rail portion as quickly as possible. Thank you also for not considering building a separate rail line but rather using the existing line – good work! Please integrate bicycles as much as possible. I am not concerned about environmental impacts; the area is so developed no virgin lands will be destroyed. Again, the use of railcars DMU's is great, push first for rail development. Rail! Thanks for your efforts – please feel free to contact me for more details or endorsements.	In response to your comments regarding transportation improvements, please refer to General Response #0 – Funding and Phasing Issues; and the Need for Modal Alternatives.  Section 4.8 of the Final EIS describes the specific accommodations being made for bicycle facilities, including connecting to bus and commuter rail studies, interchanges and trail crossings at I-25. Although a transit vehicle has not been chosen, it is likely it would accommodate bicycles similar to the RTD regional bus routes or rail vehicles. Bicycle access and bicycle parking will be provided for transit stations with specific details to be determined during design.
Public Written IN-295	Dan	Dean	9/13/11 Town of Mead is concerned that drivers in the express/toll lanes will be precluded from exiting at the Mead exits, Exits 243 and 245.	Access and egress ramps to/from the TEL would be located in the vicinity of the Mead interchanges. For a southbound traveler originating from Mead, an access ramp to the TEL will be located south of the SH-66 Interchange #243. A northbound traveler in the TEL destined to Mead would have an egress from the TEL south of the SH 66 Interchange #243. For a northbound traveler originating from Mead, access to the TEL could be either north of SH 66  Interchange #243, or north of SH-56 Interchange #250. For a southbound traveler in the TEL destined to Mead, they could use an egress from the TEL either north of SH 56 Interchange #250 or south of the CR-34 Interchange #245. Please note that refinements and modifications will be

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				considered through final design of the improvements.
Public Written IN-296	Lee	Steffes	9/13/11 Because we live on the east side of I-25 we hope all construction is done on the west side where 110 houses exist, also we need noise mitigation like they have in Denver and on other roads like 287 has.	The Preferred Alternative would expand I-25 primarily to the west from its current position, but there are exceptions for individual situations. Please refer to FEIS Section 3.4, <i>Right-of-Way</i> . The noise impact and abatement strategies are described in Section 3.6, <i>Noise and Vibration</i> of the Final EIS.
Public Written IN-297	Pat	Jordan	9/14/11 Before viewing the program I want to comment on locations where such programs are held. Why are they held at locations only you can only get to if you drive? Not exactly environmentally good. If you want to promote transit and alternative means of transportation have them where a lot more people can attend.	Please note that the regional study area for this EIS, as described in Chapter 1.0, <i>Purpose and Need</i> extends from Wellington to Denver and from US 287 to US 85. The intention was to spread the limited number of public hearing locations across the EIS regional study area. We understand that all of the hearing locations may not have been convenient for everyone in the regional study area. One of the hearings was in downtown Longmont, which is accessible by public transportation. The Final EIS and comment submittals were also provided via the internet which did not require driving.
Public Written IN-298	Edmond	Robert	9/18/11 Bus "transit" stops along I-25 should be located on a widened "median platform" as a station that buses can easily access and quickly handle passengers safely.  The platform would be accessed to one side of the overpass using stairs and an elevator from a sidewalk along that side of the bridge. Advantages:  1. Improved Safety – buses do not have to leave the HOV lane, traverse three lanes of fast moving traffic, pass through the adjacent signal system, and returned via same unsafe route. 2. Reduced time -0 buses would stop in same inside lane and easily pick-deliver passengers within two minutes, saving 10 minutes or over 100 minutes along the 13 station route.	We agree there are some advantages, including your five points, to median stations. Median stations were fully evaluated in Package B, to provide a competitive transit service to the commuter rail of Package A. In the development of the Preferred Alternative, which also includes commuter rail service on the BNSF corridor, median stations were eliminated to reduce the need for additional I-25 right-of-way, reduce impacts to the environment and to reduce cost. The stations for the express bus are located at interchanges and have a slip ramp to the bus platform off the exit or entrance ramp, to minimize off-highway travel time. It was also recognized that it would be harder to initiate express bus service with median stations due to the need to reconstruct I-25 at station locations before the bus service could begin.  It is possible that bus stations that are initially built along

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			<p>3. Convenience – Easier load and unloading on level platform and riders would have an easy option to cross the platform for a return.</p> <p>4. Experienced and Successful – Central platform a standard.</p> <p>5. Less Business Maintenance – Leaving inside roadway to exit to park-n-ride station is more wear and tear on the buses and drivers. More maintenance.</p>	interchanges ramps could be converted to median stations at a later date.
Public Written IN-299	Robert	Michael	<p>9/19/11</p> <p>A German tourist visiting Fort Collins would be appalled at the backward country we are. It would be inconceivable to him that he couldn't take a train from Fort Collins to downtown Denver.</p> <p>Therefore, I enthusiastically support the proposed preferred alternative to address this situation. Not only do we need train service, utilizing BN tracks which are already there, but I-25 desperately needs to be three lanes all the way to Colorado Highway 14. Driving south (as you are forced to do), you can just feel a sigh of relief when you hit the current widening point. And these improvements need to start right away, not decades from now.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>The Preferred Alternative includes highway improvements, bus transit and commuter rail. The commuter rail would serve from Fort Collins, along the BNSF corridor with new track to the North Metro end-of-line in Thornton, 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. Please note that the Preferred Alternative would expand I-25 to six general purpose lanes in each direction from Highway 66 to Highway 14.</p>
Public Written IN-300	Darrel	Wandless	<p>10/01/11</p> <p>I-25 Proposal</p> <p>I support all of the proposed Improvements to the I-25 highway. My support is based on the following reasons.</p> <p>1) The preferred method of travel is by vehicle especially in rural and urban areas.</p>	<p>1) Comment noted.</p> <p>2) Please note that there are many costs associated with</p>

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			<p>2) The automobile manufacturing companies are currently working on the details to raise the CAFE (corporate average fuel economy) to the area of 56 miles per gallon by 2025. This would mean that a vehicle could go from Wellington to Denver and back on 3 gallons of gasoline which would cost far less than the cost of the proposed public transportation cost, bus or rail.</p> <p>3) The vehicle also will be faster and more convenient than the public proposals.</p> <p>4) The improvements to I 25 will be a one time expense for the improvements. Maintenance will then be funded by the now established taxing sources of income. No new taxes.</p> <p>I do not support the proposed public bus plan for the following reasons.</p> <p>1) As stated above the public bus transportation proposal cannot compete With the private vehicle transportation for cost, time and convenience.</p> <p>2) Public commuter bus service is not generally operated profitably and therefore has to be supplemented with new taxes to keep it operating</p> <p>3) The main reason for my opposition is there is already a private company providing bus service to DIA from Fort Collins, Loveland, Longmont, Greeley and metro Denver. The company is Super Shuttle. The government should never be allowed to compete with a established private company since the government will put the private company out of business because they do not have to be profitable. This means the tax payers have to make up the difference with new taxes.</p> <p>I do not support the proposed commuter train addition for the following reasons.</p> <p>1) Unlike the improvements to I-25, which does not</p>	<p>use of the private automobile besides the cost of gasoline. This was considered in the FEIS as described in Section 6.5.</p> <p>3) The Express Bus on TEL provides a competitive travel time to private automobiles (when the private automobile travels in the TEL) and would be quicker than private automobiles in the general purpose lanes. Additional information on travel time statistics is in Section 4.3 of the FEIS.</p> <p>4) As a point of clarification, improvements to I-25 require additional funding for capital, operations, and maintenance. A dedicated funding source for operating and maintaining either the highway or transit service needs to be identified. Financing options were not evaluated in the FEIS.</p> <p>1) In response to your comments regarding transit, please see General Response #0 – Need for Modal Alternatives.</p> <p>2) While public transit service requires public subsidies, it should be noted highway facilities also require public funding.</p> <p>3) The regional transit services included in the Preferred Alternative offer a different kind of transportation service than the door-to-door shuttles serving DIA. There are many examples of public transit services and shuttle services co-existing in the same area, for example in metro Denver.</p> <p>1) As a point of clarification, improvements to I-25 require additional funding for capital, operations, and maintenance. A dedicated funding source for operating the highway or the</p>

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			<p>require additional funding for the operation of the highway other than the maintenance, the rail proposal has a built in requirement for new taxes to supplement the operation of the train.</p> <p>2) I have not seen improvements to efficiency of the rail system. The last major change was when it changed from coal fired steam engines to diesel powered electric engines.</p> <p>3) The rail proposal has many problems, it is slow, it is expensive, it is routed thru high occupancy areas within city limits with many grade level roads, it runs thru high concentration residential areas and trains are noisy.</p> <p>4) There are not sufficient regular commuters to pay for the operation of the trains.</p> <p>5) There are not two rails for travel in both directions at the same time. Between Fort Collins and Denver there are seven stations and rail side lines to allow trains to pass each other all requiring the trains to stop. How can that be anything but slow?</p> <p>Summary As I have stated above, I support all of the improvement of the I-25 highway. This is a onetime expense for the infrastructure and then the maintenance costs are paid for by existing taxing.</p> <p>I assume that the commuter rail proposal was initiated due to a federal government program to promote commuter rail construction.</p> <p>The proposed area to support the commuter rail is a narrow strip of communities consisting of the area south of Wellington to Denver and west of I 25 to the foothills of the mountains plus the cities of Windsor and Greeley, Since most of the potential rail commuters would have to drive to get to the rail station, why not drive another 3</p>	<p>transit needs to be identified.</p> <p>2) Actually, passenger rail vehicle technologies are rapidly evolving as mentioned in FEIS Section 2.2.4.5. These newer technologies are much more efficient than the original diesel-electric units.</p> <p>3) Consistent with the corridor's western communities' desire to revitalize their core city centers, the commuter rail provides an alternative mode connecting these dense population centers to metro Denver. The Preferred Alternative would implement quiet zones at grade crossings, reducing the noise from both freight and passenger rail.</p> <p>4) A dedicated funding source for operating the transit needs to be identified.</p> <p>5) The commuter rail operating plan includes passing track at critical locations to allow trains to pass each other. The passing track locations are based on a study that took in to account preliminary rail service frequencies, travel time and station locations of the North Metro service as well as this project's extension of that service to Fort Collins.</p> <p>Summary As a point of clarification, improvements to I-25 require additional funding for capital, operations, and maintenance. A dedicated funding source for operating the highway or the transit needs to be identified.</p> <p>Commuter rail was one of several transit options thoroughly evaluated in both the DEIS and FEIS. Rail was found to support the purpose and need of the overall project, improve transportation in the regional study area and have strong support among the local governments and citizens. For these and related reasons, commuter rail was included in a package of improvements comprising the Preferred Alternative, and not due to federal mandates.</p> <p>We agree that the majority of the travelling public will use the</p>

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			<p>or 4 miles to get onto I 25? The commuters in Windsor and Greeley would In fact have to cross over I 25 to get to a rail station.</p> <p>Why wouldn't they take I 25 instead of the rail? It would cost less, be faster and they would not have to find transportation to their final destination in Denver from the rail station.</p> <p>The improvements to I 25 will increase the volume of traffic it can handle which makes it harder to justify the construction of the commuter rail.</p> <p>Unlike the I 25 improvements which has a onetime construction cost the commuter rail cost will go on indefinitely.</p> <p>These costs Include.</p> <ol style="list-style-type: none"> <li>1) The cost of land, cost for construction of the railroad, stations and the purchase cost of the engines and rail cars.</li> <li>2) Costs for the maintenance of the railroad, rail engines, rail cars, rail stations and the cost of the fuel to operate the trains.</li> <li>3) Cost of employees Including insurance.</li> </ol> <p>All of these costs after the construction of the rail system are not currently accounted for. Unlike the highways there is no source of revenue to pay for the operation of the commuter rail. There probably is not any guarantee from the federal government to subsidize the operating costs.</p> <p>Just because someone thinks the commuter rail is a good idea does not mean it is a good idea everywhere. It is the responsibility of CDOT and everyone working on</p>	<p>highway facilities. However, there has been a strong need identified by local and regional planners and public stakeholders for an increase in the number of modal options for regional travel other than highway alternatives. This need was not identified through a federal government program. As described in the FEIS Chapter 6.0, <i>Financial Analysis</i> the cost estimates for commuter rail do comprehensively account for all expenses, including employees, insurance, maintenance, fuel, vehicles, land, and facilities. Section 6.1 covers capital costs and Section 6.2 covers operating and maintenance costs.</p> <p>There is a common misunderstanding that the gasoline tax covers operating and maintenance costs of the highway system. However, gasoline tax funding shortfalls in recent years have resulted in a progressive decline in the condition of the highway infrastructure. Increasing lanes on the facility will require additional maintenance funds. Revenue from the TEL is anticipated to cover some of the operations and maintenance costs.</p>

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			<p>this proposal to evaluate this proposal for what is best for Colorado and not just approve it because some money was offered.</p> <p>DO WHAT IS RIGHT. Don't build a commuter rail system that very few will use.</p> <p>Thank you,</p>	
Public Written IN-301	Ron	Vanderkoor	<p>10/01/11</p> <p>Push the economy of "steel on steel".</p> <p>And it will be more costly the longer we wait.</p> <p>Also, stress the fact that all forms of transportation, air, highway &amp; railway are heavily subsidized and Amtrack and commuters take the least.</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>We agree that many forms of transportation and the transportation facilities receive some level of public funding.</p>

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Written OR-01	Joan	Shaffer	<p>Front Range On Track Joan Shaffer, President 218 East Sixth Street Loveland, CO 80537 (970) 669-0030</p> <p>The Front Range on Track Board of Directors supports the Preferred Alternative recommendation to be included in the NI25 Environmental Impact Statement (EIS). Our organization is dedicated to the re establishment of commuter/passenger rail along the Front Range, and we are particularly interested in the implementation of commuter rail services as described in the study. We are, however, concerned with the 2075 timeline identified for the rail component of the EIS that is simply too long a wait to bring such a critically needed backbone transportation opportunity to the region. Commuter rail should be given priority to become operational in Phase 1 of the project and by no later than 2025.</p> <p>Commuter rail service would provide the following benefits:</p> <ul style="list-style-type: none"> <li>• Safe, weather-independent, alternative transportation to commuters who live and work along the Highway 287 corridor.</li> <li>• Relieve congestion along the I25 and the neighboring feeder roadways.</li> <li>• Reduce the number of commuters dependent on the I25 corridor. As the population grows, it is easier to add passenger cars to a train than to add lanes for passenger cars on the interstate and other regional corridor roadways.</li> </ul> <p>Regional and statewide economic vitality will also be well-served by rail transportation along the</p>	<p>In response to your comments regarding prioritization/phasing of transportation improvements, please refer to General Response #0 – Funding and Phasing Issues.</p> <p>We agree with your observations on the benefits of commuter rail. For further information on some of the identified benefits of the Preferred Alternative please see the following sections of the Final EIS:</p> <ul style="list-style-type: none"> <li>Congestion – FEIS Section 4.4</li> <li>Safety – FEIS Section 4.6</li> <li>Air quality – FEIS Section 3.5</li> <li>Environmental Consequences Affecting Economic Conditions – FEIS Section 3.3.2</li> <li>Entertainment travel – FEIS Section 4.2.6.</li> </ul> <p>The Rocky Mountain Rail Authority (<a href="http://rockymountainrail.org">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 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. Also note that CDOT recently initiated an Interregional Connectivity Study for high speed rail that includes the Front Range. Finally, CDOT is preparing a statewide rail plan that is intended to provide guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.</p>

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			<p>Burlington/Santa Fe (BNSF) track. Colorado tourists and destination providers would benefit from strategic transit option facilitation participation at the numerous attractions along the North Front Range and into the Denver metro and greater Colorado area. In addition, the opportunity for significant short-and long-term job creation exists through the capital project period and on-going operations and maintenance of the service. Equally important to the region is the economic opportunities for revitalization and redevelopment of the downtown areas of the communities along the existing rail line.</p> <p>Commuter rail must be a priority in the implementation of the Preferred Alternative of the NI25 EIS.</p> <p>Sincerely, Joan Shaffer, President</p>	
Public Website OR-02	Bob	Yuhnke	<p>October 3, 2011 COMMENTS BY THE SOUTHWEST ENERGY EFFICIENCY PROJECT ON THE I-25 PROJECT EIS, CONFORMITY DETERMINATION AND STATEWIDE PLAN REVISIONS.</p> <p>Submitted October 3, 2011 By Robert E. Yuhnke Director, Transportation Program</p> <p>Michael Salisbury Transportation Policy Analyst</p>	

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			<p>SUMMARY.</p> <p>The FEIS for the proposed I-25 Corridor does not include the analyses and demonstrations required under federal and State law to authorize approval of the preferred alternative. The EIS is not adequate under NEPA, the Federal-Aid Highway Act, the FASTER amendments to the State transportation planning process and the Environmental Stewardship Guidance adopted by the Transportation Commission because of the failure to consider adequate alternatives and mitigation measures to minimize fuel consumption, minimize fuel consumption, and reduce GHG emissions. The EIS does not support a conformity determination that complies with EPA's transportation conformity requirements because the project does not come from a conforming fiscally constrained transportation plan and TIP for the nonattainment portion of the project corridor that demonstrates that funding is available to build and operate the emission-reducing portions (rail and BRT) of the preferred alternative. The EIS also fails to provide the information relied upon to estimate project costs, provide a rational explanation for estimated toll revenues, and provides no evidence to show that the preferred alternative is reasonably feasible with the resources that are available.</p> <p>A ROD for the proposed I-25 corridor project may not be signed until the EIS is supplemented to remedy these deficiencies.</p>	<p>This EIS considered a reasonable range of alternatives and adequate mitigation measures. See the responses below. The alternatives, impacts and mitigation evaluated are adequate and no supplement is required.</p> <p>The description of state and federal requirements in your letter is not accurate. Given that this is not the appropriate forum for comments on the transportation planning process, we have not corrected each mischaracterization of the transportation planning process. For informational purposes we have tried to create a more comprehensive picture of the planning process throughout our response. Decisions by USDOT concerning the transportation planning process are not considered federal actions subject to NEPA (see 23 U.S.C §§ 134(p) and 135(j), and 23 CFR §§ 450.222 and 450.336), and are not subject to NEPA review through the project-level review process. A project level conformity determination is not required until issuance of the final environmental documents (categorical exclusion (CE), finding of no significant impact (FONSI), or record of decision (ROD)). In order to be eligible for Federal-aid funding, at least one phase of the project must be in an approved STIP (23 CFR 450.220(a)), TIP (23 CFR 450.330), and Plan (23 CFR 450.322 generally). Although FHWA and CDOT intend to work toward implementing the Preferred Alternative in its entirety, due to current funding limitations and federal requirements that the project be in the fiscally constrained plan and TIP before a NEPA decision document can be approved, only a portion of the Preferred Alternative, identified as Phase 1 and discussed in detail in Chapter 8 of the Final EIS, can be selected for implementation. Phase 1 is "the project" for purposes of applying fiscal constraint requirements. Phase 1 is included in the fiscally constrained, air quality conforming long range plans and TIPs. The portion of Phase 1 that will take place in the near term is included in the TIPs of the metropolitan planning</p>

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			<p>-----</p> <p>I. NEPA Requires Consideration of Alternatives that Avoid Adverse Impacts, and that Enhance the Human Environment.</p> <p>NEPA requires consideration of alternatives that avoid</p>	<p>organizations (MPO) and the STIP for the state. The appropriate forum to raise concerns regarding the transportation planning process is with the appropriate MPO or the state. The transportation planning process offers the opportunity for interested parties to become engaged in the process, and provide comments when long-range planning and program documents are being developed. It should be noted that this decision (ROD) does not include the Statewide Plan Amendment. The amendment that included portions of this project was approved by the Colorado Transportation Commission in May 2011.</p> <p>Toll revenue is not relied on as a funding source for the capital improvements. In this EIS, revenue from users in the tolled express lanes was estimated to be sufficient to cover the operations and maintenance of those lanes. Cost estimates were included in the Final EIS in Chapter 6 and in the North I-25 Project Cost Estimate Reviews Final Report circulated with the technical reports in Volume 4 of the Final EIS. The assumptions behind the tolling revenues are documented in the Final EIS within supporting technical reports. A technical report by Wilbur Smith Associates (part of the consultant team; responsible for the traffic and revenue estimates) is included in Appendix G (Travel Demand Forecasting Memoranda) of the Alternatives Development and Screening Report.</p> <p>-----</p> <p>NEPA, per the CEQ regulations, requires that all reasonable alternatives be evaluated. There is no requirement under NEPA to reduce greenhouse gas emissions or select an alternative with any specific characteristics. To be considered a reasonable alternative, the alternative must</p>

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			<p>or minimize adverse impacts to the human environment, and that enhance the quality of the human environment. 40 C.F.R. §1502.1. Here, the EIS shows that all the alternatives contribute to more energy use and greater GHG emissions than the no-build scenario. SWEEP believes that the failure to consider project alternatives in the EIS that reduce GHG emissions violates NEPA.</p>	<p>meet the Purpose and Need for the project. This NEPA process considered many transportation improvements that alone would not meet the Purpose and Need, but combined with other improvements met the Purpose and Need. These combinations of improvements were evaluated in the Final EIS.</p> <p>The development of alternatives and discussions of what was eliminated and what was carried forward can be found in the “North I-25 EIS Alternatives Development and Screening Report”, FHU and Jacobs, October 2011. This report documents the process used for evaluating and screening alternatives, and was circulated with the Final EIS. The types of alternatives that you recommend (below) as having the best potential to reduce greenhouse gas emissions because they did not include any widening of I-25 or any other highway or arterial road for general purpose use were considered in the Level 3 screening. These alternatives included various combinations of rail transit, bus rapid transit and/or high occupancy or tolled express lanes. Specifically, three packages considered in Level 3 screening were not advanced for full analysis because they did not fully meet the project Purpose and Need by not addressing mobility on I-25. These were:</p> <ul style="list-style-type: none"> <li>▪ Package 2, which included adding two new toll lanes on I-25 in each direction along with commuter bus in these lanes. In addition, commuter bus service would be added in mixed traffic along US 287 from Fort Collins to Longmont and along US 85 from Greeley to Denver Union Station.</li> <li>▪ Package 3, which included adding two new high occupancy/toll lanes with bus rapid transit on I-25 from US 36 to SH 14. This alternative also included commuter bus service in mixed traffic from Fort Collins to Longmont and on US 85 from Greeley to Denver Union Station.</li> <li>▪ Package 8, which included commuter rail along the</li> </ul>

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			<p>-----</p> <p>In addition, the failure to actually achieve reductions in GHG emissions violates the obligation in FASTER to adopt a transportation plan that reduces GHG emissions. Finally, the failure to consider and select projects for the Statewide plan that minimizes fuel consumption fails to satisfy the requirement in the Federal-Aid Highway Act requiring that plans must accomplish the national goals enacted by Congress for federal funding of transportation plans and projects.</p>	<p>BNSF ROW from Fort Collins to Longmont where it would connect to the FasTracks Northwest Rail line; an extension of FasTracks North Metro commuter rail service connecting to the Northwest Rail line in Longmont; one buffer separated HOV lane along I-25 with BRT service in the lane; commuter bus service on US 85 from Greeley to Denver Union Station and along E-470 from US 85 to Denver International Airport.</p> <p>In addition, Package B, fully evaluated in the Final EIS, included only tolled express lanes and BRT. Package B was not identified as the Preferred Alternative because it does not respond as well to the Purpose and Need of the project (including regional safety, reducing congestion, and provision of alternate modes) and does not meet the land use goals, livability principles, or system connectivity objectives as well as the Preferred Alternative.</p> <p>-----</p> <p>The 2035 Statewide Transportation Plan Amendment (and CDOT's response to SWEEP on their comments on the amendment) acknowledged the FASTER requirement that the plan "address reduction of GHG emissions". FASTER does not explicitly require plans to reduce GHG emissions. CDOT is currently developing methodology to address GHG reductions in advance of the next statewide transportation plan. The Energy Smart Transportation initiative is being used by CDOT and the Governors Energy Office as a forum to assemble planning partners and stakeholders to collaboratively work on the methodology. The obligation under FASTER for the transportation plan is not directly applicable on a project basis. The requirement in Colorado Revised Statutes (CRS) 43-1-1103 (5) is that the state plan shall address but shall not be limited to the following factors:</p>

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				<ul style="list-style-type: none"> <li>▪ emphasis on multi-modal transportation corridors</li> <li>▪ emphasis on coordination with county and municipal land use planning</li> <li>▪ development of area-wide multi-modal management plans</li> <li>▪ targeting of infrastructure investment including preservation of the existing transportation system commonly known as “fix it first”</li> <li>▪ safety enhancements</li> <li>▪ strategic mobility and multi-modal choice</li> <li>▪ support of urban or rural mass transit</li> <li>▪ environmental stewardship</li> <li>▪ effective, efficient and safe freight transport</li> <li>▪ reduction in greenhouse gas emissions</li> </ul> <p>The obligation in FASTER 43-4-802 (3)(a)(II) is to provide the state and local governments with the resources and flexibility to explore and invest in modern multi-modal and demand-side transportation solutions that will help reduce traffic congestion and greenhouse gas emissions. As stated, the Statewide Plan shall address all of the factors listed which requires a balancing of multiple criteria. There is no obligation in either of these pieces of legislation to adopt a transportation plan that reduces GHG emissions nor does FASTER rank the various factors in importance when developing a balance of the multiple criteria.</p> <p>As noted above, opportunities for public comment to regional and state plans are provided by 23 CFR 450.210 and 450.316. These comments are applicable to the planning process and are more appropriate there. Attempts to mix the requirements of the planning process with the requirements of NEPA are not consistent with 23 CFR Part 450 or 23 USC 134(p). To voice your concerns with the regional planning process' compliance with planning regulations, the proper</p>

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			<p>-----</p> <p>NEPA is “our basic national charter for protection of the environment,” enacted for the purpose of “promot[ing] efforts which will prevent or eliminate damage to the environment.” 40 C.F.R. § 1500.1(a) and 42 U.S.C. § 4321. Furthermore, NEPA 40 C.F.R. 1502.14(a), requires an agency to “[r]igorously explore and objectively evaluate all reasonable alternatives.”</p> <p>When significant impacts on the human environment, such as public health or climate change are identified, NEPA then requires that the EIS 1) compare alternatives with respect to these impacts (“present the environmental impacts of the proposal and the alternatives in comparative form, thus ... providing a clear basis for choice among options by the decision-maker and the public.” 40 C.F.R. §§ 1502.14, 1502.16), and 2) “include appropriate mitigation measures not already included in the proposed action or alternatives.” 40 C.F.R. §§ 1502.14(f), 1502.16(h). The final action taken by the agency must also “state whether all practical means to avoid or minimize environmental harm from the alternative selected have been adopted, and if not, why they were not.” 40 C.F.R. § 1505.2(c). These operative procedures that inform the action-forcing nature of NEPA are not fully implemented if the initial assessment of impacts fails to consider relevant information that identifies the adverse effects of the proposal that must be used to compare alternatives, or the alternatives fail to include options and identify mitigation measures that will prevent or eliminate damage to the environment.</p>	<p>forum is the planning process and not in this NEPA document.</p> <p>-----</p> <p>The NEPA process for the North I-25 EIS developed and analyzed alternatives that could result in less VMT, air pollutant emissions and GHG emissions. These include Packages 2, 3 and 8, which were developed and evaluated in Level 3, but did not meet the Purpose and Need for the project. However, these packages had some merit and were used to develop Packages A, B and the Preferred Alternative. Package B does not include general purpose lane capacity and was fully evaluated in the Final EIS. The components of the Preferred Alternative are similar to Package 8 except that it includes a mixture of tolled express lanes and general purpose lanes while Package 8 assumed high occupancy vehicle lanes on I-25. In considering impacts to human health, the project analysis showed that current year total emissions on the corridor are 2,112.909 tons per day. The total emissions per day in 2035 of the alternatives evaluated ranged from 1,700.033 – 1713.98 tons per day. The lowest being the No Action and the highest being Package A. Total CO2 production showed increases over the No Action of 0.8% for Package A, 0.4% for Package B, and 0.9% for the Preferred Alternative. As discussed in the Record of Decision (in the Basis for the Preferred Alternative), one of the reasons the Preferred Alternative was identified was its superior ability to, over time, reduce energy consumption. This is due to the ability to easily expand the people-carrying capacity of both rail and bus transit and the potential for transit-oriented development to occur around both rail and bus transit stations. The details of the development of alternatives and discussions of what was eliminated and what was carried forward can be found in the “North I-25 EIS Alternatives Development and Screening</p>

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			<p>Here, the analysis of alternatives is inadequate because it fails to include reasonable alternatives that could reduce fuel consumption, air pollutants and GHG emissions from vehicles in the corridor. Where all of the proposed alternatives contribute to increased VMT, air pollutants and GHG emissions, variations of the proposed alternatives could achieve significant reductions in these impacts of vehicle use. Reasonable alternatives not considered include 1) a rail-only option, 2) rail plus BRT in an additional lane, or 3) operating BRT in an existing general purpose lane converted to a HOT lane. Each of these options offers the benefit of reducing VMT by serving travel demand with alternatives that require less energy, less fuel, and produce lower emissions of air pollutants and GHGs.</p> <p>-----</p> <p>Another option authorized under FASTER is the application of user fees to all drivers of SOVs, or to all users of the new highway capacity to create a price signal designed to reduce VMT, fuel consumption and emissions. But none of these options were considered. The obligation of NEPA to consider alternatives that eliminate damage to the environment, and that enhance the human environment was not met. The EIS is not adequate and must be supplemented with adequate consideration of such alternatives.</p>	<p>Report”, FHU and Jacobs, October 2011. This report documents the process used for evaluating and screening alternatives, and was circulated with the Final EIS.</p> <p>-----</p> <p>Consideration of applying user fees to all drivers of SOVs or to all users of the new highway capacity is authorized under the FASTER legislation. Such authorization also dictates that in order for such projects to be implemented, agreement must be obtained from every local government in which all or any portion of the highway segment or highway lanes are contained or that will be substantially impacted. Various tolling options were considered during the alternatives development process. Use of tolled express lanes was selected as the best option to develop in more detail, through the public and agency involvement process that included elected officials from the cities and counties in the study area, as well as representatives from resource agencies such as EPA and the US Army Corps of Engineers.</p> <p>The obligation of NEPA is to rigorously explore and</p>

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			<p>-----</p> <p><b>II. Federal and State Transportation Planning Requirements.</b></p> <p>Before the preferred alternative may be included in a ROD and receive a commitment of federal funds, the proposed project must be included an EIS that complies with NEPA, and be adopted into the MPO regional transportation plans for the Denver metropolitan and North Front Range planning regions, and be added to the Statewide transportation Plan and STIP.</p>	<p>objectively evaluate all reasonable alternatives. The NEPA process for the North I-25 EIS project has met these obligations. NEPA is a procedural statute that requires a “hard look” at the environmental consequences of proposed action but there is no obligation to elevate environmental considerations over other factors. Stryckers Bay Neighborhood Council v. Karlen, 444 U.S. 223, 110 S.Ct. 497, 500 (1980).</p> <p>-----</p> <p>SWEEP is asserting that the project must be included in the Statewide Transportation Plan. This is incorrect. There is no federal requirement that a statewide plan contain individual projects, although it may do so. CDOT has chosen to reference MPO plans and to include corridors in the Statewide Transportation Plan. However, the STIP has to be consistent with the long range transportation plan, and it is consistent.</p> <p>Phase 1, of the Preferred Alternative, is selected in this Record of Decision and is included in the fiscally constrained, air quality conforming Regional Transportation Plans for DRCOG (dated February 16, 2011) and the NFRMPO Plan (dated September 1, 2011) as required by 23 CFR 450.322, 450.324. While the Statewide Transportation Plan is not required to be project-specific, Phase 1 is also included in the 2035 Statewide Transportation Plan Amendment, which incorporates by reference the DRCOG and NFRMPO Plans per 23 CFR 450.214. Initial portions of Phase 1 (design and right-of-way acquisition) are also included in the fiscally constrained, air quality conforming NFRMPO and DRCOG TIPs and the STIP, for the period 2012 to 2017. NEPA does not apply to USDOT planning process decisions, and any attempt to impose NEPA requirements on such decisions is inappropriate. If the</p>

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				<p>SWEEP seeks to comment on the planning process, that opportunity is provided by 23 CFR 450.210 and 450.316. Both DRCOG and the NFRMPO met the requirements of the planning regulations at 23 CFR Part 450. Each of SWEEP's issues as raised in these comments would have had the opportunity for analysis, review, comment and any remedy required to address such issues. The regulations ensure that consultation, including opportunity to comment, on plans is provided (see 23 CFR 450.210, 450.214(i), 450.216(f), 450.316, 450.322(g), 450.324(b)). This planning consultation and comment process is the legally appropriate and effective forum to address SWEEP's concerns about the planning process. NEPA project level review cannot and does not provide a forum to resolve such planning concerns. Planning level issues are addressed at the planning level, and so SWEEP's challenges to the plans during this NEPA process are misplaced.</p> <p>In order for a ROD to be signed, the project or a phase of the project must be included in the fiscally constrained, air quality conforming Regional Transportation Plans and TIPs and the STIP. Consistent with this requirement, the DRCOG TIP, the NFR TIP and the STIP include preliminary design as defined by FHWA Order 6640.1, October 1, 2010 along with ROW plans and ROW acquisition for portions of Phase 1.</p> <p>The NFR TIP applies from WCR38 to SH56 and SH392 to SH14 for preliminary design, preparation of right-of-way plans and ROW purchase. The TIP reference number is NF4019 and the STIP reference number is SR41001. The NFR TIP is available via the internet at <a href="http://nfrmpo.org/ResourcesDocuments/TransportationImprovement.aspx">http://nfrmpo.org/ResourcesDocuments/TransportationImprovement.aspx</a>.</p> <p>The DRCOG TIP covers approximately 4 miles from SH66 to</p>

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			<p>-----  Amendments to Colorado's transportation planning law in 2009, and amendments to federal transportation planning law together establish directives for the development of a statewide transportation plan that are not met by the proposed 2035 Statewide Transportation Plan Amendment. These include numerous planning factors added by FASTER to C.R.S. §43-1-1103(5), and requirements added by SAFETEA-LU to 23 U.S.C. §135.    SWEEP submits these comments to propose an</p>	<p>WCR 38 for preliminary design, preparation of right-of-way plans and ROW purchase. The TIP reference number is 2008-081 and the STIP reference number is SR41001. The DRCOG TIP is available via the internet at <a href="http://www.drcog.org/index.cfm?page=TransportationImprovementProgram(TIP)">http://www.drcog.org/index.cfm?page=TransportationImprovementProgram(TIP)</a> .</p> <p>In the STIP, the project listed under reference number SSP4028 funds the completion the EIS, along with initial preliminary design work and will end at the close of State fiscal year 2012 (June 30, 2012). Beginning in State fiscal year 2013 (July 1, 2012) project funding is listed under SR41001 for preliminary design, developing right-of-way plans and ROW acquisition amounting to \$3.35 million (M) per year through fiscal year 2015 for a total of \$10.05 M.</p> <p>In addition, DRCOG completed an administrative amendment to add \$1.9 M in FY12, \$1.035 M in FY13 M and \$1.035 M in FY14 to advance preliminary design, preparation of right-of-way plans and ROW purchase. The DRCOG TIP amendment was completed on December 15, 2011 and is reflected in the STIP under SSP4028 for FY12 and SR41001 for FY13 and FY14.</p> <p>-----  Both DRCOG and the NFRMPO met the requirements of the planning regulations at 23 CFR Part 450. Phase 1, of the Preferred Alternative, is selected in this Record of Decision and is included in the fiscally constrained, air quality conforming Regional Transportation Plans for DRCOG (dated February 16, 2011) and the NFRMPO Plan (dated September 1, 2011) as required by 23 CFR 450.322, 450.324. While the Statewide Transportation Plan is not required to be project-specific, Phase 1 is also included in the 2035 Statewide Transportation Plan Amendment, which incorporates by reference the DRCOG and NFRMPO Plans</p>

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			<p>analytical methodology for application as part of the statewide planning process that integrates the new legislative authority added by FASTER for the use of user fees as a source of funding for major corridor investments with implementation of the planning objectives required by both State and federal transportation planning laws.</p> <p>-----</p> <p>A. IMPLEMENTATION OF FASTER FUNDING AUTHORITY AND PLANNING REQUIREMENTS.</p> <p>The proposed 2035 Statewide Transportation Plan Amendment makes painfully clear that current funding sources from federal, State and local sources are not sufficient for Colorado to adequately maintain, much less improve, its transportation system. Over the time</p>	<p>per 23 CFR 450.214. Initial portions of Phase 1 (design and right-of-way acquisition) are also included in the fiscally constrained, air quality conforming NFRMPO and DRCOG TIPs and the STIP, for the period 2012 to 2017. NEPA does not apply to USDOT planning process decisions, and any attempt to impose NEPA requirements on such decisions is inappropriate. If the SWEEP seeks to comment on the planning process, that opportunity is provided by 23 CFR 450.210 and 450.316. Both DRCOG and the NFRMPO met the requirements of the planning regulations at 23 CFR Part 450. Each of SWEEP's issues as raised in these comments would have had the opportunity for analysis, review, comment and any remedy required to address such issues. The regulations ensure that consultation, including opportunity to comment, on plans is provided (see 23 CFR 450.210, 450.214(i), 450.216(f), 450.316, 450.322(g), 450.324(b)). This planning consultation and comment process is the legally appropriate and effective forum to address SWEEP's concerns about the planning process. NEPA project level review cannot and does not provide a forum to resolve such planning concerns. Planning level issues are addressed at the planning level, and so SWEEP's challenges to the plans during this NEPA process are misplaced.</p> <p>-----</p> <p>Both DRCOG and the NFRMPO met the requirements of the planning regulations at 23 CFR Part 450. Phase 1, of the Preferred Alternative, is selected in this Record of Decision and is included in the fiscally constrained, air quality conforming Regional Transportation Plans for DRCOG (dated February 16, 2011) and the NFRMPO (dated September 1, 2011), as required by 23 CFR 450.322, 450.324. While the Statewide Transportation Plan is not</p>

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			<p>horizon of the 2035 Plan there is a projected shortfall of \$53 billion to simply maintain the current transportation system. To achieve the more expansive system contained in the Vision Plan for 2035 and maximize economic development and quality of life in Colorado would require an additional \$126 billion above current funding levels.</p> <p>The Legislature in 2009 authorized a new source of funding for the transportation system, i.e., user fees authorized by FASTER. In FASTER, the Legislature enacted authority for “user fees” to be assessed in a corridor to fund new transportation infrastructure in that corridor. C.R.S. § 43-4-808(3)(b). FASTER also authorizes the investment of those user fees on “multimodal transportation projects that promote mobility, reductions in emissions of greenhouse gases, and energy efficiency.” C.R.S. § 43-4-808(3)(c).</p> <p>User fees can provide a funding source that can be used to improve transportation choices in corridors by improving and expanding transit and rail service, bicycle and pedestrian travel as well as roadway networks. User fees are an important funding tool that provides the resources needed to maintain mobility and economic vitality, as well as a strategy for implementing the other planning objectives identified by the legislature. The application of user fees should be integrated into the statewide planning process to identify the transportation needs and other planning objectives that can be met with this source of funding. SWEEP proposes a methodology for the evaluation of the benefits of user fees in each major transportation corridor of the State.</p> <p>1. Evaluating User Fees As A Tool For Achieving The Multiple Planning Objectives Added By Faster.</p>	<p>required to be project-specific, Phase 1 is also included in the 2035 Statewide Transportation Plan Amendment, which incorporates by reference the DRCOG and NFRMPO Plans per 23 CFR 450.214. Initial portions of Phase 1 (design and right-of-way acquisition) are also included in the fiscally constrained, air quality conforming NFRMPO and DRCOG TIPs and the STIP, for the period 2012 to 2017. NEPA does not apply to USDOT planning process decisions, and any attempt to impose NEPA requirements on such decisions is inappropriate. If the SWEEP seeks to comment on the planning process, that opportunity is provided by 23 CFR 450.210 and 450.316. Both DRCOG and the NFRMPO met the requirements of the planning regulations at 23 CFR Part 450. Each of SWEEP’s issues as raised in these comments would have had the opportunity for analysis, review, comment and any remedy required to address such issues. The regulations ensure that consultation, including opportunity to comment, on plans is provided (see 23 CFR 450.210, 450.214(i), 450.216(f), 450.316, 450.322(g), 450.324(b)). This planning consultation and comment process is the legally appropriate and effective forum to address SWEEP’s concerns about the planning process. NEPA project level review cannot and does not provide a forum to resolve such planning concerns. Planning level issues are addressed at the planning level, and so SWEEP’s challenges to the plans during this NEPA process are misplaced.</p> <p>The 2035 Statewide Transportation Plan Amendment is a supplement to the 2035 Statewide Plan adopted by the Transportation Commission in 2008. The amendment was intended to maintain consistency with the regional planning processes and serve as a bridge between the 2035 plan and the 2040 Statewide Plan, set for adoption in 2015.</p> <p>The response to SWEEP comments on the I-70 Mountain</p>

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			<p>Transit and rail services in a corridor are essential if the transportation planning objectives in State and federal law are to be met. A transit alternative that is comparable in travel time and convenience, but allows travelers to avoid the expected future increases in fuel costs could help maintain access to the corridor and economic activity associated with discretionary travel to corridor destinations. The Statewide Transit and Rail Plan required by S.B. 94 is not reflected in the 2035 Statewide Transportation Plan Amendment. When it is developed there will be an opportunity to incorporate detailed transit options into corridors across the state.</p> <p>In anticipation of the development of the Statewide Transit and Rail Plan, the 2035 Statewide Transportation Plan Amendment should identify the opportunities for the use of FASTER user fees to develop integrated highway and transit/rail facilities in the major transportation corridors of the State. The Statewide Plan should recognize that FASTER user fees provide a revenue source to fill the funding gap between current revenues and the many needs described in the Plan Amendment, both to maintain the current system, and to achieve the objectives described in the Vision Plan.</p> <p>In the future, each corridor level analysis performed for the statewide plan should provide information on how options considered for the plan achieve the State and federal planning objectives. The objectives defined by C.R.S. § 43-1-1103(5) include –            (e) SAFETY ENHANCEMENT;            (f) STRATEGIC MOBILITY AND MULTIMODAL CHOICE;            (g) THE SUPPORT OF URBAN OR RURAL MASS</p>	<p>Corridor PEIS was specific to that corridor and was not intended to be a suggested methodology to be used statewide. CDOT agrees that in order to meet its obligations for statewide planning, all ten factors identified in CRS 43-1-1103 (5) must be addressed.</p> <p>CDOT, in its 2035 Statewide Transportation Plan Amendment dated May 2011, specifically incorporates consideration of air quality. The Transportation Commission in May 2009 adopted the Air Quality Policy Directive 1901, which defines a collaborative, working agreement to programmatically address unregulated mobile source air toxics and greenhouse gases produced from Colorado’s state highways, interstates and construction activities. CDOT is also preparing an Air Quality Action Plan, which promotes a number of measures intended to reduce transportation related greenhouse gases and air toxic emissions as well as identify strategies to reduce vehicle miles traveled and vehicle hours traveled. CDOT is also partnering with agencies and other stakeholders to develop a framework for incorporating a method to address reductions in greenhouse gas emissions into planning processes in advance of the next update to the Statewide Transportation Plan. As noted previously, the Statewide Plan must factor and balance ten different criteria set forth in C.R.S. 43-1-1103(5) and is not limited to consideration of air quality issues.</p>

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			<p>TRANSIT; (h) ENVIRONMENTAL STEWARDSHIP; (i) EFFECTIVE, EFFICIENT, AND SAFE FREIGHT TRANSPORT; AND (j) REDUCTION OF GREENHOUSE GAS EMISSIONS. Federal planning objectives require a plan that 1) improves mobility, 2) fosters economic growth and development, 3) minimizes fuel consumption, and 4) minimizes air pollution. Federal law also requires that the Plan consider measures to mitigate the adverse impacts of the Plan.</p> <p>An analytical methodology for the development of user fees must also include consideration of how user fees can be applied to achieve these objectives of the statewide planning process.</p> <p>These objectives can best be achieved by reducing VMT while improving mobility. Investment in transit and rail are critical elements of a plan that reduces VMT while improving mobility. The statewide planning process needs to incorporate an analytical methodology to identify the mix of highway, transit, rail and other modes that optimally achieves these goals. In its comments on the PEIS for the I- 70 mountain corridor, SWEEP suggested a methodology for evaluating options, and identifying the optimal investment mix between highway and transit in a corridor. SWEEP provided an example of how user fees can be optimized to provide transit services in a corridor along with highway investments that provide strategic mobility for the 30% of the traveling population who do not drive personal vehicles, enhance multi-modal choice for all travelers, support urban and rural mass transit, ensure environmental stewardship by reducing vehicle</p>	

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>emissions of air pollutants and contaminants that contribute to surface water pollution, help promote effective, efficient and safe freight transport by freeing up congested highway capacity for freight vehicles, and reducing GHG emissions by reducing VMT.</p> <p>CDOT responded to these comments by applying a methodology for estimating the level of user fee per mile that would be necessary to fund different levels of corridor maintenance and improvement. The methodology below was proposed by CDOT to determine appropriate user fee levels:</p> <ol style="list-style-type: none"> <li>1. Consider different levels of user fees</li> <li>2. For each level of user fee, calculate what percentage increase from the base auto operating cost of \$0.365 per mile it represents</li> <li>3. Multiply the percent increase in auto cost per mile from Step 2 by the national VMT elasticity of <math>-0.45</math> or a locally-derived value to get the percentage change in VMT</li> <li>4. Calculate the VMT under that user fee by multiplying the VMT with no user fee with the percentage change from Step 3</li> <li>5. Calculate the total user fee receipts by multiplying the VMT from Step 4 by the user fee</li> <li>6. Examine the user fee receipts from each fee level to find the user fee that returns enough funds to pay for construction and operation costs, or to find the revenue-maximizing user fee.</li> </ol> <p>SWEEP does not fully support this CDOT approach because it places primary emphasis on resolving funding shortfalls in a corridor without addressing the other specific objectives of the statewide planning process defined by the legislature. To incorporate all the</p>	

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			<p>statutory planning objectives into the methodology, other variables need to be included.</p> <p>2. Analysis of Proposed Projects for the Statewide Transportation Plan Must Implement All the FASTER Planning Objectives.</p> <p>Critical factors omitted from the CDOT methodology are 1) the impact that future fuel price increases will have on the cost of driving, and the resulting suppression of travel demand in a corridor, 2) minimizing air and water pollution, 3) minimizing fuel consumption, and 4) reducing GHG emissions. These factors must be integrated into the methodology to address all the applicable planning objectives in State and federal law.</p> <p>At the same time that user fees provide a funding source for corridor improvements, including transit, they will also have other positive and negative impacts. User fees send a price signal to users that will encourage use of alternative modes of transportation and reduce VMT, air pollution and GHG emissions. In a corridor where transit alternatives are not provided, user fees (along with increased fuel prices) are expected to reduce travel demand in the corridor along with likely suppression of economic activity in the corridor. The negative economic impacts of user fees can usually be off-set if transit services are provided that offer the potential to stabilize travel costs as fuel prices rise during the next decades. Fuel prices have risen more than 25% within the last 12 months. Under EIA's estimated upper range of fuel prices by 2030 (\$5.61/gal) fuel costs will rise another 70% above current levels. When these increases in the costs of driving are accounted for, the value of transit investments to the state's economy is brought sharply into focus.</p>	

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			<p>A corridor analysis that properly accounts for all the statutory criteria that must be addressed through the statewide plan would show the VMT and related pollutant reductions (GHG, air pollutants, water pollutants) that the user fee would achieve from increasing the overall cost of driving, the VMT and pollutant benefits of adding or improving transit service along the same corridor, and how the provision of transit service at a comparatively stable price would help the corridor maintain levels of mobility and economic activity that would otherwise be adversely effected by rising fuel prices. This will allow corridors to determine what the optimal pricing alternative would be for reducing VMT and pollutants while maintaining access and promoting economic development along the corridor.</p> <p>SWEEP conducted a detailed analysis for the I-70 Mountain and East Corridors showing the level of user fee that would need to be collected per mile to pay for the Preferred Alternatives for the two corridors. The impacts of that level of user fee (and the impact of increased fuel prices) were then examined with respect to VMT and GHG reduction (reductions in other pollutants were not considered, but should be included in any protocol adopted for the statewide planning process to address the environmental stewardship objectives in §1103(5), and the “minimize air pollution” and “minimize fuel consumption” objectives in federal §§ 134(a) and 135(a)).</p> <p>As CDOT develops the proposed investments for the I-25 corridor that must be added to the current Statewide Transportation Plan, alternatives must be identified that consider how access to major destinations can be improved while minimizing VMT by reducing VMT</p>	

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			<p>growth to levels near the rate of population growth in the corridor, minimizing air and water pollutants and reducing GHG emissions. As CDOT moves forward with incorporating user fees into the analysis of funding sources available to meet the State's transportation needs, user fees must be fully assessed as a tool for making the investments that achieve the legislative directives to reduce GHG emissions from the transportation sector, ensure environmental stewardship, enhance mobility and multimodal choice and strengthen the State's economy by slowing the increased costs of transportation that will result from higher fuel costs, and retaining in the State's economy a significant portion of the cost of petroleum fuels that are now lost as a result of dependence on imported fuels.</p> <p>-----</p> <p>B. FEDERAL PLANNING REQUIREMENTS.</p> <p>For the preferred alternative to be federally approved and funded, it must be added to the MPO RTPs for the corridor and the Statewide Transportation Plan required by federal law. Until the project is added to these plans, it may not be added to the State Transportation Improvement Program (STIP) as required by 23 U.S.C. § 135(f) and (g), and cannot satisfy federal requirements that must be met to support a Secretarial planning finding under 23 U.S.C. §135(g)(7), or a Conformity Determination under § 176(c) of the Clean Air Act and 40 C.F.R. Part 93.</p> <p>Until information is provided to show that the regional MPO plans that include the I-25 corridor minimize fuel consumption and air pollution as required by 23 USC § 134(a), and that the numerous adverse impacts</p>	<p>-----</p> <p>23 USC 134(a) states:</p> <p>(a) General Requirements. - (1) Findings. - It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution. (2) Development of plans and programs. - To accomplish the objective stated in paragraph (1), metropolitan planning organizations designated under subsection (b), in cooperation with the State and public transit operators, shall develop transportation plans and programs for urbanized areas of the State. (3) Contents. - The plans and programs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including pedestrian walkways and bicycle transportation</p>

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			<p>associated with the I-25 project are fully evaluated, alternatives considered, and necessary mitigation required, the I-25 project cannot be added to the Statewide Plan.</p>	<p>facilities) that will function as an intermodal transportation system for the metropolitan area and as an integral part of an intermodal transportation system for the State and the United States. (4) Process of development. - The process for developing the plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.</p> <p>Transportation planning is fundamentally a process to enable decisions to be made as to the allocation of limited financial resources to address the greatest transportation needs, while reflecting public input, local context and addressing environmental and other important considerations. The majority of the available funding is dedicated to system preservation before improving mobility or attempting to address planning objectives; with remaining funds planning objectives are balanced. The intent of the batch of projects resulting from the planning process is to balance the planning objectives. There is no requirement that an individual project must address the planning objectives.</p> <p>SWEEP is asserting that the project must be included in the Statewide Transportation Plan. This is incorrect. The STIP has to be consistent with the statewide long range plan, which it is. However, there is no federal requirement that a statewide plan has to be based on the listing of individual projects.</p> <p>The USDOT plan-level conformity determination is not subject to the environmental review process under NEPA (23 CFR 450.222, 450.336), and cannot be indirectly subject to NEPA review through the project-level environmental review process. A project level conformity determination is</p>

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				<p>not required until issuance of the final environmental documents (CE, FONSI or ROD). In order to be eligible for Federal-aid funding, the project must be in an approved STIP (23 CFR 450.220(a)), TIP (23 CFR 450.330), and Plan (23 CFR 450.322 generally). Although FHWA and CDOT intend to work toward implementing the Preferred Alternative in its entirety, due to current funding limitations and federal requirements that require the project to be in the fiscally constrained plan and TIP before a decision document can be approved, only a portion of the Preferred Alternative, identified as Phase 1 and discussed in detail in Chapter 8 of the Final EIS, can be selected for implementation. Phase 1 is included in the fiscally constrained, air quality conforming long range plans and TIPs. The portion of Phase 1 that will take place in the near term is included in the TIPs of the metropolitan planning organizations and the STIP.</p> <p>In order for a ROD to be signed the project or a phase of the project must be included in a fiscally constrained, air quality conforming plans and TIPs and in the STIP. Consistent with this requirement, the DRCOG TIP, NFR TIP and the STIP include preliminary design as defined by FHWA Order 6640.1, October 1, 2010, along with ROW plans and ROW acquisition for portions of Phase 1.</p> <p>The NFR TIP applies from WCR38 to SH56 and SH392 to SH14 for preliminary design, preparation of right-of-way plans and ROW purchase. The TIP reference number is NF4019 and the STIP reference number is SR41001. The NFR TIP is available via the internet at <a href="http://nfrmpo.org/ResourcesDocuments/TransportationImprovement.aspx">http://nfrmpo.org/ResourcesDocuments/TransportationImprovement.aspx</a>.</p> <p>The DRCOG TIP covers approximately 4 miles from SH66 to WCR38 for preliminary design, preparation of right-of-way plans and ROW purchase. The TIP reference number is</p>

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				<p>2008-081 and the STIP reference number is SR41001. The DRCOG TIP is available via the internet at <a href="http://www.drcog.org/index.cfm?page=TransportationImprovementProgram(TIP)">http://www.drcog.org/index.cfm?page=TransportationImprovementProgram(TIP)</a> .</p> <p>In the STIP, the project listed under reference number SSP4028 funds the completion the of EIS, along with initial preliminary design work and will end at the close of State fiscal year 2012 (June 30, 2012). Beginning in State fiscal year 2013 (July 1, 2012) project funding is listed under SR41001 for preliminary design, developing right-of-way plans and ROW acquisition amounting to \$3.35 M per year through fiscal year 2015 for a total of \$10.05 M.</p> <p>In addition, DRCOG completed an administrative amendment to add \$1.9 M in FY12, \$1.035 M in FY13 and \$1.035 M in FY14 to advance preliminary design, preparation of right-of-way plans and ROW purchase. The DRCOG TIP amendment was completed on December 15, 2011 and is reflected in the STIP under SSP4028 for FY12 and SR41001 for FY13 and FY14.</p> <p>Phase 1 is included in the fiscally constrained long range plans and TIPs and meets the air quality conformity requirements. In addition, an illustrative run of emissions was performed by the Colorado Department of Public Health and Environment considering the whole Preferred Alternative. This demonstrates that if there were enough money to implement the entire Preferred Alternative, it would also meet conformity requirements. Prior to approval of additional elements of the Preferred Alternative in subsequent ROD(s), each element would have to demonstrate independent utility, conformity, and be included in fiscally constrained, air quality conforming plans and TIPs.</p> <p>The consideration of transportation improvements with the</p>

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				<p>magnitude of the Preferred Alternative is a reflection of the Purpose and Need elements of providing multi-modal transportation options. The commuting patterns in the regional study area, the future population and employment growth and the needs identified by the public and local elected officials reinforced a need to connect the northern Colorado communities to the Denver metropolitan area through a system of highway and transit improvements. This regional connectivity could not be accomplished through relatively short segments of fundable projects. The Preferred Alternative responds to the regional connectivity needs by connecting to two planned RTD commuter rail lines, the managed lane facility along I-25 and US 36, connecting to RTD bus service along US 85 and connecting to RTD bus service along I-25. All of the other alternatives considered in the Final EIS, except the No Action, had elements of regional connectivity in them to meet the Purpose and Need.</p> <p>Phase 1 of the Preferred Alternative is selected in this Record of Decision and is included in the fiscally constrained, air quality conforming Regional Transportation Plans for DRCOG (dated February 16, 2011) and the NFRMPO Plan (dated September 1, 2011) as required by 23 CFR 450.322, 450.324. While the Statewide Transportation Plan is not required to be project-specific, Phase 1 is also included in the 2035 Statewide Transportation Plan Amendment, which incorporates by reference the DRCOG and NFRMPO Plans per 23 CFR 450.214. Initial portions of Phase 1 (design and right-of-way acquisition) are also included in the fiscally constrained, air quality conforming NFRMPO and DRCOG TIPs and the STIP, for the period 2012 to 2017. NEPA does not apply to USDOT planning process decisions, and any attempt to impose NEPA requirements on such decisions is inappropriate. If the SWEEP seeks to comment on the</p>

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				<p>planning process, that opportunity is provided by 23 CFR 450.210 and 450.316. Both DRCOG and the NFRMPO met the requirements of the planning regulations at 23 CFR Part 450. Each of SWEEP's issues as raised in these comments would have had the opportunity for analysis, review, comment and any remedy required to address such issues. The regulations ensure that consultation, including opportunity to comment, on plans is provided (see 23 CFR 450.210, 450.214(i), 450.216(f), 450.316, 450.322(g), 450.324(b)). This planning consultation and comment process is the legally appropriate and effective forum to address SWEEP's concerns about the planning process. NEPA project level review cannot and does not provide a forum to resolve such planning concerns. Planning level issues are addressed at the planning level, and so SWEEP's challenges to the plans during this NEPA process are misplaced.</p> <p>Transportation planning offers the opportunity for interested parties to become engaged in the process and provide comments when long-range planning and program documents are being developed. These documents generally are crafted over an extended period. There is no record of SWEEP providing comments to DRCOG on the 2011 Cycle 1 2035 Metro Vision RTP Amendment or the NFRMPO Updated 2035 RTP. As noted above, CDOT responded to SWEEP on comments made on the Statewide Transportation Plan Amendment May 13, 2011. In addition, CDOT has had multiple meetings with SWEEP regarding various aspects of planning, rail, potential performance measures, air quality and emissions. Phase 1 of the Preferred Alternative for the North I-25 project is included in the recently approved DRCOG and NFRMPO fiscally constrained, air quality conforming RTPs and TIPs, and the Statewide Transportation Plan and the STIP. The necessary mitigations for the impacts incurred by Phase 1 are included</p>

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			<p>-----</p> <p><b>1. Accomplishing The National Planning Objectives</b></p> <p>Sections 134(c) and 135(a) require the development of transportation plans for metropolitan areas adopted by Metropolitan Planning Organizations (MPOs), and statewide transportation plans adopted by the States, that will “accomplish the objectives” defined in section 134(a)(1). Despite these statutory provisions making the accomplishment of the statutory objectives a requirement of the planning process, the proposed Amendment to the Statewide Plan does not satisfy these requirements because the revised MPO RTPs for the Denver metropolitan region and the North Front Range planning region fail to mention these objectives, and fail to explain how each MPO RTP, as revised, demonstrates compliance with the federal statutory directives. The failure to address these requirements in the I-25 EIS means that the preferred alternative cannot lawfully be added to the MPO or Statewide plans.</p>	<p>in the cost of implementing Phase 1.</p> <p>-----</p> <p>The requirements of the regional MPO, DRCOG and NFRMPO, plans have been mischaracterized in this comment. The requirements are clarified in the following responses.</p> <p>The information below is provided to present a more comprehensive picture of the planning process. However, the planning process is not subject to NEPA. The appropriate forum to raise concerns regarding the transportation planning process is with the appropriate MPO or state. The transportation planning process offers the opportunity for interested parties to become engaged in the process, and provide comments when long-range planning and program documents are being developed. These documents generally are crafted over an extended period. There is no record of SWEEP providing comments to DRCOG on the 2011 Cycle 1 2035 Metro Vision RTP amendment or the NFRMPO Updated 2035 RTP. As noted above, CDOT responded to SWEEP on comments made on the Statewide Transportation Plan Amendment. DRCOG adopted an update to its 2035 Metro Vision RTP on February 16, 2011. A significant level of effort was put into incorporating and considering sustainability principles. Specific long range goals related to vehicle miles traveled and greenhouse gas reduction, single occupancy vehicle travel and growth in urban centers were established. The Plan Amendment was approved in August 2011 that incorporated the Phase 1 transportation improvements.</p> <p>Similarly, the 2035 North Front Range RTP Update adopted on September 1, 2011 included a technical analysis of greenhouse gas emissions.</p>

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			<p>-----</p> <p>The statutory language directing Metropolitan Planning Organizations (MPOs) to adopt regional plans that “accomplish the objectives” of the planning process requires analysis and a determination that these objectives will be accomplished by an RTP that is revised by adding the preferred alternative for the I-25 corridor. Section 134 of the Federal Aid Highway Act includes language establishing general objectives for the planning process, and requiring consideration of projects and strategies that will achieve more detailed planning factors:</p> <p>(a) Policy.--It is in the national interest to-- (1) encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs</p>	<p>And CDOT, in its 2035 Statewide Transportation Plan Amendment dated May 2011, specifically incorporated consideration of air quality. The Transportation Commission in May 2009 adopted the Air Quality Policy Directive 1901, which defines a collaborative, working agreement to programmatically address unregulated mobile source air toxics and greenhouse gases produced from Colorado’s state highways, interstates and construction activities. CDOT is also preparing an Air Quality Action Plan, which promotes a number of measures intended to reduce transportation related greenhouse gases and air toxic emissions as well as identify strategies to reduce vehicle miles traveled and vehicle hours traveled. CDOT is also partnering with agencies and other stakeholders to develop a framework for incorporating a reduction in greenhouse gas emissions into planning processes in advance of the next update to the Statewide Transportation Plan.</p> <p>-----</p> <p>As noted above, this is not the appropriate forum to raise concerns regarding the planning process, which is not subject to NEPA. Section 134 of 23 USC sets the congressional intent for a framework of national surface transportation related goals at the metropolitan and statewide levels and are guided by planning factors. The planning factors are to be considered in the transportation planning process when projects, strategies and services are implemented. However, since the planning process itself is the venue for the consideration of the planning factors, there is no requirement that every project or program in the transportation plan address the factors. The failure to consider any planning factor shall not be reviewable in court (23 USC 134(p)).</p> <p>DRCOG and NFRMPO both developed visions, goals and</p>

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			<p>of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and</p> <p>(2) encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).</p> <p>In the Title 23, section 134(c), as amended in 2005, the Act requires that MPOs adopt transportation plans that “accomplish” these national “objectives.”</p> <p>1) Development of long-range plans and TIPs.-- To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for metropolitan planning areas of the State.</p> <p>Similar language in amended section 135(a)(1) requires that the Statewide Transportation plan also “accomplish the objectives stated in section 134(a).” The analysis developed for the I-25 EIS does not demonstrate that the Statewide plan will accomplish these objectives if the preferred alternative for the I-25 corridor is added to the plan.</p>	<p>objectives for their regions as the foundation of their respective planning processes. Building on these visions, goals and objectives, each MPO has unique transportation needs and resources reflected in the choices made on the mix of transportation projects and programs selected for inclusion in the transportation plan. The variations between MPO regions are also reflected in which planning factors take on greater importance than others. DRCOG has considered the planning factors in both the DRCOG 2035 Metro Vision Regional Transportation Plan and the 2011 Cycle 1 Amendment—see: <a href="http://drcog.org/documents/FINAL-2035%20MVRTP-2010%20Update%20with%20App%202-9.pdf">http://drcog.org/documents/FINAL-2035%20MVRTP-2010%20Update%20with%20App%202-9.pdf</a></p> <p>DRCOG also documents how transportation planning is conducted in the Denver region through The Prospectus, which describes the federal, state and DRCOG planning requirements and can be found at: <a href="http://drcog.org/documents/Trans%20PIn%20in%20the%20Denver%20Region%20Rev%202011.pdf">http://drcog.org/documents/Trans%20PIn%20in%20the%20Denver%20Region%20Rev%202011.pdf</a></p> <p>Similarly NFRMPO considered the planning factors in the NFRMPO 2035 RTP Update, found at: <a href="http://www.nfrmpo.org/DocumentLibrary/GetDocument.aspx">http://www.nfrmpo.org/DocumentLibrary/GetDocument.aspx</a></p> <p>There is no requirement in a NEPA process for a project to demonstrate that a Statewide Plan will accomplish its objectives. However, a key consideration in the development of the project purpose and need and in the development and analysis of alternatives that was developed for the North I-25 EIS includes factors such as the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development between urbanized areas, while minimizing transportation-related fuel consumption and air pollution.</p>

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			<p>-----</p> <p>This language on its face establishes a requirement that the MPO craft an RTP, and the State craft a Statewide plan, that will accomplish each of the national objectives in subsection 134(a)(1). These planning objectives establish four broad criteria to be achieved by the applicable transportation plan:</p> <ol style="list-style-type: none"> <li>1) improve mobility,</li> <li>2) foster economic growth and development,</li> <li>3) minimize fuel consumption, and</li> <li>4) minimize air pollution.</li> </ol> <p>These objectives allow discretion for determining how they are to be achieved, but do not allow the planning agencies discretion to adopt plans that fail to achieve progress with respect to one or more of the four objectives.</p> <p>The national planning objectives in § 134(a)(1) establish the statutory criteria for evaluating the sufficiency of an MPO and Statewide plan. Section 134(c) also refers to the planning factors in §§ 134(h)(1) and 135(d) which were first enacted in ISTEA, but have been modified by both TEA-21 and SAFETEA-LU. Paragraph § 134(a)(2) only requires “consideration of projects and strategies” that will achieve these objectives. Thus the national planning objectives in (a)(1) must be accomplished, whereas (a)(2) only requires transportation planning</p>	<p>This project has evaluated a broad range of alternative modes of transportation because part of the need identified for this NEPA study was the need for mode choice in this region. The Preferred Alternative identified in the Final EIS, as well as Phase 1 selected in this Record of Decision, include alternative modes.</p> <p>-----</p> <p>SWEEP’s interpretation of the planning requirements and the implementation of national objectives outlined in the planning statute is more appropriately presented during the planning process. As stated above, the transportation planning process is not subject to NEPA review but does provide a forum for public participation and input. Transportation planning is fundamentally a process to enable decisions to be made as to the allocation of limited financial resources to address the greatest transportation needs, while reflecting public input, local context and addressing environmental, and other important considerations. The majority of the available funding is dedicated to system preservation before improving mobility or attempting to address the four priorities cited above. With the remaining funds the four objectives are balanced in the planning process. The intent of the batch of projects that result from the planning process is to balance the objectives. There is no requirement that an individual project must address the objectives. There is no requirement for NEPA analysis to demonstrate that a preferred alternative will achieve national planning objectives. Air quality conformity analysis was performed by both the NFRMPO and the DRCOG for their long range plans and TIPs, including their respective portions of Phase 1 of the Preferred Alternative. FHWA and FTA have completed their conformity determinations for the NFRMPO and a redetermination for</p>

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			<p>agencies to consider various projects and strategy options that could achieve the policy objectives listed in § 134(h)(1). The discretion to consider various project and strategy options does not undercut the overall obligation to actually accomplish the statutory objectives in (a)(1). The consideration of project and strategy options must be geared toward identifying and selecting the options that will achieve the more specific planning factors in (a)(2), and that when combined into a regional or statewide plan can best accomplish the statutory objectives in (a)(1).</p> <p>Compliance with these statutory planning procedures should be reflected in the underlying evaluation of proposed projects that are presented to the public and each MPO board for consideration before action is taken to revise the RTP and Statewide plan. But the NEPA analysis for the I-25 project does not demonstrate that the preferred alternative will achieve these national planning objectives. As an example, there is no analysis by CDOT or the relevant MPOs of the impact that the proposed addition of the I-25 preferred alternative to the MPO RTPs or the Statewide plan will have on accomplishing the national planning objectives in § 134(a)(1), or the planning factors listed in § 134(h).</p> <p>The Act requires that an MPO RTP or a Statewide plan demonstrate improvements in all four objectives, and not improvements in one or two at the expense of one or another. For example, a plan that fosters economic development, but does not improve mobility or minimize both fuel consumption and air emissions, cannot be determined to meet the statutory objectives. The analysis of the proposed RTP revision should show improvements in each of the four objectives with respect to the current baseline condition, and not only an</p>	<p>the DRCOG plans October 24, 2011. Phase 1 of the Preferred Alternative identified in the North I-25 Final EIS is included in the respective fiscally constrained, air quality conforming plans. Because the area of the project is non-attainment for ozone, the project level air quality conformity determination relies on the regional analysis for ozone considerations (e.g., there is no localized, hot-spot requirement for ozone areas). For the areas of the project that are in maintenance for carbon monoxide and/or PM<sub>10</sub>, the localized, hot-spot analysis for the project-level conformity assessed the worst intersection of the project for carbon monoxide and a qualitative analysis was done for PM<sub>10</sub>.</p> <p>North I-25 alternatives were developed pursuant to project Purpose and Need, which can be influenced by the planning process (23 CFR 450.212 and 450.318, and Appendix A to Part 450). Ultimately, however, alternatives are developed and evaluated based on NEPA requirements. Four alternatives were considered in the screening process in the North I-25 EIS which included no new general purpose lanes. See “North I-25 EIS Alternatives Development and Screening Report”, FHU and Jacobs, October 2011, which was circulated with the Final EIS. Alternatives that appear to satisfy SWEEP’s criteria were considered during the NEPA process. See the response to Section I of this comment. The Preferred Alternative includes rail transit; express bus operating on the I-25 tolled express lanes and on existing highway capacity on roads such as US 34; feeder bus service operating on numerous side roads to provide access to the commuter rail as well as the express bus service; and commuter bus operating on existing highway capacity on US 85.</p>

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			<p>improvement with respect to a projected worst case condition in a future horizon year. Otherwise the revised plan will simply accommodate predicted deterioration in system performance, fuel consumption and air pollution, while demonstrating minor improvements compared to a future deteriorated condition. The Federal-Aid Highway Act does not call for plans that continue current practices that merely accommodate the deteriorating performance of transportation systems. Where projects and strategies are available that can achieve improvements in system performance with regard to each objective compared to current conditions, the benefits of those projects and strategies must be presented to decision-making boards and the public with a description of improvements that can be accomplished compared to current conditions and future conditions that would result from adoption of the proposed projects, such as each of the I-25 alternatives considered in the EIS which increase GHG emissions compared to the no-build option because of the addition of new lane capacity to I-25 which stimulate increased VMT even with the interregional rail or bus rapid transit (BRT) system.</p> <p>To satisfy the requirement to minimize these impacts, an assessment must be made of the potential reductions in both air pollutants and fuel consumption that would be achieved by adding to the plan a project that optimizes facilities, services and strategies known to contribute to reductions in fuel use and emissions while improving mobility and fostering economic growth. In the I-25 context, an alternative designed to enhance mobility, support economic development and reduce both air pollutants and fuel consumption compared to the no-build must be developed to satisfy the planning objectives. Alternatives accomplishing these objectives</p>	

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			<p>would include 1) a rail-only option, 2) rail plus BRT, or 3) operating BRT in an existing general purpose lane converted to a HOT lane. None of the alternatives proposed for consideration satisfy the national planning objectives.</p> <p>Each of the proposed alternatives are shown to increase VMT, fuel consumption and air pollution. These alternatives do not satisfy the national planning objectives, and cannot satisfy the requirements of NEPA because no alternatives analysis has been performed that considers the reasonableness of accommodating the same population, residential and job growth in the I-25 corridor with more fuel efficient and less polluting rail, BRT and local transit services operated on existing rail right-of-way and the current highway capacity.</p> <p>-----</p> <p><b>2. Federal Mitigation Of Adverse Effects Of The RTP And Statewide Plan, As Revised By Adding Investments In The I-25 Corridor.</b></p> <p>The FEIS, section 3.21, concludes that each of the proposed alternatives for the I-25 corridor will increase VMT, energy use, GHG emissions and, by inference, will increase emissions of air pollutants as well. The section suggests that these adverse impacts may be mitigated by the rail component of the project in Alternative A and the PA, but there is no analysis to show that the proposed rail service will offset the impacts of expanded highway capacity, or “minimize” fuel consumption and air pollutants as required by the national planning objectives. NEPA and the Federal-Aid Highway Act require consideration of alternatives that will avoid or minimize these adverse impacts.</p>	<p>-----</p> <p>The North I-25 EIS process considered alternatives that will avoid or minimize these adverse impacts as stated: increased VMT, energy use, GHG emissions and, by inference, increased emissions of air pollutants. As stated in the Final EIS on page 3.21-3, 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. The tolled express lanes in Package B and the Preferred Alternative would eventually fill up with bus riders and carpoolers, especially in the segments of the corridor with only one tolled express lane in each direction. The transit stations associated with all of the packages would, over time, serve as stimuli to transit oriented development. This transit oriented development would potentially reduce energy consumption due to mixed land uses and higher density development which would in turn reduce trips. This</p>

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			<p>The Federal-Aid Highway Act establishes statutory criteria for evaluating plans and TIPs (in addition to the four planning objectives) that require explicit discussion of adverse impacts of the plan and mitigation of these impacts. These include --:</p> <p>§ 134(i)(2)(B)(i) which requires – “discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan;” and (B)(ii) requires that this discussion “shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.”</p> <p>§ 134(i)(4)(A) which requires that -- “the metropolitan planning organization shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan.”</p> <p>§ 134(i)(4)(B) which requires that the consultation include comparison of the transportation plan with conservation plans or maps.</p> <p>Counterparts to each of these requirements also appear in the amendments to the requirements for “Statewide transportation plans.” See –</p> <ul style="list-style-type: none"> <li>• §135(f)(2)(D) [identical duty to consult]; and</li> <li>• § 135(f)(4)(A) and (B) [identical duty to discuss mitigation measures].</li> </ul>	<p>characteristic was a key factor used to identify the Preferred Alternative.</p> <p>SAFETEA-LU included changes to transportation planning, including the opportunity for consideration of environmental issues in the statewide and metropolitan planning processes. Section 6001 specifically requires discussion of potential environmental mitigation activities and consultation with resource agencies during the development of long-range transportation plans. The planning regulations 23 CFR 450.214(j) and 450.322(f)(7) specifically call out that the discussion of potential mitigation may be focused on policies, programs or strategies, rather than at the project level.</p> <p>The DRCOG 2035 Metro Vision Regional Transportation Plan contains an entire chapter on the impacts of the RTP and specifically addresses environmental mitigation in the discussion on how the Metro Vision Transportation Policies and Action Strategies further Policy #14 – Environmental Quality. <a href="http://drcog.org/documents/2035%20MVRTP%20-%20Ch6%20-%20AdoptFeb11.pdf">http://drcog.org/documents/2035%20MVRTP%20-%20Ch6%20-%20AdoptFeb11.pdf</a> Reference is also made to the more resource-specific strategies contained in the environmental discussion of the 2035 Statewide Transportation Plan. Furthermore, the DRCOG 2035 Metro Vision Regional Transportation Plan explains that specific mitigation strategies are generally developed as part of the project environmental review process conducted under NEPA.</p> <p>Similarly, Chapter 4 of the NFRMPO 2035 RTP Update provides an environmental profile of the region and discusses potential mitigation strategies by environmental resource.</p> <p><a href="http://www.nfrmpo.org/DocumentLibrary/GetDocument.aspx">http://www.nfrmpo.org/DocumentLibrary/GetDocument.aspx</a> NFRMPO was also the pilot MPO that, starting in 2003, established a process for addressing environmental impacts</p>

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				<p>of transportation projects at early stages of planning. The process, known as Strategic Transportation and Environmental Planning Process for Urbanizing Places (STEP UP), predated both SAFETEA-LU and the FHWA Planning and Environmental Linkages program.</p> <p>A series of transportation corridor visions were collectively developed by CDOT, MPOs and regional transportation partners for incorporation into the 2035 metropolitan and statewide transportation plans. The corridor visions were compared with inventories of natural and historic resources and conservation plans. The corridor visions are documented in a Statewide Transportation Plan technical report. <a href="http://www.coloradodot.info/programs/statewide-planning/documents/2035-plan-technical-reports/Corridor%20Visions%20Technical%20Report.pdf">http://www.coloradodot.info/programs/statewide-planning/documents/2035-plan-technical-reports/Corridor%20Visions%20Technical%20Report.pdf</a></p> <p>The 2035 Statewide Transportation Plan contains an entire technical report on the environment and documents in detail how the statewide and metropolitan planning processes have met Section 6001 of SAFETEA-LU. <a href="http://www.coloradodot.info/programs/statewide-planning/documents/2035-plan-technical-reports/Environmental%20Technical%20Report.pdf">http://www.coloradodot.info/programs/statewide-planning/documents/2035-plan-technical-reports/Environmental%20Technical%20Report.pdf</a></p> <p>A few key events and efforts worth highlighting are:</p> <ol style="list-style-type: none"> <li>(1) 2035 Statewide Environmental Forum, held in 2007, by CDOT, MPOs, regional planning partners and resource agencies</li> <li>(2) Transportation Environmental Resource Council meets on a regular basis to coordinate between transportation and resource agencies in Colorado</li> <li>(3) Quarterly meetings of CDOT, FHWA and individual resource and regulatory agencies</li> <li>(4) GIS database developed by CDOT compiling data from numerous sources with cooperation of resource</li> </ol>

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			<p>-----</p> <p><b>a. Discussion of Mitigation Activities.</b> These mitigation provisions raise the same questions that NEPA does:</p> <ol style="list-style-type: none"> <li>1. what kinds of impacts need to be included in the discussion?</li> <li>2. what kind and magnitude of mitigation needs to be considered?</li> <li>3. what obligation is there to implement the mitigation measures?</li> </ol> <p>The FHWA/FTA planning rules issued in 2007 do not provide guidance for how to answer these questions under the relevant provisions of FAHA. In the absence of a definitive agency interpretation, NEPA and 23 USC § 109(h) add requirements that demonstrate how these questions are to be answered.</p> <p><b>(i). Considering Mitigation for the Purpose of Satisfying 23 USC § 109(h).</b></p> <p>Section 109(h) of the Federal Aid Highway Act requires that highway projects be reviewed for their adverse environmental, social and economic impacts, and that mitigation strategies be identified to “eliminate or</p>	<p>and regulatory agencies</p> <ol style="list-style-type: none"> <li>(5) Colorado Conservation and Transportation Workshop hosted by CDOT, FHWA, Defenders of Wildlife and others in 2006</li> <li>(6) CDOT PEL web site includes an interactive training tool on Linking Planning and NEPA <a href="http://www.coloradodot.info/programs/environmental/planning-env-link-program">http://www.coloradodot.info/programs/environmental/planning-env-link-program</a></li> </ol> <p>-----</p> <p>The Record of Decision for the North I-25 project includes commitments to mitigation measures. Some of these specially address air pollution. In addition, at the request of the US EPA, specific mitigation was discussed in the North I-25 Final EIS related to cumulative effects on ammonia emissions, which was of particular concern in the study area. The costs of mitigation have been included in project costs. The Final EIS considers mitigation that is intended to address all adverse impacts. The ROD includes mitigation commitments for Phase 1 of the Preferred Alternative adverse impacts.</p> <p>The comment reflects a misunderstanding of what is required for compliance with Section 109(h) of the Federal Aid Highway Act. The comment first incorrectly asserts that Section 109(h) compliance requires a three-step evaluation of impacts and mitigation measures. As discussed below, rather than mandating a precise analytic approach, Section 109(h) reflects a congressional requirement that guidelines be developed to assure that decisions are made in the best overall public interest after consideration of adverse effects, transportation needs, public services, and the costs of mitigating adverse effects. These guidelines have been incorporated into FHWA’s NEPA regulations.</p>

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			<p>minimize” such “adverse” impacts. 23 USC § 109(h). The FHWA regulation implementing this section requires that an EIS prepared under NEPA also address the social and economic impacts required to be considered under § 109(h). 23 CFR §771.105. In addition, the metropolitan planning rule issued to implement ISTEA requires that MPOs address the criteria required by § 109(h) in the transportation plan. 23 CFR §450.316(a)(13)(1993). The revised federal planning rule does not retain this requirement, but the requirement of § 109(h) must be addressed at some stage of the process. To the extent that mitigation must be considered as part of the planning process, section 109(h) provides guidance to define the parameters of that consideration in the MPO planning process. To the extent that mitigation is required to be addressed in an EIS for a project, 23 CFR §771.105 requires that the requirements of § 109(h) be addressed in the EIS along with the requirements of NEPA.</p> <p><b>(ii). Scope of Impacts to be Included in Discussion of Mitigation to Satisfy FAHA Requirements.</b></p> <p>The consideration of mitigation measures required by §§ 134(i)(2)(B)(i) and 135(f)(4)(A) and (B) must be at least as broad as NEPA because NEPA limits the obligation to consider mitigation for only those impacts that “significantly affect the human environment,” whereas 23 U.S.C. §§ 134(i)(2)(B), 135(f)(4)(A) and (B), and 109(h) do not limit consideration only to “significant” impacts on the human environment. Since Congress decided not to limit mitigation under FAHA to “significant” impacts, then at least those impacts found to be significant for NEPA purposes must be included. Other impacts may also be relevant, but in the case of the I-25 corridor the impacts of concern would be</p>	<p>Specifically, Section 109(h) of the Federal Aid Highway Act, codified at 23 U.S.C. 109(h), requires that the agency promulgate</p> <p>“guidelines designed to assure that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for fast, safe and efficient transportation, public services, and the costs of eliminating or minimizing such adverse effects and the following:</p> <ol style="list-style-type: none"> <li>(1) air, noise, and water pollution;</li> <li>(2) destruction or disruption of man-made and natural resources, aesthetic values, community cohesion and the availability of public facilities and services;</li> <li>(3) adverse employment effects, and tax and property value losses;</li> <li>(4) injurious displacement of people, businesses and farms; and</li> <li>(5) disruption of desirable community and regional growth.</li> </ol> <p>Such guidelines shall apply to all proposed projects with respect to which plans, specifications, and estimates are approved by the Secretary after the issuance of such guidelines.”</p> <p>Since 1982, FHWA has complied with Section 109(h) through procedures contained in 23 CFR Part 771, the regulations through which FHWA complies with NEPA. (See the Federal Register for further discussion at 47 FR 21780-01.) These regulations, entitled “Environmental Impact and Related Procedures,” lay out a single comprehensive</p>

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			<p>considered “significant” for NEPA purposes. See 40 C.F.R. § 1508.27.</p> <p>In addition to NEPA, the provisions of § 109(h) provide further guidance regarding the scope of mitigation under the closely parallel provisions in sections 134 and 135 of FAHA. Section 109(h) of the Federal-Aid Highway Act, enacted on December 30, 1970 by the same Congress that enacted NEPA (January 1, 1970), supplemented the requirements of NEPA for highway projects by defining a more specific analytical process. Section 109(h) requires a three-step evaluation of impacts and mitigation measures to ensure that “final decisions on the project are made in the best overall public interest.” 23 U.S.C. § 109(h) (2004). The first step is to determine the “possible adverse economic, social and environmental effects relating to any proposed project.” Id. The second step is to determine “the costs of eliminating or minimizing such adverse effects ....” Id. The third step is to consider “the costs of eliminating or minimizing such adverse effects” together with “the need for fast, safe and efficient transportation” to make a final decision on the project “in the best overall public interest.” Id.</p> <p>In the national planning objectives in § 134(a)(1), Congress defined the minimum criteria for determining whether a proposed project is “in the best overall public interest.” Since the MPO must at least determine that the RTP will “accomplish” these objectives if the proposed project is added to the plan, the analytical steps prescribed by § 109(h) should be performed to evaluate the mitigation appropriate for any new project proposed for addition to an RTP that would interfere with or defeat progress toward accomplishing the objectives of minimizing fuel consumption and air pollution.</p>	<p>process that by design addresses responsibilities under both NEPA and Section 109(h). FHWA's compliance with Section 109(h) is fulfilled by its compliance with 23 CFR Part 771. The comprehensive process outlined in 23 CFR Part 771 cannot be reduced to the three-step evaluation suggested in the comment. In addition, Section 109(h) does not impose any further analytical requirements beyond those contained in 23 CFR Part 771. FHWA's rule on environmental impacts and related procedures makes clear that “Section 109(h) will be complied with through the procedures outlined in 23 CFR Part 771” (47 FR 21782, May 20, 1982). As explained in 23 CFR 771.105(a) and (b), all environmental reviews and analysis are to be coordinated as a single process and decisions must be made in the best overall public interest based upon a balanced consideration of transportation needs, as well as social, economic and environmental impacts and environmental protection goals. Further, it is agency policy that measures necessary to mitigate adverse impacts be incorporated into the proposed action (23 CFR 771.105(d)). The North I-25 Final EIS and this Record of Decision discuss transportation needs, environmental and other impacts, and environmental protection at length and contain extensive commitments to mitigation measures.</p> <p>Nor is there any three-step process that must be followed by MPOs as suggested in the comment. As explained above, the comment incorrectly attributes a specific three-step analytic process to Section 109(h). The commenter then suggests extending this three-step approach as a substantive requirement on MPOs. The basis for this appears to be a confusion of the statement of national interest regarding MPO planning policy outlined in 23 USC 134(a)(1) with the commenter's proposed three-step public interest evaluation.</p> <p>This approach mixes apples and oranges. FHWA's</p>

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			<p>FHWA's implementing regulation further requires that any measures necessary to mitigate adverse effects be incorporated into the project. 23 C.F.R. § 771.105(d). Therefore, the mitigation identified in the planning process needs to be incorporated into the project, which means that the costs of mitigation must be accounted for in the fiscally constrained plan as part of the overall project cost.</p> <p>None of these steps have been performed for the I-25 project. No revisions to the DRCOG or North Front Range RTPs have been proposed that include these analyses, and the EIS fails to consider mitigation that is shown to be sufficient to eliminate or minimize such effects, and includes no estimate of the costs of such mitigation.</p> <p><b>(iii). The kind and magnitude of mitigation that needs to be considered to Satisfy §§ 134(i)(2)(B) and 135(f)(4)(A) and (B).</b></p> <p>Both NEPA and § 109(h) provide requirements that must be addressed in a project EIS, which also provides interpretative guidance to understand the extent of mitigation required to be considered under §§ 134(i)(2)(B) and 135(f)(4)(A) and (B) before a Plan and TIP may be revised to add a major project. The NEPA rules require that mitigation be identified as part of the environmental review for an EIS. 40 CFR § 1502.16(h). Mitigation is defined to include measures that—</p> <ul style="list-style-type: none"> <li>a) <i>(a) avoid the impact altogether;</i></li> <li>b) <i>(b) minimize impacts by limiting the degree or magnitude of the action;</i></li> <li>c) <i>(c) rectifying the impact by repairing, rehabilitating,</i></li> </ul>	<p>compliance with Section 109(h) is fulfilled by its compliance with 23 CFR 771. Procedures for MPO compliance with Section 134 of the Federal Aid Highway Act, codified at 23 USC 134, are laid out in detail in FHWA's planning regulations, which are found at 23 CFR 450. Regional transportation plans adopted by MPOs are not subject to 23 CFR 771 and those regulations cannot be used to impose substantive requirements on MPOs or their regional transportation plans. See the responses in Section II to your comments, which explain that the planning process is not subject to NEPA and project level NEPA documents, such as the North I-25 EIS, are not the appropriate forum in which to raise objections to the transportation planning process. Your suggestion that NEPA and Section 109(h) be used as "the reference point" for defining an MPO's duty regarding mitigation is inconsistent with applicable law.</p> <p>In addition, neither the case law nor the regulations that you cite regarding the evaluation of cumulative impacts under NEPA require that state departments of transportation and MPOs identify and consider mitigation for all impacts at all levels (regional, corridor and local) and develop cost estimates as part of the planning process. NEPA requirements do not extend to the planning process. Nor, as explained above, does Section 109(h) impose such a requirement.</p> <p>Finally, in response to your concern about mitigation measures and the costs of such measures, please note that the North I-25 Record of Decision includes a commitment to specific mitigation measures that have been incorporated into Phase 1 of the project and the estimated cost for Phase 1.</p> <p>Consideration of mitigation at the regional planning stage is currently being addressed by both the NFR MPO and the</p>

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			<p><i>or restoring the affected</i></p> <p>d) <i>environment;</i></p> <p>e) <i>(d) reducing or eliminating the impact over time by preservation and</i></p> <p>f) <i>maintenance operations during the life of the action;</i></p> <p>g) <i>(e) compensating for the impact by replacing or providing substitute resources</i></p> <p>h) <i>or environments.</i></p> <p>40 CFR § 1508.20.</p> <p>Section 109(h) of the Federal-Aid Highway Act also requires a determination of the “possible adverse economic, social and environmental effects relating to any proposed project,” and “the costs of eliminating or minimizing such adverse effects” to be used together with “the need for fast, safe and efficient transportation” to make a final decision on the project that is “in the best overall public interest.” Id.</p> <p>Using both NEPA and § 109(h) as the reference point for defining the scope of the duty to discuss mitigation under §§ 134(i)(2)(B) and 135(f)(4) calls for the identification of measures that include “eliminating” or “avoiding” the impact, as well as measures that may be less protective of the environment. Furthermore, § 109(h) also requires that the cost of mitigation be weighed against the benefits of improved mobility likely to result from the project. Thus the scope of the duty must include identifying all “possible adverse” impacts, the identification of effective mitigation capable of eliminating or avoiding the adverse impact as well as options that minimize the impact, and also the quantification of the costs of the various mitigation options to be weighed against the benefits of the</p>	<p>DRCOG. Mitigation, such as transit oriented development, comprehensive bus and rail service and peak period pricing, is included in the definition of the Preferred Alternative.</p> <p>SAFETEA-LU included changes to transportation planning, including the opportunity for consideration of environmental issues in the statewide and metropolitan planning processes. Section 6001 specifically requires discussion of potential environmental mitigation activities and consultation with resource agencies during the development of long-range transportation plans. The planning regulations (23 CFR 450.214(j) and 450.322(f)(7)) specifically call out that the discussion of potential mitigation may be focused on policies, programs or strategies, rather than at the project level.</p> <p>The DRCOG 2035 Metro Vision Regional Transportation Plan contains an entire chapter on the impacts of the RTP and specifically addresses environmental mitigation in the discussion on how the Metro Vision Transportation Policies and Action Strategies further Policy #14 – Environmental Quality. <a href="http://drcog.org/documents/2035%20MVRTP%20-%20Ch6%20-%20AdoptFeb11.pdf">http://drcog.org/documents/2035%20MVRTP%20-%20Ch6%20-%20AdoptFeb11.pdf</a> Reference is also made to the more resource-specific strategies contained in the environmental discussion of the 2035 Statewide Transportation Plan. Furthermore, the DRCOG 2035 Metro Vision Regional Transportation Plan explains that specific mitigation strategies are generally developed as part of the project environmental review process conducted under NEPA.</p> <p>Similarly, Chapter 4 of the NFRMPO 2035 RTP Update provides an environmental profile of the region and discusses potential mitigation strategies by environmental resource.</p> <p><a href="http://www.nfrmpo.org/DocumentLibrary/GetDocument.aspx">http://www.nfrmpo.org/DocumentLibrary/GetDocument.aspx</a> NFRMPO was also the pilot MPO that, starting in 2003,</p>

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			<p>mobility improvements so that the planning agency has the kinds of information to make an informed determination regarding the option that is in “the best overall public interest.”</p> <p>Thus defined, the adverse impacts of individual projects as well as the aggregate impacts of all the projects in a regional plan would need to be discussed in the long-range plan. A major advantage of addressing these considerations at the regional planning stage is to include consideration of mitigation measures that may best be implemented at the regional level, such as transit-oriented development, more comprehensive transit services, VMT pricing and user fees, fuel quality, zone SOV travel limitations, and other measures that would not be available at the corridor scale in a project-level EIS, or that might be more effective in mitigating project-level impacts if implemented regionally.</p> <p>Emerging case law interpreting the obligation under NEPA to consider the cumulative impacts of federally funded highway projects, make clear that if the analyses of cumulative impacts are not performed by the MPO as part of the development of the long-range plan, they will nonetheless have to be considered by the implementing agencies as part of project EISs. See 40 CFR §§ 1502.14, 1502.16, 1508.7; Carmel-by-the-Sea v. U.S. DOT, 123 F3d. 1142 (9th Cir.1997); W. N.C. Alliance v. N.C. Dep’t of Transp., 312 F. Supp. 2d 765, 778 (E.D. N.C. 2003). Developing information regarding the mitigation of regional impacts that will result from the MPO RTP and TIP, or the Statewide plan and STIP, in a broad urbanized corridor as large as the I-25 project area must be useful for consideration of both the project-level impacts under NEPA and § 109(h), and the regional planning process. SWEEP therefore believes</p>	<p>established a process for addressing environmental impacts of transportation projects at early stages of planning. The process, known as Strategic Transportation and Environmental Planning Process for Urbanizing Places (STEP UP)), predated both SAFETEA-LU and the FHWA Planning and Environmental Linkages program.</p>

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			<p>that CDOT together with the MPOs must identify and consider mitigation for all impacts, at the regional, corridor and local scales, and develop cost estimates for mitigating those impacts as part of the planning process.</p> <p>-----</p> <p><b>b. Mitigation Analyses to Be Performed for Impacts of Regionally Significant Projects.</b></p> <p>Based on the evidence of the impacts of emissions from the transportation sector on public health and climate change, SWEEP believes that these are significant impacts for which mitigation must be considered in the planning process under §§ 134(i)(2)(B) and 135(f)(4)(A) and (B) and § 109(h), as well as under NEPA.</p> <p>-----</p> <p><b>(1). Public Health Impacts.</b></p> <p>Reviews of recent health effects research conducted by the Health Effects Institute and others demonstrate that emissions from highways have a significant impact on human health. These studies include studies of the undifferentiated effects of all highway emissions without distinguishing the effects of particular pollutants, and other studies that attempt to identify the effects of individual pollutants, or limited combinations of pollutants. Some of these are criteria pollutants (i.e., pollutants for which a NAAQS has been adopted under § 109 of the Clean Air Act), and some are pollutants listed as a hazardous air pollutant under § 112 and/or listed as a mobile source air toxic (“MSAT”) pollutant under § 202(l) of the CAA. EPA revised the NAAQS for nitrogen oxides to protect against the adverse health</p>	<p>-----</p> <p>The planning process is not subject to review here. Section 109(h) requirements are met through compliance with the highway NEPA regulation found at 23 CFR 771. The response below explains how the North I-25 NEPA process undertaken pursuant to 23 CFR 771 addresses the impact of emissions.</p> <p>-----</p> <p>The US EPA is charged with setting National Ambient Air Quality Standards (NAAQS) that are protective of human health and the environment. US EPA conducts extensive and thorough reviews of available health effects research during its NAAQS review and development process and associated requirements such as the Transportation Conformity Rule (40 CFR 93). This Final EIS includes information demonstrating that the project meets the Clean Air Act requirements generated by these rules, including the Particulate Matter (PM) Hot-Spot Rule cited by the commenter (“71 Fed.Reg. 12,468 (March 10, 2006)”). Additionally, the Final EIS includes a summary of the health effects of these pollutants, and additional air quality analyses, such as an estimate for mobile source air toxics emissions (acetaldehyde, acrolein, benzene, 1, 3-butadiene, diesel particulate matter (diesel PM), and formaldehyde), an analysis of potential nitrogen deposition and ammonia</p>

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			<p>effects associated with NOx emissions from motor vehicles, 75 Fed. Reg. 6473 (Feb. 9, 2010), and has also updated its initial assessment of the health risks associated with exposure to motor vehicle emissions as part of its recent MSAT rulemaking. 71 Fed. Reg. 15804 (March 29, 2006). See also 66 Fed. Reg. 17229 (March 29, 2001); and 64 Fed. Reg. 38705 (July 19, 1999)(National Integrated Air Toxic's Strategy). EPA also found that emissions of PM2.5 from highways threaten violations of the NAAQS and harm to the health of local communities. 71 Fed.Reg. 12,468 (March 10, 2006). Assessments performed by EPA, and the methodologies used by FHWA in preparing the study of the health costs of air pollution provide examples of the tools available to MPOs and state DOTs to estimate the magnitude of adverse health outcomes associated with exposure to air pollution in a metropolitan area. These tools can provide estimates that, even if they suffer from a range of uncertainty with respect to exact numbers of adverse health outcomes in the exposed population, are useful in comparing the expected health consequences of different emission scenarios associated with differing project, mode, land use and economic incentive strategies.</p>	<p>emissions, and an assessment of localized effects (hotspots) of carbon monoxide and particulate matter, as well as the identification of potentially sensitive receptors such as residential areas and schools in the vicinity of roadways, commuter rail and bus rapid transit stations. The North I-25 Final EIS Section 3.5 (Air Quality) was developed with extensive interagency coordination among the US EPA, the Colorado Department of Public Health and Environment (CDPHE), DRCOG and the NFRMPO. The emissions analysis was conducted by independent experts from CDPHE. Greenhouse gas emissions are addressed in two sections of the North I-25 Final EIS: the energy section (Section 3.21) and the cumulative impacts section (Section 3.26).</p> <p>FHWA is aware of the research investigating the relationship between emissions from the transportation system and adverse health effects among exposed populations. With respect to health effects research, FHWA has actively followed developments in this field, and has provided financial and other support to work by the Health Effects Institute (HEI). As stated in HEI Special Report 17 (and paraphrased by the commenter), motor vehicles are a significant source of urban air pollution. It is important to note that the HEI panel for this report went on to conclude that the evidence was sufficient to support a causal relationship between traffic related air pollution and exacerbation of asthma in children that have it already. All other findings were either only suggestive, or inadequate, or insufficient evidence/data was available to infer causal association between traffic related pollution and adverse human health effects.</p> <p>The 1997 FHWA Addendum cited by the commenter discusses four social costs of transportation not directly borne by the transportation agency (crashes represent about</p>

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				<p>75% of these and congestion costs represent about 14%, followed by air pollution at 9% and noise at 1%). Focusing on air pollution only, most of these costs are associated with PM. The Addendum presents estimated economic costs of motor vehicle related air pollution on a national level and notes the problematic nature of even this level of analysis:</p> <p>“Even costs quantified ... are highly uncertain due to data and methodological limitations and should be viewed as indicative only of the order of magnitude of costs.</p> <p>Chemical processes that transform emissions into ozone, particulate matter, and other pollutants are very complex, as is the transport of pollutants from their source to where they ultimately affect human health. Sources of some pollutant types are not well understood, nor are some aspects of the health impacts due to motor vehicle emissions. Scientific data on relationships between air pollution and premature death also are weak in many cases.”</p> <p>The methodology included in the Addendum, which provides general, order-of-magnitude information on a national level, does not provide useable methodology for assessing similar impacts on the project level. The commenter also mentions EPA assessments but does not reference any specific reports or documents to which we can respond directly.</p> <p>The revised NAAQS for “nitrogen oxides” is actually a set of standards for nitrogen dioxide (a subset of the larger class of nitrogen oxides). Colorado APCD’s most recent Air Quality Data Report (<a href="http://www.colorado.gov/airquality/documents/2010AnnualDataReport.pdf">http://www.colorado.gov/airquality/documents/2010AnnualDataReport.pdf</a>) indicates that monitored values for this pollutant have been well below the NAAQS for the last decade. As noted, EPA recently revised the NAAQS for nitrogen dioxide, including a new short-term (1-hour) standard and adding requirements for near-road air</p>

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				<p>monitoring. According to EPA's final rule (40 CFR Parts 50 and 58 Primary National Ambient Air Quality Standards for Nitrogen Dioxide; Final Rule. 75 FR 26, February 9, 2010), near road air monitors are required to be in place by January 1, 2013 (Ibid, 6511). After 3 years of monitoring data are collected, EPA will make any necessary adjustments to designations for areas not meeting the new 1-hour standard based on the new near road monitoring data. FHWA has been working collaboratively with EPA, assisting in the development of technical assistance in locating these near road monitors. Currently, there are no CAA requirements associated with these new standards for this area. FHWA will comply with any such requirements should areas within Colorado become nonattainment for this pollutant in the future.</p> <p>The entire state of Colorado has been designated by EPA as "attainment" for the most recent PM2.5 NAAQS (74 FR 58688, November 13, 2009). Colorado APCD's most recent Air Quality Data Report (<a href="http://www.colorado.gov/airquality/documents/2010AnnualDataReport.pdf">http://www.colorado.gov/airquality/documents/2010AnnualDataReport.pdf</a>) indicates that monitored values for this pollutant have been well below the NAAQS for the last decade. Parts of the project area are designated as a maintenance area for the PM10 NAAQS, and as required by the CAA conformity regulations, a PM qualitative analysis was conducted for this Final EIS.</p> <p>Finally, the comments suggest that FHWA conduct additional analysis to estimate the magnitude of adverse health outcomes associated with exposure to air pollution. The uncertainties and limitations associated with health risk assessment (HRA) are discussed at length in the Final EIS and FHWA's mobile source air toxics guidance (<a href="http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/100109guidmem.cfm">http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/100109guidmem.cfm</a>) and the Air</p>

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			<p>-----</p> <p><b>(2) Impacts of Greenhouse Gas Emissions.</b></p> <p>The adverse impacts of CO<sub>2</sub> and other air pollutants emitted from the transportation sector have been recognized by the United States and the United Nations. The ultimate goal of the United Nations Framework Convention on Climate Change (UNFCCC) is to stabilize atmospheric concentrations of greenhouse gases at levels that would prevent dangerous human interference with the climate system. The United States ratified the UNFCCC in 1992, and the Bush Administration officially endorsed the scientific consensus on the threat posed by climate change with its submission to the United Nations (U.N.) of Climate Action Report 2002. The U.S. Environmental Protection Agency has now issued its finding under the Clean Air Act that greenhouse gas emissions endanger the health</p>	<p>Quality Technical Report in Volume 4 of the Final EIS. To summarize, FHWA has found that HRA for highway projects involves so many assumptions regarding future activity, emissions, and exposure that the outcome of such analyses are likely to depend more on the assumptions than on the changes in the travel network being evaluated. In the context of the North I-25 project, the emissions analysis already conducted for the Final EIS showed that future emissions will be lower than current levels regardless of which alternative is selected, and that the difference in emissions between alternatives is very small (less than 1%). Since CDPHE's analysis concluded that emissions will decrease, FHWA feels that it is reasonable to conclude that the adverse health effects associated with these emissions will also decrease to less than they are today and will not cause new adverse health impacts</p> <p>-----</p> <p>The appropriate forum to raise concerns regarding the transportation planning process is with the appropriate MPO or state. The transportation planning process offers the opportunity for interested parties to become engaged in the process, and provide comments when long-range planning and program documents are being developed.</p> <p>The North I-25 Final EIS Section 3.5 (Air Quality) was developed with extensive interagency coordination among the US EPA, the CDPHE, DRCOG and the NFRMPO. The analysis included in this section addresses not only pollutants regulated by the Clean Air Act, but also mobile source air toxics, nitrogen deposition, ammonia and localized effects to potentially sensitive receptors such as residential areas and schools in the vicinity of commuter rail and bus rapid transit stations. Greenhouse gas emissions are addressed in two sections of the North I-25 Final EIS:</p>

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			<p>and welfare of the American people. The U.S. Department of Energy also acknowledged that drastic reductions in total greenhouse gas emissions are needed to stabilize atmospheric concentrations, and has funded technological developments toward this end. Measurement of increasing CO2 concentrations in the atmosphere provides compelling evidence that comprehensive programs to reduce CO2 emissions are needed to meet climate change goals. EPA's inventories of carbon emissions from major sectors of the US economy demonstrate that emissions from the transport sector account for the fastest growth of GHG emissions from the United States. Significant reductions in GHG emissions from the U.S. cannot be achieved without at least stopping the growth in GHG emissions from the transportation sector. Id.</p> <p>Although the United States declined to ratify the Kyoto Protocol, a first step in market-based, global CO2 regulation, Congress has nonetheless required that the transportation planning process produce transportation plans that "minimize fuel consumption" and "air pollution." 23 USC §§ 134(a) and (c), 135(a). Implementation of this national policy can accomplish significant reductions in CO2 emissions from the transportation sector. Given that the United States has already acknowledged the potential harm to the human environment from GHG emissions and expected climate change, and the congressional directive to develop metropolitan and statewide transportation plans that "minimize" fuel consumption and air pollution, it is clear that these impacts are significant in every state and metropolitan planning area for the purpose of triggering an obligation to consider mitigation in the transportation planning process designed to minimize these impacts, and under NEPA.</p>	<p>the energy section, which is Section 3.21 and in the cumulative impacts section, which is Section 3.26.</p> <p>It is expected that the rail components of Package A and the Preferred Alternative would provide more options for lower energy consumption and thereby reduce green house gas emissions because more trains could easily be added. The tolled express lanes in Package B and the Preferred Alternative would eventually fill up with bus riders and carpoolers especially in the segments of the corridor with only one tolled express lane in each direction. The transit stations associated with all of the packages would, over time, serve as stimuli to transit oriented development. This transit oriented development would potentially reduce energy consumption due to mixed land uses and higher density development which would reduce trips. This characteristic of the Preferred Alternative was a key factor used to identify the Preferred Alternative.</p>

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			<p>-----</p> <p><b>c. Project May Not Be Added to Plan Until Compliance with National Planning Objectives and Mitigation is Considered under Appropriate Procedures.</b></p> <p>In light of the extensive impacts the I-25, I-70 corridor and other major projects in the Statewide Transportation Plan or to be added to the Plan, would have on VMT, fuel consumption and GHG emissions, the performance of the transportation system in the corridors affected by such projects, endangered species and their habitat, land use and regional development, and other significant impacts on socioeconomic values and natural resources, the MPOs must prepare an MIS for such projects before deciding whether to add such projects to the RTP.</p> <p>-----</p> <p><b>(i). Federal Law Requires MPOs to Prepare an MIS or Equivalent Assessment.</b></p> <p>Since 1993, federal regulations have required that, before a metropolitan planning organization (MPO) may add a project to an RTP or TIP, it must analyze the project and potential alternatives to determine the cost-effectiveness of the project and its effects on system performance and the national transportation planning objectives prescribed in 23 U.S.C. § 134(a)(1). 23 C.F.R. § 450.318 (1994). As explained below, this requirement – known as the MIS rule – remains in effect by statutory mandate despite recent conflicting</p>	<p>-----</p> <p>An MIS was prepared for the improvements being considered for this project. The North Front Range Transportation Alternatives Feasibility Study Phase I was completed in March 1998 and Phase II in March of 2000. However, the MIS requirements changed with TEA-21 and again with SAFETEA-LU. Currently, there is no requirement for an MIS. See the response below.</p> <p>-----</p> <p>As explained below, your characterization of the MIS requirement is incorrect. However, it should be noted that an MIS was in fact completed for this project.</p> <p>-----</p> <p>As you note, Section 1308 of the TEA-21 amendments directed that the MIS set forth in 23 CFR 450.318 (as then in effect) be eliminated as a separate requirement and instead USDOT was required to “promulgate regulations to integrate such requirement, <b>as appropriate</b>, as part of the analyses required to be undertaken pursuant to the planning provisions” of Titles 23 and 49 of the U.S. Code and to the National Environmental Policy Act (emphasis added).</p>

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			<p>regulatory amendments by US DOT. The I-25 EIS can be used as the vehicle for meeting the MIS requirement that alternatives to a project be evaluated before the project is added to an MPO RTP or the Statewide Transportation Plan.</p> <p>US DOT amended the federal transportation planning rules, 23 C.F.R. pt. 450, in February 2007. 72 Fed. Reg. 7224 (Feb. 14, 2007). Upon adopting the amendments, US DOT stated that</p> <p>[s]ection 1308 of the TEA-21 required the Secretary to eliminate the [MIS] set forth in [23 C.F.R. § 450.318], as a separate requirement, and promulgate regulations to integrate such requirement, as appropriate, as part of the analysis required to be undertaken pursuant to the planning provisions of title 23 U.S.C. and title 49 U.S.C. Chapter 53 and the National Environmental Policy Act of 1969 (NEPA) for Federal-aid highway and transit projects. [As amended, the] purpose of [23 C.F.R. § 450.318 (Transportation planning studies and project development)] is to implement this requirement of Section 1308 of the TEA-21 and eliminate the MIS as a stand-alone requirement.</p> <p>72 Fed Reg. at 7241. US DOT thus adopted a regulation that purports to integrate the MIS requirement with NEPA and the planning process required by 23 U.S.C. § 134 (metropolitan planning) and 23 U.S.C. § 135 (state transportation planning). Id. The revised rule makes the MIS a voluntary undertaking by MPOs, however, whereas the 1993 MIS rule provided that MPOs “shall” prepare a MIS before adding a project to an RTP or TIP. Unlike the 1993 MIS rule, the amended regulation falls short of section 1308 of TEA-21, Pub. L. No. 105-178 (1998).</p>	<p>USDOT did just that in its 2007 rulemaking establishing new joint planning regulations for FHWA and FTA (72 FR 7224). This final rulemaking was preceded by a notice of proposed rulemaking on June 9, 2006 (71 FR 33510). As summarized in the final rulemaking, the three-month comment period included six public outreach meetings and a national telecast. Extensive public outreach resulted in the submission of 150 documents representing more than 1600 comments. Twenty documents containing more than 50 comments were submitted on the proposed revisions to 23 CFR 450.318.</p> <p>You quote a paragraph from the February 14, 2007 rulemaking by FHWA and FTA that discussed the proposed revisions to 23 CFR 450.318. Your quotation omits the last sentence of the paragraph, which states that a phrase has been added to paragraph (a) of 23 CFR 450.318 to clarify the intent of this section. Specifically, 23 CFR 450.318(a), as modified in the 2007 rulemaking, provides:</p> <p>Pursuant to section 1308 of the Transportation Equity Act for the 21st Century, TEA-21 (Pub. L. 105-178), an MPO(s), State(s), or public transportation operator(s) may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process. To the extent practicable, development of these transportation planning studies shall involve consultation with, or joint efforts among, the MPO(s), State(s), and/or public transportation operator(s). The results or decisions of these transportation planning studies may be used as part of the overall project development process consistent with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321 et seq.) and associated implementing regulations (23 CFR part 771 and 40 CFR parts 1500-1508). Specifically, these corridor or subarea studies may result in producing</p>

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			<p>The 1993 MIS rule required MPOs to satisfy 23 C.F.R. § 450.322(b)(7) before adding a major project to a RTP or TIP. 23 C.F.R. § 450.322(b)(7) requires a RTP or TIP to “[r]eflect a multimodal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all major transportation investments in accordance with § 450.318.” At the time it adopted the 1993 MIS rule, US DOT explained that “[s]uch investment studies should occur before a particular investment is ultimately defined in an area’s approved plan . . . . After a corridor/subarea study is completed, the plan would be revised to reflect the specific decision resulting from the study.” 58 Fed. Reg. 58040, 58056 (Oct. 28, 1993). Together, 23 C.F.R. §§ 450.322 and 450.318 define the MIS requirement that was preserved by the 1998 amendment to 23 U.S.C. § 134 by requiring the MPO to demonstrate in an MIS the factual basis supporting its determination to add a project to a RTP or TIP. Section 450.322 (1993) required the MPO to evaluate the “impact of the overall plan,” and section 450.318 requires individual investments and strategies to be evaluated for their impacts on “local, State and national goals and objectives” before the MPO adds one of the alternatives to the RTP or TIP.</p> <p>Although TEA-21 instructed the Secretary of Transportation to eliminate the “separate” MIS requirement, it also directed the Secretary to “integrate such requirement, as appropriate,” into the planning provisions of Title 23, Title 49, and NEPA. Pub. L. No. 105-178, at § 1308. US DOT explained its understanding that “[t]he technical structure of the law is such that this action requires a two step process: (1) Eliminating and (2) proposing an approach for</p>	<p>any of the following for a proposed transportation project:</p> <ol style="list-style-type: none"> <li>(1) Purpose and need or goals and objective statement(s);</li> <li>(2) General travel corridor and/or general mode(s) definition (e.g., highway, transit, or a highway/transit combination);</li> <li>(3) Preliminary screening of alternatives and elimination of unreasonable alternatives;</li> <li>(4) Basic description of the environmental setting; and/or</li> <li>(5) Preliminary identification of environmental impacts and environmental mitigation.</li> </ol> <p>The 2007 rulemaking also addresses concerns raised by comments on the Notice of Proposed Rulemaking regarding the inclusion, as Appendix A to Part 450, of guidance on how information, analysis and products from the transportation planning process can be incorporated in the NEPA process. The rulemaking addresses these concerns at length:</p> <p>The FHWA and the FTA recognize commenters’ concerns about Appendix A, including the recommendation that this information be kept as guidance rather than be made a part of the rule. First, information in an Appendix to a regulation does not carry regulatory authority in itself, but rather serves as guidance to further explain the regulation. Secondly, as stated above, Section 1308 of TEA-21 required the Secretary to eliminate the MIS as a separate requirement, and promulgate regulations to integrate such requirement, as appropriate, as part of the transportation planning process. Appendix A fulfills that Congressional direction by providing explanatory information regarding how the MIS</p>

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			<p>integrating what remains.” 67 Fed. Reg. 59219, 59223 (Sept. 20, 2002). US DOT thus understood that Congress intended for it to integrate into the planning process “what remains” of the required “approach” that is not otherwise required by NEPA or titles 23 or and 49 of the U.S. Code. In short, the MIS regulation remains in effect under 23 U.S.C. § 134 until US DOT replaces the original 23 C.F.R. § 450.318 with a regulation that fulfills the mandate to “integrate such [MIS] requirement” into the planning process.</p> <p>Prior to amending its planning regulations in 2007, US DOT acknowledged that the existing regulation remained a “placeholder” to meet Congress’s integration requirement. Id. at 59223. The MIS rule remains in effect because (1) Congress did not repeal the MIS requirement reflected in 23 C.F.R. § 450.318, (2) the MIS rule remained consistent with 23 U.S.C. § 134 after the TEA-21 revisions and enforceable, and (3) the US DOT has not lawfully revoked the 1993 regulation because it has not promulgated a rule that satisfies the mandate to “integrate such [MIS] requirement” into the planning process.</p> <p><b>(ii). TEA-21 Retained the MIS Requirement</b></p> <p>The 1998 TEA-21 amendments did not repeal or eliminate the MIS requirement, but rather clarified a latent ambiguity as to whether an MIS must be prepared separately or as part of the NEPA process. The MIS regulation left this issue to be determined on a case-by-case basis. 23 C.F.R. § 450.318(f). Because MPOs had no obligation to satisfy NEPA as part of their planning processes, MPOs often did not include within the MIS a treatment of alternatives that met the comprehensive requirement of NEPA. Accordingly, after a project was</p>	<p>requirement can be integrated into the transportation planning process. Inclusion of this explanatory information as an Appendix to the regulation will make the information more readily available to users of the regulation, and will provide notice to all interested persons of the agencies’ official guidance on MIS integration with the planning process. Attachment of Appendix A to this rule will provide convenient reference for State DOTs, MPOs and public transportation operator(s) who choose to incorporate planning results and decisions in the NEPA process. It will also make the information readily available to the public. Additionally, the FHWA and the FTA will work with Federal environmental, regulatory, and resource agencies to incorporate the principles of Appendix A in their day-to-day NEPA policies and procedures related to their involvement in highway and transit projects. For the reasons stated above, after careful consideration of all comments, the FHWA and the FTA have decided to attach Appendix A to the final rule as proposed in the NPRM.</p> <p>See 72 FR 7241.</p> <p>Congress directed USDOT to eliminate the MIS as a stand-alone requirement and integrate this requirement “as appropriate” into analyses required by the planning statute or NEPA. USDOT, after extensive public comment on its proposed rulemaking, did so in the 2007 planning regulation. The heart of your argument appears to be a contention that USDOT’s rulemaking runs counter to Section 1308 of TEA-21 because it does not make the analyses outlined in 23 CFR 450.318(a) and in Appendix A of 23 CFR Part 450 mandatory. However, such an approach is not precluded by</p>

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			<p>added to a RTP or TIP, US DOT would prepare a separate, but largely duplicative, environmental impact statement (EIS) to satisfy NEPA. Participants often viewed this as a make-weight, paper-shuffling task to meet the letter of the law that had little to do with the final selection of a project. See, e.g., 144 Cong. Rec. S6399, S6402 (June 16, 1998) (S.J.R. 15). Indeed, as a practical matter, US DOT usually would not select a different alternative identified in the NEPA process because such an alternative was not in the RTP or TIP, and thus could not be funded without a revision to the RTP.</p> <p>TEA-21 sought to avoid this duplication by ensuring that the MIS would satisfy NEPA. Congress did not intend to eliminate the MIS requirement. S. Rep. 106-47, at 5 (1999) (“TEA-21 deletes the Major Investment Study as a stand-alone requirement and integrates it into the planning process.”); H.R. Rep. 105-831, at 29 (1998) (“The project review process is reformed by deleting the Major Investment Study as a stand-alone requirement and integrating it into the planning process.”); 144 Cong. Rec. H10479, H10502 (daily ed. Oct. 10, 1998) (same). It is no wonder, then, that the mandate to integrate the MIS requirement is found within the section titled “Program Streamlining and Flexibility.” Pub. L. No. 105-178, § 1308, 112 Stat. 107 (June 9, 1998). An MPO satisfies the MIS requirement when it demonstrates how the MIS affected its decision to add a project to the RTP or TIP. See <i>Clairton Sportsmen’s Club v. Pa. Turnpike Comm’n</i>, 882 F. Supp. 455, 481 (W.D. Pa. (1995) (concluding, before the 1998 TEA-21 amendments, that the Federal Highway Administration [FHWA] did not abuse its discretion by permitting the agencies to comply with the MIS regulation by incorporating a section regarding MIS compliance into the</p>	<p>Section 1308 of TEA-21, which specifically directs USDOT to integrate the MIS requirement “as appropriate” and thus provides USDOT with discretion in implementing Section 1308. After extensive public comment, USDOT determined that the approach outlined in 23 CFR 450.318 is appropriate.</p> <p>You cite 23 CFR 450.318 and 450.322 of the joint FHWA/FTA 1993 planning rule as “defining” the MIS requirement that was “preserved” by Section 1308 of TEA-21. This assertion runs counter to the plain language of the statute and is incorrect. Rather than preserve the MIS requirement, Section 1308 specifically directed that USDOT “shall eliminate” it as the separate requirement defined in 23 CFR 250.318 of the existing planning regulations at that time and integrate the MIS requirement as the agency deems appropriate into other analyses. Section 1308 also defined the MIS requirement as “the major investment study set forth in section 450.318 of title 23, Code of Federal Regulation.” Section 1308 did not define the MIS requirement with reference to 23 CFR 450.322.</p> <p>Following passage of TEA-21, FHWA and FTA provided a notice of proposed rulemaking in 2000 with a proposal for revised planning regulations (65 FR 41891). The agencies withdrew most of the proposed rule in 2002 after public input indicated considerable controversy and divergence of opinion on the proposed rule (67 FR 59219). The agencies indicated that they would view the existing regulation “as a place holder that can be utilized at the discretion of the State and local agencies as they see the need until further action on the rule.” An MIS was therefore not considered mandatory.</p> <p>In the time leading up to the next major highway bill, recognition began to emerge in the transportation community that environmental considerations should be</p>

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			<p>environmental impact statement). See also FHWA, Notice of Intent, 67 Fed. Reg. 50504, 50504 (Aug. 2, 2002) (“As directed by the Transportation Efficiency [sic] Act for the 21st Century (TEA-21), the Major Investment Study (MIS) will be integrated with the [environmental impact statement (EIS)].”).</p> <p><b>(iii). US DOT Has Not Lawfully Replaced the MIS Rule</b></p> <p>Because TEA-21 did not eliminate the MIS requirement, the MIS rule remains in effect until US DOT replaces it with a rule that complies with the statutory directive. The February 2007 rule amendment fails to retain the MIS as a requirement. Accordingly, US DOT has not integrated the 1993 requirement as required by law. Accordingly, the 1993 MIS rule has not been lawfully superseded and therefore remains in effect.</p> <p>US DOT’s explanation for the 1993 MIS rule describes the requirement that TEA-21 intended to retain and integrate into the planning process: “[T]he intent of the requirement is to integrate planning and environmental requirements at the planning stage so that alternative courses of action, their costs and environmental effects as well as transportation demand are considered at this point.” 58 Fed. Reg. at 58056. The 2007 amendments to the MPO and statewide planning rules do not preserve these requirements because they purport to allow MPOs the discretion not to integrate these factors into the planning decision. Revisions to an MPO plan that are not based on these factors do not fulfill the statutory mandate.</p> <p>In contrast to the 1993 MIS requirement, the amended MIS regulation makes the preparation of an MIS</p>	<p>addressed as early as possible in the planning process, and the STEP UP project was one such pioneering effort piloted in Colorado, starting in 2003.</p> <p><a href="http://www.nfrmpo.org/DocumentLibrary/GetDocument.aspx">http://www.nfrmpo.org/DocumentLibrary/GetDocument.aspx</a></p> <p>The STEP UP project was a cooperative effort led by FHWA, CDOT and the NFRMPO to develop an improved process for addressing and evaluating environmental impacts of transportation projects at the earliest stage in the planning process. The innovative work being done by the STEP UP team was described in the joint FHWA/FTA 2005 memorandum titled, Integration of Planning and NEPA Processes.</p> <p><a href="http://www.fhwa.dot.gov/hep/plannepalegal050222.pdf">http://www.fhwa.dot.gov/hep/plannepalegal050222.pdf</a> This memorandum was instrumental in helping FHWA to develop the Linking Planning and NEPA initiative outlined in the 2007 planning regulations, and also led to the Planning and Environmental Linkages (PEL) program of present.</p> <p>SAFETEA-LU, the first major reauthorization bill after TEA-21, was signed into law in 2005 and included numerous changes related to transportation planning, including significant new opportunities for consideration of environmental issues in the statewide and metropolitan planning processes. With SAFETEA-LU, Congress did not direct FHWA to change how the MIS was being integrated as a discretionary tool. In fact, consistent with the linking planning and NEPA processes identified by the agencies in 2005, SAFETEA-LU identified the transportation planning process as a place for consultation with resource agencies to develop programmatic strategies for potential mitigation. A revised planning regulation was finalized and issued by FHWA in 2007 to implement the significant planning process changes called for by SAFETEA-LU. This was the first major update to the regulation since 1993.</p> <p>The 2007 rulemaking was accomplished with openness and</p>

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			<p>discretionary. 23 C.F.R. §§ 450.212(a) (“a State, MPO, or public transportation operator may undertake a multimodal, systems-level corridor or subarea planning study as part of the statewide transportation planning process.”), 450.318(a) (“MPO(s), State(s), or public transportation operator(s) may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process.”). The regulations are thus inconsistent with statutory mandate in TEA-21, which directs US DOT to “integrate such requirement” into existing planning processes.</p> <p>In sum, because US DOT has not replaced the 1993 MIS rule with a rule that satisfies the statutory MIS mandate, the MIS rule remains in effect. Thus, regionally significant projects added to MPO plans and major projects such as I-70 corridor that are proposed to be added to the Statewide Plan are a “major metropolitan transportation investment” within the meaning of 23 C.F.R. § 450.318 (1994), see 23 C.F.R. § 450.104 (defining “major metropolitan transportation investment”). Such projects may not be lawfully added to the Statewide Plan until the kinds of alternatives analysis required by the MIS rule have been completed in accordance with the 1993 regulatory requirements for an MIS. 23 CFR § 450.318 (2006). Projects not analyzed in an MIS, or a functionally equivalent assessment of impacts, alternatives, mitigation of adverse impacts, and compliance with the national planning objectives, will not comply with federal statutory requirements, and may not be lawfully added to the Statewide Transportation Plan.</p>	<p>transparency to facilitate constructive comments. Furthermore, the 2007 planning regulation specifically states a planning study may be done as part of the planning process, with the results or decisions used as part of NEPA. Also included in the 2007 planning regulation is Appendix A, which is guidance on linking the transportation planning and NEPA processes. The work Colorado had done to advance PEL was often recognized by FHWA and touted as a best practice. The PEL tools developed here in Colorado were adopted by FHWA as national examples for the Every Day Counts Initiative (EDC) when in 2010 the FHWA Executive Director selected PEL as a key EDC strategy to shorten project delivery.</p>

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			<p>-----</p> <p><b>C.</b></p> <p>The preferred alternative identified in the EIS for the I-25 corridor may not be added to the Statewide Transportation Plan without demonstrating that adding the project will contribute to, and not interfere with, compliance of the Statewide Plan with the national planning objectives, and the obligation to consider mitigation measures to avoid or minimize adverse impacts.</p> <p>With respect to the addition of the I-25 project to the DRCOG RTP, it will be necessary to show that the Plan as revised by the addition of all projects since the RTP was adopted will comply with applicable federal planning requirements. No mitigation of the public health or climate impacts associated with increased VMT and increased GHG emissions resulting from the Jefferson Parkway project has been performed or presented for public comment. Nor has any evidence been provided to show that DRCOG staff have consulted with the relevant resource management agencies regarding these impacts. The adoption of both the I-25 and Jefferson Parkway projects into the RTP without complying with these requirements of FAHA is unlawful, and makes incorporation of the DRCOG plan into the 2035 Statewide Transportation Plan unlawful under federal law as well.</p> <p>In addition, it would be unlawful for the CDOT, DRCOG and North Front Range MPO to add the I-25 preferred alternative to their respective plans without first determining that the revised plans will satisfy the State planning objectives added by the Legislature to §43-1-1103(5). SWEEP believes that these projects may not</p>	<p>-----</p> <p>Although FHWA and CDOT intend to work toward implementing the Preferred Alternative in its entirety, due to current funding limitations and federal requirements that require the project to be in the fiscally constrained plans and TIPs before a decision document can be approved, only a portion of the Preferred Alternative, identified as Phase 1 and discussed in detail in Chapter 8 of the Final EIS, can be selected for implementation. Phase 1 is included in the fiscally constrained, air quality conforming long range plans and TIPs. The portion of Phase 1 that will take place in the near term is included in the STIP. The appropriate forum to raise concerns regarding the transportation planning process is with the appropriate MPO or the state. The Transportation planning process offers the opportunity for interested parties to become engaged in the process, and provide comments when long-range planning and program documents are being developed.</p>

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			<p>be added to the 2035 Statewide Transportation Plan without performing the kind of analysis discussed above to consider whether such projects meet the planning objectives of State law.</p> <p>-----</p> <p><b>III. Clean Air Act Conformity Is Not Demonstrated.</b></p> <p>The Clean Air Act requires a determination that the project will not cause new violations of a NAAQS, make existing violations more severe or more frequent, or delay timely attainment of any NAAQS. A conformity determination requires that the project come from a regional transportation plan and TIP that is fiscally constrained. 40 C.F.R. § 93.108. The proposed preferred alternative does not come from a fiscally constrained plan and TIP for the Denver metro nonattainment area, and the evidence in the EIS does not demonstrate how the project will be funded. It appears on the face of the EIS that the project cannot lawfully be added to a Plan and TIP because without sufficient funding for the I-25 project, the Plan and TIP would no longer be fiscally constrained.</p> <p>-----</p> <p>After reviewing the Final EIS published by CDOT in August, 2011, SWEEP had attempted to find data in the record to determine if the project could generate sufficient revenues to allow it to be added to an MPO plan, and to answer several other questions prior to being able to submit meaningful comments on the I-25 North FEIS. Data relevant to understanding the cost estimates for project alternatives, and to estimating possible revenue streams from user fees to fund the project were not provided in the EIS or supporting</p>	<p>-----</p> <p>Phase 1 is included in the fiscally constrained long range plans and TIPs and meets the air quality conformity requirements. In addition, an illustrative run of emissions was performed by the CDPHE considering the whole Preferred Alternative. This demonstrated that if there were enough money to implement the entire Preferred Alternative, it would also meet conformity requirements. Prior to approval of additional elements of the Preferred Alternative in subsequent ROD(s), each element would have to demonstrate independent utility, conformity, and be included in a fiscally constrained, air quality conforming plan(s) and TIP(s). FHWA and FTA air quality conformity determinations were made on the NFRMPO and DRCOG plans and TIPs that include Phase 1 of the project on October 24th, 2011.</p> <p>-----</p> <p>These data were provided to SWEEP on October 5, 2011 by an email from Carol Parr with CDOT. The assumptions behind the tolling revenues are documented in the Final EIS within supporting technical reports. A technical report by Wilbur Smith Associates (part of the consultant team; responsible for the traffic and revenue estimates) is included in Appendix G (Travel Demand Forecasting Memoranda) of the Alternatives Development and Screening Report. To answer your questions, the data are summarized below.</p>

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			<p>documentation. SWEEP submitted a request to project staff requesting the information. (A copy of the email sent to CDOT on September 16th is attached below.) Despite assurances from staff in follow-up emails that the information was being prepared and would be made available, as of the morning of October 3rd, SWEEP had not yet received responses to these data requests.</p> <p>Financial feasibility is an important factor in determining whether a proposed option is “reasonable” within the context of NEPA, and whether the project is fiscally constrained, i.e., whether the project comes from a conforming and fiscally constrained transportation plan or may be added to a plan without destroying the fiscally constrained status of the plan. The segments of the project within the DRCOG and North Front Range Planning regions must meet these fiscal constraint tests in section 134(i) of the Federal Aid Highway Act and transportation conformity under the Clean Air Act. 40 C.F.R. §93.108. The FEIS does not identify sufficient funding or reasonably expected funding for full implementation of any of the proposed alternatives. Additional revenues will be required for either the preferred alternative, or any one of the other alternatives considered, to meet these statutory tests. The FEIS for the entire corridor, and the Conformity Determination for the segment within the nonattainment area, is inadequate to the extent that adequate funding sources are not identified. Adequate funding sources must be identified before a ROD may be signed.</p> <p>To determine the extent to which the project could generate sufficient revenues to overcome all or a portion of the funding shortfall identified in the EIS, SWEEP has searched the EIS record for the information needed to perform an independent analysis of the potential for</p>	<p>The portion of SOVs compared to HOVs in the TEL varies with each segment by direction and by time of day. In general, representative segments of the corridor have about 20 percent SOVs during the AM and PM peak hours. During the off-peak, the SOV portion drops to about eight percent.</p> <p>Toll rates also vary by time of day, direction and location along the corridor. Here are toll rates developed for the Preferred Alternative:</p> <ul style="list-style-type: none"> <li>▪ AM north of E-470: \$0.09/mile</li> <li>▪ AM south of E-470: \$0.30/mile</li> <li>▪ PM north of E-470: \$0.06/mile</li> <li>▪ PM south of E-470: \$0.50/mile</li> <li>▪ Off-peak north of E-470: \$0.06/mile</li> <li>▪ Off-peak south of E-470: \$0.06/mile</li> </ul> <p>For your convenience, we also prepared some rough VMT calculations for the Preferred Alternative as shown below:</p> <p>TEL VMT per day north of E-470 (Total / SOV)</p> <ul style="list-style-type: none"> <li>▪ AM Peak ~ 64,000 / 12,800</li> <li>▪ PM Peak ~ 86,000 / 17,200</li> <li>▪ Off Peak ~ 800,000 / 64,000</li> </ul> <p>TEL VMT per day south of E-470 (Total / SOV)</p> <ul style="list-style-type: none"> <li>▪ AM Peak ~ 22,000 / 4,400</li> <li>▪ PM Peak ~ 25,000 / 5,000</li> <li>▪ Off Peak ~ 269,000 / 21,500</li> </ul> <p>Using these approximate numbers, calculations can demonstrate the same magnitude of revenues as reported in the Final EIS. However, it was not the intent to show or imply that revenue generated by the TEL could support the capital construction of these improvements.</p>

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			<p>generating revenue from the tolled express lanes (TELS). The objective of our attempted analysis was to try to determine how much annual revenue the TELS identified for each project alternative are likely to generate so that a reasonable estimate can be made of the total bond revenue that could be obtained from this income stream. This information would provide an estimate of the portion of each Package’s construction costs that could be financed by this source of revenue as a supplement to transportation funds available to CDOT from state and federal sources.</p> <p>To develop a reasonable estimate of potential toll revenues, it is necessary to know how much VMT would be expected to use each TEL for each project alternative. To demonstrate that the project is fiscally constrained, CDOT needs to determine what the average fee per mile would need to be to pay for the entire package, or to fill the gap between funds available from other sources and the total project cost. Without demonstrating that preferred alternative is fiscally constrained, it is not reasonable to identify as the “preferred alternative” (“PA”) a project in which new lanes are proposed to be constructed that would be operated as general purpose (GP) lanes for which users would not be charged fees.</p> <p>While data was provided on the annual revenue generating potential of the TELS in Package B and the PA (Table 6-9 in the Financial Analysis) several critical pieces of data were not provided. First, no breakdown is provided of the number of vehicles traveling in the ELs in Package B and the PA which are expected to be high occupancy vehicles (HOV) not paying a fee compared to the number of vehicles using the TEL that would pay a fee. Without this breakdown it is difficult to determine the</p>	

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>true revenue generating ability of the TELs. Building off of this question, SWEEP also sought more information on the actual average fee per mile charged in the TELs. While the FEIS states that the TEL in Package B would generate \$4.53 million annually, a calculation shows that this would result in an average fee per vehicle mile of \$0.004, which is one to two orders of magnitude lower than the cost per mile range stated in the section 6.3.2 of the FEIS' Financial Analysis. (\$0.05 to \$0.50 and up to \$1.75 in hot spots). Without a clear explanation of how the traffic in the TELs is expected to generate so much less revenue than would be expected if the proposed fees were assessed on all vehicle miles in the corridor, it is difficult to estimate the potential revenue to be generated from TELs. The EIS provides no rational explanation for the projected \$4.53 million estimate in annual revenues because the estimate cannot be derived from the data provided.</p> <p>-----</p> <p>Second, the estimated costs of constructing the new lanes in Package B and the Preferred Alternative are not explained, and are so inconsistent that one of them must be unreasonable. Package B includes one separated TEL built in each direction, with two TELs between SH 60 and Harmony Rd. The estimated construction cost is \$1.141 billion for these new lanes. In the Preferred Alternative, a new general purpose lane and a new TEL would be added in both directions, resulting in the addition of more lane miles than in Package B. However, the estimated highway construction cost of the PA is less than in Package B, \$1.0 billion. The EIS provides no explanation for the significantly lower per/mile construction costs in the PA. If the per mile costs of new lanes are roughly</p>	<p>-----</p> <p>The higher cost for Package B is a result of a couple of items – the two barrier-separated lanes between SH 60 and Harmony Road included in Package B and the generally wider cross section included in Package B that requires larger bridges, more pavement, retaining walls, noise walls, and right of way acquisition.</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>comparable, the PA appears to significantly underestimate the costs of building the additional lane. This has the effect of skewing the cost comparison between Package B and the PA, underestimating the overall project cost of the PA, and misrepresenting the shortfall between available transportation funds and the overall project cost.</p> <p>If the per mile costs of the PA are applied to Package B, it would appear that the construction costs should be substantially lower than presented in the EIS. If the construction costs are less, and the revenue stream is significantly underestimated by using a per vehicle mile fee substantially lower than the range stated in the Financial Analysis, then it would appear that Package B might be affordable with fees collected from the project supplementing the resources that are expected to be available from State and federal transportation funds. On the other hand, if the per mile costs are as much less as is suggested in the PA for four new lanes, and charging fees in the range of \$0.05 to \$0.50 /mile for access to all four lanes would generate revenues ten times greater than estimated for Package B, then the PA might offer the best option for closing the funding shortfall. But the data provided does not allow either the cost estimates or the revenue projections to be confirmed. Without these data, the financial feasibility of either alternative cannot be determined, and reasonable comparisons cannot be made.</p> <p>----- <b>CONCLUSION.</b></p> <p>SWEEP believes that the Final EIS is inadequate for the reasons stated above, and that a ROD may not be</p>	<p>----- Issues regarding SWEEPS opinions and assertions that a project is required to reduce VMT, fuel consumption, air pollutants and GHG emissions have been previously addressed. As far as identifying additional funding sources</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>signed because the project does not come from conforming, fiscally constrained regional transportation plans and TIPs, and may not be lawfully added to the MPO plans and TIPs, or the Statewide Transportation Plan, for the reasons stated above. We urge CDOT to prepare a supplemental EIS that identifies improvements in the corridor that 1) will reduce VMT, fuel consumption, air pollutants and GHG emissions, and 2) that can be funded with identified sources of revenue including, but not limited to, user fees on all new and existing capacity as authorized by FASTER.</p> <p>----- <b>Email Attachment</b></p> <p>From: Mike Salisbury [mailto:msalisbury@swenergy.org] Sent: Friday, September 16, 2011 5:32 PM To: 'carol.parr@dot.state.co.us' Subject: North I-25 EIS Carol, My name is Mike Salisbury and I work at the Southwest Energy Efficiency Project on transportation policy. We are working on some comments for the I-25 North EIS and had a couple questions that I hope you can help us answer to help our comments along.</p> <p>----- 1) Can you tell me what assumptions are being made regarding how much of the volume in the TELs (in</p>	<p>to include the whole Preferred Alternative in the plans, CDOT, NFRMPO and DRCOG are pragmatic in their approach to ensure that the funds identified in the respective plans are reasonably foreseeable. User fees on the TELs are not relied on for funding capital investments. The fees are currently estimated to cover the operations and maintenance expenses of the TELs. Additional study would be needed to be able to rely on this revenue source for funding capital investments.</p> <p>-----</p> <p><b>From:</b> Parr, Carol <b>Sent:</b> Wednesday, October 05, 2011 01:46 PM <b>To:</b> Mike Salisbury (msalisbury@swenergy.org) &lt;msalisbury@swenergy.org&gt; <b>Subject:</b> FW: North I-25 EIS</p> <p><i>Mike, responses to your questions are provided below. Let me know if further clarification or information is needed.</i></p> <p>Carol H. Parr, R4 Environmental Manager Office: 970.350.2170 Cell: 970.397.3143 Fax: 970.350.2203</p> <p>-----</p> <p>A straight rate was not applied to the corridor so the portion of SOVs compared to HOVs varies with each segment by</p>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>Package B and the PA) is from HOV rather than paying vehicles? I didn't find that number (or numbers) in the EIS.</p> <p>-----</p> <p>2) This might relate to 1) but I'm trying to figure out the revenue generation numbers from the TEL and can't seem to get the numbers to add up. For Package B, the EIS states that there will be \$4.53 million generated by the TEL. My rough estimate (*explained below) is that there will be just under 1 billion freeway VMT under Package B in the TEL lane in 2035. With 1 billion annual VMT in the TEL, each mile of travel would need to be charged \$0.004 to generate \$4.53 million, which is orders of magnitude lower than the range you say is considered (\$0.05 to \$0.50). Clearly some of those miles will be HOV and not be charged but that wouldn't seem to be an order of magnitude difference.</p>	<p>direction and by time of day. Here is a sense of the portions that represent the entire corridor. AM and PM Peaks ~20% SOVs. During the off peak this drops to about 8%.</p> <p>-----</p> <p>The assumptions behind the tolling revenues are documented in the EIS but they are a bit hard to find. A report by Wilbur Smith Associates is included in Appendix G (FEIS modeling) of the Alternatives Development and Screening Report. We also prepared some rough VMT calculations for the Preferred Alternative for you as shown below. All VMT shown is for a weekday. Weekend VMT projections would be less than what is shown below:</p> <ul style="list-style-type: none"> <li>▪ TEL VMT per day north of E-470 (Total / SOV)</li> <li>▪ AM Peak ~ 64,000 / 12,800</li> <li>▪ PM Peak ~ 86,000 / 17,200</li> <li>▪ Off Peak ~ 800,000 / 64,000</li> <li>▪ TEL VMT per day south of E-470 (Total / SOV)</li> <li>▪ AM Peak ~ 22,000 / 4,400</li> <li>▪ PM Peak ~ 25,000 / 5,000</li> <li>▪ Off Peak ~ 269,000 / 21,500</li> </ul> <p>Toll rates also vary by time of day, direction and location along the corridor. Here are toll rates developed for the Preferred Alternative and used for our check.</p> <ul style="list-style-type: none"> <li>▪ AM north of E-470: \$0.09/mile</li> <li>▪ AM south of E-470: \$0.30/mile</li> <li>▪ PM north of E-470: \$0.06/mile</li> <li>▪ PM south of E-470: \$0.50/mile</li> <li>▪ Off-peak north of E-470: \$0.06/mile</li> <li>▪ Off-peak south of E-470: \$0.06/mile</li> </ul>

Source and ID No.	First Name	Last Name	Public Comment	Response
			<p>-----</p> <p>3) Can you help me understand why the cost for highway construction in Package B (one additional TEL in both directions)at \$1.141 is more than the cost for highway construction in the PA which has two additional lanes in both directions for \$1 billion?</p> <p>Thank you for any information/clarification you can provide, it is greatly appreciated!</p> <p>*There are 17,162,000 daily freeway VMT in Package B in 2035. I multiplied that by 365 to arrive at an annual VMT number, 6,264,130,000 (I'm not sure if this is the daily to annual factor CDOT uses). I'm not sure what percentage of the freeway VMT is on I-25 compared to the other freeways, but for ease I've assumed 100%, if you have a breakdown you can give me that would be wonderful. I then multiplied the annual VMT number by 15.7% (the percentage of I-25 total volume in the TEL shown in Table 4-2) to arrive at an annual TEL VMT of 988 million.</p> <p>Mike Salisbury Transportation Analyst Southwest Energy Efficiency Project (303) 477-3738</p>	<p>-----</p> <p>Based on your questions we used these estimates to do a back of the envelope check and the revenues reported appear to be correct.</p> <p>-----</p> <p>The higher cost is a result of a couple of items – the two barrier-separated lanes between SH 60 and Harmony Road included in Package B as well as the generally wider cross section included in Package B that requires larger bridges, more pavement, retaining walls, noise walls, and right of way acquisition.</p>



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<p><b>Comment # 3</b></p>	<p>sensitive mountain environments along the Front Range are vulnerable to atmospheric nitrogen deposition. We support your efforts to disclose the direct and cumulative impacts of increased ammonia emissions and list potential ammonia emission mitigation measures.</p> <p>The EPA commends your efforts to work cooperatively with the U.S. Army Corps of Engineers in identifying the least environmentally damaging practicable alternative (LEDPA) consistent with Section 404 of the Clean Water Act and recognize that the preferred alternative, selected in the Final EIS, has the least impact to aquatic resources.</p> <p>Thank you for the opportunity to participate in the review of this project during the NEPA process. If you have any questions regarding EPA's input, please contact me at 303-312-6925. or David Duster of my staff at 303-312-6665.</p> <p>Sincerely,</p>  <p>Suzanne J. Bohan Director, NEPA Compliance and Review Program Office of Ecosystems Protection and Remediation</p> <p>cc: Carol Parr, CDOT Monica Pavlik, FHWA North I-25 Project Team</p> <p>2</p>  <p>Printed on Recycled Paper</p>	<p><b>Response to Comment #3:</b> Comments noted.</p>

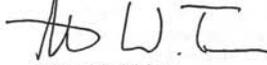
ID No. / Agency	Federal, State, Tribal or Regional Agency Comment	Response
<p>AG-02 Pawnee Nation of Oklahoma</p> <p><b>Comment # 1</b></p>	 <p><b>Pawnee Nation of Oklahoma</b> Office of Historic Preservation 657 Harrison Street P.O. Box 470 Pawnee, OK 74058</p> <p>September 29, 2011</p> <p>Ms. Carol H. Parr, N I-25 EIS Project Manager State of Colorado Department of Transportation, Region 4 1420 2<sup>nd</sup> Street Greeley, CO 80631 970.350.2170 FAX: 970.350.2177</p> <p>Re: N I-25 Final EIS and Draft PA</p> <p>Dear Ms. Parr,</p> <p>The Pawnee Nation Office of Historic Preservation received your letter dated August 11, 2011. Thank you for the information you provided in the N I-25 EIS and draft PA. Given the information provided, it appears that your report is indeed comprehensive.</p> <p>Please be advised that the Pawnee Nation has no comment on either the EIS or draft PA you submitted to us.</p> <p>I Wish You Well,</p>  <p>Gordon F. Adams</p> <p style="text-align: center;">Gordon F. Adams, MPA Tribal Historic Preservation Officer <a href="mailto:gadams@pawneenation.org">gadams@pawneenation.org</a></p> <p>Ph: 918.762.3227 x 30      Fax: 918.762.3662</p>	<p><b>Responses to Pawnee Nation of Oklahoma Comments</b></p> <p><b>Response to Comment #1:</b> Comments noted.</p>

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<p>AG-03 Northern Cheyenne Tribe</p> <p><b>Comment # 1</b></p>	<p>14064776210      NORTHERN CHEYENNE T      08:33:06 a.m.    10-12-2011    1/1</p> <p>Northern Cheyenne Tribe Tribal Historic Preservation Office P.O. Box 128 Lame Deer, Montana 59043 Phone: (406) 477-4838/4839    Fax: (406) 477-3839</p> <p><b><u>Native American Consultation Response Form</u></b></p> <p>Site Name/OBJECT <u>North I-25 Final Environmental Impact Statement and DRAFT Programmatic Agreement</u></p> <p>TCNS Notification ID Number <u>(5LR.8930) (5WL.5263) (5WL.6514)</u></p> <p>Phone/Fax <u>970.350-2177</u></p> <p><b>Response:</b></p> <p>REQUEST ADDITIONAL INFORMATION ____ NO ADVERSE EFFECT ____ NO INTEREST ____ ADVERSE EFFECT ____ NO COMMENT <input checked="" type="checkbox"/></p> <p><b>Exceptions: If archaeological materials or human remains are encountered during construction, the State Historic Preservation Office and applicable Native American Tribes will be notified.</b></p> <p><u>Conrad Fisher</u> Signature</p> <p><u>9/29/11</u> Date</p> <p><u>Conrad Fisher, T.H.P.O.</u> Printed Name (Signing Official)</p>	<p><b>Responses to Northern Cheyenne Tribe Comments</b></p> <p><b>Response to Comment #1:</b> Comments noted.</p>

ID No. / Agency	Federal, State, Tribal or Regional Agency Comment	Response
<p>AG-04 State Historic, Preservation Officer, CO</p> <p><b>Comment #1:</b></p> <p><b>Comment #2:</b></p> <p><b>Comment #3:</b></p>	 <p> <b>HISTORY Colorado</b></p> <p>October 3, 2011</p> <p>Carol Parr N I-12 EIS Project Manager State of Colorado Department of Transportation Region Four 1420 2<sup>nd</sup> Street Greeley, CO 80631</p> <p>Re: North I-25 Final Environmental Impact Statement (CHS #42346)</p> <p>Dear Ms. Parr:</p> <p>Thank you for your correspondence dated August 11, 2011 and received by our office on August 17, 2011 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). Please find our comments below in regards to consultation of historic properties from the draft EIS.</p> <p><u>5WL5198/Olson Farm</u></p> <p>We concur with the recommended finding of <i>no adverse effect</i> [36 CFR 800.5(b)] for packages A, B, and the preferred alternative. The property was determined significant under National Register Criterion A for agriculture, however, we concur that the agricultural land being taken for the project is not a character-defining feature and does not support the overall integrity of the historic property. We believe that the preferred alternative does the most to minimize the effects of the project on the historic resource.</p> <p><u>5LR.11382/Hatch Farm</u></p> <p>We concur with the recommended finding of <i>no adverse effect</i> [36 CFR 800.5(b)] for packages A, B, and the preferred alternative. The property was determined significant under National Register Criterion C for architecture and no character-defining features are being taken as a result of the project. However, we believe that the preferred alternative does the most to minimize the effects of the project on the historic resource.</p> <p><u>5WL5203/Bein Farm</u></p> <p>After review of the assessment of adverse effect, we are not able to concur with the recommended finding of no adverse effect [36 CFR 800.5(b)] under Section 106. The criteria of adverse effect [36 CFR 800.5(a)(1)] states that an "adverse effect is found when an</p> <p style="text-align: center;"><a href="http://www.HISTORYCOLORADO.ORG">www.HISTORYCOLORADO.ORG</a> HISTORY COLORADO CENTER 1200 BROADWAY DENVER CO 80203</p>	<p><b>Responses to SHPO</b></p> <p><b>Response to Comment #1:</b> Comments noted.</p> <p><b>Response to Comment #2:</b> Comments noted.</p> <p><b>Response to Comment #3:</b> FHWA and CDOT have considered the input you provided, and have revised the effects determination for this site to <i>adverse effect</i>. This information has been updated in <b>Section J.10</b> of the ROD.</p>

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<p><b>Comment #4:</b></p>	<p>undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." The Bein Farm was determined significant under National Register Criterion A for agriculture which means the agricultural fields retain integrity and are considered character-defining features of the property. According to 36 CFR 800.5(a)(2)(iv), an adverse effect happens when a "change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance" takes place. In our opinion, the important evaluation of effect is if any character-defining features are being diminished as a result of the project. The Section 106 regulations state that the evaluation of adverse effect must be based on whether or not the qualities (character-defining features) that make the property National Register eligible are being diminished as a result of the project. The assessment of adverse effect is not based on whether or not the property maintains National Register eligibility, but whether or not the qualities of National Register eligibility are being diminished. A project could diminish the qualities that make a property National Register eligible and have an adverse effect, however, the property could still maintain National Register eligibility. In our opinion and based on the definition of adverse effect in 36 CFR 800.5(a)(2)(iv), the change of the character and physical use of the character-defining feature of the agricultural fields to transportation use within the historic setting of the property's historic boundary diminishes the qualities that make the property eligible and, therefore, is an adverse effect under Section 106.</p> <p><u>SLR.11242/Mountain View Farm</u></p> <p>After review of the assessment of adverse effect, we are not able to concur with the recommended finding of no adverse effect [36 CFR 800.5(b)] under Section 106. The criteria of adverse effect [36 CFR 800.5(a)(1)] states that an "adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." The Mountain View Farm was determined significant under National Register Criterion A for agriculture which means the agricultural fields retain integrity and are considered character-defining features of the property. According to 36 CFR 800.5(a)(2)(iv), an adverse effect happens when a "change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance" takes place. Adverse effect is also defined in 36 CFR 800.5(a)(2)(v) as the "Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." In our opinion, the important evaluation of effect is if any character-defining features are being diminished as a result of the project. The project will take character-defining agricultural land and also construct elevated roadway within the historic boundary for the property. The effects evaluation states that the character-defining features would not be "substantially diminish[ed]," but the criteria of</p> <p style="text-align: center;">2</p> <p>I-25 North Final Environmental Impact Statement October 3, 2011 CHS #42346</p>	<p><b>Response to Comment #4:</b> FHWA and CDOT have considered the input you provided, and have revised the effects determination for this site to <i>adverse effect</i>. This information has been updated in <b>Section J.10</b> of the ROD.</p>

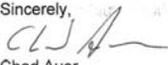
ID No. / Agency	Federal, State, Tribal or Regional Agency Comment	Response
<p><b>Comment #5:</b></p>	<p>adverse effect [36 CFR 800.5(a)(1)] states that if the character-defining features are diminished then the finding of adverse effect is appropriate. The effect does not have to substantially diminish, but only diminish the qualities that make the property eligible. In our opinion and based on the definition of adverse effect in 36 CFR 800.5(a)(2)(iv) and 36 CFR 800.5(a)(2)(v), the change of the character and physical use of the character-defining feature of the agricultural fields to transportation use within the historic setting of the property's historic boundary as well as the introduction of visual elements that diminish the qualities that make the property eligible is an adverse effect under Section 106.</p> <p><u>5LR.11209/Schmer Farm</u></p> <p>After review of the assessment of adverse effect, we are not able to concur with the recommended finding of no adverse effect [36 CFR 800.5(b)] under Section 106. The criteria of adverse effect [36 CFR 800.5(a)(1)] states that an "adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." The Schmer Farm was determined significant under National Register Criterion A for agriculture which means the agricultural fields retain integrity and are considered character-defining features of the property. According to 36 CFR 800.5(a)(2)(iv), an adverse effect happens when a "change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance" takes place. Adverse effect is also defined in 36 CFR 800.5(a)(2)(v) as the "Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." In our opinion, the important evaluation of effect is if any character-defining features are being diminished as a result of the project. The project will take character-defining agricultural land and also construct elevated roadway within the historic boundary for the property. The effects evaluation states that the character-defining features would not be "substantially diminish[ed]," but the criteria of adverse effect [36 CFR 800.5(a)(1)] states that if the character-defining features are diminished then the finding of adverse effect is appropriate. The effect does not have to substantially diminish, but only diminish the qualities that make the property eligible. In our opinion and based on the definition of adverse effect in 36 CFR 800.5(a)(2)(iv) and 36 CFR 800.5(a)(2)(v), the change of the character and physical use of the character-defining feature of the agricultural fields to transportation use within the historic setting of the property's historic boundary as well as the introduction of visual elements that diminish the qualities that make the property eligible is an adverse effect under Section 106.</p> <p><u>5LR.488/Loveland Depot</u></p> <p>We concur with the recommended finding of <i>no adverse effect</i> [36 CFR 800.5(b)] for package A and the preferred alternative. The property was determined significant under National Register Criterion A for transportation and under National Register Criterion C for</p>	<p><b>Response to Comment #5:</b> FHWA and CDOT have considered the input you provided, and have revised the effects determination for this site to <i>adverse effect</i>. This information has been updated in <b>Section J.10</b> of the ROD.</p> <p><b>Response to Comment #6:</b> Comments noted.</p>
	<p style="text-align: right;">3</p> <p>I-25 North Final Environmental Impact Statement October 3, 2011 CHS #42346</p>	

ID No. / Agency	Federal, State, Tribal or Regional Agency Comment	Response
<p><b>Comment #7:</b></p> <p><b>Comment #8:</b></p>	<p>architecture. In our opinion, no character-defining features will be diminished as a result of the project. However, we believe that the preferred alternative does the most to minimize the effects of the project on the historic resource.</p> <p>If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CRF 60.4, in consultation with this office.</p> <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>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 style="text-align: right;">4</p> <p>I-25 North Final Environmental Impact Statement October 3, 2011 CHS #42346</p>	<p><b>Response to Comment #7:</b> Comment noted. Please refer to <b>Table 11</b> of the Record of Decision.</p> <p><b>Response to Comment #8:</b> Comment noted.</p>

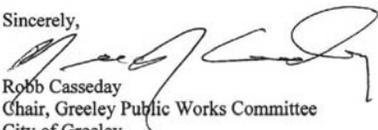
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<p>AG-05 State Historic, Preservation Officer, CO</p> <p><b>Comment #1:</b></p> <p><b>Comment #2:</b></p> <p><b>Comment #3:</b></p>	<div style="background-color: orange; height: 20px; width: 100%; margin-bottom: 10px;"></div>  <p>October 14, 2011</p> <p>Carol Parr N I-12 EIS Project Manager State of Colorado Department of Transportation Region Four 1420 2<sup>nd</sup> Street Greeley, CO 80631</p> <p>Re: North I-25 Final Environmental Impact Statement (CHS #42346)</p> <p>Dear Ms. Parr:</p> <p>To follow up on our October 3, 2011 letter, we would like to confirm that we concur with the recommended findings of effects under 36 CFR 800 for the properties identified in the Final EIS that were not specifically mentioned in the October 3, 2011 letter.</p> <p>If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CRF 60.4, in consultation with this office.</p> <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>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 style="text-align: center; font-size: small;"> <a href="http://www.HISTORYCOLORADO.ORG">www.HISTORYCOLORADO.ORG</a>              HISTORY COLORADO CENTER 1200 BROADWAY DENVER CO 80203         </p>	<p><b>Responses to SHPO</b></p> <p><b>Response to Comment #1:</b> Comment noted.</p> <p><b>Response to Comment #2:</b> Comment noted.</p> <p><b>Response to Comment #3:</b> Comment noted.</p>

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<p>AG-06 DRCOG, CO</p> <p><b>Comment # 1</b></p> <p><b>Comment # 2</b></p>	<p><b>From:</b> <a href="#">Parr, Carol</a>  <b>To:</b> <a href="#">Fred Sandal</a>;  <b>cc:</b> <a href="#">Steve Cook</a>; <a href="#">Thor.Gjelsteen</a>; <a href="mailto:gina.mcafee@jacobs.com">gina.mcafee@jacobs.com</a>;  <b>Subject:</b> RE: DRCOG Comments - North I-25 Final EIS  <b>Date:</b> Thursday, September 22, 2011 3:02:35 PM  <b>Attachments:</b> <a href="#">image001.gif</a>  <a href="#">image002.jpg</a>  <a href="#">image003.jpg</a>  <a href="#">image004.jpg</a></p> <hr/> <p>Thank you for your comments</p> <p>Carol</p> <hr/> <p><b>From:</b> Fred Sandal [mailto:FSandal@drcog.org]  <b>Sent:</b> Tuesday, September 20, 2011 3:49 PM  <b>To:</b> Parr, Carol  <b>Cc:</b> Steve Cook  <b>Subject:</b> DRCOG Comments - North I-25 Final EIS  <b>Importance:</b> High</p> <p>DRCOG has reviewed the North I-25 Final EIS, particularly with regard to Phase 1 of the Preferred Alternative of the EIS relative to the DRCOG Fiscally Constrained 2035 RTP, as adopted by DRCOG in February 2011 and amended on August 17, 2011.</p> <p>In the Executive Summary (page ES-12), Chapter 1 (page 1-16), Chapter 4 (page 4-2) and elsewhere in the document, it should be noted that the DRCOG 2035 RTP was adopted in February 2011 and then amended in August 2011, consistent with the Preferred Alternative and as required for the ROD. DRCOG also suggests for the ROD, updates to text reflecting the 2035 MVRTP and 2011 amendments, as follows:</p> <p><u>Chapter 2, page 4, lines 3 through 9</u>  The description in the DRCOG Fiscally Constrained 2035 RTP was amended in August 2011, from adding two general purpose lanes on I-25 from US 36 to Thornton Parkway to adding two tolled express lanes from US 36 to 120<sup>th</sup> Avenue. Revised costs and funding including interim staging elements were included in the project description. Also amended was the RTP description for the segment of I-25 from SH-66 to WCR 38, from adding two general</p>	<p><b>Responses to DRCOG Comments</b></p> <p><b>Response to Comment #1:</b>  <b>Section J.1</b> of the ROD provides clarifications based on the DRCOG 2035 RTP Amendment approved by the DRCOG board on August 17, 2011, after the completion of the North I-25 Final EIS.</p> <p><b>Response to Comment #2:</b>  <b>Section J.1</b> of the ROD provides clarifications based on the DRCOG 2035 RTP Amendment approved by the DRCOG board on August 17, 2011, after the completion of the North I-25 Final EIS.</p>

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<p><b>Comment # 3</b></p>	<p>purpose lanes to adding two tolled express lanes and interchange reconstruction at WCR 34.</p> <p>To clarify, the additional unconstrained “Vision” of the 2035 MVRTP identifies HOT/HOV lanes that would continue north from 120<sup>th</sup> Avenue to SH-66. The DRCOG Vision also includes construction of a new I-25 interchange at Sheridan Parkway (north of SH-7). These elements, beyond Phase 1, currently lack funding commitments.</p>	<p><b>Response to Comment #3:</b> <b>Section J.1</b> of the ROD provides clarifications based on the DRCOG 2035 RTP Amendment approved by the DRCOG board on August 17, 2011, after the completion of the North I-25 Final EIS.</p>
<p><b>Comment # 4</b></p>	<p><u>Chapter 8, page 1, lines 21 through 23</u> The text of the FEIS notes that the DRCOG Fiscally Constrained 2035 RTP identifies \$268 million in funding for the improvements along I-25 and \$58 million for the I-25/SH 7 interchange, which is accurate relative to the general purpose lane widening indicated in the February 2011 adopted 2035 RTP. It should be noted that <u>as amended</u>, August 2011, the DRCOG 2035 RTP identifies \$286 million in costs and funding identified by CDOT for adding HOT lanes and related improvements along I-25 in addition to \$58 million in locally derived funding for the I-25/SH-7 interchange.</p>	<p><b>Response to Comment #4:</b> <b>Section J.1</b> of the ROD provides clarifications based on the DRCOG 2035 RTP Amendment approved by the DRCOG board on August 17, 2011, after the completion of the North I-25 Final EIS.</p>
<p><b>Comment # 5</b></p>	<p>The Chapter 7 financial analysis should reflect funding commitments to the Phase 1 elements of the Preferred Alternative.</p> <p>Thank you for the opportunity to comment on the Final EIS.</p> <p><b>Fred Sandal</b>   Long Range Transportation Planning Coordinator   TPO <b>Direct</b> 303.480.6731   <b>Fax</b> 303.480.6790</p>	<p><b>Response to Comment #5:</b> <b>Section J.1</b> of the ROD provides clarifications based on the DRCOG 2035 RTP Amendment approved by the DRCOG board on August 17, 2011, after the completion of the North I-25 Final EIS.</p>

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<p>LO-01 Firestone, CO</p> <p><b>Comment # 1</b></p>	 <p><b>FIRESTONE</b> A COMMUNITY IN MOTION</p> <p style="text-align: right;">September 12, 2011</p> <p>North I-25 Project Team Attn: Tom Anzia, PE Felsburg Holt &amp; Ullevig 6300 South Syracuse Way, Suite 600 Centennial, CO 80111</p> <p>re: North I-25 Final EIS</p> <p>Mr. Anzia,</p> <p>The Town of Firestone has reviewed the North I-25 Final Environmental Impact Statement and supports the recommendation of the Preferred Alternative. The Final EIS, seven years and \$22 million in the making, presents a thorough and complete evaluation of alternative solutions to the Northern Front Range's pending transportation needs in compliance with NEPA requirements. Some of the key elements of the Preferred Alternative that garnered our support are:</p> <ul style="list-style-type: none"> <li>• The plan addresses the major issue of I-25 congestion with a blend of improvements to the interstate to increase capacity and travel efficiency. The plan will also provide a safer travel corridor.</li> <li>• The plan will replace critical infrastructure that is rapidly deteriorating or is technologically inferior, which will also provide a safer travel corridor.</li> <li>• The plan incorporates innovative managed lanes for vehicular traffic and bus service, as well as a future commuter rail system, which combines to give commuters a full menu of transportation options currently not available throughout most of the Northern Front Range.</li> <li>• The plan accommodates the least impact to existing wetlands and wildlife habitat of the alternatives that address the traffic problem on I-25.</li> <li>• The Phase 1 improvements address the most immediate and critical issues in the I-25 corridor, while laying the groundwork for future phases that will fully develop the plan's well-rounded transportation solution.</li> </ul> <p>I-25 is the main street of the Northern Front Range and the Preferred Alternative preserves this critical component of the region's continued success. Business leaders frequently list efficient and effective transportation as being a key element in determining where to locate, relocate, or expand. The addition of alternative transportation modes can also enhance the quality of life of residents of the region which helps in retaining and recruiting the best and brightest workforce.</p> <p>We look forward to the Record of Decision and CDOT's expedient completion of the Phase 1 improvements.</p> <p>Sincerely,  Chad Auer Mayor</p> <hr style="width: 20%; margin-left: auto; margin-right: auto;"/> <p style="text-align: center;">151 Grant Ave. • P.O. Box 100 • Firestone, CO 80520 (303) 833-3291 • fax (303) 833-4863</p>	<p><b>Responses to Town of Firestone Comments</b></p> <p><b>Response to Comment #1:</b> Comment noted.</p>

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<p>LO-02 Greeley, CO</p> <p><b>Comment # 1</b></p> <p><b>Comment # 2</b></p> <p><b>Comment # 3</b></p> <p><b>Comment # 4</b></p> <p><b>Comment #5</b></p>	 <p>September 16, 2011</p> <p>North I-25 Project Team c/o Tom Anzia Felsburg Holt &amp; Ullevig 6300 S. Syracuse Way, Suite 600 Centennial, CO 80111</p> <p><b>RE: North I-25 Environmental Impact Study</b></p> <p>Dear Mr. Anzia;</p> <p>The Public Works Committee of the Greeley City Council has had an opportunity to review the <i>North I-25 EIS</i>. We must say that the sheer volume of the study makes it extremely difficult to have a thoughtful and efficient review of the document. That being said, the Greeley Public Works Committees supports your efforts and congratulates you and your team on nearing completion of such an important and worthwhile endeavor. The I-25 Corridor is the key artery in Northern Colorado for our economic well being and provides necessary connectivity between regions.</p> <p>The primary issue that the committee discussed was the data used in the study. The study itself took nearly ten years to complete and growth projections for the region 10 years ago are quite different from what they are now. In particular, the oil and gas finds in Weld County over the past several years have resulted in high growth projections for the County. We are of the opinion that the US85 Corridor will experience high growth in traffic that it won't be able to handle. The commuter bus alternative will not be sufficient in order of capacity to handle the increase in travel demand. It is our hope that over the years, the study will be flexible enough to accommodate changes in program development and that other resources can be diverted to the US 85 Corridor if the projections are realized.</p> <p>The committee also discussed the alternative mode projections and found it perplexing that the mode share for transit was so low considering the amount of funding that would be necessary for such a transit system. We believe that it would be worth remodeling the alternatives if time and money permit and incorporate the models of the NFRMPO as well as those of the larger cities in Northern Colorado. We are of the opinion that the results could show increases in transit ridership, which then in turn may (or may not) reduce that amount of capital construction necessary on the I-25 Corridor.</p> <p>While US85 was part of the study it appears to have minimal improvements recommended to that corridor. The committee recommends more improvements to the US 85 corridor to ensure its continued movement of people through the corridor since a tremendous amount of growth potential lies along this corridor, and as it serves as a secondary route to I-25.</p> <p>Funding is always an issue with political bodies. We found that the funding alternatives need to be addressed in more detail but we also realize that those can be finalized as projects surface.</p> <hr/> <p>City Council • 1000 10th Street, Greeley, CO 80631 • (970) 350-9770 Fax (970) 350-9583</p> <p>We promise to preserve and improve the quality of life for Greeley through timely, courteous and cost-effective service.</p>	<p><b>Responses to City of Greeley Comments</b></p> <p><b>Response to Comment #1:</b> Comments noted.</p> <p><b>Response to Comment #2:</b> While the study was initiated in 2003, the Final EIS used updated 2035 land use projections that were available at the time of analysis in 2008.</p> <p>This Purpose and Need for this project includes addressing the aging infrastructure, safety, mobility, and accessibility along I-25. We agree that the needs that you identified are legitimate but they are not identified or evaluated in this project based on this project's identified Purpose and Need.</p> <p>In this project, improvements to US 85 were evaluated to determine if it could meet the safety, mobility, accessibility, aging infrastructure and modal alternative needs included in the project's Purpose and Need. It was determined that US 85 improvements could not address these elements of the Purpose and Need except for the alternative mode choice. US 85 Commuter bus was included as a mode choice option for the Preferred Alternative. A separate study with a purpose and need of addressing the congestion and capacity along US 85 would be the appropriate course of action to address the needs you have identified.</p> <p>The commuter bus planned by the Final EIS has a tremendous amount of potential for expansion; upon warranted demand, it would be easy to add additional buses and service along the corridor.</p> <p>Please note that in the near term, CDOT intends to design and construct two park-and-rides in support of this future commuter bus service. As future travel demand grows on US 85, CDOT will work with the local communities to identify needed improvements on US 85 under a separate study with its own purpose and need.</p>

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	<p>Thank you again for the opportunity to comment on the <i>North I-25 EIS</i>.</p> <p>Sincerely,</p>  <p>Robb Casseday Chair, Greeley Public Works Committee City of Greeley</p>	<p><b>Response to Comment #3:</b></p> <p>The Final EIS acknowledges that the transit ridership forecasts may be low, based on updated data from DRCOG and RTD. Based on this new information, the ridership may be 15 percent to 40 percent higher than the Final EIS projections. See Final EIS <b>Section 4.2.6.1</b>.</p> <p>Note: the travel forecasting model used for the North I-25 EIS incorporated both the NFRMPO model and the DRCOG model to provide a combined model that covered the study area, and did include all of the cities and towns of northern Colorado.</p> <p>Robust transit demand would not lessen the need to improve I-25. Aging and functionally obsolete infrastructure and increased freight traffic in addition to the growing population's travel demand contribute to the need for improvements on I-25. Re-evaluations will be conducted on all elements identified for implementation for any improvements not included in the Phase 1 ROD when such funding becomes available; updated travel demand forecasting may be performed at that time. Subsequent RODs for these improvements would be required.</p> <p><b>Response to Comment #4:</b></p> <p>The purpose of the North I-25 EIS is to meet the long term travel needs along the I-25 corridor. To meet these long-term travel needs, the project must improve safety, mobility and accessibility, and provide modal alternatives and interrelationships. US 85 was part of the study area for development of alternatives considered during the screening process. However, alternatives developed during the screening process that included capacity improvements along US 85 did not adequately address congestion and safety along I-25. Consequently such alternatives were screened from further consideration in the process. A separate study with a purpose and need focused on</p>

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		<p>addressing the congestion and capacity issues along US 85 would be the appropriate course of action to evaluate the necessary capacity improvements along the US 85 corridor.</p> <p><b>Response to Comment #5:</b> We understand that Greeley is interested in having a larger discussion on financing strategies to implement transportation improvements. Even though financing strategies were not evaluated as part of this study, this does not limit pursuing alternative financing strategies. CDOT or another entity such as HPTE or local agencies can propose financing strategies that could be considered.</p>

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<p>LO-03 Fort Collins, CO</p>	<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  </div> <div style="text-align: center;"> <p><b>Planning, Development &amp; Transportatior</b></p> <p><b>Transportation Planning &amp; Special Projects</b>                  281 North College Avenue                  P.O. Box 580                  Fort Collins, CO 80522-0580</p> <p><b>970.224.6058</b>                  970.221.6239 - fax  <a href="http://foc.gov.com/transportation">foc.gov.com/transportation</a></p> </div> </div> <p>September 23, 2011</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 FINAL ENVIRONMENTAL IMPACT STATEMENT DOCUMENT</p> <p>Dear Ms. Parr,</p> <p>On behalf of the City of Fort Collins, enclosed is the City Council Resolution and summarized City comments on the North I-25 Final Environmental Impact Statement (FEIS) document. These comments include those from City staff as well as from City Council.</p> <p>Overall, we believe that the FEIS is thorough and adequately addresses the purpose and need identified during the EIS process. In addition, the highway and transit improvements identified in the FEIS Preferred Alternative are consistent with the City’s adopted “Plan Fort Collins”, the most recent update to our comprehensive plan “City Plan” and our “Transportation Master Plan” (2011).</p> <p>Our comments on the FEIS provide our input as to items that need to be further addressed by the Colorado Department of Transportation (CDOT) as part of process to seek the Record of Decision (ROD) from the Federal Highway Administration (FHWA) as well as addressed during the implementation phases of the highway and transit improvements shown in the FEIS Preferred Alternative.</p> <p>In addition to commenting on the FEIS, City staff is also commenting to the Army Corps of Engineers regarding the 404 permit application associated with the wetland impacts identified in CDOT’s FEIS document.</p> <p>We appreciate the opportunity to share this important feedback from our City with CDOT as part of the formal FEIS comment period and as part of the 404 permit application process.</p>	<p><b>Responses to City of Fort Collins Comments</b></p>

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	<div data-bbox="982 284 1163 349" data-label="Image"> </div> <p data-bbox="367 376 1157 493">The City appreciates CDOT's effort to develop the North I-25 EIS in a collaborative manner with the many local agencies along the corridor. Our experience with the North I-25 EIS Technical Advisory Committee and Regional Coordination Committee (RCC) was very helpful and provided an on-going opportunity to work with CDOT and our regional neighbors to develop the EIS throughout this many year process.</p> <p data-bbox="367 518 1129 586">We look forward to continuing our partnership with CDOT staff as the imperative multimodal transportation improvements shown in the FEIS Preferred Alternative move forward for implementation.</p> <p data-bbox="367 612 1020 634">Please let me know if you have any questions regarding our enclosed comments.</p> <p data-bbox="367 659 464 682">Thank you.</p> <p data-bbox="367 729 453 751">Sincerely,</p> <div data-bbox="373 776 737 846" data-label="Text"> </div> <p data-bbox="367 872 795 919">L. Kathleen Bracke, AICP Transportation Planning &amp; Special Projects Director</p> <p data-bbox="367 1224 974 1414">c: Mayor &amp; City Council Darin Atteberry, City Manager Diane Jones, Deputy City Manager Karen Cumbo, Planning, Development, &amp; Transportation Director Joe Frank, Advance Planning Director John Stokes, Natural Resources Director Johnny Olson, CDOT Region 4 Director Myron Hora, CDOT Region 4 Planning &amp; Environmental Manager</p>	



ID No. / Agency	Local Government Comment	Response
<p><b>Comment # 3</b></p>	<ul style="list-style-type: none"> <li>The transportation and air quality analysis in the FEIS results in travel demand projections that do not reflect changing fuel costs, use of alternative fuel vehicles, changing lifestyle choices, long-term sustainability values or other potentially significant factors that could influence the demand for interstate and transit travel in the future. The City Council recommends that CDOT use a “triple bottom line” method of analysis that includes traditional transportation analysis methods along with consideration of environmental, economic, and human factors.</li> </ul>	<p><b>Response to Comment #3:</b> The Final EIS used the accepted modeling practices approved by FHWA and FTA per 23 CFR 450.</p> <p>The 2035 travel demand forecast is based on industry and US DOT standards. How to incorporate near term and short term trends is debatable but it is impractical to understand how they influence the long-term forecasts. We realize that a “triple bottom line” analysis, which includes evaluation of community, environment and the economy, could affect the travel demand results. However, a triple bottom line analysis that would address potential future trends would also rely on speculative assumptions. The Final EIS acknowledged the uncertainty of the modeling process:</p> <ul style="list-style-type: none"> <li>▶ The effect of the price of fuel is discussed in <b>Section 4.2.6.4</b></li> <li>▶ The impact of changes in land use and travel behavior parameters is discussed in <b>Section 4.2.6.1</b></li> <li>▶ Induced land use growth as a result of transportation improvements is discussed in <b>Section 4.2.7.2</b></li> </ul> <p><b>Response to Comment #4:</b> A comprehensive noise assessment for the highway and commuter rail improvements was undertaken, including evaluation of noise abatement actions. Specific federal and state protocols were followed in the execution of the analyses, including the development and evaluation of noise abatement actions. The comment recognizes several important noise barrier considerations, but these items must also be balanced with other concerns, such as available right-of-way or proper site drainage, to arrive ultimately at the best solution. Please note that no noise barriers along I-25 within the City of Fort Collins Growth Management Area have been proposed in the Final EIS. The preferred abatement action for the commuter rail within the City is quiet zones, which would not involve any walls/barriers.</p>
<p><b>Comment # 4</b></p>	<ul style="list-style-type: none"> <li>Every effort should be made by CDOT to implement non-barrier methods of noise mitigation along I-25. The City Council does not support construction of a noise barrier in this area, nor does it support potential fencing/barriers/sound walls within other areas of Fort Collins, either along the highway and/or commuter rail corridor. The City Council requests that CDOT delete these elements and/or include other options to maintain viewsheds and wildlife movement corridors.</li> </ul>	
<p><b>Comment # 5</b></p>	<ul style="list-style-type: none"> <li>Wetlands that are impacted by CDOT improvements in the Fort Collins regional area should be mitigated within that same area. Local mitigation requirements per City of Fort Collins Land Use Code should be considered for locally impacted wetlands. The City Council supports the mitigation of both federally jurisdictional and non-jurisdictional wetlands throughout the project area.</li> </ul>	
<p><b>Comment # 6</b></p>	<ul style="list-style-type: none"> <li>Regarding floodplains, the mitigation in the FEIS document for each creek, river, or other drainage is vague, not site specific, and difficult to evaluate for direct and indirect impacts to wetlands and floodplains. The City Council requests that revised, site specific mitigation plans for each drainage be developed for public comment, either as part of the EIS process or as part of the design process during implementation. In addition, the City Council requests that CDOT follow all applicable floodplain regulations, including federal, state, and local requirements, and not just FEMA regulations as indicated in the FEIS.</li> </ul>	
<p><b>Comment #7</b></p>	<ul style="list-style-type: none"> <li>The Floodplain Report, Cache La Poudre River section, should be corrected to reflect that the City of Fort Collins strongly supports removing the split flow on the west side of I-25 if regulatory issues can be resolved through mitigation. The split flow current heads south and crosses Harmony Road. Eliminating this split flow would be an important life-safety issue since Harmony Road, a major arterial into Fort Collins, is overtopped in less than a 100-year flood.</li> </ul>	

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	<p>Passed and adopted at a regular meeting of the Council of the City of Fort Collins this 20th day of September A.D. 2011.</p> <p style="text-align: right;"><i>Karen Wickham</i> _____ Mayor</p> <p>ATTEST:</p> <p><i>Rita Knoll Harris</i> _____ Chief Deputy City Clerk</p> 	<p>Because CDOT cannot guarantee the implementation of quiet zones (which require local agency sponsorship and PUC approval) when commuter rail is constructed, a fall-back rail noise abatement action was presented in the Final EIS that included noise barriers; however, this is not the preferred abatement action. Therefore, the preferred and recommended noise abatement actions for the project within the City of Fort Collins do not involve any noise walls.</p> <p><b>Response to Comment #5:</b> Approximately 0.97 acre of wetlands will be impacted in the Fort Collins municipal jurisdiction as a result of the complete build out of the North I-25 improvement project. The overall extent of wetland impacts includes 21 individual wetlands associated with the I-25 roadway improvements and the establishment of the commuter rail. Of the 0.97 acre, approximately 0.25 acre will be temporarily impacted.</p> <p>The temporarily impacted wetlands will be mitigated onsite while permanent impacts are expected, at this time, to be mitigated through the development and enhancement of wetlands at St. Vrain State Park. The US Army Corps of Engineers (USCOE), Environmental Protection Agency (EPA), and the United States Fish and Wildlife Service (USFWS) are all supportive of the mitigation plan that concentrates mitigation at St Vrain State Park. This site possesses many positive attributes for not only wetland mitigation, but for a possibility of interpretive trails adjacent to the mitigation and will create wildlife corridors.</p> <p>St. Vrain State Park was selected based on the following:</p> <ul style="list-style-type: none"> <li>▶ It is a large area allowing the mitigation of wetland impacts for the entire project (i.e., all three phases) at one location. Smaller</li> </ul>

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		<p>mitigation areas typically have low success rates.</p> <ul style="list-style-type: none"> <li>▶ It allows for wetland mitigation for the entire project (all three phases) to be completed up front and not delayed as subsequent phases or specific projects are implemented.</li> <li>▶ It has a better chance of succeeding because all mitigation is concentrated at one site and because the State Park employees stationed onsite can easily monitor the success of the wetlands daily.</li> <li>▶ Groundwater levels will be monitored conveniently and frequently by park personnel.</li> <li>▶ The mitigation will enhance wildlife habitat connectivity, including habitat for threatened and endangered species.</li> <li>▶ Provides an opportunity to develop and enhance interpretive trail for visitor education.</li> <li>▶ Wetland mitigation plans allow the creation of a buffer zone between SH 119 and St. Vrain State Park.</li> </ul> <p>Regarding your concern about adhering to local mitigation requirement per the city code, our reading of the Fort Collins Land Use Code, Article 3, General Development Standards, Division 3.4 Environmental, Natural Area, Recreational and Cultural Resource Protection Standards is that off site mitigation is allowed, as indicated in point (4) below:</p> <p>"(C) General Standard. To the maximum extent feasible, the development plan shall be designed and arranged to be compatible with and to protect natural habitats and features and the plants and animals that inhabit them and integrate them within the developed landscape of the community by: (1) directing development away from sensitive resources, (2) minimizing impacts and disturbance through the use of buffer zones, (3) enhancing existing conditions, or (4) restoring or replacing the resource value lost to the community (either on-site or off-site) when a development proposal will result in the disturbance of natural habitats or features."</p>

ID No. / Agency	Local Government Comment	Response
		<p>Regardless, as the project develops, CDOT will work closely with the City of Fort Collins to implement onsite riparian and temporary wetland mitigation to the greatest extent possible where opportunities are feasible and reasonable.</p> <p><b>Response to Comment 6</b> The level of conceptual design appropriate for the EIS did not allow detailed design for the many minor and major crossings within the project's six watersheds. Mapping was limited to the area within the corridor. When future preliminary and final designs are prepared, each drainage crossing will be evaluated in detail. These evaluations will be site specific to determine the required mitigation. CDOT policy is to follow federal, state, and municipal policies for floodplain management.</p> <p><b>Response to Comment 7</b> It is acknowledged that Fort Collins supports eliminating the split flow at the I-25/Cashe la Poudre crossing to eliminate a roadway overtopping safety concern at Harmony Road. CDOT will work with the affected local agencies through final design to determine if regulatory issues can be resolved to eliminate the split flow.</p>

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1	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?	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.	Comment addressed - Commuter Rail and Express Bus routes in the FEIS Preferred Alternative will provide service to both Downtown Denver and Boulder to serve the different destinations for Fort Collins travelers.	A
2	Connections to other transit options, in particular the North and Northwest routes proposed for FasTracks, are vital. How does each alternative interact with them?	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.	Comment addressed - The Preferred Alternative, including the Commuter Rail and Express Bus routes, are now integrated with the future FasTracks system routes.	A
3	Does the analysis look to the future, anticipating high fuel prices, demand pricing of car travel, and possible alternatives to commuting?	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.	Staff continues to be concerned regarding the travel demand forecast methodology used in the FEIS, particularly that it is substantially underestimating future transit ridership projections. We appreciate that CDOT openly acknowledges these challenges. For example, the FEIS states that if fuel prices were to be factored into the forecasts, the transit projections could be up to 90% higher and could be up to 40% higher than projected based on recent data from DRCOG's modeling and Denver's experience with rail transit. Also, the FEIS states that for communities such as Fort Collins that have "Transit Oriented Development" land-use policies, there could be up to 35% increase in ridership projections. These potential differences in transit ridership projections are substantial. What would the impact be if these higher ridership projections are more realistic? Both from a transit system capacity standpoint as well as from a highway planning perspective? To help address these concerns, staff suggests that travel demand forecasts for automobile trips as well as transit trips be updated in the future to reflect new trends and methodologies prior to the implementation of any of the highway and/or transit improvements included in the Preferred Alternative.	C
4	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?	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.	Staff continues to be concerned regarding this issue and recommends that future travel demand forecasts be updated to reflect more recent local land use and transportation plans to assess the potential impacts of changing growth patterns. For example, Fort Collins' recently updated our comprehensive plan "City Plan" and our	C

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			<p>"Transportation Master Plan" as part of the 2010-11 "Plan Fort Collins" process. These plans emphasize higher density, transit oriented development" in the core areas of our community and support infill/redevelopment along "Enhanced Travel Corridors" such as the Mason Corridor and Harmony Road corridor. Also, the North Front Range MPO has recently updated their travel demand model and staff recommends that this new information be used for future transportation projections for transit and highway improvements to factor in updated land use and transportation data sources.</p>	
5	<p>In Figures 4-6 and 4-7, the E-W ridership numbers are totally different. Why?</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>Comment addressed</p>	<p>A</p>
6	<p>The financial analysis in Chapter 6 is very skimpy. Is such a superficial analysis all that is possible?</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>	<p>Comment addressed, EIS financial analysis seems to be more thorough than in DEIS. Larger policy concern continues regarding the future of multimodal transportation financing for our region. The City of Fort Collins would like to continue to be part of regional discussions regarding potential funding strategies and partnerships needed to implement the Preferred Alternative shown in the FEIS as well as other local and regional transportation needs. There are many good partnership models from current projects such as the SH392 &amp; I-25 project, North College corridor improvements, Jefferson/SH14 project, Flex transit route, and other joint projects. We look forward to continuing to work with CDOT and other regional partners to further completion of these important regional connections.</p>	<p>C</p>
7	<p>Is sufficient attention paid to freight transportation? The focus seems to be totally on moving people.</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. 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. 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. 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. 8The 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>	<p>Comment addressed.</p>	<p>A</p>
8	<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>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</p>	<p>See staff comments under each topic area for details.</p>	<p>C</p>

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		<i>alternatives. 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.</i>		
9	Given the enthusiasm which citizens are showing for rail, is the estimate of transit ridership of the two alternatives accurate?	<i>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.</i>	See comment to #3 above.	C
10	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.	<i>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 q</i>	See staff comments in both the transportation and environmental topic areas.	C
11	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.	<i>11. Comment noted.</i>	Staff continues to support this position and this is reflected in the City's adopted Transportation Master Plan and City Plan. This comment is also linked to the staff comments regarding phasing of the Preferred Alternative Commuter Rail service.	C
12	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.	<i>12. No Response Needed</i>	The Preferred Alternative, including the proposed highway, interchange, and transit system improvements, is consistent with City Plan and the Transportation Master Plan (updated in 2010-11).	A

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13	Good information to discuss and North I-25 EIS process should address social, environmental, economic needs in addition to transportation needs.	<i>These needs are all discussed in the document</i>	Comment addressed	A
14	Transportation needs to include moving people and commerce – goods & services.	<i>These needs are both discussed in the document</i>	Comment addressed	A
15	Need to consider how the findings in the North I-25 EIS tie to the High Speed Rail Study	<i>This is one of the studies we coordinated with during the DEIS development. The Rocky Mountain Rail Authority Study was ongoing at the time of DEIS publication; coordination efforts show that the EIS's Commuter Rail serves a travel market of community to community travel needs, which is different than the intra-state and possibly inter-state travel market that would use high speed rail.</i>	See comment on future interchange design and clear space	C
16	Natural Resources staff comments are very important and need to be addressed in Final EIS document, in particular: Commuter Rail fence disruptive to wildlife movement.	<i>Fencing is to limit access and improve safety. We are following the RTD guidelines. The type of fencing may vary depending on adjacent land uses and wildlife use. The FEIS will list a range of fencing options to be considered during the design process, including wildlife friendly fences, and could potentially include wildlife underpasses.</i>	See comment on barriers	C
17	Mapping needs to be improved to be more accurate for locations of natural areas, water features, drainage ways, and floodplain areas.	<i>All maps have been updated with new info collected from the municipalities. The City of Ft Collins has been directly contacted and staff has provided us updated GIS files.</i>	See comment in Natural Resources section	C
18	Concern regarding impacts to wildlife habitat areas, large cottonwood trees, and Threatened & Endangered species.	<i>Impacts to riparian habitat will be mitigated by CDOT's revegetation Best Management Practices, including avoiding existing trees to the maximum extent possible. The high value of Fossil Creek Reservoir for migratory waterfowl will be documented in the FEIS. The FEIS will include site-specific mitigation measures for Threatened and Endangered species where appropriate (for example for Preble's and bald eagle). City of Fort Collins staff suggestions for controlling lighting near Fossil Creek Reservoir to reduce the effect on bald eagle roost sites will be incorporated in the FEIS</i>	See comment in Natural Resources section	C

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19	McKee Farm land may be restricted from Impacts due to GoCo agreement and/or other agreements with funding partners.	<i>The Commuter Rail alignment is located within existing rail right-of-way.</i>	Comment addressed	A
20	Concerns regarding water quality and storm water contaminants	<i>Stormwater Best Management Practices have been incorporated which will reduce the predicted increases in stormwater constituent loading</i>	See comment in Storm Water section	C
21	Concerns regarding CDOT's willingness to address City comments. Tom Anzia, representing Felsburg Holt & Ullevig and serving as the consultant project manager for CDOT's North I-25 EIS project team, stated that they are responding to all comments received on the draft document and take these comments very seriously. They will be doing more detailed analysis as part of the current work effort as well as during the preparation for the Final EIS document.	<i>All comments made on the DEIS will be addressed in the FEIS</i>	Many comments addressed in FEIS; several still remaining as noted in these comments	C
22	Interest in recent CDOT workshops. Input from Council members is important to share with CDOT and representatives from other communities.	<i>We have been doing this</i>	CDOT to provide summaries from FEIS public meetings to local agencies.	C
23	CDOT is hearing a lot of enthusiasm for Package A Commuter Rail service from many communities because it serves the existing, largest population centers and people like the idea of using rail service.	<i>The FEIS Preferred Alternative reflects this community interest; it includes Commuter Rail from Package A, as well as highway elements from Package B</i>	Comment addressed	A
24	Starting to hear conflicts arise between communities east of I-25 due to concerns about current land use patterns and population centers compared with future growth areas.	<i>Observation noted; the FEIS compares and contrasts the potential land use effects of Package A, B, and the Preferred Alternative</i>	Comment addressed	A
25	The average trip length on I-25 is less than three miles, so the highway is being used for local trips, rather than the regional and inter-regional trips that it is intended for. Cities need to address future improvements to other local north/south arterials to service the shorter distance trips to provide alternative routes to I-25.	<i>Hopefully communities will begin to address these local improvements</i>	Impact/benefit of I-25 improvements will need to be analyzed in the future when the NFRMPO model is updated	C
26	More insight on rail alternatives needs to be examined and EIS needs to coordinate with other rail studies.	<i>Extensive analysis of rail alternatives was conducted during the development of the DEIS and the Preferred Alternative. Coordination with other rail studies has included FasTracks Northwest Rail, FasTracks North Metro, RMRA High speed rail, etc.</i>	Comment addressed - more work needs to continue such as coordination with high speed rail studies	C
27	Why does the North I-25 not show Commuter Rail service between Greeley and Denver?	<i>Frequency of freight train traffic is very high; potential ridership projections didn't warrant rail service and the proposed Express and Commuter Bus services are able to handle future ridership projections for less cost.</i>	Comment addressed	A
28	Core to Core connection is very important to serve population centers.	<i>The FEIS Preferred Alternative reflects the community to community connection with Commuter Rail connecting the downtown cores of communities including Fort Collins, Loveland, Berthoud, and Longmont</i>	Comment addressed	A
29	Move away from status quo highway planning. We need to plan for sustainable, long-term solutions to connect our communities in the future. Not like the T-Rex example that only provided 46 seconds of travel time savings after millions of dollars in investment.	<i>The FEIS Preferred Alternative includes Commuter Rail, a sustainable transportation connection between the core of communities. The I-25 highway facility needs rebuilding to address aging infrastructure needs. The FEIS Preferred Alternative also includes a Tolloed Express Lane (TEL) on I-25, allowing HOV vehicles free travel in a restricted lane hence supporting the alternative modes of carpooling and vanpooling. Express Bus service, with connecting bus service to the communities, also will serve the I-25 corridor in the TEL lanes.</i>	Comment addressed	A
30	Consider environmental impacts, social mobility for all people, and growth impacts.	<i>These impacts are all discussed in the document</i>	Comment addressed	A
31	How does Commuter Rail alternative handle the existing freight rail traffic?	<i>The rail corridor will serve both freight rail and the passenger rail service. This will be possible due to coordination of operating schedules, and use of sidings. Some initial coordination with the BNSF has occurred; a collaborative effort with the BNSF will establish a joint use agreement regarding infrastructure and operating plan requirements.</i>	Comment addressed	A

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32	Concern was expressed by Council regarding the number of commuters that leave Fort Collins daily to commute to Denver and/or other communities. Commuter rail could potentially change nature of Fort Collins to become bedroom community to Denver. Project should compare Fort Collins' numbers to the numbers leaving our neighboring communities. Fort Collins' numbers are much lower.	<i>Agreed, the number of commuters leaving Fort Collins is lower than some other communities. In fact, data from the MPO and other sources has also indicated that the share of all northern area commuters who travel to the Denver metro area is relatively low. The improvements proposed in the EIS do not noticeably change this pattern.</i>	Comment addressed	A

	City Council Comments (October 2009 Memo)	CDOT Response / Final EIS	Staff Analysis (2011)	Status
33	Prioritizing transit/commuter rail sooner versus highway widening improvements. Implementing transit/commuter rail services earlier could defer or eliminate the need for future highway widening.	<i>The phasing plan developed with the TAC introduces both transit and highway improvements in Phase 1. The highway has aging infrastructure issues that need to be addressed in early phases. Express bus on I-25 and commuter bus along US-85 are initiated in Phase 1.</i>	See comments on phasing	C
34	Need to focus on best ways to move people, not vehicles, to meet the long-term needs of our region;	<i>The FEIS Preferred Alternative includes Commuter Rail, a sustainable regional transportation connection between the core of communities. The I-25 highway facility needs rebuilding to address aging infrastructure needs. The FEIS Preferred Alternative includes a Tolled Express Lane (TEL) on I-25, allowing HOV vehicles free travel in a restricted lane hence supporting the alternative modes of carpooling and vanpooling. Express Bus service, with connecting bus service to the communities, also will serve the I-25 corridor in the TEL lanes.</i>	Comment addressed, however continued concerns such as transit ridership projections	C
35	Consider emerging larger-scale trends (fuel prices, new energy sources, demographics, etc.) that will determine transportation needs/options in the future ;	<i>We are aware of these trends that effect future travel. These issues will be qualitatively addressed in the FEIS.</i>	See comments on modeling	C
36	Concern over how to serve commerce related transportation (freight, goods & services);	<i>Freight rail service will continue to be maintained in the corridor. The volume of future freight truck traffic is accounted for in all the traffic analyses conducted in the DEIS and FEIS. The design of I-25 and its interchanges will meet the requirements of freight trucks.</i>	Comment addressed	A
37	Concern over a consensus approach applied by CDOT to identify and prioritize improvements;	<i>Please elaborate on this concern?</i>		
38	Support to preserve right-of-way for commuter rail as part of phase one improvements;	<i>We have heard this support; Commuter Rail ROW preservation is in Phase 1</i>	Comment addressed	A
39	Need for more detailed analysis and data driven approach.	<i>Detailed analyses based on data have been conducted and documented in the DEIS; the same will be true for the Preferred Alternative in the FEIS</i>	See comments on modeling	C
40	Cost estimates must be realistic and include costs for construction as well as on-going operations & maintenance;	<i>Detailed cost estimates are being updated for the Preferred Alternative and will be documented in the FEIS; including capital construction costs and on-going operations and maintenance costs.</i>	Comment addressed	A
41	Need to consider more environmental factors such as air quality, land impacts, etc. in the detailed analysis of the proposed improvements.	<i>These factors are all discussed in the document</i>	See comments in each topic section	C
42	Need to consider the costs vs. benefits for expenditure of public resources to support core transportation services and which provide the greatest degree of return on investment.	<i>Costs are considered throughout the project development process, among other factors. Benefits are difficult to calculate in terms of dollars, because monetary relationships are less definitive. For example, travel time savings would need to be converted to dollars, and assumptions for value-of-time necessarily introduce subjectivity. For this reason, benefit-cost ratios are not typically calculated.</i>	Continue to be concerned regarding the issue for more systematic triple bottom line analysis	C
43	Consider the costs associated with deferring the improvements beyond 20 year horizon shown in the phasing plans. The phasing plan 65 year timeframe is unrealistic and doesn't make sense, need to find more ways to fund necessary improvements in the nearer term.	<i>As you know, funding sources are extremely limited. Unfortunately, the 65 year timeframe is the construction schedule given current projections of revenue. It is possible the schedule for implementation of this project, and similar schedules for other proposed projects, will be a call to action for stakeholders to initiate new revenue possibilities so that the phasing plan can be accelerated</i>	See phasing comments	C

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44	<p>General comment: Transportation Planning staff agrees with the purpose and need of the North I-25 DEIS. CDOT, FHWA, FTA, and their consultant team, have been helpful to work with City staff over the years during the development of the EIS alternatives analysis process and development of the DEIS document.</p> <p>The DEIS packages "A" and "B" reflect input from City staff regarding compatibility with the City's Transportation Master Plan, Master Street Plan, Transfort Strategic Plan (currently being updated) and the Mason Corridor Master Plan, Environmental Assessment, and Preliminary Engineering documents. Either of the DEIS proposed packages can serve Fort Collins' transportation needs in the future to address both highway and transit improvements.</p> <p>It is important to note that further discussions are necessary with the Fort Collins Boards, Commissions, and City Council in 2009 to reach a formal recommendation to CDOT, and their partnering agencies, regarding a preferred package of improvements.</p> <p>The following summary includes a preview of staff comments for both packages and notes concerns that will need to be addressed by CDOT during the development of the preferred alternative and the Final EIS document in 2009.</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>Transportation Planning staff would like to offer the same appreciation to CDOT staff and their consultant team for their work with City staff and City Council over the years and supports the recommended Preferred Alternative however we offer these formal comments on the FEIS for CDOT's consideration at this time as well as for input for the future implementation phases of the highway and transit improvements.</p>	A
<b>Travel Model:</b>				
45	<p>In terms of more specific comments and concerns, Transportation Planning staff recommends that future travel demand forecast modeling be updated by CDOT and their consulting team as part of the selection process for the preferred alternative and Final EIS analysis process to ensure that the most recent transportation and land-use data is used for determining long-term transportation improvements. Also, separate land use data assumptions should be developed for each of the two packages of alternatives based on the expected land use changes that would be driven by the proposed transportation corridor improvements to more accurately reflect the inter-relationship between land use and transportation planning.</p>	<p>2. The FEIS includes updated long-term forecasts to reflect 2035 RTP socioeconomic and network conditions. Agreed, separate land use forecasts would more accurately reflect the inter-relationship between land use and transportation infrastructure. Since the highway improvements are generally similar between packages, an expert panel concluded that future growth along I-25 would not substantially differ between the packages. The commuter rail of Package A and the Preferred Alternative would tend to attract growth near station areas in city centers, in contrast to the I-25 BRT and express bus of Package B and the Preferred Alternative, but the magnitude of the differences would be relatively small. For these reasons, the results of the comparison and evaluation of alternatives with different land use sets would not have differed appreciably from the results with a single land use data set. Separate forecasts were not prepared due to the constant need for prudent use of study resources.</p>	<p>CDOT did update the long-term forecasts to 2035 which should more accurately reflect the future travel demand. However see prior staff comments items regarding continuing modeling concerns.</p>	C
46	<p>Also, the current results of the travel model show that many trips are moving within the North Front Range and to/from the Fort Collins and Longmont, Boulder areas along the US287 corridor. These inter- and intra-regional travel patterns, in addition to the Fort Collins to downtown Denver trips, need to be analyzed in more detail for each package of alternatives and as part of the process to determine the preferred alternative. The preferred alternative should address all of these trip purposes, not just the Fort Collins to downtown Denver trips along I-25.</p>	<p>3. The DEIS technical analysis accounts for all trip purposes and trip origins and destinations within the northern and Denver front range area. For purposes of presentation, some illustrations highlight travel along I-25.</p>	<p>The inter- and intra-regional travel patterns appear to have been included in the analysis. However those patterns need to be better illustrated.</p>	C
<b>Interchanges</b>				
47	<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>	<p>4. FHWA and CDOT would like to thank you for your participation and look forward to your continued involvement.</p>	<p>Comments addressed</p>	A

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<p><b>Package A</b> 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>48 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>	<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.</p>	<p>The updated modeling reflects the City's comments regarding adding Mason BRT.</p>	<p>A</p>
<p>49 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>	<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.</p>	<p>The Preferred Alternative supports the single track as suggested by the City.</p>	<p>A</p>
<p>50 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>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>The Preferred Alternative with regional commuter rail alignment along the BNSF corridor supports the City of Fort Collins Transportation Master Plan and City Plan.</p>	<p>A</p>

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51	<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>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. 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. 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>	<p>The Preferred Alternative, particularly commuter rail, is in line with the City of Fort Collins goals to support TOD development, and providing regional connections.</p>	A
52	<p><b>Package B:</b></p> <p>Transportation Planning staff has reviewed CDOT's DEIS Package "B" that includes regional Bus Rapid Transit (BRT) service originating from the City's South Transit Center and making stops at the intersection of Harmony &amp; Timberline roads as well as at the Harmony &amp; I-25 Transportation Transfer Center and then traveling to the Denver area along the center of I-25 in the High Occupancy/Toll (HOT) lanes, also referred to in the DEIS as the Tolled Express Lanes (TEL).</p> <p>The South Transit Center would be a primary connection point for passengers transferring to/from the regional BRT service to the City's Mason Corridor BRT service as well as other local Transfort routes. In addition, the regional BRT service would link into the City's future plans for the Harmony Road "Enhanced Travel Corridor" shown on the City's adopted Structure Plan, Transportation Master Plan, and Transfort Strategic Plan. The down side of the regional BRT alternative is that it does not directly serve the core population and activity centers within Fort Collins such as Downtown, CSU, the central business, employment, and residential areas along US287/College Avenue. The regional BRT service along Harmony Road to I-25 will require people to drive to park &amp; rides on the south end of the City or take local transit routes to transfer to the regional BRT service.</p> <p>The proposed I-25 Tolled Express Lanes would help give advantage to travelers in high-occupancy vehicles such as the regional BRT or carpoolers/vanpoolers as well as support congestion pricing strategies to allow travelers who can afford to pay the</p>	<p>9. That is correct, access to the regional BRT service would be by either walking, driving, or taking a local bus to a station or stop on the Harmony Road corridor. Note that the access to commuter rail in Package A or the Preferred Alternative is via the same choice of access modes but to the US-287 corridor through the core population area of Fort Collins. With the inclusion of express bus, the Preferred Alternative provides regional transit service on both the US 287 and Harmony corridors. The evaluation indeed identified that freight traffic would not be directly served by the addition of TEL in Package B. However, note that mobility in the adjacent general purpose lanes is improved for freight and non-toll paying vehicles, but not as much as Package A. The Preferred Alternative includes additional general purpose lanes as well as TEL north of SH 66. This cross section would improve mobility for freight traffic as well as non-toll paying vehicle</p>	<p>The Preferred Alternative provides general purpose lanes as well as toll lanes to serve highway travel needs and includes the regional express bus service along Harmony Road from the City's new south transit center to I-25 connecting to Denver.</p>	A

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	toll for speed/convenience purposes. Staff's concern is that the major improvement would not address general travel needs for people who cannot afford the tolls nor do these specially designated lanes address the needs of additional highway capacity for freight vehicles.			
53	<p><b>General:</b></p> <p>Overall, Package "A" and "B" are both sound alternatives and propose important transportation safety and capacity improvements for highway users and transit passengers to address the purpose and needs identified for the EIS process. However, it is important for the North I-25 EIS and community stakeholders to develop effective long-term solutions for our inter- and intra-regional transportation needs based on the anticipated future needs for travel, land-use, energy consumption, sustainability, and environmental concerns – not based on past needs and trends. The next 20, 30, and 50 years will bring significant changes to our communities, region, state, nation, and world and we need to be planning for the future – not based on the past.</p> <p>All of the proposed improvements (highway and transit) come at a steep price tag and CDOT, FHWA, and FTA will need to work collaboratively with all of the North Front Range communities, counties, and metropolitan planning organizations to strategize workable financing options for any of these proposed future regional transportation infrastructure improvements.</p> <p>Transportation Planning staff will continue to be actively involved with CDOT, FHWA, and FTA throughout the development of the final EIS document and will make every effort to convey the input and concerns from the Fort Collins' City organization, City Council, and community members to influence the final recommendations for these significant regional improvements.</p>	<p>10. <i>The Preferred Alternative has been developed through a collaborative decision making process with communities and stakeholders from the study area. The future horizon year of 2035 has been used in the analyses presented in the Final EIS. The 2035 socio-economic projections use the adopted land use data sets of the NFRMPO and DRCOG. Each of the alternatives provides multi-modal solutions that provide transportation choices for future travelers. Note the evaluation for 2035 does not rely on a historical trend analysis but utilizes a travel model based on reasonable assumptions of future transportation conditions.</i></p> <p><i>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 opportunities for bonding, the FEIS does not make any recommendations for or against implementation through this means of funding. Additional funding identified by state, federal and local agencies will enable projects in Phases 2 and 3 to be implemented sooner. Fort Collins will continue to participate in determining how and which projects are funded in the North Front Range through their role on the NFRMPO Technical Advisory Committee and the NFRMPO Planning Council. The TAC advises the Council and the council is the decision-making body. Fort Collins has a seat on each.</i></p> <p><i>Thank you for your continued involvement in the process.</i></p>	<p>Fort Collins appreciates CDOT's efforts to include collaborative input from a wide spectrum of communities and stakeholders. The Preferred Alternative is consistent with the City transportation and land use plans.</p> <p>One of the most significant concerns the City continues to have regarding the FEIS document is the proposed phasing.</p> <p>Implementation phasing for the various transportation improvements, specifically the phasing plan shown for the future commuter rail service extending from Loveland to Fort Collins is not shown until Phase 3 (CDOT expected timeframe of 2075+).</p> <p>Staff recommends that CDOT should revise the FEIS to only show two phases – Phase 1 as shown now, as the "fiscally constrained plan" based on anticipated funding levels through 2035. Then, the new "Phase 2" would include all of the remaining elements of the Preferred Alternative and be considered the "unfunded" items and not be tied to an artificial, 50-60+ year time horizon. These transportation improvements – highway and transit – shown in Phase 2 and 3 need to be implemented sooner rather than later to serve the regional travel demand forecast for 2035. Dividing them into two artificial phases does not solve the issue that the future regional transportation needs significantly outpace our current funding sources. The EIS Preferred Alternative should be a catalyst for convening regional discussions and partnerships to work together toward accomplishing these needs within the 2035 timeframe.</p>	C
54			<p><b>Additional/New comments, questions, and suggestions on the FEIS for the Transportation Planning section:</b></p> <p>Largest overall concern with FEIS is the proposed phasing plan. This is new information developed by CDOT and other agencies since the DEIS was presented for public comment in 2008.</p>	N

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			<p>Staff TAC and RCC representatives have voiced our concerns about this phasing plan during the development of the FEIS. As we have stated, the implementation phasing for the various transportation improvements is a continued concern, specifically the phasing plan shown for the future commuter rail service extending from Loveland to Fort Collins is not shown until Phase 3 (CDOT expected timeframe of 2075+).</p> <p>Staff recommends that CDOT should revise the FEIS to only show two phases – Phase 1 as shown now, as the “fiscally constrained plan” based on anticipated funding levels through 2035. Then, the new “Phase 2” would include all of the remaining elements of the Preferred Alternative and be considered the “unfunded” items and not be tied to an artificial, 50-60+ year time horizon. These transportation improvements – highway and transit – shown in Phase 2 for 2055+ and Phase 3 for 2075+ need to be implemented sooner rather than later to serve the regional travel demand forecast for 2035. Dividing them into two artificial phases with these extreme timeframes does not solve the issue that the future regional transportation needs significantly outpace our current funding sources. The EIS Preferred Alternative should be a catalyst for convening regional discussions and partnerships to work together toward accomplishing these needs within the 2035 timeframe.</p>	
55			<p>Correct reference is the “Mason Corridor”, not “Mason Street Corridor” nor the “Mason Street Transportation Corridor”. The correct location for the “South Transit Center” is located along the Mason Corridor near west Fairway Lane (not at Harmony Road). The correct location for the CSU station is along the Mason Corridor between University Avenue and Pitkin Street. Please correct various text references as well as map “call out boxes” for accuracy and consistency throughout the FEIS document and all maps. Also, the opening day for Mason Corridor “MAX” BRT service is not 2014 based on the latest schedule information from the City’s Engineering department. For more details regarding the MAX BRT project, please contact: Helen Migchelbrink, City Engineer, at (970)</p>	N

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			218-1409 or via e-mail: hmigchelbrink@fcgov.com.	
56			Page 2-64, will the new Park & Ride location being built as part of the current SH292 & I-25 interchange project accommodate the future parking demand (95 additional spaces) shown in the FEIS?	<b>N</b>
57			The proposed Quiet Zone noise mitigation strategies in the FEIS along the BNSF corridor are consistent with the City's plans to evaluate potential Quiet Zone improvements along this corridor to address noise impacts associated with the existing freight rail operations as well as future passenger rail service.	<b>N</b>
58			I-25 highway improvements north of Harmony Road need to accommodate the future extension of the regional Poudre River Trail that will connect Fort Collins and Timnath and ultimately connect through to Greeley.	<b>N</b>
59			Regional "Foxtrot" route is now referred to as "Flex" and connects from Fort Collins through Loveland to Longmont where it connects into RTD's transit system.	<b>N</b>
60			The list of Access Control Plans listed in the FEIS (Chapter 2, section 2.1.3 should also include the two access plans for US287 - North College and South College Access Control Plans.	<b>N</b>
61			Chapter 2, regarding coordination with other regional rail studies, are the future design plans for I-25 interchanges shown in the FEIS taking into consideration the long-term potential for high speed rail? For example, are bridges over I-25 being designed with a "clear span" to allow for future opportunities for rail transportation in the center of I-25?	<b>N</b>
62			Page 2-15 seems to be missing a graphic diagram of the future plans for improving the I-25 & Prospect interchange - this interchange location is mentioned in the text, but not included in the page of images.	<b>N</b>

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63			Page 2-20, the description of the Package A Commuter Rail service seems to be inaccurate in terms of where the northern end of service would begin. It should read: "Downtown Fort Collins at Mason and Maple streets" (not at University Avenue).	<b>N</b>
64			Pages 2-24 and 2-74, note that the City of Fort Collins' Master Street Plan shows grade separated roadway crossings of the BNSF railroad at Drake Road and Trilby Road. This information is important for the Commuter Rail route shown in the Preferred Alternative and will help address safety, traffic operations, and noise concerns.	<b>N</b>
65			Sections 2.2.2.11 and 2.2.4.9, City does not what physical barriers to view sheds and wildlife movement corridors in Fort Collins.	<b>N</b>
66			Page 3.1-4, include the City of Fort Collins in the list of I-25 corridor municipal plans (not just on the US287 list of communities). Also revise the title of the City's plan to be "Plan Fort Collins" which includes both City Plan and the Transportation Master Plan – these plans were updated in 2010-11.	<b>N</b>
67			Page 3.1-7, regarding zoning, note that the City of Fort Collins has a designated "Transit Oriented Development Overlay Zone" in our Land Use Code that covers the entire length of the Mason Corridor BRT system.	<b>N</b>
68			Page 3.1-11, regarding land use, correct the statement regarding Fort Collins. The City's adopted comprehensive plan "City Plan" calls for higher density, mixed use, infill and redevelopment along the US287 and Mason Corridor. This is the area covered by the TOD Overlay Zone. Our city plans do not envision this corridor as built out or remaining the same as today – it is a focus area for targeted infill and redevelopment supported by high-quality transit service and multimodal transportation choices.	<b>N</b>
69			Page 4-2, the more recent update to the City's comprehensive plan is "Plan Fort Collins in 2010-11 which includes both City Plan and the Transportation Master Plan. The 2004 updates are no longer the most current documents.	<b>N</b>

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70			Once the FEIS is completed and the ROD approved, will the North Front Range MPO model network be revised to include the highway and transit improvements show in the Preferred Alternative (Phase I)? This information will also help better define the potential benefits/impacts to the local arterial streets from the planned highway and transit improvements shown in the FEIS.	N
71			Section 4.2.6, additional question regarding transit projections, it seems odd that the Commuter Rail ridership projections are shown to be lower than the projections for the I-25 express bus when the Commuter Rail route and stations are located in higher density population centers such as Downtown Fort Collins. When future model projections are run for the implementation phases of the proposed regional transit system improvements, CDOT, NFR MPO, and local communities work together to update these projections.	N

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	<b>Part I: Natural Areas</b>			
72	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.	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.		A
73	General comment: Maps for the EIS are not current and many City of Fort Collins' Natural Areas and Parks are not shown.	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.		A
74	3.1 Land use. 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.	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.	The map line weights in this section are so thick the underlying land use is difficult to determine. More detailed map sections reflecting individual communities would be helpful.  Longview Open Space is shown as agriculture. It should be shown as open space and was designated open space at the time of mapping.	C
75	3.10.5 Vegetation. 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.	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.		A
76	3.10.5 Vegetation. 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.	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.	Re-vegetation plans for disturbed areas should include species that are appropriate to the community disturbed including woody species.  The FEIS does not address the removal of large cottonwood trees at the Cache La Poudre as it will seriously impair the quality and functionality of the riparian habitat. How can a generic 150 yr old 36" diameter tree be mitigated?	C
77	Table 3.12.2: Wildlife. 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.	16. A reference to the high value of Fossil Creek Reservoir for migratory waterfowl and other waterbirds has been added to the table.		A
78	Wildlife: 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.	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.	The preferred alternative fails to recognize the significant impacts to wildlife movement along the proposed commuter rail line between Fort Collins and Loveland. The addition of a maintenance road, concrete barriers with additional chain link fence will significantly impact wildlife movement within and across this 3,000 acre prairie habitat. Affected areas include Hazaleus Natural Area, Colina Mariposa Natural Area, Redtail Grove Natural Area, and Longview Open Space. The addition of commuter rail service to current and future freight train travel will worsen wildlife	C

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			collisions/etc.  The 3,000 acre native prairie habitat between Fort Collins and Loveland should be designated a sensitive habitat and consider/mitigate impacts as such. Please include this in your mitigation plan for the project.  FEIS fails to recognize Fossil Creek Reservoir as an Audubon Society designated Important Bird Area. The reservoir has extremely high value for migratory waterfowl and other waterbirds other than the Bald Eagle.	
79	<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.	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.		A
80	<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.).	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.		A
81	<u>3-18-3. Parks and Recreation</u> There will be direct impacts to Long View Farm Open Space, and Colina Mariposa, Hazaleus, and Red-tailed Grove natural areas, as well as indirect impacts (due to proximity) to other natural areas. The EIS states that no parks or recreational resources will be impacted by the commuter rail alternative; however that cannot possibly be true because it goes through and next to a number of natural areas.	20. A Preferred Alternative that includes commuter rail has been identified and, along with Package A and B, has been analyzed in the FEIS. Impacts to these natural areas have been fully assessed in that document. The referenced natural areas (as well as a complete update to all land use information) have been identified and the design team is recognizing the potential for impacts to these resources and will make every effort to avoid or minimize impacts under all 3 build alternatives. The Preferred Alternative identifies single-tracking in this area that will remain within the existing right of way of the rail corridor which will generally negate any direct impacts to the natural areas. Fencing will be included in all areas where pedestrian safety is a concern. Indirect impacts such as noise, and visual impacts will be fully evaluated and the Ft. Collins Natural Resources Staff comments will be taken into account.		A
82	<u>3.6. Noise</u> Noise studies should be conducted at Arapaho Bend Natural Area in Fort Collins. Any expanded use as part of the alternatives analysis needs to consider this site. This open space managed by the City of Fort Collins fall into "Land Use Category A". City staff has noticed that noise levels likely exceed the maximum dB levels outlined by CDOT. This area on the northwest corner of I25 and Harmony Road in Fort Collins should be evaluated.	21. A TNM model receiver at Arapaho Bend was included in the FEIS analysis, even though developed facilities are not present at the site. Also, local traffic noise conditions were represented by Receiver B012 at the nearby Strauss Cabin. Please note that the project team feels Arapaho Bend is a Category B site rather than Category A (e.g., amphitheater). The comment is correct that traffic noise levels in the east of Arapaho Bend do exceed the CDOT Category B NAC for some of the open space. Noise mitigation for Arapaho Bend was evaluated and found not to be feasible and reasonable under CDOT's 2002 noise guidelines because there are no developed sites or recreational facilities with frequent human use present along I-25 that would benefit from a barrier and a barrier did not meet the necessary Cost Benefit Index. Therefore, noise mitigation is not recommended for Arapaho Bend. The list of traffic-noise-impacted sites in the Final EIS documents was updated to include Arapaho Bend and a mitigation analysis summary was included in the Final EIS.21. (cont.) FHWA and CDOT have recently adopted new noise regulations, taking effect in July 2011. Regarding the 2011 regulations, the result is expected to be the same. The site would be Category C rather than B, but would still be represented by a single receiver based on the new guidance: "For activity areas that are spread across a property or for properties that lack defined facilities or formalized activity areas, a single generalized receptor should be placed within the property that best represents the worst expected traffic noise condition, based on professional judgment of the noise specialist." A large barrier would be needed to abate noise for a single receiver, which would be too expensive relative to the benefit; therefore, the reasonableness criteria	Every effort to implement non-barrier methods of noise mitigation along I-25 (where it passes Arapaho Bend Natural Area) should be implemented. To be clear, we would not support construction of a barrier to mitigate noise in this area.	C
83	<u>3.6.4.1. Noise</u> Any efforts to mitigate road noise (barriers) should consider wildlife movement (deer, antelope) and create wildlife crossings across I25 especially north of Fort Collins and including the Wellington area. Any barriers within the more "metro" area should provide occasional openings to permit the movement of wildlife across the interstate.	22. Two barriers have been recommended for the project area north of State Highway 7: Wellington East and Mountain Range Shadows. Both of these are in fairly developed areas and are not in obvious wildlife corridors. No final determinations on the specifics of these barriers have been made at this stage of the project, but the final choices will be sensitive to the larger environmental context of the areas including wildlife movement. Also, see Staff Comment Response #11.		A
84	<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	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		A

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	contaminants) within the Cache La Poudre watershed above the current situation or under the no-action alternative.	anticipated, for example, to remove 50 percent to 70 percent of total suspended solids, which accounts for the predicted increase in loading.		
85	<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.	24. <i>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.</i>		A
86	<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.	25. <i>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.</i>	Wetlands impacted in the Fort Collins regional area should be mitigated within (the same) Fort Collins regional area.  Local mitigation requirements per City of Fort Collins Land Use Code should be considered for locally (Fort Collins) impacted wetlands.  We support the mitigation of both federally jurisdictional and non-jurisdictional wetlands throughout the project area.	C
87	<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.	26. <i>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.</i>		A
88	<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.	27. <i>Mitigation measures that will be employed consistent with each alternative include: The 100-year FEMA design flows will be used for freeboard determinations, scour design, and to ensure that flow velocities are acceptable. The 500-year design flows will be used to further assess the scour design and set the depths of piles or caissons. The design will consider the maximum allowable backwater as allowed by FEMA. 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) The design will be such that minimal disruption to the ecosystem will occur. The design will consider costs for construction and maintenance. A bridge deck drainage system that controls seepage at joints will be considered. If possible, bridge deck drains will be piped to a water quality feature before being discharged into a floodplain. 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. Please note that wetland mitigation is discussed in Chapter 3.8 of the EIS.</i>	Reiterate that wetlands disturbed within the Fort Collins area should be mitigation within the same region.  The mitigation 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.	C
89	<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.	28. <i>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).</i>	Full-cutoff light fixtures or similar standards should be used in sensitive wildlife habitat areas (including the Fossil Creek Reservoir area)	C
90	<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.	29. <i>These suggestions have been incorporated in the FEIS for all alternatives.</i>		A
	<b>Part II: Air Quality</b>			
	General comments on air quality section:			
	<b>Induced land use</b>			
91	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	30. <i>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.</i>	Regarding the original comment that land use densification and transit-oriented development should be key criterion for deciding among alternatives, we note the Preferred Alternative provides the greatest number of alternative	C

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	alternatives.		mode choices. Commuter rail and transit stations can serve as a stimulus to TOD.	
	<b>Changed conditions</b>			
92	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.	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.	Future transportation planning efforts such as this one must begin to develop methods to define and assess a plausible range of key future condition such as fuel price because the risk of not doing so, and making poor investments with public money, is high. If fuel prices increase, transit use will dramatically increase and roadway investments made in the near future may become stranded assets. Scenario-based planning is used now in climate adaptation planning that also involve significant unknowns.  Fortunately, transit capacity can be relatively easily expanded, and the FEIS notes that the Preferred Alternative can accommodate up to a 90% increase in transit mode share.	C
	<b>Greenhouse gases</b>			
93	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.	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. 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. 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.	The FEIS briefly discusses carbon dioxide equivalent emissions in Section 3.21 (Energy). Estimates show that the preferred alternative would increase CO2e emissions by 0.9% above the No Action alternative. This is slightly more than any other alternative and is attributed to the impact of attracting more VMT from other areas. It is a serious problem for this huge investment in transportation infrastructure to result in increased CO2e emissions. However, the modeling does not presume any use of electric vehicles, does not assume any increases in the price of fossil transportation fuel, and acknowledges under-prediction of transit use. Growth in these areas may result in lower carbon emissions than predicted by the model.  The FEIS states that mitigation is available for all impacts. For increased CO2e emissions, it suggests a focus on VMT reduction. Reduction of carbon intensity of fuels and improvements in vehicle fuel economy should be added as important mitigation measures as well.	C
	<b>Ozone Non-Attainment</b>			
94	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.	33. The FEIS includes the following text on page 3.5-4: 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	We appreciate the inclusion of updated ozone information in the FEIS.	A

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	<p>function, inflammation of the airways, and increased respiratory symptoms, such as cough and pain when taking a deep breath. 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. 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>		
<p>94A</p> <p><u>Air Pollution Emissions</u></p>		<p>Total air pollution emissions, including criteria pollutants and mobile source air toxics, are slightly higher for any of the 2035 Build alternatives than for the 2035 No Action alternative. For example, Table 3.5-5 shows that the 2035 Phase I total emissions for Fort Collins are 2.2% higher than the 2035 No Action Alternative. This does not comply with Fort Collins' over-arching policy to continually improve air quality.</p> <p>However, all alternatives including the Preferred Alternative show lower CO hotspot concentrations at Harmony and I-25 than the No Action Alternative (Table 3.5-10). The Preferred Alternative also provides reduced arterial VMT, and reduced crashed/VMT.</p> <p>In order to help mitigate the increased emissions, the best available transportation technology should be implemented in all cases, as well as comprehensive transportation demand management strategies."</p>	<p>N</p>
<p>95</p> <p>PM2.5</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>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>The address for the PM2.5 monitor station in Fort Collins in Table 3.5-2 should be changed to 708 South Mason Street.</p>	<p>C</p>
<p>96</p> <p><b>More Specific Comments:</b> <b>3.5 Introduction</b> 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 3.5.2- Affected Environment Figure 3.5-1 should be updated to reflect the non-attainment designation area for the</p>	<p>35. Figure 3.5-1 has been updated with the correct ozone non-attainment boundary for the Denver Metro area. The following text has been added to section 3.5.2: "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." 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. Text has been revised on page 3.5-6, section 3.5.2.2, criteria pollutants and critical pollutant data trends as follows:35. (cont.) "Ozone concentrations have shown no consistent trend. Concentrations spiked in 1998, 2003, and 2005, with 2003 and 2005 concentrations exceeding</p>	<p>Greenhouse gas emissions were not added to the Air Quality affected environment chapter.</p> <p>Please note the City's over-arching air quality policy has been updated to simply say "continually improve air quality."</p>	<p>C</p>

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	<p>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><i>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." A discussion of GHG is in the Energy section, Section 3.21.</i></p>		
	<b>3.5.3.4 - PM analysis</b>			
97	<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><i>36. See response to the "PM2.5" Staff Comment #34.</i></p>		<b>C</b>

	Parks & Recreation Staff Comments (December 2008)	CDOT Response / Final EIS	Staff Analysis (2011)	Status
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98	<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>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>	<p>I-25 improvements need to be designed to accommodate the Poudre River Trail extension.  Commuter Rail improvements along BNSF need to be designed to accommodate the Fossil Creek Trail.</p>	N
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	Advance Planning - Historic Preservation Office Staff Comments (December 2008)	CDOT Response / Final EIS	Staff Analysis (2011)	Status
99	<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 effects on any historically designated or eligible properties arising from the implementation of the North I-25 project.</p>	<p>38. No Response Needed.</p>		A

	Regulatory and Government Affairs Division Staff Comments (December 2008)	CDOT Response / Final EIS	Staff Analysis	Status
100	<p><u>Section 3.7 Water Resources</u> <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>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>		A
101	<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.  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>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. 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>		A

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	<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>			

	City of Fort Collins Water & Wastewater Utilities Department Staff Comments (December 2008)	CDOT Response / Final EIS	Staff Analysis (2011) Water Quality and Floodplains Technical Report	Status
102	No comments submitted	N/A	1)Pg 65, 5 <sup>th</sup> bullet from top. Add to sentence...."Denver, Adams, Weld and Larimer Counties, along with most cities and towns within the project area, are responsible for regulating development in FEMA designated floodplains and adhere to FEMA policy and local Floodplain regulations".	N
103			2)Pg 68-69, Cache La Poudre River section, the bottom paragraphs of page 68 are incorrectly stated. The City of Fort Collins highly supports removing the split flow if regulatory issues can be resolved through mitigation with CDOT and staff working together during design phase. State, Federal and local regulations will all be adhered to during the design phase.	N
104			3)Pg 71, table 6-1. Would be helpful to add column indicating what floodplain and what jurisdiction each tributary is in. For example, Boxelder Creek side drainage – FEMA Regulatory Floodplain, City of Fort Collins jurisdiction.	N
105			4)Section 6.4.1, 6.4.2, 6.4.3, For each structure improvement or modification listed, include what floodplain, and what jurisdiction it is	N

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			in.	
106			5)Pg 83, unclear what GPL and GP represent. Would suggest defining these more clearly.	N
107			6)Pg 85 first bullet, Unsure where this is. Would be helpful to more clearly show location on map of each improvement detailed in bulleted text for the No Action alternative, Package A and Package B.	N
108			7)Pg 87, Reference to Spring Creek and BNSF mid page. There are two projects currently in process at this location, Choice Center and the Mason BRT project. Both projects have approved Conditional Letter of Map Revisions (CLOMRs). Please contact Brian Varrella, bvarrella@fcgov.com , 970-416-2217 for more information on this location and correct statements for this section.	N
109			8)It is very probable a FEMA Conditional Letter of Map Amendment (CLOMR) and Letter of Map Amendment (LOMR) will be required for work performed in a FEMA regulatory floodway. Close coordination with the administering local Floodplain Administer will be required for all work in the floodplains, flood fringes and floodways to ensure all projects within the FEMA regulatory floodplains meet federal and local floodplain requirements.	N
110			9) PG 93 last paragraph, add the following or similar statement: All Federal and Local floodplain regulations will be followed by CDOT for each project. Floodplain modeling will be required on many improvements per Federal and Local requirements. CDOT will coordinate with local jurisdiction floodplain administration in the initial stages of each project.	N

Exhibit A Line No.	Responses to Comments in City of Fort Collins Exhibit A
1	No further response needed
2	No further response needed
3	<p>If actual ridership in the future is closer to the higher projections, there will still be a need to improve I-25. The total demand in 2035 for much of the I-25 corridor is about 140,000 vehicles per day, far greater than the magnitude of demand for transit even with the potential higher ridership projections.</p> <p>In addition, it is recognized that aging and functionally obsolete infrastructure and increased freight traffic contributes to the need for improvements on I-25. Regarding transit system capacity, there is available capacity on the commuter rail vehicles with the current projections. If needed additional commuter rail vehicles could be added to each train to serve additional riders.</p> <p>A re-evaluation will be conducted on all the elements identified for implementation for any improvements not included in the Phase 1 ROD; updated travel demand forecasting may be performed at that time. Subsequent RODs for these improvements would be required.</p>
4	<p>While it is recognized that local plans are constantly evolving, the travel demand forecasts were prepared using the current land use and transportation plans at the time of analysis, as reflected by the adopted socioeconomic datasets of the NFRMPO and DRCOG. Similarly, the EIS travel demand model was a combination of the current models of NFRMPO and DRCOG, at the time of analysis.</p> <p>A re-evaluation will be conducted on all the elements identified for implementation for any improvements not included in the Phase 1 ROD; updated travel demand forecasting may be performed at that time. Subsequent RODs for these improvements would be required.</p>
5	No further response needed
6	Comment noted. CDOT looks forward to continuing partnerships with the City of Fort Collins.
7	No further response needed
8	See responses under each topic area.
9	See comment response #3.
10	See comment responses in both the transportation and environmental topic areas.
11	We understand your concern about future phasing. This ROD includes elements within Phase 1 only. As part of the transportation planning process, any post Phase 1 elements of the Preferred Alternative can be implemented at any time upon identification of funding and inclusion in the long-range fiscally-constrained plan. Subsequent RODs for these improvements would be required at that time.
12	No further response needed
13	No further response needed
14	No further response needed
15	<p>CDOT Region 4 is working closely with the CDOT Division of Transit and Rail as DTR initiates their interconnectivity study which will include passenger rail north and south along the Front Range.</p> <p>Also see comment response #61 on interchange design and clear space.</p>
16	See comment response #78
17	See comment response #73
18	See comment response #76
19	No further response needed
20	See comment response #101 and #84

Exhibit A Line No.	Responses to Comments in City of Fort Collins Exhibit A
21	The Final EIS team will try to address any remaining issues using the ROD. Please refer to the responses for the other City comments within this table as well as ROD <b>Section I</b> .
22	Committee meeting summaries are included in <b>Appendix B</b> of the Final EIS. Public meeting summaries are included in <b>Appendix D</b> of the Final EIS.
23	No further response needed
24	No further response needed
25	A re-evaluation will be conducted on all the elements identified for implementation for any improvements not included in the Phase 1 ROD; updated travel demand forecasting may be performed at that time. Subsequent RODs for these improvements would be required.
26	See comment response #15.
27	No further response needed
28	No further response needed
29	No further response needed
30	No further response needed
31	No further response needed
32	No further response needed
33	See response to City Resolution 2011-090 Comment #2 above
34	See response to comments #3 and #4
35	See response to comments #3 and #4. See Final EIS <b>Section 4.2.6.4</b> regarding the effect of the price of fuel.
36	No further response needed
37	<b>Appendix B</b> provides detailed information on the collaborative decision-making process used to identify the Preferred Alternative and Phase 1 improvements.
38	No further response needed
39	See response to comment #25
40	No further response needed
41	See comment response in each topic section.
42	A “triple bottom line” analysis could include a formal cost benefit evaluation of alternatives. It would however, require speculative assumptions about the value of time and the future price of fuel. For this reason, a cost benefit analysis has not been conducted as part of the Final EIS.
43	<p>To provide the most accurate opinion of probable cost, FHWA and CDOT conducted a Cost Estimate Review (CER). The CER 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 1 at the 70% confidence level was \$1,271.2 million (YOE). The CER also found that for every year that Phase 1 is delayed, the cost would increase \$48 million.</p>
44	No further response needed
45	See response to comments #3 and #4.

Exhibit A Line No.	Responses to Comments in City of Fort Collins Exhibit A
46	Those data are included in our analysis; however they are not the focus of our study. The data are available to the City in the Transportation Analysis Technical Report and Addendum in the Final EIS.
47	No further response needed
48	No further response needed
49	No further response needed
50	No further response needed
51	No further response needed
52	No further response needed
53	See response to City Resolution 2011-090 Comment #2 above
54	See response to City Resolution 2011-090 Comment #2 above
55	Corrections are noted and addressed in ROD <b>Section I</b> .
56	Yes, the 95-space parking demand is based on the 2035 travel demand model projections.
57	Comment noted. No further response needed.
58	The preliminary and final design phases for stream crossings (both Cache la Poudre and Fossil Creek at I-25 and the proposed commuter rail alignment, respectively) will make provision for and be completed in compliance with the design requirements set forth in the appropriate trail master plan documents.
59	Corrections are noted and addressed in ROD <b>Section I</b> .
60	Corrections are noted and addressed in ROD <b>Section I</b> .
61	<p>CDOT Region 4 is working closely with the CDOT Division of Transit and Rail as DTR initiates their interconnectivity study which will include passenger rail north south along the Front Range.</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> <p>In most cases, the Preferred Alternative does include I-25 mainline (northbound–median–southbound) clear spans for the grade separation structures at I-25. However, center median piers were utilized in some cases where appropriate due to cost considerations or considerations to limit environmental impacts. In locations where clear spans are not used for these reasons, other potential rail alignments (either within or outside of CDOT right-of-way) would be available such that the long-term potential for high speed rail along the I-25 corridor would not be precluded.</p>
62	The only interchanges illustrated are those where environmental impacts, traffic volumes or property impacts were unfavorable for a typical diamond configuration. For these reasons, the Prospect Road interchange is not included.
63	Corrections are noted and addressed in ROD <b>Section I</b> .
64	These grade separated crossing would be beneficial to the commuter rail line. However because they are currently unfunded they are not included in the Preferred Alternative commuter rail design assumptions.
65	See response to City Resolution 2011-090 Comment #4 above
66	Corrections are noted and addressed in ROD <b>Section I</b> .
67	The City of Fort Collins’ designated “Transit Oriented Development Overlay Zone” covering the entire length of the Mason Corridor BRT system will be noted.
68	Corrections are noted and addressed in ROD <b>Section I</b> .

Exhibit A Line No.	Responses to Comments in City of Fort Collins Exhibit A
69	We recognize that local plans are always evolving. At the time of the development of the Final EIS we used the most recent documents available.
70	It is our understanding that the NFRMPO is in the process of updating their model network to include the Phase 1 improvements of the Preferred Alternative.
71	<p>Commuter rail and the express bus serve different travel markets. Express bus service offers a fast service – 63 minutes from the Fort Collins South Transit center to downtown Denver, compared to 94 minutes on the commuter rail. The travel market served by Express bus tends to be persons who drive to the more southern park-and-ride stations. For example, SH-7 has the highest number of boardings among all of the express bus stations, and these riders enjoy a fast travel time to downtown Denver. For these reasons, the total number of express bus riders is about 15% more than commuter rail riders.</p> <p>A re-evaluation will be conducted on all the elements identified for implementation for any improvements not included in the Phase 1 ROD; updated travel demand forecasting may be performed at that time. Subsequent RODs for these improvements would be required.</p>
72	No further response needed
73	No further response needed
74	<p>Comment noted. These maps are intended to show general land use patterns for the entire study area. We do not see the need to revise this figure. Additionally, Longview Farm appears to be shown correctly as Open Space/Parks on all these figures. No change necessary. The newly designated Longview Open Space will be noted.</p>
75	No further response needed
76	<p>Under SB 40, CDOT will coordinate with the Colorado Division of Parks and Wildlife to mitigate impacts to riparian and wildlife habitat. This will include avoidance and minimization measures that will be implemented during design and construction to protect existing vegetation. It is recognized that generic 150 year old trees cannot be fully mitigated. However, as described in the ROD and the Final EIS, existing trees, shrubs, and vegetation will be avoided to the maximum extent possible, especially wetland and riparian plant communities. CDOT Region 4 will coordinate with Larimer County to develop an acceptable revegetation plan. In riparian areas the Colorado Parks and Wildlife will also be consulted.</p>
77	No further response needed
78	<p>The project recognizes the impacts to wildlife movement along the proposed commuter rail line between Fort Collins and Loveland and the potential impacts created by the railroad, fencing, and maintenance road to wildlife movement. As presented in <b>Section 3.12, Wildlife</b> (page 3.12-30), the project will minimize impacts to big game through construction of crossing structures that will be designed to maintain wildlife movement corridors. Design features include minimum clearance heights, minimum openness ratio, strategically locating shrubs and vegetation cover, provisions for passage during periods of high water, and avoidance of trail development near wildlife crossing structures.</p> <p>Although the 3,000 acre native prairie habitat located between Fort Collins and Loveland was not designated as a sensitive habitat, consideration of the importance of these lands was addressed throughout the Final EIS. Lands that make up this important habitat include Hazaleus, Colina Mariposa, and Redtail Grove Natural Areas, and Longview Farm Open Space and these protected areas are identified in <b>Section 3.12, Wildlife</b> and <b>Section 3.18, Parks and Recreation</b>. Native prairie habitat in general is identified as an important resource in <b>Section 3.10, Vegetation</b> and <b>Section 3.13, Threatened and Endangered Species</b>. Direct impacts to the identified properties were completely avoided by the Preferred Alternative. Fossil Creek at the BNSF, located within the Redtail Grove Natural Area, is identified as a Wildlife Corridor and CDOT has committed to preservation of the wildlife crossing underpass at this location. In addition applicable mitigation for all these areas would include measures to reduce the likelihood of the spread of invasive species and reducing the use of fencing along the railway corridor to the greatest extent possible with the use of wildlife friendly fencing in all other areas.</p> <p>Fossil Creek Reservoir is identified as a Sensitive Wildlife Habitat Area in <b>Section 3.12.2.4</b> of the Final EIS and Fossil Creek, which passes through Redtail Grove Natural Area, is identified as a Wildlife Crossing Area in <b>Table 3.12-1</b>. Additional information on the designation of Fossil Creek Reservoir as a Sensitive Wildlife Habitat Area can be found in the Wildlife Technical Report (October 2008) including information on additional wildlife values provided by the reservoir. CDOT</p>

Exhibit A Line No.	Responses to Comments in City of Fort Collins Exhibit A
	recognizes the importance of the wildlife habitat in these areas and has committed to mitigation measures including reducing the use of fencing along the railway corridor to the greatest extent possible and the use of wildlife friendly fencing in all other areas, and preservation of the wildlife crossing underpass at the railway and Fossil Creek. Impacts to Fossil Creek Reservoir and the protected areas of prairie habitat between Loveland and Ft Collins such as those found at Hazaleus, Colina Mariposa, and Redtail Grove Natural Areas, and Longview Farm Open Space are identified throughout <b>Section 3.12 Wildlife</b> , and <b>Section 3.18, Parks and Recreation</b> of the Final EIS and impacts to these areas were avoided and minimized to the greatest extent possible.
79	No further response needed
80	No further response needed
81	No further response needed
82	The Arapahoe Bend Natural Area was evaluated in the project noise assessment. For noise abatement actions to be recommended according to federal and state protocols, both of the following must be true: 1) the receptor is impacted by project traffic noise; and, 2) noise abatement actions are both feasible and reasonable. This was found not to be the case for Arapahoe Bend; consequently, no abatement action (berm or wall) has been recommended for this area. Non-barrier noise-reduction actions, such as lowering the speed limit or moving the highway, are not feasible and reasonable here and have not been recommended for the project. However, there will be another opportunity during final design for the City to discuss potential designs near Arapahoe Bend.
83	No further response needed
84	No further response needed
85	No further response needed
86	See response to City Resolution 2011-090 Comment #5 above
87	No further response needed
88	See response to City Resolution 2011-090 Comment #5 above
89	Per the Final EIS Mitigation Summary, all overhead lighting of I-25 and SH 392 near Fossil Creek Reservoir will incorporate the latest technology at the time of construction to control light leakage and direct lighting away from eagles roosting or nesting at the reservoir. Specific feature for other areas with sensitive wildlife will be discussed during preliminary and final design.
90	No further response needed
91	Comment noted.
92	We recognize your concerns of unknown future trends affecting travel. However, I-25 warrants investments as CDOT believes that it will continue to be a transportation corridor, serving any vehicle technologies that may evolve in the future.
93	<b>Table 11</b> in the Record of Decision includes mitigation measures for air quality impacts. Measures associated with reduced carbon intensity of fuels are already on the list (as documented in the Final EIS, <b>Chapter 8, Project Phasing</b> ). These measures include use of late model engines, low emission diesel products, alternative fuels, engine retrofit technology and after-treatment products. The table also includes continued improvements in vehicle fuel economy – specifically avoiding unnecessary idling to reduce fuel consumption. One additional measure has been added: consolidating hauling and trucking operations to reduce fuel consumption.
94	No further response needed
94A	As noted in comment #93, the modeling done for the EIS was “worst case” and did not include any use of electric or hybrid vehicles, effect to travel demand associated with increased fuel costs and any reductions in travel associated with transit oriented development around MAX bus stations or future commuter rail or express bus stations. The Preferred Alternatives includes a commitment to congestion management measures, including travel demand measures. The effect of these on future emissions was not included in the “worst case” emissions analyses that were done.

Exhibit A Line No.	Responses to Comments in City of Fort Collins Exhibit A
95	The correct address for the PM <sub>2.5</sub> monitoring station is presented in ROD <b>Section I</b> .
96	The document provides information about greenhouse gas emissions under air quality cumulative effects—see <b>Section 4.2.10</b> in the <i>Air Quality Technical Report Addendum</i> . CDOT is actively developing a statewide GHG baseline and projection of future emissions based on revenue modeling (fuel sales) and MOVES emissions modeling.
97	As stated in DEIS comment response #34 on Page 66 of <b>Appendix A</b> of the Final EIS, precursors of PM <sub>2.5</sub> include NO <sub>x</sub> and VOC. <b>Table 3.5-4</b> of the Final EIS shows emissions of these pollutants. For both NO <sub>x</sub> and VOC, reductions in emissions for all alternatives are projected in the future compared to existing levels. These data indicate that the contribution to future PM <sub>2.5</sub> levels associated with transportation is expected to decrease compared to existing levels
98	The preliminary and final design phases for stream crossings (both Cache la Poudre and Fossil Creek at I-25 and the proposed commuter rail alignment, respectively) will make provision for and be completed in compliance with the design requirements set forth in the appropriate trail master plan documents.
99	No further response needed
100	No further response needed
101	No further response needed
102	See response to City Resolution 2011-090 Comment #6 above. CDOT policy is to follow federal, state, and municipal policies for floodplain management.
103	The split flow elimination is acknowledged. See response to City Resolution 2011-090 Comment #7 above.
104	The jurisdictions for all crossings were not included because many floodplains, such as Boxelder Creek and the Poudre River, are within Fort Collins, Timnath, and unincorporated Larimer County jurisdictions. There is also the possibility that new annexations will occur and the jurisdictions will change.
105	See response to comment #104.
106	Comment noted. GPL is defined below <b>Table 6-7</b> as “General Purpose Lane”. The abbreviation “GPL” should have been used instead of “GP”.
107	This is a general comment that refers to all drainage structures within the Final EIS corridor that will be targeted for improvements.
108	It is noted that Fort Collins has updated information regarding this crossing.
109	CDOT policy is to conform to FEMA policy and go through the CLOMR/LOMR process when work is to occur within the regulatory floodplain area.
110	CDOT policy is to follow federal, state, and municipal policies for floodplain management. CDOT also coordinates with local jurisdictions, the public and stakeholders. While not stated in the Final EIS exactly as expressed in the comment, the actions and intent in the comment will be met through the CDOT policy.



ID No. / Agency	Local Government Comment	Response
<p><b>Comment # 7</b></p>	<p>Mr. Tom Anzia September 27, 2011 Page 2.</p> <p>b. The inclusion of express bus service along the I-25 and US 85 corridors during this initial phase provides needed transit connections into the Denver metro area and the FastTracks system.</p> <p>c. The interchange improvements at SH14, Prospect, and further interim improvements at SH 34 are important components for safety and mobility at the junction between highway and local roads.</p> <p>d. The addition of the acceleration / deceleration lanes between SH 14 and SH 392 will improve merge and weaving difficulties. However, in 2035, the highest volume demands in the northern Colorado corridor at in the vicinity of US 34. We would request consideration of Phase 1 funding to be shifted (perhaps from US 34 or Mead interchange improvements) so the continuous accel/decel lane can be extended to US 34. This change would appear to better serve the current and anticipated travel demand patterns and regional connectivity in northern Colorado between the communities of Fort Collins, Loveland, Windsor, Greeley and Johnstown.</p> <p>e. The construction of the third lane between SH 66 and SH 56 is supported. We do request additional information or consideration on why this is a Tolloed Express Lane (TEL) and not a general purpose lane. Seven miles of TEL lanes that do not connect to anything either north or south seems odd and more explanation of how this phase would function and operate seems warranted.</p> <p>7. Summary comment: It is helpful for northern Colorado's transportation future to have an approved and finalized document that has examined a wide range of options, determined impacts for very broad range of elements, and defined a "system" to meet these needs. However, the project cost coupled with current funding does not allow it to be fully implemented in a reasonable timeframe. Further discussions will be needed in the future on a reasonable approach to implementation.</p> <p>Thank you for the opportunity to comment, and we appreciate the work of the project team.</p> <p>Sincerely,</p> <p>THE BOARD OF COUNTY COMMISSIONERS</p>  <p>Tom Donnelly, Chair</p>	<p>As you are aware, Phase 1 was identified through a collaborative decision making process with the project's two advisory committees. General Response #0 - Phasing and Funding Issues describes in more detail how these projects were identified and prioritized. A couple of items should be also be noted:</p> <ul style="list-style-type: none"> <li>• In order to widen I-25 between SH 56 and SH 66, the Mead interchange must be reconstructed therefore funds for this project can't be redirect to extending the auxiliary lanes.</li> <li>• The Mead interchange is in the DRCOG planning region and the funds identified for this improvement are from the DRCOG funding pool. The auxiliary lane extension that you refer to is within the NFRMPO region and therefore funding would need to be identified from the NFRMPO pool of funds.</li> <li>• The funds being used for improvements at US 34 are local funds specifically identified for this interchange and can also not be reallocated to any other location.</li> </ul> <p>The Tolloed Express Lanes between SH 66 and SH 56 will be the first phase of a larger tolled express system that is planned as part of the Preferred Alternative. Initially it will act as a bus queue jump and a short section of congestion relief for its users. In addition it will reduce the impact of the lane drop northbound by gradually reducing capacity of the northbound lanes during Phase 1 – from three general purpose to two general purpose and a tolled express lane, rather than a lane drop from three general purpose to two general purpose lanes.</p> <p><b>Response to Comment #7:</b> Comment noted.</p>

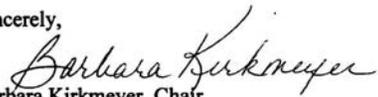
ID No. / Agency	Local Government Comment	Response
<p>LO-05 Longmont, CO</p>	<div data-bbox="348 305 898 418" data-label="Text"> <p><b>Public Works &amp; Natural Resources</b>  <i>Engineering Services</i>                      385 Kimbark Street                      Longmont, CO 80501                      (303) 651-8304 · Fax (303) 651-8352 · <a href="http://www.ci.longmont.co.us">http://www.ci.longmont.co.us</a></p> </div> <div data-bbox="999 280 1205 475" data-label="Image">  </div> <div data-bbox="348 480 1205 1385" data-label="Text"> <p>October 3, 2011</p> <p>Carol Parr, P.E.                      North I-25 EIS Project Manager                      CDOT Region 4                      1420 2<sup>nd</sup> Street                      Greeley, CO 80631</p> <p>Re: Comments on North I-25 Final Environmental Impact Study</p> <p>Dear Carol:</p> <p>Thank you very much for the opportunity to participate in and provide comments on this important Transportation Planning Project. The City of Longmont is very pleased to be involved in this project.</p> <p>Attached is a Letter signed by Mayor Baum, and endorsed by the Longmont City Council, indicating support for the preferred alternative included in the Final North I-25 Environmental Impact Statement with one suggested change – the passing track should be further evaluated north of Longmont where investment has already been made to facilitate a passing / siding track, without an impact to the quality of life for our citizens.</p> <p>Additionally, the City of Longmont is requesting additional information about the link between the proposed rail line in the final EIS and the Northwest commuter rail line planned to terminate at 1<sup>st</sup> Avenue / Main Street (US 287) in downtown Longmont.</p> <p>Also attached are comments and suggestion provided by the City of Longmont Transportation Advisory Board (TAB).</p> <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,                        Bob Ball, P.E.                      Traffic Engineer</p> <p>Attachments:                      1. Letter of Support from Mayor Baum and the Longmont City Council                      2. City of Longmont Transportation Advisory Board (TAB) comments</p> </div>	<p><b>Responses to City of Longmont Comments</b></p>



ID No. / Agency	Local Government Comment	Response
<p><b>Comment #1</b></p> <p><b>Comment #2</b></p> <p><b>Comment #3</b></p> <p><b>Comment #4</b></p> <p><b>Comment #5</b></p> <p><b>Comment #6</b></p> <p><b>Comment #7</b></p> <p><b>Comment #8</b></p> <p><b>Comment #9</b></p>	<p style="text-align: center;"><b>City of Longmont Transportation Advisory Board</b> <b>September 26, 2011</b></p> <p>The City of Longmont Transportation Advisory Board supports the Preferred Alternative identified in the North I-25 Final Environmental Impact Study with the following comments:</p> <ul style="list-style-type: none"> <li>• Consideration should be given to alternative interchange designs that do not require traffic signal control and the associated delays.</li> <li>• Insure that transit stations have adequate shelters and facilities for transit riders.</li> <li>• The railroad Quiet Zones identified as mitigation of the increased horn noise from commuter rail traffic are critically important to offset the increased train horn noise and it is critical that the implementation of Quiet Zones to mitigate the train horn noise be funded by the project.</li> <li>• Well coordinated feeder bus service is critical to the success of the express bus service along I-25. The feeder bus service should be included in Phase 1, and both the feeder bus service and express bus service should be implemented early in Phase 1.</li> <li>• Determination of how transit services that pass from the North Front Range MPO into the RTD Service area will be managed will be critical to the success of transit operations and consideration of this challenge should begin very soon.</li> <li>• The end of the line station for Northwest Rail in Longmont is shown on the east side of US 287; all document figures should be corrected to show the station on the west side of US 287/Main Street.</li> <li>• Insure that a connection between the Commuter Rail and the Express Bus Service to DIA is included in the plan.</li> <li>• A transit connection between Greeley and Loveland, as was shown in Package A should be included in the Preferred Alternative.</li> <li>• Consideration should be given to a Commuter Bus stop or station in Commerce City.</li> </ul>	<p><b>Response to Comment #1</b> Because the diamond configuration interchange is efficient, cost effective and has a relatively small footprint, it was identified as the preferred configuration in most locations. However, when environmental impacts, traffic volumes or property impacts were found to be unfavorable for a diamond configuration, alternative interchange designs were considered.</p> <p><b>Response to Comment #2</b> Transit stations were designed using RTD's latest guidance and provide shelters, benches, trash receptacles, lighting, bus bays, drop off zones and ticketing areas to serve patrons.</p> <p><b>Response to Comment # 3</b> The importance of the comment is acknowledged. The preferred train horn abatement action is to implement quiet zones in Longmont, which would be funded by the project. Please note that quiet zones will still require the full participation of the agencies that own/maintain the affected streets (i.e., the City of Longmont) as the lead sponsor for those crossings.</p> <p><b>Response to Comment # 4</b> In response to your comments regarding transportation improvements, please see General Response #0 – Funding and Phasing Issues.</p> <p>Please note that the city, as a member of RTD, could work with RTD to restructure the local bus routes to provide service that would connect to residents to the Preferred Alternative Express bus station at SH 119 and I-25.</p> <p><b>Response to Comment # 5</b> We agree that a critical component of implementation of all transit service assumed for Phase 1 and the Preferred Alternative is development of a regional transit agency that has</p>

ID No. / Agency	Local Government Comment	Response
		<p>funding for and assumes responsibility for operations of transit service to connect the North Front Range MPO area with the RTD service area. The City of Fort Collins is in the process of conducting a governing and funding study to operate transit service at a regional level, which may be a possible solution.</p> <p><b>Response to Comment # 6</b> The incorrect station location has been corrected in the Record of Decision for the NW Rail end of line station. Refer to <b>Section J.8</b> and <b>Appendix A</b> for further clarification.</p> <p><b>Response to Comment # 7</b> There will be a connection between the Commuter Rail and the express bus service to DIA. Commuter rail patrons would be able to disembark at the Erie station (I-25 and Weld County Road 8) and then connect to express bus service at that same station that travels along E-470 to DIA.</p> <p><b>Response to Comment # 8</b> The Preferred Alternative includes express bus service along US 34 from Greeley to I-25. Bus service that continues along US 34 to Loveland was not included because it did not serve the purpose and need for the North I-25 project. Such service could easily be added in the future as a part of another project.</p> <p><b>Response to Comment # 9</b> A Commuter Bus station in Commerce City has been included in the Preferred Alternative and in Phase 1. It is located at 72nd Avenue and Colorado Boulevard.</p>

ID No. / Agency	Local Government Comment	Response
<p>LO-06 Weld County</p> <p><b>Comment #1</b></p> <p><b>Comment #2</b></p> <p><b>Comment #3</b></p> <p><b>Comment #4</b></p> <p><b>Comment #5</b></p> <p><b>Comment #6</b></p>	<div style="text-align: center;">  <p>OFFICE OF BOARD OF COMMISSIONERS PHONE: 970-336-7204 FAX: 970-352-0242 1150 O STREET P.O. BOX 758 GREELEY, COLORADO 80632</p> </div> <p>October 3, 2011</p> <p>Ms. Carol Parr, P.E. CDOT Project Manager 1420 2<sup>nd</sup> Street Greeley, CO 80631</p> <p>Re: Comments Regarding the North I-25 EIS</p> <p>Dear Ms. Parr:</p> <p>The Board of County Commissioners of Weld County has reviewed the North I-25 FEIS Report. The Board believes that many components of the Preferred Alternative would provide significant benefits for Northern Colorado and its citizens. With this in mind, the Board offers the following comments regarding the Report:</p> <ul style="list-style-type: none"> <li>- The safety improvements included within the Preferred Alternative should be given a higher priority over the purchase of right-of-way for commuter rail.</li> <li>- The Report should shift the US 85 commuter bus from Greeley to Denver to Phase Two of the Record of Decision so that crucial funding for safety improvements may be completed in Phase One.</li> <li>- The Report should describe in further detail the construction phasing for the Record of Decision and describe what triggers warrant the different components of the Preferred Alternative.</li> <li>- If tolled lanes are installed on I-25, travelers must be able to freely exit the interstate to access adjacent communities.</li> <li>- Additional analysis and involvement should be included in the report for ditch relocations.</li> <li>- The Report should identify demands for right-of-way and how right-of-way will be reserved in the region's various jurisdictions.</li> </ul>	<p><b>Responses to Weld County Comments</b></p> <p><b>Comment #1</b> In response to your comments regarding transportation improvements, please see General Response #0 – Funding and Phasing Issues. A collaborative decision-making process was used to identify the elements in Phase 1. These included safety improvements as well as the preservation of right of way for commuter rail among other needs.</p> <p>The stakeholders identified a strong desire to show a commitment to the construction of rail. This was achieved by including the purchase of all new right-of-way needed for commuter rail in Phase 1. The elements of Phase 1 balance the multiple needs identified through the collaborative decision-making process. In addition, purchase of commuter rail ROW in Phase1 would likely result in an overall cost-saving because this ROW would be purchased before additional development occurs.</p> <p>It should be noted that elements of the Preferred Alternative not included in Phase 1 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><b>Comment #2</b> In response to your comments regarding transportation improvements, please see General Response #0 – Funding and Phasing Issues. The collaborative decision-making process resulted in the inclusion of US 85 commuter bus service in Phase 1 to improve modal options and mobility along this important corridor.</p>

ID No. / Agency	Local Government Comment	Response
<p><b>Comment #7</b></p>	<p>Letter, Parr October 3, 2011 Page 2</p> <p>- Given the substantial construction costs of Phase One, further detail regarding the funding sources for the projects is needed.</p> <p>After reviewing the Preferred Alternative, the Board is concerned that commuter rail component and the various tolled express lanes will not be cost effective. For this reason, Weld County's preference is that the safety improvements, structures and maintenance operations be given a priority for funding over rail right-of-way purchases and toll lane construction.</p> <p>Thank you for the opportunity to comment on the North I-25 FEIS Report. If you have questions or wish to discuss this letter, please contact Commissioner Doug Rademacher at (970) 356-4000, ext. 4200.</p> <p>Sincerely,  Barbara Kirkmeyer, Chair Board of County Commissioners of Weld County</p> <p>pc: Janet Carter Bruce T. Barker</p>	<p><b>Comment #3</b> The MPO planning process to develop transportation improvement programs is the mechanism that determines the prioritization of the Preferred Alternative implementation. As elements of the Preferred Alternative have funding and are included in the fiscally-constrained plan, re-assessments of the Final EIS and subsequent RODs would be prepared.</p> <p><b>Comment #4</b> There will be designated access and egress points between the TELs and the general purpose lanes on I-25. While all communities will be served, some motorists may be required to exit the TELs in advance of their exits to reach their desired destination.</p> <p><b>Comment #5</b> As CDOT begins preliminary design on individual projects CDOT will coordinate with local stakeholders regarding ditch relocations and other property impacts.</p> <p><b>Comment #6</b> CDOT is committed to working with each jurisdiction to prepare a user friendly document tailored to each jurisdiction that summarizes the right-of-way needs from the Final EIS.</p> <p><b>Comment #7</b> We understand that Weld County is interested in having a larger discussion on financing strategies to implement transportation improvements. Even though financing strategies were not evaluated as part of the Final EIS, it does not limit pursuing alternative financing strategies. CDOT or another entity such as HPTE or local agencies can propose financing strategies that could be considered</p>