

**R2C2 Comment & Question Summary**  
**Spring & Fall Open Houses**  
**January 16, 2008**

Approximately 200 individuals and groups have commented on R2C2 – either through comment cards or during the Spring and *Fall (in italics)* Public Open Houses. Their comments and concerns are summarized below. Additionally, this list includes comments heard during other stakeholder meetings over the past eight months.

The comments and Questions have been organized by the following topics: **Alignments, the R2C2 Study, Ownership & Funding/Financing, Community Outreach & Public Involvement, Right of Way, Economic Development, Property Acquisition/Eminent Domain, CDOT Involvement, Project Benefits, Project Costs, Crossings, Environmental Impacts, Operations, Schedule, and Other Studies.**

Answers to questions are underlined.

Alignments

- Alignment B avoids Brush & Ft. Morgan & seems more logical.
- Alignment B means less rail traffic, noise, congestion and crossings in Brush.
- Prefer the shorter of the alignments with the shorter UP line.
- How were the points on the map (alignments) chosen? The railroads selected beginning and ending points and then requested the following design criteria: Maximum curves of 3 degrees and maximum grade of .8 %
- The route from Brush to Limon splits some of the most productive farmland in eastern Colorado.
- Why not consider reopening the track that follows Highway 96 near follows Salida? We assume this question referred to the UP's Tennessee Pass route which has been out of service for several years and follows the Arkansas River near Salida. That track is not located where it would provide a viable re-routing of the through freight trains traveling between Denver and Pueblo.
- Is this project located on a proposed international corridor? No
- Can you tie this in to the abandoned line at Tennessee Pass? The cost estimates for both Study Alignments A and B have connections to the short line railroad (formerly the Missouri Pacific) in Kiowa County. This railroad is an eastern extension of the Tennessee Pass Line if it were ever to be re-opened.
- The railroads aren't interested in a north-south route.
- The proposed route should stay as close to the north-south roads as possible.
- RRs should use an existing route vs. my property.

- What will happen to the existing rail corridor between Denver and Pueblo? Existing freight customers would continue to be served, including the two power plants in El Paso County.
- The alternate routes in this part of the state make more sense than where the lines are currently located.
- Routes should follow highway right of way to reduce impacts to landowners.
- There are too many uncertainties for landowners until a route is selected.
- The existing route was in place before residents of the cities chose to live there. Keep the existing lines. Maintain the quiet solitude of rural life.
- Our inability to identify a route is causing us problems because people fear uncertainty.
- *Why don't you choose a route along main highways where ROW already exists? The amount of grading and earthwork and additional right of way required for railroad operations along SH 71 would increase the cost of the proposed bypass by as much as 40%. There would also be significant impacts to those houses and businesses located adjacent to the existing highways.*
- *Related to Alignment A, how does BNSF feel about sharing UP's line? UP and BNSF would need to agree to the amounts that BNSF would pay UP for use of their tracks to move the BNSF's coal trains over the UP. Such agreements have not been made.*
- *The UP says BNSF will mostly use Alignment B for coal deliveries. Will this change if Alignment A is selected? If Alignment A were to be selected, similar types of cargo would use the line.*
- *From Brush to Las Animas, where does it hook up here in Las Animas? The new bypass would connect to the existing BNSF line that currently carries the BNSF's unit coal traffic from Las Animas to Amarillo. Won't that encroach on Federal lands? No*
- *Under the different scenarios was it considered going closer to Haswell to be closer to the grain elevator? No, it was based on the following design criteria: Maximum curves of 3 degrees and maximum grade of .8 %*
- *If you choose an alignment based on population, those of us living on Alignment B will be outnumbered by those along Alignment A.*
- *Could the actual alignment be ten miles from the areas currently shown? Yes, these are only Study Alignments. If built, actual route location would take place as part of future environmental impact statements.*
- *Regardless of the alignment selected, we (C.A.R.R.) don't want to push the problem onto our neighbors. We need to represent the community as a whole.*
- *How do the grades along Highway 71 compare to the grades along the existing routes? The grades along Highway 71 are severe enough to require almost \$300 Million in additional grading and earthwork costs than would the two proposed study alignments.*
- *What are the maximum number of trains that can run on the proposed alignments? The alignments proposed with two mile long passing sidings every ten miles could efficiently accommodate more than 30 trains per day.*

- *How are the alignments decided? The railroads selected beginning and ending points and then requested the following design criteria: Maximum curves of 3 degrees and maximum grade of .8 %*
- *Are alignments decided before or after an Environmental Impact Statement (EIS)? After*
- *In the future I'd like to see talks with the landowners. Look at possible actual routes. Involve state and federal agencies in the evaluation of routes. An ongoing Citizens Advisory Group is planned.*
- *Alignment B should be selected. Long-term savings outweigh track construction costs. Diesel will continue to get more expensive. Environmental consequences need to be evaluated. Shorter the route the better.*
- *How much of the \$1.2B cost for alignment B is for land acquisition cost? Approximately \$50 million. In the future people who are negatively impacted should be involved.*
- *Why are you picking such a populated route along HW71 when there is so much flat open ground 10 miles to the East? For the purposes of this study, the railroads selected beginning and ending points and then requested the following design criteria: Maximum curves of 3 degrees and maximum grade of .8 %. Impacts to populated areas would be evaluated during the future environmental studies that would select a preferred bypass alignment.*

#### The R2C2 Study

- This project is well overdue. Should have been done a long time ago.
- This is a good idea.
- How much does this study cost? \$1.7 million Is it funded with gas tax revenues? No
- This is an overall nuisance & inconvenience.
- Have you polled the landowners whose property will be impacted? No. There has been no selection of a preferred alignment. That level of detail would not occur until a preferred alignment is selected during future environmental studies.
- How can you say this study is economically feasible if you can't identify your costs? Preliminary cost estimates (\$800 million for Study Alignment A and \$1.2 billion for Study Alignment B) have been included in the study.
- This study is not a win-win-win.
- Does R2C2 relate to the Rocky Mountain Rail Authority (RMRA) Study? Yes. the removal of 17 coal trains per day would improve the feasibility of operating future passenger trains on the existing rail corridor between Denver and Pueblo.
- Landowners on the Eastern Plains do not see any benefit to this project.
- R2C2 is not the Super Slab.
- The inability to say where this study is headed is viewed as a "smoke screen".
- Why should we sacrifice for the benefit of the Front Range? Any state public funding that would contribute to a project such as this would consider the overall benefits and impacts to the state as a whole.

- Excellent project. Make it happen.
- Do the two RRs actually get along enough for this to happen? The BNSF and UP work together on many joint projects.
- People do not understand the term Modeling.
- What studies is R2C2 related to? The results of this study could impact the RMRA passenger rail feasibility study. Ports to Plains? No
- This study is a waste of CDOT money.
- Consider commuter rail on the new alignment for use of residents in the smaller towns on the Eastern Plains.
- RRs profit at the expense of the landowner.
- Hold meetings in metro Denver area.
- Do not deny us our right to farm our land.
- The money spent on this study should go to build overpasses in the existing rail corridor.
- There needs to be a meeting between RRs and landowners.
- Coal is not going to be as important in the future with the changing of our country's energy policy.
- The CDOT team hasn't yet answered all of our questions.
- City of Colorado Springs' support for continuing R2C2.
- Why do the results of the study change so often? The study is a 21 month effort and the draft, or preliminary, information is revised as the study moves toward completion following reviews by the railroads and members of the Technical Advisory Committee, and availability of more recent information.
- *Who is financing this study? CDOT Why is CDOT spending money on a study when they say they are out of money? This is funding made specifically available for studies such as this. This money should go toward fixing the roads.*
- *This study is not a true representation of cost-benefit.*
- *Why should the Eastern Plains residents care about those living on the Front Range? Mobility issues in the Front Range benefit the State as a whole. This feels like a calculated decision to leave us out since we are outvoted by the more populous areas of the state.*
- *We are tired of seeing taxpayer money go to private corporations.*
- *Would the state be as supportive of this project if it were passing through an oil field or a wind farm? Yes Agriculture needs are ignored.*
- *I am disappointed in the presentation because it only shows how much money the RRs save. You are doing this only to keep the RRs involved in the study. You will choose the cheapest route in order to sell it to the people. Public benefits are also included.*
- *Evaluating routes in such close proximity proves you are just modeling the cheapest route.*
- *This is not a "net benefit" study. It is a "benefit to the railroads" study.*
- *You still haven't addressed the concerns we raised during the first round of open houses.*

- *We feel this is a personal attack since some of this land has been in our families for 100's of years.*
- *I don't like the term "net benefits". It seems like you are trying to use that term to sell the project.*
- *If the 2005 study included our comments and input, this second phase would be much more complete.*
- *A group has requested SB-01 funds to study stations along the Front Range. This action assumes the decision has been made to move the coal trains east. Before this money is spent, CDOT should spend money on an economic development study dedicated to the Eastern plains.*
- *How does this study impact the RRs? The trains relocated onto the bypass would achieve considerable time and fuel savings. Does it benefit one more than the other? BNSF has more of the through freight trains that would benefit from a new north-south bypass of the Denver to Pueblo corridor.*
- *Does this study look at passenger benefits and the ability to use existing tracks in the Front Range for this purpose? No, that is being done in the RMRA's passenger rail feasibility study.*
- *Who is responsible for collaborating R2C2 and RMRA? CDOT and its Consultant Project team have been coordinating with the RMRA's consultant. Who will make the decision whether to move forward? CDOT, the railroads and any other possible investors.*
- *What federal agencies play a role in this process? Have they gotten involved yet? The Surface Transportation Board would eventually need to be involved as would federal agencies involved in the Environmental Impact Statement. They haven't been involved at this time in this preliminary feasibility study.*
- *We can see why passenger rail is a good thing for the Front Range; but, why should we support something that benefits the Front Range at the expense of the Eastern Plains? Mobility issues in the Front Range benefit the State as a whole.*
- *Is there a case study that shows the impacts of rail on old and new communities? Yes, there have been numerous studies of the overall impacts of relocating railroads.*
- *Who funded this study? CDOT*
- *Which Legislator pushed the earmark for this study? It is unknown which member of the Colorado Congressional Delegation earmarked funding for this project in fiscal year 2005. The Federal location for the earmark is: Railroad Relocation Project, Colorado \$2 million – H. Report 108-782-Conference report to Accompany HR4818 – Consolidated Appropriations Act, 2005 Division H – Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005 <http://thomas.loc.gov/home/omni2005/index.htm> Page 1411 of 1645 (General Provisions – Federal Aid Highways) "Railroad Relocation Project, Colorado" \$2 Million*
- *What is the possibility of this being expanded to include a highway? Very little possibility; improvements to the existing Ports to Plains Highway Corridor in eastern Colorado would satisfy future north-south highway demand in this*

area of the Eastern Plains of Colorado and portions have already been completed.

- For your study to be accurate I would think you would have to have some valuation of property.
- When Russell George met with the CARR board, we came up with the idea of having a third party look at the economic effect. We would like a third party to perform this study so you will view it as valid.
- Why don't you look at costs for building grade separations on the existing Front Range corridor since they want passenger rail and still need to maintain some coal train traffic? Additional grade separation structures would do nothing to remove the majority of the through freight rail traffic off of the Front Range; the primary objective of this proposal.
- Who is going to select the Citizens Advisory Group members? It is expected that CDOT will coordinate with interested stakeholders to select that group.
- On a scale of 1 to 10, with 10 representing the project's construction, how likely is this project to move forward? Currently there has not been any money identified to further study the proposed rail bypass. Please see the "Next Steps" document.
- How much money has CDOT spent on this study so far? The cost of the study is \$1.7 million.
- Your early materials listed our lands as "vacant". As business owners, we resent that you want to carve our community up on behalf of the Front Range. You choose to live there and make the big money, so deal with the congestion.
- Why don't you have more answers to our questions? The scope of this effort was to be a preliminary feasibility study. Many of the project details won't be determined until the final environmental studies are completed. You will waste more taxpayer dollars coming up with these answers in future phases.
- We keep hearing "when this happens" not "if this happens". Has the decision already been made? This is a preliminary feasibility study. No decisions have been made.
- It is a kick in the teeth that you will ask a graduate student to analyze the impacts to the Eastern Plains when you have spent taxpayer dollars on consultants to analyze the impacts to the Front Range.
- You have already requested SB-01 funding to marry the RMRA and R2C2 studies but you can't find money for an Eastern Plains economic study.
- Does this study have any ties to the NAFTA corridor? No
- Is a member of the TAC on Ports to Plains? One of the TAC members is a vice-president of the Ports to Plains Coalition.
- What is the next step for the TAC? Members of the Technical Advisory Committee will provide review and comment during the course of the study and will also comment on the Draft and Final Study.
- Who will make up the Citizens Advisory Board? How will it be formed? CDOT will coordinate with interested stakeholders to select that group.
- Is the CAB a paid position or volunteer? Members to groups such as this serve voluntarily.

- Any idea on the time commitment for CAB members? Not at this time; such groups such as this might be expected to meet for 2 to 3 hours four times per year.
- Will you get the criteria for members of CAB before study is concluded? The Study will be completed by February 1, 2009. It is unknown whether or not such criteria will be developed by then.
- When will you come up with a better map for us to look at? This map is a small map with a wide line. The maps shown in this Study depict the general alignments of the Study Alignments A and B. More detailed maps would be developed when future environmental studies take place.
- Jack was quoted early in the Study that the purpose was to select an alignment, why is that not a part of the study now? The original scope of work called for the development of a preferred alignment. The railroads and CDOT later determined that such a selection of a route would not occur during this study.
- I have difficulty understanding why you have spent \$1.6 million on this study and still haven't determined an alignment.
- We have no alignment identified and no real funding identified, so what did this study accomplish? Significant amounts of new information related to the cost estimates of possible bypass alignments as well as detailed railroad operating savings from the use of a bypass were developed in this Study. Also, a very significant amount of public involvement and public education was accomplished.
- The SB-01 money is not available (from what we understand) to combine the RMRA and R2C2 results.
- It seems like the RRs are benefiting the most. The EIS could cost \$20 million. This study has cost \$1.6 million already. I can't imagine the State of Colorado would continue to spend money that benefits private industry.
- I keep hearing about the problems this is causing Eastern Colorado. I am surprised there aren't more individuals talking about the benefits.
- This seems more like a political approach from people at the Capitol than a grass roots effort. We don't see any opponents.
- We (CARR) can understand the need for the State to progress by freeing up congestion...but we want to be a part of the solution and part of the dialogue.
- Can we have a seat at the table in this marrying of the two studies? It is expected that CDOT will seek the input from stakeholders in coordinating the R2C2 and RMRA studies.
- Why isn't R2C2 looking at other corridors including Moffat Tunnel? The scope of work originally intended to look at other alternatives but CDOT and the railroads removed that element of the project scope.
- Is the Union Pacific really interested in this study too? Yes. UP has been an active participant on both the TAC and Executive Oversight Team.
- If we are trying to go "green" and reduce coal consumption, why is this study trying to make delivering coal more efficient? It is projected that coal deliveries to electric utilities will continue to grow. Alternative sources of energy will supplement, but not replace fossil fuels.

- Will freight traffic be completely eliminated from the Front Range if this takes place? Existing freight customers would continue to be served, including the two power plants in El Paso County.
- How will alternative energy sources change the freight industry? For the foreseeable future it is expected that the predominance of rail and truck freight will continue to be powered by diesel fuel.
- Will the final study report be available to the public? Yes. CDOT will post the study on its web-site.
- Will drafts of the study report be available to the public for review and comment? Yes, the CARR organization will be reviewing the Draft study.
- Would a four-lane highway proposal be able to use the results of this study as a starting point for their effort? No, the results of this study are focused on rail freight.
- A better timeline with actual dates is needed.
- Does the study involve another bid process? No
- Can we get the specific names of people who sit on the Technical Advisory and Executive Oversight Committees? Yes, those individuals will be listed in the appendices of the final report.
- Who pays for an Environmental Impact Statement (EIS)? The sponsors of any proposed project normally pay for the EIS.
- How long does an Environmental Impact Statement (EIS) take to complete? Many months to several years depending upon the complexity of a project.
- Are there accelerated environmental study processes? Not normally for a project of this size and scope.
- How would the decision be made to require not relocating the RRs and requiring a Front Range solution? Such a decision could come following future environmental studies.
- Please note that there are quiet people who are gathering information w/out prejudging the project.
- After last week's highway meeting, this project seems like a large waste of CDOT money.
- Mountain Metro Transit sees this project as potentially 'key' for the possible future option of using the existing tracks for some portion of its long range rapid transit corridors. This could open up the future option for local area commuter rail and/or interregional or high-speed commuter passenger rail along the Front Range. This project is thus consistent w/area long range transit plans.
- The groups that I work with (and the many citizens who communicate with us) believe that the completion of this project, should it make passenger rail on the front range a real possibility, is one of the best options for providing sustainable transportation on the front range. With all the negative indicators for a continuing increase in vehicle miles traveled, and the subsequent impacts on environment, quality of life, and energy independence, R2C2 appears to be one of the few positive ideas on the horizon.
- We would like to see the railroad relocation abandoned.

## Ownership & Funding/Financing

- Concern about foreign ownership.
- Who will finance the project? There is no funding or financing plan at this time.
- RRs should conduct the study if they own the lines.
- Who will own mineral and water rights beneath the track? These issues are considered to be negotiable.
- Since there is no certainty on ownership, leave the rail corridors as is.
- What is UP's position on R2C2? UP has been an active participant on both the TAC and Executive Oversight Team.
- Would they pay for this project privately? It is unknown at this time who would pay for all or portions of a project should the study/studies be continued. Please see the "Next Steps" document.
- Do the people on the Front Range understand how many taxes they will pay to support passenger rail? Nearly all passenger rail services receive public subsidy, as do highways and airports.
- Senate Bill One: where does that money come from? A portion of state sales taxes designated for transportation funding.
- How much funding is in place now? And, has the economic situation affected it? There is no funding or financing plan at this time.
- In perilous financial times, is it proper for the taxpayers to fund this project when a private company will get all the benefit? It is expected that if built, a project such as this would be a mix of funding from all those benefitting from the project; both private and public.
- What are the RRs responsibilities? The primary responsibilities of the railroads as common carriers are to move freight and passengers.
- I hear foreign investors could buy this project. Is it possible they could buy a concession and design-build this? Foreign investors are evaluating various infrastructure projects in the US.
- Is there a record that shows if any foreign money has gone to the funding of this study? There was no foreign funding for this study.
- What state funds have been identified for this project? There is no funding or financing plan at this time.
- Strategy for funding, what have you determined? Several potential funding sources are discussed in the study. There is no funding or financing plan at this time.
- I have the biggest problem with the funding for this project. I was just at your BRP meetings for a \$1.5 billion increase annually to bring existing roadways to maintain our system. In order for this to happen, you will have to find an outsourced funding mechanism. I believe in May or June, our Governor made a trip to Spain to get money for different investment projects. The Governor's representative said it isn't anticipated but wouldn't rule it out. We do not want to see this project owned by a foreign entity. If anything it should be publicly owned.

- *CARR – we don't want the interest in the land to change hands. Public Private Partnerships are going to be a key to getting anything to move forward.*
- *One of the charges of the study was to look at funding options. What are the top-three funding alternatives being considered? The project would be expected to be funded by way of a public-private partnership, or funded privately.*
- *I'd like to see more detail. Also would like to know who's paying.*

#### Community Outreach and Public Involvement

- Hold more informational briefings.
- Why did the team wait until spring when Phase II was ready last August? CDOT and the railroads wanted to wait until preliminary information regarding the two study alignments was available to be presented at Open Houses.
- Invited to conduct meetings in Haswell.
- Meeting notices were not timely for the first round of Open Houses.
- Make meetings & information readily accessible.
- Meet with impacted landowners/this study has not considered input from impacted landowners.
- How can I become involved as a citizen? Attend the Open Houses or engage in the future Citizens Advisory Group.
- Lack of involvement of the agricultural community/Actively engage the Colorado Farm Bureau as a stakeholder.
- Will this project still have to go through an Environmental Clearance/EIS process? Yes.
- How can we fit C.A.R.R. (Citizens against Rail Relocation) into R2C2? Attend the Open Houses or engage in the future Citizens Advisory Group.
- How can communities participate in the study when it moves forward? Attend the Open Houses or engage in the future Citizens Advisory Group.
- CDOT should include landowners on the Technical Advisory Committee.
- *The only reason you met with us is because we made so much noise.*
- *Have you contacted the State Land Board since this impacts their land? No They are committed to getting highest values for their property. My representative from Greeley is really opposed to this project.*
- *We barely got any notice of this meeting*
- *Can you characterize the feedback from the public as favorable or unfavorable? Both favorable and unfavorable comments have been received.*
- *How have the railroads participated in the study? UP and BNSF have been active participants on both the TAC and Executive Oversight Team.*
- *Why aren't they here to answer questions? Representatives of the UP attended a majority of the Open Houses.*
- *Are eastern plains landowners on the Executive Oversight Committee? No*
- *How do rail labor groups get involved and participate on the study's committees (technical advisory committee, etc.)? Rail labor was not involved in this preliminary feasibility study.*

- *The Citizens Against Railroad Relocation are dissatisfied with the Town of Limon's representation in the study.*
- *When the study is finished, will the report discuss the public comments and opposition received? Yes*
- *Would the two RRs build this without any public involvement? The environmental impact statements as part of the STB process that would be required must have public involvement.*
- *Can the Citizens Advisory Group include a process so that representatives on the Front Range can coordinate with those on the Eastern Plains? Yes. Can it also include people from New Mexico and Wyoming? Possibly, CDOT will coordinate with interested stakeholders to select that group.*
- *Any idea on the time commitment for CAB members? ? Not at this time; such groups such as this might be expected to meet for 2 to 3 hours four times per year.*
- *We mind our own business in Eastern Colorado and you keep bringing us projects like Pinion Canyon and the Superslab – We are mad.*
- *Citizens Advisory Board should not allow for regionally separated groups*
- *Please make note at your meetings that your study had NO input from citizens on Eastern Plains regarding the economic issues to their property or communities. In the future more local input and visible reports with our information.*
- *A route must be selected before you can get a true Citizen Advisory Board. You should not pit neighbor against neighbor.*
- *Thanks for including me in this phase, please include me in any additional public/private reviews.*
- *When is BSNF going to become involved in the process? BNSF has been active participants on both the TAC and Executive Oversight Team. They attended the Spring Open house in Brush. We need them at the open house meetings to answer our questions! In the future I would like to see BSNF people address our concerns and questions.*

#### Right-of-Way

- *How big of a ROW do you need? The proposed design will normally fit into a 100 foot right of way. Added ROW would be needed in areas with high fills or deep cuts.*
- *Will the ROW include utility access lines? The conceptual design calls for conduits under the railroad for water and utilities.*
- *Fencing – Who is responsible for maintenance & costs associated with constructing new fences? The cost of fencing the new railroad would be a part of the project construction cost; fence maintenance is normally done by the owning railroad.*
- *Crossing water pipelines will devastate impacted communities. Water is scarce.*

- What are the proposed widths? The proposed design will fit into a 100 foot right of way. In a very limited number of instances where large cuts and fills may be required, the right of way could go up to 400 feet.
- Do any RRs currently operate on publicly owned lands? Yes
- What percentage of track will require 400 ft. right of way? Less than 4 %.
- Do the project cost estimates assume double or single track? Single track with two-mile long passing tracks every ten miles.
- Is there any opportunity to double track the rail between Fort Morgan and Denver? The BNSF's existing rail traffic between Denver and Fort Morgan does not justify the significant expense of double tracking.
- Is there enough right-of-way to double track existing lines along the Front Range? Not in all instances.
- Who will obtain ownership of the Front Range right of way if the freight lines are relocated? That has yet to be determined. Rail service to industries and power plants would still be maintained.

#### Economic Development

- Is there any way to put warehouses along the new line? There is potential for new warehouses and other development along a new route.
- Will this provide access to utilities? The conceptual design calls for conduits under the railroad for water and utilities.
- Elevators will not build additional sidetrack or new facilities.
- Grain will take a “backseat” to coal trains.
- RRs do not want to move grain.
- *We heard a wind farm that was planned north of Limon pulled out due to the impacts of this study.*
- What will happen to the existing rail jobs in the Pueblo area? The coal trains that are currently going through Pueblo change crews in Denver and La Junta. Therefore, impacts to rail jobs in Pueblo should be minimal.

#### Property Acquisition/Eminent Domain

- Does CDOT/RRs have Eminent Domain authority? Yes, both have Eminent Domain authority.
- The appraisal process should consider future income streams.
- Devalues property, splits fields, removes pastures from production.
- Compensate residents for “inconvenience”.
- I will not accept a price “in the middle”. We want fair compensation.
- How does CDOT value the land? CDOT follows the appraisal requirements of the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (the “Uniform Act”), as subsequently amended, as well as applicable Colorado statutes and the requirements of the CDOT right-of-way manual. CDOT prepares an appraisal of the impacted property, with the purpose of estimating fair market value. According to the Uniform Act, the property owner is allowed to meet the appraiser at the time of his/her inspection and

provide the appraiser with any property or market information that the owner deems pertinent to the valuation.

- How is CDOT's eminent domain process different from the RR's process? Their processes are very similar.
- Our land is not only land; it is our home and our business.
- Turns private property into state land.
- Consider property rights issues.
- Who negotiates with the RRs on our behalf? The railroads would negotiate individually with each landowner.
- *How would property change hands? Once an agreement is reached property transfers to the acquiring agency similar to any private real estate transaction via deed. If a consensual agreement is reached between the property owner and the acquiring entity, the property would change hands by the conveyance of an appropriate deed from the owner to the acquiring entity. If a consensual agreement is not reached, and title is conveyed as part of a condemnation action, (the exercise of the power of eminent domain), then the Court will issue a Rule and Order that conveys title.*
- *How does the acquisition process work? By negotiations between the buyer and seller. Will you use eminent domain? Neither the State nor the railroads prefer the use of eminent domain. It is better to reach a negotiated agreement. CDOT embarks upon a good faith negotiation for a reasonable period of time, which is usually thirty days from the date of the initial offer. If a consensual agreement cannot be reached during that time, a final offer is made, before a condemnation proceeding is initiated. Even after a condemnation has commenced, there is a continued opportunity to reach a consensual agreement whereby the condemnation action would be withdrawn.*
- If we fight valuation during the eminent domain process, your costs go up.
- How are lands appraised? CDOT either prepares itself, or has a third party prepare a valuation, that serves as a basis of the CDOT offer to acquire. For acquisitions over a certain threshold amount, that valuation undergoes a stringent internal review. By Colorado statute, if the acquisition from a single owner is over \$5,000 in value, the owner can be reimbursed for an appraisal that he/she may obtain, so long as such appraisal meets certain minimum criteria and is submitted to CDOT for review within 90 days of receipt of notification from CVDOT to obtain such appraisal.
- Do you assign a value to land that is divided by this, contiguity of ownership, contiguity of use and historical significance? Normal property acquisition processes would be used. Ownership, use and historical significance are all items taken into consideration during the appraisal process. One of the steps in the appraisal process is to determine what is called the "larger parcel", which considers such factors as physical contiguity of ownership, unity of ownership, and unity of use.
- We should be concerned if the state gets involved since the RRs can only condemn once they meet "necessary & required" standards.
- Eminent domain is dangerous.

- Valuation of property, how would owner be compensated? Normal property acquisition and compensation processes would be used. The acquisition price for real estate is based on the appraisal process. If an owner and/or tenant is physically displaced, a separate set of benefits is available under the Uniform Act.
- For your study to be accurate I would think you would have to have some valuation of our property.
- You did not mention anything about the right-of-way process. Walk us through it. Explain eminent domain. Once our land is condemned, can the RRs build on our ground if we are disputing in court? If CDOT gains possession of the land, they have a right to build on it. What is the difference between a possession hearing and a funding hearing? A possession hearing is where CDOT goes to court to get possession and a valuation hearing is where a panel of experts determines what amount of compensation the owner receives. If the acquiring entity and the property owner do not agree on compensation or otherwise grant the acquiring entity possession of the property, then a condemnation will ensue. The first step in that process would be to have an "immediate possession" hearing whereby the condemning agency would seek to obtain physical possession of the property, with payment of an estimate of just compensation. Later, a full valuation hearing would be held to determine the final amount of just compensation.
- What factors do appraisers consider? Anything that affects the value of the land. Is replacement/relocation on the list? If a house or business is acquired, relocation is provided to the owner. Why don't you give people this information in a handout? Copies of the Uniform Act were available at the Open Houses. People need to know how their land will be valued since you people don't value our land out here.
- Take eminent domain off the table now. Federal and State statute should be able to dictate this.
- How much land has been taken for the RRs in the last 30 years? There has been little new rail property acquired in Colorado in recent years. Other states such as Wyoming and Montana have had new rail lines built in agricultural areas. How can you identify a standard and talk devaluation when so few properties have been taken? The process is the same whether the right of way is used for a road or a railroad. The value of the property acquired is determined based upon prevailing market conditions at the time of the valuation.
- How much did you estimate for cost to purchase land? Approximately \$50 million. Was there any other money included for impacts to Eastern Plains such as noise? The cost estimates include a 30% contingency, some of which might be used for noise mitigation. The engineers prepared the estimate(s) for the cost of land acquisition and at this preliminary stage, no formal appraisals of individual properties have been prepared.
- We are concerned about issues of eminent domain.
- We also need to address crop loss compensation and other losses associated with train accidents, delays, etc.

- *\$2500 per acre seems awfully low to me since we are experiencing doubling costs but not an increase in revenues associated with our production.*
- *How will you compensate for efficiency loss, land access, quality and worth of ground? Those issues are addressed in the appraisal. All factors impacting value are considered the value of the property acquired and damages and/or benefits to the remainder of the property. Business losses, frustration of plans, or speculative damages are not compensable. How do you compensate those that are impacted even if you aren't taking their land? If there is no land acquired, from an owner, there is no compensation. To be eligible for compensation, an acquisition of real property is required. Other members of the general public may experience benefits, negative impacts, or inconvenience, and such impacts are considered legally to be of a "general" nature, and are not compensable.*
- *How upset are property owners along the proposed routes? Many property owners in the vicinity of the Study Alignments have expressed their various concerns. Will they support the project if they get a large enough sum of money and adequate livestock under/over passes? Unknown at this time*
- *Concerned with the devaluation of land outside the right-of-way that is purchased and the associated impacts of lower property taxes that could lead to school closures.*
- *The most important concern from a land standpoint is adequate access and fair value for entire parcel not just right-of-way.*
- *Those living along the proposed corridors should get a monthly cut of earnings along the corridor.*
- *We want assurance that we will be compensated for the value of our entire land rather than just the ROW that is purchased. It is important since our land is our biggest asset. We borrow against it to fund our operating costs*
- *What is the formula for how landowners are compensated? Fair market value is determined from an appraisal. Once the larger parcel has been determined, compensation is made for the value of the acquisition, plus damages due to the remainder. Specific benefits to the impacted property are also considered, and can reduce compensation up to the amount of damages and 50% of the value of the property acquired.*
- *Is the land acquisition process handled with property owners individually or in groups? Individually*
- *How is the acquisition process handled for property valued under \$5,000? The same as property valued over \$5,000 however a valued finding, which is a short form appraisal may be used to obtain the market value. CDOT staff prepares an in-house "waiver valuation" or "value finding", versus a formal appraisal. Such waiver valuation or value finding uses the same valuation principles used in a formal appraisal.*
- *Does the acquisition process involve eminent domain? Both the railroads and State have the Power of Eminent Domain; however both would prefer not to have to use it.*

- *How do other impacts – future value, etc. – get factored into the acquisition process? Future value is not considered in the appraisal unless development is imminent. All value estimates are considered to represent the value of the property as of the effective date of the valuation of the future benefits to be received from the property. The reasonably foreseeable use of the property is a consideration in determining a Highest and Best Use for valuation purposes.*
- *What happens to a property owner who is not acquired, but the rail lines are very close to his/her property – are they compensated? If there is no acquisition, there is no compensation. Property owners who are close to the rail lines, but not directly impacted with an acquisition, are not eligible for compensation.*
- *Will property owners be compensated for the affect this study has on their property in the interim, as it places uncertainty on their property? No, however, when a valuation is performed, and the value of the “larger parcel” is estimated, any “blight”, any detrimental “project influence” impact on the value of property, and/or any project impacts are to be excluded, so that the value of the impacted property is not “artificially” reduced due to the project itself.*
- *Is the acquisition process a one-time thing? Yes, acquiring agencies prefer to identify and make acquisitions at a single time. In very rare circumstances, an additional subsequent acquisition may become necessary.*
- *Instead of acquiring property, can you do long-term leases? This has not been done in the past for rail lines. Acquiring agencies strongly prefer to acquire an unencumbered fee ownership in the land acquired, and the courts have upheld the necessity of this.*
- *What is the going rate for land per acre out here? For the purposes of cost estimating for this study, an overall rate of \$2,500 per acre was assumed for the varying types of land along Study Alignments A and B. The \$2,500 per acre was not derived through the formal appraisal of individual properties. The \$2,500 per acre estimate is assumed to include all acquisition costs, including land acquisition, damages to remainder properties, acquisition costs, condemnation costs, etc.*

#### CDOT Involvement

- Let the RR's pay for this. The State should not subsidize private expansion.
- How does this study benefit CDOT/the State? A new bypass of the Front Range would provide capacity for potential future passenger rail in the Denver to Pueblo I-25 corridor.
- If CDOT isn't involved, can the RRs do this privately? Yes
- CDOT's involvement means the public has a greater opportunity to participate than if the RRs were doing this on their own.
- *A group has requested SB-01 funds to study stations along the Front Range. This action assumes the decision has been made to move the coal trains east. Before this money is spent, CDOT should spend money on an economic development study dedicated to the Eastern plains.*

- *CDOT maintains they are out of money. Is it more important to fix what we have or invest in more projects? It is important to maintain existing infrastructure and also look to the future in providing mobility for passengers and freight.*
- *You are going in so many different directions with various studies including Ports to Plains, R2C2 and the Heartland Express. Why don't you combine the projects and work with the RRs to look at the bigger picture? This study is looking at the bigger picture related to rail freight movement. Ports to Plains and Heartland Express are highway freight corridors.*
- *Was the CDOT involved in the first phase of this study? Yes*
- *Was the TAC appointed by CDOT? Yes*
- *Does CDOT pay property tax on the rail land if they end up owning it? No*

### Project Benefits

- Will encourage passenger rail traffic along the Front Range.
- Front Range passenger rail opens up many exciting opportunities.
- Passenger rail is better for the environment than buses along the Front Range such as FREX.
- Passenger Rail service to the US Air Force Academy will alleviate traffic and security issues.
- What type of tax base can the communities impacted by this expect from this project? It is expected that the counties in which a new bypass would be built would see increased tax revenue.
- Will this create jobs for the residents of the Eastern Plains? There could be some job creation, particularly during the bypass construction period.
- Economic development follows large-scale transportation projects.
- Will light rail/passenger rail work? RTD's light rail lines have proven to be very effective in the Denver area.
- Economic Benefits for Eastern Plains residents are speculative.
- Can we do an economic impact study for the Eastern Plains as a stand-alone study? CDOT has made a commitment to be involved in a Study of the economic benefits and impacts of an Eastern Plains rail bypass on the counties, communities and landowners of eastern Colorado.
- *Is there any chance that grain could be accommodated on the new corridor? The railroads have indicated that there is potential for new unit grain train movement, depending on the eventual location of a new bypass. We believe coal would be the primary movement.*
- *Are the fuel savings listed annual fuel savings? Yes*
- *What do construction benefits include? Wages, multipliers, taxes on materials, etc.*
- *The projections show the railroad benefits would be a little more than 1% given my understanding.*
- *On your allocation benefits slide, what is the government savings – can you expand on that? Savings such as: Reduced numbers future grade separation structures required in the Front Range; taxes stemming from the construction*

of the bypass and other economic development; air quality sanctions that can impact Front Range communities

- These benefits don't include devaluation costs.
- Are net benefits a 20-year timeframe? Yes
- Other than a tax benefit, what benefits will a RR have to our community? Possible economic development from connections to the short line railroads in eastern Colorado; or other new business re-location. This is to be evaluated in a further Study of the benefits and impacts of an Eastern Plains rail bypass on eastern Colorado communities and landowners.
- There seem to be one time benefits and continuous benefits, what is the timeframe regarding these assumptions? 20 years
- Does the benefits estimate include a figure for foregoing improvements along the Front Range in the future? Yes
- Have any of the benefits from the Front Range been added into this study? The Front Range benefits associated with possible future passenger rail are being evaluated in the RMRA Study. The results of that study are proposed to be combined in the future with the R2C2 results. We established the RR's aren't interested in this for a 1.25% ROI. The State of Colorado is the only one who benefits. We also learned that SB-01 funding is zero so how can they move forward? There is no funding or financing plan at this time.
- The multiplier used to come up with the economic benefit figure is not a true reflection since it doesn't assume costs to the Eastern Plains. The Eastern Plains will not benefit from construction since I assume the RRs will bring in their own experts to construct the project.
- Can larger contractors hire local farmers for use of hauling equipment? It is unknown at this time what the magnitude of local supplies/contractors might be for such a project.
- The rail line will be a pass through so nobody will stop and do business in our communities.
- The rail line is not a solution to our grain hauling problems. The big RRs don't want to provide space for unit grain trains.
- It has been stated that the railroads stand to benefit from this relocation. Has BNSF attended any meetings? BNSF has been active participants on both the TAC and Executive Oversight Team. They attended the Spring Open House meeting in Brush.
- What are the benefits of the project for rural landowners, as the project cuts through our land and breaks up our parcels? This is to be evaluated in a further Study of the benefits and impacts of an Eastern Plains rail bypass on eastern Colorado communities and landowners.
- Elaborate on what "substantial" public benefit would be. What are the benefits? The "substantial" public benefits would accrue to the communities along the Front Range. Other benefits may accrue in eastern Colorado. This is to be evaluated in a further Study of the benefits and impacts of an Eastern Plains rail bypass on eastern Colorado communities and landowners.

- Following up on your question from the R2C2 public meeting, I'd like to expand on Randy Grauberger's explanation of government savings resulting from the project. The "Public Sector", consisting of State and local government entities, is expected to save money or realize additional revenues from the following sources: 1) Avoiding capital costs for new grade-separated crossings 2) Tax revenues associated with increases in sector earnings 3) Construction benefits - additional state and local tax revenues (cumulative, entire construction period, including multiplier effects) 4) Potentially reduced cost of future passenger rail in the Joint Line corridor. Our final report is expected to be released by February 1, 2009 and will detail these items further.
- *I am a long-time citizen advocate for making the northern Platte Valley in Denver a more livable place to raise families. North of LoDo, (from I-70 down to 20th street) we are advocating for transforming a former industrial part of the Platte Valley into neighborhoods for living and working close to the future FasTracks stations. Moving freight rails to the eastern plains will assist in creating a more sustainable pattern of land use – with more people living and working close to downtown and close to transit and FasTracks. I strongly encourage the voters of Colorado to support the R2C2 project.*

#### Project Costs

- The project cost is less than the costs to the farmers and ranchers impacted by the project.
- Residents should not have to pay for any fences or crossings caused by R2C2.
- The project will adversely impact viability of farm and ranch land.
- Address annual costs to schools and counties impacted.
- Communities will shoulder the responsibilities for fires, spills and wrecks.
- We will lose property tax base.
- *This project takes farmland out of production.*
- *Why doesn't this study evaluate costs to the Eastern Plains such as fuel lost from sitting at crossings and delays associated with hauling grain? This is to be evaluated in a further Study of the benefits and impacts of an Eastern Plains rail bypass on eastern Colorado communities and landowners.*
- *Without including the costs to the Eastern Plains residents, this study is incomplete making it difficult for the decision makers to make an informed decision.*
- *Farming margins are slim enough...making someone travel additional distances could mean financial failure.*
- *Agricultural losses were missing from previous studies and should be included.*
- *Devaluation of ranchland should be considered a cost.*
- *What does the cost estimate include? It includes all elements of a construction project; mobilization, materials, earthwork, labor, etc. Is it construction cost only or does it include land acquisition also? Yes, it includes both. It also includes a large contingency.*

- *Public transit is going broke everywhere across the United States. New Mexico lost funding for its rail project and is asking the taxpayers for a subsidy.*
- *Public transit is subsidized up to 70%. Where does the taxation end? How will we pay for this? There is no funding or financing plan at this time.*
- *Highways are also heavily subsidized.*
- *We would like to see a study that evaluates highway subsidies vs. transit subsidies.*
- *These benefits don't include devaluation costs*
- *This is impacting many, many ranchers...not just some. We have raised "Hell" and you still haven't identified the costs to us. Agriculture wasn't even mentioned in the first meeting in Limon.*
- *Are you going to look at the economic costs to Eastern Colorado? This is to be evaluated in a further Study of the benefits and impacts of an Eastern Plains rail bypass on eastern Colorado communities and landowners.*
- *If property tax is not collected, there will be a negative impact on the schools*

#### Crossings

- *How many at-grade crossings vs. grade-separated crossings are proposed? Study Alignment A is proposed to have 15 grade separated crossings and 150 public and private crossings with other protection (light/gates/signs) and Study Alignment B is proposed to have 12 grade separated crossings and 244 public and private crossings with other protection.*
- *What types of safety hazard will the alignment present to school buses and emergency services? Crossing protection is proposed at all public roadway crossings.*
- *Will you close existing crossings? No*
- *How are crossings defined? Who defines them? The Colorado Public Utilities Commission has the authority for determining the types of rail/highway crossing protection.*
- *Who provides maintenance? The railroad is responsible for maintaining the public roadway crossings within the length of the railroad ties.*
- *Need crossings for animals and water lines so pastures aren't split. Underpasses for livestock and conduits for water lines were included in the cost estimates.*
- *The distance between crossings will negatively impact my time and increase my farming costs.*
- *They told us our fields would be divided by crossings subject to negotiations with the RRs.*
- *We are volunteer fire and rescue departments so we need to appropriate extraction equipment and other supplies to do our jobs. We need to make sure there is appropriate funding for these types of needs.*

#### Environmental Impacts

- Noise.
- Vibration.

- Impacts of vibration to underground water.
- Impacts to water supply.
- Weed control.
- Plover nesting, Prairie Chickens and Eagle habitat disruption.
- Homestead sites with historical significance.
- Air pollution – this could help meet federal mandates to reduce carbon emissions in the area and at Fort Carson.
- Will hazardous waste be transported on these proposed alignments?
- *In regard to waterways, will we honor the filler strip required along streams?*  
Yes
- *I have heard the vibrations from the rail cars can cause wells to collapse.*
- *How would wildlife habitats be handled? These would be studied in more detail in a future environmental impact statement.*
- *I live behind union station in Denver, immediately next to CML. Dozens of times each day and night, empty coal trains stop, then move a few feet, then stop, then move a few feet, etc. Each time the train starts and each time it stops, it creates an unimaginably loud noise. The process of moving a few feet at time seems completely unnecessary, especially when one considers the noise, and most likely the wear and tear on the equipment.*

#### Operations

- How many new trains will use the bypass? On average 17 trains per day are estimated based on 2007 rail traffic.
- Where do the coal trains originate? The Powder River Basin in NE Wyoming.
- Will there be any empty trains routed along the Front Range? No, the empty coal trains will also use the bypass (one half of the average of 17 trains per day)
- *Will the UP give up existing track on the Front Range for commuter rail? Any use of the Front Range corridor would require sale or lease of the use of that corridor. Such negotiations have yet to take place. Rail freight customers would still be served.*
- *Are you differentiating freight and coal trains? Coal trains and freight trains were both included in the railroad operations modeling that was done in this Study.*
- *Are conversations still taking place about building a coal slurry pipeline to Texas? No*
- *Would coal traffic increase even if this project weren't built? The study assumes that coal traffic will increase by 1.3% per year into the future.*
- *Is it too cost prohibitive to dual track the mainline right now? The railroads do not foresee double tracking those single track portions of the Denver to Pueblo Corridor through parts of El Paso county in the foreseeable future.*
- *Do your numbers include loaded trains? Yes*
- *If you pass through Byers to Aroya on the existing lines, would you still need 2 miles of siding every 10 miles? Yes, the cost estimates assume that the existing*

- sidings on the UP's line between Byers and Aroya would also be upgraded to the same standards as the segments with all new construction.
- *The railroad is supposed to get more trucks off the roadways, i.e. lower wear and tear on roadways.*
  - *What is the life expectancy of coal reserves in the Powder River Basin? It is estimated that those coal reserves will still be in use well into the 22<sup>nd</sup> Century.*
  - *Where would the crews from the existing corridor go? Since coal train crews are currently based in Sterling, Denver, and La Junta, it is possible that some Denver crews may be relocated to eastern Colorado.*
  - *Why are we accommodating transport of fossil fuels when we are doing everything we can to get away from using fossil fuels? It is projected that coal deliveries to electric utilities will continue to grow. Alternative sources of energy will supplement, but not replace fossil fuels.*
  - *If freight traffic continues to go up, won't this just become a temporary fix for the Front Range? With the majority of the through freight trains removed from the Front Range, it is assumed that the additional capacity would be sufficient for a considerable amount of rail passenger service for many years. This project seems like a temporary fix for a long-term problem.*
  - *What is the maximum capacity of the existing rail corridor? The Front Range corridor is approaching its capacity for effectively moving slow moving 120 car unit coal trains.*
  - *I would guess 80% of the traffic is coal traffic, 10% is tankers and 10% is boxcars. We also have a great deal of unit grain trains passing. I would think you would need to see an exponential increase in coal use to justify a doubling of train traffic.*
  - *A 0.93% increase in coal traffic will double the train traffic over 77 years.*
  - *Will you look at conduits and how the ROW should be structured for future opportunities? The conceptual design calls for conduits under the railroad for water and utilities.*
  - *With the new environmental standards, coal use will decrease drastically. The RR traffic will become mostly delivery vehicles that will need access to the Front Range.*
  - *The four hundred year supply of coal in the Powder River Basin will probably be outsourced to Mexico.*
  - *How do the railroads generate revenue, on a per ton/per mile basis? Yes How does this relocation – which shortens the route – affect the railroads bottom line? The BNSF would achieve time and diesel fuel savings by operating on a new north-south bypass of the Front Range. Shippers who pay fuel surcharges would also have cost savings.*
  - *Will hazardous waste materials be carried on the proposed rail lines? The railroads have indicated that most hazardous waste movements in the US move easterly-westerly. Hazardous materials movement is allowed on any railroad.*
  - *How can you prevent hazardous waste materials from affecting rural land? The movement of hazardous materials by rail may be preferable to those same materials moving by truck over the state's highways.*

- *Will relocating freight lines east eliminate the need for grade separation improvements on the Front Range? There are some grade separations that are assumed will not need to be built on the Front Range if a north-south bypass is built.*
- *Are there any guarantees that the proposed alignments and specifications for width/distance will remain the same after the study is completed? The width would not expect to be revised. The length of the Alignments could change if routes other than Study Alignments A or B are eventually chosen.*
- *How will the construction process occur? How much land is needed for construction/staging? Traditional rail construction practices are assumed, and specifics of construction staging are beyond the scope of this preliminary study.*
- *Can the train drivers be instructed to move forward only when the track is clear to move to his destination? Or can he be prohibited from constantly starting and stopping? The train engineers will follow the instructions from the Centralized Traffic Control Center which will move the trains as efficiently as possible.*

#### Schedule

- *What is the timeline before the RR's are actually laying track? There is no estimate as to when construction could begin. Numerous steps, taking several years, shown in Chapter 9 of the Final Report must occur before construction would take place.*
- *When will R2C2 be completed? R2C2 will be completed by February 1, 2009.*
- *What are the next steps? See Figure 9-1 in the Final Report.*
- *How long can the NEPA process take (EIS for example)? It could range from many months to several years.*
- *Why did it take so long to host an open house when the study started in May 2007? CDOT and the railroads wanted to wait until preliminary information regarding the two study alignments was available to be presented at Open Houses.*
- *When did this study start? May 2007*
- *When will we have an opportunity to say "no" to this deal? Additional public involvement will occur during future environmental studies.*
- *When does this study end? R2C2 will be completed by February 1, 2009. Will we make an alignment selection before the end of the study? No, final route selection would occur in a future environmental impact statement (EIS).*
- *When would negotiations for mitigating impacts to the Eastern Plains residents take place? For example, when would we want to enact a noise pollution ordinance, etc.? Could we explore a similar approach that was used at Denver International Airport to put funds in an account for windows, etc? The negotiations related to the mitigation of impacts to a project such as this occur during the more detailed environmental studies that would be required in the future.*

## Other Studies

- *Who is financing RMRA? The funding of the RMRA study is coming from State Senate Bill 1 funds.*
- *How much did CDOT spend on the first study? \$523,000*
- *How did RMRA form and who are the members? CDOT required that a local government receive the SB-1 Transit Grant. This requirement lead to the creation of the Rocky Mountain Rail Authority (RMRA) which is a multi jurisdictional government body (approximately 50 cities, counties, etc.) created through Intergovernmental Agreement.*
- *Does RMRA have any representation from the Eastern Plains? No*
- *Concerning RMRA, they want too many taxes with too few benefits. RMRA just wants the power to tax the residents of the State.*
- *RMRA having eminent domain power scares me to death.*
- *If RMRA says passenger traffic is not feasible on the Front Range, would CDOT quit this effort? It is unknown at this time what the RMRA study will conclude. Please refer to the "Next Steps" document.*
- *Ports to Plains – Has there been any discussion about taking trucks off the road and onto the rail? No*
- *Is RMRA a state agency? No*
- *What initiative proposed the creation of Colorado Rail Authority? The Colorado Rail Association proposed the Colorado Rail Authority.*
- *Once the route is selected, will CDOT cloud our property titles similar to what has occurred happened with the Super Slab? No*
- *Does this study have any ties to the NAFTA corridor? No*
- *Does this have any relation to the slurry pipeline study looked at many years ago? No*
- *Is there anyone here from RMRA? We are disappointed the RMRA isn't here tonight to discuss their project with us. RMRA representatives attended some of the open houses. The SB-01 money is not available (from what we understand) to combine the R2C2 and RMRA results.*
- *What will it cost to double track areas that are at capacity now? Double tracking of the existing alignment was not part of the scope of this Study.*
- *Has anyone studied whether it is cheaper to build grade separations throughout the Front Range vs. relocating the tracks? Additional Grade separation structures would do nothing to remove the majority of the through freight rail traffic off of the Front Range; the primary objective of this proposal.*
- *Comments from Harry Dale of the RMRA – This is important information for us to hear. Our study won't be complete until July 2009. We hope our study will show benefits for high-speed rail along the Front Range. Part of the problem is that our study is not complete so we don't have the results available. I am glad to hear your concerns. It is important to keep in mind that no decisions have been made. These studies are going to help future decision makers determine the best course of action. RMRA is looking at whether you can create a service that will make sense as an investment. Most systems are burdened with slow moving cars. We are looking at rail through FRA criteria to see if this is a service that can move at high speeds. If so, we might not need the massive*

subsidies. Related to RMRA, those of us along the I-25 corridor believe it is more important to get people to their jobs via high-speed rail vs. getting people to the mountains for skiing. Our members are from communities that have rail running through them currently. We would not want to just move our burdens to other towns in the Eastern Plains. We want to encourage public participation. It makes no sense for us to come up with a proposal that we can't sell to the public. We will do our best to understand the TRUE costs. Come to our meetings at any time. [www.Rockymountainrail.org](http://www.Rockymountainrail.org). We post a meeting schedule there."

- CARR Response – We will be interested to see how much these projects are going to continue to cost taxpayers. It is a fact that 77% of passenger rail is subsidized. So how much will this project ultimately cost us? The RMRA study is evaluating the costs of passenger service.
- You will have to build the grade separated crossings anyway so why not just accommodate the existing traffic with those crossings.
- Both studies go before the Transportation Commission, so that is the group that marries the two together? CDOT has applied for funding to merge the two studies so it can be looked at from a statewide perspective.
- Can we have a seat at the table in this marrying of the two studies? It is assumed there will be an advisory committee related to this type of future study.
- Is RMRA going to incorporate the information from the R2C2 study into the RMRA Study prior to July? The R2C2 Consultant Team continues to have coordination meetings with the RMRA consultants.
- How much impact will the Rocky Mountain Rail Authority study have on this? Merging the results of the two studies will provide the overall benefits and costs to the state of a new rail bypass and the potential for rail passenger service.
- When will the Rocky Mountain Rail Authority study be completed? Summer 2009