



**Responses to Public Comments
Generated as Part of
Public Forums Held On
August 21, October 23 & October 30 2007**



Rail Runner Express Train at the Intersection of Cerrillos & St. Francis

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Background:

The comments included in this document were derived from several sources, including the Public Hearing for the New Mexico Rail Runner Express service extension to Santa Fe held on August 21, 2007 and two more public meetings held on October 23, 2007 and October 30, 2007 respectively. Some comments were also generated from emails or phone calls as a result of these meetings. A total of 103 comments were received and specific responses are provided to each comment or question. Specific references to home addresses or names have been omitted from the comments for privacy reasons. The comments are organized by sections pertaining to common topics. Each section also includes a general response.

Comments On Stations

***General:** As of this writing only two stations have been cleared environmentally for the extension of rail service to Santa Fe. The two stations are The Downtown Santa Fe Railyard station and the South Capital Complex station. The NMDOT has asked the Santa Fe Metropolitan Planning Organization (SFMPO) to recommend a third location. The NMDOT is recommending that this third station be located at NM 599 and I-25. The NMDOT is prepared to do the additional analysis and work necessary (including more public participation) to complete the additional station selected by the SFMPO before service to Santa Fe is started, provided the SFMPO makes this decision by the end of 2007. At this point it does not appear that the NMDOT will have the funding available to construct additional stations, beyond the third station selected by the SFMPO. If other stations are desired and have the support of the local government of jurisdiction, the NMDOT will work cooperatively with the local government to seek additional funding. There are some functional limits to the number of stations in the Santa Fe area. In order to keep the service efficient the number of stations in the Santa Fe area cannot grow to the point that it compromises total train travel times between Albuquerque and Santa Fe to the degree that the service is no longer travel time competitive. Work done as part of the evaluation of alternative alignments suggests that the Santa Fe area could have up to four stations before train travel times become an issue. This would mean that one more station could be added beyond the two that have already been identified, and the third selected by the SFMPO. If 5 or 6, or for that matter 10 stations are ultimately desired in this area, more analysis and work would need to be done to delineate local and express train service (meaning that travel times between Albuquerque and Santa Fe could be preserved via express service that only stopped at certain stations).*

Questions/Comments

1. What is planned for parking of vehicles at all stations?

The Downtown Railyard station is part of a project that started many years ago to revitalize this portion of downtown Santa Fe. It has be master planned and is

currently under development. Parking in this area according to the plans will be fairly limited. At the South Capital Complex station a minimum of 200 spaces will be reserved for Rail Runner patrons. This site has over 750 parking spaces, and if more need to be dedicated for station purposes they will be. The NMDOT has asked the Santa Fe Metropolitan Planning Organization (SFMPO) to identify a third station location in the Santa Fe area. The NMDOT has also recommended a station at NM 599 and I-25. Will this decision has yet to be made, a third station would still need to undergo additional analysis to determine parking needs.

2. Zia Road is very unsafe at present. Putting the Rail Runner station on the corner of Zia and St. Francis would really add to the traffic as it is you cannot get out on to Zia from Candelerio Street as it is. Need to put speed bumps there and give tickets. Should have cameras to catch speeders.

No station is currently planned for the Zia/St. Francis area. If this location is ultimately selected as a station location it would be subject to additional analysis that would include additional traffic analysis and improvements as warranted.

3. Would like a station at Zia & St. Francis. If traffic is a concern don't build any parking.

This is certainly one way to deal with Station traffic issues.

4. I'm all for it – couple of concerns though: sufficient stations en route and in town to make travel easy in town to get around to offices, etc. and accommodate rural travelers, and some daytime traffic for half-day people or evening concerns in either city.

See General Comments Above. The NMDOT is also working with the City of Santa Fe to analyze bus or shuttle access from stations to popular destinations. This is another way to connect the rail service with common destinations that may be inaccessibly by walk from planned stations.

5. I hope there is adequate parking at the Santa Fe stations, especially near I-25.

See General Comments Above. Also there are ample opportunities to provide adequate parking for most potential station locations in the I-25 corridor.

6. The residents of southwest Santa Fe County and northeast Sandoval County need a rail stop in between Santa Fe and the town of Bernalillo. We currently commute both north and south to work, recreate, shop, visit and volunteer in Santa Fe and Albuquerque. We need an alternative to driving and need a rail stop near Santo Domingo Pueblo. There is a rail stop there built back in the early 1900s. The communities of Cochiti Lake, La Bajada, Galisteo Basin, Sile, Budaghers, Algodones, Pena Blanca and all of the Pueblos need transportation links to the

Rail Runner going north to Santa Fe. We have more and more people moving into rural communities and are contributing to the traffic flow, congestion, pollution, and the economics of Santa Fe and Albuquerque. I support the Rail Runner, but need to hear that DOT will meet the needs of rural residents between Santa Fe and Bernalillo.

Native communities own most of the land adjacent to the rail line between Bernalillo and La Bajada. The NMDOT has been discussing potential station locations with the Pueblos of San Felipe and Santo Domingo. These discussions involve other issues as well. Stations cannot be built in these areas without the consent and approval of the respective Pueblo. Locations outside of these Pueblo lands are inaccessible for most potential users.

7. Please don't put the train station at Zia and St. Francis!! That intersection is too crowded and dangerous already.

See General Comments Above.

8. How will the public be involved in Station location decisions?

See General Comments Above. In addition there has certainly been a great deal of public comment about potential station locations. Based on work conducted throughout 2006 most of those commenting have a favorable disposition to stations at the Downtown Railyard and the South Capital Complex. Other station locations that were discussed as part of this earlier work included potential stations at NM 599 and I-25, Cerrillos and I-25 and Richards Avenue and I-25. There have also been concerns expressed about how stations might function at these locations. Earlier this summer the SFMPO formed a committee to look at any and all potential station locations both short and long term. This work produced several more potential locations including several within the City limits like Zia and St. Francis, St. Michaels Drive and 2nd Street/San Mateo. Several comments have been received (both for and against) related to these potential station locations. It is clear that any additional station locations will need additional opportunities for public comment.

9. A station should not be located at 2nd street or St. Michaels Drive.

See General Comments Above. At this time no stations are planned at either of these locations.

10. A station should be built at Richards to serve Rancho Viejo and the Community College. An Interchange should be put here to so residents of Eldorado can use the train.

See general Comments Above. A station at this location will need to have the support of Santa Fe County before it could be implemented. An Interchange at Richards Avenue is not being contemplated as part of this project.

11. New Mexico 599 is a great station location.

See general Comments Above.

12. Please put a station at Zia and St. Francis

See General Comments Above. A station at this location will need to have the support of the City of Santa Fe.

13. Please put a station at Rodeo Road there are lots of jobs in this area.

See General Comments Above. A station at this location will need to have the support of the City of Santa Fe. It may be possible to serve this area bus/shuttle from other Station locations.

14. Please put a station near St. Michaels. I work close by and the other stations are too far to walk from.

See General Comments Above. A station at this location will need to have the support of the City of Santa Fe. It may be possible to serve this area bus/shuttle from other Station locations.

15. If there is a station at NM 599 and I want to go town I would have to drive backwards/out of my way to access the train.

If a station is located at NM 599, for some trips this will likely be the case unless additional stations are located between NM 599 and the South Capital Complex.

16. This project has always been about express train service between Albuquerque and Santa Fe and the local service is being ignored.

The primary purpose of this project and the initial service is to establish an efficient rail link between Santa Fe and Albuquerque. This comment was also made several during the alternatives evaluation process. As a result of these comments the NMDOT and the MRCOG conducted an analysis on several potential station locations along I-25 which clearly indicated that both current development and future planned growth in the Santa Fe area could benefit considerably from the rail service. This is one of the reasons the NMDOT is recommending that a station be constructed at NM 599 and I-25. A station in the vicinity of Richards Ave also showed significant potential to benefit Santa Fe area residents. A station at this location will require the support of Santa Fe County.

Comments on Noise

General: *Many comments and concerns have been noted about noise throughout the duration of the study phases on the extension of service to Santa Fe. Several mitigation measures have been considered and put in place to address these concerns. First, the alignment that was chosen for service to Santa Fe utilizes existing transportation corridors as much as possible. One of the reasons behind this alignment selection was to place the train service in areas that are already influenced by transportation related noise. Second, the most offensive noise trains produce is from warning horns. The noise from warning horns affects large areas and is already present in the Santa Fe Southern corridor every time a train goes by. The NMDOT has committed to establishing a quiet zone at all at grade crossings in the entire county, effectively eliminating the existing train horn noise, and insuring that train horn noise from Rail Runner trains does not occur. Third, new continuous welded rail, concrete ties, ballast and sub-grade will be constructed to create a very stable and relatively quiet operating environment. The remaining noise from the train has been analyzed to identify areas of concern. This analysis indicates that the residual noise will not result in significant impacts along the corridor and would not warrant the construction of sound walls. Still, additional analysis was conducted to identify what, if any relief, could be provided by sound walls. This analysis concluded that sound walls would have to be 12-14 feet tall to produce minor reductions in noise. In order for these walls to be effective they must also be continuous. Informal polls taken at a Casa Linda neighborhood association meeting and in the first session of the October 30th meeting amongst property owners adjacent to the tracks indicate that in both cases more people were opposed to sound walls than were in support. The opposition to walls was due to the visual intrusion that a 12 to 14 foot high wall would create and potential for visual impact from graffiti. As an additional measure the NMDOT has committed to a tree replacement and enhancement program for portions of the corridor where residential back yards are adjacent to the tracks. While tree plantings will have a minimal effect on noise, they may provide some residents with a higher level of comfort from a noise perspective. The noise analysis conducted on the portion of the proposed railway in the I-25 median indicates that noise produced from the train will be below the noise from the traffic utilizing I-25. The NMDOT is considering going one step further on the noise issue. Before and after noise monitoring of properties along I-25 and along the SFS will be conducted. If severe impacts (based on the noise abatement criteria used by the FTA) are identified, the NMDOT and MRCOG will: (1) work with impacted neighborhoods to determine if consensus can be achieved on the use of noise walls; and, (2) if consensus on noise walls is achieved, the NMDOT and MRCOG will work with the City and County to address this issue through requests for legislative appropriations. Because many of the noise complaints we have received are from new neighborhoods located adjacent from the freeway, the NMDOT requests a concurrent commitment from the City and the County that would require all new residential developments within 300 feet of the highway*

right-of-way to provide noise walls or other appropriate noise mitigation measures as a condition of development approval.

17. Will the noise, pollution and shaking of houses be more or less than from the Pumice Plant? Will trains make a noise crossing roads, like it does now?

No analysis was conducted on these characteristics of the Pumice Plant, so there is no basis to provide such a comparison. However vibration from the train will not extend beyond 50 feet from the track centerline, which is within the rights of way limits of the rail corridor in this area. Train locomotives are powered by modern diesel-electric engines. The engines meet the latest EPA emission standards and use biodiesel fuel. The pollutants emitted by locomotives comply with all federal requirements and will not cause pollutant levels that exceed ambient air quality standards. Street crossings will be constructed to meet federal quiet zone standards. Thus, the use of warning horns at street crossings will not be needed. A more direct comparison can be made with existing Santa Fe Southern excursion trains, although as a result of the improvements that will be made by this project even these trains will make less noise than they do now because of quiet zones and the continuous welded rail (see General Comments above), but on all three accounts Rail Runner trains will still create less noise, emissions and vibration than the excursion trains.

18. Also the noise, even if you install gates, you will have the bell noise.

Flashing lights and bells will be used at street crossings.

19. I know the train will go forward. I would like a noise barrier installed along the tracks where residents live. I have a grandchild at home and sometimes taking a nap when the existing train goes by and blows its horn. I would also like for the state to replace my fence with a block wall to reduce the noise.

See General Comments above. Also the noise impact analysis did not identify noise levels from the train that warrant the use of noise barriers. Thus, the state does not intend to construct noise walls. If a noise wall were to be constructed, it would require a minimum height of 12 feet and would have to be continuous along the edge of residential areas. If walls are discontinuous, their effectiveness is lost.

20. Also of much concern is the noise and air pollution that will be emitted.

See General Comments above.

21. Intersection of Rodeo Rd. and Galisteo – more trains crossing Rodeo Road will result in more cars backing up on Rodeo Rd. A need for noise walls will help the impact.

The traffic queues along Rodeo Road will extend approximately 400 feet in both directions from the rail tracks during the peak commute hours. The slower and stopped traffic during train pass-bys will not increase noise on Rodeo Road; in fact, traffic noise may be slightly less during these times. The residential areas near Rodeo Road and Galisteo are approximately 100 feet or more from the tracks. At this distance, average noise during the peak hour will be approximately 57 dBA – well below the level that would warrant a noise wall.

22. I live at on Calle Lorca. The tracks are behind my house. 8 to 9 trains are a lot of trains. Noise. What can you do for me so I can enjoy peace and quiet time for us?

See General Comments above. While noise walls are not warranted and will not be constructed, trees will be planted within the rail right-of-way in areas where the tracks are adjacent to residential neighborhoods. While the trees are not intended for noise abatement, they will provide a visual buffer between the tracks and residential areas.

23. We need the state to build us a wall to block the noise the fence we have will not block the noise. The state could purchase our home and place us somewhere away from the Rail Runner tracks.

See General Comments above. The impact from the train does not warrant the relocation of any residents.

24. I'm very concerned about the noise. I live in Las Estancia near where the train will be making a turn and going down a grade. I don't feel the noise analysis adequately addressed this.

See General Comments above. The maximum grade within the Santa Fe area is 2% or less. This grade does not cause an appreciable noise increase with diesel-electric locomotives and short trains used by the Rail Runner. Noise levels in the Las Estancia area as well as in other neighborhoods, will not reach levels that approach or exceed the criteria used by the Federal Transit Administration (or other agencies) that warrant noise abatement.

25. I'd like to know the construction schedule for the portion of Rodeo Rd. to I-25. The construction bright lights and beeping warning signals keep me up at night. Can this be mitigated? How will dirt be back hauled from the field south of Rosemont? Will dump trucks be using Galisteo to Rodeo or I-25?

Night construction in the area between I-25 and the Santa Fe Southern railway will continue through November and possibly well into December. Night construction is occurring in this area because of the need to transport construction materials and equipment from the median to outside of the highway right-of-way and to transport the excavated materials back into the median where they are used for fill. By performing this at night, less traffic is disrupted on I-25

and the safety of workers is improved. Construction crews have agreed to point lights away from residential areas, install sound blankets on generators, and to use the low setting for backup horns on construction vehicles. These measures went into use on November 2nd. Galisteo will not be used to haul materials.

26. Major concerns about property value related to noise! We need a wall along I-25 to protect the value of homes along that area like the wall done on 285 north of town.

See General Comments above. Noise levels from train operations are not expected to adversely affect property values. To verify this conclusion, the NMDOT and MRCOG has researched the effect that similar projects has had in other cities and is also evaluating the effect that the Rail Runner has had on properties in the Albuquerque area.

27. We need walls to protect our neighborhoods from sound.

See General Comments above.

28. I am concerned about vibration from the train.

A vibration analysis was conducted for the project. That analysis showed that vibration from the train will not extend beyond 50 feet from the tracks. Field investigations of the Rail Runner operating within the Albuquerque verify this finding.

29. Noise along Galesteo and Siringo will increase because of the grade near Siringo perhaps the grade could be cut down.

The maximum grade along the Santa Fe Southern alignment is less than 2%. The grade is less than that near Siringo. The slight grade in combination with the type and length of train being used will not measurably increase noise.

30. Trains will still blow there horns because Santa Fe Drivers are so bad.

The type of gates that will be used along the Santa Fe Southern will prevent the worst drivers from inadvertently entering the railway when a train approaches. While nothing is foolproof, the experience in other parts of the country with the types of gates that will be used for the Rail Runner shows great success in their safety record.

31. Will SFS continue to use its horn?

No. The tourist train currently operated by the SFS will have the same exemption from warning horn as the Rail Runner.

32. Does noise from the train comply with City and County Ordinances?

The County does not have a noise ordinance. The Land Use Code includes a noise section; however, it appears to be applicable to non residential land developments only, and has never been applied to a public transportation or roadway project. However the noise analysis indicates that if this section were applied to the Rail Runner project, that it would meet the criteria. The County has been asked to clarify incomplete parts of this noise sections so that a definitive answer to this question can be generated. The City of Santa Fe Noise Ordinance includes a provision for highway traffic noise (Section 10-2.10) but does not specifically address train noise. However, if the noise levels applied to streets and highways were applied to trains, the Rail Runner would not be in violation of the City noise ordinance. The noise ordinance specifies an hourly Leq of 64 dBA within residential hours. The maximum hourly Leq produced by the Rail Runner within Santa Fe residential areas is 62 dBA.

33. Can a Jake Brake ordinance be put in place for I-25?

Interstate 25 is under the jurisdiction of the NMDOT. The NMDOT does not have rules against air brake use. However, the NMDOT may be willing to post signs that advise motorists of local rules against the use of air brakes. This would require that the County adopt such rules and discuss advisory signs with NNMDOT District 5.

34. I am concerned about noise impacts to West Rabbit Road and potential well draw down as a result of the construction.

Noise impacts caused by the train along I-25 were not identified. The hourly average noise level produced by the train is generally less than the noise produced by traffic. In most locations, train noise will be anywhere from 2 to 8 dBA less than traffic noise. Thus, train noise impacts along I-25 are not expected.

Water used during track construction will primarily come from treated effluent and not ground water. Therefore, there is no reason to expect impacts to wells in that area.

35. A noise wall should be built along I-25.

Noise impacts caused by the train along I-25 were not identified. The hourly average noise level produced by the train is generally less than the noise produced by traffic. In most locations, train noise will be anywhere from 2 to 8 dBA less than traffic noise. Thus, train noise impacts along I-25 are not expected and construction of a noise wall is not warranted.

36. Using noise averages is misleading

The use of equivalent noise levels (logarithmic averages) are used for all surface transportation projects including rail, transit, and highway projects. The assessment of noise impacts for the Rail Runner followed the procedures and methodology of the Federal Transit Administration (FTA). The noise impact assessment procedures used by FTA are based on 1 hour and 24-hour “average” levels. To understand why this is done, consider a train system with 1 operation per hour and a train system with 100 operations per hour. If single event noise levels (passbys) were used to assess impact, both systems would be rated the same. By averaging the noise of all operations over a specified period (1 hour or 24 hours), the differences between a train system with few operations is distinguished from one with many operations.

37. Noise as you measure it is subjective.

Human response to low and moderate noise levels is subjective, i.e., what irritates one person is not offensive to another. The standards used by federal transportation agencies have been developed to reduce the subjective response by establishing noise thresholds that most people would agree are too noisy and intrusive.

Comments on the Environment and Prairie Dogs

General: *Consideration of impacts to the natural environment has been a primary consideration in the decision process, beginning with the identification and selection of route alternatives and continuing into the assessment and mitigation of impacts for the preferred route. To minimize new impacts, alternative routes were identified and selected that followed existing transportation corridors. In addition, many refinements have been made to the rail alignment and profile to avoid sensitive environmental areas and minimize impacts. An environmental assessment was prepared in collaboration with the Federal Highway Administration, US Fish & Wildlife Service, US Army Corps of Engineers, and NM State Historic Preservation Officer. Extensive coordination also occurred with many other federal, state, local, and tribal agencies and jurisdictions to ensure that the concerns of these entities were addressed.*

In addition to avoiding impacts, several measures have been identified and included in the project to mitigate and compensate for unavoidable impacts. Some of the major mitigation measures include the creation of wetland habitat at Alamo Creek (the stream south of the La Cienega Interchange), creating a 2.5 acre habitat enhancement area surrounding the wetland, collecting data and other information to enhance the historical record and knowledge of the Camino Real in the vicinity of La Bajada Escarpment and the Santa Fe Southern in Santa Fe, and other measures to protect water quality in Alamo Creek and other tributaries. In addition, limits have been imposed on vegetation removal and ground disturbance. All disturbed areas will be reseeded to restore the natural

habitat. A tree enhancement program is also included and will involve planting trees in the portions of the SFS railway that are adjacent to residential neighborhoods.

Several substantive efforts to minimize impacts to prairie dogs have been conducted and will continue into next spring. Even though there is no requirement to avoid impacts to prairie dogs inhabiting the I-25 median, the project team has voluntarily captured and relocated over 130 of these animals to date. Relocation efforts will continue next spring after prairie dogs emerge from hibernation. In addition, a plan has been developed and implemented to minimize impacts to prairie dogs living within construction zones. This plan includes delaying construction of a 2,000 foot segment of the railway that passes through a high density prairie dog colony near Zia Road, limits imposed on vegetation removal and ground disturbance, prohibitions on the storage of construction materials and equipment within prairie dog colonies, and reseeded disturbed areas with plants used by prairie dogs. The delay of construction near Zia Road will be in effect until late April 2008 so that the NMDOT can capture and relocate the prairie dogs in this area that would otherwise be impacted by construction.

38. I am concerned about the plight of the prairie dog colony at the intersection of Zia and St. Francis and urge that the continuation of the railroad tracks at that location be postponed until May of next year to give us time to move the colony once they emerge from hibernation.

Construction of the track segment in the area approximately 1,000 feet south of Zia Road to approximately 1,000 feet north of Zia Road will not start until April 22, 2008. The NMDOT will work with local prairie dog advocate groups to capture and relocate the prairie dogs inhabiting this area as soon as they emerge from their winter torpor.

39. Are DOT, the State and the City and their contractors subject to the ordinance protecting the prairie dogs?

The City ordinance applies to public agencies as well as private developers.

40. We are concerned about the exhaust that will be emitted from the train and what effects it will have on our well being. We live very close to the tracks.

Train locomotives are powered by modern diesel-electric engines. The engines meet the latest EPA emission standards and use low sulfur biodiesel fuel. The pollutants emitted by locomotives comply with all federal requirements and will not cause pollutant levels that exceed ambient air quality standards.

41. Our home is located on Via Venado. The tunnel (dirt removal) is now taking place and crews work until 4:30 a.m. The lights, noise, and dust are not allowing us to sleep or breathe clean air. Something needs to be done to mask the lights,

put up noise barriers and use water trucks to keep the dust down. All of this is being done right behind our house.

Night construction in the area between I-25 and the Santa Fe Southern railway will continue through November. Night construction is occurring in this area because of the need to transport construction materials and equipment from the median to outside of the highway right-of-way. By performing this at night, less traffic is disrupted on I-25 and the safety of workers is improved. Construction crews have agreed to point lights away from residential areas, install sound blankets on generators, use the low setting for backup horns on construction vehicles, and to increase dust control efforts. These measures went into use on November 2nd. Noise monitoring is being performed to evaluate the added efforts.

42. I fully support relocating prairie dogs. The rock squirrels are also hibernating and many live in the field south of Rosemont. Will they be relocated?

There are no plans to relocate rock squirrels or other small animals that live within the project alignment.

43. Will there be fencing to protect people, dogs and animals from the trains along the Rail Trail? And to protect them from the tunnel from I-25 during the construction phase in the Rosemont to I-25 area?

Fencing will be installed in areas where slope and grade presents a potential hazard to the public.

44. What will happen to the Prairie dogs that still live in the I-25 median?

Approximately 130 prairie dogs were relocated in late summer of this year before construction started. The focus of that effort was burrows that were within 75 feet of the track centerline. Field investigations have been done to identify the general location and boundaries of major active colonies. This information has been provided to the contractor so that construction activities can avoid these areas, to the extent practical and reasonable. Any prairie dogs remaining within areas that cannot be avoided will likely be destroyed by project construction. This is an unfortunate but unavoidable consequence of the project.

45. Will the State be able to find a relocation place for the Prairie dogs?

The NMDOT is investigating several sites for possible relocation. We are also working with prairie dog advocate groups to identify suitable relocation sites.

46. What about other animals other than the prairie dogs such as some nesting birds and some foxes seen near the rail line.

Birds and mammals that do not hibernate or enter a torpid state will be able to move away from construction vehicles. Because most vegetation removal will occur prior to the nesting season for birds, active nest sites will not be affected.

47. We think the little varmits are cute and if they can be moved economically, then move them. However they are rodents that carry plague and other diseases to the domestic animals in the area – so this concern must be balanced for the good of the citizens of Santa Fe.

Your comment and concerns are noted. The NMDOT and MRCOG agree that public health is a concern and will take precedent, as needed and appropriate.

Comments on Property Values

General: *Based on the experience of other communities that have implemented commuter and/or light rail the NMDOT does not anticipate any adverse impact to property values. A study in Dallas found that residential property values within ½ mile of train stations increased 39% more than a control group of residential properties. Studies in other parts of the United States have resulted in similar findings. The properties in question are located next to an existing active railroad with train horn noise and residual noise from jointed rail and old train equipment. In addition there are several places along the line that are currently used to store old railroad equipment and supplies and others that serve as rail freight to truck offloading points. This equipment and these activities will be relocated away from residential areas as part of the project. In addition almost 3 miles of rail trail will be added in the corridor as well as tree plantings in several locations. The establishment of quiet zones and the use of new continuous welded rail will reduce the most offensive noise affecting adjacent properties today. While more trains will be using this corridor this also means more activity and surveillance of the corridor. Suspicious activities in the corridor will be reported immediately to local law enforcement by locomotive engineers which should result in a reduction of crime and vandalism to properties within the vicinity of the railroad tracks. While efforts will continue to provide more information on this issue, when all of these elements are consider together relative to the existing condition, they tend to support the conclusion that property values are not likely to be negatively affected.*

48. How will the Rail Runner affect the property values of houses on Santa Rosa Drive?

See General Comments above. Also, based on the experience of other communities that have implemented commuter and/or light rail the NMDOT does not anticipate any adverse impact to property values. A study in Dallas found that residential property values within ½ mile of train stations increased 39% more than a control group of residential properties. Studies in other parts of the United States have resulted in similar findings. Due to the close proximity of Santa Rosa Drive to the station at Alta Vista, the train will likely increase property values in that neighborhood.

49. This will have an immense impact on our neighborhood, with implications for lowered property values, noise impacts, and access to our home. Will the state compensate homeowners for lowered property values? Why are noise walls not considered?

See General Comments above. The NMDOT does not expect the Rail Runner service to have an adverse impact to property values nor will it change access to any residential property. Accordingly, the NMDOT does not have plans to compensate homeowners for a change in property value. The reasons why noise walls are not proposed are addressed in the response to noise questions.

50. What analysis, if any, went into impact of property values around the Rail yard?

See general Comments above. Specific analyses of the area surrounding the Rail Yard and property values were not conducted. However, any change in property values near the rail yard are likely to be positive.

51. Will the state pay to relocate me?

Relocation assistance is provided when a property is adversely impacted and can no longer be used for its intended use due to a loss of access or the direct taking of a residence and/or ancillary facilities. Because this will not occur, the NMDOT does not intend to relocate any property owners.

Comments On Safety

General: *The safety of the general public, train patrons and crews, persons working in the rail road rights of way and emergency responders is a top priority of the New Mexico Rail Runner Express. There are many aspects of safety associated with running rail service. One is providing safety features within the physical design of the infrastructure. For this project special attention has been placed on road and rail crossings. The features that are planned for these crossings include quad gates or medians and dual gates. Crossings with these features are the safest at grade crossings nationally. The track has also been re-aligned at Zia and St. Francis to eliminate the problem of cars backing up on the railroad tracks. At Zia and St. Francis and at the intersection of Cerrillos and St. Francis, crossing gates and signals are also interconnected with the traffic light system to insure that cars clear the tracks before gates go down. New continuous welded rail will be placed on new concrete ties to insure that a stable and safe track environment is constructed. The train signal system includes “broken rail detection”. This system insures that trains will be stopped before reaching any track section with a problem. This system is also used to manage the operation of the trains and insures that only one train is allowed on the track section at a time. Stations and station parking lots will be outfitted with a communication system that includes variable message signs, cameras, a public address system and emergency phone that direct dials to 911. Parking lots and station areas will be lit (with night sky compliant lighting). The*

cameras are monitored real time and any issues are reported immediately to local law enforcement.

Training of local law enforcement and emergency response personnel is another important aspect of the safety program. This training includes classroom work with national experts and full scale exercises that simulate potential emergency situations. Part of this training includes contending with potential terrorist threats. Several Santa Fe area law enforcement and emergency responders attended a recent training session that include three days of class room work and a full scale simulation using both Rail Runner and Amtrak train equipment.

The New Mexico rail Runner Express is also required to have an Emergency Preparedness Plan. This Plan identifies communication protocols, equipment and crew emergency preparedness requirements and responses to emergency contingencies. This Plan will be updated to reflect the extension of service to Santa Fe.

The New Mexico rail Runner Express is also extensively involved in Operation Lifesaver and other outreach activities designed to raise public awareness of train safety issues. As part of the Operation Lifesaver program a great deal of time is spent making presentations to schools in the area of an active railroad.

52. How will emergency vehicles turn around on I-25?

Emergency crossovers will be constructed as part of the project.

53. It is likely that cars will break or attempt to avoid gates.

Driver behavior will always be a concern. The measures that are being taken to protect drivers at grade crossings (quad gates or medians and dual gates) will make it extremely difficult for drivers to avoid gates, without performing extremely dangerous maneuvers (breaking through gates or driving the wrong direction down a street for a considerable distance). These types of measures have performed very well around the country. While there is no system that is entirely fool proof, these are the best measures available to protect drivers (even bad ones) from crossing paths with a train at an at grade crossing.

54. I am concerned about kids playing on the tracks.

Part of the Rail Runner safety program is a very aggressive Operation Lifesaver campaign that will include presentations to kids of all school ages. This will commence before service is started and will continue on in perpetuity once trains are running. These presentations seek to educate kids and others about the dangers of playing any where near live railroad tracks. Locomotive engineers will also report any instances of unsafe behavior in the rail road rights of way immediately to local law enforcement.

55. What is being done about potential terrorist attacks?

See General Comments Above.

Comments on Traffic

General: *A traffic analysis report was generated as part of the project. The analysis evaluated existing conditions and future conditions at railroad crossings and key intersections in the vicinity of railroad crossings. The analysis assumed worse case conditions to assess potential traffic impact. These conditions included no mode shift from auto drivers to rail and liberal estimates of gates down times. The report also analyzed queue lengths to determine if queues caused by trains would disrupt the function of nearby intersections, or if queue lengths at intersection would cause problems with cars backing up over railroad crossings. Due to the relative infrequent nature of train movements (2 per hour) the traffic analysis did not indicate changes in the Level of Service (LOS), a common traffic engineering measurement of intersection performance, at either Zia and St. Francis or Cerrillos and St. Francis. The realignment of the track as it crosses Zia addressed one of the major issues identified in the analysis; cars backing up onto the track crossing at Zia. The traffic analysis did point out that these two intersections will grow increasingly more congested over time.*

A number of concerns have been expressed regarding the potential impacts Rail Runner trains will have on traffic circulation in the Santa Fe area. Most of the comments that have been received expressed concerns about additional traffic delay at the railroad crossing and Zia Road or at the intersection of St. Francis Drive and Cerrillos Road. A couple of comments have also been received expressing concerns about access from Galisteo to Rodeo Road or Zia Road, and the potential for train delays to make this situation worse.

The research conducted as part of this project suggests that traffic congestion in Santa Fe is likely to get much worse over time. There are several factors that contribute to this future possibility. First, the core area of Santa Fe is a popular destination for many trip markets including work trips, recreational trips, tourist trips and business trips. Second, over the next 20 years there are no plans to add new roadway capacity into this area, primarily because new roadway capacity would require new rights of way which is a scarce commodity in this area. There are also significant challenges with parking. Even if it were possible to accommodate the flow of more auto travel into this area, finding additional parking capacity is a significant challenge. Third, housing prices in Santa Fe have risen dramatically over the past ten years. This trend is expected to continue. Current home prices make it exceedingly difficult for most of the Santa Fe labor market to find housing within the Santa Fe area. As a result Santa Fe imports a great deal of labor on a daily basis. These “work trips” are particularly problematic because they typically take place in the morning and afternoon peak hours. Lastly the Santa Fe metropolitan area is expected to continue growing. Year 2030 population estimates from

the SFMPO suggest that the Santa Fe Metro area is anticipated to grow by another 100,000 people between 2002 and 2030.

When all four of these factors are combined there is good reason to be concerned about the future of auto mobility in the central part of Santa Fe. As noted above, one of the contributing factors to the problem is the number of workers that drive into Santa Fe from other areas. Today there are about 4500 workers that live in the Albuquerque area that work in Santa Fe. Many of these people work in the central area of Santa Fe for government agencies or private businesses. These trips have a profound affect on peak hour travel in the Santa Fe area. The northbound peak hour volume on St. Francis just south of Zia Road for example is approaching 2100 vehicles. Between 70 and 80 % of this volume is made up of traffic from out of town (primarily Albuquerque). These markets are prime candidates for train patronage. While the Rail Runner service cannot hope to solve all traffic issues in Santa Fe, it provides a considerable solution for apportion of the problem. The downside is additional delay cause by trains at crossings during the gates down condition. At Zia and St. Francis the impact is anticipated to be about 57 seconds twice per hour. To minimize this impact the NMDOT is committed to restoring lost time, caused by the Rail Runner, by designing a new signal plan for this intersection (provided the City of Santa Fe approves) that allots an equal amount of green time back to Zia road in the am period, from green time currently provided to St. Francis Drive. In addition the NMDOT is working the City of Santa Fe to identify other potential improvements in this area including the possibility of re-aligning the intersection of Galisteo and Zia Road further to the west so the eastbound left turn lane can be lengthened.

At Cerrillos and St. Francis the tracks cross the intersection at a diagonal. This intersection already operates poorly in the pm peak and is expected to get worse over time. The gates down time at this intersection is estimated at 64 seconds with another 22 seconds allotted to clear the intersection before the gates go down. This will occur twice per hour during the peak periods. The design of this intersection has already been optimized as much as possible. Free rights from southbound St. Francis to westbound Cerrillos and northbound St. Francis to Eastbound Cerrillos will not be affected by trains passing through the intersection. Railroad crossing gates have been placed in staggered positions to maintain as much of the current through and left turn capacity as possible. The NMDOT is re-evaluating the gates down times to determine if more time can be removed from the projected condition. It is also worth noting that half of the traffic is always stopped at this intersection, so the impact of additional delay will only apply to half of the traffic stream. Some have suggested that the train service should terminate at the South Capital Complex to avoid potential impacts to Cerrillos and St. Francis. While this solution would certainly eliminate the delay, the end result would still be a congested intersection, and the loss of potential rail markets in the core area of Santa Fe, and of course the loss of any opportunity to get people to and from the core area by train. For this particular intersection there are no easy solutions if the goal is to have no net impact on traffic delay. Grade separating the tracks from the roadway would be very expensive and would only have a minimal benefit. In order to help minimize the impact of additional delay at this intersection the NMDOT has committed to funding a new signal

timing plan for the portion of St. Francis from I-25 to Cerrillos Road. In addition the NMDOT is looking at ways the New Mexico State Government can encourage its employees to use public transportation or otherwise reduce their impact on the Santa Fe Street system e.g. flexible work hours.

56. I live on Vereda Rodiando which is right behind Galisteo. I am concerned about the traffic at Rodeo; it takes me a long time to exit Vereda Rodiando with the traffic coming from both directions east and west.

See General Comments Above. Based on the location of your street it is difficult to tell from your comments if this is a general concern or a specific concern related to train service. This may be a situation where the gates down condition on Rodeo at the railroad tracks may actually help (even though it may be infrequent). The gates down condition will create a gap in the traffic flow for the westbound Rodeo traffic.

57. Also the possibility of a train station at Zia will result in more traffic using Galisteo toward Rodeo Road and this may result in the need for a traffic signal at Rodeo.

See General Comments Related to Stations. If a station were located in this area, potential new traffic issues would need to be addressed as part of the station development.

58. Strongly support the overpass or underpass idea for the tracks.

Both of these ideas are beyond the project resources. Elevating or undergrounding the train would add tens of millions of dollars to the cost of the project and would bring other issues into play. Elevating the train would create a significant new visual impact along the alignment and would also create larger noise impacts, however it would be less disruptive to the roadway system to construct. Placing the train underground would have very significant and disruptive consequences for the street system as well as any underground utilities (water, sewer, power, communications).

59. St. Michael's Drive – accident waiting to happen – do something!

New railroad crossing gates and lights will be placed at this crossing.

60. Traffic impact on Zia and Galisteo

See general Comments Above. Additional green time to Zia Road and possible realignment of Galisteo may help with this situation.

61. If you don't want to divide Santa Fe in two, you have to keep the traffic flowing on Zia, Cerrillos, etc. One station south of town and one downtown is ENOUGH!! But most importantly you have to keep the traffic flowing at the intersection or you will have the rich east side and the other side of the tracks!

See General Comments Above. The NMDOT has committed to several measures to reduce and in some cases eliminate any new traffic delay caused by trains. Due to other factors, traffic congestion is likely to get worse over time, train service or not. The rail service presents a significant opportunity to help with travel demand management and ultimately more efficient traffic flow in the City of Santa Fe.

62. Several audience members are bringing up the problem of traffic impacts to those who live off of Rodeo Rd. and Zia Rd. in the area I call "state workers ghetto." The impacts are really great for ingress and egress, and to an area that in Santa Fe could never be viewed as disadvantaged. How will our neighborhood be accessed?

See General Comments above. The NMDOT has already committed to several measures to eliminate additional traffic delay at Zia Road. Access to and from Zia Road and Rodeo Road appears to be a problem that will require a concerted effort to address, since the primary cause is auto traffic on these facilities. Train service in this corridor presents a significant opportunity provide alternatives to auto travel.

63. How will traffic at Cerrillos and St. Francis be managed. This is one of the busiest intersections in the State.

See General Comments above. As noted the NMDOT is in the process of evaluating the feasibility of reducing the gates down time at this intersection. Even so the train will cause additional traffic delay as it passes through this intersection. .

Comments on Train/Bus Operations

General: *While a final schedule has not been developed the environmental work conducted as part of the project called out a maximum of 20 train movements a day. A more likely starting point will be 7-8 trains in and back out of Santa Fe on a daily basis. This translates into trains passing any given point on the line 14 – 16 times a day. A likely scheduled would include 3 trains into Santa Fe and two out to Albuquerque between 6:00 and 9:00 a.m. to serve the morning commute, a mid day exchange in both directions and 3 trains out to Albuquerque from Santa Fe and 2 in from Albuquerque to Santa Fe between the hours of 4:00 and 7:00 p.m. It is possible that a later evening exchange could end up in the schedule, but no trains are likely to run in the Santa Fe area after 10:00 p.m. To run more than 20 trains a day would require more public comment and analysis. The NMDOT and MRCOG are also working with the City of Santa Fe and other transit providers to identify new or deviated bus service that could be*

interfaced with train movements to provide more market reach than the train service could provide alone. This includes the possibility of a downtown circulator shuttle that would serve destinations and origins in the core area of downtown Santa Fe and interface with trains at the Downtown Railyard station.

64. Will there be shuttles from the Albuquerque Destination to the Airport?

Yes, buses already connect Rail Runner service to the Airport from both the Downtown Albuquerque and the Bernalillo County Sunport International Stations. Rail Runner patrons use these buses free of charge.

65. What destinations are served by bus connections in Albuquerque?

There are many, but popular destinations that can be reached by walk or bus within a reasonable time period from Rail Runner Stations include: Albuquerque Sunport, Downtown, Old Town, the Albuquerque Bio Park, UNM, Presbyterian Hospital, TVI, Nob Hill, the Journal Center, Cottonwood Mall. Popular destinations that require longer bus trips but are still accessible from Rail Runner stations include: The Veterens Hospital, Kirtland Air Force Base/Sandia Labs, Coronado Mall, ABQ Uptown, Winrock Center, Intel, the Sandoval County Judicial Complex, and the Santa Ana Casino.

66. My concerns are the number of hours the train is going to run on a daily basis.

See General Comments Above.

67. I also fully support this commuter train and public transportation and hope that the concerns expressed here to link the proposed stations to downtown via the bus system are followed.

See General Comments Above.

68. What usage is Rail Runner getting now? What percent of its actual capabilities?

The Rail Runner is currently serving between 2300 and 2500 riders per day. The average one way trip length is about 23 miles which translates into 53,000 – 57,000 passenger miles a day. Most peak direction trains are between 70 and 90 percent full. There is significant potential in the current service area and with the Santa Fe extension to add capacity to accommodate more users. This can be accomplished by adding more cars to trainsets (this was done this summer for several key trains) or adding more train service as warranted.

69. Could you please have a train outside of Santa Fe and measure the popularity of the train before having a commuter train ago through the city of Santa Fe?

Key determinants of ridership include frequency of service, station locations/destinations served and the time/cost of competing modes. Analysis conducted for the project demonstrates that the main markets for the service are in the core area of Santa Fe (government jobs, private employment, tourism, recreation and business), and trips originating from within Santa Fe headed for key destinations in Albuquerque (Downtown, Albuquerque International Sunport, Journal Center, UNM, Hospital District). If the train does not serve these markets its utility will be seriously compromised.

70. Will freight trains be running over the line?

The Santa Fe Southern has rights to run freight trains over the line between Santa Fe and Lamy. No Freight trains will be allowed on the new portion of the line between Waldo and the junction with the Santa Fe Southern line in the vicinity of I-25 and St. Francis.

71. Concerns about the number of trains that may be operating in the future

See General Comments Above.

72. Will the trains still blow horns in the Downtown RailYard?

The Railyard is still working out proper treatments with the Federal railroad Administration for crossings within the Railyard proper to establish quiet zones at these locations. The NMDOT has offered to assist with this process and has already committed to quiet zone the rail crossing at Paseo De Peralta, which is within the boundaries of the Railyard.

73. Can the Santa Fe Southern run more passenger trains?

As a result of the sale of the line to the NMDOT the Santa Fe Southern is limited to excursion trains only and is not entitled to run passenger service that would compete with Rail Runner trains.

74. Where does the train reduce speed to 35 mph?

As the train exits the I-25 median it will begin to slow down so that operating speeds will be down to 35 miles per hour at the junction with the Santa Fe Southern line. This junction is located about 2000 feet south of Rodeo Road.

Miscellaneous Comments

75. Why is potable water being utilized on the construction project?

Potable water was being used for dust control early on the construction project. Working with the City of Santa Fe and Santa Fe County the contractor now has

access to a sufficient amount of effluent for most water needs. Potable water is only being used in situations where no sources of effluent are available.

76. The project should be using parametric modeling to communicate information.

A wide variety of analytical frameworks have been utilized to analyze the extension of train service to Santa Fe, since work began on this piece in the Summer of 2004. While the comment does not include a definition or example of what is meant by “parametric modeling” if it includes the use or application of spatial, time sensitive, and behavior based data and information then there are several instances in which parametric modeling has been used to communicate information, ranging from the affected view shed analysis performed during the evaluation of alternatives to the assessment of potential markets associated with station locations.

77. Traffic and train operations analysis should have considered future year conditions.

The traffic analysis considered utilized existing and year 2030 traffic projections. The environmental assessment conducted for the project utilized 20 train movements a day as a maximum condition. Train movements that exceed this amount will require additional analysis and public comment.

78. As policy makers you should be ashamed of yourself. This is classic SF “nimby ya ya talk.” When you say that Miguel Chavez is from a district “not affected” it is a perfect example of your ignorant attitude. This train effects every person in this town, positively quit listening to the complainers and do the right thing for the whole community.

Comment noted.

79. Why is the alignment being changed at Zia & St. Francis?

There are several reasons the alignment was shifted to the east near Zia and St. Francis. First it places the railroad tracks very near the intersection which provided an opportunity to interconnect the traffic signal with the rail crossing gates and arms. This will produce a more efficient and safe crossing since gates and signals will be coordinated with traffic signal phases. Second, the current alignment crosses Zia several hundred feet west of St. Francis and the traffic queue analysis indicated that traffic would back up over the tracks on a regular basis. Third, the realignment also realigns the rail trail, and allows users of the trail to cross Zia at St. Francis under traffic signal protection. Lastly, the land owner had rights to a total of three crossings over the existing alignment. Moving the alignment to the east eliminated a need for these crossings.

80. Please do not divide Santa Fe into those who have (the East side) and the other side of the tracks!!

Comment noted.

81. My family owns the property in front of the Depot on Guadalupe St. How will the station affect us? Traffic control, trash, trespassing, etc.

It depends. If the property is a business dependent on patrons, the service may provide new customers. In any case, patrons using the trains will be directed outward from the station across public property. Trash receptacles are provided on the trains and at stations. The Railyard has already been master planned and is under development. While some traffic may migrate toward this station it will be necessary via education, signage, etc. to direct train users to the South Capital Complex station for parking.

82. What is the honest and true final cost for this project, taking into consideration, especially safety on all major streets, i.e. Cerrillos and St. Francis?

While there are still a couple of capital items that remain to be bid, the total cost for the project is estimated at \$400 million. This includes all costs (track improvements, maintenance facility, cars and locomotives, station development, and track purchase) associated with implementing the first phase of the project between Belen and Bernalillo and all costs associated with the extension of service to Santa Fe (more cars and locomotives, stations, 18 miles of new track construction, 4 miles of track upgrades, railroad crossing improvements, and track purchase). In total this project will create about 100 miles of rail service. The costs of this project will come in at about \$4 million a mile. The Utah Transit Authority is building a similar rail system in the Salt Lake City area (about 100 miles). The cost estimates for this project exceed \$1.4 billion.

83. I strongly support the Rail Runner and plan to use it a lot. Please allow for people to bring bicycles on board.

Bicycles are allowed on trains. Each car has an area to store and secure bikes.

84. I am opposed to a six-story building going up where the DOT building is located at the corner of Cerrillos and Cordova – that would be totally contrary to the spirit of Santa Fe.

A contract for the NMDOT redevelopment was put on hold and has now been cancelled.

85. Please be open and public about your plans - all plans! (communicate via newspapers, etc.) Please coordinate stations with bike trails as part of overall transportation network. Thanks!

Comment noted. Please see www.nmrailrunner.com A great deal of detailed information about the project is located on this web site. Newspapers have been used to advertise meetings. Approximately 3 new miles of the rail trail will be funded and constructed as part of this project.

86. How long will the track builders work behind 3 houses to replace the old track with new track? What is the projected length of time to complete that work? *Bids have not yet been received on the construction of the portion of the line between I-25 and the Downtown Railyard. An award for this portion is anticipated at the end of December 2007, and construction is required to be substantially complete by November 21, 2008. A construction schedule which will show construction phasing is one of the required bid documents. Public meetings will be held on the construction schedule once this information is available. These meetings will provide an opportunity for people to get answers to specific questions like this one, and will also provide an opportunity for the NMDOT and MRCOG to identify any concerns with the construction schedule so that they can be addressed with the contractor.*

87. I live in the Las Estancia neighborhood and often use the Rail Trail. How will I access the trail over the tunnel that is being constructed south of Rosemont?

Access to the trail will be provided at Rodeo Road. South of this point the trail will be constructed on the east side of tracks to Rabbit Road. North of this point the trail will be constructed on the west side of the tracks to Zia Road.

88. This is the first public meeting I have attended where proper written comment forms have not been provided. This is embarrassing for such an important project. I expected views of the route to be posted for all to see – why was this not done? All of these issues have been raised by others at the microphone.

The meeting on the 22nd was to provide an open forum for the expression of comments and concerns. As noted at the meeting the follow up meeting on the 30th was intended to provide responses to the concerns and comments expressed at the meeting on the 22nd and to provide more detail on project plans. We apologize for failing to communicate this more clearly.

89. Where is the plan to deal with traffic and growth. The City is already a mess.

The Santa Fe Metropolitan Planning Organization has a long range transportation plan for the Santa Fe metropolitan area. This plan is updated at least every four years. Plan updates provide a great opportunity for residents of the area to examine the implications of growth and planned transportation improvements. As noted in the General Comments on Traffic, there are some significant growth and transportation related challenges that face the region. The

proposed rail service can serve an important role in addressing some of these challenges.

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90. I am going to avoid crossings by driving through neighborhoods so the City can spend another \$800,000 on speed humps.

Comment noted.

91. Will the train increase development in Rio Rancho?

Everything increases development in Rio Rancho. Including housing prices in Santa Fe.

92. Will there be a quiet Zone at Paseo De Peralta

Yes. Although this crossing is within the Downtown Railyard property boundary the NMDOT has committed the resources to establish a quiet zone at this crossing.

93. There should be a pedestrian/bike overpass at Zia and St. Francis.

Comment noted.

94. One of a very few real locals left. We want/need the train to/from ABQ/SF. Many locals have moved to Rio Rancho thanks to housing costs so this would really help them stay connected to Santa Fe.

Comment noted.

95. Please make this happen – safely of course; automobiles are not a sustainable answer to transportation. We need this Rail Runner as an alternate form of transportation.

Comment noted.

96. Count me a supporter! I live near Yucca and Rodeo Road and would like a station as close as possible, whether it be at Zia and St. Francis or even closer to me. Please design wisely and not around those who fear change and believe that the train is not a good idea! The train is a part of a future transportation network – let's make it work with the trails as well – please, please, please coordinate the design.

Comment noted.

97. I am very much in favor of connecting Santa Fe to Albuquerque by the Rail Runner. It will have a very positive effect on reducing traffic between

Albuquerque and Santa Fe. Efforts should be made to reduce the impact on traffic within cities like Santa Fe's and also reduce the noise impact on local residents.

Comment noted. Please see General Comments on Noise and Traffic.

98. What's the hold up? The real locals want/need this going.

Comment noted.

99. In support of Rail Runner. Get it going.

Comment noted.

100. Bring the train, get it going.

Comment noted.

101. In support of Rail Runner. Get it going already!

Comment noted.

102. Enough talk. Get the Rail Runner train from SF to ABQ going already.
Yes!!!

Comment noted.

103. Rail Runner is a great project. If we want to preserve landscape we need to use cars less and public transit more. Thanks!

Comment noted.

104. Moving the track closer to St. Francis is a great idea. Thank you DOT for moving the track.

You're Welcome.

105. A toll gate should be put at St. Francis

This would certainly help with some of Santa Fe's traffic issues.

106. The function of the train as intercity service or intra-city service should be discussed in the context of the station issue.

The primary purpose of this project is to implement intercity train service. However, efforts have been made to address some of the regional intra-

city markets. More of these types of markets can be captured with more stations, and local instead of express service, but the two types of service are not mutually exclusive.