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1.	No - wish we could push back the start date in order to save more money to afford electric trains		I wish we could do really long-term planning and wait until we could afford to build what we need, instead of incurring the debt first and paying interest, etc.					NOISE - we need to implement the quiet zones. Our downtown Louisville neighborhood is being blasted with the loud train whistles. PLEASE help us control the train whistle noise.
2.	I do not - I feel the NW corridor is being held hostage. The threat is: If you don't agree w/ DMU, nothing can happen; there simply is no money. I voted for FasTracks - the Republicans of the south didn't support it - they got theirs; I want	The argument that goes: RTD will re-examine new technology as it comes on board and make changes is ridiculous. If we're looking 6-7 yrs down the road already - how can you even think reconsideration - it would only delay completion and contribute to your rising costs.		Gas tax for NW EMU	Cost of mitigation for sound and vibration was not shown at this presentation			

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	ours!							
3.	No! Misrepresentation of original proposal not cost effective in the long run	Yes. See above. Give me what you promised	RTD either misrepresented the costs of the original proposed system or failed to execute effectively. Find the revenue. Do it Right!	RAISE Revenue!	The environmental issues are a distraction! The differences are negligible	Deliver what was promised		
4.	"No." Building a system that uses fossil fuels is short sided and stupid	"Yes." We need to look to the future, what is good for the environment, what will make us less dependent on other countries fuel resources, what will create less noise!	I have been to all the meetings and found this presentation to be the least correct as far as facts, dates and history of the project.	EMU is all we should be considering!		Lets look at other possible ways to finance this project so we can do it right!	Noise and pollution at station - keep them away from residential areas.	

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5.	No. The north areas have been part of RTD Tax base for years and the S.E. corridor was not and who has the EMU light rail first? Shame on you!	Yes. Park Meadows and south did not pay RTD Tax for years and you built light rail to their door and beyond.	7 Park N Ride stations in 41 miles. 9 Park N Ride for S.E. Corridor in a fraction of the miles. RTD did not retain the number of stations in S.E. corridor	Have S.E. corridor tax base pay their fair share for years of not sharing costs of studies. S.E. corridor was not a part of FasTracks and was being built into communities that were not a part of RTD tax base. I don't know how you have the gall to say the budget won't cover it, to the people who have been paying the cost for the TWO light rail lines south. The S.E. corridor was being built into communities who had never paid a cent toward the cost of studies and infrastructure downtown				People will have to drive miles and miles to get to a park and ride. 7 over 41 miles is incompetent

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6.	No. DMUs will not seamlessly co exist with the rest of the system		The north-east and west metro areas have been a part of the RTD tax base for years prior to FasTracks. We have paid for the infrastructure and studies pre FasTracks. Now the S. East Corridor is up and coming without having paid their fair share of these costs.	Riders from the north will have to change trains to continue south on light rail		One issue in the cost of bridges. How many bridges were built on the S.E Corridor and south corridor? Why were those considered acceptable costs and not on N.W. corridor?	Stations. 9 park n rides on S.E. corridor and 7 park n ride in N.W. corridor over a vastly different mileage. How is this justifies. Maybe the south area should pay for the additional costs. Park Meadows was not even part of RTD tax base and yet RTD was building light rail to their door and beyond. Ridiculous to the point of being criminal.	
7.	Support as a resident of RTD district but don't live in corridor		Represent City of Louisville related to impacts at Dillon Rd. 1) Won't bridge be reconstructed to add second track and was that factored into					

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			DMU vs. EMU cost comparison? 2) Will existing track need to be rebuilt for either option?					
8.	Yes, conditionally . In the next few decades, I think burning any kind of fuel will be recognized as less efficient and become more costly. However, if DMU were to consider alternative fuel sources such as natural gas, bio-diesel, or hybrid technology, I think it would be	No. Having EMU would give RTD less control over where the electricity comes from (i.e. natural gas, coal, wind).			The positive decline of the use of traditional diesel			

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	more useful in the long run than electricity for EMU provided by a private company.							
9.	Yes; this is a no-brainer. Diesel was what we voted on. This is not a case of "saving" money in DMU vs. EMU; the extra money for EMU does not exist. BNSF EMU criteria plus potential impact on their business supports DMU. If passengers' service flops							

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	or becomes minimal: DMUs are shifted to other lines or sold; BNSF has a nice rail line to operate freight on; and on electrification expensive infrastructure is not left abandoned or underused.							
10.	Seems like the only reasonable alternative if it is actually going to be built		Horn noise will severely affect our neighborhood and I was told we did not live close enough for a wall (Lac Amera). This will be a major sticking point.		Would bio-diesel be possible	How long will the trip from various points to Denver take - will people actually use it if it is too long?		

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11.	No. Because RTD buses are almost empty, except during peak hours	Yes. During non-peak hours, trains from Denver to Longmont and back need to run no more than every 30 minutes. Reduce the planned train runs from 60 per day to 46/day (2 peak periods of 3 hours each @ one train every 15 minutes and one train every 30 minutes during other 11 hours of operation day).	If you will lay a second track along rail between Sheridan Blvd and 88th Ave (roughly parallel to 86th Ave), place the new rail on the NORTH side of the existing tracks. Or, run the commuter train on the existing rail.					
12.	I agree with the choice for DMU cars in the corridor. The air quality benefit of EMU will be nil but the front end cost difference is dramatic		The ridership in this corridor will be quite large given the bus ridership on busses in the corridor now. We need to have this project built.	No DMU is the clear choice	The possible use of Tier 2 or Tier 3 technology in the diesel engines (likely the only option in 2015)	I am surprised that the Corps of Engineers needs to lead an EA for this project simply to satisfy 404 requirements. They should be able to issue a 404 permit without needing an EA unless I am missing something.		

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13.	Yes	No	We want a sound wall for our neighborhood	No	No response			The sounding of horns @ grade crossing
14.		No	13 Million/Mile cost difference is incorrect and the lifetime (Fed. Gov. will pick up some of the cost.)					
15.		I Disagree with the recommendation. 1). The production of the cost of EMU vs. DMU may not be accurate. 2). Dependency on Foreign Oil will be increasing. 3). Pollution from DMU is higher than EMU.	Create a streamline process for communities to apply for the quiet zone and let people know on how to raise concerns.	Yes, alternative as a combination of battery/fuel	Vibrations and Pollution specific to DMU.		The local impact on air quality and noise due to increased traffic around the stations.	
16.	Yes. Get this project started! Convert cars in the future as technology advances.		I am excited to see the FasTracks up and running!					The longer it takes to get this up and running, the more negative impact on the environment.

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17.	No! I feel diesel is still contributing to pollution and oil consumption rather than to renewable fuel like electricity. Northwest is being discriminated against because of population, wealth, and now on development. Down South, government contribution to electric not in projected costs.	Yes! There are maintenance costs with poor systems that were not addressed and double redundancy factors supporting two technologies that are not addressed.						

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18.	No!! One should never assume, but I am one of many who assumed that it would be electric like the ones down South. I feel as though the North Metro area is again being discriminated against and the South Metro area is being favored!	Yes (see previous answer). I am against diesel. 1). The smell makes me throw up. 2). I hate the noise 3). It will soon be too expensive as we run out of fuel.	1). Your presentation is misleading and non-objective. Obviously biased. 2). Many of the bridges will soon need to be replaced anyway. Get some other source to do that and not say that it is you capital expense. 3). I will never use it to go to the airport, because I do not want to go downtown first.					
19.	No. I do not want diesel.							
20.	Yes. Keep updating technology. Bio-diesel, hybrid, solar panels. Keep it clean. Make it fast.		Thanks.					

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21.	I would much rather see EMU.	Air quality. Dependence on oil for diesel.	Thanks very much for these public hearings. I will notify friends and family to attend.	I do think EMU will save enough money in 30 years and save air quality (odor, etc) to make it a better option.			Ask the CO legislature for monetary help to re0build bridges- perhaps federal help, too.	