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of Transportation
**Federal Transit
Administration**

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The Federal Transit Administration (FTA) has determined that the build alternative, as documented in the May 2008 Environmental Assessment, will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the May 2008 EA, which has been independently evaluated by the FTA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The FTA takes full responsibility for the accuracy, scope, and content of the May 2008 EA.

Terry J Rosapep

Terry J. Rosapep
Federal Transit Administration, Region 8
Regional Administrator

Sept 9, 2008

Date



Project: Mason Corridor MAX BRT Project
Applicant: City of Fort Collins, Colorado
Project Location: Larimer County, Colorado

Proposed Project

The Mason Corridor MAX BRT Project is a north-south BRT system located in the central area of Fort Collins, Colorado. It extends from Cherry Street on the north to approximately ¼ mile south of Harmony Road, with a total length of five miles. It is proposed within an exclusive guideway for 3.6 miles with the remaining 1.4 miles in mixed street traffic on portions of McClelland Drive and Mason Street. Along the entire length of the corridor, the BRT system runs parallel to the existing Burlington Northern Santa Fe Railway (BNSF) railroad tracks; however, at varying locations, the BRT system is proposed within a combination of property owned by the BNSF, City of Fort Collins', Colorado State University, and private land owners. The BRT system is just west of and parallel to College Avenue (US 287).

Design details for the Mason Corridor MAX BRT project can be found on pages 2-10 through 2-25 in the EA and include:

- The South Transit Center, a new BRT facility, will include a Park-N-Ride lot, a Kiss-N-Ride drop-off area, and access to the Mason Trail. The South Transit Center will be designed to allow other buses other than those of the MAX BRT system to circulate in and out to make east/west passenger transfers. The South Transit Center will contain a bus turnaround, a pedestrian waiting shelter, site furnishings, security lighting, identification signage, transit information, and landscape improvements.
- A bus-only guideway located between the South Transit Center and Harvard Street and between Drake Road and Laurel Street, totaling approximately 3.6 miles. The new guideway construction will include concrete pavement, and in those areas within BNSF property, Type 3 W-Beam guardrail will be constructed along the west edge of the guideway.
- Two-way conversion of N. Mason Street and Howes Street.
- Shared Park-N-Ride lot at Troutman Parkway
- Shared Park-N-Ride lot at Horsetooth Road
- Shared Park-N-Ride lot at Swallow Road
- Shared Park-N-Ride lot at Drake Road
- Shared Park-N-Ride lot at University Mall
- A new Park-N-Ride lot at the Downtown Transit Center
- Improvements to the existing Transfort maintenance facility on Trilby Road. Modifications to the facility are deemed necessary to meet the maintenance and operations requirements of the enhanced fleet of transit vehicles proposed under the Build Alternative. Proposed improvements will be refined during final design and anticipated to be completed in conjunction with a separate project to expand the maintenance facility in its existing location.
- BRT stations at University Avenue, Prospect Road, University Mall, Drake Road, Swallow Road, Horsetooth Road, Troutman Parkway, and Harmony Road.
- Curb-side stops at Mountain Avenue, Olive Street, Mulberry Street, and Laurel Street. At these locations there will be a northbound stop to the east and a southbound stop to the west for a total of eight stops.



- The BRT station/stop design will serve the functional purpose of easy pedestrian access for boarding the BRT vehicles. The station locations will include canopies to provide refuge from the elements, lighting, as well as information to the BRT riders. The BRT stops will be smaller than the BRT stations, in order to fit in the downtown streetscape, but will still maintain some level of canopies, lighting, and information. In addition, landscaping is proposed at station locations with an overall intent to create a landscape environment that matches the physical environment within each segment of the project corridor.
- Proposed headway is 10 minutes in the morning peak, mid-day and evening peak periods, with 15 minute headways the remainder of the time.
- Intersection enhancements, including signalization priority, signal coordination, and safety enhancements at railroad crossing locations. Details can be found on pages 2-11 and 2-12 of the EA.
- Utility adjustments required are discussed on page 2-12 of the EA. Utility agreements are currently under negotiation by the City.
- Storm drainage improvements will be included in the design. Information on combination detention/water quality ponds, as well as additional drainage details can be found in discussion of specific corridor segments, found on pages 2-15 through 2-25 in the EA.

Two changes have occurred in the definition of the project and in the definition of project impacts since the release of the Environmental Assessment. These changes are:

- Addition of minor changes to the Downtown Transit Center. In order to accommodate the larger BRT vehicles, minor changes would be needed to increase the turning radii on-site and to raise the existing bus platforms.
- Clarification of right-of-way requirements at 4235 South Mason Street and 4217 South Mason Street. There is a combination of businesses located on these two parcels, Best Rental and Foothills Vacuum. The City is planning to work with the owner to relocate temporary storage sheds that are within the right-of-way to elsewhere on the property. The amount of right-of-way has not changed from the Environmental Assessment. Current business use is anticipated to continue with minor modification to storage and traffic flow.

Agency Coordination and Public Opportunity to Comment

The City of Fort Collins conducted extensive public and agency involvement on the EA. This involvement is fully documented in Chapter 7 of the EA. This involvement included agency scoping meetings, six meetings with a project working group that included CSU and representatives of the development community, five public open houses, media outreach, specialized outreach to low income and minority populations, business and property owner outreach (individual meetings), a project website, and preparation and distribution of project information brochures.

Consultation with the Colorado State Historic Preservation Officer (SHPO) is discussed in the Cultural Resources Determinations and Findings section on pages 14 and 15 of this document. Other agency and railroad coordination which has occurred includes:



- Coordination with the US Army Corps of Engineers regarding the wetlands in the project area was initiated in April 2003. At that time the USACE made jurisdictional determinations on the wetlands in the project area. This correspondence was initiated as part of the Mason Trail Project, but since the delineated wetlands were the same as the Mason BRT Project, these determinations were still applicable. The USACE made additional jurisdictional determinations for additional wetlands in the BRT project area in May 2007.
- Coordination with BNSF. The City has continued periodic conversation with the BNSF Railway to inform them of the project status and continue to express interest in using a portion of the BNSF right-of-way for the Bus Rapid Transit corridor. The current concept level plans reflect safety measures and design elements resulting from early conversations with BNSF representatives. The City of Fort Collins is currently determining how to address indemnification issues and limitations on liability for use of railroad right-of-way for public transit. The City will continue to contact BNSF with updated project status and decisions or resulting information in response to these issues as the information becomes available.

The EA for the Mason Corridor/MAX Project was issued on Monday, June 16th, 2008 and its 45 day comment period ended Wednesday, July 30, 2008. The legal advertisement for the EA and the public hearing ran in the Fort Collins Coloradoan newspaper on Sunday, June 15 and Wednesday, June 18th, 2008 and was posted on the City of Fort Collins website. (See Appendix B for a copy of the Notice of Availability.) Copies of the EA were made available at the following locations:

- Main Library at 201 Peterson Street
- Harmony Library at 4616 S. Shields
- Fort Collins Senior Center at 1200 Raintree Drive
- Fort Collins City Manager's Office at 300 LaPorte Avenue
- Fort Collins Police Services at 2221 Timberline Road
- Downtown Transit Center at 250 N. Mason Street
- Transfort Office at 6570 Portner Road

The City of Fort Collins held a public open house/public hearing on July 9, 2008 to present the EA to the public, answer any questions, and solicit public and agency comments. Approximately 25 people attended the public open house/public hearing. During the public comment period 20 comments were received. The comments received are summarized in Appendix C (under separate cover) and contain the full comments and all responses provided to these comments.

Comments on the EA

The City of Fort Collins received 20 comments during the public review period. Two comments were submitted at the public open house and hearing, fifteen were received via email, one via fax and two were received via U.S. Mail. All comments received and responses to all comments



are located in Appendix C (under separate cover) of this FONSI. A representative list of the types of comments received follows:

- General concerns about the design of the BRT, such as the necessity within the transportation corridor and how it will work into the “feel” of the city itself.
- Questions and concerns about ridership levels and the extent of the service of the proposed BRT.
- Questions and concerns about Bicycle/Pedestrian connectivity and design elements.
- Questions and concerns about noise and air quality impacts to the neighborhoods adjacent to the BRT guideway.
- Questions and concerns about the incorporation of alternative modes of transportation into the project design to allow for a wider range of uses.
- Questions and concerns regarding system safety, including the potential for bus and rail accidents.

Mitigation Measures to Minimize Harm

Table 1 presents mitigation measures that will be undertaken to minimize harm to the natural and human environment:

Table 1: Mitigation Measures

Impacts	Mitigation Measures
Land Use and Zoning	None required.
Social Impacts	Written agreements will be finalized on all shared parking locations prior to completion of construction.
Economic Impacts	Coordination with local businesses will occur during construction, to minimize disruptions to local businesses and traffic. Access will be preserved for each business in the study area.
Right-of-Way	Acquisition of property and relocations of displaced persons and businesses will be accomplished in full compliance with all federal and state requirements, including the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.” Final agreements with BNSF and CSU will be completed prior to construction beginning.
Air Quality	The MAX BRT Project is considering alternative fuels for the transit system, which will utilize efficient emissions controls and fuel modifications. Additional strategies that will be used to reduce criteria pollutant and mobile source toxics emissions, especially diesel particulate matter from existing diesel engines include: tailpipe retrofits, closed crankcase filtration systems, clean fuels, engine rebuild and replacement requirements, and aggressive fleet turnover policies. Prompt sweeping of excess sand from park-and-ride facilities, guideway and local access routes after winter storm events will be done to reduce re-entrained dust.
Noise	Noise receptors along the Mason Corridor will not experience new moderate or severe noise impacts as a result of BRT service.
Water Resources and Water Quality	Water quality mitigation will adhere to the Municipal Separate Storm Sewer System (MS4) permit requirements. The City of Fort Collins will develop, implement, and enforce a Stormwater Management Program designed to



Table 1: Mitigation Measures

Impacts	Mitigation Measures
	<p>reduce the discharge of pollutants. As part of the Stormwater Management Plan, BMPs will be established for each of the required six minimum control measures: public education and outreach; public involvement/participation; illicit discharge detection and elimination; construction site storm water runoff control; post-construction storm water management; and pollution prevention/good housekeeping.</p> <p>Design elements have been incorporated into the construction of the Build Alternative that will expand the capacity for stormwater retention and detention within the study area. Detention/water quality ponds will be constructed at the South Transit Center, Harmony Road, Troutman Parkway, Horsetooth Road, Drake Road, Bay Farm Station, Spring Creek, and at Prospect Road</p> <p>In addition to MS4 control measures, the following specific BMPs will be applied to reduce construction related and/or long-term operation impacts to water resources and water quality as appropriate:</p> <ul style="list-style-type: none"> • To minimize the loss of sand from the road surface during winter sanding operations, sediment catch basins will be included during construction and put in place permanently with continual maintenance. • The City of Fort Collins holds an MS4 permit. The project will comply with the requirements and stipulations for this permit.
Wetlands	<p>A USACE nationwide permit #14 will be sufficient to permit the proposed Mason Corridor/MAX BRT Project. Project activities are anticipated to impact 0.3 acres of jurisdictional wetlands, which is below the 0.5 acre impact limit for USACE Nationwide Permit 14-<i>Linear Transportation Crossings</i>.</p> <p>A wetland to the west of Wetland 7 was previously used as an onsite wetland mitigation site for the construction of the Mason Trail. This site appears to have enough space to serve as an onsite wetland mitigation site for this project, as well. Additional analysis and formal approval of this site for mitigation by the USACE will be conducted during the design phase of this project.</p>
Floodplains	<p>Best management practices will be followed to reduce temporary and permanent impacts. Specific BMPs to be used in the study area will not be determined until final design. Additional mitigation measures also include:</p> <ul style="list-style-type: none"> • Measures will be taken to avoid excess application and introduction of chemicals into the aquatic ecosystem, while temporary fills will utilize fill that avoids an increase in suspended solids or pollution. • Erosion, sedimentation, and revegetation techniques, as well as the use of standard erosion control measures, will be used to minimize impacts to the floodplain, streambank, and shoulders. All disturbed areas would be appropriately revegetated with native vegetation. • Adherence to City hydraulic design criteria for major and minor storm drainage. • Coordination with City of Fort Collins, Larimer County, CSU and the Federal Emergency Management Agency (FEMA) on any



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Impacts	Mitigation Measures
	<p>encroachment of the floodplain, and adherence to hydraulic design criteria.</p> <ul style="list-style-type: none"> • Floodplain permits, including a floodplain development permit, Conditional Letter of Map Revision, and Letter of Map Revision will be acquired for floodplain encroachment. • During design of the Build Alternative, avoidance of longitudinal and significant encroachment into the floodplains will be considered. • Avoidance of any changes in historical flood paths. • Adherence to all FEMA requirements and conformance of all hydraulic designs to the requirements of 23 CFR 650. • Floodplain Management and Protection of Wetlands Adherence to all City of Fort Collins floodplain regulations found in Chapter 10 of City Code, including documentation of no-rise in flood elevations when fill or encroachments are placed in the floodway. • Culvert and channel improvements will be designed to convey 100-year flows.
Vegetation	<ul style="list-style-type: none"> • All disturbed areas will be replanted as soon as possible following construction with drought tolerant, native vegetation. Although specific BMPs will not be determined until final design, mitigation measures are anticipated to include: All disturbed areas will be appropriately revegetated with native vegetation, or protected from erosion by the placement of riprap per standard engineering specifications. • To the extent practicable, removed trees and shrubs will be replaced on a 1:1 basis. • Where temporary or permanent seeding operations are not feasible due to seasonal constraints (e.g., summer and winter months), mulch and mulch tackifier will be applied to protect soils from erosion. • Erosion control blankets will be used on steep (3:1 or greater), newly seeded slopes to control erosion and to promote the establishment of vegetation. • To prevent trapping birds and animals, only erosion control fabric with a mesh of flexible natural fibers will be used.
Noxious Weeds	<ul style="list-style-type: none"> • See <i>Construction Impacts</i>
Wildlife/Ecologically Sensitive Areas	<ul style="list-style-type: none"> • All disturbed areas will be replanted as soon as possible following construction with drought tolerant, native vegetation.
Visual Impacts	<p>Visual mitigation measures will include:</p> <ul style="list-style-type: none"> • The choice of retaining wall colors and textures that will fit into the landscape visually and aesthetically by complimenting the surrounding area to reduce visual impact to the area. • Revegetation of disturbed areas and the proposed median between Horsetooth Road and Drake Road in a manner that is consistent with adjacent landscape features. Native and indigenous species for revegetation will be used. • All new structures, signing, and lighting would be consistent with local standards and guidelines.



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Impacts	Mitigation Measures
	<p>Visual enhancements, such as artwork, interesting design features, and use of aesthetically pleasing colors will be included along the entire Mason Corridor where appropriate and feasible.</p>
<p>Cultural Resources</p>	<p>Mitigation for the PSCO substation has been documented in the MOA between the Colorado State Historic Preservation office (SHPO) and FTA, included as Appendix A of this document. Following is a summary of the stipulations contained within the MOA:</p> <ul style="list-style-type: none"> • Opportunity for Relocation: Removal of the Substation is not anticipated prior to June 1, 2009; therefore, if prior to March 1, 2009: <ul style="list-style-type: none"> – Separate funding is identified and secured. – A relocation site is determined with property owner approval. – That relocation site does not impact the development of the Build Alternative. – Final relocation of the Substation will occur prior to scheduled construction on the existing site. – A document establishing the relocation process and associated funding is approved by the City, then an opportunity for relocation of the Substation will be allowed. • Archival Documentation: The City, on behalf of the FTA, will ensure that the Substation is documented in accordance with the National Park Service Heritage Documentation Programs' Historic American Buildings Survey (HABS) recordation process. • Sustainable Deconstruction Practices: In accordance with the City Sustainable Action Plan, demolition of the Substation will be done in accordance with sustainable deconstruction practices, to include the salvage and reuse of building materials with a preference for reuse on the restoration/rehabilitation of other historic buildings within the community. The City will be responsible for the demolition of the building. • Interpretive Display: An interpretive display describing the importance of the Substation will be prepared and installed by the City <p>If any archaeological resources are discovered during construction, work will cease until the City of Fort Collins Environmental Specialist has been notified and both FTA and SHPO have been involved.</p>
<p>Hazardous Materials</p>	<ul style="list-style-type: none"> • A Hazardous Materials Technical Report was completed in 2003 in accordance with the American Society for Testing and Materials (ASTM) E 1527-00, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Phase I ESA). The City will update the Phase I ESA previously completed and subsequently conduct environmental testing and implement mitigation measures, as recommended, prior to



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Impacts	Mitigation Measures
	<p>construction.</p> <ul style="list-style-type: none"> • The worker health and safety plan for construction of the Build Alternative will include protocols for the possibility of encountering contaminated soil and groundwater during subsurface excavation, such utility relocation or storm sewer installation, associated with project construction. • Additional soil and groundwater sampling will be done as part of final design in the vicinity of Pitkin Street, Prospect Road, and McClelland Drive, in areas where subsurface excavations, which could encounter groundwater during construction, are located. Any dewatering activities will be conducted in a manner that avoids the discharge of water directly into any state waters, such as creeks, wetlands, irrigation ditches, canals, or storm sewers, unless allowed by a permit
Parks and Recreation	<p>At Creekside Park, good communication will be established and maintained with residents and pedestrians in the area regarding detours and construction activities. In addition, lighting will be provided in the underpass to improve safety conditions.</p> <ul style="list-style-type: none"> • Provide trail connection and replacement landscaping • Develop and implement a public safety and detour program for Spring Creek trail and Creekside Park with City of Fort Collins Parks Department, including access management, signage, and public information. • Re-seed disturbed area with native grasses or sod as directed by Parks Division.
Construction Impacts	<p>Social Impacts</p> <ul style="list-style-type: none"> • Coordination with the local community and emergency service providers will be done with regard to construction impacts, to ensure access to all properties and to minimize travel delays. <p>Air Quality</p> <ul style="list-style-type: none"> • Contractor ensures that all construction equipment is properly tuned and maintained. • Minimize idling time to 10 minutes. • An operational water truck will be on site at all times. Apply water to control dust as needed to prevent dust impacts offsite. • Utilize existing power sources or clean fuel generators rather than temporary power generators. • Develop a traffic plan to minimize traffic flow interference from construction equipment movement and activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours whenever reasonable. <p>Noise</p> <ul style="list-style-type: none"> • Temporary walls or piles of excavated material to serve as construction noise barriers.



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Impacts	Mitigation Measures
	<ul style="list-style-type: none"> • Re-route traffic away from residential streets, if possible. • Combine noisy operations to occur during the same time period. • Avoid nighttime activities • Use specially-quieted equipment, such as quieted and enclosed air compressors • Use properly working mufflers on equipment • Lessening the noise impacts to residents and businesses by scheduling construction percussion operations, and truck loading, hauling, and routing during daytime hours and managing to minimize noise and vibration levels. Also, the contractor will be encouraged to phase as much of the noise inducing activities together to help limit the duration of higher noise levels. The contractor will be required to use mufflers or noise blankets on equipment and quiet generators. All construction hours and noise levels will comply with the City of Fort Collins ordinances and policies. <p>Water Resources and Water Quality</p> <ul style="list-style-type: none"> • All disturbed areas will be revegetated with native grass and forb species. Seed, mulch and tackifier will be applied in phases throughout construction. • Where permanent seeding operations are not feasible due to seasonal constraints (e.g., summer and winter months), disturbed areas will have mulch and mulch tackifier applied to prevent erosion. • Erosion control blankets will be used on steep, newly seeded slopes to control erosion and to promote the establishment of vegetation. Slopes should be roughened at all times and concrete washout contained. • Temporary erosion control blankets will have flexible natural fibers. • Erosion bales, erosion logs, silt fence or other sediment control devices will be used as sediment barriers and filters adjacent to wetlands, surface waterways and at inlets where appropriate. • Where appropriate, slope drains will be used to convey concentrated runoff from top to bottom of the disturbed slopes. Slope and cross drain outlets will be constructed to trap sediment. • Storm drain inlet protection will be used where appropriate to trap sediment before it enters the cross drain. • Check dams will be used where appropriate to slow the velocity of water through roadside ditches and swales. • Work areas will be limited as much as possible to minimize construction impacts to vegetation. • Temporary detention ponds (during construction) will be used to allow sediment to settle out of runoff before it leaves the construction area. These ponds may be combined with permanent detention ponds.



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Impacts	Mitigation Measures
	<p>Wetlands</p> <ul style="list-style-type: none"> • Silt Fence-in applicable areas to prevent sediment from entering adjacent wetlands. • Silt Fence-in applicable areas to clearly identify construction site boundaries to prevent unintentional wetland impacts. • Orange Plastic Fencing-when work has to be done in wetland areas; this fencing will be placed to minimize impacts to wetlands. <p>Floodplains</p> <ul style="list-style-type: none"> • Construction staging areas will be located at a distance of greater than 50 feet from adjacent stream/riparian areas to avoid disturbance to existing vegetation, avoid point source discharges, and to prevent spills from entering the aquatic ecosystem (including concrete washout). <p>Vegetation</p> <ul style="list-style-type: none"> • Equipment refueling and staging areas shall be located at least 100 feet from wetlands or waterways. • Minimize the amount of disturbance and limit the amount of time that disturbed areas are allowed to be non-vegetated; • Avoid existing trees, shrubs, and vegetation to the maximum extent possible, especially any wetlands and riparian plant communities; • Salvage weed-free topsoil for use in revegetation. <p>Noxious Weeds</p> <ul style="list-style-type: none"> • During the design phase, detailed weed mapping of the study area will be conducted by a weed specialist. Mapping will be included in the construction documents along with appropriate control methods for noxious weeds. • Following noxious weed mapping and inventory by a weed specialist, the potential for spread of identified noxious weeds due to disturbance by construction activities will be analyzed including potential for noxious weeds to spread into wetlands and agriculture. • Identification of all existing noxious weed infestations within the roadway right-of-way will occur during the design phase. Right-of-way areas will periodically be inspected by the City or its consultants during construction and during post-construction weed monitoring for invasion of noxious weeds. • Certified weed-free hay and/or mulch will be used in all revegetated areas. • No fertilizers will be allowed on the project site. • Weed management measures will include removal or burial of heavily infested topsoil, chemical treatment of lightly infested topsoil, limiting disturbance areas, phased seeding with native species throughout construction, monitoring during and after construction, and other chemical and/or mechanical treatments. • Use of herbicides will include selection of appropriate herbicides and timing of herbicide spraying and use of a backpack sprayer in and adjacent to sensitive areas such as wetlands and riparian



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Impacts	Mitigation Measures
	<p>areas. In locations where spot application is not practicable, a wildlife biologist will inspect the area prior to spraying to ensure crucial habitat will not be impacted.</p> <ul style="list-style-type: none"> • Weed Free Forage Act: Materials used for the project will be inspected and regulated under the Weed Free Forage Act, Title 35, Article 27.5, CRS. • Topsoil Management: When salvaging topsoil from on-site construction locations, the potential for spread of noxious weeds will be considered. Importing topsoil onto the project site will not be allowed. • Equipment Management: Equipment will remain on designated roadways and stay out of weed-infested areas until the areas are treated. All equipment will be cleaned of all soil and vegetative plant parts prior to arriving on the project site. • Supplemental weed control measures may be added during the design and construction planning. <p>Wildlife/Ecologically Sensitive Areas</p> <ul style="list-style-type: none"> • A nesting survey for active migratory bird nests will be done prior to start of construction and during the breeding season (approximately mid-April through August) to ensure no active nesting locations are disturbed. • If active nesting locations are observed with the study area then coordination with Colorado Division of Wildlife or U.S. Fish and Wildlife may be needed to determine an appropriate buffer around the nesting location where work is not permitted until the nest is no longer active. • A survey for occupied red fox dens will be done during the den/mating season (approximately March through June) to ensure no individuals are affected from project activities. Should an occupied den be observed within the project corridor then coordination with Colorado Division of Wildlife will be needed for proper relocation measures. • Work measures will be limited as much as possible to minimize construction impacts on existing vegetation and riparian corridors that may be providing habitat for migratory birds and general wildlife species. • A survey for Ute-ladies' tresses orchid will be done along Spring Creek prior to construction. <p>Parks and Recreation</p> <ul style="list-style-type: none"> • Temporary closure of the Spring Creek Trail during construction will be kept to a minimum, and adequate detour signing will be provided. • Employ BMPs for erosion control during construction. <p>Hazardous Materials</p> <ul style="list-style-type: none"> • Construction contractors will practice good management practices to reduce the likelihood of chemical spills. Cleanup of spills would



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Impacts	Mitigation Measures
	<p>be conducted in compliance with Colorado hazardous waste regulations in 6 CCR 1007-3.</p> <p>Visual</p> <ul style="list-style-type: none"> • Designing a suitable construction staging area, and requiring that the contractor store materials and equipment within that area to minimize the visual impact. All construction debris will be disposed at an approved landfill and transported on designated truck routes. The contractor will be responsible for on-site cleanup and disposal of debris. <p>Traffic Operations</p> <ul style="list-style-type: none"> • Construction staging and traffic control plans would be developed that minimize the disruption to traffic and access. • The City of Fort Collins will provide adequate public notice and maintain coordination with area residents and with the area's emergency service providers to keep the public apprised of the construction progress and to inform the public of closures and detours.
Parking	<ul style="list-style-type: none"> • The loss of 16 parking spaces in the Mountain Avenue to Myrtle Street area can be accommodated by the remaining on- street parking. There will be no impact to overall parking. • The City of Fort Collins is coordinating with CSU regarding the impact to existing parking spaces. • Mitigation measures proposed to minimize any potential impact to the existing loading/unloading capabilities of the UBC Lumber include the placement of a signal on the guideway. The signal, stopping the MAX BRT vehicle, will be activated when a railway car is being provided by BNSF to UBC Lumber. It is assumed that the railway car will be removed from the BNSF tracks as efficiently as possible and parked on private property for loading/unloading.
Emergency Services	<p>Efficient and effective interface between emergency service vehicles and the MAX BRT vehicles and facilities will be examined during final design and implemented prior to construction.</p>
Traffic Operations	<p>The Build Alternative will require transportation network improvements to accommodate the project. Significant improvements to the roadway network are as follows:</p> <ul style="list-style-type: none"> • Improvements to signalized intersection along the MAX BRT Corridor. • Full signal at Fairway/College • Conversion of the Mason/Howes one-way couplet to two-way operation
Railroad Crossings	<ul style="list-style-type: none"> • Four quad gates and warning time circuitry will be upgraded at Horsetooth Road, Swallow Road, Prospect Road, Lake Street, and Pitkin Street. • Concrete crossing material upgrades will be included at Laurel Street, Myrtle Street, Mulberry Street, Magnolia Street, Olive Street, and Oak Street.



Determinations and Findings

Land Use and Zoning

All land use impacts that would occur are consistent with zoning and land use planning.

Social

Residents adjacent to proposed stations and the expanded maintenance facility would experience a slight increase in traffic related impacts.

Enhanced transit accessibility will occur because of the park-and-ride lots which will provide approximately 200 additional parking spaces along the corridor and the enhanced bus service. These impacts are generally not significant.

Economic Conditions

The Build Alternative would not result in the displacement of any businesses. Permanent impacts include the relocation of vacuums at Casey's Carwash (4315 S. Mason) and the loss of approximately 235 parking spaces serving primarily CSU. Construction-related employment would enhance local economic conditions. These impacts are generally not significant.

Environmental Justice

No disproportionate or adverse effects would result from the project.

Right-of-Way and Relocation

Construction of the Build Alternative would require the acquisition and relocation of one building, the Public Service Company of Colorado substation building located at 128 Prospect Street. This is an historic property more fully addressed in the attached MOA, Appendix A. The Build Alternative would require acquisition of a total of approximately 17 acres of new right-of-way and/or permanent easements for the proposed alignment and stations. In addition, temporary construction easements would be required for an additional 15 acres. These impacts are generally not significant.

Air Quality

The Mason Corridor MAX BRT is included in the North Front Range Metropolitan Planning Organization (MPO) 2035 Regional Transportation Plan (RTP) and the 2008-2013 Transportation Improvement Program (TIP). Attached is a letter from the U.S. Department of Transportation, dated March 27, 2008, confirming that an Air Quality Conformity Determination was made on the 2035 RTP and TIP for the North Front Range MPO.

Project level carbon monoxide analyses resulted in no exceedances of the National Ambient Air Quality Standards. The project is expected to reduce vehicle miles traveled resulting in reduction of air pollution emissions. These impacts are generally not significant.

Noise and Vibration

The analysis that was done indicated that no noise impacts (as defined by FTA) will occur during operation of the BRT facility.



Water Resources and Water Quality

Construction of the Build Alternative will result in the addition of 9.15 acres of impervious surfaces which could lead to more runoff and increased sedimentation. There is potential for non-point source pollution to surface water from storm water runoff related to transportation activities. These impacts are generally not significant.

Wetlands and Other Waters of the U.S.

It is expected that 0.3 acres of jurisdictional wetlands and 0.14 acres of non-jurisdictional wetlands will be impacted. These impacts are generally not significant.

Flooding and Floodplain Management

Construction of the Build Alternative would result in 0.11 acres of encroachment into the "FEMA-designated" 100 year floodplain and floodway associated with Spring Creek. This impact is generally not significant.

Vegetation

Vegetation will be removed within the existing and proposed right-of-way. These impacts are generally not significant.

Noxious Weeds

Soil disturbance caused by construction equipment and the removal of native vegetation would contribute to the spread of noxious weeds in the study area. These impacts are generally not significant.

Wildlife/Ecologically Sensitive Areas

Construction of the proposed Mason Corridor/MAX BRT line will result in the removal of vegetation/riparian habitat within the study area. Removal of vegetation will further fragment the remaining wildlife habitat. Loss of potential red fox den habitat is anticipated between Horsetooth Road and Fossil creek. These impacts, with mitigation, are generally not significant.

Threatened and Endangered Species

No impacts are anticipated since construction will be occurring on the east side of the railroad tracks at Spring Creek.

Visual Quality

Visual changes will occur at stations and at maintenance facility. These impacts are generally not significant.

Cultural Resources

An "adverse" impact has been determined for the Public Service Company of Colorado (PSCO) Substation building as its removal would be required for construction of the project. A finding of "no adverse effect" has been made for two historic sites: the CC/C&S Railroad and the CSU Industrial Sciences Laboratory. These impacts are generally not significant.



Consultation with the Colorado State Historic Preservation Officer (SHPO) included submittals of Determinations of Eligibility and Effects. The SHPO concurred with these findings in their letter of September 2007, a copy of which is included in an appendix to the EA. The SHPO has signed the Memorandum of Agreement (MOA), which is included as an appendix to this FONSI (Appendix A).

Identified on the MOA as Concurring Signatories, Gordon Hazard, President of the City of Fort Collins Historical Society, as well as Carol Tunner were presented with the opportunity to sign the MOA. Both parties made the decision to not sign the MOA because they did not want to indicate an endorsement of the proposed undertaking; however, they acknowledged their understanding and acceptance of the proposed undertaking.

Hazardous Materials

Five sites upgradient or immediately adjacent and downgradient of the study area have known petroleum soil and groundwater contamination. With mitigation, these impacts are generally not significant.

Section 6(f)

No impacts.

Farmland

No impacts.

Public Safety and Security

Fort Collins Police and the CSU Police will patrol buses and station areas to ensure public safety. Safety upgrades are being done at five at-grade intersections with the freight railroad. The BRT improvements will be in their own guideway and separated from the freight rail traffic by a guardrail.

The project will improve the existing safety situation as it relates to BNSF freight trains traffic by:

- Converting Mason and Howes Streets to two-way traffic.
- Adding safety upgrades at five at-grade intersections.

Additional safety measures that are being undertaken as it related to the proximity of the BNSF tracks are as follows:

Construction Safety

The successful contractor will be required to comply with BNSF Standard Railroad Requirements, which are made part of the specification package of the project and require contractor signature. These specifications identify (generally) the following for the contractor:

- Required insurance, indemnification and assignment of liability
- Railroad flagging (protocol and process for requesting from railroad)



- Contractor safety training—mandatory
- Clearance distances from the track to be maintained
- Compliance with local, state and federal laws
- Contractor development and enforcement of a Safety Action Plan during construction
- Protection of railway facilities during construction.
- Requirements with regard to equipment, excavation, hazardous waste, substances, materials reporting, and personal injury reporting

These requirements are provided to the contractors as part of the advertisement package so only those that can comply may bid on the project. The terms are not negotiable.

User Safety (Post-Construction)

Elements incorporated into the design for user safety include:

- Maintaining a clearance distance of 25 feet from centerline of track.
- Separation of the BRT roadway from the remainder of the Railroad right-of-way by means of guardrail and curb and gutter.
- Upgrading cross street railroad signal elements, including priority timing for BRT.
- Minimizing elevation difference between track and BRT to avoid graveled material from the railroad landing on the BRT roadway surface.
- User stations/platforms are buffered from the railroad by either the platform or the BRT guideway, as well as located an acceptable distance from railway operations as determined by BNSF.
- Limited access by public vehicles to the BRT guideway.

These public safety and security impacts are generally not significant.

Section 4(f)

Two impacted properties are protected under Section 4(f) of the Department of Transportation Act: the PSCO building and Creekside Park. Impacts as a result of construction of the Build Alternative include removal of the PSCO building and construction of a retaining wall at Creekside Park.

Avoidance alternatives for the PSCO building were developed and reviewed by FTA, all of which proved to be not “prudent and feasible” and were thus dismissed from further consideration. Impacts to Creekside Park were determined to be *de minimis*. These impacts are generally not significant.



Transportation

Based on the results of comparative impact analyses, it can be concluded that the Mason Corridor/MAX BRT Project will have a positive affect on the transportation system within the study area. The following transportation benefits can be anticipated with the construction and operation of the MAX BRT:

- A 36 percent increase in transit ridership based on system-wide individual boardings, as compared to the No-Action Alternative in the year 2035. Additionally, in the year 2035, projected ridership for the MAX BRT system will make up 40 percent of the system-wide ridership for Transfort.
- Transit service hours would be expected to remain the same but there would be an increase in service frequency resulting from both the 10-minute headways and the effects of the exclusive guideway minimizing potential travel delays caused by vehicular congestion. The exclusive guideway would account for approximately 72 percent of the operating miles within the project corridor. Therefore, transit service would result in more predictable travel times and increased reliability within the project corridor.
- The MAX BRT vehicles would improve ride quality as a result of the usage of larger vehicles, improved suspension, and increased seating availability. The associated stops/stations would also provide a greater level of comfort and safety by providing larger shelters, more seating, security cameras, pre-pay fare machines, and covered boarding areas. In addition, the BRT stations would eliminate exposure to the negative elements of waiting adjacent to a congested vehicular roadway.
- Construction of the MAX BRT considers design elements that would encourage bicycle and pedestrian travel both within the project corridor and on east/west connections linking stations to the surrounding transportation network.
- Approximately 236 parking spaces within the project corridor will be lost as a result of the construction of the MAX BRT. However, an addition of seven Park-N-Ride facilities, with an anticipated total of 470 parking spaces, would be constructed throughout the project corridor.
- Safety-related improvements included in construction of the MAX BRT are anticipated to provide a safer operating environment for transit vehicles, motorists, bicyclists and pedestrians in the project corridor. Specific details on these improvements would be completed during final design, but include improved traffic signal operations.
- The projected ridership would result in a reduction of vehicle miles traveled, creating a positive effect on the entire transportation system, as well as reduced emissions.



Environmental Finding

The Environmental Assessment (May 2008) is incorporated by reference as part of this Finding of No Significant Impact. Appendix C (under separate cover) of this document includes public comments received and responses to all comments.

Based on the Environmental Assessment and its associated supporting documents, the Federal Transit Administration finds, pursuant to 23 CFR 771.121, that there are no significant impacts on the environment associated with the development and operation of the Mason MAX BRT Project.



U.S. Department
of Transportation
**Federal Transit
Administration**

Mason Corridor MAX BRT Project FONSI



U.S. Department
of Transportation

Federal Transit Administration
Region VIII
12300 West Dakota Ave., Ste 310
Lakewood, Colorado 80228

Federal Highway Administration
Colorado Division
12300 West Dakota Ave., Ste 100
Lakewood, Colorado 80228

Mr. Cliff Davidson, Executive Director
North Front Range MPO
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

MAR 27 2008

Dear Mr. Davidson:

Subject: Conformity Determination for the Fort Collins-Greeley
Urbanized Areas 2035 RTP and 2008-2013 TIP

In accordance with the Clean Air Act of 1990, as amended, and 23 CFR 450, the U.S. Department of Transportation (U.S. DOT) is required to make conformity determinations of Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP) in non-attainment and maintenance areas. On November 1, 2007, the North Front Range Transportation and Air Quality Planning Council, also known as the North Front Range Metropolitan Planning Organization (NFRMPO) adopted a conformity determination for the Fort Collins and Greeley urbanized areas 2035 RTP and 2008-2013 TIP, in its capacity as the Metropolitan Planning Organization (MPO).

Based on our evaluation of the NFRMPO RTP and TIP conformity determination, in coordination with the U.S. Environmental Protection Agency (EPA), the NFRMPO, the Colorado Air Quality Control Commission (AQCC), and the Colorado Department of Transportation (CDOT), we have determined that the Fort Collins and Greeley urbanized areas have met the requirements of 40 CFR 51 and 93. Furthermore, the 2035 RTP and 2008-2013 TIP conform to the State Implementation Plan (SIP).

Conformity Determinations for the NFRMPO RTP and TIP are hereby made. The Conformity Determinations for the 2035 RTP and 2008-2013 TIP are in effect until the eight-hour ozone Conformity Determination that must be made by U.S. DOT on or before November 20, 2008.

Sincerely yours,

Charmaine Knighton

Terry Rosapep
Regional Administrator, FTA

Douglas Bennett

Douglas Bennett, P.E.
Acting Division Administrator, FHWA

cc: Ms. Lisa Silva, APCD
Ms. Gail Hoffman, CDOT
Mr. David Beckhouse, FTA
Mr. Robert Edgar, EPA

**MOVING THE
AMERICAN
ECONOMY**





U.S Department
of Transportation
**Federal Transit
Administration**

Mason Corridor MAX BRT Project FONSI

**APPENDIX A:
MEMORANDUM OF AGREEMENT**



July 29, 2008

MEMORANDUM OF AGREEMENT

**REGARDING THE
MASON CORRIDOR MAX BRT PROJECT BUILD ALTERNATIVE
IN THE CITY OF FORT COLLINS, LARIMER COUNTY, COLORADO
IMPACTS TO THE HISTORIC PUBLIC SERVICE COMPANY SUBSTATION
AT 128 WEST PROSPECT STREET,
FORT COLLINS, COLORADO**

The Parties to this agreement are the Federal Transit Administration ("FTA"), the City of Fort Collins ("City"), and the Colorado State Historic Preservation Officer ("SHPO").

WHEREAS, Section 106 of the National Historic Preservation Act, 16 USC 470 *et seq.* (the "Act") requires Federal Agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation ("Council") a reasonable opportunity to comment on such undertakings; and

WHEREAS, the proposed federally assisted undertaking is the development of the MAX BRT Project (hereafter the "Build Alternative") in central Fort Collins, for which the National Environmental Policy Act (NEPA) process is currently underway; and

WHEREAS, the FTA has determined that development of the Build Alternative will have an adverse effect on the historic Public Service Company Substation ("Substation") which is in the Area of Potential Effect and has consulted with the SHPO and consulting parties pursuant to 36 CFR Part 800, regulations implementing Section 106 of the Act; and

WHEREAS, the FTA has determined that the development of the Build Alternative will require the removal of the Substation out of the footprint of the Build Alternative; and

WHEREAS, the FTA has investigated alternatives to avoid removal of the Substation, none of which are feasible and prudent; and

WHEREAS, the FTA and the City have investigated two mitigation options including demolition/recordation and relocation; and

WHEREAS, the FTA has determined that, although it may be possible to relocate the Substation, there would be extraordinary and unreasonable costs associated with relocation; and

WHEREAS, the magnitude of expense associated with relocation is not included in the project budget and has the potential to affect the FTA cost-effectiveness rating for the Build Alternative; and

WHEREAS, the FTA has consulted with the SHPO regarding the adverse effect of the undertaking on the Substation, and has requested that the City sign this Memorandum of Agreement ("MOA") as an invited signatory; and



WHEREAS, in accordance with 36 CFR 800.6(a)(1), the FTA has notified the Council of its adverse effect determination with specified documentation; and

WHEREAS, the Council has concluded that 36 CFR 800: Appendix A, does not apply to this undertaking and Council participation is not needed; and

WHEREAS, in accordance with 36 CFR 800.6(b)(1)(iv), the FTA will file this MOA and related documentation with the Council at the conclusion of the consultation process; and

WHEREAS, the historic property that will be directly affected by this project is the:

Public Service Company Substation -- 5LR.11330. A brief history and description of which is as follows:

This small substation building is located north of Prospect Street, just east of the Burlington Northern Santa Fe railroad tracks near the Colorado State University campus. It was constructed in 1925 by the Public Service Company to provide electric power to Fort Collins. The building represents a standard design and similar substations were also built in Greeley, Lafayette, Berthoud, Longmont, and Loveland. The Substation continued to distribute electricity to Fort Collins and Colorado State University until the 1980's; however, since that time it has remained unoccupied.

NOW, THEREFORE, in consideration of the mutual promises of the parties, the FTA, the SHPO, and the City agree that the removal of the Substation by demolition shall be implemented in accordance with the following stipulations in order to take into account the effect of development of the Build Alternative on the Substation.

STIPULATIONS

The FTA shall ensure that the following measures are implemented:

I. MITIGATION

The mitigation will include opportunity for relocation, archival documentation, sustainable deconstruction practices, salvage, reuse, and interpretive elements.

A. OPPORTUNITY FOR RELOCATION

Removal of the Substation is not anticipated prior to June 1, 2009; therefore, if prior to March 1, 2009:

- 1) separate funding is identified and secured by the party or entity intending to relocate the Substation by written affirmation of such presented to the City and FTA prior to March 1, 2009; and
- 2) a relocation site is determined with property owner approval; and
- 3) that relocation site does not impact the development of the Build Alternative; and
- 4) final relocation of the Substation will occur prior to scheduled construction on the existing site; and
- 5) a document establishing the relocation process and associated funding is approved by the City,

then an opportunity for relocation of the Substation shall be allowed.



B. ARCHIVAL DOCUMENTATION

The City, on behalf of the FTA, shall ensure that the Substation is documented in accordance with the National Park Service Heritage Documentation Programs' Historic American Buildings Survey / Historic American Engineering Record (HABS/HAER) recordation process.

Copies of this archival documentation will be provided to the SHPO and the City.

C. SUSTAINABLE DECONSTRUCTION PRACTICES

In accordance with the City Sustainability Action Plan, demolition of the Substation shall be done in accordance with sustainable deconstruction practices, to include the salvage and reuse of building materials with a preference for re-use on the restoration/rehabilitation of other historic buildings within the local community. The City will be responsible for the demolition of the building and the expense of the demolition.

D. INTERPRETIVE DISPLAY

The City will prepare and install an interpretive display describing the importance of the Substation at a location to be approved by the City within one year of completion of the undertaking. The SHPO and consulting parties will be involved in review of the display.

II. DURATION

This agreement will be null and void if its terms are not carried out within (5) years from the date of its execution. Prior to such time, the FTA may consult with the other signatories to reconsider the terms of the agreement and amend it in accordance with Stipulation V below.

III. MONITORING AND REPORTING

Each year following the execution of this agreement until it expires or is terminated, the City, on behalf of the FTA, shall provide all parties to this agreement a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and/or objections received regarding the FTA's efforts to carry out the terms of this agreement. Failure to provide such summary report may be considered noncompliance with the terms of this MOA pursuant to Stipulation V, below.

IV. DISPUTE RESOLUTION

Should a dispute arise between the FTA and the SHPO regarding actions proposed or the manner in which the terms of this MOA are implemented, the FTA and the SHPO shall consult and attempt to resolve the dispute. If the FTA determines that after the passage of thirty days of negotiation the dispute cannot be resolved, the FTA, will:

- A. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR 800.2(b)(2). Within thirty days after receipt of adequate documentation, the Council shall review and advise the FTA on the recommended resolution of the dispute. Any comment provided by the Council will be taken into account by the FTA in reaching a final decision regarding the dispute.



B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, the FTA may render a decision regarding the dispute. In reaching its decision, the FTA will take into account all comments regarding the dispute from the SHPO.

C. The FTA's responsibilities to carry out all other actions subject to the terms of this MOA, that are not the subject of the dispute, remain unchanged. The FTA will notify the SHPO, the invited signatory, and the concurring signatories of its decision in writing before implementing that portion of the FTA's undertaking subject to dispute under this stipulation. The FTA's decision will be final.

V. AMENDMENTS AND NONCOMPLIANCE

If any signatory to this MOA, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR 800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the Council. If the signatories cannot agree to appropriate terms to amend the MOA, any signatory may terminate this MOA in accordance with Stipulation VI, below.

VI. TERMINATION

If this MOA is not amended following the consultation set out in Stipulation IV above, it may be terminated by any signatory. Within 30 days following the termination, the FTA shall notify the SHPO as to whether or not it will initiate consultation to execute a new MOA under 36 CFR 800.6(c)(1) or whether it will request the comments of the Council under 36 CFR 800.7(a), and proceed accordingly.

Execution of this MOA by the FTA and the SHPO and the submission of documentation and filing of this MOA with the Council pursuant to 36 CFR 800.6(b)(1)(iv) prior to the FTA's approval of this undertaking, and implementation of its terms evidence that the FTA has taken into account the effects of this undertaking on historic properties and afforded the Council an opportunity to comment.

SIGNATORIES:

FEDERAL TRANSIT ADMINISTRATION, REGION VIII

By: Terry J. Rosapep Date: 8/4/08
Terry J. Rosapep, Regional Administrator

COLORADO STATE HISTORIC PRESERVATION OFFICER

By: Edward C. Nichols Date: 8/6/08
Edward C Nichols, SHPO



INVITED SIGNATORY:

City of Fort Collins, Colorado

By: [Signature] Date: 8/11/08

Darin Atteberry, City Manager

ATTEST
[Signature]
City Clerk



CONCURRING SIGNATORIES:

City of Fort Collins, Landmark Preservation Commission

By: [Signature] Date: _____

John Albright

City of Fort Collins Historical Society

By: _____ Date: _____

Gordon Hazard, President

Carol Tunner, Citizen

By: _____ Date: _____

Carol Tunner

Approved As To Form
[Signature]
Deputy City Attorney



U.S Department
of Transportation
**Federal Transit
Administration**

Mason Corridor MAX BRT Project FONSI

**APPENDIX B:
NOTICE OF AVAILABILITY**



U.S Department
of Transportation
Federal Transit
Administration

Mason Corridor MAX BRT Project FONSI

Account #: 010098

Denise Weston - Transit Planner
2-11-08

FINANCE '08JUN27 9:48



Invoice Text NOTICE OF AVAILABILITY AND PUBLIC HEAR

NOTICE OF AVAILABILITY AND PUBLIC HEARING

The City of Fort Collins, in conjunction with the Federal Transit Administration (FTA), have completed an Environmental Assessment (EA) and Section 4(f) Analysis for the Mason Corridor/MAX BRT Project. The EA and Section 4(f) Analysis are now ready for public and agency review through July 30, 2008, the end of the public comment period. Interested parties are invited to attend a Public Hearing on Wednesday, July 9, 2008 from 4-7p.m. at the Fort Collins Senior Center, 1200 Rainree Drive.

Hay un traductor deponible a la reunion publica. Spanish translator will be available at the public hearing. Additional communications assistance is available. If needed, please call 970-416-2643 at least 72 hours prior to discuss required accommodations. The Fort Collins Senior Center is Americans with Disabilities Act (ADA) accessible.

The EA document is available for viewing at the following locations, as well as on the project website (www.ftgov.com/mason):

- 1 Harmony Library, 4816 S. Shields, for hours please call: 970-221-6740.
- 1 Main Library, 201 Peterson St., for hours please call: 970-221-6740.
- 1 Fort Collins Senior Center, 1200 Rainree Dr., for hours please call: 970-221-6644.
- 1 Fort Collins City Managers Office, 300 LaPorte Ave., hours: M-F 8a.m.-5p.m.
- 1 Fort Collins Police Services, 2221 Timberline Rd., hours: M-F 8a.m.-5p.m.
- 1 Downtown Transit Center, 260 N. Mason St., for hours please call: 970-416-2067.
- 1 Transit Office, 6570 Partner Rd., for hours please call: 970-221-6620.

Comments/Questions on the Mason EA may be directed to Denise Weston, Senior Transportation Planner, PO Box 580, Ft. Collins, CO 80522, 970-416-2643, dweston@ftgov.com, or via the project Web site at www.ftgov.com/mason. Comments must be postmarked by July 30, 2008.

34102387
Ft. Collins Coloradoan
June 15 & 18, 2008

STATE OF COLORADO)
) ss: AFFIDAVIT OF PUBLICATION
COUNTY OF LARIMER)

Nicole Cumming, being duly sworn, deposes and says that said is the legal clerk of the Fort Collins Coloradoan; that the same is a daily newspaper of general circulation and printed and published in the City of Fort Collins, in said county and state; that the notice or advertisement, of which the annexed is a true copy, has been published in said daily newspaper for

2 Non-Consecutive Days;

that the notice was published in the regular and entire issue of every number of said newspaper during the period and time of publication of said notice, and in the newspaper proper and not in a supplement thereof; that the first publication of said notice was contained in the issue of said newspaper on

Sunday, June 15, 2008

that the last publication thereof was contained in the issue of said newspaper on

Wednesday, June 18, 2008

that said Fort Collins Coloradoan has been published continuously and uninterruptedly during the period of at least six months next prior to the first publication of said notice or advertisement above referred to; that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any amendments thereof; and that said newspaper is a daily newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado.

Nicole Cumming

Legal Clerk

Subscribed and sworn to before me, within the County of Larimer, State of Colorado this

Wednesday, June 18, 2008

My Commission expires 1/1/11

A. M. Bloudek

Notary Public

Legal No.0034102387

Delivered to:
CITY OF FC,
PO BOX 580
FORT COLLINS, CO 80522-0580

Affidavit Prepared
Wednesday, June 18, 2008
8:26 am



U.S Department
of Transportation
**Federal Transit
Administration**

Mason Corridor MAX BRT Project FONSI

Revised Date Explained	//////////									
P.R. submitted date	//////////	OCT. 24, 2007	OCT. 24, 2007	OCT. 24, 2007	OCT. 24, 2007	OCT. 24, 2007	OCT. 24, 2007	OCT. 24, 2007	OCT. 24, 2007	OCT. 24, 2007
Estimated Closeout Date	//////////				6/30/2008	10/31/2008	10/31/2008	10/31/2008	10/31/2008	10/31/2008
DEOB. AMOUNT	//////////	0.00	0.00	0.00			0	0		
C.O. IN TEAM	//////////	01-08-08	2/5/08				2/5/2008	3/5/2008		

MT-90-X071	TOT. AMOUNT	PREV. REQUES	THIS REQUEST	TOT. REQUEST	TOT. BALANCE
MT-90-0071	777,466.00	707,962.00	985.00	708,947.00	68,519.00
MT-90-4071	420,000.00	0.00	420,000.00	420,000.00	0.00
=====					=====
**contains CMAQ 86.58/13.42 of \$521466					TOTAL BALANCE 68,519.00
					BAL. MATCH TRUE

MT-90-X074	TOT. AMOUNT	PREV. REQUES	THIS REQUEST	TOT. REQUEST	TOT. BALANCE
MT-90-0074	860,000.00	838,779.00	6,024.00	844,803.00	15,197.00
MT-90-4074	1,045,000.00	750,000.00	242,643.00	992,643.00	52,357.00
=====					=====
**contains CMAQ 86.58/13.42 of \$521466					TOTAL BALANCE 67,554.00
					BAL. MATCH TRUE

MT-90-X078 IS FOR OPERATING ASSISTANCE ONLY USE FPC4

MT-90-X079 IS FOR OPERATING ASSISTANCE ONLY USE FPC4-CLOSED

MT-95-X002 IS RESERVED ALL UNDER CAPITAL USE FPC 0

MT-95-X003 IS RESERVED ALL UNDER CAPITAL USE FPC 0

FOR AUDIT PURPOSES: TOTAL EXPENDITURES 7/06-6/07

EXPEND 7-9, 07	//////////	29,842.00	0.00	0.00	108,784.00	6,024.00	0.00	0.00	64,118.00	0.00
EXPEND 10-6,08	//////////	290,158.00	248,471.00	0.00	17,748.00	0.00	0.00	0.00	0.00	0.00
TOTAL	//////////	320,000.00	248,471.00	0.00	126,532.00	6,024.00	0.00	0.00	64,118.00	0.00
EXPEND 7-9, 08	//////////	0.00	249,779.00	247,500.00	18,399.00	0.00	533,707.00	246,293.00	441,334.00	913,320.00

LAST AUDIT REPORT RECEIVED: PERIOD COVERED 7/06-6/07

COMMENTS: POC Laurie Belcher

REVIEWED BY: _____

09/09/08