

Southwest Chief / TIGER 9 Teleconference
8/29/2017

Attending:

Amtrak:	Rob Eaton, Charlie Monteverdi
BNSF:	Pete Rickershauser
City of La Junta:	Rick Klein, Chair
City/County of Pueblo:	Rudy Fuentes and Sal Pace
Colfax County, NM:	Bill Sauble
Garden City, KS	Steve Cottrell
Seneca:	David Tennent
State of New Mexico:	Bill Craven, Tom Church, Rob Finn, Dave Harris

David Tennent assured the group there will be a TIGER 9, based on conversations Seneca has had both with the "Build America Bureau" within USDOT and the Secretary's office; it's in the budget for 2017, and there is no appetite on the Hill to cut it; will be a fight over the TIGER program in the 2018 budget, though; been told to expect guidance release "any day now", but they've been hearing that for months; his guess release will come mid-September.

David mentioned in his conversations with BNSF they are coming up with "good ideas" to spread the money and do more work; Rick Klein asked if that was the "scrap value reapplied to the route" issue from prior TIGER grants, which David confirmed; I mentioned BNSF was considering applying as part of its match the value of the OTM and ties and installation of the new rail to this application. Said scope of work BNSF looking at was about half the rail needed and some work in New Mexico, but not finalized yet.

Sal Pace brought up the \$7 million Pueblo City and County could put up as a match, providing some work was done on the Pueblo side re the through car operation. Rob Eaton said scoping still needed to be done, and a first step was discussing a PTC waiver with FRA. David Tennent said including Pueblo would negatively "change the flavor" of the proposed TIGER application; the window for an application would be short; US DOT most likely to fund project ready to go where they know what they are going to get; there are too many unknowns in the proposed Pueblo service extension to "compromise the success of the TIGER application."

David Tennent confirmed the "range of the TIGER ask" would be around \$25 million.

Rick Klein and David Tennent said it was important to get a New Mexico city or town to be the TIGER grant application sponsor. Bill Sauble said he was meeting this afternoon with both Raton and Colfax County to see if they were interested in being the applicant. Two questions he expected: these entities have small staffs, and are concerned about administering the grant if received; and would be very concerned if they have to "front money" awaiting funding from the various contributors and US DOT. Rick Klein said La Junta would be happy to help on the administration side, and that BNSF had been "good to work with" in ensuring the local

community did not have to put money out to pay for work while waiting for reimbursement from USDOT.

David Tennent said the application would be "a lot easier to write if New Mexico is in it". The NM DOT representatives said there would be no issue with New Mexico contributing to the work if it occurs on the New Mexico-owned portion of the line, but they remain "up against the anti-donation clause" in the State's laws. They had put forward \$7 million in work on the State-owned portion of the line last year, and this year could add requests including installing CTC Lamy-Madrid and in the Albuquerque area; one mile new rail; a slide fence in the Devil's Stone area; need to electro code their pole line; power up switches at Lamy.

Group agreed they need to see what the scope of work would be and then proceed - need to ask for BNSF and Rio Metro scope of work for inclusion. Bill Craven and Rob Fine, NM DOT, said they would reach out to DJ to coordinate scope of work.

Concerning contributions, Rob Eaton said Amtrak was in for \$3 million; believe CDOT is in for \$1 million; Bill Sauble said the New Mexico communities he had talked looked favorable to be in for the same amounts as committed to last year; Bill Craven said the State of New Mexico could be in for \$1 million provided the work was done on their owned portion of the line (anti-donation clause). When asked if NM DOT was going after a TIGER grant for another project, they said no.

David Tennent said, when scope is confirmed, he felt including the New Mexico owned piece and the Rail Runner benefits along with Southwest Chief benefits would make for a good, strong application. Bill Sauble said he would be talking with Senator Tom Udall today as well; was asked, if the Senator gets a call from US DOT asking if he supporting this grant application, would he say yes; Bill will ask that question and report back to Rick Klein.

Rick Klein will schedule a follow-up call for this team the week of September 11; will send out a Doodle Poll to select the best timeframe for the call.