

**Meeting Notes**

**Technical Advisory Committee**

**Rail Relocation Implementation Study**

**Colorado Railroad Relocation Implementation Study**

**CDOT Auditorium, October 5, 2007**

Tammy Lang, CDOT's Project Manager for the Rail Relocation Implementation Study, opened the meeting at 11:15 a.m. and asked those in attendance to make self introductions. It was noted that Colleen Deines of the BNSF and Dick Hartman and Grant Janke of the Union Pacific (UP) both had been held up in Fort Worth and Omaha due to aircraft issues. CDOT's Tom Mauser, FRA's Mike Ramsey and VST's Mike VanWagenen had conflicts and couldn't attend.

Tammy welcomed those in attendance to the initial meeting of the Technical Advisory Committee (TAC). She said it was exciting to be a part of this Study and hopes that we all will enjoy the opportunity by providing our technical expertise and representation of our organizations or industries towards the implementation of Colorado rail projects.

Tammy provided, by way of a PowerPoint presentation, some background related to the Study that preceded this Study, The Public Benefits & Costs Study completed in 2005. In that Study, UP, BNSF and CDOT worked together to evaluate the potential for a Public/Private partnership to relocate through freight rail traffic off the Front Range onto the Eastern Plains of Colorado. The outcome of that Study showed a definite benefit to the citizens of the State of Colorado by relocating the through rail freight traffic off the Front Range.

In May of this year, CDOT signed a contract with a consulting project team led by PB to complete the Railroad Relocation Implementation Study.

She then turned over the presentation to Randy Grauberger, PB's Project Manager. Randy indicated that the idea to relocate the coal traffic in the late 1970's was stifled by there being seven Class One railroads in the State. Today, only the UP and BNSF remain as Class One railroads.

Randy described the Study Objectives as follows:

- Define a project which is acceptable to all partners
- Create a funding plan that is fair and realistic based on defined public and private benefits and costs
- Develop support from all stakeholders
- Recognize the environmental requirements

The focus of the Study is on **Implementation!**

Randy referred to a map of the state that showed several potential project elements in addition to the determination of a north/south bypass alignment. Some of these other elements were rail crossing safety issues, economic development around the state, the potential for future rail passenger service along the Front Range, and project elements that could increase the coal production in NW and West Central communities.

The Project when implemented is intended to produce a Win/Win/Win for the State, railroads and other partners. Finding the appropriate balance between not only the public and private sectors, but also, minimizing the impacts to the competitive balance between the two railroads involved will be a challenge!

Randy mentioned the Project Team has already met with the BNSF and UP in Fort Worth and Omaha, and a meeting has been scheduled with CDOT, both railroads, and RTD on November 2, 2007. This will be the first meeting of the Executive Oversight Team (EOT). The Railroads are in the process of providing the Project Team with rail operations and traffic data to be used in modeling future rail operations and comparing the “no build” versus three different bypass alignments.

Randy noted that another element of the Project Team’s Scope of Work is to identify a funding and financing plan that will lead to project implementation. **Funding** is being defined as the “money” to make the project happen and the **Financing** is the strategies, timing and the various financial ‘vehicles’ used to implement the Project.

The Study contains a significant Public Involvement component utilizing two-way communication. The Project Team needs to communicate the Study Process and project details to the public and also have the public provide their thoughts and comments on the value of the proposed projects to the Project Team.

The Study will develop a unique “Brand” to differentiate this Study from other ongoing studies such as the pending Rocky Mountain Rail Authority Feasibility Study; the UP’s Colorado Rail feasibility Study which is evaluating the UP’s move of its yards and intermodal facilities to Weld County between Brighton and Fort Lupton; and the Prairie Falcon Parkway Express (formerly known as the Front Range Toll Road and Superslab). The two final candidates being considered for this Study were discussed by Tammy later during the meeting.

There will be an environmental component of this Study which will determine any environmental fatal flaws, and also coordinate with CDOT’s Transportation Environmental Resource Committee (TERC). The identification of a future lead federal agency for NEPA activities is a task of the Consultant Team.

The TAC is expected to meet 5 times during the course of the Study, between now and mid-November, 2008. The TAC will be asked to provide technical support, advice and assistance to the Project Team; evaluate, review and provide comments on various Consultant Team deliverables; and make recommendations to the Project Team and Executive Oversight Council. The tentative dates of future TAC meetings are January

10, 2008 1 – 3 p.m.; April 3, 2008 1:30 – 3:30 p.m.; July 10, 2008 1:30 – 3:30 p.m.; and October 2, 2008 1 – 3 p.m. Randy indicated that there may be an opportunity to combine a future TAC meeting with a field trip if logistics can be worked out and make sense at the time. In the next few weeks, the TAC will be receiving a list of those potential Study related documents that the TAC will be asked to review.

Randy closed by stating that the outcome of this effort could be the implementation of a project that could rank in importance to the future of the State of Colorado as did the construction of the Moffat Tunnel, Eisenhower/Johnson I-70 Tunnels, and Denver International Airport at the times those facilities were built.

Tammy next provided a preview of the Project website. She showed several example pages of the site as it is being formulated and indicated it should be going “live” by early November, 2007. Rather than creating a new website CDOT has taken the Public Benefits and Costs Study website and revised it to contain the Implementation Study’s information. A link to the Public Benefits and Costs Study final documents will be embedded in the revised site.

Tammy showed the two final candidates for the Study “Brand”.

The TAC was asked to provide comments and vote on which Brand they preferred. Ten votes were received.

**Six preferred** the R 2 C 2 Brand; which represents “Rail Relocation for Colorado’s Communities”.

**Four preferred** the C O R Rx Brand; which represents “Colorado Rail Relocation and Expansion.

Other specific comments regarding the brands; i.e. “there is too much recent use of “X” in branding”; will be forwarded to PB’s subconsultant CRL and Associates for final art work and development. A final Brand recommendation is expected to be available prior to the November 2 EOT meeting when we hope to receive final approval.

Randy distributed copies of the Draft Project Approach Statement to the members of the TAC for those that didn’t bring the copy they had received in the e-mailed agenda packet. Randy asked that TAC members provide comments on that document either today, if they were prepared to do so or via e-mail to Randy or Tammy some time over the next two weeks.

In closing Randy provided TAC members with a copy of the detailed task by task Project Scheduling tool being used for the Study. Once again, he noted that the Study is to be completed by November 15, 2008.

The meeting adjourned at 1:10 p.m.

## **Meeting Attendees**

<b>Tammy Lang</b>	<b>CDOT Project Manager</b>
<b>Randy Grauberger</b>	<b>PB Project Manager</b>
<b>Cassie Gouger</b>	<b>FHU – Consultant Team Rail Lead</b>
<b>Bill Brunskill</b>	<b>UP Railroad</b>
<b>Steve Rudy</b>	<b>DRCOG</b>
<b>Jim Orchard</b>	<b>Rio Tinto Coal Company</b>
<b>Pam Fischaber</b>	<b>Colorado Public Utilities Commission</b>
<b>Eric Bergman</b>	<b>Colorado Dept. of Local Affairs</b>
<b>Henry Stopplecamp</b>	<b>RTD</b>
<b>Paul Smith</b>	<b>Smith Consulting</b>
<b>Jason Longsdorf</b>	<b>City and County of Denver</b>
<b>Cathy Garcia</b>	<b>Action 22</b>
<b>Joe Kiely</b>	<b>Town of Limon/Ports to Plains</b>
<b>Doug Lehnens</b>	<b>Town of Castle Rock/Rocky Mtn. Rail Assoc.</b>
<b>Bill Moore</b>	<b>Pueblo MPO/STAC Representative</b>
<b>Scott McDaniel</b>	<b>CDOT Region 1</b>
<b>Pete Graham</b>	<b>CDOT Region 4</b>
<b>Jim Paulmeno</b>	<b>CDOT Region 6</b>
<b>Medhi Bazar</b>	<b>CDOT Mobility Unit</b>

## **Members not in attendance:**

<b>Tom Mauser</b>	<b>CDOT Transit Unit</b>
<b>Mike VanWagenen</b>	<b>VST Railroad</b>
<b>Mike Ramsey</b>	<b>Federal Rail Administration</b>
<b>Dick Hartman</b>	<b>Union Pacific Railroad</b>
<b>Grant Janke</b>	<b>Union Pacific Railroad</b>
<b>Colleen Deines</b>	<b>BNSF</b>