

Meeting Notes
Executive Oversight Team

Colorado Railroad Relocation Implementation Study – R2C2
Denver, CO – November 3, 2008 1:30 – 3:30 p.m.

Meeting Attendees

CDOT

Russ George -	Executive Director
Jennifer Finch -	DTD Director
Tammy Lang -	CDOT Project Manager

RTD

Henry Stoppolecamp -	Engineering Technical Services Mgr.
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BNSF Railway

Colleen Deines -	Director, Public Private Partnerships
Mike Sickler -	General Director Transportation

Union Pacific Railroad

Joseph Bateman -	Vice President – Public Affairs
Dick Hartman -	General Director, Policy and Partnerships

Consultant Project Team

Randy Grauberger -	PB Project Manager
Jack Tone -	PB Implementation Team Lead
Pamela Bailey-Campbell	PB Funding/Financing Alternatives Lead
Bob Felsburg –	Principal Advisor (FHU)
Cassie Gouger -	Railroad Plan. & Engineering Lead (FHU)
Jerry Albin -	Railroad Planning & Engineering (FHU)

PB Project Team Manager Randy Grauberger welcomed everyone to the meeting. Following introductions, Randy asked for any additions or corrections to the meeting minutes from the EOT meeting held on August 4, 2008. There were none.

Randy next noted that BNSF had asked for a discussion of two paragraphs that were in the minutes of the September 11 TAC meeting. The discussion in question related to the possibility of improvements to the Boise subdivision instead of continuing the one-way operation. It was agreed that further analysis would only consider the continuance of the one way operation and the TAC minutes should be revised to confirm that decision.

Jack Tone next discussed the status of the update to the Benefits Analysis. Staff is continuing to work on that document and a revised Draft is to be made available on November 10th for the next meeting of the Technical Advisory Committee (TAC)

scheduled for November 17th. He also noted that response to BNSF's written comments were being completed. Randy noted that written responses to UP's written comments had previously been made.

Jack next discussed a handout that he had prepared to analyze the annual maintenance of way savings to the BNSF if either Alignment A or B were utilized for the through coal train traffic instead of remaining on the Joint line. The annual savings per year would be \$1.6 million for Alignment A and \$2.7 million for Alignment B. Jack used the costs for both railroads shown in the 2007 R-1 Reports for this analysis.

Jack next briefly discussed the effort to possibly re-assign some of the "remaining" freight traffic on the Joint Line out onto a new bypass alignment. Preliminary analysis suggests that it may be appropriate to assign an additional two trains BNSF trains per day to the bypass.

Tammy Lang next discussed the need for the railroads' "formal concurrence" in the modeling assumptions and results as a condition of CDOT providing the final modeling results and outputs to the railroads at the conclusion of the R2C2 Study. The railroads said they would provide such concurrence following their review of the RTC modeling section of the Final Report. Jack Tone indicated that PB would provide the railroads with a draft letter for their consideration.

Jack also mentioned that the PB modeling team was taking a very preliminary look at the potential for future passenger rail along the Joint Line given the remaining freight traffic along that line.

Randy next distributed a handout with all of the comments from the two rounds of Open Houses held in the spring and the fall. The comments/questions shown in italics were from the seven fall Open Houses just completed on October 28 in Strasburg. Randy estimated that approximately 80 – 85 % of all comments received over the course of the Study were received at the Spring Open Houses. Tammy Lang noted that the representatives from the Citizens Against Rail Relocation (CARR) group attended each of the meetings.

Randy noted that there was a concern at several of the meetings that the BNSF, while standing to benefit from a new north/south rail bypass, had not been in attendance at any of the fall Open Houses. Randy said that Dick Hartman had attended many of the meetings and had fielded many questions directed at the railroads.

Tammy stated that she, Randy, CDOT's Mickey Farrell and CRL's Holly Nichols had met with local elected county officials in Limon and Las Animas on September 15 to brief them on the materials that would be presented at the October Open Houses. This effort was appreciated by those county officials in attendance. Later that evening, CDOT Director Russ George met with these members of the R2C2 project team and the several members of the CARR group in Limon. At this meeting, CDOT committed to providing a draft of the Final report to the CARR group for their comments as well as proposed

initiating a special study, to possibly be conducted by Colorado State University, to evaluate specifics of the costs and benefits for eastern Colorado counties and communities associated with a possible rail bypass.

Other highlights of the Public Comments were discussed: property acquisition processes and eminent domain, emergency services, the coordination with the results of the RMRA Study, the need for additional detail regarding eastern Colorado costs and benefits, the proposed creation of a Citizens Advisory Board, and access to ranches and farms.

Tammy Lang next distributed copies of and described the “Next Steps” document that was used as a handout at the October Open Houses. The flow chart was developed to show that the R2C2 Study is a very early step in many steps that must occur before a rail bypass can ever be built. UP’s Joe Bateman asked that some additional language be added to this document in the future to show that funding is not currently available to do build a railroad bypass. CDOT’s Mickey Farrell indicated he believed the flow chart did a good job of providing the perspective that there are considerable steps that need to occur between the R2C2 study and a “Build” scenario. Randy pointed out that the chart was intended to highlight CDOT’s ‘Next Steps’. There are points in the flow chart where CDOT’s involvement could end, but the project could proceed and be continued by private industry.

Tammy indicated that she had attended a Rocky Mountain Rail Authority workshop on November 1. The RMRA consultants had identified several potential alignments for the proposed passenger routes; the I-25 corridor in Colorado between New Mexico and Wyoming, and the I-70 Corridor from DIA to Utah. Tammy noted that those attendees of the workshop participating in the I-25 south breakout group wanted passenger service stops in their downtown areas and were not interested in anything other than using the existing rail corridors. Tammy suggested she would contact the RMRA consultants to see if they could meet with the R2C2 project team members, possibly on November 20th, to coordinate the eventual outputs of the two studies to better facilitate the objective of a future effort to summarize all of the costs and benefits associated with the potential freight rail relocation and passenger rail service in the state.

BNSF’s Colleen Deines asked Tammy if the state was comfortable with the RMRA Study effort to date. Tammy said that the study was still in its very early stages. RTD’s Henry Stoppolecamp noted that he had recently met with the RMRA consultant team for 6 hours.

Tammy next asked the railroads to be considering: What are the “Next Steps” for the BNSF and UP following the R2C2 Study? This proposed this to be discussed at the last EOT meeting proposed for sometime in January.

Bob Felsburg encouraged CDOT to be very careful as to the creation of the proposed Citizens Advisory Board (CAB). Tammy asked for all EOT members to provide her with thoughts on what the best course of action might be in terms of setting up a CAB.

Tammy next described the effort to get Senate Bill 1 funding to do the study to coordinate the Benefits and Costs of the R2C2 and RMRA studies. CDOT's Jennifer Finch stated that there are many more applications for this funding than money available, and there is a meeting scheduled for November 4 to attempt to select projects for funding.

Randy next distributed a handout showing a proposed outline for the R2C2 Final Report. The R2C2 contract was extended until January 31, 2009 to allow for a good review process of the draft documents. The CARR organization will be provided with a copy of the second, possibly third, draft for their review and comment. Various members of the R2C2 Project team will be assigned various chapters of the final report. It was determined that these 'first draft' chapters should be provided to Randy by November 24 so he can review and distribute to the TAC and EOT on December 1. Comments will be due back to Randy by December 15 with a second draft going out to the TAC and EOT by December 23.

Henry Stoppolecamp suggested that it would be useful to distribute these chapters individually in order to keep them at a manageable size.

UP's Joe Bateman noted the railroads have been surprised before on studies such as this in regard to the recommended funding structure of the proposed infrastructure improvements. Randy noted that CDOT is currently reviewing draft language in the proposed Funding and Financing Analysis Chapter. It was expected that this document will be discussed at the November 17th TAC meeting. Russ George assured the railroads there wouldn't be any 'surprises' in regard to funding recommendations.

The last item of business was to set a date for the last meeting of the EOT. Tammy Lang has tentatively set the date for January 20, from 1 to 3 p.m. Colleen asked if there could be a couple of alternate dates provided; and stated BNSF's preference for a morning meeting. Joe Bateman indicated it would be important for Mark Bristol to attend this final meeting.

It was noted that at this final EOT meeting, it would be too late to make substantial changes to the Final Report. Agenda items for that meeting are expected to include "next Steps", an update on the RMRA study and discussion of the status of the proposed more detail analysis of benefits and costs to the eastern plains communities.

There being no further business, the meeting was adjourned at 3:30 p.m.