RMRA Feasibility Study
Steering Committee

Feasibility Update

May 1, 2009
Study Work Schedule: Tasks 1 thru 4.4.2
Study Work Schedule: Tasks 4.5 thru 8.4
Key Workshop Results

- The workshop found that all “Full System” alternatives failed the Cost Benefit test due to lightly-used segments
  - Truncated Rail options were found viable on I-25 and I-70, but Maglev can be supported in I-70 only with connecting rail in I-25.
  - The cost for Maglev construction on I-25 is too high and pushes the Cost Benefit ratio for even a truncated Maglev solution into negative territory.

- Recommended to Retain for Detailed Analysis:
  - Best Option: An “Interoperable” 220-mph (5W) Electric on both I-25 and I-70 truncated, with potentially some 110-mph diesel Western Extensions.
    - Meets all FRA Economic and Financial criteria.
    - Provides a single-seat ride between I-70 and I-25.

- I-25/I-70 Synergy
  - The results confirm the findings of the I-70 PEIS that a standalone I-70 rail or maglev alternative is not viable.
  - However, it is the synergy of the I-25 and I-70 together that produces a viable solution for both corridors.
Recommended System: EMU 220mph Truncated
Possible Western Expansions

- Cheyenne
- Fort Collins
- DIA
- Pueblo
- Trinidad
- Eagle Apt.
- Steamboat Springs
- Grand Jct.
- Aspen
Workshop Request for Additional Alternatives Analysis

- Requested Consulting team to develop analysis for an HSR alternative which would be:
  - Completely separate from freight trains
  - Does not require R2C2 and
  - Could allow FRA Non-Compliant vehicles to run on the system

- Would require examination of:
  - Potential additional Infrastructure capital cost for full separation
  - Potential operating benefits from full separation, e.g. higher speed
  - Potential savings on Vehicle capital and operating cost

- Additional analysis would have a time and budget impact
Corridor Input Team Meeting
Summary
Remaining Steps to Complete the Study

- Feasible Alternative Selection by Steering Committee
- Business Plan Quantification
  - Mix and Match Analysis
  - Implementation Phasing
- Peer Panel Review
- Final Report
Criteria for Implementation Plan

- Analysis to determine how to develop the system. Aim to achieve the following goals:
  - Minimize operating cost losses.
  - Maximize geographic coverage.
  - Maximize economic and environmental benefits.
  - Develop system in line with reasonable financing capability.
First-Cut Implementation Plan
**Phase 1**

- **COLORADO SPRINGS**
- **DENVER**
- **DIA**

**PHASE 1: Capital Costs**

- I-25: 2.66 Billion
- I-70: 0.19 Billion
- Vehicle: 0.12 Billion
- **TOTAL**: 2.96 Billion

**Capital Needed for Phase 1:**

$2.96 Billion

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**Phase 2**

- **COLORADO SPRINGS**
- **DENVER**
- **DIA**
- **FRISCO-SILVERTHORNE-DILLON**

**PHASE 2: Capital Costs**

- I-25: 2.66 Billion
- I-70: 8.98 Billion
- Vehicle: 0.30 Billion
- **TOTAL**: 11.94 Billion

**Capital Needed for Phase 2:**

$8.98 Billion
Phase 3

PHASE 3: Capital Costs
- I-25: 5.96 Billion
- I-70: 8.98 Billion
- Vehicle: 0.50 Billion
- TOTAL: 15.44 Billion

Capital Needed for Phase 3: $3.5 Billion

Phase 4

PHASE 4: Capital Costs
- I-25: 5.96 Billion
- I-70: 12.47 Billion
- Vehicle: 0.55 Billion
- TOTAL: 18.98 Billion

Capital Needed for Phase 4: $3.54 Billion
Phase 5

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* Preliminary estimate pending engineering cost re-evaluation.

Phase 6

PHASE 6: Capital Costs
I-25: 5.96 Billion
I-70: 13.28 Billion
Western Routes: 0.88 Billion
Vehicle: 0.70 Billion
TOTAL: 20.82 Billion

Capital Needed for Phase 6:
$0.98 Billion
Phase 7

* Preliminary estimate pending engineering cost re-evaluation.
Open Discussion

- Alternative to carry forward into Business Planning
  - Technology selection
  - Reasonableness of Implementation Phasing
  - Financing Capability
- Peer Review Panel Update
- Other Events and Meetings
- Other Business

Next RMRA Steering Committee Meeting:
May 22, 9:00 AM, JeffCo Administration Building
Thank You.