

Presentation To

RMRA

Steering Committee

**Freight Railroad
Meeting Update**

August 28, 2009

High Speed Rail Feasibility Study



TEMS, Inc. / Quandel Consultants, LLC

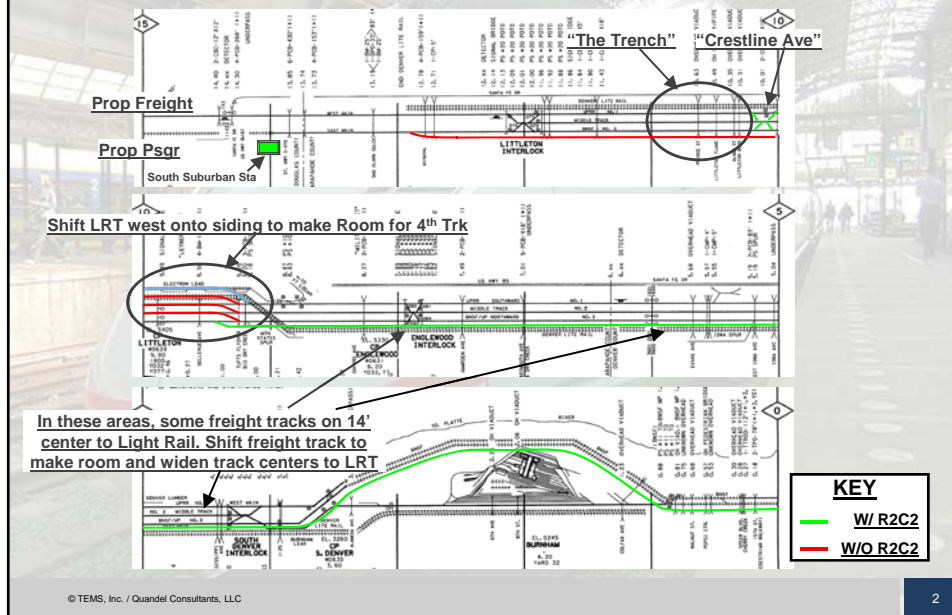
BNSF Meeting

- **BNSF Reviewed the Joint Line sharing plan presented to the Committee on Feb 27, 2009 and agreed to the feasibility of adding at-grade tracks in the Joint and Brush Line corridors.**
- **They felt the plan was a reasonable starting point, and saw value in the additional separation this plan would provide between freight and LRT operations.**
- **BNSF recommended next step: Preliminary Engineering and Detailed Capacity Analysis to be conducted by BNSF.**

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Joint Line Sharing Plan



BNSF Comments

- BNSF strongly supported the R2C2 concept, but was willing to consider at-grade sharing of the Joint Line ROW (assuming compliant equipment) even without R2C2.
- BNSF was skeptical of the value of crash wall protection, and instead suggested a focus on accident prevention; such as through equipment detectors, more frequent track inspections and operational changes.
- BNSF suggested that they be the lead railroad in negotiations for access to the Brush Line, CML and Joint Line rights of way. BNSF will coordinate with UP as required on these sections.

UP Meeting

- The Bypass Option (with the proposed Shared station w/RTD at Peoria Street/Smith Rd) will likely add a requirement to coordinate with RTD and/or UP to secure access to either UP KP Line or RTD East Corridor Right-of-Way.
- UP did not indicate any direct willingness to share their Right of Way, but they were receptive to some suggestions for Capacity mitigation that could make Right-of-Way sharing possible. They also added a few suggestions of their own.

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Possible Freight Bypass Option

Could be Developed in Conjunction w/Passenger Rail around E-470



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UP Comments

- **Two options discussed for rerouting the Moffat Line coal trains for freeing up the KP Line Right of Way:**
 - Reopen the Sandown Line (for either freight or passenger) for avoiding ROW conflict west of that junction
 - Reroute coal trains (loaded and/or empty) via Tennessee Pass line at Pueblo. This however requires more locomotives than does the Moffat Route.
- **UP indicated uncertain future of Tennessee Pass rail line due to volatility of coal traffic demand. Right now their coal traffic volume is down. UP indicated a willingness to discuss sharing of the Tennessee Pass line ROW from Pando to Eagle Airport.**

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Thank You.

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