

The RMRA Executive Committee met from 5:00 pm to 5:45 pm on May 12, 2009 via conference call. A quorum was established with Harry Dale, Doug Lehnen, Diane Mitsch Bush, Bill Moore and Gail Drumm present. RMRA Project Management Consultant, Mark Boggs also attended the conference call.

The purpose of the call was to discuss the TEMS Proposal for three options requested by the RMRA Board at the May 1, 2009 RMRA Board meeting. These options included additional analysis for only one alternative, the 7 percent grade capable High Speed Tilting EMU technology for the I-25 corridor (Fort Collins to Pueblo) and the I-70 corridor (DIA to Eagle County Airport).

Included in this analysis would be the ability to run Non FRA buff strength compliant vehicles on the entire system as well as options that do not require Freight Railroad ROW in the entire system and would not require the Eastern Freight Rail Bypass to be constructed for high speed passenger rail feasibility in Colorado.

TEMS broke out the options in the following manner:

Option 1

Assume the same general alignment as was initially evaluated by TEMS and reported on during the Alternative Analysis Workshop for the truncated version of the 7 percent grade capable High Speed Tilting EMU technology. The change in this option would be to consider a minimal horizontal and/or vertical separation in the Joint Line and Brush Line through Metro Denver so that Non FRA buff strength compliant vehicles could be used. There would also need to be similar minimal horizontal and/or vertical separation considerations for Colorado Springs, Pueblo and the western areas around US 24, Tennessee Pass and I-70 west from Pando/Camp Hale to Eagle County Airport for any Freight Railroad ROW used in the network.

(5-11-09) Additional Study Cost for Option 1 = \$118,470

Option 2

Assume the same general alignment as was initially evaluated by TEMS and reported on during the Alternative Analysis Workshop for the truncated version of the 7 percent grade capable High Speed Tilting EMU technology only without the Joint Line and Brush Line through Metro Denver. Instead an E-470 eastern alignment around Metro Denver would be used to connect I-25 south in Lone Tree to DIA. DIA would also be connected to I-25 north with E-470. A highway alignment would also be required from Downtown Denver to DIA to avoid the Brush Line. There would also need to be similar highway/Greenfield considerations for Colorado Springs, Pueblo and the western areas around US 24, Tennessee Pass and I-70 west from Pando/Camp Hale to Eagle County Airport to avoid any Freight Railroad ROW.

(5-11-09) Additional Study Cost for Option 2 = \$127,434

(5-14-09) Executive Committee Requested TEMS Revised Number for Option 2 = \$117,000

Option 3

This option is exactly the same as Option 2, but includes (in addition) a C-470 alignment from Lone Tree to Golden around the western portion of the Metro Denver area.

(5-11-09) Additional Study Cost for Option 3 = \$134,496

(5-14-09) Executive Committee Requested TEMS Revised Number for Option 3 = \$120,000

(5-11-09) Combination, Options 1 & 2 = \$200,012

(5-11-09) Combination, Options 1 & 3 = \$200,012

The Executive Committee recognized that any additional study work in the \$200,000 range was completely out of the question based on the current budget difficulties for the State and most local Colorado governments including RMRA member jurisdictions. Even just Option 1 by itself at \$118,470 would be more than could be reasonably expected from a CDOT 50/50 contribution with RMRA jurisdictions.

The Executive Committee agreed to have Harry and Doug meet with CDOT and explain the TEMS Options and seek their advice. It was felt that the maximum number for consideration for additional study work must not exceed \$100,000 (\$50,000 from RMRA members and \$50,000 from CDOT).

The Executive Committee also gave Mark Boggs instructions to go back to TEMS and inquire about a revised number for Option 2 by itself or Option 3 by itself. Since both option 2 and 3 do not use Freight Railroad ROW at all, they would appear to give us the most valuable information needed to fill the current gaps in the RMRA Study related to the Freight Railroads, FRA buff strength compliance and the need to build the Eastern Freight Rail Bypass.

As indicated above, the TEMS revised numbers for Options 2 and 3 still exceed \$100,000 (Option 2 = \$117,000 and Option 3 = \$120,000)

The meeting notes from Harry and Doug's meeting on May 14 with CDOT are contained in another document.

Harry Dale
Chairman, RMRA