

A Rail-Served Economic Initiative

Project Update for 3rd Quarter 2021

2021 OBJECTIVES: COMPLETE DESIGN FOR THE PROPOSED ALTERNATIVE TO SERVE FORT CARSON; COMPLETE THE U.S. ECONOMIC DEVELOPMENT ADMINISTRATION GRANT (\$75,000)

➤ **Talking Points:**

- A. Railroad project site visit with Fort Carson Garrison Commander and Public Works Director completed in August.
- B. HDR Engineering has submitted a preliminary railroad spur design to Union Pacific and Burlington Northern Santa Fe RRs for service to Fort Carson for operational review.
- C. U.S. EDA grant execution is underway. Interim project completion report due to EDA October 30, 2021.

➤ **Next Steps:**

- 1. Respond to design comments from UP and BNSF.
- 2. Obtain operational “Will Serve” documentation from Class 1 RR’s BNSF and Union Pacific.
- 3. Interface with Federal Rail Administration Planning Group for environmental review, Benefit-Cost Analysis, and grant opportunities.
- 4. Track grant funding opportunities derived from the Infrastructure Bill.
- 5. Regular updates to Fort Carson and community leadership on project progress.

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Oversight Committee

Steve Weiner
Vice President
Edw. C. Levy Company

Mayor Gabe Ortega or
Councilwoman Sharron Thompson
City of Fountain

Longinos Gonzalez Jr.
County Commissioner, District 4
El Paso County

Dirk Draper
Chief Executive Officer
Colorado Springs Chamber & EDC

Tom Strand
President
Colorado Springs City Council

Jeff Greene
Mayor’s Chief of Staff
City of Colorado Springs

U.S. Economic Development Administration Technical Assistance Grant Scope of Work

Task #1 Work Force

Task #2 Local Infrastructure Capacity

Local Infrastructure definition

Transportation definition

Highway/rail logistics Pro & Con

US Army industry specific transportation needs

Electric Generation

Biomass Pro & Con

Biomass Watershed benefits

Carbon Credit Potential

Task #3 Dual Service & Private Rail Capacity

Rail Capacity

Dual Service Benefits

Rail Operations at Park

Rail Benefits/Market/Biomass

Rail Competition/Passenger Benefits

Task #4 Integrated Report

Task #5 Fiscal Agency

Disclaimer: This concept is for preliminary discussion purposes only. It does not constitute approval nor a guarantee to provide any level of service to this location. This concept is based on available aerial imagery and does not consider matters which could impact feasibility, including without limitation, utilities, easements, and other property interests. The project is subject to ultimate formal project design and construction. All technical specifications for construction of industrial tracks.

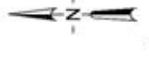
Right-of-Way lines are approximate and are depicted from aerial imagery.

RAIL PARK OPERATION PLAN:

The railroad will deliver the cars to the site from the BNSF/UP Mainlines from either the north or the south via the line segment 1252 at MP 91.245 and MP 94.387, respectively. Utilizing this line segment the train can cross over to the Nixon Spur Track near the north east corner of the loop track and pull on to the designated rail yard on the Edw. C Levy Property. The railroad can detach its locomotives and use the nunaround track to exit back out of the to the BNSF/UP Mainline.

QUANTITIES
SECTION 3 (APPROXIMATION)

TRACK = 22,000 LF
3 EA - No 11 HTO
1 EA - DOUBLE SWITCH POINT DERAIL
1 EA - EARTHEN BUMPER
CUT = 2,294,100 CY
FILL = 24,100 CY
TOTAL = 2,110,000 CY



- LEGEND**
- PROPERTY LIMITS
 - EXIST. UPBNSF & CSU TRACKS
 - PROP. LEAD TRACK
 - PROP. RUNAROUND TRACK
 - CUT
 - FILL

