

**Action Committee Meeting Notes
May 4, 2006**

Attendees:

Jeff Jackson	JeffJackson@durangotrain.com	259-6505
Bob Ledger	ledgerrf@ci.durango.co.us	375-5005
Bobby Lieb	bobby@durangobusiness.org	247-0312
Michael Scannell	scannellmk@co.laplata.co.us	382-6210
Julie Levy	juliemlevy@yahoo.com	946-6553 / 247-9621
Paul Schranck	pschranck@durangotrain.com	259-0274
Steve Marple	marple@sprynet.com	884-0515
Jerry Swingle	jerswing@hotmail.com	247-5797
Andrea Seid	aseid@durangotrain.com	259-0274
Steve Jackson	sjackson@durangotrain.com	247-1491
Evan Buchanan	ebuchanan@durangotrain.com	259-0274

CDBG Grant

Julie Levy announced we did receive the CDBG Grant, so we have \$40,000 to move forward. Julie distributed copies of the grant and letter from the State Office, outlining the regulatory side of the grant, as well as part of the schedule and scope of the project, which was reviewed. The scope includes, but is not limited to:

- Looking into additional scrubber system
- Researching alternative fuels for start-up and overnight
- Additional infrastructure, not necessarily connected to/related to the existing scrubber system.

Because it is a grant, RFPs will need to go out for the work to ensure it's a competitive process. The question was asked if Don Bonk would need to go through that same process because he is a Federal employee and the consensus was that yes, he would.

Meeting attendees agreed that even though two consultants have already been involved (Don Bonk and Steve Marple) and are familiar with the situation, all interested parties will need to go through the competitive bid process to take the politics out of it. Nobody wants the perception to be that we have a preferred provider for the railroad.

It was indicated that Don Bonk has asked for the RFP when it is available and is interested in bidding.

Bobby Lieb recommended we create an outcome statement, making the desired outcome of the first phase (using grant money) clear.

Julie will work on the RFP and send out to the committee for input. Julie reminded everyone that the railroad put in \$10,000 and the City and County each contributed \$5,000 to match the grant.

Don Bonk's Findings

Paul Schranck reviewed and summarized Don's findings and distributed copies of the notes to the committee. The railroad feels that Don is a valuable resource and hopes to keep him involved as we move forward.

At Don's recommendation, coal was brought in by King Coal for inspection.

- Found a lot of small/fine pieces of coal in the mix, which are less efficient in the burning process.
- King Coal was notified and brought a truckload of higher quality coal for the railroad to sample. One ton was used to burn overnight and it was used for the rest of the week. It appeared to be much improved over what the railroad has been receiving and had no powder/dust.
- Brad Gauche, owner of King Coal, wants to be kept in the loop. He is offering employees an incentive to keep up the higher quality of coal.
- If the mine can't provide enough of the higher quality coal, they are discussing having two coal piles – one for in-town use and one for trips to Silverton.

Steve Marple

Steve explained that poor burning in the locomotives equals emissions. He believes we need to attack the source, not the symptoms.

Steve had a graph that showed the utility consumption in the roundhouse before and after the scrubbers. If we increase the scrubber system to six or seven 77hp motors, the utilities could be as much as \$88,000 a month.

Steve's recommendations:

- Need to get a handle on how much air we are actually scrubbing and reduce unwanted air from roundhouse that is going through the scrubber system.
- Each scrubber should only be for one locomotive, not one for every two locomotives.
- Treat just the air that comes out of the locomotives.
- Tap into knowledge about improving the efficiency of the locomotives (combustion).
- Bring in Wasatch to get cost estimate for improvements they say they can do to locomotives. Steve said a railroad in England claims they now use 20% less coal, less water, and the locomotives require less maintenance with these improvements.

Other

- Bobby Lieb suggested the railroad continue to use Steve Marple as a liaison between whichever consultant is chosen and the railroad, with the railroad continuing to pay him (not funded through the grant).
- Michael Scannell suggested having a railroad-funded consultant/liaison for residents. Thinks it would be positive for railroad's credibility for the community to have a resource to independently validate proposed solutions.
- Jeff Jackson said he wants to find an approach that everyone in the community approves of – do it the right way, find method everyone embraces.
- Once Julie creates the RFP, it will be sent out to committee members. Consultants who propose will be required to make presentation to the committee and any other interest community members. Consultant chosen will be hired by/working for the committee.
- Paul announced that a community Web page has been created so people can write in with their observations about smoke.
The address is web.durangotrain.com/communityinfo. A press release will be sent out from the D&SNGRR.

Please send comments, questions, or additions to these minutes to: Andrea at aseid@durangotrain.com.