



Transit and Rail Advisory Committee

Meeting Minutes

February 10, 2012

1:00 - 4:00 PM

CDOT/HQ Auditorium

Members Present	Yes	No	Members Present	Yes	No
Tom Allen	X		Matthew O'Neill	X	
Gary Beedy	X		Ann Rajewski	X	
Terri A. Binder	X		Peter J. Rickershauser	X	
Craig Blewitt	X		James Souby	X	
Richard Hartman		X	Michael E. Timlin	X	
Todd Hollenbeck		X	Bill Van Meter		X
Jonathan Hutchison		X	Stan Zemler		X
David Johnson	X				

Others Present

Alice de Stigter UP Public Affairs
Bob Felsburg, Felsburg Holt & Ullevig
Steven Marfitano, Felsburg Holt & Ullevig
Holly Buck, Felsburg Holt & Ullevig
Steve Cook, DRCOG
Jacob Riger, DRCOG

CDOT Present

Government Relations: Herman Stockinger
Division of Transit and Rail: Mark Imhoff,
Tom Mauser, David Krutsinger
Division of Transportation Development:
Debra Perkins-Smith, Mehdi Baziar,
Tracey Wolff

I. Call to order

Ann Rajewski called to order the regular meeting of the Transit and Rail Advisory Committee (TRAC) at 1:10 pm on February 10, 2012, in the CDOT/HQ Auditorium.

II. Agenda items

1. Introductions

2. Monthly Updates: Ann and Mark summarized meetings held with the Colorado congressional delegation. "Preserve transit" was the main message. Sub-messages asserted that flexible funding, formula funding for rural areas that might consider ridership, and multi-year transit funding would all be beneficial to the state of transit in Colorado. In particular the use of a ridership based criterion in formula funding for rural transit might benefit Colorado by one to two million dollars.

Jim Souby announced that the next Coloral meeting will be held Saturday, February 25, 2012, 9:00 am to 1:15 pm. The meeting will include Richard Luckin's film on *Amtrak: The First Forty Years*. Other

meeting agenda items will include updates on Denver Union Station by Dana Crawford, and an overview of CDOT's rail program by Mark Imhoff and David Krutsinger. Colorail will also discuss and provide feedback on the State Freight and Passenger Rail Plan (Draft).

Peter Rickershauser noted that the TIGER IV grant process is open, with pre-applications due at the end of February and final applications due by mid-March. GW and SLRG both submitted, and did not receive, TIGER III grants. GW may reapply this round. The debrief information suggested that USDOT decision makers are looking for projects \$10-\$15 Million in size. STAC recommendations to submit TIGER IV grants were discussed, including: North I-25 Managed Lanes (US 36 to 120th) and the I-25/Fillmore interchange in Colorado Springs near the VA Hospital.

3. Federal & State Legislative Updates: Herman gave the update. Regarding a possible combined RTD-CDOT ballot measure this fall, Herman noted that Executive Director Hunt did not receive positive feedback from the Metro Mayors and that RTD and CDOT would be required to go as separate ballot measures. So at this time CDOT is not actively pursuing a ballot measure.

At the State level, there are no bills this year challenging FASTER. That may mean that FASTER is safe from future challenges, and that more effort can be put towards refining uses of FASTER dollars.

At the National level, competing House and Senate bills are still under discussion. While both maintain funding for transit, the House bill is likely to be a new and/or potentially less reliable funding source than HUTF. The House bill also proposes to remove the "equity bonus" or "minimum guarantee" provision which means states get a fixed percentage back for every dollar they pay in. Since Colorado has less vehicle miles traveled (VMT) than other states, Colorado could stand to lose out if that proposal continues forward. CDOT supports Senator Bennett's idea to have formula funding account for rural ridership.

4. State Freight and Passenger Rail Plan: Mehdi Baziar reviewed the contents of the Draft Plan. The comment period has been extended until March 2, 2012. Projects listed in the rail plan are categorized by freight and passenger categories, by short, medium, and long term, but are not fiscally constrained or programmed. The recommendations of the state rail plan will be used as inputs to the Statewide Long Range Transportation Plan (2040 Plan). The state rail plan will be submitted for Transportation Commission approval March 22nd, followed by FRA review and acceptance in April. Comments received by March 2nd will be used to write the Executive Summary for the document.

Discussion of the state rail plan praised CDOT staff for establishing this document to get Colorado lined-up for future federal funding. The discussion further encouraged CDOT to put more "teeth" into the plan if possible, including a linkage between the lists of projects and some fiscally-constrained budget with implementation years. The group also suggested the document explain better that the North Front Range rail has a "leg up" in the prioritization because of the completed EIS, and that should Colorado Springs or other corridors complete EIS's, then their projects would also be raised in priority.

5. TRAC Policy Topics: Ann Rajewski introduced the topic by summarizing ideas generated at the September 2011 meeting. These ideas included policies about freight rail, public private partnerships (P3), transportation/transit asset management (TAM), and FASTER. The purpose of the discussion is to prepare TRAC and transit agencies throughout the state to be ready to take advantage of funding

opportunities when they arise. The discussion affirmed that placing specific topics on the calendar in advance and then tracking outcomes would both be beneficial. Use of FASTER dollars, potentially, for operating purposes received some attention during this discussion. Mark noted the Transportation Commission would be nervous about spending money this way until the idea is more developed. FREX is a logical candidate service which might benefit from O&M assistance. If policy were developed by then, the Fall 2012 FASTER “call for projects” (FY2013-2014 expenditure) could be timely.

6. 2013 FASTER Transit Grant Recommendations: Tom Mauser recapped the list of projects briefly and noted CDOT’s release of explanations for projects not selected. The group was comfortable with the decisions, and because of the discussion at the January 2012 meeting, little additional discussion was needed. The TRAC therefore moved, seconded and unanimously passed a motion to accept the FASTER recommendations for FY 2012-2013 expenditures, and to forward that recommendation to the Transportation Commission.

7. Develop Performance Measures: Bob Felsburg continued the ongoing, detailed discussion of preferred performance measurements by presenting various options for selected values. The prior two categories, *accessibility* and *mobility*, were reviewed, with some of the past discussion applied forward toward discussion on the two categories for this meeting: *safety* and *economic development*.

Regarding the *safety* measure, the group preferred the use of a rate like accidents/incidents per unit (i.e. year, month, 100,000 miles of service, tons of freight, etc) as a useful way to track trends. The group affirmed the general preference for use of existing data and talked about which data should be reported publicly, in terms of relevance, maintaining public confidence, and protecting security-sensitive information. The group discussed the number of grade separations statewide as a good high-level indicator measure of rail safety. Peter Rickershauser and Alice De Stigter volunteered to look further into appropriateness of possible freight security measures such as the number of trespass incidents, PUC-reported incidents, and the like.

The *economic development* measure removed “land use” as one of the sub-values because of the overlap with the accessibility measure. The group discussed a count of total freight customers, statewide, as a possible measure that could capture the idea of economic development and be at a level-of detail that the data wouldn’t be proprietary.

FHU will send out the other four candidate categories of measures in advance of the next meeting.

Meeting was adjourned at 4:00.

Submitted by David Krutsinger
Reviewed by Tom Mauser