



**Transit and Rail Advisory Committee
 Meeting Minutes
 July 11, 2014
 1:00 – 4:00 PM
 CDOT/HQ Auditorium**

Member	Organization	Yes	No	Member	Organization	Yes	No
Ann Rajewski	CASTA	X		Jonathan Hutchison	Amtrak		X
Sara Cassidy	Union Pacific RR	Rep		Kurt Ravenschlag	TransFort		X
Bill VanMeter	RTD		X	Larry Worth	Rural Transit	X	
Craig Blewitt	Mountain Metro Transit	X		Mike Ogborn	Omnitrax	X	
David Johnson	Roaring Fort Transit		X	Danny Katz	CoPIRG	X	
Jim Souby	Colo Rail	X		Todd Hollenbeck	Grand Valley MPO		X
Matthew Helfant	DRCOG	X		Peter Rickershauser	BNSF Railway	X	
Terri Binder	Club 20	X		Tim Mauck	I-70 Coalition		X
Vince Rogalski	STAC		X				

Others Present	CDOT Present
Scott Spendlove for Sara Cassidy (Union Pac RR)	Mark Imhoff, Director/Division of Transit & Rail David Averill, Transit Planning & Infrastructure Unit Mgr. David Krutsinger, Rail & Special Projects Mgt. Tracey MacDonald, Senior Transit & Rail Planner Tom Mauser, Transit Program Manager Jeffrey Sanders, Transit Infrastructure Specialist Aaron Greco, Financial Mgmt & Budget Laura Morales-Garcia, Program Assistant/DTR Jason Wallis, Division of Transportation Development

1. Introductions/Meeting Overview

Ann Rajewski called the meeting to order at 1:00 p.m. Introductions were made. Ann asked those present to be slightly flexible on the agenda order to fit in all the updates with no other changes noted.

2. TRAC Subcommittees: current, retired/closed, need new ones? Successes achieved by past committee work?

Ann provided summaries on subcommittees and their current status as noted below:

- Performance Management/Asset Management – In 2012, this subcommittee was active in working with a consultant to create a Performance Management Framework Plan. In 2013, on-going topics were folded into the FASTER Redistribution Subcommittee. Going forward, this subcommittee will re-activate to complete the Statewide Asset Management Plan and support the requirement for transit agency grant partners to have individual Agency Asset Management Plans.

- Interregional Express (IX) Bus – This subcommittee has reviewed the IX operation plan, including stops and routes. Fare box procedures are being discussed. This subcommittee will continue on an ad-hoc basis to address topics/issues through to opening day of the IX service.
- Outreach Education Sub-Committee – The CDOT website has been a main topic for this committee. The plan is to make the site a lot more accessible and user friendly. With the new branding for the state, there has been a delay in changes to the website, so the subcommittee will reconvene when the website is more accessible for revisions. Statewide Transit Plan – This subcommittee provided input on a Transit Vision, including supporting goals and objectives. This subcommittee has guided the development of the Statewide Transit Plan. There will be one more meeting of this subcommittee to review and comment on the Draft Statewide Transit Plan.
- Freight Plan Sub-Committee – With the completion of an update to the State Freight Plan, this committee is on hold. It may be re-activated this fall or winter to consider a larger revision/update including both truck and rail freight beginning in 2016.
- FASTER Redistribution Sub Committee – This subcommittee developed a performance based FASTER Transit fund distribution proposal. The proposal was reviewed at Policy Option Workshops, by STAC, and the Transportation Commission. This subcommittee will meet once more to consider the implementation / operationalization of the Commission-approved policy.

Those present were asked if they felt the subcommittees were working for their intended purpose. Mark Imhoff noted that it seems we are getting really good engagement with these committees and the feedback is good. Several other TRAC members agreed that seems to be the general consensus. It was also indicated that the use of subcommittees allows for a more specific targeted project, expert opinions and allowance to delve into the details of what a larger committee cannot cover. DTR staff also indicated we may have the need to develop other subcommittees down the road.

Matthew Helfant stated that maybe we will need to find a way to come up with a concerted effort, maybe not a subcommittee, but somehow be able to track and discuss what is happening at the state and national level allowing this group to share information that may affect transit and rail.

Mark Imhoff mentioned the related expiration of MAP-21. A meeting was held in June to discuss a position statement for Colorado including: (1) increase/restore capital, (2) relax the proposed definition of “BRT” to allow more agencies to compete nationally, and (3) consider retaining the 20-year planning horizon for the New Starts program.

Mike Ogborn requested that the next TRAC Meeting agenda include an item on the safety of short line railroads hauling crude oil.

3. Statewide Transit Plan: Regional Transit Plan status, E & D Survey results, Outline for Statewide Transit Plan and Implementation Actions

E & D Survey Results (survey posted)

Tracey MacDonald, presented this agenda item.

The consultant, National Research Center (NRC), developed and distributed the survey statewide, including coordinating with state agencies for survey distribution. Over 3,000 survey responses were received. Many issues were consistent in each region in the state with slight percentage differences. Issues that were brought up at local meetings seem to match the survey’s results. Respondents indicated they were willing to use transit services, but they did not have adequate information on what is available to them. Respondents indicated they would be willing to utilize the service if it were available. The statewide results and results by Transportation Planning Region are available on the

Transit Plan website at <http://coloradotransportationmatters.com/other-cdot-plans/transit/elderly-disabled-populations-survey-results>. Because this survey focused on elderly & disabled persons the question about what percent of the general population uses transit was not part of this survey. The survey results can be compared to existing services available in each region to develop strategies for increasing utilization and/or expanding future services. Volunteer organizations tend to play a very important role when it comes to providing continuity of services for the elderly and disabled, so consideration of being able to maintain volunteers will play a part in this plan.

Rural Transportation Planning Region (TPR) Plans

The rural TPR Transit & Coordinated Human Services Plans have been reviewed by the Transit Working Group (TWG) members in each TPR. Plans are being revised by the consultant team and will be released for a 30-day public review. Notifications, a press release, and twitter feeds will be sent out through the communication office and posted on the website. Hard copies and some discs will be sent out as well to libraries and notifications will be made that the plan is available for review. The draft transit plans provide a regional overview, demographic and employment characteristics, existing providers, needs and gaps in service, and current and potential funding sources. Each plan has an implementation chapter based on the goals developed and then strategies will also give direction on how to address transit needs.

Statewide Transit Plan – Draft Outline

In May, five open houses were held in the MPO areas around the state to gather public input on the Statewide Transit Plan. The open houses were held with the MPO and local transit agency.

The Statewide Transit Plan Draft Outline was presented to the Statewide Steering Committee (SSC) for review at the final meeting in June. Comments received were incorporated. The Statewide Transit Plan is organized into eight chapters presenting an overall picture of transit in the State of Colorado. The plan will illustrate available funding and identify the transit needs based on demographic data and trends. The plan will recommend strategies to meet these needs. Items noted in the draft from chapter 2 through chapter 7 will provide very specific details on implementation of actions and some will require the development of policy. Key to the plan is the chapter on Strategic Direction which identifies implementation actions based on the statewide transit goals developed by the SSC.

The draft plan is being developed by the consultant team. DTR staff will review and a revised draft will be sent to the SSC for review. The plan will then be released for a 30-day public review and comment period. Notification of availability will be made through the CDOT communications office and on the transit plan website. The final plan will be translated into Spanish. TRAC will be asked to recommend adoption of the Statewide Transit Plan by the TC. The plan will also be integrated into the Statewide Transportation Plan. Following adoption of the plan, DTR will work with others in each TPR to implement strategies and develop projects to meet the transit vision and goals and address transit needs for the region.

4. Interregional Express (IX) Bus: Procedural Directive which spells out DTR – TC Relationship & Interregional Express update – E & D Fares, Bikes, Expansion Requests

Mark Imhoff presented this agenda item for Michael Timlin, Bus Operations Manager who is not in attendance today.

The buses are being assembled out of North Dakota and are about to go into production with an anticipated delivery to CDOT before the end of this calendar year.

The request for proposals from operators for the Interregional Express Bus resulted in three submissions and this has been shortlisted to two with interviews planned for Monday, July 21, 2014 to make a selection. The operator selection is expected to be announced within the next few weeks after that.

DTR will have a lot of work ahead, including completion of Memorandums of Understanding (MOU) with all the local entities where the IX bus service will be operating. The park and ride operations will be included on these MOU's. Some park and ride properties are owned by CDOT and some are owned by private vendors. One specific item requiring some solutions will be the park and ride on Harmony Road and Interstate 25 which is owned by CDOT. This location is utilized by different private entities along with long distance travelers who utilize this lot for extended periods of time. DTR does not want to discourage any transit use for anyone, so DTR is in the process of trying to figure out how to manage this lot to assure availability of parking spaces for IX bus riders. DTR is working with Region 4 and the City of Fort Collins for a resolution. On South I-25 one park and ride that has been assessed is located in Colorado Springs on Woodmen Road. It has been determined that in order to keep the current number of parking spaces, available, the bus will require on-street stops. Finally, Eagle County is contributing funds to allow for better access to the Town of Eagle park and ride along I-70.

The Policy Directive: *Procedures Governing the Interregional Express Bus Service (IX Bus) Program* is in its drafting stage. (draft posted)

The policy directive will include the legislation that created the Division of Transit and Rail and re-emphasize the duties that it gives to CDOT and how we report to and make recommendations to the Transportation Commission. The policy directive is focused only on the Interregional Express Bus. The budget is set and there cannot be any major capital changes or major expansions without approval from the Transportation Commission. Every year there will be some contingency funds and this will be explained in the policy directive.

If everything stays on schedule, the startup of the Inter-regional Express Bus services will begin no later than March 2015. Mark noted that the public outreach element will play a very important role in the success of this program. DTR may need to hold public hearings or survey assessments at least once if not twice a year. If there are fare changes or major changes to any schedules DTR will assure public outreach is planned and also report that information to the Commissioner of the affected area. If DTR is able to increase the number of buses and demand warrants it, DTR can do so without public hearings. If, however, there are other changes, DTR will do a public outreach.

Ann Rajewski asked those present to skip over to Agenda Item 8, out of order, to address that agenda item before some of the attendees of the meeting had to leave.

8. Southwest Chief Commission (posted)

Aaron Greco began presenting on this agenda item.

The House Bill 14-1161 was followed very closely. Jim Souby added that based on findings and declarations for economic assistance it was determined the bill would assist in preserving inter-connectivity in the rail system for Southeastern Colorado. Amtrak has proposed that the three states affected (New Mexico, Kansas, and Colorado) share in the funding to repair the poor sections of the rail, but this has not been agreed to by any state at this point in time. The sections of rail that require work slow the train down so Amtrak cannot be competitive in the transportation market. Mark Imhoff added that this SW Chief Commission will examine all the issues to see what may be recommended.

Coordination with the other two states will play a huge role on the recommendations. It is anticipated that once initial repairs to the line are completed to these poor sections of rail, BNSF Railway would be

responsible for the upkeep and maintenance. The idea of focusing on economic development and tourism is the motivation behind this Bill.

Ann Rajewski requested that the meeting return to and proceed with Agenda Item 5.

5. Freight Plan: Truck & Rail

Jason Wallis provided information on this agenda item.

Approximately six months ago a short term document was created to guide CDOT toward creation of a Freight Plan (Truck & Rail) which is to be more fully explored and updated in 2016. CDOT will need to determine if this Freight Plan will require two documents independently addressing truck and rail freight. Looking at this from an interconnectivity perspective, the challenge is how to consider the change of freight modes of transportation in the overall supply chain. CDOT will get the current technical document in place to carry over until CDOT can complete a more thorough freight plan for both truck and rail. There are two performance measures to look at when it comes to freight planning for trucks: safety and reliability. This current plan is not extremely detailed and the bottleneck areas for freight moving through the transportation system will require some additional investigation. Economic development plays a big part of the quantity of freight that needs to be considered.

6. Mid-Meeting Break (2:40-2:50)

Ann Rajewski advised we would not move on to Agenda Item 7 until after the break.

7. Update to PD 1607: Rail Right of Way Preservation (posted)

David Krutsinger presented this agenda item.

Procedural Directive 1607.0: *Rail Corridor Preservation Policy* was created and last updated in 2000. Although the policy has not been frequently referenced, there are currently some corridors where this policy is needed so David does not believe it is appropriate to recommend CDOT cancel out this directive. Instead there is a need to provide additional framework to this directive. The originating office for this Policy was the Division of Transportation Development (DTD), and the Division of Transit & Rail (DTR) is being added to the "originating office." There are currently two official corridors that need some direction under this policy. Towner Line located in southeastern Colorado went through abandonment a few years ago and CDOT purchased the rail line, and subsequently sold it to another railroad, Victoria & Southern (V&S). V&S, in attempting to claim the corridor as abandoned a second time, discovered a requirement of ownership for a two year period before the abandonment can be official. David asked for volunteers at the meeting today who have experience and interest in the Rail Right of Way policy directive in order to assure the changes recommended are efficient for this directive. Scott Spendlove will find out if Sara Cassidy will be willing to participate. Mike Ogborn and Peter Rickershauser volunteered to provide input. One of the changes, further in the future, is to take this document and have it be a broad transportation corridor policy.

9. FASTER Re-Distribution: Moving from policy approval to evaluation criteria etc. for call-for-projects

Additional information for FASTER may also be found on the official cdot website:

<http://www.coloradodot.info/projects/faster>

David Krutsinger presented this agenda item.

The FASTER Re-Distribution conversation started six months ago and a revised policy was recently approved by the Transportation Commission. This meeting's presentation is more focused on translating policy into actual distribution of the FASTER Transit funds. A call for projects will go out before the end of September.



Overall Scenarios

	Funding Use / Category	0 Recent FY14	1 Existing FY15 (Base)	2 Existing + Urban System Capital	3 Existing + Regional Bus	4 Existing + Urb. Capital + Regional Bus	5 Existing +Urb. Capital +Regional Bus (Max)
\$5.0 M Local Pool	Local Pool Capital/Bus	\$5.0	\$5.0	\$4.1	\$5.0	\$4.1	\$4.1
	Large Urban Capital Mtn. Metro Transit	\$0.0	\$0.0	0.7	\$0.0	\$0.7	\$0.7
	Large Urban Capital TransFort	\$0.0	\$0.0	\$0.2	\$0.0	\$0.2	\$0.2
\$10.0 M Statewide Pool	CDOT Admin	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
	IX Bus Operations	\$0.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0
	Large Urban Capital RTD	\$0.0	\$0.0	\$3.0	\$0.0	\$3.0	\$3.0
	Regional Bus Operating Assistance	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0	\$2.0
	Competitive Capital Pool	\$9.0	\$6.0	\$3.0	\$5.0	\$2.0	\$1.0
	Totals	\$15.0	\$15.0	\$15.0	\$15.0	\$15.0	\$15.0
						Staff Recommendation	

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- \$4.1 Million small agency capital needs
 - Highest priority emphasizes a bus replacement program
 - Safe statewide fleet
 - Allocations guided by performance-based asset management tools
 - PD14: 65% or more of vehicles are in fair, good, or excellent condition
 - PD4: 100% of grant recipients have an Asset Management Plan by 2017
 - Vehicles are rated by age & mileage using FTA definitions & guidance
 - CDOT DTR provides annual "pre-call" process to address variances
 - Replacement needs in a given year exceed funds available
 - Earlier-than-planned replacements to deal with "lemons" or other special cases
 - Non-vehicle capital needs are considered
 - Input from & coordination with CDOT regions/divisions and other CO agencies
- \$0.9 Million large urban capital needs
 - \$0.7 M to MMT, \$0.2 M to TransFort, cannot compete in \$4.1 M pool
 - Agency-specific, t for the entire area / region
 - Required to submit list of eligible projects for evaluation & selection

- \$1.0 Million for DTR Administration, Planning, Tech. Assist.
- \$3.0 Million for CDOT Interregional Express (IX) Bus Service
- \$1.0 Million Operating Assistance for Other Regional / Interregional Bus Service
- \$3.0 Million for large urban capital (RTD)
- \$2.0 Million Statewide Competitive Capital Pool
- \$10.0 Million Statewide Pool

Mark Imhoff noted that this change to the funding distribution method begins in July 2015 (the start of FY16). Ann Rajewski stated it seems like she has heard positive comments regarding FASTER. Mark also noted that prior to the FASTER legislation; the Division of Transit and Rail also did not exist. It is incumbent on everyone to make sure we utilize these funds well. This has been a big transition and the committee and subcommittee has provided a great effort, it is very much appreciated. Mark added that for years the sole function of transit was to distribute federal funds, but FASTER now allows DTR and CDOT to play a part in developing the transit system for the state and not just the highways. This is very important for CDOT to be able to solidify and connect the two systems for the State of Colorado. Ann Rajewski also noted that it feels like the transit agencies and the state are able to move forward together in one direction and be able to work better together.

10. Updates from Members

Craig Blewitt, Mountain Metro Transit

- At the most recent CDOT telephone town hall meeting Craig noted many comments regarding transit.
- A new bus run has been added to the MMT system to assist in the overcrowding of trips to the Human Services Center, and that should also assist with providing access to the Veterans Administration Clinic when they open on July 18, 2014.
- A second transit coalition has been created in El Paso County to aid in the push for additional funding. Approximately ten organizations are creating this coalition. Their area of concern is for a “maintenance of service” commitment within the Colorado Springs Metropolitan Area.

Tom Mauser, CDOT Transit Section

Tom Mauser commented on the available notice of funding availability (NOFA) for 5311(f) inter-city bus funding.

Scott Spendlove, UPRR

Scott indicated that he is representing Sara Cassidy today due to her involvement with the activities related to Cheyenne Frontier Days.

Danny Katz, COPRIG

Danny mentioned a Colorado Health Partnership. That organization is advocating for use of HUTF funds to be “flexed” for non-road uses. The organization will advocate for bicycle and pedestrian uses over the next year.

Matthew Helfant, DRCOG

Two projects in the DRCOG region are proposed to be classified as “regionally significant” and it will enhance rapid transit beyond FasTracks. One project is on East Colfax in the City and County of Denver. The second is in Boulder County which is a proposed improvement to be able to operate bus-on-shoulder or similar variation of bus rapid transit (BRT) service. Both scored very well, so those are moving forward.

11. Wrap Up / Adjourn

Ann Rajewski closed the meeting, adjourning at 3:33