



**CDOT Interregional Connectivity Study
 PLT Meeting February 26th 2013
 CDOT Headquarters**

Summary Notes

Attendees:

Carol	Anderson	EPA	NEPA Compliance	Anderson.carol@epamail.epa.gov
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Brian	Welch	RTD	Senior Manager	Brian.welch@rtd-denver.com

Key Comments:

- Consider making all speed profiles available in an email or on the website
- Make the PLT presentation available in an email or on the website
- RTD's EAGLE alignment is not high speed, therefore does not have the same standards for grade separation and grade crossing protections that all other alignments do
- RTD would suggest trip data that shows broad origin/destination information or trip shares to the Denver Tech Center, Downtown Denver, and DIA. That will help show the relative importance of a direct connection to DIA.
- Suggest at Level 3 distinguishing between cut/cover tunnel costs and bored tunnel costs
- Q: Should overlapping segments be removed when looking at corridor-wide scenarios? A: Yes, that's already been done.
- Edit the N/S freight rail corridor graphic to show not just that it goes from freight railroads with E-470 on the northeast to Santa Fe / C-470 on the southwest, but also the segments along 470 that tie it to the "north to Fort Collins" and "south to Colorado Springs" segments in the other maps
- Suggest at Level 3 show tweaking, engineering modifications, and value engineering
- Suggest at Level 3 show phasing and be prepared to show more segment-level detail for each sub-area of the whole study.
- Is it realistic to think you could implement down I-25 or other congested corridors? Politically extremely difficult to garner support.
- Elevated through Castle Rock means big impacts to the community
- Will ridership of segment to Pueblo ever justify the cost?
- Are there any alignments that connect to the Springs Airport? Not after the Black Forest alignment was taken off the table, it would affect speed and ridership. Consider an eastern alignment through Colorado Springs, south of Black Forest of course. Explore COS airport connections and/or implications.
- How will the system connect to Longmont?
- Funding | Financing Memo

- Address oil & gas severance taxes, including coal portion. HSR buys electricity which comes from coal-fired power plants. That's the nexus.
- Address lift ticket taxes (side conversation comment)
- Suggest taking Teller County out of the 16-county tables. Part of PPACG, but maybe not relevant to this study.
- TIF's are interesting politically
 - Suggest future slide or discussion on sharing of TIF funding with local governments.
 - Sliding scale of revenue sharing: maybe in the early years 100% of funds go to pay off bonds/debt for HSR system. Later years transition to something like 20% for HSR O&M costs, and 80% for local use on local projects.
 - Most stations will be new stations, so PPP (P3) partnerships should be explored to create them. May be separate from the rail/guideway infrastructure to be the most successful.
- VMT tax or mileage-based user fee (MBUF), if implemented, would likely mean the removal of the gas tax as we know it. VMT/MBUF would be a more efficient overall solution if the privacy issues, and logistical complexities of implementing it could be addressed.
- Q: Have Fed Ex and UPS been contacted yet? A: No, but freight flows are being considered, both truck and rail, through use of the TRANSEARCH database.
- Udall's opinion on the current congressional appetite for designating money for HSR in Colorado is 0%.
 - Makes sense that it's 0% support now.
 - If Colorado were to bring 50% local match to the table, that would be more interesting for the conversation at the national level. This study is important to determine "next steps" in that regard
- If we go with the C-series alternative (using RTD track), then consider the partnership opportunities not only of HSR using RTD track, but also the reverse
 - ...of extending RTD's Gold line to intersect with the West Corridor and having a 3-way transfer there: West, Gold, and HSR lines
 - ...of adding stations that only the Gold Line would serve between Ward Road and the West Line.
 - An Arvada workshop with City Council would be great to explore these opportunities and to define what the commonalities and differences there are with the original RMRA recommendations...There were some tunnel recommendations in RMRA.
- Leave the utility fee idea only for local use. The state shouldn't get into this revenue source.
- If state-wide taxes/fees are considered, you'll need a statewide project list...9th pot anyone? If not statewide, then project specific regional authorities or districts are probably the way to go.
- We will be including farebox revenue to cover O&M costs so these funding sources are being discussed in regard to capital costs
- The 11x17 handout is good. For future use, consider also adding: corridor mileage and 2035 congested travel times.
- Approach the development of new stations as requiring TOD. Development opportunity should be linked directly to location.

Revenue Group Exercise Results:

Revenue Source	Tally
User Fees	
Transit Fares (farebox)	2
Motor fuels tax increase	
VMT Fees	2
Utility Fees	3
Vehicle Registration Fee	1
General Revenues	
Sales and Use Tax	3
State Income Tax	1
Property Tax	3
Lodging Tax	4
Lottery Tax Reallocation	2
Value Capture Mechanisms	
Development Fee	5
Other: Naming Rights	1
Other : Utility Franchise Fee	

Revenue Source	Equity	Political Acceptability
User Fees		
Transit Fares (farebox)	8 High	5 High, 2 Medium
Motor fuels tax increase	1 High, 5 Medium, 1 low	1 High, 1 Medium, 4 Low
VMT Fees	1 High, 6 Medium, 1 Low	2 Medium, 5 Low
Utility Fees	1 High, 1 Medium, 7 Low	2 Medium, 5 Low
General Revenues		
Sales and Use Tax	1 High, 2 Medium, 4 Low	2 Medium, 5 Low
State Income Tax	3 Medium, 4 Low	3 Medium, 4 Low
Property Tax	1 High, 4 Medium, 3 Low	1 Medium , 6 Low
Lodging Tax	4 High, 1 Medium, 2 Low	4 High, 2 Medium
Lottery Tax Reallocation	1 High, 1 Medium, 5 Low	6 High, 1 Medium
Value Capture Mechanisms		
Development Fee	2 High, 4 Medium, 1 Low	2 High, 4 Medium, 1 Low

Total Responses – ICS PLT 12 responses

Comments: HSR will add to sprawl so development fees are important. Development around future stations should generate development fee revenues, TIF or other funding sources.

Sources of funding should reflect the areas that receive service.

Each segment needs to pay its way – geographic equity is important

If the effect on DIA is to reduce parking demand, then dollars that would have been used by airport to fund parking structures/service should be applied to HSR.