



**Transit and Rail Advisory Committee
Meeting Minutes
July 8, 2011
1:00-4:00 PM
Denver: CDOT/Region 6 and Region 3**

Members Present	Yes	No	Members Present	Yes	No
Tom Allen	x		Matthew O'Neill	x	
Gary Beedy	x		Michael Penny		x
Terri A. Binder (Video)	x		Ann Rajewski	x	
Craig Blewitt	x		Peter J. Rickershauser	x	
Richard Hartman	x		James Souby	x	
Todd Hollenbeck (Video)	x		Michael E. Timlin	x	
Jonathan Hutchison	x		Bill VanMeter	x	
David Johnson	x		Scott Weeks	x	
Douglas Lehnen	x				

Others Present

David Hollis, HNTB Corporation
Henry Stopplecamp, RTD
Joe Gurskis and Randy Grauberger, Parsons Brinckerhoff

CDOT Present

Office of Policy and Government Relations: Sherman Stockinger, Mickey Ferrell
Chief Engineer's Office: Charles Meyer
Maintenance and Operations: Dave Wieder, Danny Wells
Division of Transit and Rail: Mark Imhoff, Tom Mauser

I. Call to order

Ann Rajewski called to order the regular meeting of the Transit and Rail Advisory Committee (TRAC) at 1:00 pm on July 8, 2011, in the Denver CDOT/Region 6 Mile High Conference Room. There were numerous problems with the video connection during the meeting.

II. Agenda items

1. **Introductions:** The agenda order was revised to accommodate some presenters' schedules.
2. **Rail Road 101:** Joe Gurskis from Parsons Brinckerhoff made a PowerPoint presentation showing some lessons learned from other states' rail plans. All were developed in response to the Passenger Rail Investment and Improvement Act (PRIIA) requirement in order to qualify for funding. A major emphasis in many plans is economic development. The team found that the public input process for other state plans has largely been unproductive due to unrealistic expectations and gripes, rather than helpful input. A more productive methodology has been to host open houses and "idea boxes." The FRA development process can be frustrating because most passenger projects, especially high speed, are not shovel ready and there is impatience on the part of the public. It's important to explain "the process" and how it works, realistically to citizens. It's especially important to have input from other state agencies, and to use the process

to look to the future. Unfortunately, the national rail plan has not been moving forward; it's turned more into a bottom-up approach, with the states taking the initiative.

3. **State Rail Plan Best Practices:** Henry Stoppolecamp from RTD made an information-packed PowerPoint presentation that included a brief history of railroads, technical terms, and the history of rail development in Colorado.
4. **Truck Weight and Size Restrictions:** A number of CDOT employees from various departments reported to the group on Truck Weight and Size Restrictions. There is possible federal legislation being developed that would increase the allowable weigh loads of trucks. This sort of legislation would lead to a decrease in rail usage, negatively impacting the freight rail industry. It would also likely increase wear and tear on Colorado roads.

There has not been much done at CDOT on this issue because it has not been included in any current bills and CDOT has been waiting to see the actual proposal before it reacts. It is expected that the size and weight issues will come late in the re-authorization process. Although CDOT has no position right now it may be helpful to have a well thought out position in the future.

A quick history of LVC (long vehicle combination) provisions:

- Federal weight limits in 1956 were 73,000 pounds per axle.
- In 1975 it was raised to 80,000.
- In 1982, lengths were increased, with more axles allowed, and states were forced to adopt federal standards, but state provisions were grandfathered in, creating a hodgepodge of regulations.
- In 1991 ISTEA put a freeze on LCV regulations.
- In 2011 the freeze is still in place so LCVs can still only operate within the weight limits and on the designated roads that were in place in 1991.

As you might imagine many industries would like to see these regulations updated.

Charles pointed out the varying opinions on the issue within AASHTO, the American Association of State Highway and Transportation Officials. AASHTO has been taking a state by state corridor look at the issue considering safety and economic concerns. It is also being considered by AASHTO's Reauthorization committee.

Pete asked if CDOT had done a study to determine the impact on its road system by the trucking industry. CDOT has not, largely because there's no formal proposal out there to use as a base for measuring. Mark agreed to speak with Herman in more detail about options.

5. **Framework for Workshop with the Transit and Intermodal Committee:** Because the meeting was running late, Ann indicated she put this proposal on the website and ask for input.
6. **Update on FTA Boutique Grants:** Tom Mauser provided a list of the proposed projects and said staff was in the process of reviewing and evaluating the requests.

III. Adjournment

Ann adjourned the meeting at 4:10 pm.