



DEPARTMENT OF TRANSPORTATION

**Transit and Rail Advisory Committee
Meeting Minutes
May 11, 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 (on phone)	X		Jacob Riger		X

Others Present

Alice de Stigter UP Public Affairs
Bob Felsburg, Felsburg Holt & Ullevig
Steven Marfitano, Felsburg Holt & Ullevig
Lee Cryer, RTD
Scott Weeks, David Evans
Cliff Davidson, North Front Range MPO
Randy Grauberger, PB

CDOT Present

Division of Transit and Rail: Mark Imhoff,
Tom Mauser, David Krutsinger
John Valerio, Julia Spiker
Division of Transportation Development: Debra
Perkins-Smith, Mehdi Baziar, Jason Wallis,
Tracey MacDonald, Sandi Kohrs

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 May 11, 2012, in the CDOT/HQ Auditorium.

II. Agenda items

1. Introductions

Everyone at TRAC introduced themselves.

2. Monthly Updates

Tom Allen left SCCOG. TRAC members serve 2-year terms but there are no term limits. Loss of membership is probably due to normal turnover rather than the 2-year limit. 2/3 year term rotation coming up. Any recommendations? CDOT proposing to replace I-70 representative. Terri Binder stated it takes approximately 1.5 years to get up to speed on TRAC information; If $\frac{1}{2}$ of TRAC is new, a lot of training is required. There is nothing that says reappointments aren't possible; most people want at least 2 years. Regarding the application process, if midterm, do we go through another open application? We need BNSF in addition to Peter R. We'll keep TRAC members posted on replacements. Craig Blewitt updated that they had almost weekly meetings with the Mayoral appointees to make MMT more efficient. New revenue, more riders, coordination with E&D services, uses more small buses. Recommendations are on the website. Governance study: look at level of service desired then have governance and funding to support it. Looking to get business endorsements that MMT is doing as much as it can with budget. Gov. Study, shift gov. from City to PPRTA pursues other funding lodging tax, property tax, vehicle registration. Jim Souby: Value added email, National Train Day Golden Spike Commemoration, will be held May 10. SJR25 passed in State Congress to preserve SW Chief resolution without money tied to it. Jacob Rigger announced RTD won't go to the ballot in November, DRCOG reviewed SB208 report working with RTD on next steps. Major update from 2035 to 2040 Metrovision is a 2 year process. Open house/kickoff at Colorado History Museum. DRMAC regional call center hiring a consultant. They are trying to decide if it is just scheduling vs. full one-call, one-click. The contact center in interim. F.T. plan reverts to original 2004. Other options are "on table" for a planning perspective. No formal amendment to plan currently expected. Without tax increase or additional revenue through 2044. 225 extension ground breaking this morning. Greyhound submitted a support letter for the DRMAC effort, integrated ticketing is interest. Terri B, SAFETEA-LU @ conference committee in US Congress. UP info: \$3.6 billion investment across 23 states in 2012. (S)DOT spending in 46 states. BRT in Ft. Collins groundbreaking. BN allowed/negotiated on that basis. RFTA broke ground. Decided on CNG vehicle.

3. Policy Discussion- Breakout Groups

TRAC split into two groups to assess policies by answering questions on intention, wording, effects on CDOT business practices, missing elements, etc.

4. AGS/ICS Update & TRAC Role – Presentation

ICS Steering Committee-Michael Timlin (Greyhound), Pete Rickershauser (RR/Omnitrax), El Paso Co as a single voice, Jim Souby (Colorado Rail), someone unique on TRAC that's not representing some interest other.

5. BREAK

6. *FREX Update*

17% reserve equal 2 months equal \$3 million. UTC Pass Express discontinued in 2011. Transit Solutions Team (TST) recommendation:

- 1) Make E&D/Specialized transportation a competitive bid
- 2) Coordinated/Call center system
- 3) Smaller buses-20% of fleet at 30' bus
- 4) Increase fare on para t from \$3 to \$3.50. Implement smart cards and introduce day pass
- 5) "No-advertising zone" will be eliminated
- 6) Discontinue local funding for FREX

2012: $\frac{3}{4}$ local funding, $\frac{1}{4}$ CDOT. Cost benefit didn't meet expectations of TST. 2009 cut 40% of MMT transit overall, 2/3 are on 60 min frequency, 1/3 are on 30 min frequency, 92% transit dep.; not oriented to choice rider. Money, priority and local emphasis. May 22nd City Council votes. Public meetings next week will be reported to Council on the 22nd. If no action taken by mid-June, then can't meet termination timeline. Before recession, FREX was sustainable, fares and local funding of MMT down. Local service has become new priority. Mostly park-and-ride based highest ridership now since 2004. MMT is largest city in nation without evening service. No federal money means any union. The actual contract expires on 10/11/2012. The timing required for a 6-week shutdown would be the end of August. The Greyhound isn't quite in downtown transfer center. New language to be innovative and they will do a COA study soon, including analysis of downtown transfer station. The key reason for demise is not right governance. It is a city entity funded by regional entity and operating an inter-regional service. Still to be TBD in Colorado, interregional transit gap has come up in the majority of the meetings.

7. *Regional Bus Policy – FASTER for O&M*

Operated by CDOT and using FASTER funds, only have \$10 million per year. Can't ignore capital need of 10 million or larger. CDOT commission leery of O&M expenses. Conservatism financially and support of Executive Director. There will be discussion today and update next month. STAC and T&I next month. July joint commission will be at the TRAC workshop. CDOT and MMT have talked. They can't find a way to Segway FREX, and seek a possible 6 month extension possible. Neither organization believes a new contract could be in place in 6 month. Mark Imhoff stated CDOT considered I-70 and added ICRB plan has an I-70 piece. The focus today is commuter, rather than recreational. Mike Timlin added busses are stuck in the same traffic and can't enter rail operating arena with only 10 million. He also asked is there any way to tap into or coordination with longer distance ICB? Terri Binder asked if we should do an OD survey of Grand Junction to Glenwood. David Johnson said RFTA has submitted proposal to update rider travel shed. Maybe expand to Grand Junction. Terri Binder further noted, if CDOT gets into this, you want it to work. Jacob Riger said we need to focus on commuter. How many statewide commuter sheds are there vs. non-commuter needs (i.e. Gunnison Valley)? John Valerio expressed ICRB looking at true inter-city study and will look at interregional commuter vs. interregional for general purpose. Mr. Riger added we need to focus on Governance, not in slides. Is governance part of CDOT decision? And lastly, the State support of transit. Should state fund inter-regional or support local/regional service. Mark Imhoff answered that with limited funding, CDOT should control what it pays for and do base service. Locals could enhance CDOT service with CDOT controlling our destiny. In-kind service, layover facilities, road call association and bus amenities. Tom Mauser noted that 5311(f) can't be used for commuter service or urbanized areas. Mr. Imhoff added the one gap in all funding sources is interregional service. Ann Rajewski stated not to grow more than \$2 million. 5309 money isn't available and FASTER funding as critical as capital replacement. Jim Souby stressed the importance of market research. How well was that done with FREX? Craig Blewitt commented that a lot of market analysis are "right sizing" the service on-going analysis. This would be the right move for CDOT. Is 10 million indexed with inflation? No concern about sustaining service over time with fixed amount; indexing fares would help. Terri Binder need education piece to explain benefits.

Electeds don't get it. TBD meetings show some people get it. Transit is a public service and every ride requires a subsidy. Lose money with each ride not like the private business. There are 4 parking spaces per car which shows "auto dependency".

8. *Wrap-Up*