



Transit and Rail Advisory Committee
Meeting Minutes
April 13, 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		Jacob Riger	X	

Others Present

Bob Felsburg, Felsburg Holt & Ullevig
 Anne Callison AMT Co. Liaison

CDOT Present

Division of Transit and Rail: Mark Imhoff,
 Tom Mauser, David Krutsinger,
 Tracey MacDonald, Julia Spiker
 R4 Planning: Karen Schneiders

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 April 13, 2012, in the CDOT/HQ Auditorium.

II. Agenda items

1. Introductions

Ann asked for introductions from TRAC attendees.

2. Monthly Updates: Mike Timlin with Greyhound announced the 20th national conference for Rural Public and Intercity Transportation is being held October 14th-17th 2012 at Little America hotel in Salt Lake city, UT. This conference is held every two years. Last conference was in Burlington, VT. This conference is put on transportation research board and happens every two years.

- Bill Van Meter with RTD stated they submitted annual report SB208 to DRCOG on FastTracks, for their view and approval under Senate Bill 208. DRCOG has set the date for a public hearing for May 16th at 6:30pm to get public opinion. This information will be on the DRCOG website for people who are interested in downloading the annual report.
- Peter Rickerhauser with Omintrax, talked about an Amtrak press release regarding the Southwest Chief. It spells out the situation and the dilemma regarding the current Southwest Chief route. James Souby with the Colorado Rail Passenger Association, stated each community put up \$20,000 and retained Awalsenberg to represent them. Awalsenberg is Bob Dole's firm. The current Southwest Chief route is preferred, and needs more money to be retained: \$90 million in capital costs, which is a one time fee, plus, 10 million per year in annualized capital maintenance costs. James Souby stated the Colorado legislature will receive a resolution in support of the Southwest Chief, a bipartisan resolution.
 - Although there are financial challenges for the current Southwest Chief route, the alternate Transcon route is not without challenges. The Transcon route would require money to be made ADA compliant.
 - There is a larger risk, due to the current fiscal situation, that neither route would be financially feasible and the Southwest Chief would be cancelled entirely. If there is no money to maintain the current line in Colorado, there may not be money for the Transcon route either.
 - Funding decisions will need to be made no later than 2014 in order to have capital projects completed in 2015 by the time the contract expires at the end of 2015. If funding is not in place by 2014, then the Southwest Chief will need to be re-routed in 2016.
 - Discussion ensued about funding options. The current position of the three affected states and the coalition of communities along the current Southwest Chief is that Amtrak is a rail service of national interest. Therefore, the funding should be paid by the Federal Government.

- A backup option would be to have the three State Governments and/or sub-state authorities provide some to all of the on-going capital maintenance funding. This backup option would still hold that the initial capital upgrade cost would be paid by the Federal Government. Clearly money not be raised in the small communities alone. Kansas and Colorado might be able to contribute some dollars, but New Mexico is in a weaker financial position, even though New Mexico's senate delegation is very supportive. States funding contributions might be made relative to their actual requirements, based on mileage of track . Using mileage, Colorado's estimated annual maintenance would be 3.5 million., upfront capital should still be Federal money, it's a national train. State's could also explore rail authorities/taxation districts to provide local match to federal dollars.
- Michael Timlin with Greyhound stated that Southwest Chief service affects more than Amtrak. Greyhound operates throughway service to Raton, so this would affect them also.
- A question was raised about the ridership (patronage) of the Southwest Chief. It was reported that the Southwest Chief operates at 90% of passenger capacity. A meeting is scheduled on June 2nd to discuss this issue. In the meanwhile efforts are being taken to highlight tourism and excursion trains along the Southwest Chief route.
- David Johnson from RFTA announced the start of construction on the bus rapid transit system. The ground breaking is Saturday, April 13th.
- Mark Imhoff stated the fall conference for CASTA will be held in Grand Junction.

3. **Performance Measures** - Bob Felsburg presented on this topic. This is the 7th session the TRAC has talked about performance measures. The goal for the project is to establish a framework for performance measures. Good progress is being made for both freight and transit dimensions of the performance measures. Bob noted that after discussing the last couple of performance measure categories, FHU will take all the information gathered over the couple sessions and compile it. CDOT is working on transportation plan and we could use the performance measures as a tool to use to represent DTR. It was noted that performance measures can be applied at different levels of analysis: statewide, operator/regional, and project levels.

The category of System Preservation and Expansion was discussed first. On the passenger side, for system preservation, FTA isn't tracking the "State of Good Repair" backlog. There was support in general for some measure like average age of vehicle fleets, or the estimated weighted remaining useful life. For system expansion, there was general support for ideas around change (increase) in route miles of bus service, hours (span of service), and frequency of service.

On the freight side, for system preservation, there was agreement that existing measures of “out of service” and “subject to abandonment or sale” should be used. In terms of speed, rather than measuring track that can service higher-speed traffic, it was suggested measuring miles of Excepted (<10 mph) and Class I track (10-14 mph) track as an indicator of track degradation. For system expansion, measuring miles of track (total) and miles of track capable of serving 286,000 pound rail cars were suggested.

The Quality of Life category was discussed. Many of the values and candidate measures are duplicated elsewhere, but the overarching concept is not. It was therefore recommended and approved that the Quality of Life concept be elevated to, and specifically mentioned in the TRAC Vision Statement. The supporting candidate measures will be moved to other categories of measures.

Legislative Update

Mark introduced Herman Stockinger. Herman reported that at the Federal level, the House will pick up another SAFETEA-LU bill extension. It is proposed as a 2 year bill. At the state level, a reduction in FASTER late fees has been proposed. That bill is likely to be killed in the Senate. FASTER late fees net 20 million dollars a year. This is the late fees for license plates renewal.

4. *Break*

5. **CDOT POLICY 101**- Working with the TRAC, Mark would like to develop policy or guidance for CDOT and/or the Commission to consider. In doing so, Herman Stockinger suggested we think broadly in terms of what we want to accomplish to develop policy. Tracey MacDonald has been active in policy work with DTD and presented an overview on CDOT policies and guidance. The presentation explained the types of policy documents at CDOT that are adopted by the Commission (policy and procedural directives, TC resolutions, and TC guidance). There are over 200 policy and procedural directives at CDOT. It is the responsibility of the Commission “to formulate the general policy with respect to the management, construction and maintenance of public highways and other transportation systems in the state.” Policies are organized by topic area (e.g., transportation safety, intermodal activities, maintenance, etc.) and can originate from any CDOT office or branch. They provide guidance and direction on goals and decisions and how to implement them. Several existing policies and resolutions are relevant to DTR and are being reviewed as part of the long-range transportation plan update. In the future, DTR may have potential policies, such as intercity bus operations, allocation of transit funds and performance measures.

- **Statewide FASTER**-We looked at the predominant features of a particular project; direct things not indirect. What does this project add; if it was bus replacement we didn't put it

under mobility-that would be system preservation. Went through each project and assigned what had the most impact, and these are fairly consistent project to project. If it is a new park and ride, it would be under accessibility and efficiency because it provided a new connection, and people could car pool or van pool. Transfer stations, such as one in the City of Loveland, already exists but is smaller and fairly informal, but with improvements would function a lot better and more safely. Mark Imhoff stated there is a way to utilize this report Tom has put together. Tom and others will be working as we get ready for the next round of FASTER funds to use this as scoring. Ann Rejewski said she would provide a feel of what we are looking for in the next few months. We will take the performance measures on policy suggestions and break up into small groups for discussion and then come back to together and talk about the policy for transit in June, and in June do Rail policy. Then we will go to STAC in July, and submit the policies to them. She spoke with the T&I committee and about July as the target month for a joint meeting. Please be ready to do a meeting with STAC and T&I in July and not have TRAC. Looking at the 3rd week in July, on Wednesday. We will firm this up as we move forward. TRAC was asked whether having policies regarding FASTER dollars are needed? Ann Rajewski asked whether a policy should be put into place to see how FASTER dollars are put into place through 2012? Tom Mauser indicated there were a lot of categories and that we should limit avoid putting projects into a lot of categories. Another big factor in selection is readiness, but that is not a performance factor. Jacob Rigger asked how we would use these things, for example, whether we'd prioritize FASTER funding. Is there another way we do want to use these? Mark Imhoff said he wouldn't read too much into this, saying we'd need to add categories. Jacob Rigger suggested we look at how we do the STIP application process. It is difficult to do it in a way that is meaningful and streamlined. Karen Schneiders indicated she has set on both sides of the DRCOG application, the application that was released this last fall went very well.

6. Interregional Connectivity Study/Advanced Guideway System Feasibility Study Update-

AGS & ICS Studies The Advanced Guideway System Feasibility Study (AGS) and Interregional Connectivity Study (ICS) build upon recommendations made in the State Freight and Passenger Rail Plan. That plan had recommended looking at high-speed passenger systems both along the I-70 and I-25 corridors.

- The Advanced Guideway System (AGS) Feasibility Study is under contract with TYP SA | Aztec and sub Jacobs. of the AGS study is also a follow-on to the I-70 Mountain Corridor Consensus recommendation and PEIS Preferred Alternative. The AGS Project Approach focuses on the study area of Jefferson County to Eagle County Regional Airport, builds upon RMRA study and I-70 PEIS, to determine the feasibility and financial options of AGS on I-70. The study will focus on alignment, technology, and funding/financing, This study is on an 18-month schedule, April 2012 – September 2013. The AGS study is non-traditional in that it will use an RFQ and RFP process to solicit ideas from industry, where industry is defined as

teams of people who might include construction, transit vehicle, finance, and other team members.

For the Interregional Connectivity Study, the study area is Fort Collins to Pueblo, DIA to Jefferson County. One of the key aspects of the study, and the reason for the “connectivity” part of the name is to determine how it will connect with the RTD FasTracks program. Like the AGS study, the ICS study will focus on alignment, technology, and funding/financing. The ICS study also includes Travel Demand Forecasting for both the ICS and AGS study. This is on an 18-month schedule, April 2012-September 2013. The ICS project approach includes stakeholder involvement, context sensitive solutions process, workshops and website. Other key tasks are scenario development, demand and revenue estimation, capital and O&M Cost estimation, financial analysis, social & environmental impact analysis, and system planning recommendations. Several members of the TRAC asked for ways to get involved in both studies. David said that the public involvement processes were still under development and that he would provide that information at a future TRAC meeting.

7. **Wrap Up**-CASTA has a spring conference coming up in May. Everyone is invited. The dates of this conference are May 8-May 11, and will be held in Fort Collins.