



**Transit and Rail Advisory Committee
 Meeting Minutes
 July 24, 2015
 1:00 – 4:00 PM
 CDOT/HQ Auditorium**

Member	Organization	Yes	No	Member	Organization	Yes	No
Ann Rajewski	CASTA	X		Rob Eaton	Amtrak	X	
Sara Cassidy	Union Pacific RR		X	Kurt Ravenschlag	TransFort		X
Bill VanMeter	RTD	Rep		Larry Worth	Rural Transit	X	
Craig Blewitt	Mountain Metro Transit	X		Mike Ogborn	Omnitrax		X
David Johnson	Roaring Fort Transit	phone		Danny Katz	CoPIRG	X	
Jim Souby	Colo Rail	X		Steve Hurlbert	I-70 Coalition / Local jurisdictions	X	
Matthew Helfant	DRCOG	X		Peter Rickershauser	BNSF Railway	X	
Terri Binder	Club 20	X		Will Jones	Greeley Evans Transit / Small urban areas		phone
Vince Rogalski	STAC		X				

Others Present	CDOT Present
Lee Cryer, RTD Danny Katz, CoPIRG Suzanne O'Neill, Transit Plus	Mark Imhoff, Director/Division of Transit & Rail David Averill, Planning & Infrastructure/DTR David Krutsinger, Deputy Director/DTR Mike Timlin, Bus Operations Manager/DTR Brodie Ayers, Transit Grant Coordinator/DTR Maria Johnson, Bus Operations/DTR Jason Wallis, Division of Transportation Development

1. Introductions/Meeting Overview/Welcome

Ann Rajewski called the meeting to order at 1:10.

CDOT recently lost a staff member from the Division of Transit & Rail. John Valerio was an advocate for rural transit. He will be truly missed, Ann asked those present to honor John with a moment of silence.

So far this calendar year, there are three new TRAC members, Steve Hurlbert, Will Jones, and Robert Eaton. Introductions were made around the room.

2. BUSTANG Operations – opening day and first weeks of service – Mike Timlin

CDOT launched the Bustang Interregional Express Service on July 13, 2015. Mike provided a summary (attached) of available information and statistics for each route for the first 9 days of service. The Committee reviewed the summary and held some general discussions regarding timeliness and occupancy.

Danny Katz inquired about the communications plan. Mark Imhoff noted that CDOT has not provided a lot of paid advertising, but there is a marketing campaign in place. Danny Katz asked if on-time performance is being tracked. Mike Timlin explained that yes, on-time performance will be a performance measurement. The contracted company is currently obtaining this information via their dispatcher and they are working on a system to track that information. In the future CDOT is giving consideration to an electronic system that will provide the information automatically. Pete Rickershauser requested that the Bustang summary be a permanent feature for the TRAC agenda. Mark Imhoff noted that TRAC will be presented with the same information that the Transportation Commission will get including statistics. Danny Katz asked if there was a specific target campaign for the college campuses. Mike Timlin stated the brochure is being provided in the Fort Collins student information packet. Mark Imhoff noted the Committee was provided today with some input (attached) from Bjorn Swenson, a student from Fort Collins. Craig Blewitt said UCCS will be starting in the fall and he would be able to include a handout or flyer in their student paperwork.

Mark Imhoff stated that CDOT would like to thank the local partners for all their help and support in trying to make our systems work together.

3. TRAC Sub Committees – David Averill, Mike Timlin

- a. Statewide Transit Plan Implementation: CDOT / Division of Transit & Rail is in the process of hiring for a vacancy and the first order of business for this CDOT/DTR staff will be implementation of the Statewide Transit Plan. Transit services will be exploring to find some champions that can assist CDOT in this advancement. Mark Imhoff noted that the Transit Authority was at CDOT earlier this week visiting with the Executive Director discussing how the community is built around transit.
- b. Bustang / Rural Regional Bus: Mike Timlin noted that part of the plan is to transition our 5311F funds into rural regional routes with a plan like that of Washington as the model. The model looks at how we can utilize the funds more effectively. DTR will look at building a comprehensive network first reviewing 5311f and then consideration of other sources of funding in order to get a network and people to the nearest activity centers. Performance measurements will be in place so that we are aware of the value of our investments and a transition may begin in order to get the most use out of our funding that is possible.

Mark Imhoff stated this may consist of a rolling stock for a handful of regional routes with operating costs covered by a combination of 5311F and a small amount of Faster transit allowing for the operations. 5311F are FTA funds specifically slated for rural communities, with a specification that 15% must fund access of the national network. 5311F funds are not new. Currently 5311F funds are utilized by contracting with Greyhound along US Hwy 40, funding the deficit on that route, but if the funds can be better utilized for the entire state, this is the goal. Suzanne

O'Neill noted that this is a complex web of funding with a variety of connections that are privately funded where federal matching funds are required. Balancing and creating a network that will meet the needs and then figuring out how best to fund it will be a challenge. Terri Binder asked if that issue has been presented throughout the state to know what needs the state has. Suzanne O'Neill replied that is what was accomplished when the State Transit Plan was completed. It will still take a lot of coordination and re-evaluating to assure we are on the right path for our recommendations moving forward. The citizens will continue to have input and communication will continue to take place. Performance measures will also be evaluated. Mark Imhoff stated there are a number of routes in place today and they are all separate routes not connect and not part of a system, the idea is to bring them all together and mold them into a system that connects with all the entities, ultimately strengthening the system and the agencies within.

- c. Performance / Asset Management: (June 10, 2015 meeting notes are attached) This topic continues to produce a lot of discussion and is not taken lightly, everyone will be considered when the guidelines are established. Specifically a fixed price agreement for body on chassis vehicles is being looked at so a solid range is in place and agencies will know the costs of specific types of vehicles without having to do all the work. This will eliminate the underpricing and over pricing for grant requests for transit vehicles and the time it takes to research this type of purchase.

4. National Policymaking – Danny Katz

Map 21 is set to expire next Friday. Congress is continually having to address transit funding because there is no straight forward funding in place for Transit at the Federal level. There has been a push to approve three years of transit funding, but Congress has not been able to get this approved and instead they have opted for a temporary solution because of funding mechanisms. Many programs have been scaled back and each program affects another. We have had senators working together and it has been spectacular, unfortunately it does not appear a long-term solution is expected.

Danny Katz presented a slideshow (attached). A few years makes a big difference, resulting in a shift and a new culture. It was noted that the sixth slide is not the most current information but it is the latest accurate information available.

5. SB228 – Mark Imhoff & David Averill

This is a complicated bill. If completely funded, then CDOT would receive \$1.0 billion, but that is not expected to transpire. The first year, if fully funded next April, will provide CDOT with approximately \$200 million of general funding revenue and 10% of that will be dedicated to (DTR) transit (\$20. million). The list of projects was created last winter and shared at that time. The projects criteria is defined as strategic for statewide significance, no mixed funding, and they must be stand-alone projects. The projects must be approved by our Transportation Commission. Enhancements to park and rides, Bustang enhancements, and capital needs are included on the list. It is believed the short list will require the use of the full amount of \$20 million for the first year. All of these projects came out of the State Transportation Plan. There is no guarantee of CDOT being granted the 5 years of consecutive funding. As the information is developed and progresses, DTR will keep TRAC informed.

6. SWC Tiger VII Application – Pete Rickershauser & Jim Souby

Pete provided a copy of the SWC TIGER VII application narrative (attached). A couple of specific pages of interest include the following:

- Page 5 - New Mexico has joined the effort which means we now have three State Transportation Departments involved
- Page 7 - Map displaying the area of track that is covered by the TIGER VI Grant that was approved in 2014.
- Page 8 - Map showing the proposed TIGER VII 2015 project locations.
- Pages 14-15 show the primary agencies and communities involved in the funding match

The timeline for repair is not set at this time. The award announcements are expected to take place in September or October. Jim Souby noted that last year's application included an arduous campaign. This campaign will require the same type of drive. Please expect a notification when the time comes for the drive to take place. Robert Eaton noted the TIGER Grant VII SWC application is very strong. Amtrak continues to offer their support to Colorado. Those in attendance were reminded that BNSF agreed to cover the maintenance for the SWC line if upgrades were made.

Jim Souby is beginning the campaign to begin an analysis to study the possibility of a Pueblo to Walsenburg track implementation. The study is anticipated to cost approximately \$215,000.00

The next SWC Commission meeting is expected to take place on October 2, 2015 in Denver, but a final decision will be made for the date, location, and time of the next SWC Commission Meeting.

7. Contracts / Reimbursement Status (Transit Grants Program Mgt) – Rob Andresen, David Averill, David Krutsinger

An informational memorandum provided to those who were present at the meeting is attached. Some specific items of interest is this is the first year in more than a decade where requests for funding exceed the available funds this significantly.

David Krutsinger stated that it seems the reimbursement process is improving, according to the data. David did note that Shane Gendron, of the CDOT Business office has provided great assistance to assure previous issues are being addressed and the timeliness of the process is improving. Contracting is behind, but DTR is putting additional resources in place with the same goal of the end of this calendar year for completion.

8. Integrated Freight Plan – Jason Wallis

The Division of Transportation Development (DTD) is currently in the scoping phase, which is the first step in creating an integrated freight plan for CDOT. All levels, local, regional, and statewide issues will be taken into consideration. Creation of the plan will require a long term advisory process. Both freight rail and passenger rail will be included in the updated plan. A committee will also be in place for advising CDOT/DTD for the work and creation of the plan and that committee will include at least 3 TRAC members.

9. Adjourn – Ann Rajewski

Ann asked if those present had any updates or information they would like to share:

Jim Souby

ColoRail has a meeting scheduled at Denver Union Station on October 3, 2015.

November 16, 2015 the Annual Rail Passenger Summit will be held in Loveland, Colorado.

Lee Cryer

RTD will host an open house tomorrow, July 25, 2015 from 10:00 am to 2:00 pm for the new Commuter Maintenance Facility.

Ann Rajewski

The Casta Conference is slated to take place in September in Breckenridge, Colorado. The conference will include a full range of topics. The member rate is available and you are all invited, please watch for additional information within the next few weeks.

Will Jones

Greeley Evans Transit implemented a program for free student rides with a state issued ID for any elementary, middle, or high school student riding to or from home for school activities. The program has been in place for approximately one year with the intent of removing barriers for youth to participate in afterschool activities. It seems to be a hit, allowing for a lot of students to participate in school activities.

Ann Rajewski adjourned the meeting at 4:03 p.m.