



**Transit and Rail Advisory Committee
 Meeting Minutes
 October 23, 2015
 1:00 – 4:00 PM
 CDOT/HQ Auditorium**

Member	Organization	Yes	No	Member	Organization	Yes	No
Ann Rajewski	CASTA	X		Rob Eaton	Amtrak	Phone	
Sara Cassidy	Union Pacific RR	Phone		Kurt Ravenschlag	TransFort	Phone	
Bill VanMeter	RTD	X		Larry Worth	Rural Transit	X	
Craig Blewitt	Mountain Metro Transit	X		Mike Ogborn	Omnitrax	X	
David Johnson	Roaring Fort Transit			Danny Katz	CoPIRG		X
Jim Souby	Colo Rail	X		Steve Hurlbert	I-70 Coalition / Local jurisdictions	Phone	
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
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 Laura Morales-Garcia, DTR

1. Introductions/Meeting Overview/Welcome & Approve (7/24/15 TRAC Meeting Minutes)

Ann Rajewski called the meeting to order at 1:03.

Introductions included new CDOT/DTR employee; Sharon Terranova, Senior Transit & Rail Planner and Maria Johnson, CDOT contracted staff assisting with Bustang and Bus Operations for DTR.

2. TRAC Sub Committees

- a. Statewide Transit Plan Implementation – David Averill & Sharon Terranova
 Sharon Terranova is familiarizing herself with the Transportation Plans and will be working on implementation of the Plan.

b. Bustang / Rural Regional Bus – Mike Timlin

Social media is going very well. The Bustang website is easy to navigate and we continue to update and refine the site information. Bustang is currently experiencing some e-commerce issues related to printed tickets and our vendor is working on a solution. Asset management software is being explored. This software will assist in tracking the fleet.

A Fort Collins CSU route was implemented in September. This route leaves Fort Collins on Friday afternoons at 4:00 p.m. and returns Sunday afternoon at 4:00pm departing from Denver Union Station. Tickets purchased must be used on the designated trip date. This route was implemented to assure the regular Bustang route would not fill beyond capacity. The ridership numbers are not very consistent specifically on the Sunday return trip and both departures may require some time adjustment. There are also a number of riders on this route connecting to the Colorado Springs Bustang route. DTR is planning ahead anticipating standby buses for the Holiday weekends to assure riders are able to board.

The Committee discussed how the changes are determined and who decides when or what changes are to be implemented. The DTR staff review all of the data (please see the attached summary) and based on the trends demand, statewide consideration is given for any and all changes. There are specific lag and lead data factors set as well as specific criteria that must be met. Town meetings for public input will be held. CDOT/DTR works directly with the transit agencies. Mark Imhoff inquired if there had been a survey to see if Bustang riders are transferring to the RTD system. RTD is currently moving forward with a survey and Bill VanMeter will check into the survey to find out if that is a question that might be included. David Krutsinger also noted a forecasting memorandum that was provided to T & I and will also be sent to the TRAC Committee.

Matthew Helfant inquired on the first quarter time period as noted on the summary provided. Mike Timlin responded indicating that it just happens to coincide with the fiscal year first quarter for CDOT which is July 2015 through September 2015. The time period information will be reflected on future reports. Graphs will also be provided to show trends. Matthew Helfant inquired about on time performance. Mike Timlin noted that this is something that is currently being tracked manually. The departing times with 10 minutes or less are counted on-time.

Matthew Helfant asked if there is an option for the southbound route, if they are doing well, then will additional stops such as Castle Rock be added. Mark Imhoff noted that current commission policy does not allow CDOT/DTR to make that decision. Rural regional transit, which will be discussed later in this meeting might be an option that would allow for additional stops. The current policy is also under review and will likely be assessed at the January T & I and TC meetings. Additional stops would also likely require additional buses. CDOT/DTR will be conducting an outreach effort and it is expected to get a lot of feedback from all areas of the state. All options are under review. The funds utilized for rural regional are 5311F funds. CDOT/DTR is looking at a model that allows the use of the funds to be used in the most effective manner possible for the entire state. A comprehensive network is first being reviewed and then consideration of other sources of funding will be researched.

Vince Rogalski asked about the use of peak period should lanes. It is not known at this time if that will be allowed. Managed lanes will be utilized.

c. Performance / Asset Management – David Averill

David noted that he will be presenting this agenda item together with agenda item 3.

3. Transit Asset Management (TAM) Plans – David Averill

Map 21 requirements were taken into consideration as much as possible during creation of the CDOT/DTR Transit Asset Management Plan. One of the goals for DTR was to put as many resources as possible together for our grant partners. Jeff Sanders worked diligently to create a reasonable approach for the anticipated requirements while waiting on guidance from a final FTA document. It happens that DTR created a 3 tier approach based on a rolling stock fleet. The more stringent view is that the more rolling stock, the higher the risk. The three tiers would be less than ten, between ten and thirty, and more than 30. RFTA would fit tier 3, the largest TAM and they currently have good policy and practice already in place. FTA also created a tiered approach, but has 2 tiers instead of 3.

DTR came up with a tool that would allow our outside agency partners to login to our new system and be able to create a plan. The same consultant that worked on the national tool was utilized, so DTR anticipates the tool will be very helpful. There are a couple of items that need to be revisited, but these are policy questions that will be left up to the committee. The TAM Committee will convene in the next 3 months and decisions will be made that will result in long-term implications.

The information will be provided down the road during the annual town meetings and it will provide for some productive conversations. This ultimately could impact how we do our call for projects in the fall so it is important that we make sure everything is in order so we can take this out to the general public and our partner agencies.

Comments need to go to FTA, so please get out there and review. Ann Rajewski commented that Committee Members are welcome to forward their comments to CASTA for inclusion in their submission. David Averill noted that CDOT and AASHTO would also be sending their comments to FTA directly.

4. Break

Break will be delayed until after agenda item 5.

5. SB228 & SB1 – Mark Imhoff, David Averill, David Krutsinger

Rural Regional and Bustang Expansion

SB228 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 projects criteria is defined as strategic for statewide significance, no mixed funding, must be stand-alone projects and without this funding the project would not occur. 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. When the State Transportation Plan was being developed, one repeated comment included availability of essential services for rural areas. Suzanne O'Neill is here today and she is part of the planning group for implementation of a plan to improve transit in the area of essential services for rural areas. A one-time capital purchase is one way of having an impact on this issue. The 5311F funds require that fifteen percent (equal to \$1.6 million) must be dedicated to rural access across the state. Currently CDOT has a program in place that funds transit agencies providing the money to cover deficiencies allowing these agencies to continue operations along these rural routes. One example of this program is Greyhound's route on Highway 40 from Denver to Salt Lake City, Utah. The stipulation on these routes is that they make meaningful connections with the inter-city network, so the schedules are set around the hubs, and this does not take into account the rural communities. CDOT has identified \$1 million a year for operating for rural service and we think we can do a better job and look at this system and not individual routes to put together a network to better serve the entire state and go beyond Bustang.

The first step is to outline the operating piece, routes, and then the capital needs will follow. CDOT has also identified approximately \$12 million from SB1 that is dedicated to transit. If transit receives the full allocation, capital and rolling stock for rural regional, Bustang, and park & rides will cover a pretty complete system. Buses being researched for the rural regional areas are a smaller bus that includes some of the extras the bigger buses have such as a restroom.

The Transportation Commission must approve the concept. CDOT/DTR would like to spend the winter months working with the outside agencies and be able to return in the spring with a final program to get TC approval so that when the money is expected in April we are ready to proceed.

Vince Rogalski noted that Gunnison is looking at an auxiliary bus as an option, but there is no specified plan in place, so this would be ideal for discussion. From a TPR perspective, transit medical trips are being discussed at the local level. How will priorities be established? This is why the local input is so important. It is anticipated that we will seek input over the course of the winter. The available funding is being looked at to have an impact as one program.

Suzanne O'Neill noted that this will be a balancing act, the challenge is for funding of operating these services. Balancing the two markets and what will come back to this group, setting the policies, priorities and where will funding be assigned. Some funding could be local, but do we need to consider outside agencies for this funding. We need to figure out who the stakeholders are and who this process will affect. This will require a lot of education that needs to be done with the TPR's. It will be a very tough balancing act.

Mike Timlin noted that the goal for the fare could depend on the area's needs, taking into account the economic struggles for the riders in specific areas of the state. Mark Imhoff stated the subcommittee continues to meet and if you are interested in being a part of this subcommittee, please contact Mike Timlin. The subcommittee will be meeting and working a lot over the next few months.

Mark Imhoff noted that this might be where additional stops come into play. Partnerships could provide an opportunity to work on these transit projects and qualify under the statewide definition. There are a variety of projects for new stops that could be considered. Additional projects could always be added to the long list. CDOT is internally planning out for 10 years and will reevaluate. Highway funds will be used on the Interstate 70 project.

David Krutsinger stated that if we can identify ways to improve coordination and saving money for other programs there could be a case to increase the 15% of the 5311F funds for rural regional.

The subcommittee members consist of all rural regions around the state. It is well rounded. Mike Timlin noted there is a meeting on Wednesday and the primary goal here is to fill in the gaps.

Ann Rajewski called for a 10 minute break

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

Jim Souby noted he met with Pete earlier in the week and Pete regrets he cannot be here today. The TIGER VI grant status update is that rail is being manufactured in Pueblo and BNSF is set to complete installation of the first 10 miles in November. The other 39 miles for rail is scheduled for the beginning of next year. Pueblo and Garden City, the award recipient, held a press conference. BNSF is providing this rail work at its own expense.

There have been no announcements on the TIGER VII application. The Southwest Chief Commission and La Junta, the applicant is very excited and very optimistic. An announcement is anticipated for next week.

Part of the SWC Commission undertaking is to assess an extension of the possibility to run the SWC line from La Junta to Pueblo and then to Walsenburg. A study is being evaluated and BNSF has agreed to complete part of the analysis for the study at their own expense.

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

A PowerPoint was presented (attached). There were 12 statutory violations in 2014. In 2015 ten of those twelve were ratified and are either paid or pending payment and the other two are at the Office of the State Controller (OSC) with a request to be ratified. To avoid future statutory violations there has been additional staff hired at the OSC and 10 CDOT staff have received multiple training sessions to avoid and assist grant partners in the process.

Contracting work is being brought up to date with a goal of a complete up to date deadline of December 30, 2015. DTR is accomplishing the contract work with the assistance of Phil Caldwell from the Procurement Division at CDOT. With his help, DTR is on track to meet that goal.

Payments to grant partners are being tracked and we have made progress cutting on average, 10 days off of the timeline. Improvements will continue to be made for an additional 5 days off of the timeline at minimum to meet the 30 day target.

As a whole, CDOT has made structural changes, committed additional long-term resources, and replaced the legacy computer systems for better efficiency. Brodie Ayers was recently promoted to Lead Grant Coordinator for the three Grant Coordinators currently in place. Recently Kim Phi was also named a Grant Coordinator. There is a slight shift in coverage areas for the Grant Coordinators; Jane Hickey will cover the northwest area, Glenn Krause will cover the southeast area, and Kim Phi will take over Brodie's former area with the exception of Denver. Brodie Ayers will cover the greater Denver area. The area coverage change is officially effective November 1, 2015. The 5311F areas will be handled by Mike Timlin. David Averill and his team handle the planning stage of all the areas.

8. Integrated Freight Plan – Jason Wallis

A multi-modal freight plan will be prepared and it will include information on how transportation and the economy interact. The plan will steer us on where we need to focus. The work for freight and rail will be done simultaneously by the two divisions, DTD and DTR. The divisions are currently developing one scope of work right now for the project.

Sharon Terranova added that there will be joint procurement with one RFP and there will be two distinct plans developed but they will require a relationship. Performance measures will be brought to the subcommittee to have them weigh in on what must be measured and what can be measured. The plan will also look at the impact of increased traffic and train values addressing them from a state perspective. It will also look at other projects within the state that are not yet fully developed or rail related, but they will require rail cooperation.

Sara Rajewski asked about the latest information available regarding rail travel to Winter Park. Union Pacific is communicating with Amtrak about a Winter Park run. There is concern that safety improvements on a high level are needed for passenger facilities before a regular route can be established. The next step is to secure funding for these improvements. There is no date set for this service to start. Mark Imhoff noted that it is very encouraging to hear the partners are working on implementing service and taking everything into consideration.

9. Adjourn – Ann Rajewski

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

Dave Averill

Circling back to performance measures and the rail plan, David noted that the document from 3 years ago has some good framework and now is the perfect opportunity to pick this back up on the freight side of the house. Freight needs to be able to monitor and assure compliance, but we also do not want to reinvent the wheel, but stay in the right framework. Ann Rajewski noted a lot of time was spent on this project back in 2012. Sharon Terranova added that the RP is planned for release by mid-November which places the timeline for the work to begin in January or February giving 9 to 12 months to get a document in place.

David Averill added that Capital Call is currently open, with a few trickling in.

Ann Rajewski

Will Jones and Greeley Evans Transit won the large transit award, at the Fall CASTA Conference. Primarily because of the project for the community – happy to have awarded to him.

Jim Souby

ColoRail held their October 3, 2015 meeting at Denver Union Station (DUS). DUS reinforced the notion to implement the ski train and there was positive feedback on the efforts for the SWC. Jim is hearing from mayors around the state and noted the rail plan will be pivotal with respect to Colorado's future. David Krutsinger noted that the FRA shows there are 30 states in the country looking at higher speed rail (over 80mph) and Colorado is not one of them.

Terri Binder

Club 20, which is an advocate group of 22 counties, passed some resolutions of support in September including:

- Support of increasing the gas tax
- Support of re-bonding providing a new funding source could be found
- Support of removing the hospital provider fee from the Tabor calculations

Ann Rajewski

RTAP will be held next week in downtown Denver with Transportation Secretary Fox slated to speak on Tuesday.

Vince Rogalski

The CDOT Annual Transportation Summit is also scheduled for October 28, 2015. Secretary Fox is slated to be at this event. The Summit is focusing on technology and the future impact.

Mike Ogborn

Yesterday in Washington DC a long-term bill was passed through committee that included an extension of time for the agencies to implement PTC. It is hopeful that this bill will pass including the extension of time for implementation of PTC as there is concern if this does not happen then rail operations will be cut back or operations may stop including Chicago. The agencies are very hopeful it will pass, if it doesn't there may be a cut back in service and it will affect everyone including our economy. Rob Eaton added that at this current time Amtrak is operating business as usual.

The next meeting slated for January has been delayed by one week in order to hold in conjunction with the STAC meeting. It is scheduled for January 29, 2016. Laura will send a confirmation message to the members with the correct date.

Ann adjourned the meeting at 3:28 p.m.