



**Transit and Rail Advisory Committee
 Meeting Minutes
 January 29, 2016
 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		X	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	X		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	phone	
Terri Binder	Club 20	X		Will Jones	Greeley Evans Transit / Small urban areas	phone	
Vince Rogalski	STAC	X					

Others Present	CDOT Present
	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 Aaron Greco, Office of Policy & Govt. Relations Ron Papsdorf, Office of Policy & Govt. Relations Sharon Terranova, Senior Transit & Rail Planner/DTR

1. Introductions/Meeting Overview/Welcome & Approve (10/23/15 TRAC Meeting Minutes)
 (attachment)

Craig Blewitt moved to approve the October 23, 2015 meeting minutes, Bill VanMeter seconded, all approved.

2. Fixing America’s Surface Transportation (FAST) ACT Overview – Ron Papsdorf
 (attachment)

This federal act does not provide any additional funds, it continues to supplement with federal funds. Craig Blewitt inquired if there was a pilot program for disability work. Ron indicated there will be a

process to develop the specific grant criteria. It will take some time for the various elements to develop the criteria. Rulemaking criteria continues on Map 21.

Mark asked Ron to please provide additional information specific to freight. Ron noted there is a new formula for funds being distributed specific to the freight program. The new competitive program is geared toward large projects and there are some funds specifically set aside for rural projects. Colorado currently has a freight advisory council in existence, so we are a bit ahead of the curve on that matter. The act also calls for states to develop a freight plan and there is new guidance on what is to be included in the freight plan. Ron also noted another TIGER Grant round will be out this year. There has been some discussion around the definition of functional as seen in the attachment, there is no definition.

3. Sub-Committees

a. Statewide Transit Plan Implementation – David Averill

All applications were reviewed and rated and those denied were coached on why their applications were denied and what they could do better next time. Jeff Sanders, did a great job on the implementation of online applications.

b. Performance / Asset Management – David Averill

The FTA has proposed a rule to create a group asset management plan. If group management plans is the route taken, then applications become less important in CDOT's process. Mark Imhoff noted last week the Transportation Commission approved within Policy Directive 704.1 the inclusion to allow the Division of Transit & Rail Director discretion to approve FASTER projects. The DTR Division Director approves the project, but the TC approves the criteria. The Policy Directive spells it all out.

Matthew Helfant inquired if there is a rulebook available. David Averill will provide a spreadsheet and a book that is available and noted that it was sent out at the beginning of call for applications.

Performance Asset Management and Transit Asset Management Meetings will be scheduled in March

c. Bustang – Rural Regional Bus – Mike Timlin

(attachment)

Mike has a meeting next week in Dallas with Greyhound and is working to coordinate subsidizing routes currently in place. CDOT/DTR will be meeting with the TPR'S to go over the primary routes for inter-city. We want to make sure we maximize our funds.

Terri Binder asked if CDOT has always subsidized these two routes with Greyhound and is this something that other states also do? Mark Imhoff answered that yes this is something that this is nothing new to CDOT the Denver to Salt Lake City and Pueblo to Wichita routes are both funded in this manner, and yes other states do utilize funds for this purpose. The current program is intended to connect rural to urban centers, utilizing 5311f. For Rural Regional we are looking at utilizing a big of FASTER funds to be able to come up with an operating network across the state. We have not fully defined the system yet, but view each route separately.

4. Break

Everyone agreed to move forward with the meeting and forego break

5. Bustang – Mike Timlin

a. Quarterly Report

(attachment)

Snow recreation people are finding Bustang and using the service. An on-line customer survey was conducted in November 2015. Accolades were received for implementation of West line weekend service, requests for direct service to DIA, and a few requests for additional service to Castle Rock, Longmont, Idaho Springs, Johnstown, Georgetown, and the Denver Tech center. There were also many requests for Denver area winter recreational day schedules, however we do not want to interfere with the private providers, only allow citizens to make the connections.

Bustang did have some slight changes in the schedule, new brochures are being printed and will be sent out. CDOT is purchasing three more buses, pre-production meeting to be scheduled and finalizing of delivery dates is in process.

Danny Katz asked if there was an initial projection regarding ridership for Bustang. Mark Imhoff noted the farebox recovery was the benchmark guidance set at 20 percent. We are doing quite well as the numbers on the attached memorandum will show, farebox recovery ratio on the west line is at 60% for the 2nd quarter but we do have to keep in mind our costs did increase. Costs increased when we added weekend service and will again increase if a second run is added on the west route so it will not help our bottom line. We have found it to be quite a balancing act in managing the service.

Danny Katz asked if there were any Bustang one year anniversary celebrations planned in the coming months. Michael Timlin said DTR will be working with our Communications Division and our Marketing Company under contract to see what will work for the State.

Danny Katz asked what the next step is for Bustang. Michael Timlin stated the three buses will be purchased and a second west route will be added, with TC's approval. The exact route of the second route has not been determined, but that does lead us into the next agenda item. Terri Binder asked if Bustang is able to meet up with Greyhound to get people to Grand Junction via Glenwood Springs. Michael Timlin noted that nothing at this time exists, but Bustang is looking to add options connecting with different routes.

b. Weekend Service / North & South

(attachment)

Public comments have suggested and requested weekend service for both the North and South routes. T & I asked DTR to review the request. Due to additional operating costs we cannot afford to add all routes with weekend service.

c. Service for metro ring communities / Policy discussion

(attachment)

The mission of Bustang is to provide interregional express bus service connecting local transit systems across the state. Bustang is limited to spending operational funds, they cannot fund outside agencies. CDOT/DTR conducts annual meetings and we are anticipating requests from Clear Creek County, Castle Rock, and SW Weld County who have all made repeated requests to have Bustang service in their communities. CDOT/DTR is finding park and ride facilities are not adequate for the parking. We will be engaging with these entities to see if there is a way to include these stops in the system

6. SWC & TIGER VII update – Jim Souby & Pete Rickershauser

Southwest Chief Commission sent Amtrak a letter to move forward with plans to begin a study for a Pueblo reroute. Pueblo as a stop for the SWC is another piece of the goal that the SWC Commission was tasked with looking into. CDOT, David Krutsinger is assisting and streamlining utilizing the CDOT process so that all contracts will be in place with a goal date by the end of May.

TIGER VI sponsor is Garden City, Kansas and they have partial work of their 47 miles of new rail completed with the rest scheduled for completion later this year. The sponsor for TIGER Grant VII is the City of La Junta and it was successful. CDOT is assisting La Junta and the SWC sub-committee in the preparation of paperwork for the TIGER Grant. New Mexico communities are being sought to apply for the TIGER VIII Grant.

7. Transit Grants Program Management update & Capital Awards – Rob Andresen & David Averill (attachment)

Attached you will find 4 tables (FTA & FASTER) with fund breakdowns, some changes, some accomplishments, and a graph of contracts processed. We would like to get your input on what kind of reporting we can provide in the future that would be useful so you (TRAC) can help provide advice on how to manage and move forward.

Ann Rajewski appreciated the time frame work, especially for our smaller partners, and specifically likes the information provided in table 3.

Pete Rickershauser appreciates being able to see the strategy behind the grants. As time goes on as CDOT advances, expect to see more of these grants as part of the state transit management plan to drive the plan forward but something to show how it is affecting the part of the plan to show what was accomplished, the goals of what everyone requested.

Craig Blewitt agrees that table 3 is good, maybe add a time table with table 4, additional contract completion information would also be helpful.

Matthew Helfant echoed Craig's comments and noted that timing is a huge issue especially with some of the smaller agencies and he is glad to see the reporting.

Rob Andresen stated with the placement of Brodie Ayer's and his new role as Lead Grand Coordinator his presence has been felt and it has worked out very well. There are also new protocols in place for tracking projects and the Grant Coordinators will be asking for information, it may be tough for everyone with this being the first year, and it will be an implementation process year for everyone.

8. Multimodal Freight Plan update / State Passenger & Freight Rail Plan – Sharon Terranova

a. MOU – Statement of work / deliverables

b. TRAC subgroup input details

(attachment)

PowerPoint presentation

9. Adjourn

The next TRAC meeting is scheduled for Friday, April 29, 2016. Ann Rajewski adjourned the meeting.