



COLORADO
Department of Transportation

Division of Transit & Rail

2829 W. 28th Ave,
Denver, CO 80202

**Transit and Rail Advisory Committee
Meeting Minutes**

July 13, 2018

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 | | x |
| Bill VanMeter | RTD | x | | Larry Worth | Rural Transit | x | |
| Craig Blewitt | Mountain Metro Transit | x | | Mike Ogborn | Omnitrax | | x |
| David Johnson | Roaring Fork Transit | | x | 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 | x | |
| Vince Rogalski | STAC | phone | | | | | |

| Others Present | CDOT Present |
|---|--|
| Evan Enarson-Hering, Cambridge Systematics Catherine Storey, HDR | David Krutsinger, Director/Division of Transit & Rail Mike Timlin, Bus Operations Manager/DTR Sharon Terranova, Senior Transit & Rail Planner/DTR Brodie Ayers, Grants Unit Mgr/DTR Qing Lin, Budget & Policy Analyst/DTR Michael Snow, Transit Infrastructure Specialist/DTR Jeff Sanders, Transit Planning Mgr/DTR Bob Williams, Communications Nate Vander Broek, Transit Planner/DTR |

1. Introductions/Meeting Overview/Welcome - Ann Rajewski

Meeting was called to order at 1:03 pm.

2. Southwest Chief Commission Update - Jim Souby & Pete Rickershauser

- The Commission was formed to sustain Southwest Chief service through Colorado and was expanded to develop Front Range Passenger Rail across Colorado.
- Front Range Rail (Jim Souby): State legislature approved \$2.5 million for Front Range Rail, with the bulk of that for a contract to develop the prerequisites for Front Range Rail, some for a staff member to report to the Commission (CDOT will provide admin support, and working to develop position description now) and some in reserve. Commission will be asking for creative

proposals to provide a primary development plan, incorporating public input and following FRA service development plan. The Commission seeks an understanding of preferred alignment and route based on public input, operating characteristics (travel time, etc.). Then the Commission will develop a conceptual operating plan in preparation for a potential ballot initiative.

- Southwest Chief (Pete Rickershauser): Circumstances are dire as Amtrak plans to suspend service on certain segments of the line beginning Jan 1, 2019. Buses will be used to transport passengers and service would be restored once all segments are equipped with Positive Train Control (PTC) or are PTC-equivalent. Recent accidents and derailments have led Amtrak to determine that it would not operate on routes not equipped with PTC after Dec 31, 2018. Pete described the history of the concerns and discussions with Amtrak. The Senators of KS, CO and NM sent a letter to Amtrak's CEO concerning Amtrak's unwillingness to participate in TIGER grant based on track conditions. Colfax County NM is scheduling a meeting with Amtrak officials in August, but BNSF has not been invited to the meeting. Amtrak has supported an application for \$55M in CRISI funding for PTC installation on NMDOT's RailRunner trackage, on which the Southwest Chief also operates. Because Amtrak would suspend service versus cancel the train's operation (permanently), it does not need to give a six month public notice prior to discontinuance. The next step for the Commission is to form a strategy to answer Amtrak's concerns, including long term capital investment on the sole use sections, with the goal of keeping the train in operation. Rob Eaton stated that Amtrak hopes that conditions can be changed before January 1.
- Danny Katz recommended for the Front Range Passenger Rail initiative, when communicating with general public, the Commission should address a misconception that the rise of autonomous vehicles will remove the need for mass transit and should also make the case that mass transit would help Colorado's population growth occur in a dense area rather than spread out.

3. State Freight & Passenger Rail Plan Final Approval – Sharon Terranova and Evan Enarson-Hering

- This plan has come to TRAC a few times and was developed by a working group comprised of half of member of TRAC. Comments received from TRAC were incorporated Jan-Feb. FRA comments were incorporated March-April. Sharon presented a summary of other changes since TRAC last reviewed the document:
 - Reorganized to meet PRIAA guidelines. Mostly organizational but added detail and updated data when available
 - Added Rail Service and Investment Program (RSIP) that provides guidelines and lists the rail investment needs to achieve the State's vision for the rail system in the short term (4 years; includes Rapid Travel Feasibility Studies like Hyperloop and Arrivo) and long term (includes Front Range Passenger rail through final design and construction; Southwest Chief improvements; AGS).
 - Added new appendix with summary of each railroad and the presentations given at TRAC, STAC, and T&I.
- Rail plan summarized on one page. Presenting vision and goals, then 5 priority strategies:
 - Advance FRPR – now will be led by Commission
 - Strengthen Rail Coordination – continue working with BNSF and UP
 - Integrate Planning Processes – work within CDOT to be sure rail included in PELs
 - Enhance Economic Connections – Colorado Delivers and Colo Freight Plan. DTD working to implement and having conversations with companies.

- Address Freight Rail Needs and Issues – creating new committee under Freight Advisory Council for freight rail to inventory assets of short line railroads, then figure out gaps in system to make multi-modal work better for the state.
- Discussion on plan: Sharon clarified that the list of projects is just a snapshot in time and doesn't restrict CDOT to only those projects. Craig asked what category of FASTER funds is being used (transit funds or other). David Krutsinger stated that the Amtrak station platform shelter at Trinidad is funded through a specific grant that CDOT is legally required to follow through on. FASTER is listed as potential source of funding. Other projects would go through this committee to see if it is an appropriate use of funds in advance. Next steps were discussed, and CDOT noted that consultants are lined up to help implement this plan so it won't sit on the shelf. Annual addendum: since FRA doesn't take amendments but requires an updated plan every 4 years, the intent is to continue the annual report to legislature on rail matters and to perform annual one-year rail updates that will be available to Commissions and Committees who need the information, and posted on DTR website.
- The Committee discussed the draft Resolution that would be submitted to the Transportation Commission to summarize CDOT's role in rail and fuel interest in the Rail Plan. It was agreed to highlight AGS more, and Pete requested that the Resolution include continued support of the Southwest Chief and exploration of expansion to Pueblo. Committee encouraged to send suggested revisions to Sharon; she will incorporate and email revised version to the group.
- The Committee voted unanimously to recommend approval of the State Freight & Passenger Rail Plan.

4. Transit Development Program & Ballot Discussion – Michael Snow and Jeff Sanders

- Michael presented memo with update on Transit Development Program (TDP) and requested input on next steps. The TDP was developed by engaging 15 planning regions to identify priorities for upcoming capital funding. Michael asked for ways to facilitate conversation in urban areas and input on the role of MPOs in developing projects once their TIP and STIP processes are complete.
- Did TRAC and STAC subcommittee discuss operational funds in addition to capital funds? The communications say capital funds and a number of CASTA members expressed confusion on that point.
- There was not enough time to put together a comprehensive list in urban areas and DRCOG would like to see more opportunities for all stakeholders to give their input and to revise the list. It's a region of several million people with diverse needs, and many agencies, and a couple of meetings and a couple of months isn't enough.
- How will listed projects be presented on the ballot bonding list? Michael noted it would be communicated that these are the projects likely to be funded and that there are opportunities for other candidate projects to go through planning process. Committee wants to present projects from all over the state and doesn't want to lock in a list.
- If the list of projects and the amount is being finalized at next week's STAC/TC meeting, can this Committee be part of that process? David stated that all TRAC members are welcome to attend next Wednesday from 3 to 5 next week's discussion.
- Request for agenda for next month: discussion of how formula will be developed for allocating funding to regions.
- Noted that ballot measures tend to be more successful when they contain specific detail and individual voters can understand what would and would not benefit them.

- Recommendation to look at list of projects to see if any transit projects have been overlooked, and to evaluate road projects with less obvious multi-modal benefits. Some of these may be funded by SB 228 and 267 instead.

5. SB 228 & 267 – Jeff Sanders

Jeff presented the list of recommended projects for Year 3 of SB 228 and requested input to provide to Transportation Commission:

- Bustang Bus Needs – add stops in Castle Rock and Longmont. High ridership on North Route. Service to Colorado Springs as mitigation for I-25 Gap construction. The Castle Rock Park and Ride will be part of a PEL study beginning in August and discussions with landowners are proceeding.
- Local Agency Equipment Needs – 1/3 of total funding. Local bus purchases and grants to local transit agencies. State of good repair is of statewide strategic importance.
- Pueblo Park and Ride.
- Tejon Park and Ride in Colo Springs.
- Program Support and Planning – need some expertise from a consultant.

A motion to move this list of projects to the TC was approved unanimously.

6. State Management Review Update – Brodie Ayers

- The last review by FTA was in 2015, next review is in September 2018. In 2015, FTA visited RFTA and Via (mobility provider in Boulder); evaluated 13 review areas. Identified 23 deficiencies in 10 review areas; 40 corrective actions were closed Feb 2017. Each of the 23 findings from 2015 was presented along with the action taken by CDOT and whether it is a concern for the 2018 Review.
- Improved documentation was key to many
- State Management plan – though submitted, not yet approved by FTA so may be a 2018 issue.
- Increased tracking and use of COTRAMS (Colorado Transit and Rail Award Management System).
- Increased the DBE threshold and threshold was met.
- Plan for 2018 Review: began preparing in March 2017. Answered 600 questions for the GIR (Grantee Information Request). In August 2017, FTA changed procedure from GIR to RIR. The CDOT team of 30 staff members submitted 587 MB of data one day early (Jan 30, 2018).
- Over the past 3 years changes and advances made in each of 20 areas were described. Committee stated its appreciation for the team's work and the proactive approach to improvement.

7. State Transit Plan Discussion – Nate Vander Broek and Jeff Sanders

- Preparing 2045 Statewide Transit Plan, anticipate 2 years to complete. Looking today for input on TRAC's role, and for volunteers to review proposals. Agreed to create subcommittee to work on this plan, and Matthew Helfant, Ann Rajewski, and Will Jones volunteered to review proposals. Jim Souby asked about incorporating rail as a partner, similar to the State Rail Plan. Sharon Terranova stated that the annual updates could be incorporated into the State Transit Plan, which is on another track.

8. FTA 5304 Planning Grant Awards – Nate Vander Broek and Jeff Sanders

- 9 projects have been identified and there are enough funds for all. Matthew Helfant asked about funding for projects outside the urban area. Nate said that there was more funding

available than usual, and this time there were enough funds to provide Mountain Metro project funding.

9. Questions/Round Table – Ann Rajewski

- Collecting signatures for ballot initiative for transportation that includes multimodal funding. An alternative petition excludes transit.
- Bustang: Today is 3rd anniversary – 300 percent increase – applause. Next expansion will be to the south.
- New technologies: Fort Carson has been identified as a good testing ground for new technologies such as autonomous bus service. CASTA will have presentations on this topic Oct 3-4 including Arrivo and Hyperloop.
- Launching joint call center for nonprofits who provide services in Colorado Springs. Taking over scheduling and reservations - Longstanding community agencies have different platforms. Achieved agreement between the two platforms that they will make them compatible. Congratulations!
- Supplemental request for City of Greeley, also Fort Collins and Windsor. Regional rail commuter route proposed. Further study needed on feasibility of using Great Western rail line between Greeley and Fort Collins.

10. Adjourn – 3:55 Ann Rajewski