



**Transit and Rail Advisory Committee
 Meeting Minutes
 July 9, 2021
 2:00 PM – 3:00 PM
 Google Meets**

Member	Organization	Yes	No	Member	Organization	Yes	No
David Averill	SMART		x	Danny Katz	CoPIRG		x
Craig Blewitt	Mountain Metro Transit	x		Alana Miller	City of Denver		x
Sarah Curtis	All Points Transit	x		Ann Rajewski	CASTA	x	
Jonathan Flint	Steamboat Springs Transit	x		Vince Rogalski	Gunnison Valley TPR / STAC		x
Matthew Helfant	DRCOG		x	Jim Souby	ColoRail	x	
Lauren Isaac	Easy Mile, Inc.	x		Bill Van Meter	RTD		x
Dave Johnson	RFTA	x		Wilson, Eva	Town of Avon	x	
Will Jones	City of Greeley	x					

Others Present	CDOT Present
Alvan-Bidal Sanchez on behalf of Matthew Helfant Andrew Gingerich Cady Dawson David Krutsinger Ken Mooney Kenneth Mooney Lee Cryer Rob Colosimo	Amber Blake, CDOT Blake Van Jacobs, CDOT Bob Wilson, CDOT Brandon Najdovski, CDOT Brodie Ayers, CDOT Cemal Akcicek, CDOT Christopher Robbie, CDOT David Singer, CDOT Ed Parks, CDOT Erik Stanley, CDOT Geoffrey Guthrie, CDOT Jan Rowe, CDOT Jeanette Gritton, CDOT Kay Kelly, CDOT Kayla Zacharis, CDOT Kyle French, CDOT Laura Morales-Garcia, CDOT Lisa Streisfeld, CDOT Michael King, CDOT Michael Timlin, CDOT Qing Lee, CDOT Sarah Crump, CDOT Sharon Terranova, CDOT Shilpa Kulkami, CDOT Spencer Dodge, CDOT

1. Introductions/Meeting Overview/Welcome – Ann Rajewski

Ann Rajewski called the meeting to order at 1:04 PM, welcoming everyone to the meeting, asking for roll call.

2. Thank You David Krutsinger / Welcome Amber Blake – Ann Rajewski

- The Committee thanked David Krutsinger for his service in transit and Rail in Colorado.
- Ann Rajewski introduced the new DTR Director Amber Blake.

3. Round Table – Ann Rajewski

Craig Blewitt: Driver shortages continue. Working with contractors to get more drivers. There will be a new downtown shuttle in Colorado Springs serving major destinations starting Memorial Day of next year. It will start with diesel buses and transition to electric and potentially autonomous vehicles going forward.

Lee Cryer: RTD is embarking on an 18-month equity analysis which will end by the end of 2022. Fare levels, pass programs, and more will be studied. Northwest Rail Peak Service Plan will begin to be prepared by the end of 2021 and completed by the end of 2023. Partnering with CDOT, BNSF, and the new rail district. This plan will include capital operation and maintenance costs, and stakeholder and public engagement.

Will Jones: Greeley is doing its first multi-modal transportation plan. It will wrap up in April. North Front Range MPO is leading a multi-modal transit study. There is a new public works director.

Jonathan Flint: The driver shortage is present here as well. Glenwood Canyon has been shot down and that has been a challenge. Bus capacity is going up. Mask mandate is an issue for the public when utilizing public transit.

Jim Souby: AMTRAK's 50th anniversary. Winter Park Express train service negotiations have started. It will be up and running soon.

Ann Rajewski: CASTA put together 6 projects looking for consolidated requests to put all projects under one heading. All the projects have been moved forward as to what projects might get congressionally directed funding.

4. Federal & State Legislative Update – Andy Karsian

Andy Karsian is not present.

- Not much happening at the state level. Ann Rajewski gave a short update on the federal level.

5. NEMT Update – Ann Rajewski

- There was concern and issues by the state putting statewide brokerage system in place.
- In the end, the statewide brokerage contract was not re-upped. Another system that is similar to the previous one where the transit agency takes the calls and bills the rides.
- As people try to transition back, CASTA is working on providing training to agencies during this transition.

6. Bustang Shuttle Update – Mike Timlin (attachment)

- Bustang shuttle term is being used. FTA's definition of micro-transit is different than this program. That is why we are using the term shuttle.
- Initial service is from Denver Union Station to Avon or Eagle. Intend to collaborate with private shuttle operations.
- Target is launching the program in December of 2021.
- The purpose is to provide quick, reliable, and affordable peak period I-70 transit using MEXL lanes.

- It will reduce reliance on private automobiles and help reduce greenhouse gas emissions.
- Start small and mature. Advisory subcommittee and stakeholders are established. Most of them are the I-70 coalition.
- The proposed fleet includes 11 passenger vans. They must have wheelchair space. There will be a viable battery option in 5 years for electric operation.
- For the proposed shuttle schedule and fee structure, see the attached presentation.
- Branding approach: a sub-brand that cohesive with Bustang brand family. Out of the 4 finalist names PEGASUS was selected. There will be a press release and social media communications and local media coverage in Summit County, Vail Valley, and Denver Metro Area.
- Next steps: Finalize vehicle livery. Stakeholder outreach. Have vehicles by summer/fall. Public and private operator coordination. Launch in December 2021.

Questions and discussion

Craig Blewitt: 10 vehicles for \$1.5M. Is that because of a specialized vehicle for mountain travel?

Michael Timlin: Typically, the vans are hard to get in and out of. A bus door will be installed which will take another seat out, but it will make it safer and more comfortable.

7. Southwest Chief & Front Range Passenger Rail Commission Update – Jim Souby

- Governor signed the legislation on the 30th of last month in Pueblo. Most of the commissioners were there. Governor made positive statements.
- The commission is engaged in preparation for the new district's formation. Over the next year, the commission will be dissolved, and transfer will happen to the newly established district.
- The ballot measure will need a detailed plan. Also need to comply with NEPA requirements.
- Commission intends to do work with CDOT to provide a head start for the district. Seventeen voting members, 6 appointed by the Governor, and 1 from CDOT. BNSF, UP, RTD, AMTRAK, and I-70 Coalition may appoint non-voting members. It will be a 24-person operation if all the appointments are made.
- Also, the Commission will be concentrating on public outreach to develop public support for a possible future ballot measure. Outreach to community organizations up and down the Front Range is underway.
- An important focus is the connectivity with transit partners on the Front Range. Mobility hubs will be important.

May 15, 2022 will be the new district's first meeting.

- Southwest Chief Commission has applied for a RAISE grant. Southwest Chief is working to bring to its full operating speed 80 miles/hour across Kansas and Colorado.
- DTR's role in support of the Southwest Chief will be important once the new District Board of Directors takes over Front Range rail development.
- Messaging and outreach will be important to maintain public support. Federal funding is the other principal focus. AMTRAK funding for corridor development would significantly decrease the state funding necessary.
- The transition sub-committee was created and will be involved with the outreach.

David Singer: Service development and planning, and NEPA. FRA granted an award and trying to get permission to get the consultant services. Eager to get out there and do the work, hoping to bring technical updates in the upcoming meetings.

8. 10-Year Pipeline Update – Amber Blake (attachment)

- We will need to select a new set of priorities from the out years of the plan to be ready for SB267 Year 4 and SB260. Staff anticipates starting that process later this summer.
- 3b funding will make the I-25 North portion of CDOT's Mobility Hub vision operational, achieving a major milestone in this key statewide multimodal effort. Current Mobility Hub Status:
 - 4 Fully Functional Future enhancements necessary to achieve the vision.
 - 2 Under Construction
 - 8 in Planning/Design
- SH 7 project includes intersection improvements at high-priority intersections along SH 7, helping to prepare for future Bus Rapid Transit (BRT), commuter bikeways, and other multimodal improvements.
- Transit receives an unspecified amount of SB 260 funds to be used for a variety of projects and services.
- SB267 Year 3 proceeds and SB260 Tranche 1 available July 1 and SB267 Year 4 is expected at the end of FY22.
- The Safer Main Streets (SMS) grant program provided approximately \$75M in safety improvements along urban arterials in the Denver metro area. Funding would support a comprehensive study and pilot program for 10-15 urban arterials/state highways.
- This second study will take a critical look at some of the complexities of changing street spaces (e.g., parking revenue loss) and help determine which of these changes we should hold on to --and continue to support-- in the post-COVID period. This second study would be funded with the initial allocation of MMOF (~\$500k).
- For summary statistics, allocation of Year 3B funds, and equity considerations by region, please see the attached presentation.

Questions and Discussion

Jim Souby: We went to legislature three times for rail to get on their minds and did it successfully. But now rail is back in DTRs hands with SB 260.

Amber Blake: We have been having internal discussions on how to maintain the rail piece. To have staff and expertise to focus on passenger rail pieces. Statewide rail plan is moving forward to make sure rail is at the forefront.

Craig Blewitt: Is there going to be an August TRAC meeting?

Amber Blake: No, we can talk about MMOF in September.

Ann Rajewski: Are we discussing formula changes to MMOF?

Kay Kelly: The MMOF formula is not under discussion. More money will go into the pool, we will talk about how the new fund will change the strategy.

Ann Rajewski: TRAC can put together a short-term subcommittee to provide feedback and recommendations on how the new funding would be strategized.

Kay Kelly: 3B list has been worked out quickly. MMOF conversations have not started yet.

Craig Blewitt: How is the GHG initiative going to affect the funding? There are requirements for VMT reductions in SB 260. How would that work?

Kay Kelly: There could be an informational meeting arranged. A virtual public meeting on GHG pollution reduction for planning for transportation is happening on July 22nd.

9. Stimulus Funds and Super Call Update – Qing Lin (attachments)

- FTA allocated nearly \$1 billion stimulus transit funds for Colorado. CDOT as the direct recipient received over \$138.4 million for FTA-5310 Rural & Small UZA programs, and the 5311 program.

- For eligibility requirements, distribution of CARES 5311 and CRRSAA 5311 funds, please see the attached presentation.
- In Jan 2020, CDOT proposed a “Super Call” idea to TRAC and sought TRAC’s feedback on streamlining all Projects calls into one notice of funding opportunity (NOFO or “call”) and soliciting all 2021 transit Capital, Admin/Operating (A/O) and Planning applications in April 2020 with scattered due dates for different type of applications.
- A survey among agencies regarding Super Call was done. See the attachment for the results.

Questions and Discussion

Amber Blake: How many total responses have been received within the survey?

Qing Lin: 75 total agencies, 35 responses, about half of the agencies responded.

10. Discussion on Upcoming Meeting Logistics

Ann Rajewski: Do we want to follow STAC’s model and meet in person some months? What direction do we want to go regarding in-person meetings?

Amber Blake: STAC proposed having more virtual meetings during bad weather months.

Jim Souby: Can the rule be something like once every quarter? The idea is that we have to meet together maybe not every moth. The chair can call it whenever the in-person meeting is. We are waiting for the TC to decide how they are going to handle this for their guidance. 4 times a year in-person meetings before the next legislative session. Other in-person meetings can be purpose-driven rather than calendar-driven.

Craig Blewitt: Some hybrid option needs to be provided for people who are not able to travel.

Sarah Curtis (in the chat): I like the quarterly meeting. A call-in option needs to be provided.

Will Jones: Hybrid option is beneficial. Technology needs to be improved.

Jim Souby: We can have a motion to say well meet x times in person a year. Not too prescriptive.

Ann Rajewski: Quarterly in person. Others are virtual unless in person required for productivity. We need to designate the quarterly ones so people can mark their calendars. A hybrid option should be there as well.

Jim Souby: Meet quarterly in person with a provision for people who cannot attend in person with a virtual option. At the chair’s discretion, we can meet in person or virtually for others.

- Amber will have Laura write something up for Ann to view and approve for the TRAC to place on their calendar for in-person and virtual meetings for planning purposes.

11. Adjourn – Ann Rajewski

The meeting was adjourned at 3:12 pm.