

Project Director's Report of Commission Staff Activities

By Randy Grauberger

For April 27 – May 21, 2020

- Participated in three Segment Corridor Coalition meetings on April 28 – 30.
- Call with Rail Commission staff, CDOT staff and FRA planning staff to discuss status of Level 1 Analysis and possible RTC modeling. Follow-up meetings with Consultant team staff about possible RTC modeling tasks.
- Finalize and distribute April 24 Meeting minutes and develop draft Agenda and materials for May 22 meeting.
- May 4th meeting with UP and BNSF about possible ROW and/or track sharing for Front Range Passenger Rail.
- May 14th meeting with RTD staff regarding coordination with RTD in having Front Range Rail access the Denver Metro Area.
- Participated in ongoing conversations to secure additional funding for Rail Commission and Project activities.
- Meetings with HDR team regarding their Scope and critical activities considering budget issues.
- Participated in bi-weekly check-in calls with Jill and Jacob.
- Worked with Governor's staff to begin process of getting three Commission appointments/re-appointments in place prior to July 1.
- Telephone conversations with CDOT Deputy Director, CDOT's High Priority Transportation Enterprise Director, Communications office staff and Region 1's Central I-25 Project Engineer regarding status of Burnham Yard Project.
- Participated in several meetings discussing preliminary rail ridership results from travel model runs for Level 1 analysis.
- Provided Seneca Consultants staff with Rail Commission Letter of Support for 2020 Build Grant application submitted on May 18.
- Provided Draft Scope of Work, Schedule and Budget for Thru –car Feasibility Study to Rail Commission's SW Chief Subcommittee members and FRA for Comment.
- Respond to media interview request from Salida, Colorado radio station about SW Chief and Front Range Passenger Rail Commission activities.
- Bi-weekly project meetings with Consultant team Project Management Team, Project Development and Communications Sub-committees
- Provide PowerPoint update on Rail Commission activities to CDOT's Transit and Rail Advisory Committee (TRAC)

- Participated in Front Range Rail Project interviews with E-470 and DEN Airport staff.
- Coordination meeting with Pueblo Station Area Plan consultant team to ensure compatibility with Front Range Rail and AMTRAK Thru-car Service options
- Presented virtually at ColoRail Board Meeting
- Informational call with Washington DOT rail staff
- Coordinated with CDOT staff on potential funding opportunities **(See Attached)**

Future Meetings

June 26 – Rail Commission Meeting

July 23 – Rail Commission meeting

July 12 – Commission meeting in Denver

SW Chief & Front Range Passenger Rail Commission Financial Report

As of May 22, 2020

Income

Senate Bill 1, July 2018 **\$2,500,000**

Expenses (commitments)

HDR Contract for Alternatives Development / Pre-NEPA Planning	\$1,500,000
2 years of Salaries/Benefits for Project Dir. and Comm. Liaison (est.)	\$500,000
Pledged Match for 2018 CRISI grant for PTC	\$100,000
WSP contract to write 2019 CRISI App. for Thru-car Study	\$24,465
October 2019 "Survey for Front Range Passenger Rail"	\$24,500
January 2020 2020 Membership to "States for Pass. Rail Coalition"	\$5,416
Pledged Match for Potential 2019 CRISI Grant App. (Thru Car Study)	\$159,000
<i>April 2020 approval to hire consultant to prepare 2020 CRISI grant</i>	<u>\$20,000 (approximate)</u>
Total Obligated	\$2,333,381

Remaining Available **\$166,619**

Update on HDR Contract (\$1,500,000)

Invoiced through April 25, 2020 **\$861,825 or 57.4 %**

At the projected "burn" rate, it is estimated that the HDR contract funds will be fully spent at or around the end of September. Conversations continue in regard to getting additional funding for Commission activities and Front Range Rail project funding and also slowing down the Consultant Team's burn rate to more essential activities and having CDOT staff backfill where possible and appropriate.

Front Range Passenger Rail Grant Research

The following foundations are those where the Front Range Passenger Rail (FRPR) study appears to be eligible as a project type and where a public agency can apply for funding. Additionally, these foundations appear to have either direct solicitation or contact processes, or they periodically issue calls for proposals within project areas (which the FRPR study may have been eligible for in the past). I've largely omitted foundations that were clear in the fact that they either only work with established partners, or that only solicit proposals by reaching out to organizations their staff have identified.

David and Lucille Packard Foundation

Alignment with Grant Eligibility Areas

"Increase the availability of low carbon transportation options to minimize global oil consumption."

Schedule

Prospective applicants must provide a short project description before they are invited to submit a full proposal. Applications take place on a rolling basis.

Common Award Amount

\$100,000 – 500,000 over a fixed term (typically two or three years).

Expectations from Beneficiary

They emphasize that they don't have one, typical approach for monitoring and evaluation, but it appears that this typically involves data collection, target setting, and sharing replicable lessons learned to similar organizations/projects.

William and Flora Hewlett Foundation

Alignment with Grant Eligibility Areas

Fossil fuel reduction and cross-sector environmental integration appear to be the closest areas of applicability to the project.

Schedule

While they don't entertain unsolicited proposals, they do periodically release RFPs for grant seekers in particular focus areas or project types. FRPR is not eligible for any of the active RFPs.

Common Award Amount

\$100,000 – 1,000,000

Expectations from Beneficiary

No clear public expectations beside the baseline of financial reporting.

[BNSF Railway Foundation](#)

Alignment with Grant Eligibility Areas

- Civic services
- Ties to the railroad industry
- Area of focus surrounding BNSF main line operating area

Schedule

BNSF operates a rolling application process.

Common Award Amount

No information provided on common award amounts or past grants.

Expectations from Beneficiary

No clear public expectations beside the baseline of financial reporting.

[Bloomberg Philanthropies](#)

Alignment with Grant Eligibility Areas

Beyond Carbon, America's Pledge (related to Paris 2020 climate goals), and Global Coal and Air Pollution programs. The foundation appear to be overwhelmingly focused on projects/programs relating to, or conducted by, cities.

Schedule

Invitation only application process.

Common Award Amount

\$100,000 - \$1,000,000

Expectations from Beneficiary

No clear public expectations beside the baseline of financial reporting.

[Robert Wood Johnson Foundation](#)

Alignment with Grant Eligibility Areas

There are both environmental and built environment focus areas that FRPR might be applicable for.

Schedule

The majority of the foundation's grants are issued through competitive calls for proposals (CFP), but none of the active CFP are applicable to FRPR. They do accept direct solicitations within defined project areas, however.

Common Award Amount

\$100,000 – 500,000

Expectations from Beneficiary

No clear public expectations beside the baseline of financial reporting.

Kaplan Family Foundation

Alignment with Grant Eligibility Areas

The foundation supports grantseekers and projects in a broad variety of environmentally-related areas.

Schedule

Grantseekers are asked to contact staff if they believe their project might be eligible, to determine whether the foundation will invite them to submit a formal letter of inquiry.

Common Award Amount

\$15,000 – 50,000

Expectations from Beneficiary

No clear public expectations beside the baseline of financial reporting.

Daniels Fund

Alignment with Grant Eligibility Areas

Generally, it doesn't seem as if FRPR would be eligible, given the Daniels Fund's focus on social programs and education. The foundation has more funding latitude in what it defines as "outstate Colorado", however, which includes Pueblo County (and therefore the majority of the southern project segment or future specific studies).

Schedule

Grantseekers are asked to submit an initial inquiry, upon which they may be invited for a full application.

Common Award Amount

\$20,000 – 100,000

Expectations from Beneficiary

No clear public expectations beside the baseline of financial reporting.

Gates Family Foundation

Alignment with Grant Eligibility Areas

The GFF appears to be the most likely Colorado-specific foundation where an FRPR study would be eligible for funding, through its multi-modal mobility and community planning focus areas.

Schedule

Grantseekers are asked to contact the relevant program officer to determine eligibility.

Common Award Amount

\$20,000 – 300,000

Expectations from Beneficiary

No clear public expectations beside the baseline of financial reporting.