

Southwest Chief and Front Range Passenger Rail Commission

Draft Meeting Minutes

Friday, September 13th, 2019

9:30 a.m. – 11:30 a.m.

CDOT Headquarters, 2829 W Howard Place Denver, CO

Call in 1-877-820-7831 passcode 418377#

COMMISSION MEMBERS IN ATTENDANCE:

Member Name	Member Role	Organization	Attendance
Jill Gaebler	Pikes Peak Area Council of Governments	City of Colorado Springs	Yes
Terry Hart	Pueblo Area Council of Governments	Pueblo County	Yes
Becky Karasko	North Front Range Metropolitan Planning Organization	NFRMPO	Yes
Rick Klein	Resident of Huerfano, Las Animas, Otero, or Pueblo Counties	City of La Junta	Phone
Sal Pace	Passenger Rail Advocate	Resident of Pueblo	Yes
Pete Rickershauser	Class 1 Railroad Representative	BNSF Railway	Yes
Nathan Anderson	Class 1 Railroad Representative	Union Pacific	No
Phil Rico	South Central Council of Governments	Trinidad Mayor	Yes
Jacob Riger	Denver Regional Council of Governments	DRCOG	Yes
Jim Souby	Passenger Rail Advocate	ColoRail	Phone
Bill Van Meter	Regional Transportation District	RTD	No
David Krutsinger*	Colorado Department of Transportation	CDOT	Yes
Robert Eaton*	Amtrak	Amtrak	Yes
Dale Steenbergen*	Cheyenne, Wyoming	Chamber of Commerce	Yes

*Non-Voting Members

On Phone: Bill Craven (NMDOT)

Others: Dennis Newman (Amtrak), Sophie Shulman (CDOT), Doug Rex (DRCOG), Jennifer Webster (BluePrint Strategies), Karen Banker (Public), Charlie Stanfield (RTD), Wendy Wallach (HDR), Karen Hedlund (WSP), Bret Banwart (Douglas County), John Liosatos (PPACG), David Singer (CDOT), Carla Perez (HDR), Jonathan Bartsch (CDR Associates), Mandy Whorton (Peak Consulting), Dave Ruble (Rocky Mountain Rail), Tom Mason (Cheyenne MPO), Dan Kline (Wyoming DOT)

A. Call to Order and Introductions – Jill Gaebler

The meeting was called to order at 9:35 and Jill Gaebler asked all in attendance and on the phone to introduce themselves.

B. Review/approval of August 9th Draft Meeting Minutes – Jill

Jill asked if there were any questions or concerns regarding the August 9th Draft Meeting Minutes. There were no questions or concerns. Phil Rico made a motion to approve the minutes, Terry Hart seconded that motion, and the motion to accept the August 9th Commission Meeting Minutes passed unanimously. Pete Rickershauser commented that an addition to the back of the meeting minutes was an Action Items list. That checklist style of keeping track of action items is a helpful addition and he thanked Commission staff.

C. Public Comment Period – Public

There were no comments from the public. Phil Rico, however, informed Commissioners and the public that Governor Jared Polis signed an executive order that established the Fisher's Peak area as Colorado's newest state park. The 35,000-40,000 acres will be used for recreation by the public and is a major "selling point" for Front Range Passenger Rail (FRPR).

D. Project Director's Report – Randy Grauberger

Randy Grauberger presented his Project Director's Report that outlined activities and actions taken by Commission staff since the August 9th Commission Meeting.

The FRPR Project team held a successful Project Chartering Session on August 28th. Prior to that, the HDR consultant team was issued a Notice to Proceed. The blended project team has been busy establishing project sub-committees, setting protocols, and beginning coordination efforts. Throughout this month, Randy and Spencer attended meetings with the Front Range Passenger Rail Consultant and CDOT project team members for the beginning of several project sub-committees. Sub-committees included: Communications/Stakeholder Engagement, Policy, Service Development Plan (SDP) and Pre-NEPA/NEPA.

Randy and David Krutsinger attended a meeting with Omnitrax and Lieutenant Governor Dianne Primavera. It was noted that Omnitrax is interested in hosting a maintenance site for FRPR in northern Colorado.

Commission and CDOT staff also met with Federal Transit Administration (FTA) staff to discuss agency coordination and oversight.

Commission staff made seven different PowerPoint presentations to various agencies and organizations. These included presentations to NFRMPO Air Quality Planning Council, PPACG, FTA, Statewide MPO, Douglas County Planning Forum, and two presentations to DRCOG.

The MetroQuest Front Range Passenger Rail survey is still active and gathering responses. Randy Grauberger also participated in an interview with KDEN radio station in Salida, Colorado.

A conference call was held with DJ Mitchell, Assistant Vice President, Passenger Operations for BNSF Railway. During that call, it was indicated that BNSF is considering allowing up to 90 mph passenger rail service on their Right of Way. In subsequent conversations, it was further explained that requirements including passenger operator (a) pays for capitalized maintenance to get involved trackage up to the agreed-to required speed level, (b) pays ongoing maintenance to maintain track at the agreed-to required speed level, and (c) replaces any line capacity consumed at the expense of BNSF's freight operations to enable the passenger operation.

A Notice to Proceed was issued to WSP for \$24,465 in order to prepare a 2019 CRISI Grant application on behalf of the Commission. This CRISI Grant will be for a planning study for establishing Amtrak thru-car service connecting with the Southwest Chief between La Junta, Pueblo, and Colorado Springs. A kick off meeting will be held this afternoon following the Commission meeting. The application needs to be submitted by October 18th.

David Krutsinger, Spencer Dodge, and Randy attended a meeting on September 12th with Ray Lang, Rob Eaton, and Dennis Newman of Amtrak in regards to Amtrak re-authorization and planning efforts, and the Southwest Chief thru-car service proposal.

The "Blue Corridor" map that Commissioners and Commission staff have been utilizing was updated to reflect the correct California Zephyr alignment.

A new Commissioner representing Union Pacific Railway, Nathan Anderson, has been appointed by Governor Polis to replace Sara Cassidy as the UP's representative on the Commission. Nathan was unable to attend this Commission meeting but will be meeting with Spencer Dodge and Pete Rickershauser on September 17th.

Future Meetings and Presentations

Randy will be attending the AASHTO Council on Rail Transportation meeting in Hartford, Connecticut Sept. 15 – 18 and will be presenting on a panel regarding Emerging Passenger Rail corridors.

A Project Chartering Executive Summary meeting will be held on October 4th for those who were unable to attend the August 28th date; more details on that will follow.

The Commission has a presentation to the Transportation Legislation Review Committee on September 16th. Terry Hart was asked to participate in this presentation and at the time was unsure if he would be able to; but was working on making sure he could be there. Jacob Riger requested that any Commissioners who can attend do so.

Pete Rickershauser observed that, in regards to the 2019 CRISI Grant for a study on Southwest Chief thru-car service, BNSF would like to review the application before it is submitted. Pete suggested that UP and Amtrak would probably also like to review the application prior to submission, but they could speak for themselves. Rob Eaton confirmed that Amtrak would like to review the submission prior to filing.

E. Southwest Chief and Amtrak Update

- CRISI 2019 Application – Spencer Dodge

Randy Grauberger was able to review all updates on the CRISI 2019 Application during his Project Director's report. Spencer Dodge additionally commented that the application deadline was October 18th, 2019.

- Amtrak Report – Rob Eaton

Rob Eaton had no outstanding action items to report on. Dennis Newman, Executive Vice President, Planning, Amtrak, was introduced to the Commission and expressed his appreciation for the Commission's work.

- Tiger IX and CRISI PTC Grants – David Krutsinger

In regards to the Tiger IX grant, David Krutsinger reported that CDOT had submitted its portion of a Categorical Exclusion (CatEx) document to New Mexico DOT (NMDOT) and all involved were waiting on tribal and historic resources consultation. Bill Craven confirmed that fact and stated that NMDOT had received CDOT's CatEx documents, as well as Kansas DOT's. The environmental documents that are required were complete. The Federal Railroad Administration (FRA) determined that Tribal and State Historic Preservation Office (SHPO) reviews were required for the portion of rail running through New Mexico. Once that is submitted, it is a 30-day review process.

CRISI PTC (Positive Train Control) Grant – CDOT submitted draft CatEx documents and other partners' documentation. FRA provided comments on August 29th. CDOT received input to resolve those comments. A revised CatEx document is expected to be sent on September 16th. CDOT is targeting a Notice to Proceed and a grant agreement by the end of October.

F. Front Range Passenger Rail Update

- August 9th Chartering Session – Jonathan Bartsch

Jonathan Bartsch provided a summary of the Chartering Session. The consultant team was in the beginning stages of thinking about project purpose and goals. During this presentation, consultants were looking for an initial reaction and not an established action. A Chartering Session was held on August 9th as a means of establishing project organization. This project is complex in nature; best practice with complex planning projects like this one is to coordinate roles and responsibilities early in the process. The general outcome of this session looked at how the blended team coordinates and approaches the tasks that have been established for the project. These tasks were organized into sub-committees; sub-committee leads were identified and coordination plans are in the process of being developed. Project sub-committees include Policy, Communications, Service Development Plan (SDP), and Pre-NEPA/NEPA.

Following the Chartering Session, a project vision was outlined that provided clarity for the project purpose. Additionally, a draft project Purpose Statement was developed using input during the Chartering Session, the Purpose and Need workshop held at the July Commission meeting, and additional conversations with Commissioners and project leaders. The consultant team reiterated that they had been listening and were reflecting back what they heard.

Jonathan Bartsch read the draft Purpose Statement that had been developed:

“The purpose of the Front Range Passenger Rail (FRPR) is to develop inter-city passenger rail service that connects Front Range population centers and destinations, increases capacity and travel options in the transportation system, and supports community and environmental goals.” Commission feedback was to change “community” to “regional”, as goals would vary by community. It was also suggested that “mobility” and “safety” be added into this Purpose Statement.

Following the Purpose Statement, Jonathan then outlined the Need Themes that were compiled. These themes are the general problems that the project team is trying to solve. In an official Purpose and Need statement, the Needs provide justification and data to support the study. The Need Themes provided weren’t specific, just thematic outlines. The Need Themes included:

- *Increased mobility choices for safe and reliable travel along the Front Range (limited intercity transit options today)*
- *Connect corridor destinations and communities (jobs, shopping, recreation, health care, leisure)*
- *Address increasing intercity and regional travel demands (effects of population growth and increasing congestion on major highways)*
- *Provide a mode choice for our changing demographics and corresponding transportation demands*
- *Provide an inter-city transportation alternative for low-income and underserved communities (connect affordable housing to jobs)*

Next, Jonathan worked through the Goal Themes that were developed. These came from the various conversations held with Commissioners and project leaders, the Chartering Session, and the Purpose and Need Workshop. Themes included:

- *Help maintain and enhance Front Range economic competitiveness and support transit-oriented development opportunities*
- *Integrate with and support connections to existing and planned multi-modal transportation networks across the Front Range*
- *Integrate with (and do not preclude) freight-rail capacity and investments in the corridor*
- *Advance transportation projects that protect Colorado’s environment, air quality, and quality of life*
- *Build on understanding of previous efforts to advance passenger rail in the corridor and incorporate best practices from other successful national projects*
- *Provide a system that can be implemented in the short-term with flexibility to adapt to future technologies, changing demographics, and travel preferences*
- *Provide a quality user experience with regard to comfort, travel times, amenities, destinations served, first/last mile*

With the Purpose, Needs, and Goals laid out, Jonathan then discussed Project Success Factors. These included:

- *Build broad, diverse public support*
- *Identify and engage all stakeholders, not just supporters*
- *Foster coalitions and partnerships among local officials, transit agencies, and transportation advocacy organizations*
- *Set realistic and achievable expectations*
- *Early, often, and consistent engagement with the Legislature*
- *Coordinated team work and messaging*
- *Provide a system that people want to use – comfortable, convenient, quality stations, amenities, user experience*

Following the presentation on Purpose, Needs, Goals, and Success Factors, Jonathan opened the conversation to input from Commissioners. Comment was made that, referring to setting realistic goals and expectations, that financial requirements should not be left completely off the table.

Randy Grauberger started by reiterating the importance of the system providing reliable and safe service in all weather conditions. This issue does not exist for other passenger rail corridors, such as Florida and California, but is important for Colorado. Rob Eaton reiterated that safe, reliable transportation in all weather should be included. Jonathan indicated that all-weather service was embedded in Safety and Reliability.

Phil Rico commented that, in the Purpose Statement, the Front Range is discussed and he thought it would be a good idea to say that the Front Range corridor extends from the Wyoming border to the New Mexico border. Rick Klein agreed with this point and wanted to include the feasibility of Pueblo/Trinidad in the purpose. Sal Pace stated that the way to approach Trinidad, La Junta and the rest of the south was to wrap that into the thru-car service and Southwest Chief realignment. This allows Colorado Springs and Pueblo to connect to Chicago and Los Angeles and then allows for La Junta and Trinidad and Lamar to connect to Front Range Passenger Rail. Sal expressed that he believed these to be two different technological projects. Descriptively and politically, though, they were both part of the FRPR project. Rob Eaton suggested including neighboring states and future expansion somehow. Dale Steenbergen agreed with this point and also mentioned that getting the line to the state border with Wyoming is important to them.

Pete Rickershauser observed that Success Factors refers to the project team while the Purpose Statement and Goals refers to the project itself. Jonathan explained that the success factors describe the tangible ways that the purpose statement and goals will be achieved.

Jacob Riger discussed increasing capacity on the transportation system. Jacob believed this to be out of place at such an elevated level. He suggested including a statement that was “higher up” geographically, at an interregional level. Riger also suggested talking about economic development. Jacob’s final suggestion was to ensure consistency in the broadness of the purpose statement. Pete Rickershauser agreed with Jacob’s suggestions and recommended including “mobility” in the final bullet point of the Need Themes. Becky Karasko asked if there was a need to include population centers and destinations, and if you could just mention the Front Range or corridor. Sal Pace responded that you need the

definition of these locations if the ultimate goal is to bring something to the legislature for a referred ballot measure.

Jonathan Bartsch discussed an outline of the public involvement and stakeholder engagement process. The two main questions that formed this outline were; How do we engage the community and on what time frame? That process begins with key stakeholder interviews; with an emphasis on those who are informed on the topic. Consultants hope to understand the ways that stakeholders see themselves benefitting and the concerns and risks on the substance and process of the project. This information will be used to develop stakeholder coalitions. HDR is also leading a social and political risk assessment. With this assessment, influencers will be identified along the corridor. The blended project team is also developing key messages and branded materials. They are also collecting lists of interested individuals.

ACTION: Commissioners are asked to send contact information to consultants for individuals that they speak with in regards to Front Range Passenger Rail.

A few moments were given for Commissioners to comment on the Stakeholder Engagement plan. Rick Klein, after reading that the Environmental Protection Agency (EPA) would be holding air quality hearings in Denver and to the north, believes that the Commission should be a part of the solution. Becky Karasko responded that the plan to address Air Quality needs to include actions that get qualities back to appropriate levels within the next 5-6 years.

Randy Grauberger stated that he would like to see Segment Coalitions in November and the Corridor Coalition in December in order to maintain momentum through the holiday season.

Pete Rickershauser had two comments: 1) CDOT Division of Transit and Rail is working on updating the Statewide Transit Plan and the Commission should ensure that they are meshed with that plan. Where can FRPR benefit by working into the transit plan? 2) Pete reiterated that, to the extent that individual Commissioners need to be at meetings, those Statewide Transit Plan meetings should be scheduled as soon as possible.

David Krutsinger pointed out that the project team needs to set realistic expectations; Segment and Corridor Coalitions aren't meant to solve any funding topics but they also should not operate under the assumption that there is a blank check. The entire problem does not need to be solved in this arena.

- *Rail District Structure Proposals – Carla Perez/Randy*

Carla Perez began the consultant's presentation on Rail District Structure proposals. Coming out of the Chartering Session, four sub-committees were formed. The information being provided in this part of the meeting is from the Policy sub-committee. That group is looking at the development of a new entity that will last through initiation to design-build and operation. Areas to Consider, the items that are being used to analyze the different structures, include legal authorization, powers, governing body, condemnation authority, bonding authority, types of fees, formation, and cooperation efforts. Five new entity types were introduced to the Commission. Those included: Type 2 entity (current structure), project specific special legislative entity, regional service authority, transportation enterprise, and a Type 1 entity (division of CDOT). The goal is to work through these in more detail over the next month in order to have specific recommendations with pros/cons on this particular project at the October meeting.

In the conversation, consultants have been operating under six assumptions. Carla Perez laid these assumptions out:

- A FRPR governance proposal and funding proposal should be separate legislative proposals.
- In 2020, whatever proposal is recommended needs to help keep up the momentum for Front Range Passenger Rail and establish a clear path forward for implementation.
- The FRPR system end points will be Fort Collins to Pueblo with options to extend north or south.
- There is no predetermined technology to be used in the corridor.
- Governance proposal needs to include flexibility for Public Private Partnerships (P3) and value capture opportunities.
- Governance options need to include opportunities for cooperative efforts with CDOT, HPTA, RTD and Class 1 Railroads as appropriate.

Sal Pace had several comments. Sal explained that a lot of what is determined will be based on if the Commission is aiming on a ballot measure in 2020 or 2021. Sal believes that a lot of that direction is based upon the Governor's Office and what they will sign and campaign for. Sal anticipates the 2020 electorate being the best for a taxing measure. Given the pendulum-esque nature of elections, younger and infrequent voters are likely to turn out more in 2020; 50% higher voter turnout than non-presidential elections is anticipated. The main question to answer is what is more important, the best electorate or the most refined plan? Three key issues for the legislative objective is defining the district, defining the governance structure, and referring a ballot measure. Sal believes that the Commission should tackle these issues in one legislative proposal. Sal mentioned that just because the Commission refers a ballot question does not mean that it has to run on the ballot in 2020. There could be one piece that defines district and governance with a trigger that puts it on the 2021 ballot. In regards to boundaries, Sal feels that should include everything on the I-25 corridor from Las Animas to Larimer County, including Otero County and excluding Weld County. If the process moves to more project specific focus, boundaries could change. It is important to include those who are supportive of the project and not include those who are opposed. Sal believes that the Commission should pursue a project specific legislative entity, similar to the SWC&FRPRC as it exists today. In the long run, Sal believes that the more populous MPOs should have greater representation. With MPO's included, citizens will have taxation with representation as well as avoid an elected body that may not operate in the best interests of the entity. Sal suggests asking the legislature to create a legislative district and include language that places a trigger on a 2021 ballot measure. The legislation should refer back to the technology and route alignment recommendations from the Commission. If a ballot measure is in 2020, those recommendations will be needed by the start of the legislative session beginning in January 2020. Pace suggested a trigger in the legislation that sets a date for a final report that outlines route alignment and technology to reach for a 2020 ballot measure; if that trigger is not met the ballot measure will occur in 2021. Route alignment and technology might be a separate project from the governance question but it should be wrapped together politically. Sal suggested partnering with RTD on the Northwest Rail line; perhaps a commitment between RTD and the Commission to make that a first priority. Tax measure; is it a sales or other kind of tax? Sal suggested working with the Governor's Budget Office to get some of this data. Sal recommended spending Commission money on surveying the public to define their views on these topics more with the ultimate goal of getting a ballot measure in 2020 or 2021.

Phil Rico addressed the third assumption presented, "The FRPR system end points will be Fort Collins to Pueblo with options to extend north or south." Phil stated that boundaries need to be consistent and

that language referring to the boundaries is also consistent. Phil questioned why someone in La Junta, Trinidad, or Walsenburg would vote on this if they weren't included.

Terry Hart agreed with Phil's point on the project boundaries, suggesting that the Commission should consistently use Fort Collins to Trinidad. Additionally, the ability to include neighboring states should be reiterated. Terry also addressed Sal Pace's comments and agreed that 2020 is the best time to go forward with a ballot measure. In regards to a financing mechanism, he suggested not discounting the ability to utilize land values where train stations are located. Colorado is not as aggressive as other states with special tax boundaries. Tax-Increment Financing (TIF) is a good way to capture the increased values on the land around train stations.

Phil Rico expressed concern with taxes due to so many counties and municipalities being at the limit of taxation. Anything above 8% is difficult. Different entities that are being discussed for the governance structure have different taxing powers. Consultants and Commission staff are looking at other rail systems around the country and how they do rail financing.

Pete Rickershauser asked, if everything goes perfectly, when is the earliest this system could start? We have not decided if this system will be phased or will it spring to life in its entirety? Other Commissioners believed that a segmented implementation is assumed. David Krutsinger cautioned the group on a segmented implementation. The public's thoughts on that should be tested first. Krutsinger also suggested that phasing can be done operationally. Operational Phasing could be 2-3 round trips daily on the entire corridor first, instead of 55 trains a day on a short bit of track. Terry Hart expressed concern around building one portion and waiting 30 years before anything else can be built. Terry is more of a believer that one mile north and one mile south should be the approach. Jim Souby commented that he supports getting the ballot measure this election. A well-thought out plan is needed to provide to the electorate, even if it isn't detailed. Souby also liked the idea of Operational Phasing.

Sal Pace suggested to the Commission that they give the authority to begin surveying the public. Sal wanted to execute a contract that surveys public sentiments before the next Commission meeting. Commissioners asked Sal what he believed the poll would encompass. Sal suggested asking what is in the district boundary, what types of funding voters might support, and questions on technology. Sal specifically wanted to ask questions around a willingness of voters to vote on higher taxes for a high-speed rail versus more traditional speed passenger train. Consultants advised that they were not at the point of analyzing taxing and funding yet. They cautioned against polling as there was nothing they believed that they had to ask voters about, and the polling would be very open-ended. Sal suggested that while it is open-ended, the poll could provide some direction on where the project is headed. The Commission established a sub-committee to approach the survey. Jill Gaebler, Sal Pace, and Jim Souby will be on that sub-committee.

Sal made a motion to authorize the Commission Chair to spend \$24,999 on survey research and solicit bids from consultants. Phil Rico seconded this motion and the motion passed.

ACTION: Commission staff will work with a Commission sub-committee to get a consultant under contract for a public survey.

Consultants asked if there were any legislative champions. Sal suggested that the Senate President and the Chairman of the Joint Budget Committee have expressed interest.

G. Revisit Commission Sub-Committees (Roles, Members, Tasks, Purpose, etc.)

Randy Grauberger discussed the need for new sub-committees and clarification on the role of existing sub-committees.

i. Southwest Chief

Continue as before.

ii. Communications

Continue as before.

*iii. Front Range Passenger Rail (*Role on SDP/EIS)*

Becky Karasko volunteered to be a part of this. Pete Rickershauser also agreed to join.

iv. CRISI 2019 Grant

This sub-committee will require a high level of attention until October 18th, when the CRISI grant is due. Turnarounds on document reviews will be very quick. Amtrak, BNSF, and UP should all be approached for this. Pete Rickershauser and Rob Eaton both volunteered. Pete Rickershauser and Spencer Dodge will ask Nathan Anderson about joining. David Krutsinger also suggested Colorado Springs and Pueblo commissioners direct support to help the Commission in this effort. John Liosatos will be involved from Pikes Peak Area Council of Governments and John Adams from the Pueblo MPO will be involved.

v. Service Development Plan

Sal Pace, Becky Karasko and Pete Rickershauser.

vi. MPO's

The four Metropolitan Planning Organizations (MPOs) have different issues in terms of review timelines, TIPs and Long Range plan. The 4 MPO representatives will be on this sub-committee.

H. Other and Future Business

- Statewide Plan Update – David Krutsinger

CDOT is moving into a second round of meetings with TPR's. At the end of August, the planning team had completed around 100 meetings; including meetings in every county of the state. The next round of meetings will bring the compiled information to each of the 15 planning regions. These regions will work with each other to prioritize projects and issues. A third round of meetings will be held in October and November that communicates what was heard and how CDOT will move forward. Jim Souby mentioned that in at least one previous Statewide plan, rail was listed as the most important issue to discuss. Phil Rico commented that he brought up the Commission and its importance to a recent "Kitchen Cabinet" meeting.

- *Federal Reauthorization – Jim Souby (October)*

Jim Souby will present on this topic in October. Jim has already provided documents providing preliminary information.

I. Confirm Next / Future Meetings – Date/Time/Location – Jill

- i. October 11th – (Loveland Public Works offices)
- ii. November 8th – Denver
- iii. 2020 Meetings (4th Fridays)

The Commission will need to reschedule their meetings in 2020 due to changes in the STAC schedule. The fourth Friday of each month works for everyone involved. Commission meetings will be held on the fourth Friday of each month, beginning in January 2020.

J. Adjourn – Jill

Before adjournment, Randy Grauberger provided a brief financial overview. There is about \$425,000 in the Commission funds that has not been committed. At the next Commission meeting, there will be more details. Phil Rico also suggested discussing contract extensions for Randy Grauberger and Spencer Dodge in an upcoming Commission meeting.

DRAFT

Action Items

Date Assigned	Task	Assignee	Deadline	Completed
09/13/2019	Commission staff will work with a Commission sub-committee to get a consultant under contract for a public survey.	Jim Souby, Jill Gaebler, Sal Pace, Randy Grauberger, Spencer Dodge	10/11/2019	
09/13/2019	Commissioners are asked to send contact information to consultants for individuals that they speak with in regards to Front Range Passenger Rail.	All Commissioners	Ongoing	Ongoing
8/9/2019	Commissioners are to review the draft Commission Charter and provide comments/edits to Spencer Dodge. Special notice should be applied to the reference section.	All Commissioners; Spencer Dodge	8/23/2019	Completed; to be approved for signatures at October meeting
8/9/2019	Commissioners are to provide comments and edits to Spencer Dodge on promotional materials (one pager and tri-fold brochure).	All Commissioners; Spencer Dodge	8/23/2019	Work in Progress
8/9/2019	Consultants will provide the Commission with a simplified version of the Stakeholder Engagement and Public Involvement plan; including how much involvement will occur with the general public, the time frame and	Consultant Team	9/4/2019	Completed

	schedule, and a list of possible stakeholders.			
8/9/2019	Commission staff will monitor anticipated CRISI grant opportunities, and when available, prepare recommendations as to what purposes and projects the Commission should apply for funding.	Commission Staff	<i>When Appropriate</i>	Application development underway

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