

**Southwest Chief Commission (SWC Commission)
Meeting Minutes
April 7, 2016
Denver, CDOT - Headquarters**

Member	Representing via HB 14-1161	Yes	No
Sal Pace, Chairman	Resident of Pueblo or Huerfano County – public rail advocate	phone	
Rick Klein, Vice Chairman	Resident of Las Animas, Otero, or Prowers County – public rail advocate	phone	
Elena Wilken	Public Rail Transportation Advocate	X	
Jim Souby	Tourist Industry in Colorado	X	
Pete Rickershauser	Freight Rail Industry		X
Mark Imhoff	Colorado Department of Transportation Representative (David Krutsinger represented in absence)	X	
Ray Lang	Amtrak Representative	phone	

Additional Agency Attendees: David Krutsinger, CDOT; Sharon Terranova, CDOT; Laura Morales-Garcia, CDOT

Phone Agency Attendees: John Maddox, KDOT; Frank Sharpless, NMDOT; Bill Craven, Amtrak

I. ATTENDANCE/EXCUSED

A. Call to Order/Roll Call/Opening Remarks

Chairman Pace was unable to attend in person today and is attending by phone, he has asked Jim Souby who is here today to run today's meeting. The meeting was called to order at 10:02 a.m.

B. Approval of Minutes (January 7, 2016)

Sal Pace moved to approve the meeting minutes of January 7, 2016 with Jim Souby seconding motion approved by all.

II. REGULAR AGENDA

A. Welcome

Commissioner Souby welcomed everyone to the meeting.

B. TIGER Grant VII Update – Rick Klein

La Junta is working with the FRA on the statement of work. The draft letter from each DOT to the FRA is an important step and the contracts must be in place. David Krutsinger will oversee the DOT letters.

C. TIGER Grant VIII – Rick Klein

We are somewhere in the ball park of \$9,205,500.00 for TIGER Grant VIII. The contact from the City of Lamar is John Sutherland, Administrator and he has Rick Klein in the loop of information for TIGER VIII. Kansas DOT has indicated they are on board if NM and CO DOT is on board. CDOT Transportation Commission approved \$1.0 million last month as TIGER Grant VIII match.

D. Pueblo Connection update - Chairman Pace

A productive meeting was previously held with BNSF, Amtrak, and CDOT. Pueblo County held a public meeting about the potential for assistance and as you are aware this meeting resulted in a check being delivered to CDOT in the amount of \$95,000.00 to pay for the study. The results of the study should be back in the next few weeks, AECOM does the forecasting and we should have those results back by the third week of April. Mark Imhoff asked what scenario was being considered, base level cut off cars. Through cars are the only option that we have right now with the costs. Jim Souby asked if this was looked at as a daily service and the answer is yes. Additional phases were discussed that could be built over time. Everyone was reminded once we have the information we can give the ridership analysis.

E. Update from DOT's

i. Colorado – Mark Imhoff

David Krutsinger information earlier in the meeting covered CDOT's update.

ii. New Mexico – Frank Sharpless

Funding has not been formally approved. The process is slow and different than others because they own a railroad and it is based on different criteria, but it is in process. There is a Commission meeting in Las Cruces on the 21st.

iii. Kansas – John Maddox

John Maddox noted that he will get the letter draft for TIGER VIII sent off.

F. Update from Agencies

i. Amtrak – Ray Lang

Amtrak will be in Dodge City to thank all the first responders and the communities for their help regarding the latest crisis.

ii. BNSF – Pete Rickershauser (via email per Jim Souby)

Pete Rickershauser was unable to attend today's meeting, but he sent an email yesterday as follows:

TIGER 6 - Rail Relay, La Junta Sub

Through Friday, April 1, BNSF has relayed 97,184 feet of new rail on the La Junta Sub, or just about 9.2 miles of track (each track mile requires 10,560' feet of rail to rebuild) so far in 2016. Combined with 2015 work, this means that just over 19 miles of the 48 miles to be relaid has been done, or 39.6% of the total work. Surfacing of the new rail has now started.

In addition, BNSF has placed materials for renewal of grade crossings at the crossing sites; asphalt plants are now opening, so crossing renewal where the rail has been relaid will begin this month.

23 turnouts (or switches) are also being upgraded; 17 turnouts have been completed from Las Animas, CO to the west end of Garden City; six are left to be installed by the middle of April.

Project on schedule to be completed June 1.

TIGER VIII - Application due for submission 4/29. BNSF advises consultant assembling TIGER VIII application needs firm dollar contribution numbers for Colorado including communities soon. Please advise when they can be provided. As earlier stated, BNSF is funding the consultant's cost to assemble and submit the TIGER 8 application.

An email was sent this morning adding one additional agenda item: Approval for Technical Support

Rick Klein made a motion to obtain a contractor for technical assistance and ask CDOT to take the lead on this. Sal Pace seconded the motion. CDOT (Mark Imhoff & David Krutsinger) indicated they are willing to take the lead to obtain a contractor for technical assistance. All approved motion passed.

III. ADJOURN

Meeting was adjourned at 10:45 a.m.

Title: Southwest Chief Commission (SWC Commission)
Location: CDOT, Headquarters - 4201 E Arkansas Ave, TC Commission Room (2nd floor)
Date: Thursday, April 7, 2016 (10:00 a.m.)

Call in: 1-877-820-7831 Participant code: 418377#

Commission Members: Sal Pace, Chairman
 Rick Klein, Vice Chairman
 Elena Wilken
 Jim Souby
 Pete Rickershauser
 Mark Imhoff
 Ray Lang

Start	End	Time	#	Sub	Agenda Item(s)
10:00 AM	10:05 AM	0:05	I.		ATTENDANCE/EXCUSED
10:05 AM	10:10 AM	0:05		A.	Call to Order/Roll Call/Opening Remarks (Chairman Pace)
10:10 AM	10:15 AM	0:05		B.	Approval of Minutes (January 7, 2016) (Chairman Pace)
10:15 AM	10:15 AM	0:00	II.		REGULAR AGENDA
10:15 AM	10:25 AM	0:10		A.	Welcome from Chairman Pace
10:25 AM	10:40 AM	0:15		B.	TIGER Grant VII update (Rick Klein)
10:40 AM	10:55 AM	0:15		C.	TIGER Grant VIII update (Chairman Pace)
10:55 AM	11:15 AM	0:20		D.	Pueblo Connection update (Chairman Pace)
11:15 AM	11:30 AM	0:15		E.	Update from DOT's i. Colorado (Mark Imhoff) ii. New Mexico (Frank Sharpless) iii. Kansas (Chris Herrick)
11:30 AM	11:50 AM	0:20		F.	Update from Agencies i. Amtrak (Ray Lang) ii. BNSF (Pete Rickershauser)
11:50 AM	12:00 PM	0:10	III.		ADJOURN
Total		2:00			(*attachment)

Exhibit 1
AMTRAK FEASIBILITY STUDY PROCESS

ITEM	TASK	TASK ACTIVITY
1	STUDY REQUEST & CONTRACT	Amtrak is formally requested by one or more recognized state agencies (typically the state DOT) to perform a feasibility study for intercity passenger train service within a specified corridor, and the state(s) and Amtrak begin negotiations for the development of study contract terms, statement of work, and study fee. The state(s) provide to Amtrak the route(s) to be studied, the desired station stop cities, the desired frequency of service, and the desired maximum authorized speed (MAS) for the route. Specific station site locations within each station stop city is not required to perform the study, but can be helpful to the study team.
2	HOST RAILROAD NOTIFICATION	Host railroad notifications are made to host railroads that would be involved in or affected by the proposed operation of intercity passenger train service within the requested study corridor. The purpose and parameters of the study are outlined, and follow-up meetings are suggested to plan inspection trips, gather data, and estimate the level of capacity analysis that will be required.
3	ROUTE HISTORY & DEMOGRAPHICS	Upon completion of a feasibility study contract, Amtrak will begin gathering information on route history and on local demographics of the municipalities to be served by the proposed intercity passenger train service. States will typically provide to Amtrak any past studies or data that may be relevant to the feasibility study.
4	DATA COLLECTION	Amtrak will begin to work with the host railroads to collect employee timetables, track charts, and other infrastructure and operating data needed for report preparation.
5	ROUTE INSPECTION	Amtrak arranges with host railroads to make a physical inspection, including N-rail trips where appropriate, of the proposed corridor route. During the inspection trip Amtrak and the host railroad will begin a dialogue about the impact of new or expanded passenger train service on the corridor and the infrastructure improvements needed to meet both freight and passenger train operational goals.
6	PROVISIONAL TRAIN SCHEDULES	Amtrak will develop a provisional passenger train schedule based on the route and city station stops selected by the state(s), the number of frequencies and approximate departure times selected by the state(s), and a passenger train maximum authorized speed (MAS) agreed to by the state(s) and host railroads. The term "provisional", within the context of this study, implies the schedule will be realistic and doable; however, it is understood that the schedule may not be fully optimized due to the inherent time constraints and depth of research limitations of a feasibility study.
7	CAPACITY ANALYSIS	Host railroads will typically perform RTC modeling of the proposed service and route to evaluate the impact of proposed new passenger train operations on the existing and future freight train operations. This work may be done in-house by the host railroad or contracted to a consultant. The cost of RTC modeling is passed through to the states. Upon receipt of capacity analysis results from the host railroads, Amtrak, in cooperation with the host railroads, will technically analyze the results and assess whether the proposed infrastructure improvements (and costs) appear reasonable and whether adjustments to train schedules could reduce infrastructure costs.
8	AMTRAK FINANCE & OPERATIONS	Provisional schedules, frequency of service, and number of trainsets for the proposed service is forwarded to Amtrak's Financial and Operations Groups. Finance and Operations jointly identify the quantity and costs for equipment, train and on-board crews, crew new hires and crew training. Amtrak Finance undertakes a ticket pricing study, which includes identification of Amtrak's total operating costs and required ticket prices.
9	REVENUE RIDERSHIP ANALYSIS	Amtrak utilizes a qualified consultant to develop ridership and revenue estimates based on the provisional schedule, service frequency, and the Amtrak-verified host railroad capacity analysis results, all of which are developed prior to the revenue/ridership analysis.
10	ROLLING STOCK & EQUIPMENT MAINTENANCE	Based on provisional train schedules, agreed upon by the host railroads, and train consists developed from ridership data, Amtrak will develop a plan for equipment rotation, servicing, maintenance, and layover facilities, and will identify the associated capital costs required for implementation.
11	INFRA-STRUCTURE	AMTRAK will work with Host Railroads and their consultants to identify Infrastructure improvements, and an associated "order of magnitude" capital cost estimate, necessary to meet requirements of PRUA, Section 207, for on-time performance and train delay standards.
12	DRAFT REPORT FOR AMTRAK REVIEW	Amtrak incorporates the relevant comments into the draft report and circulates it internally for review and approval. This process usually takes about 30 days.
13	DRAFT REPORT FOR STATE REVIEW	Upon completion of the internal Amtrak review, the draft report is forwarded to the state(s) for review and approval with or without comments and/or changes. Typically 30 days is allowed for review and approval of the draft report by the state.
14	FINAL REPORT	Once Amtrak receives the state's comments on the draft report, a Final Report is prepared and submitted to the state(s). The Final Report will incorporate appropriate comments and/or changes from the State's review of the Draft Report, provided the comments/changes do not substantially alter the key components of the report, such as route, schedule, station stops, infrastructure capital, operating costs, etc.



MEMORANDUM

TO: SOUTHWEST CHIEF COMMISSION
FROM: RON PAPSDORF, FEDERAL AFFAIRS AND LOCAL GOVERNMENT LIAISON
DATE: JANUARY 6, 2016
SUBJECT: FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT - PASSENGER RAIL HIGHLIGHTS

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act. The FAST Act authorizes Federal highway, transit, and rail programs for five years from 2016 to 2020 and represents the first long-term comprehensive surface transportation legislation since 2005.

The FAST Act is a five year (FY 2016 - FY 2020) \$300 billion highway, transit, highway safety and rail bill. It provides approximately \$225 billion in contract authority over five years for the Federal-aid Highway program, increasing funding from \$41 billion in FY 2015 to \$47 billion in FY 2020. The bill continues to distribute nearly 93 percent of all Federal-aid Highway program contract authority to State DOTs through formula programs. The bill creates a new National Highway Freight program (approximately \$1.2 billion a year) that is distributed to the States by formula and creates a new discretionary program for Nationally Significant Freight and Highway Projects (approximately \$900 million a year). The FAST Act gradually increases the percentage of the Surface Transportation Program that is suballocated by population from 50 percent in FY 2015 to 55 percent in FY 2020. The bill also includes a \$7.6 billion rescission of unobligated Federal-aid Highway contract authority in FY 2020.

The FAST Act provides approximately \$61 billion over five years for Federal transit programs including \$48.9 billion in Highway Trust Fund contract authority and roughly \$12 billion in funding from the General Fund. For highway safety the bill provides \$4.7 billion for NHTSA (\$3.7 from the HTF) and \$3.2 billion for the Federal Motor Carrier Safety Administration. The FAST Act authorizes approximately \$10 billion over five years for the Federal Railroad Administration and Amtrak.

For Colorado, the bill increases highway formula funding from \$516 million in 2015 to \$542 million in 2016 and grows to \$592 million in 2020. On the transit side, funding increases from \$111.5 million in 2015 to \$114.6 million in 2016 and grows to \$124.8 million in 2020. A funding summary by program area is attached.

Passenger Rail Provision Highlights

Amtrak Funding

For the first time, Amtrak funding is separated into the Northeast Corridor and the National Network. The bill directs the creation of at least two distinct accounts for the Northeast Corridor and the National Network to assign all revenues, appropriations, grants and other forms of financial assistance, compensation, and other sources of funds, including operating surplus, commuter payments and state payments. If Amtrak determines that a transfer between the accounts is necessary, Amtrak may transfer funds between the Northeast



Corridor and National Network accounts if Amtrak notifies the Amtrak Board of Directors, including the Secretary, at least 10 days prior to the expected date of transfer. The National Network is funded at \$5.454 billion over five years while the Northeast Corridor is funded at \$2.596 billion.

State Supported Route Committee

The Act directs the Secretary of Transportation to establish the State-Supported Route Committee to promote mutual cooperation and planning pertaining to the rail operation of Amtrak and related activities of trains operated by Amtrak on State-supported routes.

Consolidated Rail Infrastructure and Safety Improvements

This grant program is funded at \$1.103 billion over five years with an 80-20 Federal-State split. At least 25% is reserved for projects in rural areas. Funds may be used for the following project types:

- Deployment of safety technology, including positive train control and rail integrity inspection systems.
- Capital projects identified by the Secretary as being necessary to address congestion challenges affecting rail service.
- Highway-rail grade crossing improvements, including installation, repair, or improvement of grade separations, railroad crossing signals, gates, and related technologies, highway traffic signalization, highway lighting and crossing approach signage, roadway improvements such as medians or other barriers, railroad crossing panels and surfaces, and safety engineering improvements to reduce risk in quiet zones or potential quiet zones.
- Rail line relocation and improvement projects.
- Capital projects to improve short-line or regional railroad infrastructure.
- Preparation of regional rail and corridor service development plans and corresponding environmental analyses.
- Any projects the Secretary considers necessary to enhance multimodal connections or facilitate service integration between rail service and other modes.
- Development and implementation of a safety program or institute designed to improve rail safety.
- Any research the Secretary considers necessary to advance any particular aspect of rail-related capital, operations, or safety improvements.

Federal-State Partnership for State of Good Repair

Provides \$997 million over five years for this grant program. The Act directs the DOT to give preference to projects for which Amtrak is not the sole applicant, applications submitted jointly by multiple applicants, and projects with a proposed Federal share of less than 50%. Funds may be used for capital projects that:

- Replace existing assets in-kind.
- Replace existing assets with assets that increase capacity or provide a higher level of service.
- Ensure that service can be maintained while existing assets are brought to a state of good repair.
- Bring existing assets into a state of good repair.

Restoration and Enhancement Grants

This new program provides \$100 million (\$20 million per year) over five years for restoration and enhancement of passenger rail service. Grant applications must include a capital and mobilization plan that includes an operating plan that describes the planned operation of the service, including the identity and qualifications of the train operator; service frequency; the planned routes and schedules; the station facilities that will be utilized; projected ridership,



revenues, and costs; and details on the equipment that will be utilized, how such equipment will be acquired or refurbished and where such equipment will be maintained.

The Act directs the DOT to give preference to projects that:

- Restore service over routes formerly operated by Amtrak or would provide daily or daytime service over routes where such service did not previously exist;
- Provide service to regions and communities that are underserved or not served by other intercity public transportation;
- Fosters economic development, particularly in rural communities and for disadvantaged populations; and
- Enhance connectivity and geographic coverage of the existing national network of intercity rail passenger service.

The Act limits Federal operating assistance to three years, gradually lowering it from 80% in the first year to 40% for the third year.

Route and Service Planning Decisions

Amtrak shall obtain the services of an independent entity to develop and recommend objective methods for Amtrak to use in determining what intercity rail passenger routes and service it should provide, including the establishment of new routes, the elimination of existing routes, and the contraction or expansion of service or frequencies over such routes. The Amtrak Board of Directors shall consider the adoption of each recommendation and transmit a report explaining the reasons for adopting or not adopting each recommendation to the Senate Committee on Commerce, Science, and Transportation and the House Committee on Transportation and Infrastructure.



Fixing America's Surface Transportation (FAST) Act

Funding Summary for Colorado

Highway Programs	2016	2017	2018	2019	2020	Total
National Highway Performance Program	\$297,705,132	\$304,312,514	\$310,098,755	\$316,507,189	\$323,099,910	\$1,551,723,500
Surface Transportation Block Grant Program	\$137,015,364	\$140,516,942	\$143,558,486	\$146,342,615	\$149,830,157	\$717,263,564
Surface Transportation Block Grant Set-aside	\$10,486,329	\$10,486,329	\$10,703,299	\$10,703,299	\$10,703,299	\$53,082,555
STBGP Set-aside:						
Recreational Trails Program	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	\$7,958,260
Highway Safety Improvement Program	\$29,431,653	\$30,085,816	\$30,649,742	\$31,201,622	\$31,834,485	\$153,203,318
Railway-Highway Crossings Program	\$3,236,539	\$3,308,462	\$3,380,386	\$3,452,309	\$3,524,232	\$16,901,928
CMAQ Program	\$42,132,383	\$43,067,485	\$43,886,376	\$44,689,751	\$45,597,422	\$219,373,417
Metropolitan Planning	\$5,266,924	\$5,373,578	\$5,486,478	\$5,604,275	\$5,734,725	\$27,465,980
National Freight Program	\$15,546,723	\$14,870,779	\$16,222,667	\$18,250,501	\$20,278,334	\$85,169,004
Total	\$542,414,715	\$553,615,574	\$565,579,859	\$578,345,232	\$592,196,236	\$2,832,151,616

Transit Programs	2016	2017	2018	2019	2020	Total
5303: Metropolitan Planning	\$1,807,282	\$1,844,151	\$1,882,878	\$1,922,795	\$1,963,558	\$9,420,664
5304: Statewide Planning	\$372,263	\$379,857	\$387,834	\$396,056	\$404,452	\$1,940,462
5307+5340: Urbanized Area Formula	\$74,345,208	\$75,863,206	\$77,506,323	\$79,505,365	\$81,219,297	\$388,439,399
5329(3): State Safety Oversight Program	\$536,630	\$547,362	\$558,857	\$570,704	\$582,803	\$2,796,356
5310: Enhanced Mobility for Adults and People with Disabilities	\$3,781,419	\$3,857,047	\$3,938,045	\$4,021,532	\$4,106,788	\$19,704,831
5311+5340: Non-urbanized Area Formula	\$11,158,622	\$11,408,398	\$11,674,316	\$11,948,201	\$12,228,030	\$58,417,567
5311(b)(3): RTAP	\$158,456	\$161,625	\$165,019	\$168,518	\$172,090	\$825,708
5311(c)(1): Indian Reservation Formula	\$182,995	\$182,995	\$182,995	\$182,995	\$182,995	\$914,975
High Intensity Fixed Guideway	\$13,880,464	\$14,116,715	\$14,360,514	\$14,607,801	\$14,859,341	\$71,824,835
High Intensity Motor Bus	\$420,108	\$427,258	\$434,634	\$442,121	\$449,735	\$2,173,856
5339: Bus and Bus Facilities Formula	\$6,225,267	\$6,382,263	\$6,550,237	\$6,723,078	\$6,899,443	\$32,780,288
5339: Statewide Allocation	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$8,750,000
Total	\$114,620,730	\$116,922,894	\$119,393,670	\$122,241,185	\$124,820,552	\$597,988,941

