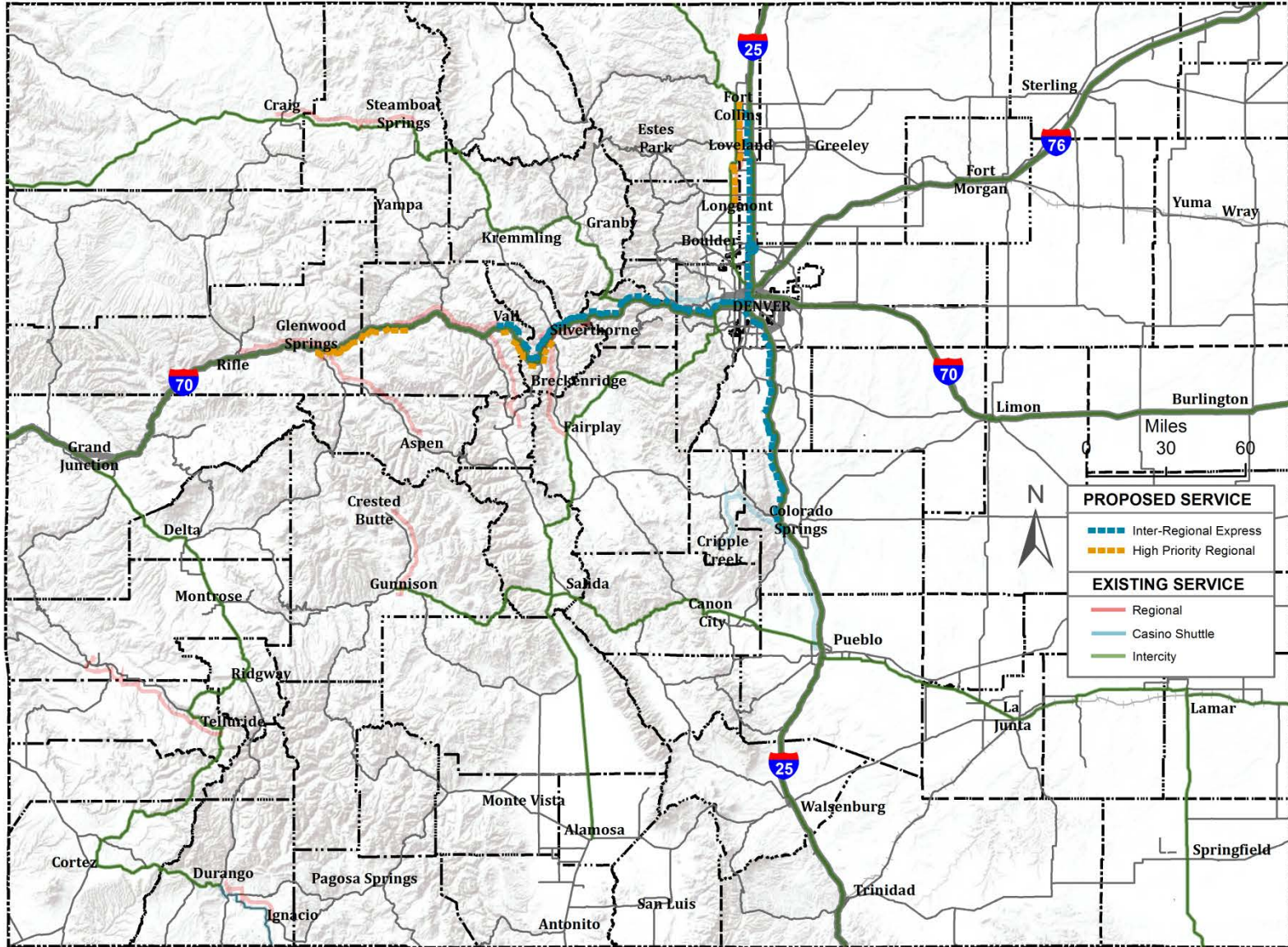


MPACT 64: CDOT Scenarios

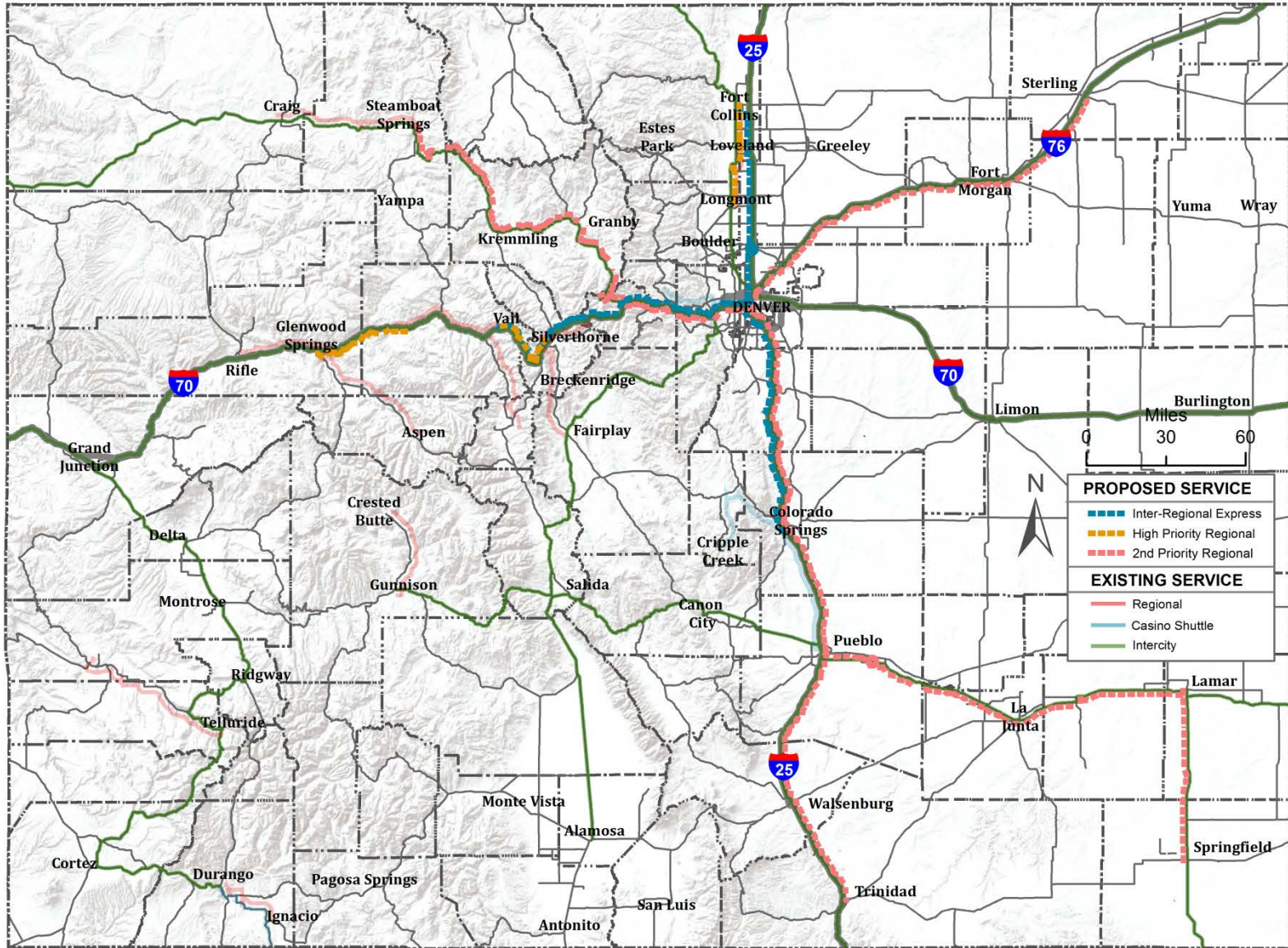


TRANSIT & RAIL ADVISORY COMMITTEE
OCTOBER 11, 2013

High Priority Proposed Services

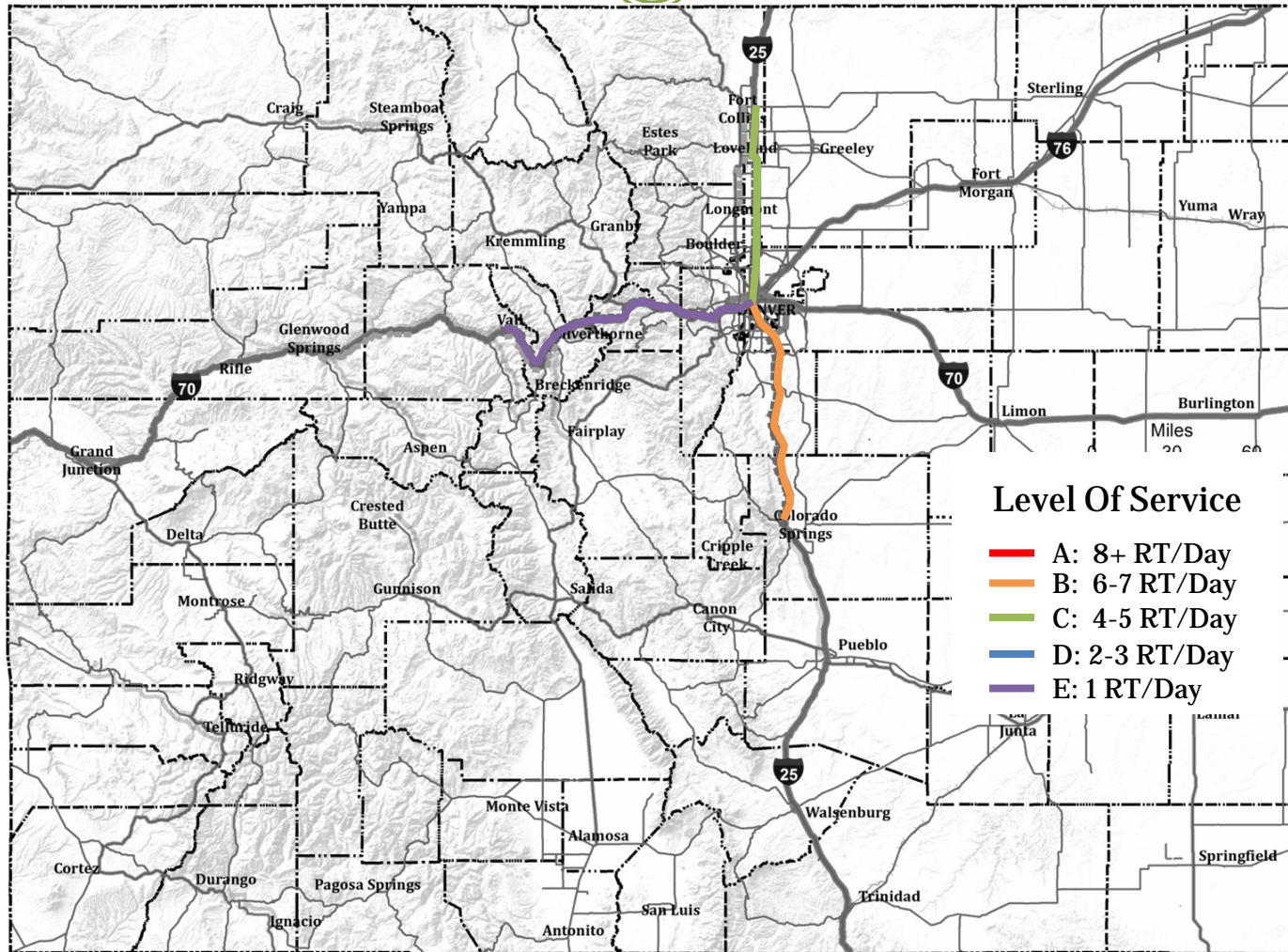


2nd Priority Proposed Services



High Priority: Interregional Express Bus Network

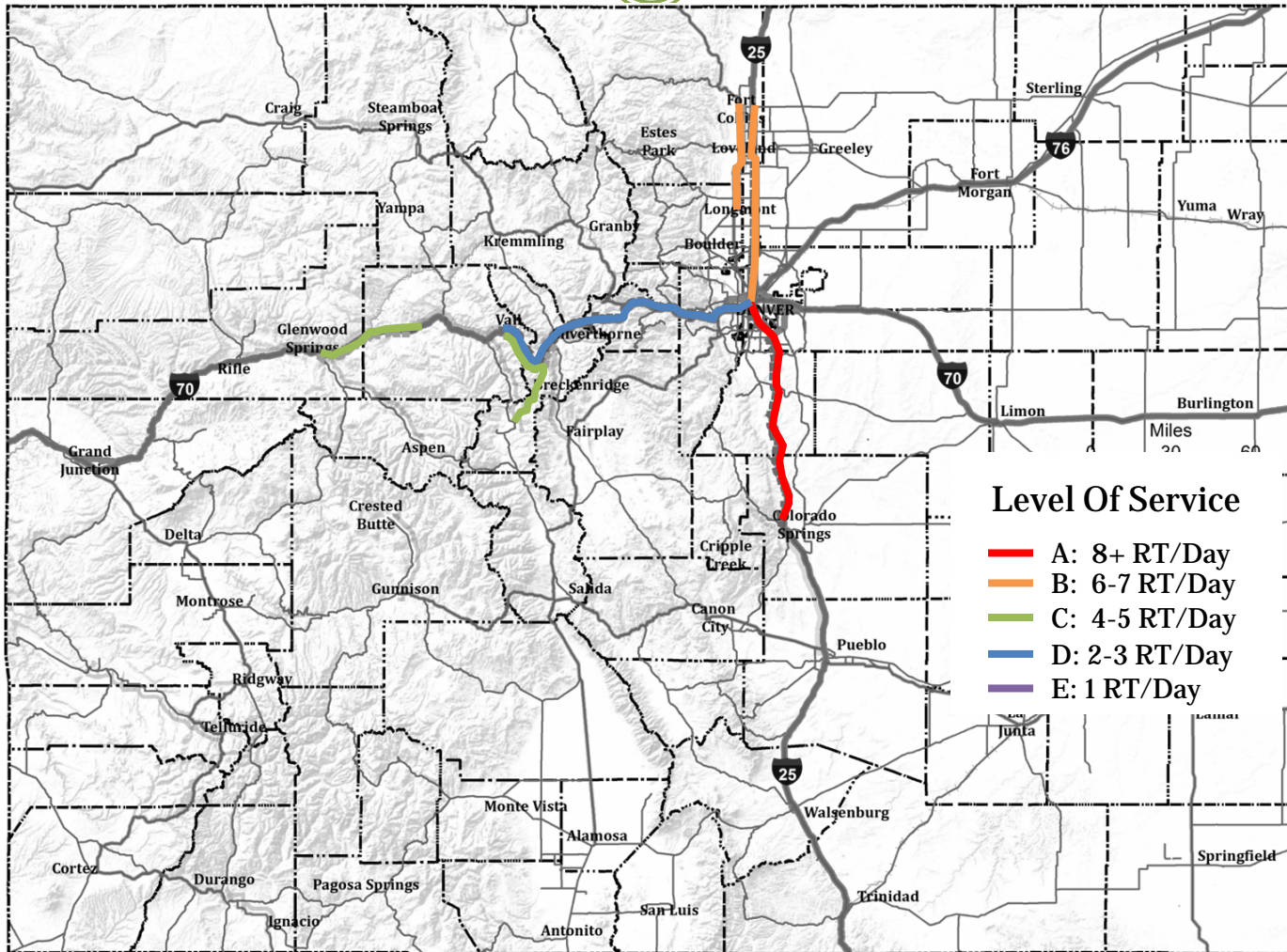
\$3 Million/Year CDOT Operated



High Priority: Interregional Express Bus Network

High Priority: Regional Bus Network Added

\$4 Million/Year = \$3 M/Yr CDOT Operated + \$1 M/Yr Agency Operated



MPACT 64 – Review of Proposals on Table



Transit Funding Proposals (\$ are Annual)		
	Original Proposal	CASTA Alternative
Local Transit Services	\$45 M (56%)	\$62.5 M (79%)
CDOT	\$25 M (31%)	\$12.5 M (16%)
Competitive Projects	\$10 M (13%)	\$5 M (6%)
Total	\$80 M (100%)	\$80 M (100%)

MPACT 64 – Focus on CDOT Role



Transit Funding Proposals for CDOT Use (\$ are Annual)

	Original Proposal	CASTA Alternative
Interregional & Regional Bus Operations	\$15 M	\$7.5
Interregional & Regional Park-n-Rides	\$5 M	\$2.5
Rail & Fixed Guideway Corridor Advancement	\$5 M	\$2.5
Total	\$25	\$12.5

MPACT 64 –CDOT Role w/ Original Proposal



Transit Funding Proposals for CDOT Use (\$ are Annual)

	CASTA Alternative	What it Buys
Interregional & Regional Bus Operations	\$7.5	6.3 M/Revenue Miles Per year
Interregional & Regional Park-n-Rides	\$2.5	100-200 Parking Spaces/ Yr & related Stop/Station Facilities
Rail & Fixed Guideway Corridor Advancement	\$2.5	1 EIS if 10 Years 2 EIS's if 15 Years

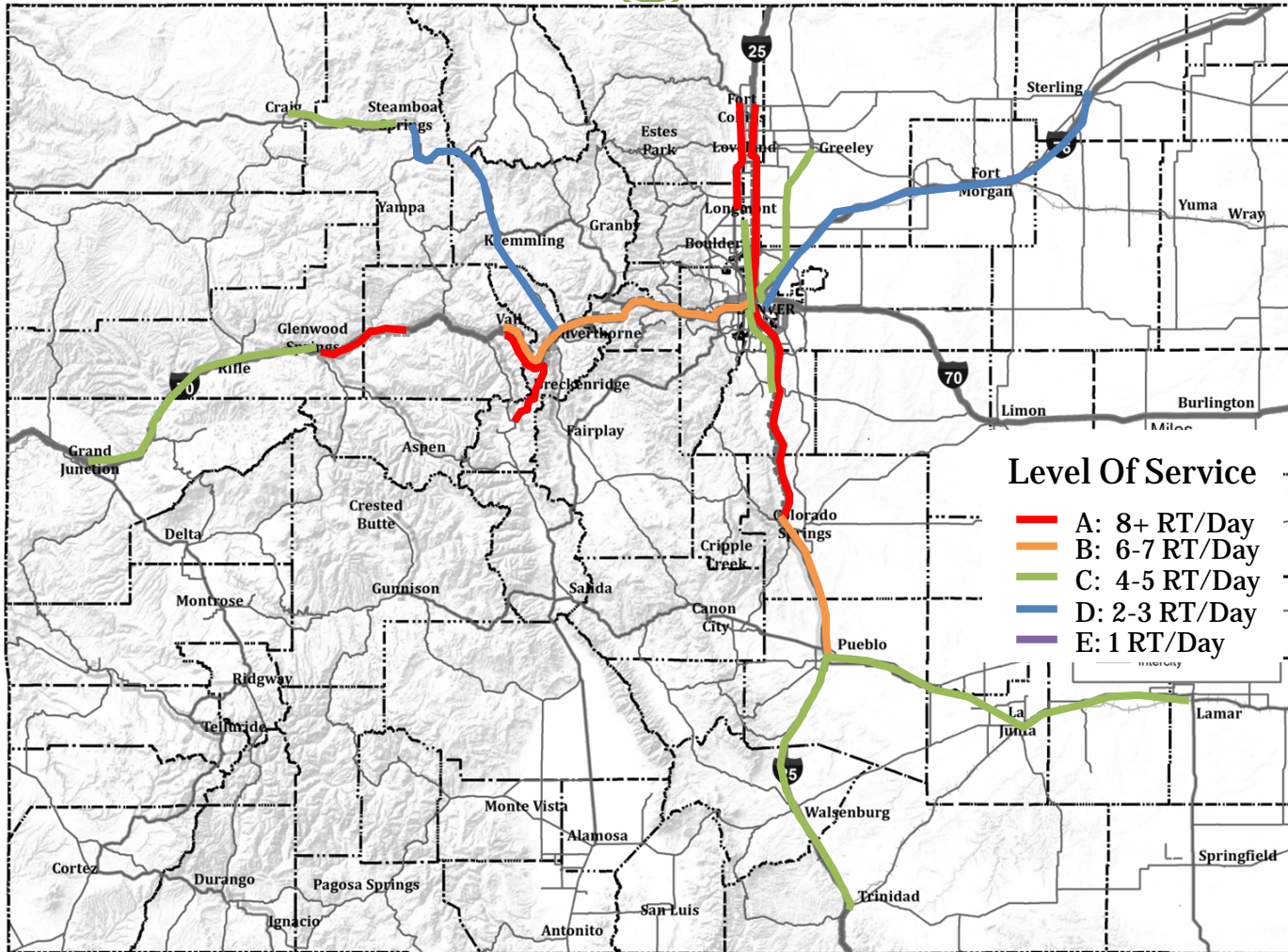
0.6 M/Revenue Miles/Yr (600,000 miles) is equivalent of Denver-Colorado Springs service both directions hourly for 12 hours per day, and half hourly for 6 hours per day, weekdays only

6.3 M/Revenue Miles is approximately 10 such routes

High Priority: Interregional Express Bus Network High Priority: Regional Bus Network Added

\$11.5 Million/Year = \$4 M/Year Base + \$7.5 M/Year MPACT 64

Note:
MPACT 64
Service is
funded
50%, with
Local
Match
required at
50%



One of many possible ways to deliver service statewide at this investment level

MPACT 64 –CDOT Role w/ Original Proposal



Transit Funding Proposals for CDOT Use (\$ are Annual)

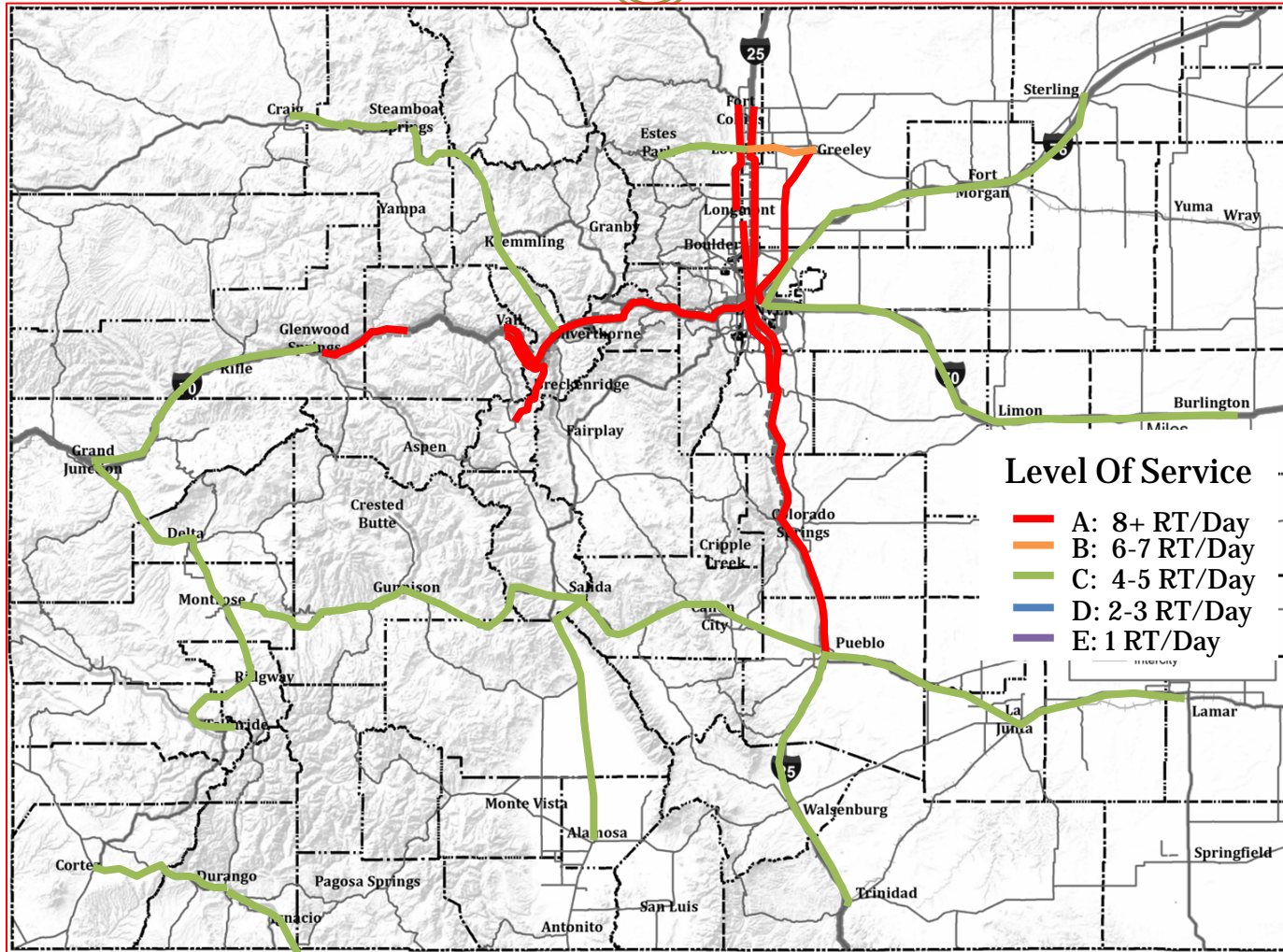
	Original Proposal	What it Buys
Interregional & Regional Bus Operations	\$15 M	11.1 M/Revenue Miles Per year
Interregional & Regional Park-n-Rides	\$5 M	300-400 Parking Spaces/Yr & related Station / Stop Facilities
Rail & Fixed Guideway Corridor Advancement	\$5 M	2 EIS's if 10 Years 3 EIS's if 15 Years

Estimates are for surface parking. 150-175 spaces per acre of land.

High Priority: Interregional Express Bus Network High Priority: Regional Bus Network Added

\$19 Million/Year = \$4 M/Year Base + \$15 M/Year MPACT 64

Note:
MPACT 64
Service is
funded
50%, with
Local
Match
required at
50%



One of many possible ways to deliver service statewide at this investment level

Conclusions



- **Funding levels define the role CDOT can take**
- **Neither Level Allows CDOT to build rail**
 - Lower funding level allows CDOT to do EIS for 1 or 2 Corridors plus 30% Design needed to compete for Federal Funds
 - Higher funding level allows CDOT to do EIS for 2 or 3 Corridors plus 30% Design needed to compete for Federal Funds
- **CDOT's Role for Interregional /Regional Express Bus**
 - Lower funding level allows CDOT to establish LOS A in I-25 Corridor, LOS B-C in I-70 corridor much with 50/50 match
 - Higher funding level allows CDOT to establish LOS A in I-25 Corridor, LOS A-B in I-70 corridor and LOS C in much of the rest of the state with 50/50 match