



COLORADO
Transportation Commission

4201 East Arkansas Avenue, Room 270
Denver, CO 80222-3406

DATE: April 2, 2015
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: North I-25 Commuter Rail Update

Purpose

The purpose of this memo is to give the Transit & Intermodal Committee a briefing on the completion of this study.

Action

This memo is informational only; no action.

Background

The North I-25 Environmental Impact Statement (EIS) was finalized in August 2011 and included a CDOT commitment to preserve right-of-way for a future commuter rail line in the same corridor as US 287 and the BNSF Railway's Front Range Subdivision between Fort Collins and Longmont, then from Longmont east along SH 119 and then south on Weld CR 7 or nearby to connect with RTD's planned North Metro rail line at 162nd Avenue & Colorado Boulevard. While the EIS was finalized in 2011, much of the available information was from 2009. This "update" has taken a snapshot five years later, and updated (1) right-of-way, (2) operating plan, and (3) cost information. The Final Technical Advisory Committee (TAC) was held on Friday, March 13th, and the final policy-level briefing was held with the US287 Coalition on Thursday, March 26th (delayed from February 26th due to snow/weather postponement). Both of the final meetings were opportunities to review and comment on the Draft Report. The comment period closed Friday, March 27th.

Details

The first of three areas being addressed is right-of-way. The main right-of-way items that have changed since the EIS are:

- A prior assumption of an eastern freight rail bypass has not been built. With higher freight rail traffic remaining in the corridor, a second track for passenger rail service from Fort Collins to Longmont is required to provide safe separation and operation of both freight and passenger trains in the same corridor.
- The City of Fort Collins has stated that if this is the requirement, the commuter rail line should be revised to terminate at the BRT South Transit Station (Harmony Road), rather than impacting the historic core of the City of Fort Collins.
- Homes and other development have significantly altered the available land between Longmont and I-25, with a segment of I-25 corridor now expected in lieu of Weld County Road 7 (Huron St in the Denver Metro Area).

The operating plan remains in-tact with 30-minute peak, 60-minute off-peak service envisioned in the long term, matching every-other train of RTD's North Metro Line. Additional details are noted below:

- In the shorter term, RTD plans to open the North Metro Corridor with more single track than previously expected and will open with a 20-minute peak frequency rather than 15-minute frequency. Consequently, if the North I-25 Commuter rail is built to connect with RTD's corridor in the near term, then it may start with 40-minute peak service, rather than 30-minute.





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Transportation Commission

4201 E. Arkansas, Room 270
Denver, CO 80222-3406

DATE: April 16, 2015

TO: Transit & Intermodal Committee

FROM: Mark Imhoff, Director - Division of Transit & Rail

SUBJECT: Transit Town Hall Meetings

Purpose

Transit Town Hall meetings are held at minimum on an annual basis to provide information to our Grant Partners and interested citizens of Colorado with any updates regarding grant coordination for transit grants.

Action

This memorandum is provided for informational purposes to the Commission; no action is required.

Background

Each year, the Division of Transit & Rail travels around the state to gain input on policy matters affecting the transit program. This year, staff held meetings in Denver on March 9th, Pueblo on March 12th, Durango on March 17th and Glenwood Springs on March 18th. More than 70 individuals participated both in-person and by phone. Staff also received written comments from a couple of individuals.

Details

Topic areas included the application, evaluation, selection and award of both capital and operating projects, for both FTA and FASTER programs. Highlights of the discussions include:

- Discussion about the bus replacement evaluation criteria weighting between mileage versus age of the bus. DTR staff will review the impact of a potential change and will run scenarios using current fleet inventory data to model the various options.
- CDOT's new policy of requiring municipalities within transit agency service areas to apply for FASTER funding through the respective transit agency. This is primarily an issue within the RTD service area but does have potential impact for other RTAs within the state. The comments generally supported a continuation of this policy as it did not preclude the municipalities from applying as long as they had concurrence from their designated transit agency.
- CDOT's discouragement of applications for FASTER funds as match to federal monies. The rationale is to maximize the number of projects by utilizing all funds (FTA and FASTER) as requiring a 20% local match. The general tone of the comments was that DTR should continue to allow the use of FASTER funds for match to FTA grants, but that there should be a limitation on the level of funding that could be provided. This limitation could either be in the form of a set maximum amount or a disincentive through the use of higher match ratios at larger amounts. DTR will do more research on the implications before setting a policy.

Overall, the meetings were very productive and provided sufficient feedback to enable DTR to move ahead with some potential program modifications.





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4201 E. Arkansas, Room 270
Denver, CO 80222-3406

DATE: April 8, 2014
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Bustang Opening Day

Purpose

The purpose of this memo is announce the Bustang Opening Day, and to provide the T&I Committee with the background and status of Bustang implementation. **Opening Day: July 13, 2015.**

Action

No action is required.

Background

The Bustang interregional express bus operation was approved by the Transportation Commission in January, 2014. An implementation plan was derived, and progress has been monitored. In January 2015 a critical path schedule on remaining items was prepared, and has been monitored to guide selection of opening day..

Details

Pertinent issues have been tracked and a status is provided below:

Assignment of Horizon Coach Lines Denver Operation contract to All Aboard America! Holdings, Inc. (AAA!)
Horizon is selling their Denver operations; their request is that CDOT assign the Bustang contract to AAA!. CDOT has concluded that an assignment to AAA! is acceptable (more below) and a Consent to Assign document has been developed and reviewed by the State Controller; it is currently out for signature by AAA! and Horizon; once returned it will be signed by the Chief Engineer and forwarded to the State Controller for final signature. Barring unforeseen circumstances, the acquisition of Horizon Coach Lines Denver operation to AAA! will close on April 14, 2015; AAA! is establishing the Denver entity as Ace Express, LLC which will commence operations on April 15, 2015.

AAA! operates in six states providing fixed route, charter, commuter and school bus transportation services. To expand their operations, they are acquiring the entire Denver operation of Horizon; this includes their Golden facilities (operation, dispatch, maintenance, and bus storage), Horizon rolling stock (54 over the road coaches), the entire Golden management, operations and maintenance staff, and active Horizon contracts.

CDOT has concluded our due diligence of AAA!:

- Operations -AAA! operates the New Mexico Park and Ride service, operating over 100 daily departures Monday through Friday over 10 routes, providing commuter service to Santa Fe, Albuquerque, Los Alamos and more. AAA! just concluded an eight year contract with NMDOT, and has been awarded a second eight year contract. NMDOT has been contacted for a reference check; they are very happy with AAA!, and sited responsiveness from the AAA! management team.
- RTD Paratransit Contract assignment - RTD was contacted to check on their assessment of AAA!. RTD's only concern was that AAA! has limited experience in paratransit operations. AAA!'s strong operating portfolio in other services, and their strong financial position gave RTD comfort in assigning their contract.



- Financial assessment - The CDOT Audit Division has assisted in reviewing the AAA! financial statements from the past two years. They confirm AAA!'s strong financial position, and their ability to continue as a going concern.
- Communications - Horizon has two sub-contractors; one for the Bustang web site development, and a second for the e-commerce (on-line ticket sales) module; both sub-contracts are being assigned to AAA!.
- Self-performing tasks - AAA! will self-perform all elements of the Bustang service consistent with the Horizon self-performing elements in the contract.
- CDOT Procurement - Procurement is monitoring the AAA! assignment to insure that all contract terms and conditions are met, including insurance requirements.
- AG's Office concurrence - Kathy Young has been consulted and is comfortable with the AAA! assignment as long as the rest of the due diligence is supportive, and that it is done in accordance with CDOT Procurement.
- CDOT Controller - Liliya Gershman has monitored the consent to assign process and concurs with the assignment.

Governor's Office of Information Technology (OIT)

All approvals have been given for the Bustang service to allow for service initiation. The Executive Committee has delegated the entire project to the local CDOT OIT team. The CDOT OIT team has been enhanced with the hiring of a Bustang Project Manager to assist in current and future OIT needs.

Fare Collection System and WiFi

All fare collection equipment has been delivered. The fare collection system is being installed and tested beginning the week of April 6. One fare box and scanner will be installed the week of April 6, with full road testing by the end of April; this test will include the actual purchase and collection of pre-sold (on-line) tickets, cash tickets on-board, and the wireless transfer to CDOT accounts.

A dual WiFi access point (router) is currently in testing by our fare collection vendor to ensure seamless communications between the fareboxes and the router. Sprint has promised a May 1 installation completion for the WiFi.

Communications

Amy Ford and the Communications team have the Bustang launch elements of the Communications Plan ready to go, pending opening day; including media coverage, ambient advertising, local event/festival presence, and the Maiden Voyage (media and local officials event).

Local Jurisdiction Agreements

Procurement has given their assurance that all agreements (except Harmony Road, see below) can be executed by May 31, possibly sooner if needed.

Park and Ride improvements

Park and Ride improvements are needed at two Park and Rides; Woodmen Road and Harmony (see below). The Woodmen pedestrian access, resurfacing and striping is out for bid. Region 2 will have a contractor under contract by early May with a mid-May completion planned.

Bus shelters need to be installed at the Tejon, Monument, and Loveland Park and Rides. The bus shelters are out for bid, and once selected have a nine week manufacturing timeline. Therefore, bus shelters likely will not be installed before opening day, but be in place and wrapped before inclement weather begins this fall.

Harmony Road Park and Ride

After a year of development with the City of Fort Collins on a parking management program, we came to an impasse when their City Council declined involvement in the plan; the issue is the pay for long term parking concept. With no other apparent option, CDOT sent letters to the DIA shuttle companies operating out of our Park



and Ride giving them 60 days to cease operating out of our Park and Ride by May 22. CDOT has been actively looking for alternatives for the private operators.

During the week of March 30, a series of meetings occurred involving DTR, Region 4, Fort Collins City Manager and staff, a Fort Collins City Councilman, Transportation Commissioner Gilliland, and the private shuttle operators; the purpose was to find a workable solution. A concept has been developed with details and agreements still being worked out, but all parties committing to a timeline not to delay the Bustang opening:

- The Harmony Road Park and Ride will be defined as a day use facility; Bustang, TransFort, Van Go vanpools, carpools and recreational trail users. It will be posted and signed accordingly.
- Airport shuttle providers will be granted access through an access permit allowing kiss-and-ride and transfer operations only; no long term parkers.
- The City of Fort Collins will provide parking enforcement in accordance with their standard policies; i.e. first offense is a warning, next couple are via ticket with escalating fees, finally towing if repeated offender. The City will confirm their commitment by Monday, April 6. The Fort Collins parking enforcement will require an IGA. The fallback option is for CDOT to post, and strictly enforce, a 48 hour parking time limit before we declare the vehicle abandoned and tow.
- All parties will begin meeting to define a long term solution with the goal being to serve as a multi-modal transit center with adequate parking for all. Region 4 has approximated an 18 month process from project definition to implementation, hence concept development and selection needs to begin immediately.

Opening Day Established

It is time to set the opening day for Bustang service. We are getting a flood of inquiries from the public at large, and CDOT is starting to get negative press around ambiguity of opening day. After discussion and recommendation from DTR and SMT, CDOT has established the Bustang opening day for July 13, 2015.

The critical path identifies the end of May when all necessary activities will be complete. Adding approximately six weeks of float for unforeseen circumstances seems prudent at this time. It also gives some time to work through all the Harmony Road issues. Shelters at three Park and Rides will not be in place until fall. The Horizon (soon to be AAA!) contract will require an amendment to compensate for the delay, including idle hired/trained drivers and management staff. A July 13 opening gives Bustang roughly six weeks of operation time to ramp up and work out any kinks over the summer (vacation season and no school), and be ready for the high demand fall months.

Two other options were considered; Tuesday, May 26 (day after Memorial Day) and Tuesday, September 8 (day after Labor Day).

Next Steps

- Communications will issue a press release on April 16 announcing the July 13 opening day.
- Complete Harmony Road implementation plan.
- Communications Team redefine Bustang launch activities.
- Web site and e-commerce go live in mid-May (tentative).



CDOT Division Of Transit & Rail

Annual Report 2014

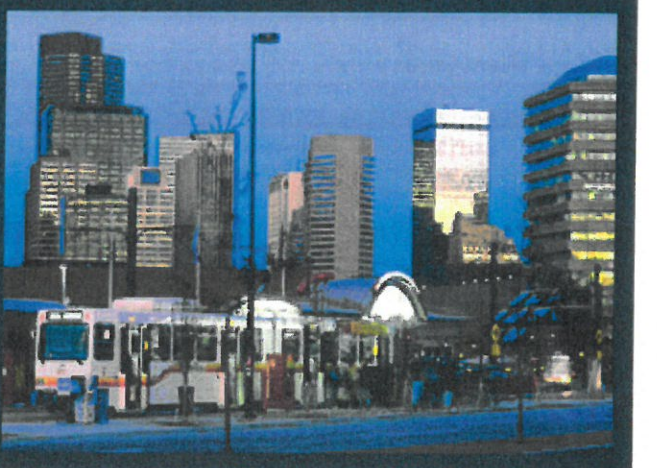


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Introduction

Public transportation is vital for many residents throughout the state of Colorado. Transit services connect residents, employees, and visitors to major activity centers such as jobs, schools, shopping, medical care, and recreation. These transit services are important contributing factors to the economic, social, and environmental health of the state and also provide many benefits.

Mission

Per Colorado Statute (CRS 43-1-117.5), the Transit & Rail Division shall be responsible for the planning, development, operation, and integration of transit and rail shall in coordination with other transit and rail providers, plan, promote, and implement investments in transit and rail services statewide.

Statewide Transit Vision

The Transit Vision was crafted during the statewide planning process. It says: Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

Supporting Goals & Objectives

Supporting the vision, goals and objectives that are related to the impacts of transit on the statewide transportation network were crafted in the statewide planning process. They include the following:

System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

- Preserve existing infrastructure and protect future infrastructure and right-of-way

- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide
- Develop and leverage private sector investments

Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- Strive to provide convenient transit opportunities for all populations
- Make transit more time-competitive with automobile travel
- Create a passenger-friendly environment, including information about available services
- Increase service capacity
- Enhance connectivity among local, intercity, and regional transit services and other modes
- Support multimodal connectivity and services

Transit System Development and Partnerships

Increase communication, collaboration, and coordination within the statewide transportation network by supporting and implementing strategies that:

- Meet travelers' needs
- Remove barriers to service
- Develop and leverage key partnerships
- Encourage coordination of services to enhance system efficiency

Environmental Stewardship

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- Reduce vehicle miles traveled and greenhouse gas emissions
- Support energy efficient facilities and amenities

Economic Vitality

Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- Increase the availability and attractiveness of transit
- Inform the public about transit locally, regionally, and statewide
- Further integrate transit services into land use planning and development


Safety and Security

Create a transit system in which travelers feel safe & secure; and transit facilities are protected by supporting strategies that:

- Help agencies maintain safer fleets, facilities, and service
- Provide guidance on safety and security measures for transit systems

2014 Strategic Focus Areas

In 2014 CDOT has been moving towards becoming a more performance-based organization, institutionalizing changes to program delivery and transportation system management. For the Division of Transit & Rail the following have been 2014 focus areas:

- 
- Implement "COTRAMS" transit grants management program
 - Refine the transit grant process
 - Interregional Express Bus Service
 - Determine I-70 Mtn. AGS feasibility
 - Establish Rail Corridor Priorities
 - Develop Statewide Transit Plan



Message from the DTR Director



This has been a monumental year for transit in Colorado, as new services have begun operation, landmarks have been reinvigorated, and milestones have been celebrated. In May of 2014

TransFort opened the Front Range's first Bus Rapid Transit (BRT) system, connecting major employment and activity centers in the community. In July of 2014, Denver Union Station reopened its doors, assuming a new identity as a 24/7 "live, work, and play" transit-oriented development, serving as an intercity and regional transit hub. Lastly, on October 7th, 2014 the Regional Transportation District (RTD) celebrated its 20th anniversary of the opening of Colorado's first light rail line.

Challenges of 2014

While much was achieved with the initial roll-out of the COTRAMS grant portal, many grant partners and DTR staff experienced the frustrations of still-to-be converted legacy systems and processes. These legacy systems and processes caused delays in the execution of contracts and invoice payments. Dedicated staff and resilient transit agencies saw their way through these frustrations and are looking towards continued improvements in 2015.

New Opportunities in 2014

The year also saw the creation of new opportunities. Senate Bill 09-228 funding opportunities started coming closer to reality, and CDOT engaged the Transportation Commission in exploring uses for those potentially new funds.

The legislature also created the Southwest Chief Commission. The legislation enabled a group of

policy makers and staff to more thoroughly address the potential risks of losing Amtrak service in Colorado, and to seek the promise of preserving that service, and to possibly enhance its tourism and economic development potential by re-routing it through Pueblo.

Looking ahead to 2015

In July 2015, the wheels will actually start turning and tickets will start being collected on Bustang. By summer, the COTRAMS grants portal will begin to be used for invoicing purposes, both improving efficiency for Grant Partners, and improving CDOT’s ability to more effectively track the timeliness of payments. Finally, CDOT will turn focus toward ensuring, per FTA guidance, that all grant partners have an asset management plan in place by late 2017.

Statewide Transit Performance

Statewide transit performance is being assessed and measured in a number of ways. As part of the Statewide Transit Plan and Statewide Transportation Planning process, performance measures and objectives were developed. These performance measures are summarized in Table 1.

Your CDOT Dollar and Policy Directive 14

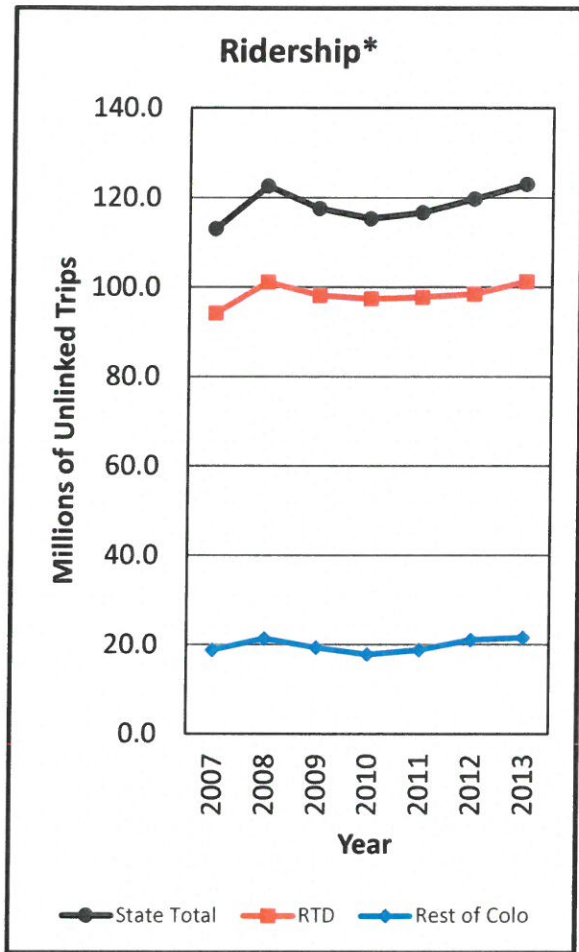
Your CDOT Dollar is the CDOT performance dashboard where various performance targets are being monitored and displayed for the public and interested stakeholders. Policy Directive 14 (PD14) provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan is developed that optimizes the transportation system by balancing preservation and maintenance, efficient operations and management practices, and capacity improvements. PD14 is revisited as one of the first steps in developing the Statewide Transportation Plan. As part of revising PD14, Division of Transit & Rail (DTR) staff worked in conjunction with the Division of Transportation

Development to identify four performance measures in the areas of System Performance and Asset Management. Figure 1 shows one of those, statewide transit ridership. The other three include measures for asset management plans, vehicle condition, and transit system connectivity.

Table 1: Transit Performance Goals

Categories	Goals
System Preservation and Expansion	Establish public transit as an important element within an integrated multimodal transportation system.
Mobility/Accessibility	Improve travel opportunities within and between communities.
Transit System Development and Partnerships	Increase communication, collaboration, and coordination within the statewide transportation network.
Environmental Stewardship	Develop a framework of a transit system that is environmentally beneficial over time.
Economic Vitality	Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors.
Safety and Security	Create a transit system in which travelers feel safe and secure and in which transit facilities are protected

**Figure 1: Colorado Transit Ridership
2007-2013**



It is important to note that CDOT’s focus in these areas will be on the rural transit agencies across the state because CDOT is the main source of FTA “pass through” dollars for rural and small urban agencies, and therefore has the ability to influence asset management practices at these agencies, even though it does not directly control the asset. The larger urban systems (RTD of Denver, Transport of Fort Collins, Mountain Metro of Colorado Springs) are direct recipients of FTA funds, a situation that significantly limits CDOT’s ability to influence asset management practices and related performance at these large urban agencies.

How DTR Will Track Assets

Asset management is an approach that can help transit agencies reduce costs, improve customer service, and increase productivity. A fundamental step towards improved asset management is developing a detailed and up-to-date inventory. Over the last year, DTR has made great strides in implementing an online inventory database (part of COTRAMS) that our grant partners can easily update and that provides us with a wealth of information. As an example, this data will help us measure the condition of the rural Colorado transit fleet. Our goal is that at least 65 percent of the rural fleet is in fair, good, or excellent condition. Additionally, once federal guidance is finalized in 2015, we will further integrate asset management practices in the state by assisting each grant partner in creating an asset management plan.

PD 14 Next Steps

DTR is currently in the process of collecting data in order to establish baselines for the new measures outlined above. There will be a CDOT-DTR Annual Performance Report that is developed as the outcome of this work:

Financial Summary

The Division of Transit & Rail is responsible for administering state Funding Advancement for Surface Transportation & Economic Recovery (FASTER), and Federal Transit Administration (FTA) funds for statewide, rural, small urbanized areas and large urbanized areas (Denver-Aurora for 5310).

FASTER funding is made available on a State Fiscal Year basis (July 1 to June 30), FTA funds are available on a Federal Fiscal Year basis (Oct 1 to Sept 30), though DTR awards them on a calendar year basis.

2014 Revenues & Expenditures

In 2014, DTR staff worked closely with its local Grant Partners, CDOT Business Office, Accounting Office and Procurement Office to administer \$40M in FTA and State funds. As shown in Figure 2, \$32M was made available to CDOT DTR on the annual apportionment basis, and \$8M was carried over from the previous year through project reconciliation, grant management and cash management.

Each year, DTR issues a Notice of Funding Availability (NOFA) to notify local transit agencies that these funds are made available by FTA or the state, using two separate competitive application processes (admin/operating projects in June and capital projects in Oct) to award projects for capital investment, planning, admin/operating, mobility management and intercity bus (ICB) operation.

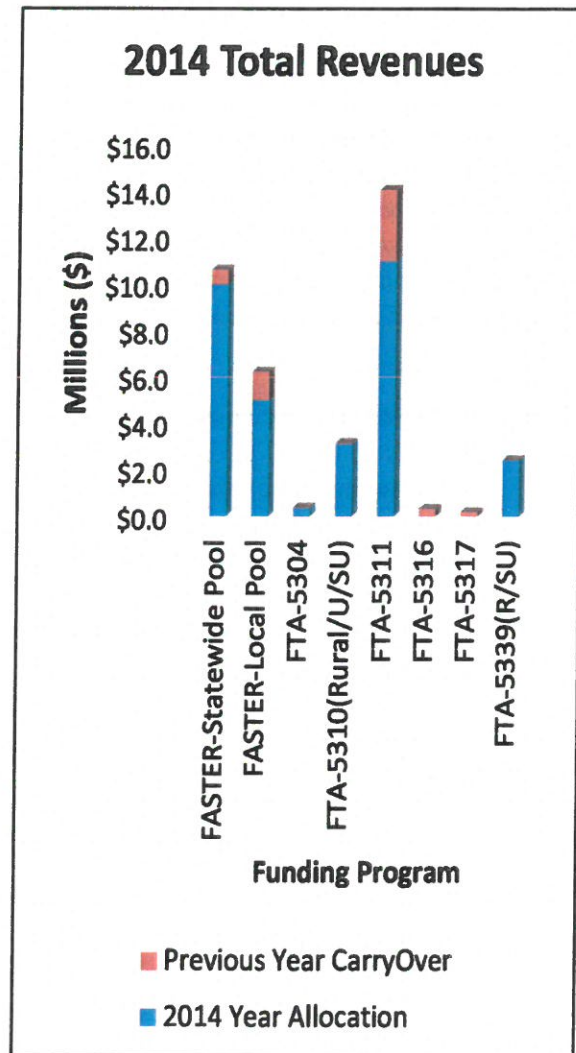
In 2014, DTR successfully conducted two project calls and made 61 FASTER awards at \$16.8 million and 141 FTA awards at \$20.6 million, a total of approximate \$37.5 million. The majority of the funding was allocated to transit facilities, vehicles, local transit admin/operating projects, transit equipment, ICB operation, mobility management and planning projects that provide better transit service and connect Colorado residents, employees, and visitors to major activity centers. The efforts were made in accordance with DTR's mission of planning,

promoting and implementing investments in transit and rail service statewide.

\$2.6 M in unallocated funds was carried forward to 2015 and has been awarded to 2015 projects.

In the coming years, DTR will work in coordination with its grant partners to monitor project status, draw down project funds and close out projects and contracts as soon as possible.

Figure 2: Transit Funding



Accomplishments: Intercity & Regional Bus Network Plan

The Intercity & Regional Bus Network Plan was updated in 2014. It refreshed prior work from 2008, and other regional corridor bus plans. The plan accomplished the following:

- Established a preferred network of Intercity services, shown in Figure 3.
- Described funding needed to achieve desired service levels
- Engaged planning partners in the process

Key Issues

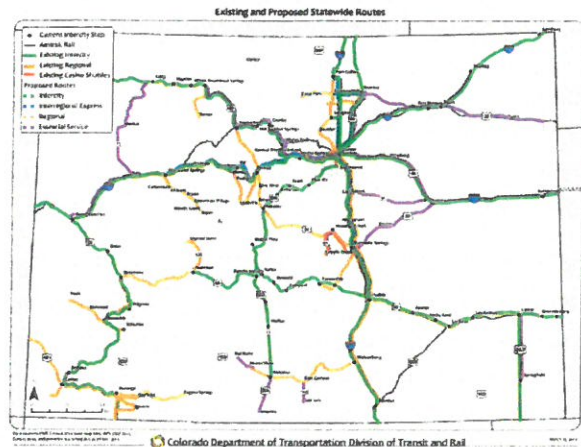
Key issues emerged through various means, including discussions with CDOT staff, comments from intercity and transit operators in different forums, and a review of what was implemented in the last plan, what was not, and looking at why some plans did not come to fruition. Key issues include:

- The need to connect local transit systems
- CDOT funding operations for Bustang and for other services
- The increased need for regional services which are oriented to travel needs within Colorado, with same-day service to/from urbanized areas.

Goals were developed in an iterative process that began with identification of needs at the first Technical Assistance Committee (TAC) meeting. The goals reflect four basic areas of focus:

- Provide for a network of services meeting multiple trip purposes
- Develop infrastructure to support intercity and regional bus services
- Provide for good quality services
- Provide for stable funding

Figure 3: Existing Proposed Statewide Routes



Next Steps

The use of FASTER funds for regional operating services provides opportunities to move beyond the limited intercity services that could previously be funded and make strides toward connecting Colorado's key activity centers to one another and to the rural residents of the state. The ICB Network Plan provides CDOT with the tools necessary to:

- Adapt financial policies to address the changing environment. CDOT will be able to consider how the Section 5311(f) program and FASTER funds work with local funding to build a comprehensive network that meets the needs of Colorado residents and visitors.
- Implement Interregional Express bus services.
- Develop the internal management capacity necessary for the operation of transit services and monitoring the effectiveness of the intercity and regional service network.

Accomplishments: Rail Planning

The State Freight and Passenger Rail Plan of 2012 (State Rail Plan) set the direction for planning work that concluded during 2014. Key State Rail Plan goals include:

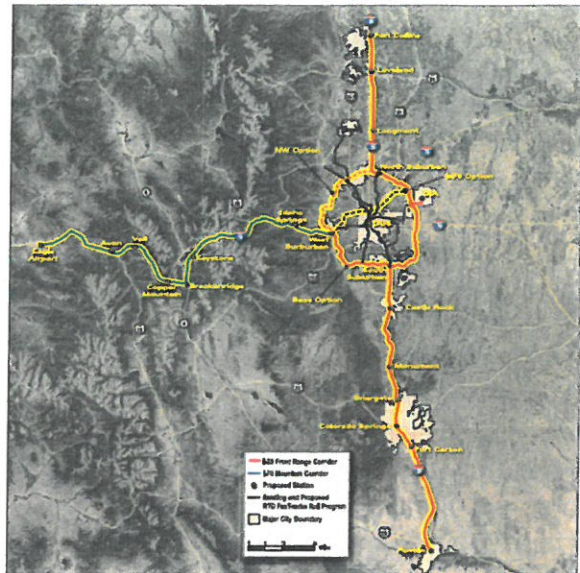
- Position Colorado for future Federal funding for freight and passenger rail infrastructure
- Explore new state and local funding sources for rail-related programs, infrastructure, and services
- Develop and explore implementation options for a regional commuter rail system including an Interregional Connectivity Study (ICS) and Advanced Guideway System (AGS) Feasibility Study
- Support linking of Colorado's passenger rail systems to the developing national intercity and high-speed rail networks

High Speed Network Vision

The two studies, AGS and ICS, conducted concurrently by CDOT, a team of outside experts, and a combination of nearly 100 local government representatives, confirmed high speed transit is technically feasible in both corridors, but not financially feasible in either corridor at this time without additional funding.

With existing budgets and revenue streams, CDOT and local/regional partners lack the financial capacity to build either of these projects. However, the studies show that a statewide system could provide many benefits to the businesses, individuals and tourists that depend on Colorado's interstate corridors. These studies provide a roadmap for capitalizing on future funding opportunities which arise with local, regional, state and federal financial partners.

Figure 4: Future High Speed Transit Network



The studies envision a statewide system with up to 340 miles of high speed transit between Fort Collins and Pueblo and between DIA and Eagle County Airport. With travel speeds of 90 to 180 mph, the system could save up to two-thirds of the time it takes to drive the same trips in optimal travel conditions today. The system is forecast to serve 18 to 19 million passengers a year in 2035 (4 to 6 million in the I-70 Corridor; 12 to 14 million along the Front Range).

Significant travel time savings are also expected. For example, a trip from C-470/I-70 in Golden to Breckenridge would take just over a half hour and travel to Vail would take 50 minutes. Along the Front Range, traveling from Fort Collins to DIA would take less than 40 minutes, and Colorado Springs to DIA would take less than an hour.

Preliminary capital cost estimates range from \$75 M/mi on the Front Range to \$105 M/mi in the Mountain Corridor, with an estimated \$30 billion price tag for the whole system (\$16.5B from DIA to Eagle; \$13.6B from Fort Collins to Pueblo).

Accomplishments: Statewide Transit Plan

The Statewide Transit Plan began in 2013 and was released for final public review & comment in December 2014. It is the first-ever standalone Statewide Transit Plan for CDOT. Transit is an increasing part of a broad-based, multi-modal transportation system creating economic, social, and environmental benefits.

Looking to the Future

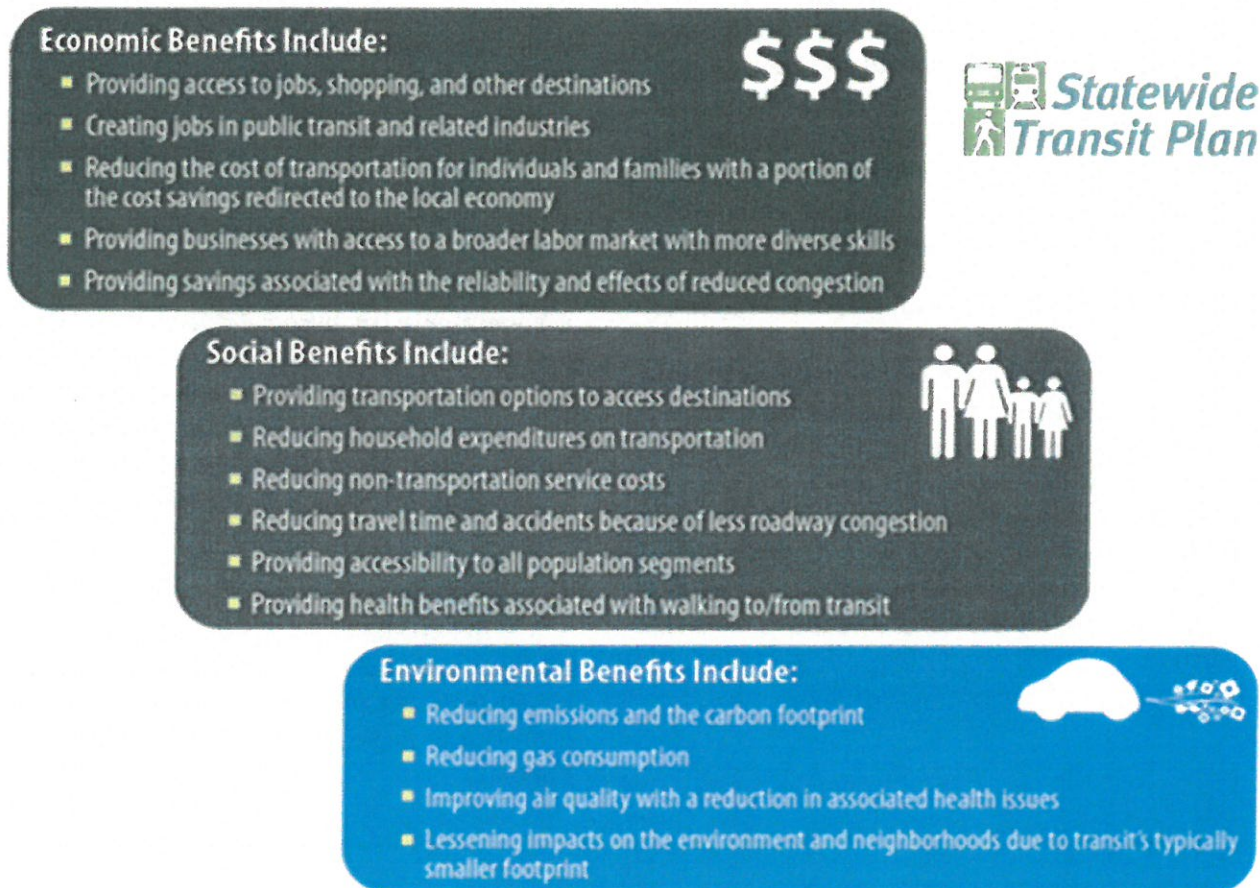
Projects and strategies identified in the Statewide Transit Plan and in the supporting Regional Coordinated Transit and Human Service Plans (Regional Transit Plans) are intended to improve mobility of the population, to minimize duplication of federally funded services, and to leverage limited funds.

What We Heard

CDOT undertook several large outreach efforts. Through a statewide survey of Elderly Adults and Adults with Disabilities and 28 transit working group meetings, CDOT heard clearly about the needs and gaps in the transit system, especially in rural areas and small cities. In Telephone Town Halls and public open houses, which reached over 60,000 people statewide, transit was mentioned as a vital component of the overall transportation system by every region of the state.

Performance measures will be used by CDOT to measure progress towards meeting the state's transit vision, goals, and objectives. The performance measures will be reported on an annual basis and reviewed/revised periodically.

Figure 5: Statewide Benefits of Transit



Accomplishments: Bustang

The Bustang Service was deliberated by the Colorado Transportation Commission through 2012/2013 and approved January 2014.



History in the Making

The Colorado Department of Transportation got its start in 1910 as the Colorado Highway Department. The organization has built engineering marvels in the form of bridges,

Figure 1: Historic CDOT Logos



State highways, Interstate highways, scenic highways, and carpool and toll facilities. It has helped transit agencies to build bus rapid transit facilities in urban and rural areas of the state. For the first time in what will be the 105th Anniversary of its founding, CDOT will become a transit operator itself.

Making it Happen

The components of the Bustang program that needed to come together to get to opening day include:

- Budget & Finance Plan
- Vehicle (Bus) Order & Delivery
- Marketing / Communications Strategy
- Intergovernmental Agreements (IGAs)

Bus in the Making

After an open-bid process the Motor Coach Industries (MCI) model D4500 Commuter Coaches were selected to manufacture the 13 buses required for the service. They feature reclining high-back coach style seats, fold-down tray tables, 110v & USB electrical outlets, restrooms, bike racks, and free wi-fi.

Figure 7: Bustang Bus

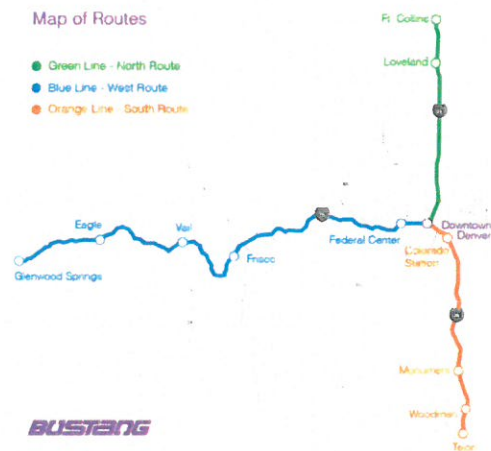


Bustang Service

During the development of the Interregional Express concept and plan, the Transportation Commission gave the following direction:

- Start small with the highest probability of success
- Focus on the I-25 and I-70 corridors; I-25 for commuter service, and I-70 for "essential services". Do not attempt to offer "recreational" service at startup.
- Connect population and employment centers, and connect local transit agencies.

Figure 8: Bustang Route Map



The service will begin in July 2015 with 6 round trips/weekday from Fort Collins, 7 from Colorado Springs, and 1 from Glenwood Springs.

Accomplishments: Web Based Transit Grants Database and Management Portal

In 2012 the CDOT Transit Grants database/web interface was running on a platform that was no longer supported by OIT, and was nearing the end of its usefulness. In response to this challenge, and in an effort to improve the grant award, reimbursement, and reporting processes that our Grant Partners depend on, DTR undertook the development of a new web portal built on the Salesforce “in the cloud” platform – the Colorado Transit & Rail Awards Management System (COTRAMS).

This portal will streamline and automate some of the businesses processes that DTR is regularly engaged in, both with Grant Partners and CDOT internal partner offices. Due to its extensive data management and reporting capabilities, COTRAMS will also serve as the main depository for Grant Partner profiles and service characteristics, capital inventory, accident reporting, and annual reports to the Federal Transit Administration such as the National Transit Database report and the 5310 Annual Performance Report.

CDOT Financial Changes

When fully implemented, COTRAMS will aid DTR to better meet CDOT cash management, program management and asset management initiatives, and further the shift toward a performance based project awarding /budgeting program management approach. COTRAMS will enable DTR to track critical agency information, performance measures, capital inventory, financial data and compliance in a timely fashion.

Roll Out 1: User Portal

The user friendly COTRAMS portal increases the ability of our grant partners and stakeholders to update agency profiles, submit online applications, monitor the status of applications, awards and reimbursements, update their capital inventory, report on project milestones and submit online reimbursement requests.

Roll Out 2: Reimbursements

The online reimbursement module is currently under construction and is being tested. This module will enable our external users to submit reimbursement requests electronically rather than mail paper requests. There will now also be a capability to monitor grant budget balances and project budget drawdowns. On the administrative side of the module, DTR will now have a better grant management system to provide more timely payments and to improve management of program accounts.

Roll Out 3: CCCP

The online application functionality of COTRAMS has been in place since the fall of 2013. For that year’s Consolidated Call for Capital Projects (CCCP) grant partners were given the option to use the online application or submit applications through the traditional email format. For the Fall 2014 CCCP process, CDOT requested that all grant partners now begin to use COTRAMS to submit applications. When the CCCP closed on Monday November 17th 2014, about 78% of grant partners had submitted applications through the COTRAMS on-line portal

Next Steps for COTRAMS

COTRAMS will continue to be improved with new ideas constantly being developed by both internal staff and our grant partners. The current phase, Phase III, includes a major component for connecting COTRAMS to CDOT’s financial management software, SAP. This link will allow reimbursements to be approved and paid directly through COTRAMS, reducing the potential for data entry error as well as reducing approval times. The SAP link will also update COTRAMS with grant financial status information, such as remaining funds. This phase will also update all of the current funding applications to reflect revised needs and prepare for a comprehensive two-year Admin & Operating application.

TRAC Accomplishments

The TRAC met quarterly during 2014, providing input to DTR, working with DTR staff to develop and promote the Division’s vision, policies, and priorities for transit and rail services in Colorado. In addition to quarterly full-member meetings, TRAC members were very busy last year on subcommittees which also tapped into the expertise of professionals from across Colorado. With the guidance of the subcommittees important new initiatives were advanced during 2014.

Accomplishments Overview

Subcommittees of the TRAC undertook initiatives related to the overall intercity and regional bus (ICB) network, the IX (Bustang) bus system in the I70 and I25 corridors, the State Transit Plan, performance management / measurement, and transit & rail communications.

The ICB and Bustang subcommittees considered routes, stops, fares, ticketing, and connections among different providers of transit. These subcommittees also explored ideas to include and develop other rural regional bus connections.

The Statewide Steering Committee for the State Transit Plan established high-level goals for six categories of transit & rail system performance. This group then worked collaboratively with the Asset Management and Performance Measures subcommittee to operationalize the goals with twelve key objectives which DTR will begin tracking in 2015.

The Communications Committee considered the many ways DTR, local agencies, and transit-advocacy groups could partner to increase awareness of the availability of transit throughout the state, and transit’s role in many communities.

Table 2: 2014 TRAC Members

2014 Transit & Rail Advisory Committee
<i>Terri Binder</i> Club 20
<i>Craig Blewitt</i> Mountain Metro Transit
<i>Todd Hollenbeck</i> Grand Valley Metropolitan Planning Organization
<i>Johnathan Hutchinson</i> Amtrak
<i>David Johnson</i> Roaring Fort Transportation Authority
<i>Danny Katz</i> Colorado Public Research Interest Group
<i>Tim Mauck</i> I-70 Coalition
<i>Mike Ogborn</i> Omnitrac
<i>Ann Rajewski</i> Chair, Colorado Association of Transit Agencies
<i>Kurt Ravenschlag</i> Transfort
<i>Pete Rickershauser</i> BNSF Railway
<i>Matthew Helfant</i> Denver Regional Council of Governments
<i>Vince Rogalski</i> Statewide Transportation Advisory Committee
<i>Jim Souby</i> Colorado Rail Passenger Association (ColoRail)
<i>Bill Van Meter</i> Regional Transportation District (RTD)
<i>Larry Worth</i> Representative of Rural Transit
<i>Sara Cassidy</i> Union Pacific Railroad

FASTER Transit Re-Distribution

Federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21) provided initial requirements for performance based planning and program management, and the CDOT Transportation Commission continued with direction to staff to adapt all programs toward performance-based management. This included CDOT’s budgeting process overall, revisions to Policy Directive 14 (PD 14) as well as changes to

the administration of individual funding sources. Consequently, a dialogue was undertaken in 2014 to better align the FASTER Transit Program to this policy direction.

A FASTER distribution sub-committee of the TRAC was formed to consider the pros and cons of potential program changes. Transit grant partners provided feedback on initial ideas through 2014 Policy Options Workshops. With this significant and valuable input, DTR carried the resulting ideas forward to the Transportation Commission. With the Commission’s further guidance related to various efforts throughout CDOT, the FASTER Distribution changes were approved in June 2014, and were fully implemented in the Consolidated Capital Call for Projects (CCCP) in October 2014.

Table 3: FASTER Distribution Changes

FASTER Transit Funds		
	Original 2009	New 2014
Local Pool (\$5 M)		
Local Transit Agencies	\$5.0 M Including MMT, RTD, & TransFort	\$4.1 M Excluding MMT, RTD, & TransFort
Mountain Metro Set-Aside	--	\$0.2 M
TransFort Set-Aside	--	\$0.7 M
Statewide Pool (\$10 M)		
Admin & Technical Assistance	\$1 M	\$1 M
Bustang	--	\$3 M
Regional Operating Assistance	--	\$1 M
RTD Set-Aside	--	\$3 M
Statewide Competitive Pool	\$9 M	\$2 M
TOTAL	\$15 M	\$15 M

DTR Partnerships / CDOT Activities

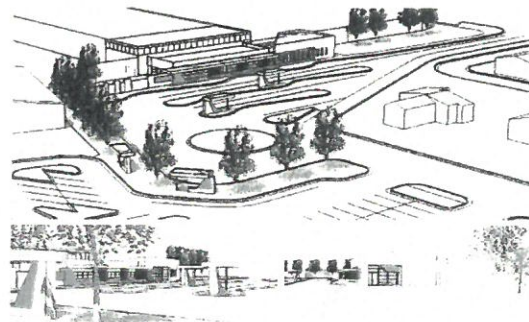
Engineering Regions

CDOT’s engineering regions are an important part of implementing transit infrastructure projects. Unlike the purchase of buses, transit construction requires closer coordination with grant partners and funding partner agencies.

Greeley Bus Depot

The new Greeley Evans Transit transportation center is significant to the future success and growth of local and regional transit services in Northern Colorado, as this project will make it easier to ride transit into, out of, and around Greeley. Region 4 managed the project from an oversight position and was responsible for ensuring the project complied with state rules and regulations. The Region’s involvement included meeting with the City at various stages of the project to establish an intergovernmental agreement, review plans, provide guidance in design and ensure that the project is constructed according to the scope of work that was agreed upon. Construction of the project will begin in January or February of 2015. Region 4 staff will continue to oversee the project throughout the construction phase.

Figure 9: Greeley Bus Depot



Durango Bridge

DTR has worked closely with its colleagues in CDOT Region 5 to oversee construction projects in Durango and Telluride. For example, DTR worked closely with Robert Shanks, Region 5 Off-Systems Engineer, in reviewing documents for

two construction projects in Durango that resulted in improved sidewalks and access to an important transit stop. Furthermore, Mr. Shank's local presence allowed DTR to closely monitor the projects' progress.

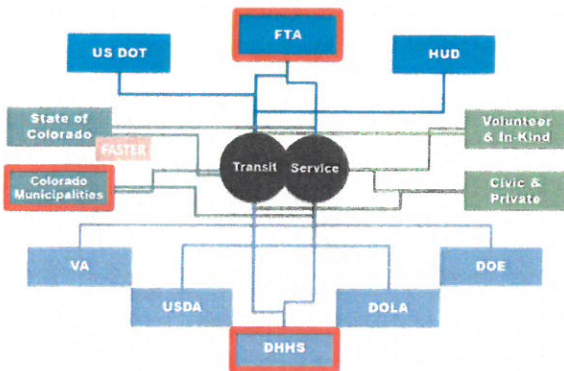
Figure 10: Sidewalk Access to Transit



Human Service Coordination

Over eighty federal programs provide funding for human services transportation, making it difficult for end-users to receive coordinated transportation services. A number of agencies undertook steps to improve coordination, but since it is states that often administer those federal programs, the Federal Transit Administration (FTA) has encouraged states to tackle the issue of coordination at the state level.

Figure 11: Federal Transit Funding



CDOT took the lead role in Colorado, establishing a state coordinating council consisting of representatives from state and federal agencies that fund human services transportation, as well as representatives of many other interested

organizations. The council seeks to address the obstacles to coordination through collaboration, education and training.

Particularly successful have been Council efforts to build communication links with Veterans organizations, which have historically operated very independently of most other human service programs. It was this success that led DTR to receive a veterans transportation grant (VTCLI) from the FTA on behalf of four local agencies.

TSM&O Initiatives

The newly formed Division of Transportation System Management & Operations has reached out to DTR to begin exploring a variety of efforts where transit could play a role in relieving congestion or improving efficiency of traffic management.

In March 2014, TSM&O and DTR conducted a test of bus-on-shoulder operations in the constrained I-70 Mountain Corridor between the Eisenhower-Johnson Tunnels and Idaho Springs. The test proved that bus-on-shoulder operations could be done safely, and provided information for further consideration of bus-on-shoulder implementation locations around the state. There is interest from transportation partners along segments of I-25 as well.

Bike & Pedestrian Program

In 2014, CDOT's bicycle & pedestrian program completed a revised state bike/pedestrian system map, including an interactive electronic version. Both of these tools enable citizens & visitors to Colorado to understand what facilities are available, and to inform their decisions about which facilities provide the travel characteristics they are looking for: off-street or on-street facilities, width of lanes, and more.

DTR and the bicycle & pedestrian program identified a common area of effort to inventory and document bike/ped accessibility of CDOT park-and-rides, starting with Bustang park-and-rides. Look for this as a future outcome in 2015 and 2016.

DTD & SB 228

During 2014, CDOT spent considerable time evaluating how Senate Bill 228 funds might be expended. SB 228 was passed in 2009 and provides a temporary additional funding stream for a five-year period if the economy grows strong enough, but does not grow so strong as to trigger a taxpayer bill of rights (TABOR) refund.

The Division of Transportation Development (DTD) lead the effort, involving the CDOT Regions and DTR to develop a framework to consider projects appropriate to this unpredictable funding source. DTD and DTR worked very hard to develop a framework that considered transit and highway projects together, in an integrated manner. The end result was a screening framework that focused on the following eligibility and evaluation criteria:

Grant Partner Highlights.

Front Range – Urban: Cripple Creek Bus Shelters

The towns of Cripple Creek and Victor have recently added new, aesthetically-pleasing features to their respective townscapes. If you are familiar with these towns, you will notice the new red, trolley bus shelters. Hometown Trolley of Crandon, Wisconsin worked with the Town of Cripple Creek to develop the unique bus shelters; it was a first for the company. Three bus shelters have been placed in Cripple Creek and one in Victor and are solar operational with an option to connect to conventional electrical systems if needed. The headlights on the shelters actually work and, as a bonus, Cripple Creek will soon be accepting delivery on a new trolley that is built to match the shelters in appearance!

Figure 12: Cripple Creek Bus Shelters



Northern and Eastern: Northeastern Colorado Association of Local Governments

The Northeastern Colorado Association of Local Governments (NECALG) serves 6 counties--spanning approximately 19,000 square miles--all coordinated by one Transit Program. NECALG is a team of over 50 people and utilizes more than 50 vehicles dedicated to providing increased mobility to citizens of Northeastern Colorado. Our customers travel to and from medical facilities, learning institutions, businesses, shopping, social functions and services, entertainment venues, recreational and educational facilities. NECALG is able to provide these services through cooperative public and private efforts, as well as through the dedication of our staff of professional, caring and attentive people who are able to 'think big' within the communities of the NECALG service area.

Figure 13: NECALG Transit Vehicles



Working with DTR

The Division of Transit & Rail works with other transit providers to plan, promote, and implement investments in transit and rail services statewide.

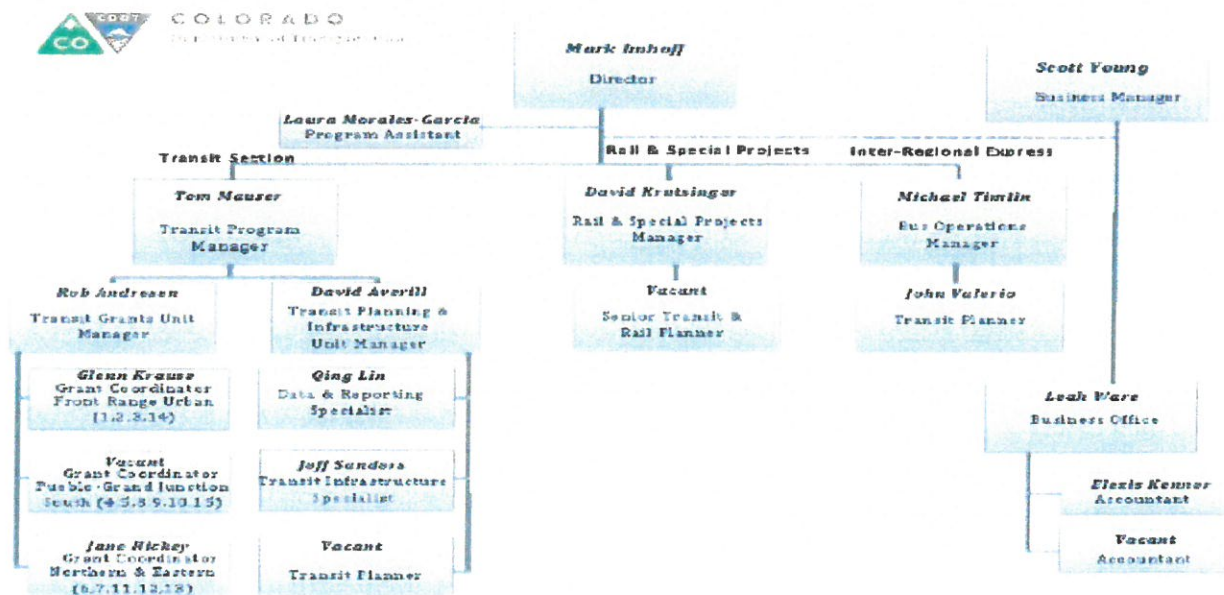
Staff Contacts

Table 4: 2014 DTR Staff Contacts

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Vacant	Senior Transit & Rail Planner		

Organizational Chart

Figure 14: 2014 DTR Organizational Structure



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