



COLORADO

Department of Transportation

Division of Transit & Rail

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DATE: March 13,2020

TO: Transit & Rail Advisory Committee

FROM: David Krutsinger, Director, Division of Transit and Rail
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SUBJECT: Connected Colorado Project

Purpose

This memo 1) introduces one of CDOT's new initiatives -Connected Colorado Project to TRAC, and 2) seeks input and feedback from the TRAC members

Action

CDOT is looking for comments and suggestions from TRAC

Background

1. Connected Colorado is a vision of building a statewide centralized platform that can provide GTFS data, trip planning, dispatching and online ticketing in a real time for Colorado transit providers (**especially for rural providers**), passengers and CDOT; a system will people can find the information they need to travel seamlessly using multiple transit operators cross the state.
2. CDOT discussed the vision with Colorado transit providers during 2019 Transit Town Hall Outreach Event, and received positive feedback and general consent.
3. After the outreach, CDOT developed an implementation plan and formed strategies on incorporating more technology into an overarching system that covers the whole state, **with an emphasis on providing technical assistance for rural transit providers.**
4. Based on the implementation plan, the first step CDOT is undertaking is hiring Trillium to outreach and inventory Colorado existing GTFS transit data and perspectives from Colorado transit provider on transit data standardization and centralization.
5. Once we have more reliable survey data, CDOT will be able to 1) determine the needs of every agency and 2) provide targeted assistance for GTFS data creation and maintenance.

Key Benefits

Benefits of this integrated and connected Colorado Transit system may include:

For riders - People can find all the information they need to travel seamlessly using multiple transit operators;

For transit operators - More connectivity and efficient coordination between operators with improved access to transit data; and more opportunities to online advertisements making rider aware of the transit service.

For CDOT - Streamlining public transit info and bridging gaps between the public and private sectors with partnerships aims at creating tech solutions; integrating other transportation models and building mobility hubs "on the cloud".

Options and Recommendations

While we are still at the very beginning of GTFS project phase, CDOT wants to start the conversations with TRAC and stakeholders on the next steps of the implementation.

CDOT proposes three options for next steps approach. Please see attached Chart 1 for Three Approaches and Table 2 for Pro and Con Analysis on Three Approaches.

Among these three options, CDOT preferred Option 2 as it was recommended by OIT due to less of RFP burden and quicker implementation.

Next Steps (if applicable)

Once the next steps approach is decided, CDOT will 1) start the budget planning and seek for potential funding sources, and 2) start the RFP process for the project.

Attachments

Attachment 1. Chart 1 Three Approaches

Attachment 2. Table 2 Pro and Con Analysis on Three Approaches

Chart 1 Three Approaches

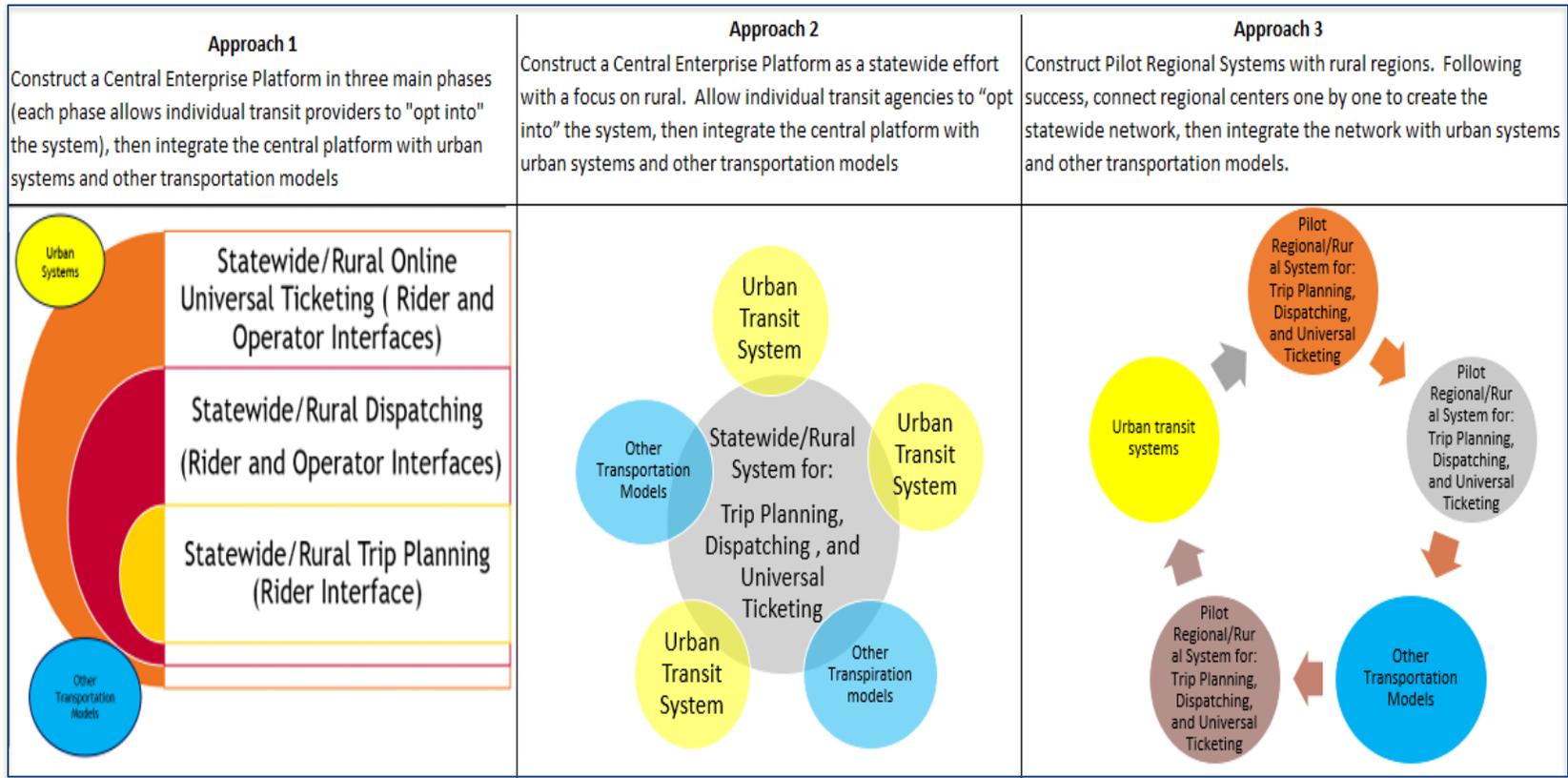


Table 2 Pro and Con Analysis on Three Approaches

	Approach 1 Construct a Central Enterprise Platform in three main phases	Approach 2 Construct a Central Enterprise Platform Collectively	Approach 3 Construct Pilot Regional Systems then connect them into a statewide network
Phase 1	Year 1: Statewide/Rural Trip Planning (Riders Interface)	Year 1 to 3: Statewide/Rural System for : Trip Planning, Dispatching, and Universal ticketing	Year 1 to 3 : Pilot Regional Systems for : Trip Planning, Dispatching, and Universal Ticketing
Phase 2	Year 2 to 3: Statewide/Rural Dispatching center (One Call One Click Center) (Riders and Operators Interfaces)	Year 4 to 5: Integrate with urban transit systems and other transportation models, such as, Vanpools, Rail, Bike/Car Sharing systems	Year 4 to 5: Connect regional rural systems and urban systems into a statewide network
Phase 3	Year 4 to 5: Statewide/Rural Online Mobile Universal Ticketing (Riders and Operators Interfaces)	N/A	Year 6 to 7: integrate with other transportation models, such as, Vanpools, Rail, Bike/Car Sharing systems
Phase 4	Year 6 to 7: Integrate with urban transit systems and other transportation models, such as Vanpools, Rail, Bike/Car Sharing systems	N/A	N/A
Pro	Easiest to control phases and costs; More consistent with CDOT planning and budgeting; Allows for different contracts with different vendors for each phase.	Recommended by OIT; Fewer contracting hurdles because will create one large RFP with several tasks; Gradually Builds trust with “opting in” transit agencies; May save time in development and deployment; Enhancements made to the central enterprise platform will be beneficial with partners systems as well; Easier to offer the services to the new "Opt in" partners	Less up front capital investment; Start small and grow step-wise; Reduces risk of large contract; Builds trust with transit agencies; Lessons learned with Pilot save time in development and deployment with subsequent transit agencies; Allows for some customization per agency.
Con	Requires several scopes of work, several RFP processes, and several contracts; Increases the amount of time to complete More difficult to make changes to earlier phases once they are complete. Difficult for latter phase vendors learn about the earlier phases; Difficult for the new "Opt in" partners to get into earlier phases	Will need to demonstrate availability of funds to be able to enter into multi-year contract with vendors; Very complicated RFP; Larger contracts need higher attention by project manager.	Technology may age each year and be obsolete by the time the network is built out; Will have to write large contract and amend each year as more rural regions are incorporated into the network; Difficulty in picking which local region is first, then second, then third; Difficult to make enhancement compatible to all regions when one regional system update their system.