



# Transit and Rail Advisory Committee (TRAC)

May 22, 2025





# Agenda

- Welcome/Role Call (Ann Rajewski - Chair)
- State Legislative Recap (Emily)
- OIM Staffing (Kay)
- Clean Transit Enterprise (Craig)
- Planning and Operations (George/Jan)
- Passenger Rail Update (Maux)
- Transit and Mobility Grant Programs (Paul/Audrey)
- Agency Updates (Roundtable)



## **Budget Update:**

- Overview of JBC Decisions

## **Notable Support Legislation:**

- Increase Transportation Mode Choice Reduce Emissions, Transit Reform, Funding for Motor Vehicle Collision Prevention

## **Notable Oppose Legislation:**

- Register & Drive Surplus Military Vehicles, Automated Driving System Commercial Motor Vehicle



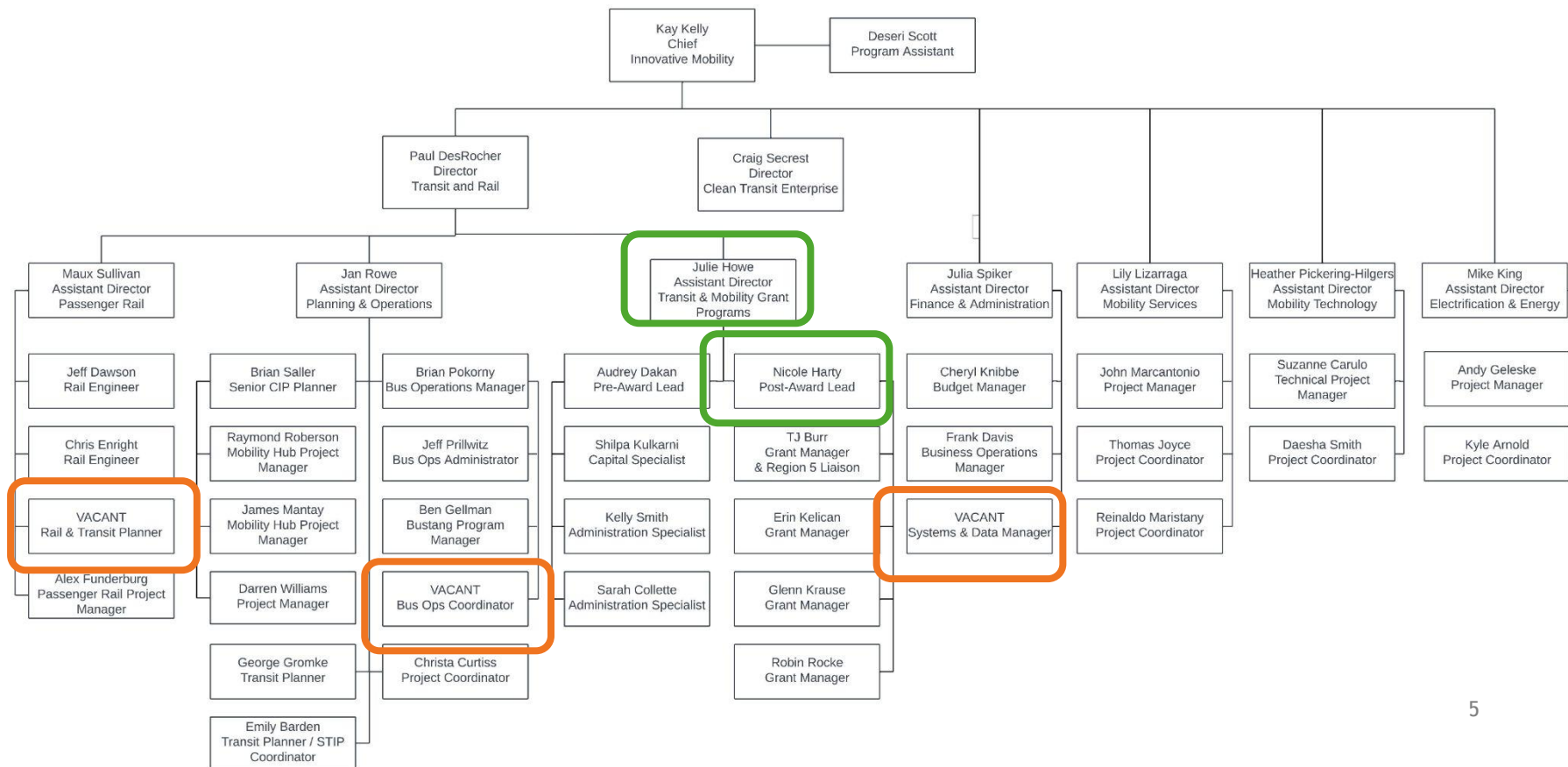
# CDOT Update







# OIM Org Chart and Staffing Update





# CTE Update: Where We've Come in 5 months

- Set program goals
- Defined program eligibility - only “open door” providers
- Conducted 5 virtual town halls with transit agencies
- Developed approach for applying SB 230 formula factors
- Developed factor data and created a formula modeling tool
- Established a 3-tier approach to allocation strategy
- Agreed on use of a “grant cap” based on 20% of agency FY23 operating budgets
- Agreed on need to develop a contingency fund to guard against revenue volatility
- CTE board approval of FY 26 Apportionment Formula



# CTE Update: What's Next

- Expect to ask Letters of Interest (LOIs) and any requests for match relief ASAP
- Expect to release SB 230 NOFA by late June
- Will provide agencies with consultant support
- Will begin developing SB 230 Discretionary Grant Program this Summer
- Hope to begin making formula awards and going to grant contracts by late July
- Second round of Bus EV Planning grants; capital grant NOFA still planned for fall



# NOFA Response Options

- Full COA For agencies that are ready to go
- Deferred COA
  - For agencies who need time
  - Respond to all other NOFA requirements
  - Applicants deemed eligible notified of FY26 deferred grant amount
  - Grant awarded/contracted once agency submits acceptable COA
  - Agencies must have approved COA by June 2026 or lose deferred grant





# Letters of Intent & Local Match Relief Requests

- LOIs
  - Due by June 13th (?)
  - Response = eligibility requirement
  - ID whether full or deferred COA
- Local Match Relief
  - Request with COI
  - Letter of justification
  - CTE will consider an agency's MMOF matching requirement
  - Hope for CTE board approval prior to NOFA release







# NOFA COA Requirements

- Spending categories
  - Marketing & promotions
  - Expansion - new routes, route extension, increased frequency/hours
  - Other strategies to increase ridership
- Required information
  - Improvement description, expected costs, timeline
  - Complimentary activities and funding sources (e.g., bus purchases)
  - Anticipated benefits (e.g, x% increase in ridership and/or VRM)
- **Question** - How do we make it easy to get from COA to a SOW for grant contract purposes?



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## Planning and Operations Branch Update



# Planning & Operations Branch Updates

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- Planning Updates
- Transit Connection Study Gaps Analysis
- Bustang Update



# Planning Updates

- **Regional Transit Plans, Statewide Transit Plan, and 10-Year Plan**
  - Draft RTPs
  - Meeting #4 with TPRs
  - Statewide Transit Survey of Older Adults and Adults with Disabilities
  - Telephone Town Halls
  - Statewide Transit Plan Development
- **Bustang Business Plan and Bustang Asset Management Plan**
  - Draft development and clean up!
  - Bustang Business Plan Market Analysis and Service Evaluation
- **Transit Connections Study**
  - Gaps analysis complete → next steps



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# Transit Connections Study

The Transit Connections Study (TCS) aims to provide a strategic vision for a statewide public transportation network as part of an interconnected multimodal system in Colorado.



The **primary goal** is to identify regional and interregional service gaps in the public transportation network, develop opportunities to fill these gaps, and develop a tool to prioritize projects-types that connect the state.

## Gaps & Needs Analysis

The gaps and needs are evaluated through a framework built around four key elements for state-level review: travel demand, system connectivity, community access, and equity





# Gaps & Need Analysis



The **Travel Demand Analysis** shows interregional travel patterns



The **Network Gaps and Service Needs Analysis** shows opportunities and needs for connections between transit services.



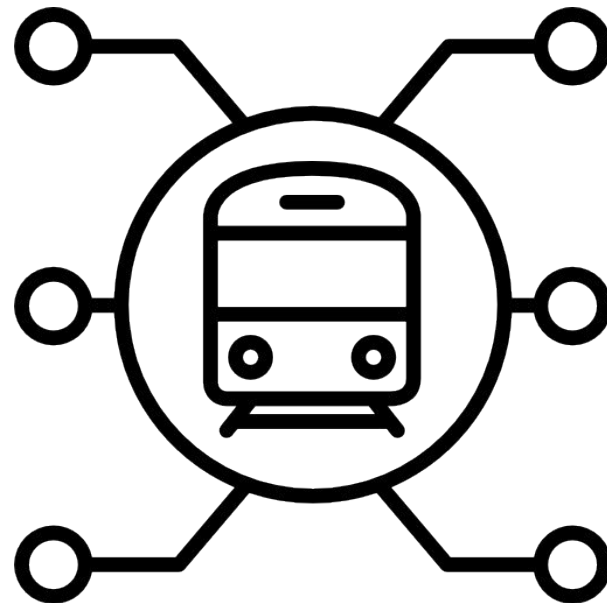
The **Access Analysis** shows access to critical services using interregional transit services.



The **Unmet and Inequitable Needs Analysis** shows regions with at-risk populations.



The **Key Service Analysis** discusses specific connections between interregional services and local services, including future rail facilities.

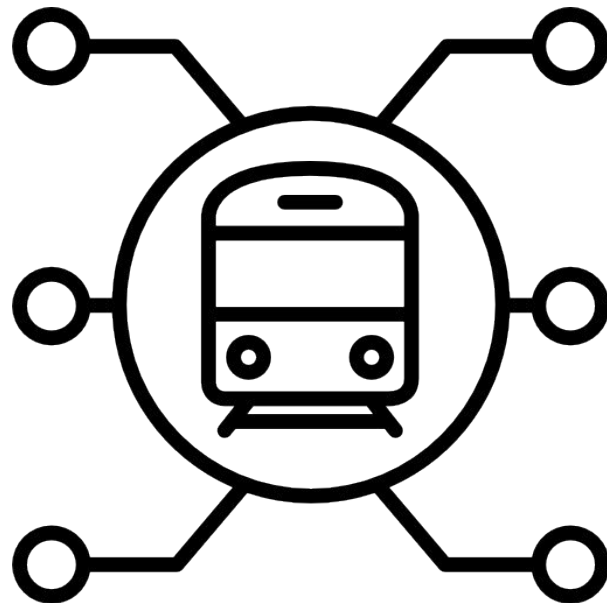




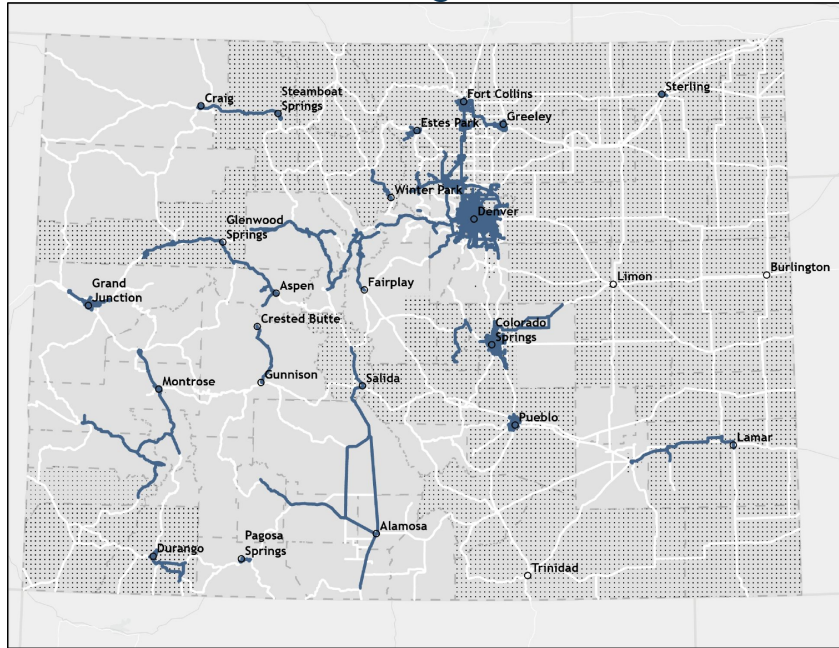
# Gaps & Need Analysis

**This analysis reviews Colorado's current public transportation network, focusing on:**

- Key Corridors and regional characteristics
- Access and connection opportunities
- Population and employment hubs
- Activity centers
- Demographics
- Travel demand and flow





## Local and Regional Services



0 20 40 80 Miles

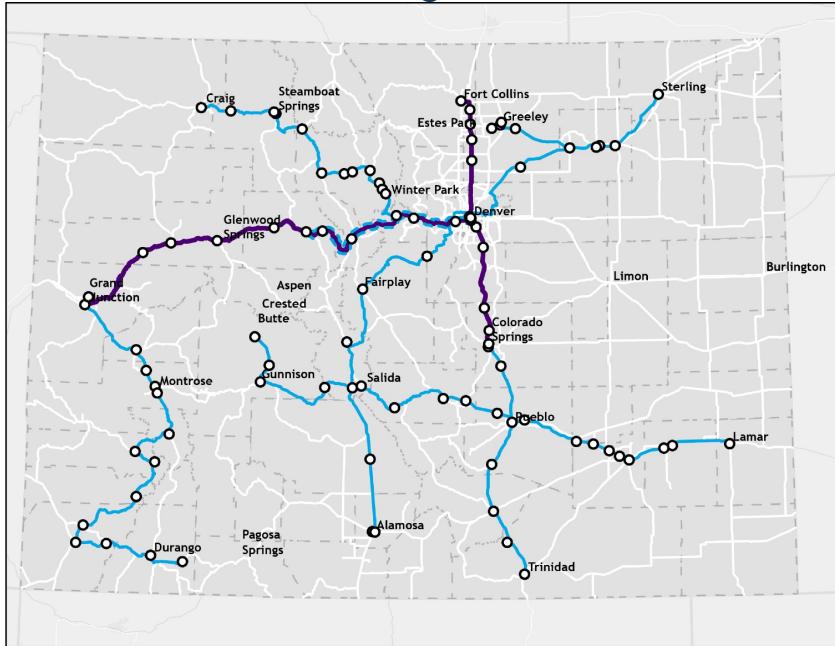
### LEGEND

-  Demand Response
-  Local and Regional Bus

Local services operate primarily within a single city, town, or urbanized area

Regional services connect more distant cities and towns, but still largely operate within a single TPR region

## Bustang Services



0 20 40 80 Miles



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### LEGEND

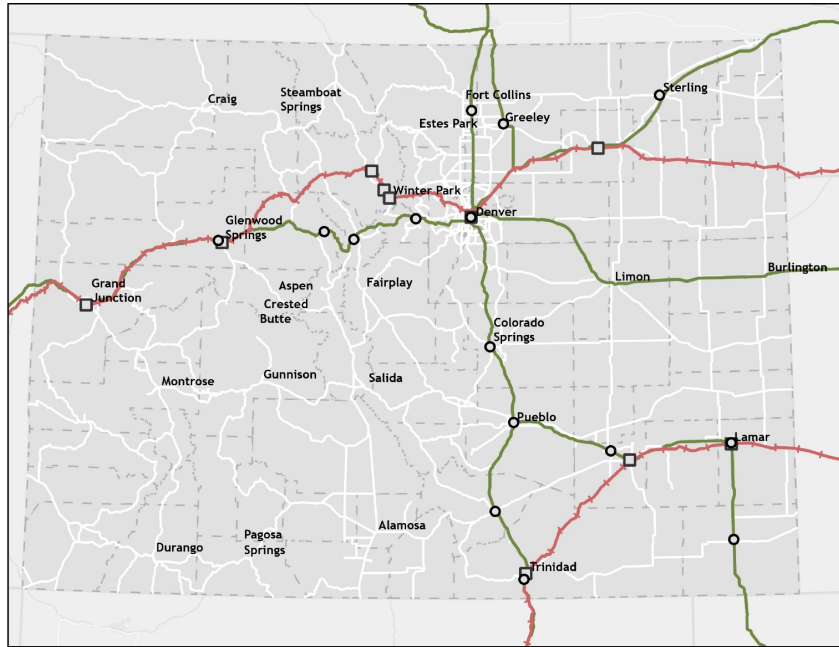
- Bustang
- Outrider
- Pegasus

Interregional services provide transportation between TPR regions connecting cities, towns, and counties across Colorado

- Primarily delivered through the Bustang Family of Services



## Interstate Services



0 20 40 80 Miles



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### LEGEND

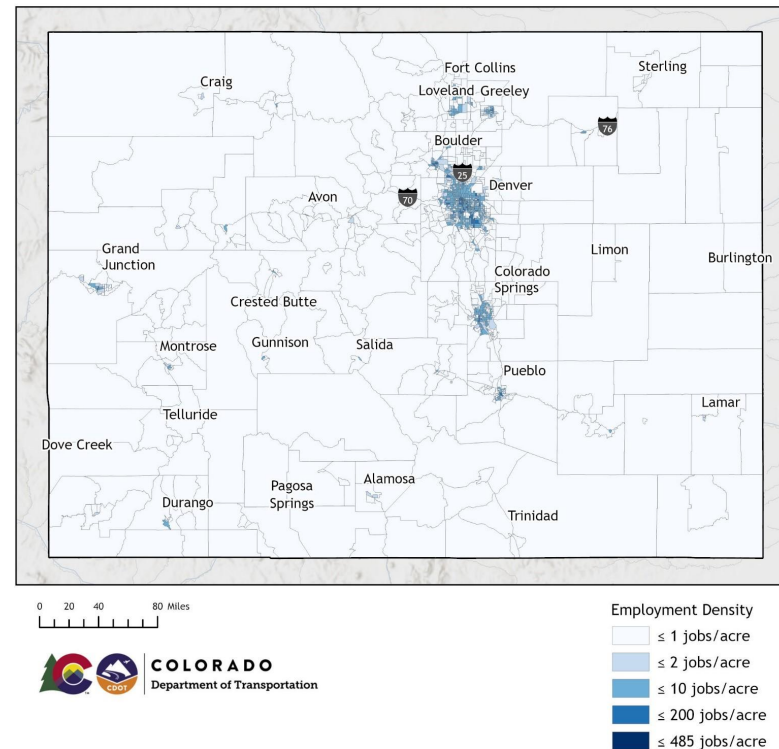
- Private Intercity Bus Carriers
- + + Amtrak, Passenger Rail

Interregional services provide transportation between TPR regions connecting cities, towns, and counties across Colorado.

Interstate services connect nationally-operating services.

Evaluating regional and interregional travel patterns and transportation needs across the state.

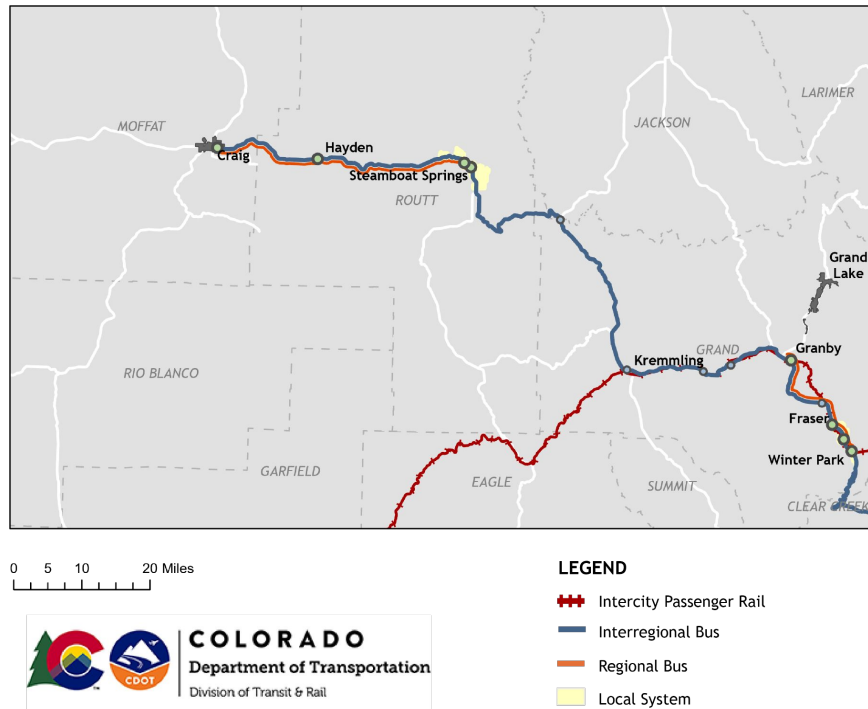
- Population and employment density
- Location-Based Services (LBS) trips
  - Origin-Destination Pairs >20 miles (Census Tract to Census Tract)
  - Observed demand and potential demand
- Annual Average Daily Traffic (AADT) Counts
- Transit usage relative to overall total travel demand



## Network Gaps and Service Needs Analysis

Evaluating opportunities and needs for connections between transit services

- Analyze service connections across providers and modes
- Identify areas with poor intercity or regional transit links
- Assess transfer points, schedules, and connection opportunities





# Community Access

## Access Analysis

Evaluating access to Colorado's transit network considering existing conditions, geographic and temporal gaps, and considering activity centers beyond traditional population and job centers

- Analyze service coverage and assesses population coverage within distance of transit stops
- Analyze service time of day and time of week coverage
- Evaluate access to activity centers

### Activity Centers

Identifying major locations including urban areas and locations falling outside of urban areas that attract trips based on essential services and key destinations including:

- Medical: access to major medical facilities, defined as Trauma Hospitals + VA facilities
- Essential: access to ordinary critical shopping, Grocery Stores + Pharmacies
- Educational: Colleges, Universities, and Trade Schools
- Institutional: Human Services, DMV, Social Security
- Recreational: state & national parks + ski areas
- Interstate Transportation: Access to Intercity Bus, Amtrak, hub airports



## Unmet and Inequitable Needs Analysis

Analyze unmet and inequitable transportation needs in the state including demographic indicators for transit likeness and disadvantaged communities.

- Regional and intercity needs of at-risk populations statewide
- Key community needs based destinations
- Considering the balance of transit demand and transit need

## Equity

Does the service **provide access to geographic and socioeconomic groups** that may be more likely to depend on it?

- Percent Zero-Car Households
- Percent Poverty
- Percent Seniors
- Percent with Disability
- Percent without Bachelor's Degree
- CDPHE'S DI Communities

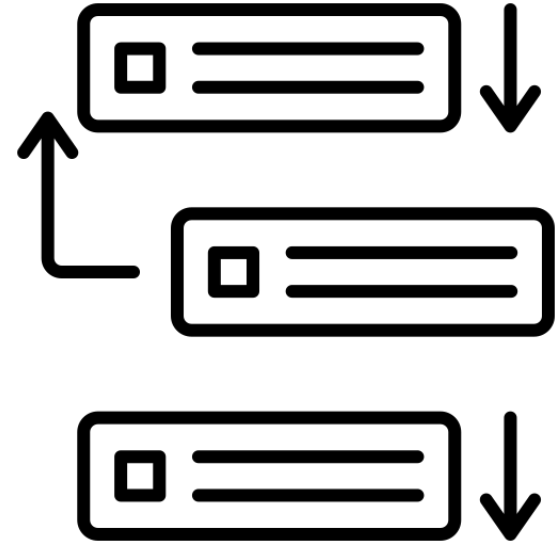


## In-Progress:

- Project ID and Scoring
- First Draft

## Upcoming:

- Internal Stakeholder Review
- Second Draft
- Front Office Review
- TC Presentation - targeting June 20
- Final Report Editing
- Final Report Due





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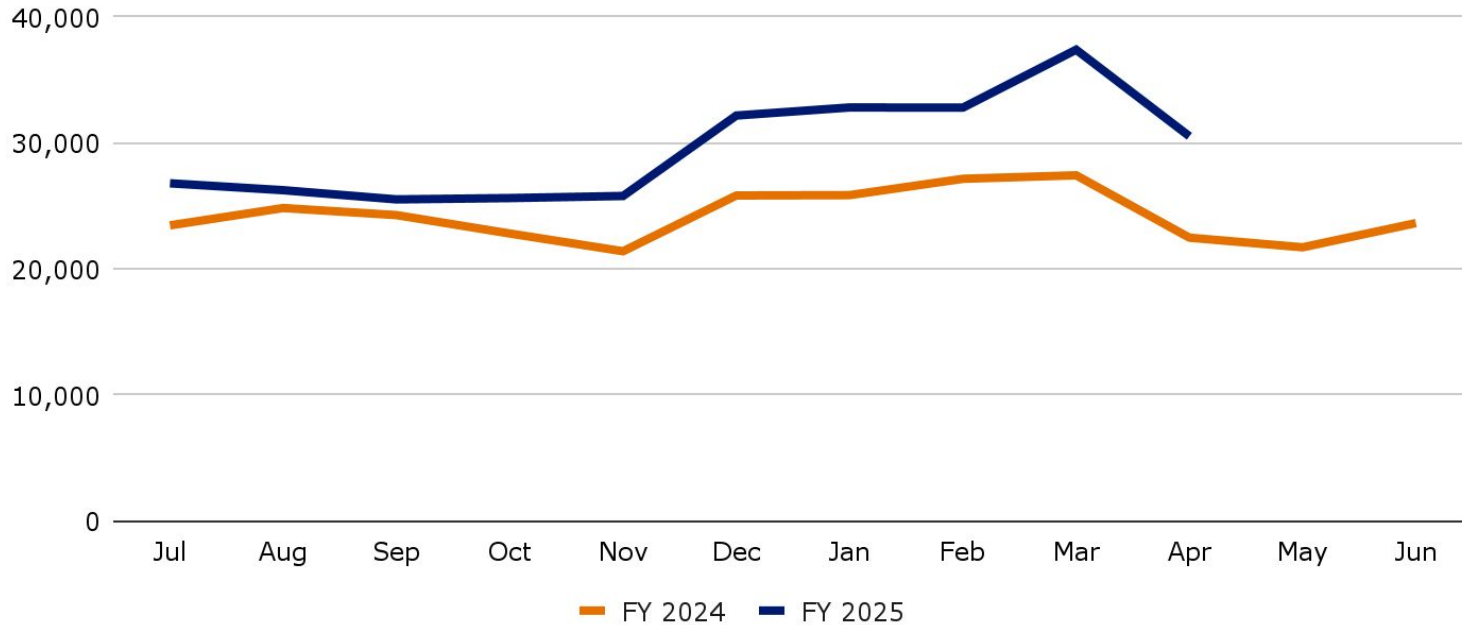
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# Bustang Update



# Bustang Ridership

## Monthly Bustang System Ridership by Fiscal Year

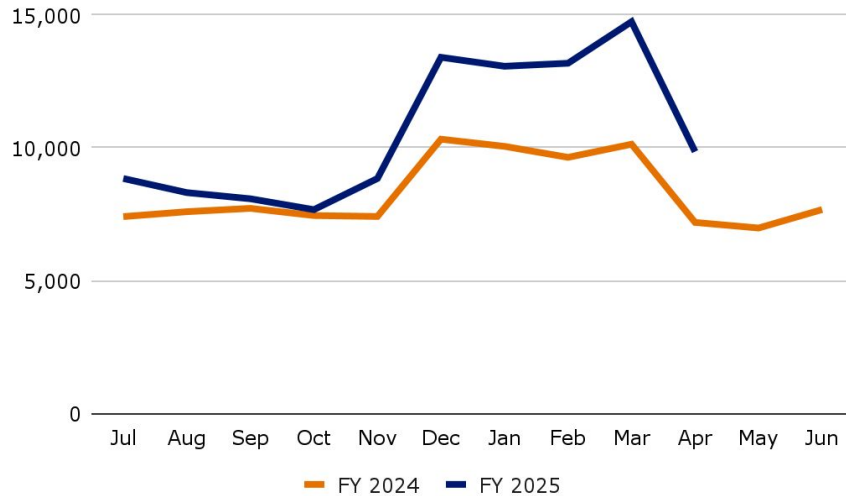


\*Includes Bustang, Pegasus, Outrider, and Seasonal Services

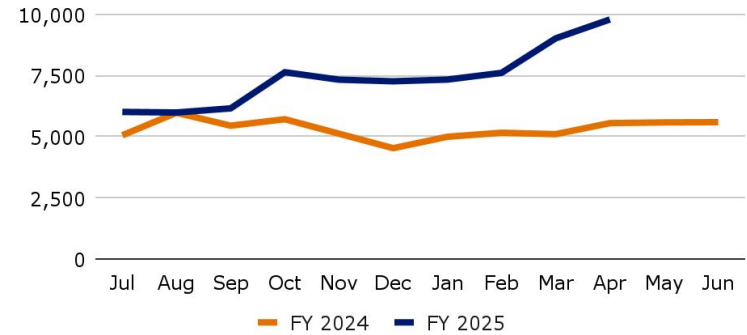


# Monthly Bustang Ridership - Main Lines

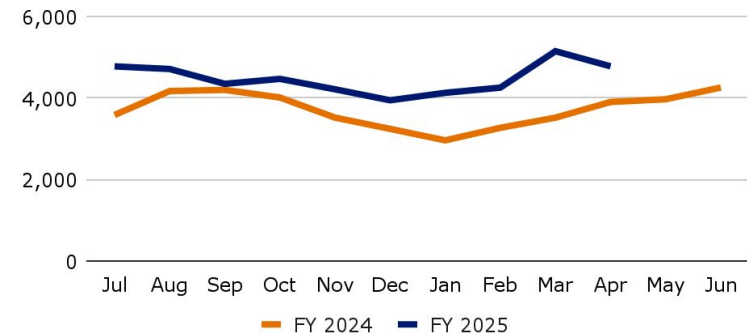
## West Line



## North Line



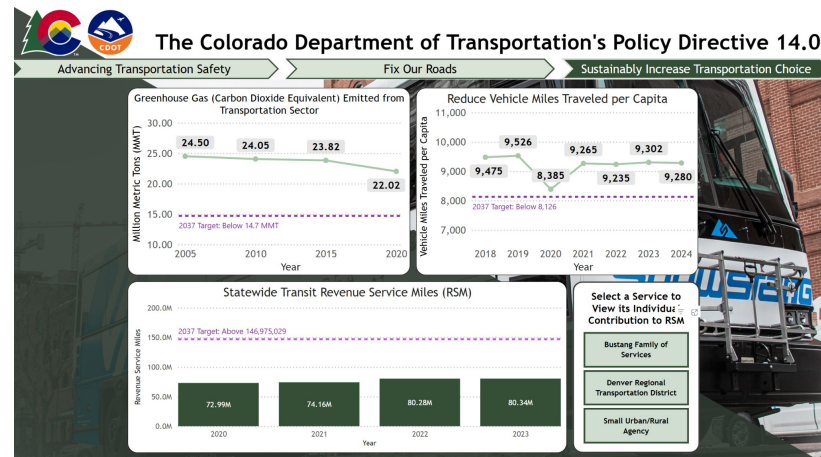
## South Line





# Bustang Power BI Dashboard

- Timeline
- Base metrics
  - On-time performance
  - Ridership by route and stop
  - Revenue miles per route
  - Miles between road calls
  - Miles traveled per passenger
- Any additional metrics CDOT should consider adding?







C. Enright / CDOT

California Zephyr at the Moffat Tunnel



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# Passenger Rail Update



# Agenda

## **1. Mountain Rail Updates**

- i. Service Development Plan Progress
- ii. Station Resolutions
- iii. Moffat Tunnel Update
- iv. Lookahead

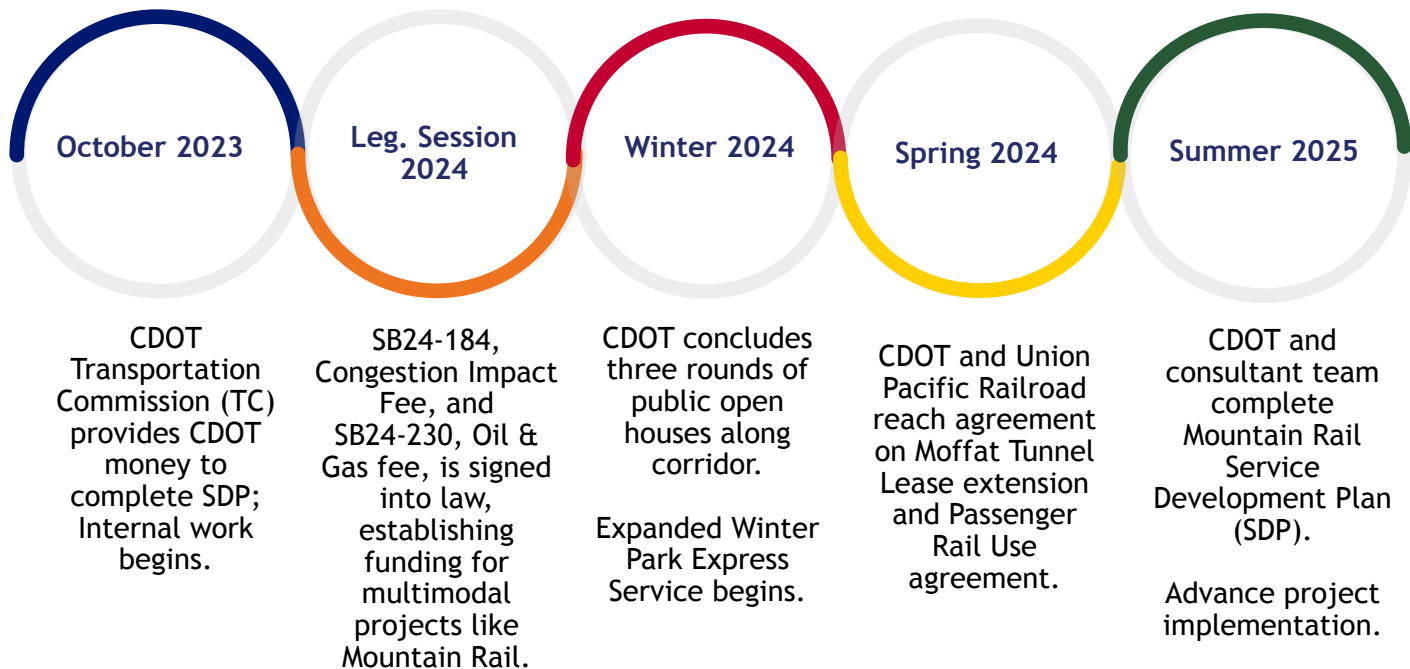
## **2. Joint Service Updates**

## **3. Front Range Passenger Rail Updates**





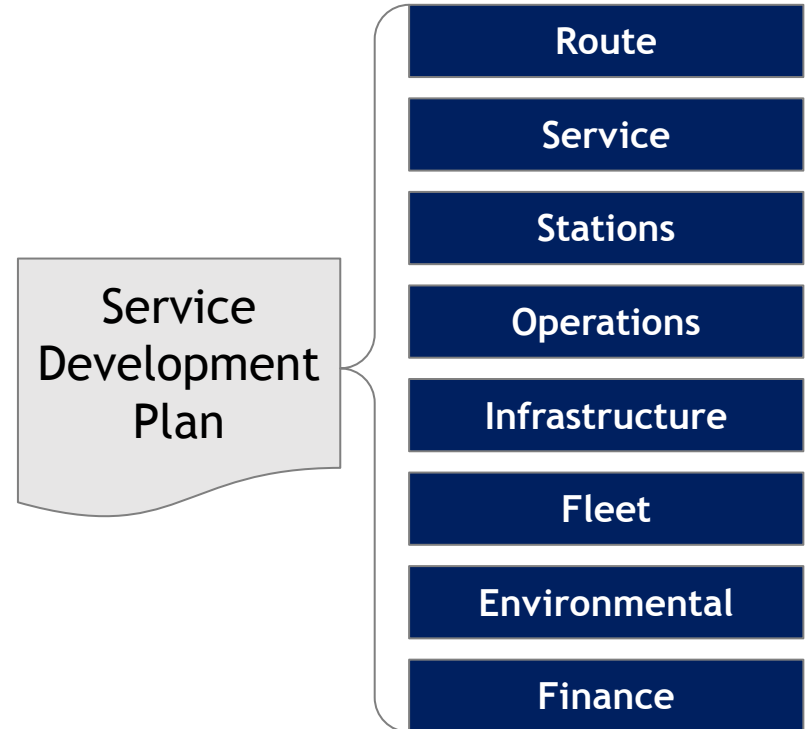
# Mountain Rail Project Timeline





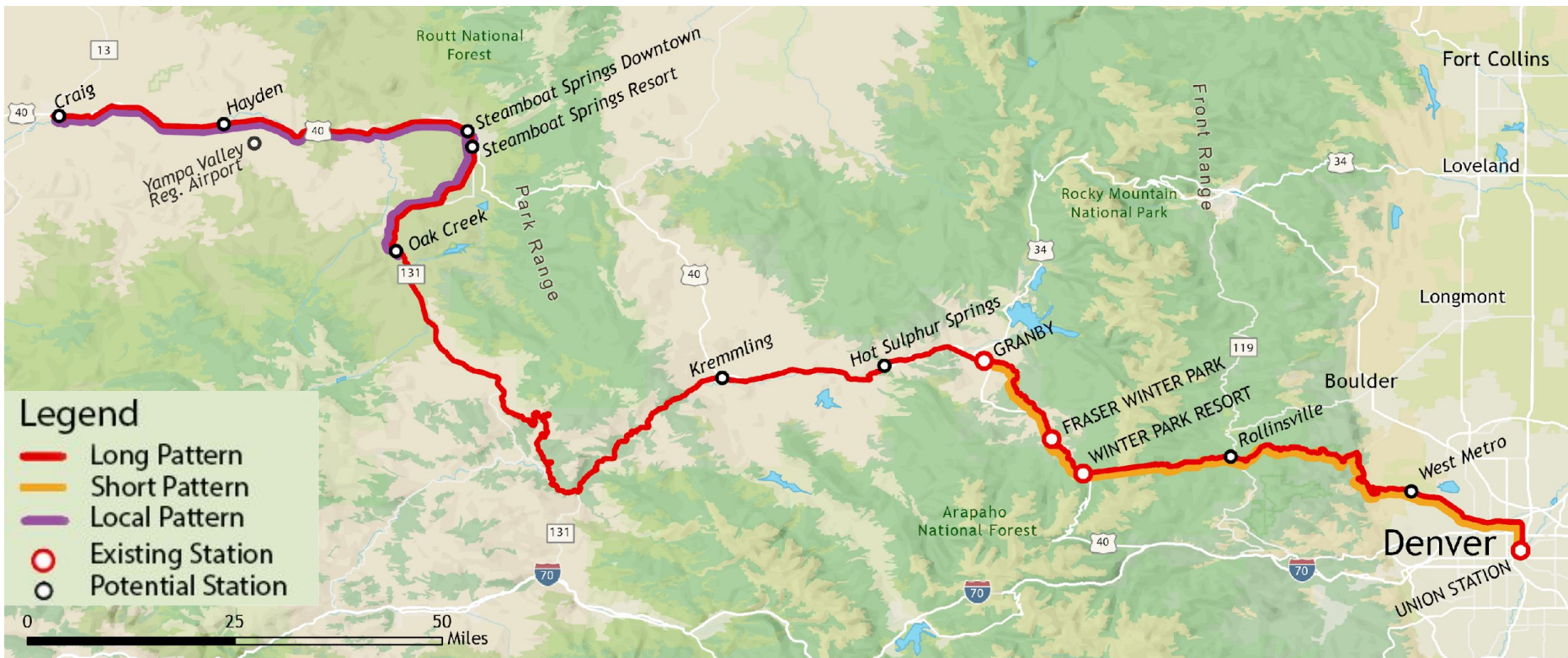
# What is a Service Development Plan (SDP)?

- Determines operational and financial feasibility
- Defines all essential elements of planning and operations
- Includes an alternatives analysis
- Leverages industry best practices, including FRA's planning process
- Streamlines the subsequent permitting process





# Mountain Rail Service

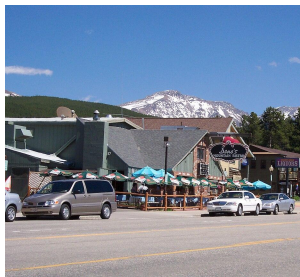




# Discussions with Municipalities



February 25th  
Town of Granby



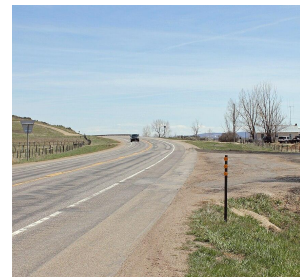
March 18th  
Town of Winter  
Park



March 2nd  
Winter Park Resort



March 25th  
Rollinsville/Gilpin  
County



March 25th  
Routt County



April 2nd  
Town of Fraser



April 3rd  
Town of Hayden



April 8th  
City of Craig



April 15th  
\*City of Steamboat  
Springs



April 23rd  
Steamboat Ski Resort

*\*Station locations in Steamboat Springs and West Metro Denver will be identified through a planning process in 2025/26*



## State Funding Sources:

- CDOT Funds
  - e.g. SB 24-184 - Congestion Impact Fees, MMOF
- DOLA and OEDIT Programs
  - e.g. EIAF, Prop 123, Neighborhood Centers, Housing Planning Grant, etc



## Federal Grant Dollars:

- Funding may be available through Federal Railroad Administration grant programs such as Corridor ID, Fed-State Partnership, CRISI, and R&E





# Moffat Tunnel Update



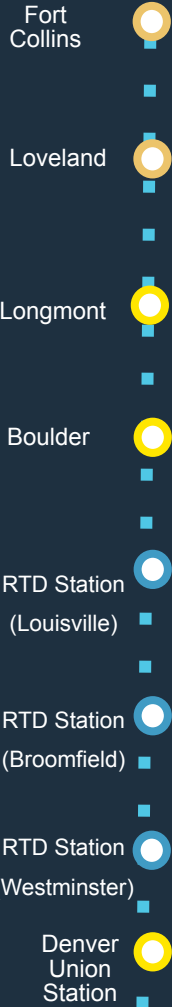
- On May 1, 2025, the State of Colorado and UPRR signed an Access Agreement for the commencement of Mountain Rail through Colorado's Rocky Mountains!
  - This allows implementation of up to three round trips daily through the tunnel (in addition to the Winter Park Express and California Zephyr).



# Mountain Rail 2025 Lookahead

- Service Development Plan - June 2025
- West Metro and Steamboat Station Location Studies - Begins summer 2025
- Phase 1 Implementation - 2025-2026





# Joint Service

- Refine Characteristics of Service
- Intergovernmental Agreement (IGA)
- Financial Framework



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# Front Range Passenger Rail

**FRPR**  
FRONT RANGE  
PASSENGER RAIL

Welcome!

English

**FRPR**

Welcome to the Front Range Passenger Rail (FRPR)  
Alternatives Analysis Online Open House!

In this open house, you will learn about progress toward advancing FRPR, the recommended alternative for future full-build FRPR service in 2045

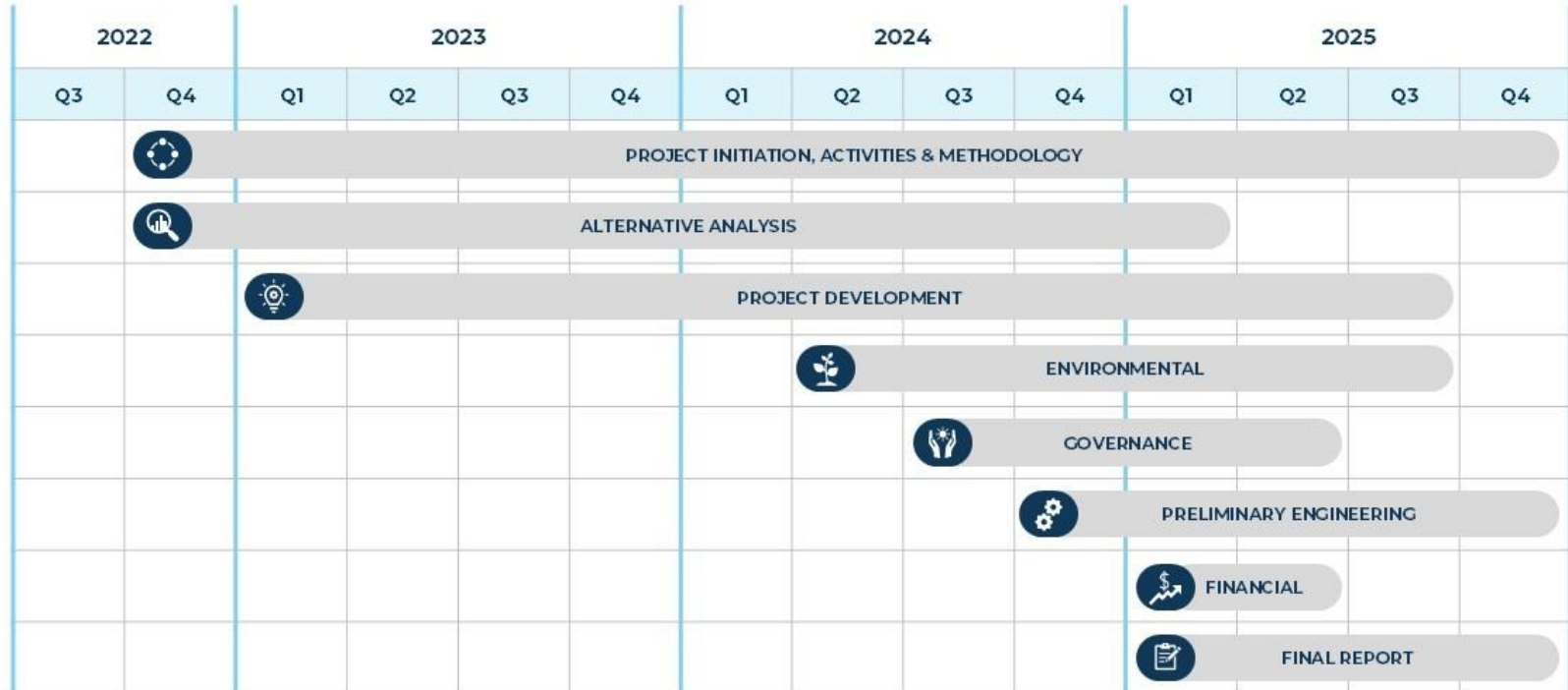
Contact Us

Alternatives Analysis Online Open House is live through June 15!

[www.frpropenhouse.com](http://www.frpropenhouse.com)



# Front Range Passenger Rail





# Transit and Mobility Programs Update





# FTA Awards Update

- Formula processes appear to be progressing as normal
- Master Agreement updates have been made, incorporating EOs
- Prioritizing applications for funds lapsing at the end of FFY2025 (deadline to submit is 6/28/25):
  - 2022 & 2023 5304
  - 2022 5339(b)(c) - revise & resubmit applications
  - 2023 & 2024 5310 Rural
  - 2023 & 2024 5311
- Next priorities will be applications for discretionary awards:
  - 2023 5339(b)(c)
  - 2024 5339(b)(c)



# State Lawsuit

*Colorado and 19 other states are party to a lawsuit against the US Department of Transportation (DOT) over the inclusion of unrelated immigration enforcement language in US DOT grant terms and conditions. Further action from CDOT on new grant agreements and certifications from US DOT is pending the initial results of this lawsuit. We will keep you informed as the court case progresses, but an initial action from the court could be more than a month away.*



# 2025 Call for Projects Schedule

## Anticipated 2025 Call for Projects Schedule

- **CY2026 Admin/Operating/MM & Planning (5310, 5311 & 5304)**

- NOFA will be released [5/23/25](#)
- A/O/MM applications will be due ~7/9/25

**Request for feedback:** Should we hold off on 5304 Planning until later in 2025 or the next A/O/MM call?

- **2025 Consolidated Call for Capital Projects (CCCP)**

- Date still TBD - likely Fall 2025

- **Clean Transit Enterprise - Capital**

- Vehicles, Infrastructure, & Facilities categories
- Dates TBD (likely Summer/Fall 2025)
- Estimated \$15,000,000 available to award





# Winter / Spring 2025 Contracting Timeline

## Target 12/31/24

1. 2024 5311 A/O & 5310 Op/MM Contract Extensions - **COMPLETED**
2. 2025 “5310” Op/MM Contracts using SB228 Funds - **1 Pending Execution**
3. Existing Capital & Planning Contracts expiring on 12/31/2024 - **COMPLETED**

## Between 1/1/25 and 3/31/25 - IN PROGRESS

1. 2025 5311 A/O Contracts (pre-award authority for expenses incurred from 1/1 for contracts executed by 4/1) - **CPCS' Queue**
2. 2024 CCCP Other Capital (i.e. Equipment, D/E, Construction) Contracts - **CPCS' Queue/Budgeting/SOWs**
3. 2024 CTE Planning, 2024 5339(b) & (c), other misc. Awards - **CPCS' Queue/Budgeting/SOWs**

## Between 1/1/25 and 6/30/25

1. 2024 Capital Vehicles - BOCs, then Vans - **Pending Budgeting**
2. 2025 5311 A/O Baseline and 5310 Op/MM for agencies who received 2024 Extensions - **Pending 2025 Appropriation**
3. 2025 5311 A/O Expansions and 5310 Op/MM Expansions - **Pending Award**



# Questions & Discussion

