

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transit and Rail
4201 East Arkansas Avenue, Room 280
Denver, CO 80222
Phone: 303-757-9646
Fax: 303-757-9656



TO: TRAC Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
DATE: August 2013
RE: DTR Update Memo

The purpose of this memo is to give the TRAC Committee a status of current activities on select projects and initiatives.

Advanced Guideway System (AGS) Feasibility Study

The AGS study is considering high speed transit options between DIA and Eagle County Regional Airport. Like ICS, it is also evaluating technologies, alignments, and financial funding options. The study is strongly coordinated with the ICS to provide an integrated statewide answer on high speed transit options, statewide.

Status:

- Capital costs for the AGS have been estimated for various alignment & technology pairs, between Golden and Eagle County Regional Airport
 - Hybrid Alignment, Maglev (100-120 mph): \$10.9 Billion
 - Hybrid Alignment, Maglev (120-150 mph): \$13.4 Billion
 - High Speed Alignment, Maglev (150-180 mph): \$25.3 Billion
 - High Speed Alignment, Rail (150-180 mph): \$32.4 Billion
- Request for Financial Information (RFFI)
 - Only technology firms responded, no P3/Concession/Finance firms
 - The responding firms currently have low to medium “technology readiness” ratings
 - CDOT & Aztec team are debriefing with P3/Concession firms that indicated they would respond, but did not end up submitting.
- Next Steps
 - August 14, AGS Project Leadership Team Meeting (PLT) – Eagle County Location (TBD) 10 AM – 1 PM. Agenda: minimum operating segments & ridership, additional RFFI information, possibly draft financial feasibility.
 - September 11th, AGS PLT – Summit County Location (TBD) 10 AM – 1 PM. Draft Report & preliminary overall feasibility statement
 - September 18th or 19th – CDOT Transportation Commission Workshop

- October 9th, AGS PLT – Clear Creek County Location (TBD) 10 AM – 1 PM. Final Report & final overall feasibility statement
- October 16th or 17th – CDOT Transportation Commission. Accept final study findings.

Duration: 18 months (April 2012 – September 2013) Extended to October.

Interregional Connectivity Study (ICS) – The ICS is evaluating technologies, alignments and financial/funding options for potential high speed rail along the Front Range from Fort Collins to Pueblo, and the “connectivity” with RTD’s FasTracks system in the Denver metro area. This study is working with a Project Leadership Team (PLT) comprised of representatives from CDOT, federal agencies, elected officials and staff from communities along the Front Range, railroads, and select advocacy groups.

Status

- Alignment Evaluation
 - A single north-south alignment has emerged at a high level: north I-25 from Fort Collins to north Denver metro area, E-470 from north Denver metro area via DIA to south Denver metro area, and a combination of south I-25/freight alignment.
 - Three options remain for connecting mountain corridor to the north-south alignment: NW parkway quadrant, I-70/I-76, and C-470 SW quadrant.
- Next Steps
 - August 13th, CDOT HQ Auditorium is the tentative date for the next Project Leadership Team (PLT) meeting.
 - Final PLT meeting proposed mid-September (TBD), CDOT HQ Auditorium
 - Public meetings proposed late September: Ft. Collins, Denver, Colo Spgs, Pueblo.
 - Project Finalization October 2013
 - Project Close-out November 2013

Duration

18 months (April 2012 – September 2013). Deadline extension now to November.

Northwest Area Mobility Study (NAMS) – This study is managed by RTD, with HNTB under contract to RTD. The purpose of the study is to consider five aspects of the FasTracks Program: (1) Northwest Rail construction & service phasing options on BNSF track, (2) Extension of the North Metro rail line to Longmont in lieu of the Northwest Rail corridor construction to that location, (3) Evaluation of US 36 Bus Rapid Transit (BRT) completion options, (4) Evaluation of Arterial BRT service & facility options to support US 36 and Northwest Rail, and (5) Evaluation of bi-directional operation of I-25 “Downtown Express” carpool/toll lanes between downtown Denver and the US 36 / I-76 interchange.

Status

1. NW rail phasing analysis has suggested only three possible termini for phasing solutions based on “chambering” track locations west/north of those termini: (1) Broomfield, (2) Lafayette, or (3) Longmont. A terminus in Boulder does not currently appear to be a feasible phasing option.

2. Options to extend North Metro rail line to Longmont considered five alignments north of 162nd Avenue, with North I-25 (ICS) alignment currently looking the most likely. If the policy advisory committee (PAC) concurs, more detailed analysis will begin on one or two options.
3. The HNTB study team validated RTD findings that the US 36 BRT program is among the leading BRT projects in the country with exclusive lanes, frequent service, and enhanced stations. The HNTB team will continue to support RTD and the corridor communities through existing efforts to define/choose one or more BRT vehicle(s), develop a branding strategy, determine whether stations should have level boarding, and confirm intelligent transportation system (ITS) elements supporting the other system elements. There is currently a \$114 Million shortfall between FasTracks commitments, and what can be delivered with foreseeable funding.
4. Arterial BRT analysis for the greater Boulder area and northwest metro Denver area has begun. The goal is to use travel forecasting, growth projections, and performance measures to narrow the analysis to 3 or 4 candidate arterial BRT corridors/routes: the best of the best in northwest area bus routes. Then through August and September, analysis will be done to identify BRT infrastructure appropriate to those corridors/routes.
5. Bi-directional operations options have been proposed and “tabled,” based on existing actions being completed in the next two years. Bus-on-shoulder policy development and monitoring of bus delay & bus reliability are recommended for the short term beyond that. More expensive, longer-term options could be given additional consideration when warranted.

Next Steps

- Tuesday, July 30th, 2-4 PM. Policy Advisory Committee Meeting
- Tuesday, August 20th, 1-4 PM. Technical Advisory Committee Meeting

Duration: 12 months (April 2013 – March 2014)

Statewide Transit Plan

Over the past couple of months DTR and consultant staff has been busy preparing for the first of the Technical Working Group Meetings with the rural TPRs to develop the Regional Transit Plans. These meetings will be held in July and August with the goals of establishing a regional vision for transit, identifying the regions transit and human service transportation issues/needs and providing information on the project approach. The first of these meetings was held in the Eastern TPR on July 8th. The next one is July 24 in Lamar for the Southeast TPR. Please see the DTR calendar for all dates and locations of these meetings; you are welcome to attend.

In the next couple of weeks a survey will be sent out to transit providers around the state to gather information on their operations for use in the transit plans. The information gathered will also be used by CASTA in the update to their Transit Provider Directory and by DTR in the development of a transit capital asset inventory system. In addition, we are moving forward on developing the statewide survey to assess the transportation needs of elderly and disabled. The survey is scheduled to go out in August.

Please visit the website for more information:

<http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

- Next Steps: SSC will meet for the 2nd time on 8/7. Public open houses and the 2nd TWG meetings will be held in the fall.
- Duration: 15 months (April 2013 – June 2014)

Develop/Implement Transit Grants Module

Background: The current Transit Grants database/web interface is running on a platform that is no longer supported by IT, and is nearing the end of its usefulness. In an effort to improve the grant award, reimbursement, and reporting processes DTR is undertaking the development of a new web portal on the Salesforce “in the cloud” development platform. This portal will streamline and automate some of the businesses processes that DTR is regularly engaged in, both with external (grantees) and internal stakeholders (business office, contracting, etc.). This project will also develop the database component of the Statewide Transit Capital Inventory.

Objective for the year: Complete Phase I implementation – Agency Profile, Capital Inventory, Reimbursements request form, and grant applications.

Schedule: There have been significant delays as a result of development, refinement and testing issues. Beta testing is scheduled to begin the first week of August.

Asset Management Program Development

Background: We’ve been working towards a more comprehensive approach with regards to Asset Management for a number of reasons: a) the overall CDOT AM program needs a transit component; b) there is a current need the for technical assistance in developing Asset Management programs at the agency level; c) and the new “big” push: TAM requirements in MAP-21.

We have two projects underway that are working towards the broader AM goals. The Statewide Transit Asset Management Pilot program is a partner project with RFTA and several smaller agency’s (acting as the pilot group) that endeavors to explore ways that CDOT-DTR can provide technical assistance, in the form of purchasing and implementing an asset management software system, to grantees so that they better be able to develop and undertake an agency level asset management system. The second effort, which will be underway shortly, is the Statewide Transit Capital Inventory project. This project will collect information on all transit assets (including vehicles, park and rides, intermodal and support facilities) throughout the state. This inventory will be slightly different than those we’ve developed in the past, particularly in the level of detail we collect, and will ultimately be the backbone of any future Asset Management and mid- and long- range capital activities that DTR undertakes.

MAP-21: Two things we know are coming our way, with the potential for some unknowns by about this time next year. Legislation stipulates that all agency’s are required to develop Transit Asset Management plans that at a minimum, contain an asset inventory as well as a prioritized investment strategy for capital refurbishment or replacement.

Objective(s) for the year: TAM Pilot Project - Complete phase I of the project, which is the roll out of the TAM software at RFTA and begin to scale the project to the other pilot agency’s. STCI– complete Phase I and the vehicle and park and ride inventory. The

facility portion of the project will require a fair amount of field work and may take the longest to complete. MAP-21 provisions – should be addressed more than adequately by the STCI project (it is my sense that we are well on our way to meeting this requirement).

Schedule: TAM Pilot Project – RFTA has finalized the contract with the selected vendor (Trapeze/Asset Works) and is beginning the work of implementing the system in-house. STCI – RFP's have been received and reviewed, and we will be entering into contract negotiations with the selected vendor in the coming works.

Performance Measures

Background: Continuing effort with the TRAC to build on the framework exercise we recently completed. MAP-21 FTA deadlines may end up driving some of this work in the long term.

Objective for the year: a) Refinement of Performance Measures, including selecting preferred performance measures and ensuring that the data is available. b) Establish internal/external roles and responsibilities for implementation. This will include answering questions of who will provide data, who will measure and record performance, and thinking about how future additions and changes be incorporated in to the performance measurement program. c) continue to coordinate and integrate data with the broader CDOT performance measures effort. d) work to anticipate any new requirements or regulations that may come about due to MAP-21.

Schedule: TBD, depending on TRAC activities and future business. Something to keep our eyes on as we move forward - MAP-21 discussions and deadlines: FTA has to deliver guidance/rules pertaining to performance measures, both on 10/31/2013. These are: possible performance measures for elderly/disabled grants the issuance of a final rule establishing performance measures under mass transit SGR repair standards.

FASTER

Background: Staff is currently looking at a formula change for the allocations of FASTER Local funds to the Regions, mainly out of necessity because of the new CDOT engineering region structure. We are also revisiting our mileage and usage criteria for vehicle replacement requests. Both of these issues and associated options are being refined by the TRAC Asset and Performance Measurement Committee.

Objective for the year: Issue a FASTER call for projects for FY15 and FY16 that uses a fair and acceptable formula for regional allocations and equitably places more emphasis on performance as a criteria.

Schedule: Tentative schedule is that the call for projects will be issued in August and due in late September or early October. Review of applications in Oct.-Nov.; present to TC for approval in February 2014. This schedule gives ample amount of time for the grantees to develop their applications and for DTR and Region staff to conduct coordinated funding deliberations.

Statewide Transit Capital Inventory

The Statewide Transit Capital Inventory project is expected to begin in September 2013 and be completed by June 2014. A consultant has been selected and DTR is currently engaged in contract negotiations.

This project will improve DTR's ability to forecast the need for transit capital rehabilitation and replacement funding for local transit agencies and to program available funding to meet the highest priority needs. This inventory project will collect consistent and comparable statewide data on transit agencies' transit capital assets (fleets, facilities, and park and rides) and associated replacement and rehabilitation costs. The data collected will be used to:

- Develop more accurate, comparable and consistent projections of transit capital replacement and rehabilitation needs for the State's long-range transportation plan; and
- Develop capital improvement programs that will assist local transit agencies, improve DTR's process of programming FTA and FASTER capital funds, and enable CDOT to evaluate the fiscal impact of proposed programming policies.

An automated and transparent data collection process will allow data to be collected and updated on a regular basis. A major portion of the project will be to work with transit agencies to improve and standardize their data management systems and procedures.

Colorado Statewide Intercity and Regional Bus Network Study

The Colorado Statewide Intercity and Regional Bus Network Study began in December, 2012 and will be completed in September, 2013.

This study will identify potential intercity and regional bus routes in the state, the estimated costs and revenues of each route, station and park and ride needs, opportunities for connecting local, regional, and intercity transit, and a preferred network of routes. This study also is identifying a service plan and other information for CDOT's Regional Commuter Bus (RCB) Plan for the I-25 and I-70 Mountain corridors.

Advisory committees for this study were formed to provide input to CDOT and the consultants. One is providing input on statewide needs and has met four times, while the other is providing input specific to the I-70 Mountain corridor and has met three times. Both will conduct a final meeting in late August.

This study will ultimately identify a preferred intercity and regional bus network and the associated operating and capital costs. It is likely that the final package of recommended routes and services will greatly exceed available funding and thus the study will identify funding priorities. The results of this study will then feed into the State Transit Plan (STP) and the 2040 Long Range Transportation Plan, specifically the transit needs within identified corridors.

Outreach & Education (TRAC) Sub-Committee

This group is actively working on streamlining the division website to better tell CDOT's Transit story by informing users what DTR does and providing functionality which relates to the general public. Discussion revolved around answering what the most important things people want to find on our website are. Amy Ford, CDOT's PR Director, is involved in the discussion as well because this is a Department wide effort to update the website. She updated the group on the status of the website and that there is currently a statewide initiative to rebrand the state, and consequently, all state departments. This process will impact the logo, color palette, and other design elements of CDOT's website, but shouldn't affect the overall concept too much. The group also briefly walked through the website to understand what's currently available and found some pieces which are currently not on the site which should be added on this revision.