

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: Transportation Commission

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

DATE: October 5, 2012

RE: Current Activities Update

The purpose of this memo is to give the Transportation Commission a brief status on the current activities of the Division of Transit & Rail.

Transportation Commission Loan Request (Federal FY 2013 FTA Funds) – DTR is requesting a loan of \$13.442 million to cover the Federal FY 2013 FTA Transit Grant Programs that will be administered by CDOT. The loan will be paid back once funds are appropriated by Congress. See the Regular Agenda item memo in your packet.

SB 37/Prioritization of Railroad Corridors for Preservation Report – DTR is requesting Transportation Commission approval of the 2012 SB 37 Report to the TLRC, and action on a resolution to direct the Executive Director to submit the report to the TLRC. See the Consent Agenda for the cover memo, the SB 37 Report, and the resolution.

FREX Bus Disposal – Given cancellation of the FREX bus service at the end of August and the fact the ten buses used for the service were owned by CDOT, DTR established a process for transferring the vehicles to another operator. Based on input from the Transit & Intermodal Committee, DTR established criteria and issued a call for interested parties to request the buses. DTR received two proposals. Summit County (The Summit Stage) requested eight of the vehicles and Eagle County (ECO Transit) requested two. After reviewing the requests for consistency with the intent and criteria established in the call for proposals, DTR determined that both requests were acceptable. Once all the buses have been decommissioned, they will be transferred to Summit and Eagle Counties, which will reimburse a 20% local match to CDOT (\$280,000 total). The funds will be placed in the Senate Bill 1 Transit fund. In addition, the City of Colorado Springs has been invoiced for the \$220,000 it has been holding in escrow since the first FREX buses were sold.

2014/15 FASTER Transit Grant Process – The application period ended on September 28. DTR received 85 applications for Statewide and Local projects. In total, over \$39.5 M was requested for the two years; at least \$28 M will be available from FY 14 and FY 15 funding.

Nearly half of the projects are for vehicle replacements, a quarter for equipment, and a quarter for construction-related projects. DTR staff and the Regions will now begin the process of evaluating the applications. The project review, evaluation, scoring and recommendation process will occur this fall, with the recommendations coming to the Transportation Commission early next year.

DTR has established a consolidated program for transit capital projects that combines the FASTER and FTA capital funding. The consolidated program will increase client satisfaction by reducing the number of applications submitted by grantees, accelerate contract awards, and significantly streamline the overall process. We are moving toward a goal of improved capital programming and asset management.

Interregional Connectivity Study - 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: This fall, staff-level meetings with local governments will solicit input to refine alignment concepts. The consultant is beginning the process of updating ridership modeling, which will be vetted through MPO’s. The study will also be laying the foundation for future benefit/cost analysis.
- Duration: 18 months (April 2012 – September 2013)

Advanced Guideway System (AGS) Feasibility Study –The AGS study is evaluating high speed transit options between DIA and Eagle County Regional Airport. Like the front-range Interregional Connectivity Study, the AGS Feasibility Study 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. The AGS Feasibility study is emphasizing a transit-industry involvement component.

- Status: The Request for Statements of Technology Information (RFSOTI) was released ahead of schedule on September 7th. Responses from transit technology providers are due by October 10th. Technologies will be screened against engineering, operating and readiness criteria. The resultant technologies will be invited to participate in a “Technology Forum” which is being scheduled for early December. The Transportation Commission will be invited to the Technology Forum; schedule details pending. The RFSOTI may be found at:

http://www.coloradodot.info/business/bidding/innovativedocuments/AGS%20TRFI%20FINAL_90712.pdf

- Duration: 18 months (April 2012 – September 2013)

Establishing a Framework for Transit and Rail Performance Measures - Working with the Transit and Rail Advisory Committee, DTR established a framework for transit and rail performance measures. Seven categories with multiple measures have been identified that

will be most useful in establishing the existing condition of the state's transit and railroad systems, and in assessing proposed improvement over time.

- Status: Final report under review by DTR staff. TRAC review at the October 12th meeting. Initial transit performance measures will be rolled-out as part of the "public facing" dashboard at the end of 2012.
- Duration: 12 months (November 2011 – November 2012)

Transit Capital Asset Inventory - In order to improve DTR's ability to forecast the need for transit capital rehabilitation and replacement funding throughout the State, and to program available funding to meet the highest priority needs, DTR staff initiated the development of an improved capital asset inventory. The objective for the inventory is to collect data from each grantee agency on transit capital assets across the state, and the costs of rehabilitating and replacing those assets. 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 grantee agency's to improve and standardize their data management systems and procedures.

- Status: RFP with procurement
- Duration: 6 months from NTP **TOM??**

Intercity and Regional Bus Study - CDOT is preparing a *2013 Statewide Intercity and Regional Bus Network Study* that will update a similar 2008 study and will further identify intercity and regional bus service needs and priorities in the state; estimate capital and operating costs associated with various levels of service; and identify opportunities for connecting local, regional, and intercity transit modes at intermodal stations/hubs and airports. A consulting team will conduct the study in coordination with the DTR and a Technical Advisory Committee.

- Status: Proposals received August 16th; Recommendation made. Negotiations in-process. NTP expected November.
- Duration: 9 months from NTP (November)

Statewide Transit Plan - On September 20, 2012 the RFP for consultant services to develop CDOT's first Statewide Transit Plan was published on BIDS. Proposals are due October 29, 2012. A selection panel of five will review the proposals to select the most qualified team. The Plan is required by state statute and will "identify local, interregional, and statewide transit and passenger rail needs and priorities." Also, per state statute, a statewide survey to assess the transportation needs of the elderly and disabled will be conducted as part of the Plan. The Statewide Transit Plan will integrate the local transit and coordinated human services plans for the 15 Colorado TPRs, the passenger rail elements of the State Rail Plan, and results of other DTR studies. The Statewide Transit Plan will then be integrated into the Long-Range Statewide Transportation Plan.

- Status: Proposals due October 29; NTP anticipated in January 2013
- Duration: 15 months from NTP

MAP-21 - There are a number of major changes to the FTA programs administered by DTR as a result of MAP-21:

- Two funding programs (Job Access/Reverse Commute and New Freedom) were eliminated, though their services were made eligible under two existing programs, and the funding for those two existing programs was increased.
- Funding for the Section 5311 rural public transportation program was increased for Colorado by over 24%, in large part due to a new provision that rewards states like Colorado that have high rural transit ridership (Colorado has the highest such ridership!).
- The discretionary capital program was eliminated and replaced with a Section 5339 formula program that provides formula funding to each urbanized area; \$1.25 M is provided to each state for its rural areas.
- As a result of the increased Section 5311 funding and the new Section 5339 program, DTR has established a call for projects that combines those programs with the call for FASTER projects, thus combining efforts and reducing the number of applications submitted to DTR.