



COLORADO
Department of Transportation

Division of Transportation Development

Multimodal Planning Branch
4201 E. Arkansas Ave., Room 262
Denver, CO 80222-3400

DATE: September 17, 2014

TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)

SUBJECT: Regional and Statewide Transportation Plan Development Update

Purpose

The purpose of this memo is to provide a high-level update, including next steps, on the development of the Statewide Transportation Plan (SWP) and 10 Regional Transportation Plans (RTPs), including Policy Directive (PD) 14- Policy Guiding Statewide Plan Development.

Action

Information only.

Background

PD 14 guides the Statewide Planning process, the development of the Statewide Transportation Plan (SWP), and the distribution of resources to meet various performance objectives. The Commission engaged in multiple discussions on PD 14 last fall, with the last discussion occurring with the Statewide Plan Committee in January, 2014. In the coming months, staff will update the Commission on developments since January influencing PD 14, and will work with the Commission on finalizing PD 14 in time for adoption in December. PD 14 is a living document with additional refinement and revision anticipated after its initial adoption, as CDOT's Asset Management program and performance tracking matures.

The 2040 Statewide Transportation Plan is a "web-based plan" (see www.coloradotransportationmatters.com), using both traditional and current communication tools and technology. The SWP includes four main elements: 1 - *Colorado Transportation Story* (video); 2 - *Introduction and Planning Process* (interactive presentation), 3 - *Transportation Data, Needs & Revenues* (interactive presentations and written document), and 4 - *Plan Results, Moving Forward, and Implementation* (video and written document). The rural Regional Transportation Plans include a total of six chapters: 1 - Regional Transportation Story, 2 - State and National Trends, 3- Plan Purpose and Planning Process, 4 - Regional Priority Corridors, 5 -Transportation Needs and Revenue, and 6 -Implementation and Moving Forward.

Details

Policy Directive (PD 14)

Developments that have occurred since the Statewide Plan Committee last discussed PD 14 in January include:

- *Governor's Request to State Agencies*: The Governor's Office has asked CDOT and other departments to integrate principles from the book, *The Four Disciplines of Execution*, into performance measurement, including "lagging" and "leading" indicators. Staff is ensuring that PD 14 is aligned with this effort.
- *MAP-21 Rulemaking*: FHWA has proposed a nationwide definition of serious injuries. Previously each State determined its own definition. CDOT and other state DOTs have submitted comments on MAP-21 rulemaking about FHWA's proposal to use a five-year rolling average for measuring attainment of safety



objectives or targets. Using a five-year rolling average may make it difficult for states like Colorado that have had steep declines in serious injuries and fatalities to show continual improvement.

- *Other CDOT Plan Development:* To the extent possible, PD 14 Goal Areas, Measures and Objectives should be in alignment with other CDOT plans. Plans which have been developed that are either in draft or final form include the Risk-Based Asset Management Plan, Statewide Transportation System Management & Operations Plan, Statewide Transit Plan, Strategic Highway Safety, and Freight Plan.

Statewide Transportation Plan (SWP) and Regional Transportation Plans (RTPs)

It is anticipated that the Draft 2040 SWP and 10 RTPs will be released for public review and comment for a 30-day period on November 20, 2014. The TPRs have been reviewing the chapters and providing comments throughout the development process. Within the next couple of weeks, all the TPRs will receive a fully developed draft of their RTP for review and comment prior to public release.

Because the Statewide Transportation Plan is web-based and elements of the SWP are being developed in different media, the SWP will need to be viewed via the coloradotransportationmatters website. However, the Executive Summary of the Statewide Plan is a written document which can be made available via electronic or printed copies. Comments can be provided via the website, e-mail, letters, or by telephone. Staff will also employ a variety of approaches to inform and engage the public in the review process including: e-mail, post card mailings, radio advertisement (if not cost prohibitive), statewide press release, social media, public access TV, and an outbound telephone message from the Commission Chair.

Next Steps

Policy Directive (PD 14)

- *October Statewide Plan Committee:* Safety Goal Area - Discussion on new definition of serious injuries and revised and new objectives and measures. Possibilities include the addition of safety objectives for freight and bicycle/pedestrian.
- *November Statewide Plan Committee:* System Performance Goal Area - Discussion on a new measure of calculating System Performance for all traffic, including freight, and bicycle/pedestrian measures and objectives. The possibility of including Economic Vitality measures and objectives will also be discussed.
- *December Commission:* Adoption of PD 14.
- *January 2015 Commission:* Infrastructure Condition Goal Area - As discussed at the Asset Management Committee last month, the Asset Investment Management System (AIMS) will be used to refine the fiscally constrained and aspirational targets in the near future. If this results in additional Infrastructure Condition objectives, PD 14 can be updated.

Statewide Transportation Plan (SWP) and Regional Transportation Plans (RTPs)

- *October Commission:* Overview of Statewide Needs Estimate and Gap, key data findings, and prominent messages.
- *November Commission:* High-level overview of the 2040 SWP and Executive Summary.
- *December Statewide Plan Committee:* Recommend adoption of 2040 SWP.
- *January Commission:* Adoption of 2040 SWP.

Attachments

None.





COLORADO Transportation Commission

4201 East Arkansas Avenue, Room270
Denver, CO 80222-3406

DATE: September 18, 2014
TO: Transportation Commission
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Senate Bill 37 / CDOT Report to TLRC on Rail Abandonments and Possible Right of Way Acquisitions

Purpose

Required by law, the Executive Director makes a report to the TLRC by October each year.

Action

Information only, supporting the TC In responding to queries about CDOT's rail activities over the last year.

Background

During the last year, there have been one active abandonment request and three lines being watched for possible abandonment. The full report describes these (<http://www.colorado.dot.info/programs/transitandrail/report-to-the-transportation-legislation-review-committee-on-rail-abandonments-and-the-potential-for-rail-line-acquisitions-1/view>) and many other rail-related activities of CDOT with longer-term potentials for rail right-of-way preservation or acquisition:

Details

Towner Line: On December 1, 2011, CDOT received formal notice of intent from V&S to abandon 79.5 miles of the Towner Line, from N.A. Junction to Eads, Colorado. As required by 43-1 Part 13, CDOT notified the legislature of the availability of the line. The legislature chose not to exercise the State's right of first refusal. On May 14, 2014 V&S filed a notice of Exemption Abandonment with STB to abandon the remaining 39.5 miles from Eads to Towner, Colorado. STB rejected the petition on June 17, 2014 "because this transaction requires further scrutiny," based on filings made by interested parties claiming V&S has failed to meet all required legal requirements. V&S is eligible to apply for abandonment again in January 2015. If abandoned, CDOT's role is to ensure that rail crossings with public roadways are removed in such a manner to protect the safety of the highway-traveling public.

BNSF Railway 7300-Raton Pass Line: In late 2007, BNSF Railways ceased most freight operations on the Raton Pass line through southeastern Colorado and northeastern New Mexico, rerouting freight trains on the parallel Transcontinental Line. Diminished freight traffic on the BNSF Railway, Amtrak's host railroad for this segment, has made maintenance and especially repair and replacement of aging track, signals and bridges too costly for the railroad to justify without additional financial resources. The Colorado legislature created the Southwest Chief Commission to engage in discussions exploring the preservation and/or re-routing of the Amtrak service within Colorado via Pueblo and Walsenburg. CDOT is one of two non-voting members on the 7-member Commission. The other non-voting member is Amtrak. The TC had a full informational item in the August Commission materials.

Fort Collins Branch Line (UP): The Fort Collins Branch line is a line that runs southeast from Fort Collins to Milliken and Dent, then east to La Salle. It is identified as a Rail Corridor of State Significance since it connects Greeley and Fort Collins to the North I-25 corridor, and was identified as part of the preferred alternative in the North Front Range Transportation Alternatives Feasibility Study (NFR TAFS, March 2000). This line does not appear to be at risk of abandonment at this time. However, it should be noted this branch line was not included in the

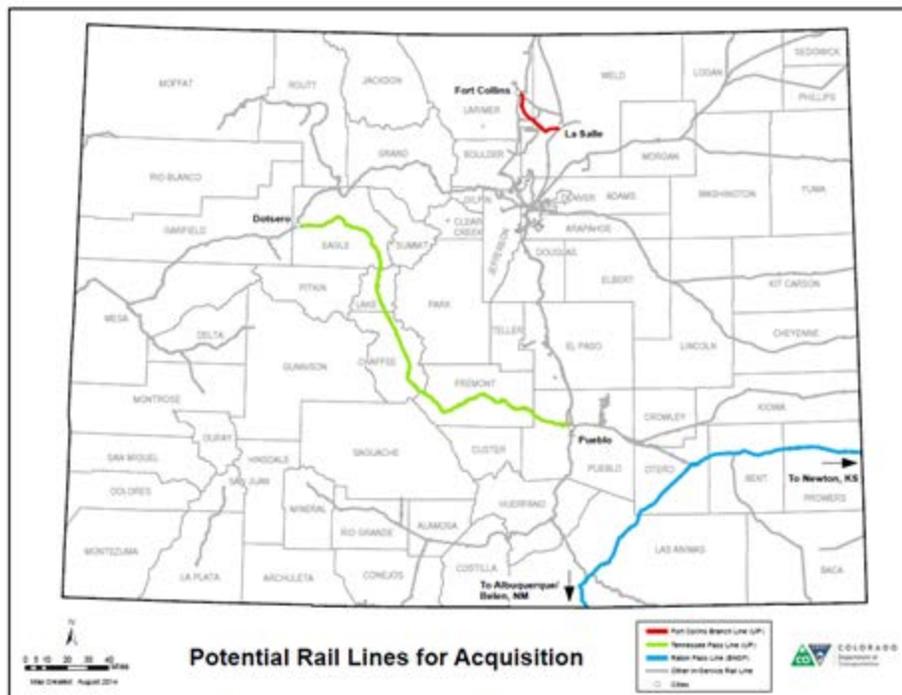


Preferred Alternative of the North I-25 Environmental Impact Statement (December 2011). The North I-25 EIS does, though, recommend a new commuter rail line connecting the commuter rail line in Longmont and the north end of the RTD FasTracks North Metro Line.

Tennessee Pass Line (UP): The Tennessee Pass line runs 178 miles from near Gypsum, through Eagle, Edwards, Avon, and Minturn, over Tennessee Pass and along the Arkansas River via Leadville, Buena Vista, Salida, and Cañon City to Pueblo. The Tennessee Pass line has been identified as significant to CDOT because of its potential to carry both passengers and freight, and because it is the only existing trans-mountain alternative in Colorado to the Moffat Tunnel line, which often runs near capacity. Tourist passenger rail operates on twelve miles of the line west of Cañon City. No freight has been shipped on the Tennessee Pass Line since 1996. In relatively recent (2011) conversations with the UP, there was no indication that UP would abandon this line in the near future. There have been no changes since.

Recommendations

The first priority is to monitor the status of the BNSF Railway Raton Pass line (re: Amtrak Southwest Chief) and to participate in the Southwest Chief Commission. The second priority is to monitor the status of the UP Tennessee Pass line. The third priority is to monitor the status of the Fort Collins Branch line.



Next Steps

CDOT staff will continue to monitor and report on abandonment activity.





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4201 East Arkansas Avenue, Room270
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DATE: September 18, 2014
TO: Transportation Commission
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Statewide Transit Plan - Regional

Purpose

To provide an update on the status of the Regional and Statewide Transit Plans.

Action

Information Only

Background

In April 2013, DTR began the process to develop CDOT's first Statewide Transit Plan as required in state statute. As part of this effort DTR, in coordination with nine of the 10 rural TPRs (South Central TPR prepared their own plan), is developing Regional Coordinated Transit and Human Services Plans per FTA requirements. These regional transit plans will be integrated into the Statewide Transit Plan and the Regional Transportation Plans for each TPR. DTR also conducted a statewide survey of the transportation needs of Colorado's Elderly and Disabled populations to be used in identifying transit needs.

Details

Following three transit working group meetings and two public open house meetings in each of the TPRs, draft transit plans were developed. These plans will be released for a 30-day public review/comment period in early September. At the end of the 30-day review period, any comments received will be addressed and plans will be finalized. Each TPR will adopt their transit plan for incorporation into their Regional Transportation Plan.

Concurrent with the development of the TPR Regional Transit Plans, is the development of the Statewide Transit Plan. A draft is currently in progress and will be provided to DTR for review around the end of August. Following DTR's review, the Statewide Steering Committee - created to assist with plan development - will review the plan. A final draft will be released for a 30-day public review/comment period in October. The plan should be final and ready for adoption by the Transportation Commission in December.

These plans provide information and analysis of existing transit services, transit needs and gaps, funding and financial situation, and identify strategies and implementation actions to address the needs. DTR will work with each TPR to develop projects for implementation to address identified strategies. The implementation strategies/actions cover short, mid and long-term timeframes. One key message heard in all regions was the need for more operating funds to provide service to a growing and aging population. For the rural areas this is particularly challenging when elderly residents live in very rural areas and want to age in place, and need transportation services for medical appointments and shopping.

The plans will be available at the following link: <http://coloradotransportationmatters.com/other-cdot-plans/transit/plan-documents>

Next Steps

DTR will finalize the Regional Transit Plans for adoption by the TPRs this fall, per their individual schedules. DTR will finalize the Statewide Transit Plan for adoption by the Transportation Commission in December.

Attachments

None

