

Transit and Intermodal Committee Meeting

**Meeting Agenda
Wednesday, January 21, 2015**

**4201 East Arkansas Avenue
Denver, Colorado**

**Mark Imhoff, Director
Division of Transit and Rail**

**Debra Perkins-Smith, Director
Division of Transportation Development**

**Kathy Gilliland, Chair
District 5, Livermore**

**Shannon Gifford
District 1, Denver**

**Bill Thiebaut
District 10, Pueblo**

**Kathy Connell
District 6, Steamboat Springs**

- **Introductions/Approval of November & December Minutes – Kathy Gilliland (5 min) p02**
- **Bustang Update (15 min) p08**
- **Faster Projects (Informational – memo attached)..... p10**
- **Statewide Transit Plan / Reg Bus (Informational – memo attached)..... p17**
- **North I-25 Update (Informational memo attached)..... p19**
- **Questions (10 min)**
- **Adjourn**

THE AGENDA MAY BE ALTERED AT THE CHAIR’S DISCRETION.

Transit & Intermodal Committee Meeting Minutes
November 19, 2014

Committee Members Attending: Kathy Connell, Shannon Gifford, Kathy Gilliland, and Bill Thiebaut.

Additional Commissioners attending: Steven Hofmeister, Ed Peterson, and Sydney Zink

STAC Chair Vince Rogalski was in attendance.

CDOT staff present: Executive Director Don Hunt, DTR Director Mark Imhoff, DTD Director Debra Perkins-Smith, Region 1 Director Tony DeVito, Region 2 Director Karen Rowe, Region 4 Director Johnny Olson, Communications Director Amy Ford, Bus Operations Manager Mike Timlin, Commission Assistant Tromila Maile, Division of Audit Barb Gold, Budget Director Maria Sobota, Transit Programs Manager, Tom Mauser, and Senior Transit and Rail Planner Tracey MacDonald.

Commissioner Gilliland called the meeting to order at 10:00 am.

1. **Approval of Meeting Minutes:** The October meeting minutes were approved unanimously.
2. **Bustang Service Plan:** A memo and graphics are included in the TC meeting packet detailing routings, stops, park-and-rides, fare structure, and the preliminary schedule. The schedule will be further refined following the test runs of the routes. A question was raised by Commissioner Gifford regarding the number of spare buses. The reply was three spares, one spare for each corridor. This is a bit higher than the industry standard which calls for a 20% spare ratio, and is appropriate given the distances between the corridors being served. One of the spares will be kept in Glenwood Springs. The bus schedule has not been released to the public yet as it needs to be finalized based on the testing of the routes. The routes will be tested with actual running of the buses in January to match the schedule to actual drive times. The schedule will be adjusted accordingly before distribution.

All 13 buses are currently in Denver. The Notice to Proceed will be issued to the operator (Horizon) tomorrow pending submittal of insurance certifications. Ads have been placed for drivers. The buses will be wrapped with the Bustang logo soon and prior to the testing of the routes and driver training.

Mark presented some commute pattern information to address a previous question about reverse commute trips. Right now the reverse commute numbers are low and do not warrant reverse commute service at this time. It was also mentioned that if future service includes a stop in the Carbon Valley, it could be a good location for a park-and-ride lot.

In terms of weekend service, that will be one of the first things evaluated following start of service. It was important to start small and keep the initial service simple to get underway and then additional service can be addressed. Weekend service to the mountains has generated strong interest and will be evaluated. Commissioner Hofmeister asked whether or not the buses used on the I-25 routes could be used on I-70 for the weekend service. Mark responded, yes, this can be done. Don Hunt added need to keep in mind that there will be cost to add service, even if the buses are available for use. Commissioner Connell stated there is a huge need for weekend service in the mountains and could help with the congestion problems, even with the additional cost to run the service. There is a need to be sensitive to the current for-profit providers in the corridor.

Commissioner Hofmeister asked if drivers from Fort Collins will layover in Denver? Mark responded Horizon will make that determination. Per the contract, invoicing is based on service miles driven.

Mark stressed our first goal is to get the backbone of service started; the current three routes, then we can look at the options to expand based on ridership need. Service will be refined as we go, but needed to start somewhere. There are lots of great ideas out there for additional service, but right now we are really focusing on opening day and the initial service routes. At a later date we can consider other service options.

Ed Peterson stated that he is very excited about the start of Bustang. He recommended that the T&I Committee meet off schedule to delve deeper into the outstanding issues to plan and coordinate on infrastructure and operational needs. Any joint policy issues can then be taken to the full TC. Commissioner Gilliland concurred.

3. **Bustang Communications Plan:** Amy presented additional information and graphics on the communications plan for the roll out of Bustang. She mentioned that there will be a Bustang bus in the CDOT parking lot at the December TC meeting. Specifics of the plan include:
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 - Outreach to local partners: not everyone knows about Bustang yet, so CDOT will be conducting

outreach to local partners and communities. This will take the form of a road trip around Colorado to talk to local officials and others about the new Bustang service as they will all be invited to various Bustang events later on. We will also be teaming with partners on advertising. For example, Colorado Springs has offered local route bus benches to advertise Bustang.

- With the bus testing, the buses will be seen out on the road, which will help get the name and brand out there in addition to other advertising we will do.
- Website: Horizon will be setting up the official website: ridebustang.com. It will include information on fares, schedules, customer service, etc. It will also have real-time bus information and the ability to purchase tickets. Passengers will also be able to purchase tickets through a mobile app and onboard the bus as well. Horizon will also manage the call center and customer service.
- Ambient Advertising: We will start with ambient advertising and a grass roots effort. Bustang will be introduced at major events, the first being the National Western Stock Show. CDOT is a sponsor and will be part of the stock show parade as well as distributing materials to attendees. Other events will be timed with the launch date. Cut-out horses will be placed at two park-and-ride locations along I-25 (Harmony Road and possibly Monument). Ads will be placed in local papers in communities along the routes and will feature the horse shoe print. Sidewalk vinyls of the horseshoe will be placed in high pedestrian traffic areas. A bus will also be at DUS offering the public an opportunity to tour the bus. CDOT will also develop FAQs for the Horizon and CDOT websites.
- VIP Media event: one month prior to launch date, 4 VIP media events will occur, with one in Denver. Would like input from Commissioners on who to invite.
- Opening Day: events will be held at all the stations on opening day.

Other things to note: Mountain Metro Transit posted a notice about Bustang on their Facebook page and it received 1,400 likes.

Commissioner Connell stated it would be great to use a Bustang bus for the next TC road trip.

4. **Rural Regional Bus Network/Conceptual Plan:** Mark explained that rural areas of Colorado have great transit needs. Based on the Intercity and Regional Bus Network Plan and the input received on the Statewide Transit Plan outreach, CDOT is taking a closer look at how best to meet those needs with limited resources. Often this is not fixed route service, which works well in urban areas, but is generally demand response service. CDOT is looking at implementing a rural program using FTA funds specifically for rural service. A plan will be developed to look at how best to provide fixed route service to rural communities, which often need access to urban centers traveling long distances to get there. The service will ultimately be branded, connect rural areas with urban centers, and be a major component to an integrated statewide transit system.

Commissioner Thiebaut asked if the Statewide Transit Plan was being integrated into the overall Statewide Transportation Plan. Mark replied, yes, it is. All of the modal plans being developed or already developed will be integrated into the Statewide Transportation Plan. Committee members agreed that it was nice to see transit be part of the overall picture of the state transportation system. Mark mentioned that the Statewide Transit Plan really focuses on local system needs. The intent is to really help local providers in rural areas especially with providing service and connecting all the systems to form a statewide system.

The next T&I Committee meeting will be on December 9, 2014 at 1:00 pm. CDOT will reserve a room, send a meeting notification and any materials in advance of the meeting.

The meeting was adjourned at 10:35 am.

Transit & Intermodal Committee – Special Meeting/Bustang Implementation Review

December 9, 2014; 1:00 – 3:00 PM

Attendees: Commissioner Gilliland (Chair), Commissioner Connell, Commissioner Thiebaut;

Staff: Mark Imhoff, Mike Timlin, Amy Ford, Josh Laipply, Herman Stockinger, Laura Morales-Garcia

The meeting began at 1:00, and approval of the November T&I Meeting Minutes was deferred until the regular January 2015 meeting.

Chairman Gilliland began by stating the purpose of the meeting was to understand the outstanding issues and risk mitigations in an effort to have a strong service ready to roll on opening day.

Mark stressed the total focus given to the Bustang implementation with attention on the issues described in the December 3 Bustang Implementation Plan Review memo (attached). Opening day will be set in late January, once a better prediction of critical path items is understood.

There are three critical areas:

- Agreements with local entities,
- Internal processes and mapping them out,
- OIT; fair amount of unknown, but significant progress

Marketing – Amy described the grassroots piece needs to be staged within one to two months immediately prior opening day; specifically Bustang presence at a series of local events in all the different communities. In addition, the Bustang brand launch will occur on January 8 with a bus in the National Western Stock Show parade. Also at the Stock Show, a bus will be on display for one weekend.

Commissioner Gilliland is concerned with a lack of awareness in the northern communities. Access to DIA/ Skyride was discussed; Amy responded that DIA certainly is a market we want to hit in some later service expansion, but that initial focus is primarily on access to downtown Denver and DUS. Airport promotions are not included in this phase, but the connections will be there and so will the information; FAQs will include that information.

Josh asked about schools/universities. The response was that it would likely added after opening day.

Bustang has limited, set funding; Bustang must hit the initial market first, and look at other target markets later. Everyone has ideas on what they would like to see for expansion. Bustang will remain focused on the introductory service.

Schedule/Opening Day - Josh wants to make sure we can hit opening day; and does not want to set the date and then have to push it back. OIT is of big concern, and IGA's are somewhat out of our control.

Buses – All 13 are in town; 12 accepted with the last one likely accepted within the next few days. The first bus will be wrapped December 10 with the Bustang livery, and it will be here next week for viewing at the Transportation Commission meeting. The rest of the buses will be wrapped over the next few weeks. Ticket fare boxes will be installed in January and February.

Operator - Horizon is now on board. Notice to Proceed was issued December 1, a month later than anticipated; Horizon had a delay in securing all the required insurance certificates. The formal kickoff meeting was held December 3 with Horizon. Horizon has a good jump on most of their deliverables, and will be using a large portion of their current driver staff supplemented with new hires closer to opening. Horizon will conduct formal driver training over the next few weeks and months; Amy Ford will supplement the Horizon training with “ambassador” training as well.

A secondary kickoff meeting is scheduled with Communications for December 10 to review Horizon’s approach and status of the Bustang web site (ridebustang.com), facebook and twitter pages. Horizon is also developing the mobile app that will be the primary ticket sales outlet.

Local agreements – There are two types of local agreements needed: 1) access agreements for Bustang to access locally owned/leased transit stations and park and rides; and 2) maintenance agreements for CDOT owned Park and Rides, where we seek local assistance for trash pick-up, street sweeping, snow plowing, and other similar services. All entities have been engaged and express interest in partnering; no funds will be exchanged with either access or maintenance agreements.

Two issues have held up the execution of local agreements. The main hold-up was the finalization of ticket sales procedures; initially CDOT hoped to have local entities with transit stations to sell Bustang tickets. Local entity ticket outlets, while deemed desirable initially, were found to be complicated, cumbersome, and not necessary. Eliminating the need for funds exchange has allowed the local agreements to move forward in a simplified form.

The second item holding up local agreements was indemnification. By state statute we cannot indemnify a local entity and they can’t indemnify us. Working with the AG’s Office an agreement statement was crafted stating that neither party can indemnify. It is likely that CDOT will require Horizon to add the local entities as additionally insured.

The access agreements will be distributed for review by December 12, and maintenance agreements go out the week of December 15 for the initial review. Comments are being requested by early January, and execution is expected for late February.

One IGA will be required with the City of Fort Collins for parking management and maintenance of the Harmony Park and Ride. The 240-space Park and Ride is often over capacity due to long term parkers using the Super Shuttle and Green Ride airport shuttle services. The current overflow is an issue with Fort Collins, and they have agreed to partner with CDOT to manage long term parking by implementing and enforcing a long term pay parking system. DTR has been working closely with Region 4 and Fort Collins to define the parking management system, and a final meeting to solidify the concept is scheduled for December 15. Once finalized an IGA will be developed and executed.

Park and Ride infrastructure – A limited amount of work needs to occur at the Park and Rides. While none of the Park and Ride improvements are absolutely necessary for opening day, the readiness of the Park and Rides are activities CDOT continues to push and monitor.

Woodmen Road is the only park and ride in need of resurfacing and striping. DTR has been coordinating with Region 2; the design contract is in progress with the resurfacing planned for early spring.

Park and Ride amenities (bus shelters, heaters, and benches) are being specified now; the Invitation For Bid will be out during the week of December 15 with a 30 day ad; installation will occur in February.

Office of Information Technology – By state statute, OIT controls the flow of electronic and wireless data transference. Four gateways must be passed to insure the proper governance of the information flow. We have been meeting with OIT for a couple months, and they tell us we are in good shape from a technology and schedule perspective, but CDOT has had issues with OIT timeliness in the past. We are closely monitoring the process through the four gateways.

There are three primary data flows under OIT scrutiny. The first is the Intelligent Transportation (INIT) system. INIT componentry has been installed on all the buses, including AVL, station announcements, engine and equipment monitoring, etc. This data are transferred wirelessly to a server and processed through INIT software for monitoring and reporting. RTD utilizes the INIT system and has INIT servers and software with the capacity to accommodate Bustang. OIT has been working with the RTD IT Department for a few months to structure the data transfer through the RTD server, and on to Horizon dispatch and CDOT; this eliminates the need for expensive, high capacity servers and software for Bustang.

The second OIT involvement is with the wifi system for the buses. Source Inc. (a subsidiary of Verizon) is the State provider of wifi service. Oit is working with Verizon on the Bustang application. Last is the two-way communication between the bus drivers and dispatch; OIT is monitoring this application.

Business Management – There are two robust efforts in process. The first is updating the Bustang FY2015 Business Plan which will be complete by the end of December. This effort includes a description of all involved parties, both internal and external, public and private.

The second is the internal process flow diagraming of all the internal business processes necessary to operate and manage the Bustang service. DTR held a half day internal Bustang business process workshop on November 17. To assist in the workflow process development, DTR hired a consultant to support this effort. The internal processes will be diagramed and complete by the end of January, and subsequently appended to the Business Plan.

Ticket Sales – Ticket sales will be the responsibility of Horizon. Tickets (single or multi-ride) can be purchased on-line and through the mobile app with a credit/debit card; QR codes will be utilized and stored on a smart phone or printed for scanning on the bus (similar to airline boarding passes). Single rides can also be purchased on the bus with cash or a credit/debit card. Elderly and disabled passengers

will get a 25% discount of a single ride; therefore there is no advantage to them buying a multi-ride ticket.

Fare Box Equipment – Each bus will have a fare box and a QR scanner. Colorado Springs Mountain Metro is providing 10 Genfare fare boxes (left over from FREX); Bustang will procure (sole source) four additional Genfare fare boxes (three for installation and one spare). Bustang will also procure (Invitation For Bid) fourteen QR scanners; specs in preparation, 30 day add later in December; installation in February.

Financial status – The current financial status was presented, income and spent/encumbered (attached). There is currently \$3.8M available with approximately \$800K in PRs yet to be processed in FY2015.

City Council/MPO/TPR presentations – A series of elected body presentations are being scheduled to better inform local entity officials that Bustang is coming, it's benefits, and how it interfaces with their local systems.

Communications Plan – Amy gave a status of the Communications Plan. Bustang will be in the National Western Stock Show parade, and on exhibit during one weekend of the Stock Show. A VIP media tour will be conducted a month or so before the launch.

Amy is working closely with Horizon on the development and integration of the Bustang web page (ridebustang.com), mobile app and facebook and twitter.

Amy will conduct ambassador training as part of the Horizon driver training. Driver uniforms will be purple polo with logo, long and short sleeve, with black pants.

There was a lengthy discussion about the pros and cons of a hard launch versus a soft launch, and the possibility of a free day or week of service. The capacity of the service is a potential problem; there is the potential for Horizon to provide extra buses from their fleet, and this could be viewed as both a benefit (extra buses) and a detractor (not Bustang branded). No decisions were made, but DTR and Communications has a lot of strategy to consider. More dialogue on this topic will be presented at a future meeting.

Commissioner Gilliland thanked everyone for their time, and stressed that it was good for the Committee to have a chance to explore and understand the status and outstanding issues; appreciated the attendance, very informative.

The meeting was adjourned at 2:55 PM.



DATE: January 21, 2015
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit and Rail
SUBJECT: Interregional Express Bus Quarterly Status Report

Purpose

The purpose of this memo is to provide a quarterly briefing to the Transit & Intermodal Committee on the status of the Interregional Express (IX) Bus Program.

Action

This memo is informational only; no action.

Background

This is a quarterly update of the Interregional Express Bus System as specified in PD 1605.

Details

There are a few unresolved Critical Path issues that remain and have a potential risk to affect opening day. These activities are all in process, but behind schedule, and all have elements that are out of our control. We continue to press for quick resolution, and monitor on a daily basis. Opening Day cannot be set until these items are resolved:

- OIT Gateways clearance. Josh Laipply is assisting to facilitate.
- Fare collection equipment procurement, programming, integration and testing. Procurement is expediting.
- Agreements with local entities. Procurement is facilitating and pressing for execution.
- Park and ride improvements. Regions 2 and 4 have assigned high priority and are assisting to expedite.

As of January 9, 2015, we present the following accomplishments/progress:

- Service Operator - Evergreen Trails, Inc. dba Horizon Coach Lines, now has a fully executed contract consisting of an initial three (3) year term and seven (7) one-year options.
- Bus manufacture - All thirteen buses are in Denver with two (2) wrapped with the Bustang livery. There has been some color issues with the wraps that we now believe has been rectified and the third "clean wrap" will occur the week of January 12.
- A Bustang implementation CPM gant diagram with critical path linkages has been developed, and is being used to manage the implementation process.
- CDOT Workflow Process Diagraming - DTR staff has identified all of the internal processes, met with each division and responsible party to get an overall understanding of each required process. In addition, we have contracted with Government Performance Solutions to assist in detailed definition a process diagram for each process (and their integration). A half day workshop was held on January 9 with Bustang Business Development Team
- Park & Ride modifications:
 - Harmony Rd. - The City of Fort Collins and CDOT Parking Management teams have finalized the parking management proposal and have presented to Fort Collins City Manager Darin Attebury. Highlights of the parking management proposal includes:
 - Enforcement of parking regulations by the City of Fort Collins Police Dept.
 - Ensure adequate free parking for daily users, like car pools, van pools, hikers and transit.



- Provide long term pay parking for airport shuttle customers at reasonable yet progressive fee schedule.
- Facility maintenance provided by the City of Fort Collins.
- Address the lack of Access Agreements and common area maintenance fees with the common carriers conducting business at CDOT park & rides.
- Offset the City of Fort Collins' storm water fee charged to Region 4 as codified in Article VII of the Fort Collins Municipal Code.
- Addition of public restroom facilities with the cost of capital and maintenance borne by the City of Fort Collins. CDOT contributions are limited to any capital costs over the \$150,000 budgeted by the City.
- Woodmen Rd. - Region 2 is finalizing the task order and Notice to Proceed:
 - Identify bus shelter locations at Tejon/Nevada Park & Ride; Woodmen Rd. Park & Ride; Monument Park & Ride
 - Install pedestrian crossings to the current Mountain Metro Bus stops on Corporate Drive adjacent to the park & ride.
 - Utilize the existing Mountain Metro Bus Shelter.
 - A full feasibility study for relocation options to a larger, more appropriate site nearby within a two (2) to three (3) year time frame. There are two proximate sites under consideration.
- All Access Agreements, including specific Scopes of Work, have been delivered to the local entities for review. Maintenance Agreements have been drafted and are being reviewed with the Regions (week of January 12), and will be distributed to the local entities for review by January 16 (expected).
- The updated Bustang Business Plan has been completed, and can be found at <https://www.codot.gov/programs/transitandrail/bustang-business-plan-fy-2015-01092015/view>.
- Fare Collection - In collaboration with Horizon Coach Lines we have chosen to procure Genfare Fast Fare-e ticket scanners or an acceptable alternative to enhance the functionality of the Genfare Odyssey Fare boxes on loan from the City of Colorado Springs. In addition we have chosen the Genfare Fast Fare Farebox as Bustang's fare collection system. This will enable simple fare collection by secure internet, cash on board, and credit card transactions, This fare collection system can accept RFID smart cards, QR Codes and numerous other fare media.
- Intelligent Transportation Systems - INIT - We are collaborating with the Colorado Office of Information Technology (OIT) and RTD for RTD to host CDOT's central processor for the INIT System.
- We have begun presentation to the governmental entities we will be serving.

Next Steps

- Complete Bustang presentations to the governmental entities by February 15.
- In collaborations with the Communications Office, Horizon to complete the www.ridebustang.com website by mid-February.
- Complete Bustang livery wraps of the fleet by February 15, 2015.
- Finalize the Bustang Business Management processes.
- Implement the Harmony Rd. Parking Management System.
- Complete the IGA with RTD to host the INIT central processing system.
- Assist OIT through the "gating" process for hardware/software acquisition.
- Establish opening day date by January 31 (expected).

Additional Information

Bustang Business Plan; <https://www.codot.gov/programs/transitandrail/bustang-business-plan-fy-2015-01092015/view>





COLORADO Transportation Commission

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

DATE: January 21, 2015

TO: Transit & Intermodal Committee

FROM: Mark Imhoff, Division of Transit and Rail

SUBJECT: FY 2016 and FY 2017 FASTER Transit Project Recommendations

Purpose

The purpose of this memo is to brief the Transit & Intermodal Committee on the FY 2016 and preliminary FY 2017 FASTER Transit project recommendations.

Action

No action is requested in January. This is presented for information only; committee input is sought. The FY 2016 and preliminary FY 2017 FASTER Transit project recommendations will be brought to the Transportation Commission in February for approval.

Background

DTR receives \$5M per year in FASTER Transit Local pool funding and \$10M in Statewide pool funding. In the past, FASTER Transit Local pool funds were distributed to the Regions by formula, and each Region recommended its projects for Commission approval, while DTR recommended Statewide pool projects, all based on a competitive application and evaluation process and a two-year planning horizon.

In 2014 the Commission approved a new funding process and new funding categories for FASTER. The FASTER Local pool is now awarded on a statewide competitive basis, with set-asides for the Colorado Springs and Fort Collins urbanized areas. Because MAP-21 significantly reduced funding for the Bus and Bus Facilities program, a higher priority is given to bus replacements, relying increasingly on performance metrics and asset management in the selection process. The Statewide pool is now divided into various categories, with set-asides for the Denver urbanized area (RTD) and DTR's interregional express bus service (Bustang), a competitive statewide program, and a competitive program for operating assistance for regional bus services.

Details

A two-year Consolidated Call for Capital Projects (CCCP) was released to over 200 organizations and individuals in October. This CCCP is a combined call for both FASTER (Local and Statewide) and FTA (Sections 5310, 5311 and 5339) capital programs. Assessing and programming all capital requests in one batch is a more comprehensive approach to capital funding and lightens the burden on applicants. The process encompasses a full year of project contracting as the federal funds are awarded to CDOT on the federal fiscal year (though awarded on a calendar year basis), and the the FASTER funds are awarded on the State fiscal year.

DTR received 140 separate applications from 50 organizations, totaling over \$45.5M in requests over the two years; DTR expects to have only about \$27.5M available over the two years. DTR is recommending projects for award with FY16 FASTER funds. For FY17 DTR is recommending preliminary awards; projects given a preliminary award



can be expected to receive funding in FY17 provided they remain ready to proceed and maintain a favorable evaluation score ranking. The Commission is not required to approve the FTA project lists.

The projects recommended for FASTER, from both the Local and Statewide pools, are found in the attached Tables A through D for FY16 and Tables E through H for FY17. Tables U and V list each of the projects not awarded full funding from either the FASTER or FTA programs, along with the rationale for their lower score or reason they were not selected; some of these projects could be funded later if any projects are withdrawn or experience bid savings.

The capital funding that is available in FY 16 is as follows:

- \$3M - Regional Transportation District (Denver large urbanized area set-aside, taken from the FASTER Statewide pool), as shown in Table A
- \$700K - Mountain Metropolitan Transit (Colorado Springs large urbanized area set-aside, taken from the FASTER Local pool) in Table A
- \$200k - Transfort (Fort Collins large urbanized area set-aside, taken from the FASTER Local pool), Table A
- \$4.1 M - FASTER Local pool in Table B
- \$2.0 M - FASTER Statewide competitive pool for capital projects in Table C
- \$1.0 M - FASTER Statewide pool for regional operating assistance in Table D
- \$8.0M - FTA funding in Sections 5310, 5311 and 5339

Finally, please note that we are not recommending that the full \$1M available for regional operating assistance be awarded, based on our evaluation of the projects; we recommend that the unawarded funds be transferred to the FASTER Statewide competitive pool, and the tables reflect this recommendation.

Key Benefits

Critical capital funding is provided to Colorado transit operators, better enabling us to reach our PD 14 performance goals.

Next Steps

It is recommended that the Transportation Commission approve the FY 2016 and preliminary FY 2017 FASTER Transit projects in February 2015.

Attachments

Spreadsheet Tables A through H and Tables U and V.



Table E: FASTER Urban Area Set-asides, 1/9/2015 (to be decided in the next round of funding availability)

Applicant	Project Description	Project Type	Request Amount	Preliminary Award Amount
Regional Transportation District	Light Rail vehicle overhauls (4) (1 recommended in '16, 3 in '17)	VR	\$1,320,000	TBD
Mountain Metropolitan Transit (Colorado Springs) *	ADA Paratransit Vehicle Replacements (20)	VR	\$900,000	TBD
Transfort (Fort Collins)	TBD	TBD	\$200,000	TBD

Table F: FY17 FASTER Local Pool, 1/9/2015 (\$4.1m available)

Applicant	Project Description	Project Type	Request Amount	Score	Preliminary Award Amount
Silver Key Senior Services (Colorado Springs)	BOC Replacements (2)	VR	\$80,000	8.75	\$80,000
Aspen, City of	BOC Replacements (4)	VR	\$320,000	8.50	\$320,000
Northeastern Colorado Association of Local Governments (NECALG)	2017 Vehicle Replacements - 2 BOCs	VR	\$121,600	8.50	\$121,600
Town of Telluride	BOC Replacement	VR	\$97,600	8.50	\$97,600
Montrose County Senior Citizens Transportation, Inc. *	Match for FY16 5311	VR	\$18,720	8.50	\$18,720
Town of Telluride	BOC Replacement	VR	\$97,600	8.50	\$97,600
Disability Services, Inc. (Colorado Springs)	BOC Replacements (2)	VR	\$104,000	8.25	\$104,000
Summit Stage	Large Bus replacements (6 requested, 2 awarded due to funds availability)	VR	\$2,208,000	8.00	\$736,000
Chaffee Shuttle *	Match for FY16 5311 BOC	VR	\$16,800	8.00	\$16,800
Aspen, City of	Large Bus Replacement (4 requested: 3 awarded in '16, 1 in '17)	VR	\$360,000	8.00	\$360,000
Telluride	Van Replacement	VR	\$48,000	8	\$48,000
Mesa County	Bus Replacement-FASTER 2017 (2)	VR	\$272,000	8.00	\$272,000
Mountain Express	Bus Replacement	VR	\$142,400	7.50	\$142,400
Mountain Express	Bus Replacement	VR	\$142,400	7.50	\$142,400
Eagle County	Cutaway Replacement	VR	\$88,000	7.50	\$88,000
Mountain Express	Vehicle Replacement (1)	VR	\$137,600	7.5	\$137,600
Southern Ute Community Action Plan (SUCAP)	Road Runner Transit Fixed Route Bus Replacement	VR	\$64,370	7.5	\$64,370
Eagle County	Large Bus Replacements (5 requested, 3 awarded due to funds availability)	VR	\$1,740,000	7.00	\$1,044,000
City of Cripple Creek	BOC Replacements (2)	VR	\$128,000	7.00	\$128,000
La Plata County	1 BOC Replacment (2017)	VR	\$64,000	7.00	\$64,000
Telluride, Town of	Medium, Body on Chassis Diesel Bus Replacement	VR	\$84,800	6	\$84,800

\$4,167,890

Table G: FY17 FASTER SW Pool, 1/9/2015 (\$2m available)

Applicant	Project Description	Project Type	Request Amount	Score	Preliminary Award Amount
North Front Range Transportation & Air Quality Council (NFRMPO)	Vanpool Replacements 2017	VR	\$185,600	7	\$185,600
Roaring Fork Transportation Authority	New Castle Park and Ride Construction	F	\$600,000	7	\$600,000

\$785,600

Table H: FY17 FASTER Regional Operating projects, 1/9/2015 (\$1m available)					
Applicant	Project Description	Project Type	Request Amount	Score	Preliminary Award Amount
Steamboat Springs, City of	Craig to Steamboat Springs	Existing Opns.	\$132,515	NA	TBD
Transfort/Ft. Collins	FLEX	Existing Opns.	\$200,000	NA	TBD
RFTA	Rifle to Glenwood Springs	Existing Opns.	\$200,000	NA	TBD
			\$532,515		\$0

* FASTER funding to be used as match for Federal grant programs

Recommended Funding for FASTER State Fiscal Year 2016

Applicant	Project Description	Recommended Award
Regional Transportation District	East Colfax/15L Transit Enhancements Project	\$770,000
Regional Transportation District	Speer Blvd Light Rail Crossing Repair and Replacement	\$470,000
Regional Transportation District	Light Rail Vehicle Midlife Refurbishment and Overhaul (4 LRV's) - add at \$880k each	\$1,760,000
Mountain Metropolitan Transit (Colorado Springs)	Fixed Route Vehicle Replacement (3)	\$700,000
Transfort (Fort Collins)	Match for FTA 5307 funding - Replacement Vehicles (8)	\$200,000

Applicant	Project Description	Project Type	Request Amount	Score	Recommended Award Amount
Silver Key Senior Services 1 (Colorado Springs)	Minivan replacement	VR	\$32,000	9	\$32,000
Durango, City of 4	Type II Vehicle Replacement (4)	VR	\$256,000	8.5	\$256,000
Durango, City of 1	Type I Vehicle Replacement (2)	VR	\$128,000	8.5	\$128,000
Via Mobility Services (Boulder)	Bus Replacements (3)	VR	\$900,000	8.5	\$900,000
Northeastern Colorado Association of Local Governments (NECALG)	2016 Vehicle Replacements (3 Minivans, 1 BOC)	VR	\$187,200	8.5	\$187,200
Southern Ute Community Action Plan (SUCAP)	Senior Center Van (5310 match)	VR	\$8,800	8.5	\$8,800
Silver Key Senior Services 2 (Colorado Springs)	BOC Replacements (2)	VR	\$96,000	8.25	\$96,000
City of Aspen	Bus Replacements (4 requested in '16, 3 awarded)	VR	\$1,080,000	8	\$720,000
Northeastern Colorado Association of Local Governments (NECALG)	Mini van replacement	VR	\$25,100	8	\$25,100
Northeastern Colorado Association of Local Governments (NECALG)	BOC Replacement	VR	\$54,630	8	\$54,630
Mesa County	Bus Replacement-FASTER 2016 (3)	VR	\$384,000	7.5	\$384,000
Mountain Express 4 (Crested Butte)	Bus Replacement	VR	\$113,600	7.5	\$113,600
Bent County***	Expansion Vehicle	VE	\$101,600	7.5	\$101,600
Mountain Express 4 (Crested Butte)	Vehicle Replacement (1)	VR	\$52,000	7	\$52,000
South Central Council of Governments	Van Replacements (2)	VR	\$102,400	7	\$102,400
Upper Arkansas Area Council of Govts.	match for 5310 expansion request	VE	\$20,400	6.75	\$20,400
Eagle County 3	Expansion fixed route cutaway vehicle	VE	\$104,000	6.5	\$104,000
Via Mobility Services (Boulder)	Rehab of 30-ft public transit buses (2)	VR	\$83,200	6	\$83,200
Durango, City of 6	Type I Vehicle Replacement (1)	VR	\$64,000	5.5	\$64,000
Snowmass Village, Town of	Bus Replacements (3)	VR	\$600,000	5.25	\$600,000
La Plata County	1 BOC replacement and 1 van	VR	\$82,000	5	\$82,000

\$4,114,930

*** Project originally awarded in FY14 under FTA 5310, but source was inappropriate so has been shifted to FASTER by agreement

Table C: FY16 FASTER SW Pool, 1/9/2015 (\$2,544,450 available)

Applicant	Project Description	Project Type	Request Amount	Score	Recommended Award Amount
Mountain Metropolitan Transit (Colorado Springs)	Vanpool replacements	VR	\$102,400	8	\$102,400
Regional Transportation District	Light Rail vehicle overhauls (4) (1 recommended in '16, 3 in '17)	VR	\$880,000	8	\$440,000
NFRMPO	Vanpool replacements	VR	\$240,000	7	\$240,000
Roaring Fork Transportation Authority	Carbondale PnR Expansion	F	\$802,050	7.75	\$802,050
Roaring Fork Transportation Authority	Glenwood Springs Maintenance Facility Expansion	F	\$500,000	6.75	\$500,000
Summit County (Summit Stage)	Frisco Transfer Center Improvements	F	\$460,000	6	\$460,000

\$2,544,450

Table D: FY16 FASTER Regional Operating projects, 1/9/2015 (\$1m available)

Applicant	Project Description	Project Type	Request Amount	Score*	Recommended Award Amount
Steamboat Springs, City of	Craig to Steamboat Springs	Existing Opns.	\$132,515	15.6	\$132,515
Transfort/Fort Collins	FLEX, Fort Collins to Longmont	Existing Opns.	\$200,000	14.8	\$200,000
RFTA	Rifle to Glenwood Springs	Existing Opns.	\$200,000	14.2	\$200,000
Eagle County	Edwards to Vail	Existing Opns.	\$200,000	13	\$0
Gunnison Valley RTA	Gunnison to Crested Butte	Existing Opns.	\$183,000	12.6	\$0
			\$915,515		\$532,515

* 20-point scoring scale

Table U: 2015 Unfunded Projects from all available programs

Applicant	Project	Project Type	Program	Request	Score	Rationale
Inspiration Field (new facility)	Vehicle Maintenance Facility	F	FTA 5310 Rural	\$492,836	5.875	Request amount too large relative to amount available; not a priority project at this time; not included in the Regional Transit Plan for the Southeast TPR; applicant provides closed door/client-only service, so at most we believe we should offer only partial funding.
Mountain Village, Town of	Main Gearbox Rebuilds	F	FTA 5311	\$80,000	7	Applicant agency's total requests (\$x) are high relative to available amount. Not a high priority in the face of the other awards being made in FY15 and FY16 to this applicant and others.
CDOT Div. of Transit and Rail	Routing/Scheduling/Dispatch Software		FASTER SW or FTA 5311	\$850,000	6.625	Request amount is large relative to amount available. Concerns about project readiness and procurement process. More research on cost is needed. Some agencies have already obtained software with other funding--must consider fairness of awarding 100% funding
Black Hills Stage Lines, Inc.	Shop Equipment	E	FTA 5311	\$29,370	5.25	Low score. Limited funding availability. Not a priority project. Also, DTR is considering a move towards a new funding model for intercity bus services; new process would be competitive award to one or more operators, so it would be inappropriate to provide equipment to one potential competitor now.
Durango, City of	Locked gate installation at bus yard	F	FTA 5311	\$51,560	5.125	Low score. Limited funding availability. Not a priority project.
Durango, City of	Safety and Security - AED for Fleet	E	FTA 5311	\$12,120	4.66	Low score. Limited funding availability. Not a priority project.
Teller Senior Coalition	Software	E	FTA 5311	\$20,000	4.625	Low score. Project readiness in question. Investment not in line with low relative ridership; sharing with others more appropriate
Black Hills Stage Lines, Inc.	Rebranding	E	FTA 5311	\$12,000	4.5	Low score. Limited funding availability. Not a priority project. Also, see note above for Black Hills Stage Lines Shop Equipment
City of Cripple Creek	Service Truck	VE	FTA 5311	\$56,000	3.5	Low score. Limited funding availability. Service trucks are not considered a priority project relative to passenger vehicles.
SUCAP	OTR Coach Replacement (2)	VR	FASTER SW or Loc	\$157,988	8	Early in 2014 CDOT awarded \$200,000 for the purchase of two refurbished buses for the SUCAP bus route, which only requires one bus daily for operations. DTR believes these two buses should not need to be replaced so quickly. Furthermore, DTR intends to use SB 228 for bus purchases like these on intercity bus routes.
Black Hills Stage Lines, Inc.	Vehicle Refurb		FTA 5311	\$133,565	5	Low score, CDOT does not wish to subsidize capital costs on this nearly profitable route. Furthermore, see note above for Black Hills Stage Lines Shop Equipment.
Durango, City of	Replacement Utility Truck	VR	FTA 5311/FASTER Loc	\$24,000	8.5	Limited funding availability. While this vehicle scored high based on its performance metrics, utility trucks are not considered a priority project relative to passenger vehicles.
Durango, City of	Employee Shuttle Vehicle replacement	VR	FTA 5311/FASTER Loc	\$23,200	8.5	Limited funding availability. While this vehicle scored high based on its performance metrics, employee shuttle vehicles are not considered a priority project relative to passenger vehicles.
Rocky Mountain Health Care Services	Vehicle Replacements (2)	VR	FTA 5310	\$106,400	5.5	Request is deemed to be ineligible. As a closed-door service, it is ineligible for FASTER. Applicant is eligible for Section 5310 but is located within Colorado Springs, which receives its own Section 5310 apportionment.
vrive	Vanpool pilot program	VE	FTA 5311	\$65,052	3	This commercial entity did not identify a specific project, expects CDOT to provide match. Not a priority project.
TOTAL:				\$2,114,091		

TABLE V: 2016/17 Unfunded Projects

Applicant	Project	Project Type	Program	Request	Score	Rationale
Cripple Creek, City of	Maintenance Facility	F	FTA 5311	\$912,342	6.375	Request large relative to amount available and size of program relative to all applicants and desire to spread funding around the state.
Arvada, City of	Parking structure	F	FASTER Local	\$800,000	6.25	Previous awards for this project (\$2.4 M) were made out of the old Region 6 Local Pool. Due to changes in the FASTER program the priority for the FASTER Local Pool is on vehicle replacement projects.
Gunnison Valley RTA	45' Commuter Coach	VE	FTA 5311	\$536,000	6.75	Request is large relative to amount available. Funding for one of the two buses requested is recommended, but not both.
Mountain Village, Town of	Gondola tower, terminal painting	F	FTA 5311	\$80,000	8.6	Total agency requests (\$688K) high relative to available amt. Not a high priority in light other awards being made to this applicant.
Mountain Village, Town of	Employee Shuttle Vehicle replacement (5)	VR	FTA 5311/FASTER Loc	\$120,000	8.5	Limited funding availability. While this vehicle scored high based on its performance metrics, utility trucks are not considered a priority project relative to passenger vehicles.
Greeley, City of	Fixed Route Vehicle Replacements (3) FASTER as match request	VR	FASTER Local	\$247,800	7.25	FASTER as match is not considered appropriate for this community, which has a low unemployment rate and favorable tax base based on energy development. Application states that FASTER match is preferred primarily in economically distressed communities.
Disability Services, Inc.	BOC Replacements (2)	VR	FASTER Loc	\$110,400	7	Applicant also applied for Colorado Springs UZA Section 5310 funding; confirmed with PPAACG that funding for this request was approved.
Boulder County	Planning study of BRT on SH7	P	FASTER	\$60,000	5	Low priority for Local pool, given priority for vehicle replacements. Very limited Statewide pool funds available. No RTD support or participation in the study, even though they'd be the most likely provider of service. Premature without RTD participation.
RTD	Replace LRT structures for ADA accessibility	F	FASTER Statewide	\$1,144,000	7.4	Request is large relative to amount available. It is scalable, but other RTD request ranked higher. Weak as SW project, would have little impact on ridership
RTD	Central rail repairs	F	FASTER SW	\$1,972,000	6.9	Request is large relative to amount available. It is scalable, but other RTD SW request ranked higher. Little impact on ridership
SUCAP	OTR Coach Replacement (2)	VR	FTA 5311	\$631,951	8	See SUCAP OTR Coach Replacement item above. Same rationale.
vrive	Vanpool pilot program	VE	FTA 5311	\$123,623	3	No specific project identified. Not a priority project.
City of Denver 2	Bike Hub at DUS	F	FASTER SW	\$1,439,680	6.125	Very large request relative to amount available. Question of if it is truly a statewide project. If not, then is a very low priority for the FASTER Local Pool due to the priority of that program being on vehicle replacements.
City of Denver 1	Broadway Station	F	FASTER SW	\$2,200,000	5.75	Large request relative to amount available; mostly a street & interchange improvement, small transit benefit.
Town of Avon	Bus Replacement	VR	5339 Rural	\$350,000	5.5	Request was for CY16, low score and limited funding in desired source. DTR will program this preliminarily for CY17 Rural 5339
Boulder County	Planning study of BRT on SH7	P	FASTER	\$90,000	5	See Boulder County item above. Same rationale.
vrive	Vanpool pilot program	VE	FTA 5311	\$181,876	3	This commercial entity did not identify a specific project, expects CDOT to provide match. Not a priority project.
Total:				\$10,999,672		

GRAND TOTAL \$13,113,763



COLORADO Transportation Commission

4201 E. Arkansas, Room 270
Denver, CO 80222-3406

DATE: January 21, 2015

TO: Transit & Intermodal Committee

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

SUBJECT: Statewide Transit Plan Update

Purpose

To provide an update to the Transit & Intermodal Committee on the status and next steps regarding the Regional and Statewide Transit Plans.

Action

This memo is informational only; no action required. DTR will request Transportation Commission adoption of the Statewide Transit Plan in March.

Background

Over the past 18 months, DTR developed 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), also developed Regional Coordinated Transit and Human Services Plans per FTA requirements. These Regional Transit Plans were integrated into the Statewide Transit Plan and the Regional Transportation Plans for each TPR. DTR also conducted extensive public involvement around the state and a statewide survey of the transportation needs of Colorado's Elderly and Disabled populations.

Details

Eight of the nine Regional Transit Plans were released for a 30-day public review/comment period from October 1, 2014 through October 31, 2014. The Regional Transit Plan for the Eastern TPR was not ready at that time and will be released in January 2015. During the review period, very few comments were received. Those comments received were minor in nature and consisted of corrections to transit agency information included in the plans. All comments received have been addressed and plans finalized. Each TPR can adopt their Regional Transit Plan at their discretion.

Concurrent with the development of the TPR Regional Transit Plans, was the development of the Statewide Transit Plan. A draft of the plan was released for a 30-day review period in December along with the Statewide Transportation Plan. The comment period concluded on January 4, 2015. Several comments were received on the Statewide Transit Plan: five comments were submitted by the public via the online comment form and five comments received from members of our TRAC transit plan subcommittee. In general, comments include expansion of bus service operations in rural areas as well as implementation of passenger rail service along the Front Range; coordination of intercity bus service with Amtrak; continued coordination with local and regional transit agencies to provide better connections between communities; and other minor editorial comments. The Colorado Rail Passenger Association submitted detailed comments regarding the state's commitment to passenger rail service including CDOT's role in planning and financing rail service. Some rail commitments which go beyond the findings of completed studies will be addressed in the upcoming update of the State Freight and Passenger Rail Plan. The Statewide Transit Plan will be revised, as needed, to address the comments received with the final plan ready for adoption by the Transportation Commission in March.



Overall, these plans provide information and analysis of existing transit services, transit needs and gaps, funding and financial situation, and identification of strategies and implementation actions to address the needs. DTR will work with each TPR, transit agencies and human services agencies to develop projects for implementation to address identified strategies. The implementation strategies/actions cover short, mid and long-term timeframes. Implementation Actions included in the Statewide Transit Plan are linked to the Statewide Transit Vision and Goals and transit performance measures. These actions work towards addressing the many coordination, education and information sharing needs as well as implementation of Bustang. The Plan also includes implementation of the Intercity and Regional Bus Network Plan to create an integrated statewide bus program connecting rural communities using the FTA 5311(f) grant program.

Next Steps

DTR will finalize the Regional and Statewide Transit Plans for adoption by the TPRs and by the Transportation Commission, respectively. Following adoption, DTR will begin implementation of the strategies and recommendations included in the plans. As a first task, DTR will develop a detailed implementation plan that identifies costs, partnerships, and schedule. Among the priorities to consider are (1) establishing a coordinating council/mobility management program, (2) development of a rural regional and interregional bus service program, and (3) continuing communications and technical assistance programs for our grant partners.

Additional Information

Implementation Actions are included in the Statewide Transit

Plan; <http://coloradotransportationmatters.com/wp-content/uploads/2014/12/SWTPDraft.pdf>

These actions were vetted through the Statewide Steering Committee formed to assist DTR with the development of the Statewide Transit Plan and included representatives of the TRAC Transit Plan Subcommittee.





COLORADO Transportation Commission

4201 East Arkansas Avenue, Room 270
Denver, CO 80222-3406

DATE: January 21, 2015
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: North I-25 Commuter Rail Update

Purpose

The purpose of this memo is to give the Transit & Intermodal Committee a briefing on the status of this study update.

Action

This memo is informational only; no action.

Background

The North I-25 Environmental Impact Statement (EIS) was finalized in August 2011 and included a CDOT commitment to preserve right-of-way for a future commuter rail line in the same corridor as US 287 and the BNSF Railway's Front Range Subdivision between Fort Collins and Longmont, then from Longmont east and south to connect with RTD's planned North Metro rail line at 162nd Avenue & Colorado Boulevard. While the EIS was finalized in 2011, much of the available information was from 2009. This "update" is taking a snapshot five years later, and updating (1) right-of-way, (2) operating plan, and (3) cost information. The most recent Technical Advisory Committee (TAC) meeting with local government partners was held on December 9, 2014.

Details

The first of three areas being addressed is right-of-way. The main right-of-way items that have changed since the EIS are:

1. BNSF freight traffic has increased, requiring a second track for passenger rail service from Fort Collins to Longmont. In addition, Fort Collins has stated that if this is the requirement, the commuter rail line should be revised to terminate at the BRT South Transit Station (Harmony Road), rather than impacting the historic core of the City of Fort Collins.
2. With freight and passenger traffic separated for safety, a maintenance road also needs to be included to assure that maintenance could be done on one track without affecting the operation (without closing) the other track.
3. Homes and other development have significantly altered the available land between Longmont and I-25, with a segment of I-25 corridor now expected in lieu of Weld County Road 7 (Huron St in the Denver Metro Area).

The operating plan remains in-tact with 30-minute peak, 60-minute off-peak service envisioned. Local government partners on the TAC have been able to recommend refinements through each community. Fort Collins and Loveland provided some comments on locations for safety improvements (minor changes from EIS) at street crossings related to consideration of Quiet Zones. Longmont provided significant input on the routing options through the City to match with planned transit oriented development, and connections with RTD's Northwest rail line terminating near 1st/Main. CDOT provided input on possible entry and exit points to the I-25 alignment, with two key options just south of I-25 / SH 119 (Longmont exit). Finally, RTD provided input on vehicle types. Electric multiple unit (EMU) vehicles just received by RTD for the new FasTracks commuter rail services beginning in 2016, that are currently located behind



DUS, can be converted to diesel (DMU) according to the manufacturer, and would be freight-compliant to travel in the BNSF Railway corridor.

All of this work sets the stage for upcoming meetings which will provide updates on cost estimates, and seek further information from local government partners about the urgency/priority of commuter rail relative to other investments in near- and long-term plans.

Next Steps

With the input from local government staff at TAC Meeting #3, the team will be ready to brief elected officials prior to writing and releasing the Draft Report for the study.

Technical Advisory Committee Meeting #3 - January 29, 2015 (tentative)
Briefing to the US 287 Coalition policy group - February 26, 2015 (tentative)
Briefing of the North Front Range MPO Policy Group - March 5, 2015 (tentative)
Draft Report - March/April (TBD)

Attachments

None

