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**DATE:** October 19, 2016  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** Transit Program/Policy Overview (2 of 2)

### Purpose

The purpose of this memo is to provide the Transportation Commission with a policy overview of the CDOT Transit Program, as requested at the September Transit Overview Workshop (1 of 2).

### Action

No action is required.

### Background

At the September Transportation Commission meetings a Transit Overview Workshop was given. A follow-up Workshop was requested to provide a more descriptive overview of the current CDOT transit policies.

The current CDOT Transit Program is structured around the guiding principles and policy direction given in the following documents:

- Division of Transit & Rail enabling legislation 9; SB09-094/CRS 43-1-117.5
- Statewide Transit Plan; adopted March, 2015. The Executive Summary is provided at: <http://coloradotransportationmatters.com/other-cdot-plans/transit/plan-documents/>
- Policy Directive 14 (Policy Guiding Statewide Plan Development); revised October, 2016 (pending)
- State Management Plan; revised draft submitted to FTA March, 2016 (approval pending): <https://www.codot.gov/programs/transitandrail/transit/state-management-plan-draft-2015>
- Colorado State Freight & Passenger Rail Plan, adopted March, 2012: <https://www.codot.gov/projects/PassengerFreightRailPlan/SPRP-Final>

SB09-094 assigns responsibility to CDOT/DTR for the transit elements of the statewide transportation system. The Statewide Transit Plan established the vision, policy context and framework for transit in Colorado. PD14 provides guidance for CDOT transit investment. The State Management Plan (SMP), a requirement of FTA, provides a structural framework for the administration and management of FTA program funds that flow through the state; CDOT opted to also include the FASTER Transit program in the SMP to have a comprehensive program document. The State Freight & Passenger Rail Plan, currently being updated, is required by FRA and also includes priorities and policy guidance for rail transit.

A summary of the current CDOT transit policies is provided in the attached table. The table is structured first by the categories (or values) as presented in the Statewide Transit Plan, and followed by other (or functional) categories. Each “value” or “functional” area is accompanied by an associated goal and objectives, relevant performance measures, current CDOT policies, and policy origins. The table is long, and is an attempt to compile all current policies. The discussion below attempts to group and summarize the CDOT transit philosophy and policy direction.

### CDOT Transit Philosophy and Policy Direction

The CDOT transit mission, as captured in the Division of Transit & Rail enabling legislation (SB09-094/CRS 43-1-117.5), is to develop a statewide transit system. The Statewide Transit Plan and PD14 provide the policy framework and direction to



advance the mission. There are many funding pots (colors of money), both FTA programs and the FASTER Transit Program, and all of them relatively small with many eligible recipients. An overarching policy goal of the CDOT Transit Program is to view, portray and manage the program as a whole; and then to track and account for the “colors of money” to achieve compliance. The whole is greater than the sum of the parts is a core belief.

Local communities are responsible for their local transit systems. FTA funds are distributed, with CDOT as the conduit, to augment the local programs; FASTER Transit Local funds add to this effort. A policy practice is to balance the capital and operating needs of the local entities.

To complete the statewide transit system, CDOT policy direction is to deliver the interregional and regional network to connect and integrate the local systems and provide mobility throughout the state. Bustang is the interregional service, and the developing reconfiguration of the Rural Regional network (with FTA funds) is the core of the regional system, augmented by local systems that provide regional service. The table below shows the split of transit funds throughout the state for FY2016/17.

<b>Revenue Use</b>	<b>FASTER Transit</b>	<b>FTA Programs</b>	<b>Combined</b>
Program Administration	\$1.0 M (6.7%)	\$1.4 M (8.0%)	\$2.4 M (7.5%)
Planning / Tech Assist	\$0.3 M (2.0%)	\$0.4 M (2.4%)	\$0.7 M (2.2%)
Intercity, Inter-Regional, Regional, & Bustang Operating	\$4.0 M (26.7%)	\$1.7 M (10.0%)	\$5.7 M (17.8%)
Capital Projects: Vehicles, Equipment, Park-and-Rides, other Transit Facilities	\$9.7 M (64.7%)	\$2.4 M (14.1%)	\$12.1 M (37.8%)
Local Operating, Agency Administration, Mobility Mgmt, Coordinating Councils	\$0 M (0.0%)	\$11.1 M (65.3%)	\$11.1 M (34.7%)
<b>Totals</b>	<b>\$15.0 M</b>	<b>\$17.0 M</b>	<b>\$32.0 M</b>
Note: All numbers may vary slightly due to rounding, based on actual federal apportionments, and based on actual project-level decisions.			

The value categories captured in the Statewide Transit Plan include System Preservation & Expansion, Mobility & Accessibility, Partnership Development, Environmental Stewardship, Economic Vitality, and Safety & Security. The goals and associated policies from these values overlap and largely comprise the goals and policies associated with the functional categories as shown in the attached table.

Transit Fund Distribution. FTA and CDOT policy practice of fair and equitable distribution is the primary goal (5310/CRS 43-1-601; 5311/CRS 43-1-701; and 5304/CRS 43-1-901). A transparent process that provides a stable, sustainable base, provides for all eligible recipients and rewards performance is also encapsulated in the overarching distribution policy. The FASTER Distribution process was approved by the Commission in June, 2014 (TC Resolution 3167) and provides the relevant specific policies. The FTA Distribution processes and policy practices are very old and outdated; they are currently being evaluated with policy framework and criteria recommendations coming to the Commission next year.

Transit Program Efficiency and Effectiveness. This functional policy area strives for streamlined processes, stretching funds to reach all eligible recipients, leveraging state funds to secure additional federal funds, and efficient administration. The majority of these policy practices are covered in the State Management Plan. Commission action is required for the pursuit of additional federal funds; e.g. the North I-25 managed lanes TIGER VIII award includes a major Park & Ride with bus slip ramps.

Interregional and Regional Bus System. Bustang is CDOT’s interregional express bus service, which was approved by the Commission in January, 2014 (TC Resolution 3133), and includes a number of policies and guidelines. Further policies were established with PD1605 (August, 2014) which outlines the roles and responsibilities of the Commission, the Transit & Intermodal Committee and the Division of Transit & Rail.



The CDOT transit mission (SB09-094) and Policy Directive 14 objectives and performance measures are guiding the development and reconfiguration of the Rural Regional bus network into a branded service to better integrate into the statewide network; planned implementation in 2018. FTA funds are currently being used for this service, and will continue to be used for the reconfigured service. Operating costs will be reduced by CDOT owning and providing the branded fleet (6 buses); SB228 project approved by the Commission in August, 2016.

Rail Transit. There are no formal CDOT policies regarding the advancement of rail transit initiatives, however the State Freight & Passenger Rail Study (updated every five years) identifies goals and priorities. The current policy practice is that rail transit implementation initiatives are largely on hold due to lack of funding. Rail transit planning efforts have been completed identifying needs, benefits, corridors and technologies. DTR continues to monitor and participate in corridor study efforts that include rail transit in the mix of alternatives, and to position CDOT for federal funds.

Non-Permanent State Funds. Periodically CDOT receives allotments of state funding from which transit gets a piece; the current example is SB228 with at least 10% for transit. Typically state funding pools, such as SB228, come with defined guidelines prescribing the intended use, and the Commission provides policy guidance. SB228 is to be used for projects of statewide or regional significance and projects, enhance mobility and economic vitality, and must be completed within five years. These policy guidelines were vetted with the Commission for the SB228 program as a whole, and included transit. The first years SB228 transit project list was approved by the Commission in August, 2016.

### Attachment

CDOT Transit Policies Matrix



Statewide Transit Plan Category (Values) TC adopted March, 2015	Goal/Objective	Performance Measures	CDOT Policies	CDOT Policy Origin
System Preservation & Expansion	<p><b>Goal:</b> Establish public transit as an important element within an integrated multimodal transportation system.</p> <ul style="list-style-type: none"> <li>• Preserve existing infrastructure and protect future infrastructure and right-of-way</li> <li>• Expand transit services based on a prioritization process</li> <li>• Allocate resources toward both preservation and expansion</li> <li>• Identify grant and other funding opportunities to sustain and further transit services statewide</li> <li>• Develop and leverage private sector investments</li> </ul>	<ul style="list-style-type: none"> <li>• Portion of CDOT grantees with Asset Management Plans in place for state or federally funded vehicles, buildings, and equipment by 2017</li> <li>• Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions</li> <li>• Annual revenue service miles of regional, interregional, and intercity passenger service</li> </ul>	<ul style="list-style-type: none"> <li>• CDOT completion of a group transit asset management plan, with the involvement and participation of CDOT transit grantees, by December 2017</li> <li>• Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per FTA guidelines</li> <li>• Maintain or increase the total number of revenue service miles of CDOT-funded regional, interregional, and inter-city passenger service over that recorded for 2012.</li> </ul>	<ul style="list-style-type: none"> <li>• Policy Directive 14 (revised October 2016)</li> <li>• Policy Directive 14 (revised October 2016)</li> <li>• Policy Directive 14 (revised October 2016) <ul style="list-style-type: none"> <li>○ Bustang implementation; TC Resolution 3133</li> <li>○ Rural Regional reconfiguration (pending)</li> </ul> </li> </ul>
Mobility/Accessibility	<p><b>Goal:</b> Improve travel opportunities within and between communities.</p> <ul style="list-style-type: none"> <li>• Make transit more time competitive with automobile travel</li> <li>• Create a passenger-friendly environment, including information about available services</li> <li>• Support multimodal connectivity and services</li> <li>• Enhance connectivity among local, intercity and regional transit services and other modes</li> <li>• Strive to provide convenient transit opportunities for all populations</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of rural population served by public transit</li> <li>• Annual revenue service miles of regional, interregional, and intercity passenger service</li> <li>• Percentage of agencies providing up-to-date online map/schedule information</li> <li>• Annual small urban and rural transit grantee ridership compared to five-year rolling average</li> </ul>	<ul style="list-style-type: none"> <li>• No policy</li> <li>• Maintain or increase the total number of revenue service miles of CDOT-funded regional, interregional, and inter-city passenger service over that recorded for 2012.</li> <li>• No policy</li> <li>• Increase ridership of small urban and rural transit grantees by at least 1.5% per year, statewide over a five year period beginning in 2012</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> <li>• Policy Directive 14 (revised October 2016) <ul style="list-style-type: none"> <li>○ Bustang implementation; TC Resolution 3133</li> <li>○ Rural Regional reconfiguration (pending)</li> </ul> </li> <li>• N/A</li> <li>• Policy Directive 14 (revised October 2016)</li> </ul>
Transit System & Partnerships Development	<p><b>Goal:</b> Increase communication, collaboration, and coordination within the statewide transportation network.</p> <ul style="list-style-type: none"> <li>• Meet travelers' needs</li> <li>• Remove barriers to service</li> <li>• Develop and leverage key partnerships</li> <li>• Encourage coordination of services to enhance system efficiency</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of grantee agencies reporting active involvement in local/regional coordinating councils or other transit coordinating agencies</li> </ul>	<ul style="list-style-type: none"> <li>• Governor's State Coordinating Council - policy development initiated</li> </ul>	<ul style="list-style-type: none"> <li>• Governor initiative</li> </ul>
Environmental Stewardship	<p><b>Goal:</b> Develop a framework of a transit system that is environmentally beneficial over time.</p> <ul style="list-style-type: none"> <li>• Reduce auto vehicle miles traveled and greenhouse gas emissions</li> <li>• Support energy efficient facilities and amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of statewide grantee fleet using compressed natural gas, hybrid electric, or clean diesel vehicles or other low emission vehicles</li> <li>• Passenger miles traveled on fixed-route transit</li> </ul>	<ul style="list-style-type: none"> <li>• Purchase Bustang clean diesel vehicles <ul style="list-style-type: none"> <li>○ Purchase SB228 Rural Regional clean diesel buses</li> </ul> </li> <li>• No policy</li> </ul>	<ul style="list-style-type: none"> <li>• Bustang Implementation; TC Resolution 3133 <ul style="list-style-type: none"> <li>○ Rural Regional reconfiguration (pending)</li> </ul> </li> <li>• N/A</li> </ul>

Statewide Transit Plan Category (Values) TC adopted March, 2015	Goal/Objective	Performance Measures	CDOT Policies	CDOT Policy Origin
Economic Vitality	<p><b>Goal:</b> Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors.</p> <ul style="list-style-type: none"> <li>Increase the availability and attractiveness of transit</li> <li>Inform the public about transit opportunities locally, regionally, and statewide</li> <li>Further integrate transit service into land use planning and development</li> </ul>	<ul style="list-style-type: none"> <li>Percentage of major employment and activity centers served by public transit</li> </ul>	<ul style="list-style-type: none"> <li>Bustang to connect local transit systems <ul style="list-style-type: none"> <li>Rural Regional to connect rural areas to urban centers</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Bustang Implementation; TC Resolution 3133 <ul style="list-style-type: none"> <li>Rural Regional reconfiguration (pending)</li> </ul> </li> </ul>
Safety & Security	<p><b>Goal:</b> Create a transit system in which travelers feel safe and secure and in which transit facilities are protected.</p> <ul style="list-style-type: none"> <li>Help agencies maintain safer fleets, facilities, and service</li> <li>Provide guidance on safety and security measures for transit systems</li> </ul>	<ul style="list-style-type: none"> <li>Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions</li> <li>Number of fatalities involving transit vehicles per 100,000 transit vehicle miles</li> <li>Percentage of grantees that have certified CDOT Safety and Security Plans that meet FTA guidance</li> </ul>	<ul style="list-style-type: none"> <li>Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per FTA guidelines</li> <li>No policy</li> <li>Follow FTA Requirements</li> </ul>	<ul style="list-style-type: none"> <li>Policy Directive 14 (revised October 2016)</li> <li>N/A</li> <li>State Management Plan (revised 2016)</li> </ul>

Other Categories (Functional)	Goal/Objective	Performance Measure	CDOT Policies	CDOT Policy Origin
FASTER Transit Distribution	<p><b>Goal:</b> Fair and equitable distribution of Statewide and Local pools to further the goals &amp; objectives of the Transit Plan</p> <ul style="list-style-type: none"> <li>Create interregional service</li> <li>Encourage regional service at the local level</li> <li>Maximize the impact to rural transit agencies</li> <li>Enhance a safe rural transit fleet</li> </ul>	<ul style="list-style-type: none"> <li>Implement FASTER distribution allocation and process</li> <li>Percentage of rural population served by public transit</li> <li>Annual revenue service miles of regional, interregional, and intercity passenger service</li> <li>Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions</li> <li>Portion of CDOT grantees with Asset Management Plans in place for state</li> </ul>	<ul style="list-style-type: none"> <li>Dedicate Bustang operating funds and regional operating funds to local agencies; create set-asides for RTD, Mountain Metro and TransFort</li> <li>No Policy</li> <li>Maintain or increase the total number of revenue service miles of CDOT-funded regional, interregional, and inter-city passenger service over that recorded for 2012.</li> <li>Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per FTA guidelines</li> <li>CDOT completion of a group transit asset management plan, with the involvement and participation of</li> </ul>	<ul style="list-style-type: none"> <li>FASTER Distribution; TC Resolution 3167</li> <li>N/A</li> <li>Policy Directive 14 (revised October 2016) <ul style="list-style-type: none"> <li>Bustang implementation; TC Resolution 3133</li> <li>Rural Regional reconfiguration (pending)</li> </ul> </li> <li>Policy Directive 14 (revised October 2016)</li> <li>Policy Directive 14 (revised October 2016)</li> </ul>

Other Categories (Functional)	Goal/Objective	Performance Measure	CDOT Policies	CDOT Policy Origin
FASTER Transit Distribution (continued)		or federally funded vehicles, buildings, and equipment by 2017	CDOT transit grantees, by December 2017	
FTA Formula Fund Distribution	<p><b>Goal:</b> Fair and equitable distribution of FTA formula funds, assisting local agencies to further the goals &amp; objectives of the Transit Plan.</p> <ul style="list-style-type: none"> <li>Stable, sustainable annual base</li> <li>Transparent process</li> <li>Funds available for all eligible recipients</li> <li>Reward performance</li> </ul>	<ul style="list-style-type: none"> <li>Annual small urban and rural transit grantee ridership compared to five-year rolling average</li> <li>Percentage of rural population served by public transit</li> <li>Percentage of FTA formula funds awarded annually</li> </ul>	<ul style="list-style-type: none"> <li>Increase ridership of small urban and rural transit grantees by at least 1.5% per year, statewide over a five year period beginning in 2012</li> <li>No Policy</li> <li>Equitably distribute all available FTA funds to eligible recipients</li> </ul>	<ul style="list-style-type: none"> <li>Policy Directive 14 (revised October 2016)</li> <li>N/A</li> <li>State Management Plan (revised 2016)</li> </ul>
Transit Program Efficiency and Effectiveness	<p><b>Goal:</b> Manage the CDOT Transit Program as a whole, utilizing all available funding sources.</p> <ul style="list-style-type: none"> <li>Streamline process for Grant Partners</li> <li>Maximize pool coverage</li> <li>Attain Grant Partner (customer) satisfaction</li> </ul>	<ul style="list-style-type: none"> <li>Percentage of all available FTA and FASTER funds awarded annually</li> <li>Efficient administration</li> <li>Leverage state funds to secure additional federal funds/grants</li> <li>Define and meet annual contracts execution timeline</li> <li>Pay invoices (aka reimbursement requests) in 30 days or less</li> </ul>	<ul style="list-style-type: none"> <li>Consolidated Call for Capital Projects &amp; awards; biannual call for operating projects &amp; awards</li> <li>Local match required to maximize distribution pool <ul style="list-style-type: none"> <li>50/50 operating; 80/20 capital</li> </ul> </li> <li>DTR administration and technical assistance – 8% of FTA funds (10% allowable)</li> <li>DTR administration - \$1M/year FASTER Statewide</li> <li>Pursue federal grant opportunities: <ul style="list-style-type: none"> <li>TIGER VIII - North I-25 Managed Lanes; Kendall Parkway bus slip ramps and park &amp; ride</li> <li>TIGER VII – La Junta/SWC</li> <li>CMAQ – US36 Managed Lanes; RTD BRT elements</li> </ul> </li> <li>Develop/utilize COTRAMS program management system</li> <li>Develop/utilize COTRAMS program management system</li> </ul>	<ul style="list-style-type: none"> <li>State Management Plan (revised 2016)</li> <li>Past practice (&gt;6 years)</li> <li>FASTER Distribution; TC Resolution 3167</li> <li>Statewide Transit Plan; Statewide Freight &amp; Passenger Rail Plan; Miscellaneous, project specific</li> <li>DTR/DAF practice; evolving</li> <li>2 CFR 200 (aka SuperCircular, and aka Uniform Guidance); 30 day provision</li> </ul>
Interregional Express (Bustang) Operations	<p><b>Goal:</b> Operate interregional express bus service providing mode choices to travelers along the I-25 and I-70 corridors.</p> <ul style="list-style-type: none"> <li>Start small; establish success</li> <li>Relieve peak period congestion</li> <li>Privatize service</li> <li>Do not compete with private operators</li> </ul>	<ul style="list-style-type: none"> <li>Implement Bustang service</li> </ul>	<ul style="list-style-type: none"> <li>Focus on commuter and essential service trip purposes</li> <li>No local match required; connect local transit systems</li> <li>Express service with few stops</li> <li>Service expansion funded through fare revenues</li> </ul>	<ul style="list-style-type: none"> <li>Bustang implementation; TC Resolution 3133</li> </ul>

Other Categories (Functional)	Goal/Objective	Performance Measure	CDOT Policies	CDOT Policy Origin
Interregional Express (Bustang) Operations (continued)	<ul style="list-style-type: none"> <li>Meet or exceed industry standard for farebox recovery</li> <li>High level of customer satisfaction</li> </ul>	<ul style="list-style-type: none"> <li>Bustang transparency and accountability</li> <li>Farebox recovery of at least 20% within 2 years; strive for 40% thereafter</li> <li>On-Time Performance, Cleanliness of Buses</li> <li>Monitor expenses within annual budget</li> <li>Annual revenue service miles of regional, interregional, and intercity passenger service</li> </ul>	<ul style="list-style-type: none"> <li>Park &amp; Rides are CDOT Region assets or locally owned <ul style="list-style-type: none"> <li>Local entity trash pick-up and plowing</li> </ul> </li> <li>Bustang roles &amp; responsibilities <ul style="list-style-type: none"> <li>TC – approve budget above annual allocation</li> <li>T&amp;I – monitor &amp; evaluate progress</li> <li>DTR - Bustang Quarterly Reporting</li> </ul> </li> <li>Farebox recovery above the industry standard</li> <li>Maintain high level of customer satisfaction</li> <li>Fixed budget of \$3M/year FASTER Statewide funds</li> <li>Maintain or increase the total number of revenue service miles of CDOT-funded regional, interregional, and inter-city passenger service over that recorded for 2012.</li> </ul>	<ul style="list-style-type: none"> <li>IX Express Bus Service Program; PD 1605</li> <li>Lead/Lag measures</li> <li>Lead/Lag measures</li> <li>FASTER Distribution; TC Resolution 3167</li> <li>Policy Directive 14 (revised October 2016)</li> </ul>
Rail Transit (Statewide Freight & Passenger Rail Study, March, 2012; 5 year update in process)	<p><b>Goal:</b> The Colorado rail system will improve the movement of <i>(freight and)</i> passengers in a safe, efficient, coordinated and reliable manner.</p> <ul style="list-style-type: none"> <li>Create a balanced transportation system</li> <li>Provide for the safety of people, infrastructure, <i>(and goods)</i></li> <li>Expand rail infrastructure and <i>(freight and)</i> passenger rail services to meet future demand</li> <li>Promote through education the energy efficiency, environmental and economic benefits of <i>(freight and)</i> passenger rail transportation</li> <li>Use the efficiencies of <i>(freight and)</i> passenger rail to develop livable communities which enhance economic growth</li> </ul>	<ul style="list-style-type: none"> <li>Enhancing existing Amtrak services and stations and preserve existing Amtrak trains in Colorado</li> <li>Completion of RTD’s commuter rail elements of FasTracks</li> <li>Completion of the Interregional Connectivity Study (ICS), January 2014</li> <li>Completion of the Advanced Guideway System (AGS) Feasibility Study, August 2014</li> <li>Develop commuter rail service from the Denver Metro Area to Fort Collins</li> <li>Remain eligible for future FRA funds</li> <li>Maximize the use of existing infrastructure and monitor to ensure future corridor preservation</li> </ul>	<ul style="list-style-type: none"> <li>House and serve as an advisor on the SW Chief Commission</li> <li>Amtrak long distance trains are a federal responsibility; commit local match (\$1M each) for local TIGER VII &amp; VIII applications.</li> <li>State Freight &amp; Passenger Rail Plan - 2012</li> <li>Front Range High Speed Rail defined (Fort Collins to Pueblo); no funding available</li> <li>AGS not financially feasible at this time; no funding available</li> <li>North I-25 EIS preferred alternative (long range, no funding identified)</li> <li>Update the Statewide Freight &amp; Passenger Rail Plan every 5 years</li> <li>ID and preserve rail corridors of state interest for future passenger <i>(and/or freight)</i> use</li> </ul>	<ul style="list-style-type: none"> <li>Create SWC Commission; HB 14-1161</li> <li>TC Resolutions 15-5-1 (TIGER VII match) and 16-3-16 (TIGER VIII match)</li> <li>Adopt SF&amp;PRP; TC Resolution 2073</li> <li>TC/T&amp;I Committee briefings January, March, April, &amp; October 2014</li> <li>TC/T&amp;I Committee briefings January, March, &amp; April 2014</li> <li>DTR update to capital costs and right-of-way requirements, May 2015</li> <li>FRA requirement</li> <li>Rail Corridor Preservation; PD 1607</li> <li>SB 37 / CRS 43-1-1303 Rail Abandonment Report to TLRC</li> </ul>





# **CDOT TRANSIT POLICY GUIDING PRINCIPLES**

- ***Division of Transit & Rail Enabling Legislation***
  - *Senate Bill 09-094/CRS 43-1-117.5*
- ***Statewide Transit Plan***
  - *Adopted March, 2015*
- ***Policy Directive 14***
  - *Revised October, 2016*
- ***State Freight & Passenger Rail Plan***
  - *Adopted March, 2012*



# **CDOT TRANSIT POLICIES**

## *Transit Fund Distribution*

- ***CDOT policy practices***
  - *Fair and Equitable (CRS 43-1-601,701,901)*
  - *Transparent Process*
  - *Stable, sustainable base*
  - *Rewards performance*
  - *Provides for all eligible recipients*
- ***FASTER Distribution***
  - *TC Resolution 3167; June 2014*
- ***FTA 5310/5311 Distribution***
  - *Redistribution Process on-going*
  - *Policy Framework/interim strategy; Spring 2017*
  - *Final criteria/redistribution methodology; Fall 2017*



**COLORADO**

Department of  
Transportation

# **CDOT TRANSIT POLICIES**

## *Efficiency & Effectiveness*

- ***CDOT Policy Practices***
  - *Streamlined processes*
    - *Consolidated annual calls for projects*
  - *Stretch funds to reach all eligible recipients*
    - *Local match required*
  - *Leverage state funds to secure federal funds*
    - *North I-25 Managed Lanes/Kendall Pkwy P&R and bus slip ramps*
  - *Efficient administration*
    - *COTRAMS program management tool*
    - *Contract execution tracking and reporting*
    - *Reimbursements within 30 days*



# **CDOT TRANSIT POLICIES**

## ***Interregional & Regional Bus System***

- ***Bustang Interregional Express Bus Implementation***
  - *TC Resolution 3133; January 2014*
- ***Roles & Responsibilities (TC, T&I Committee, DTR)***
  - *PD 1605; August 2014*
- ***Rural Regional Reconfiguration***
  - *Implement 2018*
  - *Increase interregional/regional service miles; PD 14*
  - *Procure buses; SB 228 project, August 2016*



# **CDOT TRANSIT POLICIES**

## *Rail Transit*

- ***State Freight & Passenger Rail Plan***
  - *Identifies goals and priorities*
  - *Adopted March 2012; update in progress*
- ***CDOT Policy Practices***
  - *Rail transit implementation initiatives on hold; lack of funding*
  - *Rail planning; corridors, needs, costs, benefits, technologies*
  - *Participate in corridor study efforts; position for federal funds*
- ***Preserve Rail Corridors of State Significance***
  - *PD 1607 Rail Corridor Preservation*
  - *SB 37 report to TLRC annually; October 2016 latest*



# **CDOT TRANSIT POLICIES**

## ***Non-Permanent State Funds***

- ***SB 228 - Current Example***
  - *At least 10% for transit*
  - *Statewide or regional significance*
  - *Enhance mobility*
  - *Enhance economic vitality*
  - *Complete within 5 years*
  - *FY 2016/17 projects approved August 2016*



# CDOT TRANSIT POLICIES

## *Current Initiatives*

- ***Bustang Service Enhancements***
  - *West Route; second run addition Vail - DUS; September 11*
  - *Bustang to Broncos Pilot; October 9 & 30*
  - *DUS - Grand Junction; Co-Brand w/ Greyhound (in negotiation)*
  - *Not exploring winter Ski Service???*
- ***5310/5311 Redistribution Methodology***
  - *Redefined Process (Oct. 3 memo to TC)*
  - *Policy Framework & Interim plan; TC Winter 2017*
  - *Final Plan; TC Fall 2017*
- ***Rural Regional Reconfiguration***
  - *Implement; Winter 2018*
  - *Local Partnership Routes; planning on-going; TC Summer 2017*
- ***SB228 Project Development/Implementation***
  - *FY2016/17 projects approved; TC August 2016*
  - *FY2017/18 program planning on-going; TC Summer 2017*



**COLORADO**  
Department of  
Transportation

# CDOT TRANSIT POLICIES

*Questions???*