

7.0 RECOMMENDATIONS AND IMPLEMENTATION

The Statewide Transit Plan reflects the Colorado Department of Transportation's (CDOT) long-range transit goals, objectives, and actions needed to achieve the vision established by the Statewide Steering Committee and CDOT. It provides the framework for the next 20 years on how CDOT will implement and fund transit improvements. This chapter presents CDOT's current and planned implementation actions for a comprehensive, statewide network of transit services and facilities to meet the state's transit needs. Additionally, the chapter addresses transit assets, coordination, and governance.

The future transit service network consists of the existing transit services and those currently under construction (see **Chapter 4**) combined with future recommended bus, rail and human services transportation identified in the various plans and studies conducted by CDOT.

7.1 *Proposed Transit Service Network*

The transit service network should address the needs from across the state in a comprehensive and integrated way. It includes existing, under construction and recommended services that connect rural parts of the state to activity centers and major urban centers. It includes services along primary corridors across the state and includes services that improve mobility options for transit dependent populations as well as choice riders. Many existing and planned services operate on major transportation corridors throughout the state.

The transit service network includes intercity, interregional express, regional and essential bus services, bus rapid transit,

human services transportation; and passenger rail services (light rail, commuter rail and intercity rail).

The recommendations here incorporate recommendations from several other plans and studies, including the Intercity and Regional Bus Network Plan, State Freight and Passenger Rail Plan, Regional Transit Plans, Interregional Connectivity Study and Advanced Guideway System Feasibility Study.

The proposed services to augment the existing services are described in the following sections. To support the proposed transit system network, extensive capital improvements will be required to address facility and vehicle replacement needs. To implement the full range of proposed improvements, billions of dollars would be needed. With limited funds, tough decisions will need to be made to meet the needs of the traveling public.

7.1.1 Proposed Bus Service Network

The 2014 Intercity and Regional Bus Network Plan (Bus Network Plan) presents a comprehensive statewide bus network and provides policies for extending bus services within Colorado in addition to state-to-state trips served by intercity bus. Several types of services were evaluated in the plan including:

- ▶ Intercity Bus service – Provides long-distance travel connecting major hubs throughout the nation, is typically funded with fares, and carries luggage and sometimes packages.
- ▶ Interregional Express Bus service – Travels between regions of Colorado, focuses on commuter service; it typically operates weekdays, and attempts to provide time sensitive travel times competitive with auto travel times.
- ▶ Regional Bus service – Provides travel into urban areas and resort communities, and typically provides more frequent bus service each day than intercity bus service.

Administrative and operating funds come from federal, state and/or local funds.

- ▶ Essential Bus service – Focuses on meeting the needs of residents in rural areas for medical and essential services, and typically provides very infrequent service.

Recommendations from the Bus Network Plan and Regional Transit Plans are included in the Statewide Transit Network and are described below.

Intercity Bus Routes

There is only one new intercity bus route proposed, operating from Durango to Farmington, NM and serving residents and visitors in the Southwest TPR. This service, in the long-term, would operate two trips per day, seven days per week. **Figure 7-1** illustrates the existing and proposed intercity bus routes in Colorado.

Interregional Express Bus Service

Over the next 7 to 12 years, additional Interregional Express Bus routes are anticipated to supplement the three initial routes between Denver and Fort Collins, Denver and Colorado Springs, and Denver and Glenwood Springs. These routes would have few stops, travel at high speeds, and connect to local systems. They are geared primarily to commuters, but would serve all trip purposes and connect existing transit systems leveraging existing investments. The future Interregional Express routes are listed in **Table 7-1** and **Figure 7-2** shows the existing and proposed interregional express bus routes. No phasing has been determined on which proposed route is implemented first or if current routes are expanded or enhanced. Operations of the Interregional Express service will be evaluated periodically to determine the route and service needs.

Table 7-1 Proposed Interregional Express Routes

Route	Long-term Days/Week	Long-term Trips/Day	TPR
Pueblo to Colorado Springs	5	12	Pueblo, Pikes Peak
Greeley to Denver	6	12	North Front Range, Denver Region

Regional Bus Routes

Many regional bus routes were identified to address the growing need to develop a comprehensive regional bus network that connects to local and intercity bus networks. Regional bus service can augment intercity bus service, by providing more frequency allowing passengers to travel back and forth in a single day. **Table 7-2** lists the proposed regional bus routes that were identified through the planning process. **Figure 7-3** illustrates the existing and proposed regional bus routes. Some of these routes include modification or expansion of existing regional service

Table 7-2 Proposed Regional Routes

Route	Long-term Days/Week	Long-term Trips/Day	TPR
Trinidad to Walsenburg to Pueblo to Colorado Springs (connections with service to Denver)	5	2	South Central, Pueblo, Pikes Peak
Monte Vista to Alamosa to Fort Garland to Walsenburg	3	2	San Luis Valley, South Central

Route	Long-term Days/Week	Long-term Trips/Day	TPR
Loveland to Greeley	6	16	North Front Range
Fort Collins to Windsor to Greeley	5	16	North Front Range
Evans to Johnstown to Berthoud	5	8	Upper Front Range
Estes Park to Loveland	5	4	Upper Front Range, North Front Range
Glenwood Springs to Gypsum/Eagle	7	16	Intermountain
Vail to Frisco	7	12	Intermountain
Frisco to Denver	7	16	Intermountain, Denver Region
Winter Park to Idaho Springs to Denver	5	8	Northwest, Denver Region
Kremmling to Silverthorne	5	4	Northwest, Intermountain
Steamboat Springs to I-70	TBD	TBD	Northwest, Intermountain
Yampa to Steamboat Springs	5	2	Northwest
Gunnison to Montrose	5	4	Gunnison Valley
Montrose to Placerville	5	8	Gunnison Valley
Montrose to Telluride	7	8	Gunnison Valley
Montrose to Delta	5	8	Gunnison Valley
Cortez to Durango	5	8	Southwest

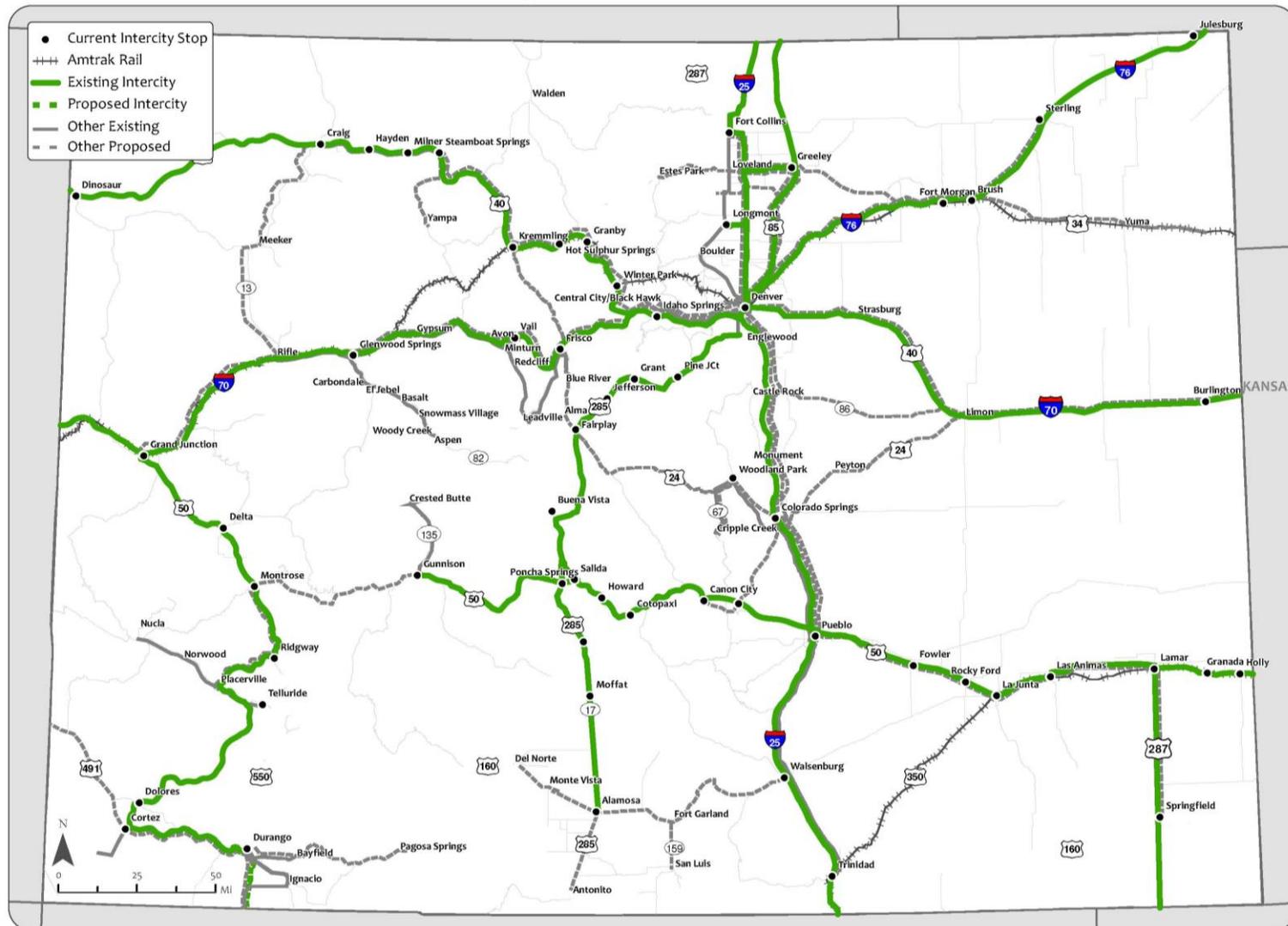
Route	Long-term Days/Week	Long-term Trips/Day	TPR
Cortez to Monticello, UT	5	2	Southwest
Pagosa Springs to Bayfield	5	4	Southwest
Durango to Farmington, NM	5	2	Southwest
Salida to Cañon City to Pueblo	5	6	San Luis Valley, Central Front Range, Pueblo
Summit County to Colorado Springs through Fairplay and Hartsel	5	4	Central Front Range, Intermountain, Pikes Peak
Cripple Creek to Woodland Park to Colorado Springs*	5	4	Central Front Range, Pikes Peak
Cañon City to Florence to Colorado Springs	5	4	Central Front Range, Pikes Peak
Lamar to La Junta to Pueblo	7	2	Southeast, Pueblo

1 *This route is also identified as a proposed essential services route and is shown
 2 on that map (Figure 7-4)

3 Bus Rapid Transit Service

4 Currently no additional BRT routes have been committed to or are
 5 under development. However, several major corridors are being
 6 considered for future BRT systems in the Denver metro area and
 7 include SH 119 from Boulder to Longmont, SH 7 from Boulder to
 8 Brighton, and along Colfax Avenue. An extension of the VelociRFTA
 9 BRT service west of Glenwood Springs has also been proposed.

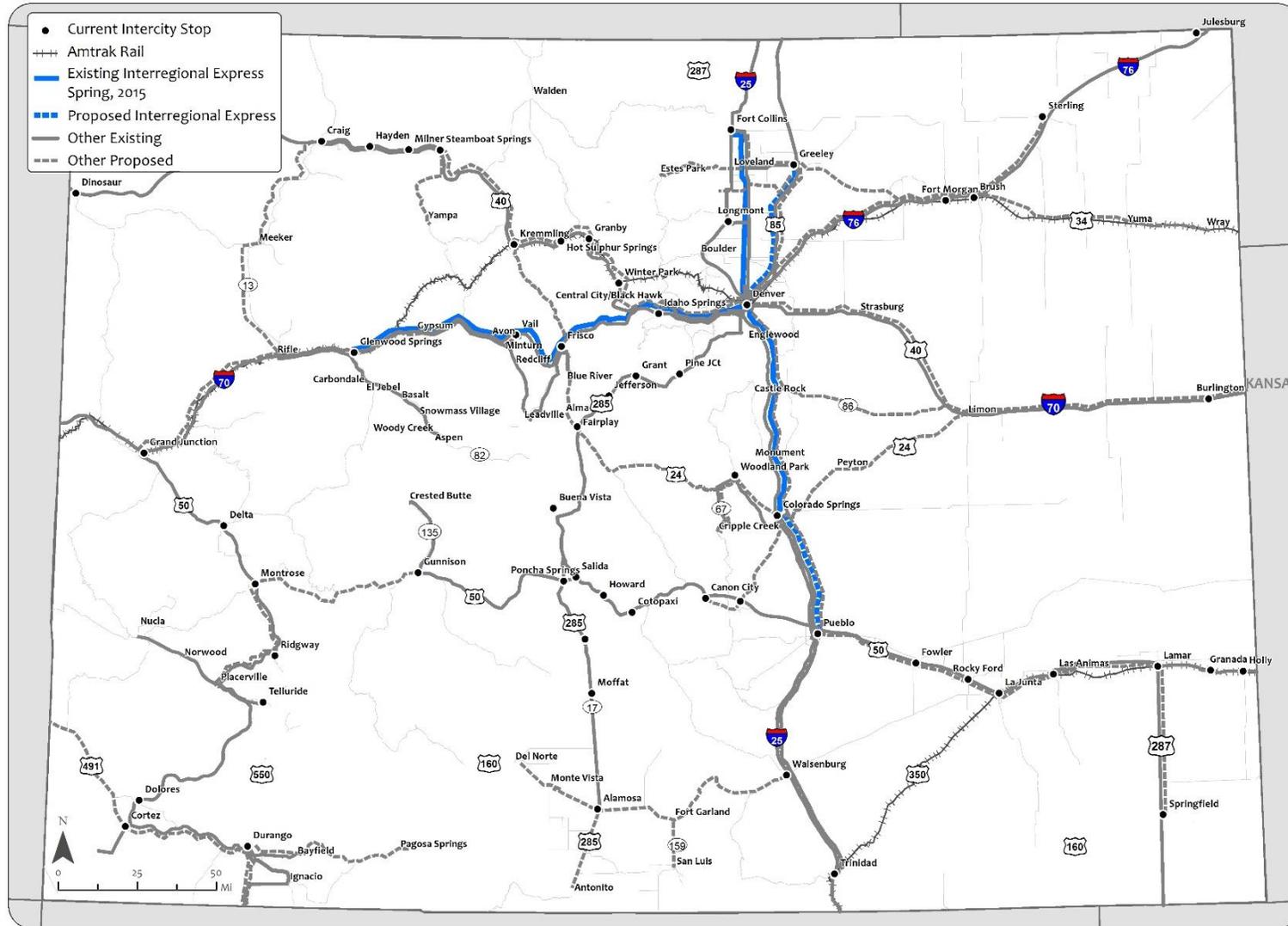
1 **Figure 7-1 Existing and Proposed Intercity Bus Routes**



Source: 2014 Colorado Statewide Intercity and Regional Bus Network Plan

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1 **Figure 7-2 Existing and Proposed Interregional Express Bus Routes**



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Source: 2014 Colorado Statewide Intercity and Regional Bus Network Plan

Essential Bus Services

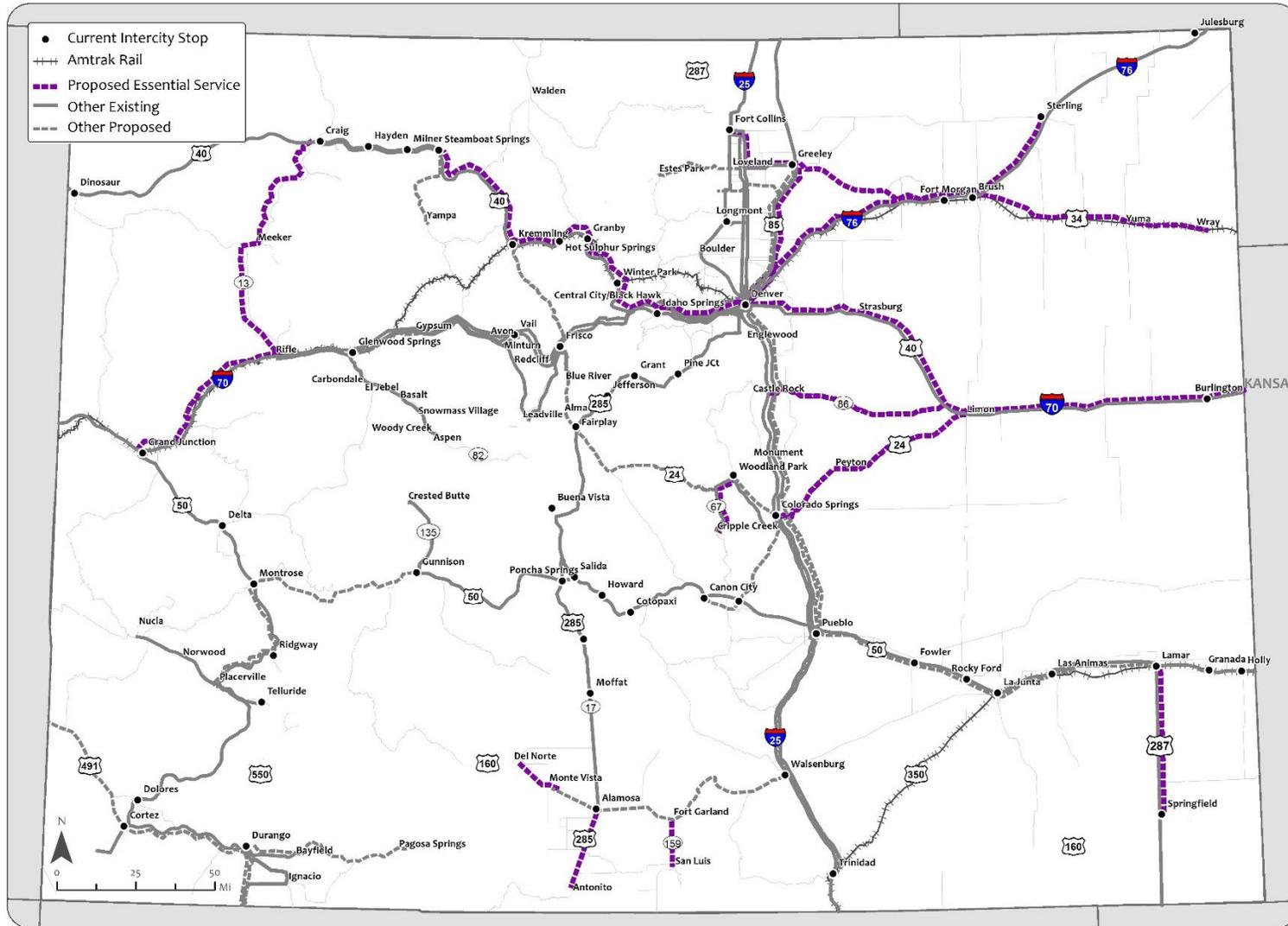
Essential bus services focus on meeting the needs of residents in rural areas and typically provide very infrequent service. They are designed to meet the needs of travelers requiring travel to regional urban centers for services and return on the same day. Currently, local providers offer essential services through demand responsive service. The Bus Network Plan identifies proposed essential bus services that would be provided as fixed-route bus service (see **Table 7-3**). Today no routes operate as fixed-route essential services. **Figure 7-4** identifies these proposed essential fixed-route services. Some of these routes would connect to proposed regional bus routes.

Table 7-3 Proposed Essential Service Routes

Route	Long-term Trips/Day	Long-term Days/Week	TPR
Sterling to Fort Morgan to Denver	3	2	Eastern, Upper Front Range, Denver Region
Wray to Fort Morgan/ Greeley/ Loveland/ Fort Collins	2	3	Eastern, Upper Front Range, North Front Range
Greeley to Denver	5	2	North Front Range, Denver Region
Limon to Castle Rock to Denver (US 86/I-25 and I-70)	2	2	Eastern, Denver Region
Limon to Colorado Springs	2	2	Eastern, Central Front Range, Pikes Peak
Burlington to Denver	3	2	Eastern, Denver Region

Route	Long-term Trips/Day	Long-term Days/Week	TPR
Springfield to Lamar	2	2	Southeast
Granby to Winter Park	3	2	Northwest
Steamboat Springs to Denver	3	2	Northwest, Intermountain, Denver Region
Craig to Rifle	2	2	Northwest, Intermountain
Grand Junction to Rifle	2	2	Grand Valley, Intermountain
Cripple Creek to Woodland Park to Colorado Springs	5	4	Central Front Range
Cañon City to Colorado Springs (See Figure 7.3)	3	2	Central Front Range, Pikes Peak
San Luis to Fort Garland	3	2	San Luis Valley
Antonito to Alamosa	3	2	San Luis Valley
Del Norte to Monte Vista	3	2	San Luis Valley
Alamosa to Colorado Springs (See Figure 7.3)	5	2	San Luis Valley, South Central, Pueblo, Pikes Peak

1 **Figure 7-4 Proposed Essential Bus Routes**

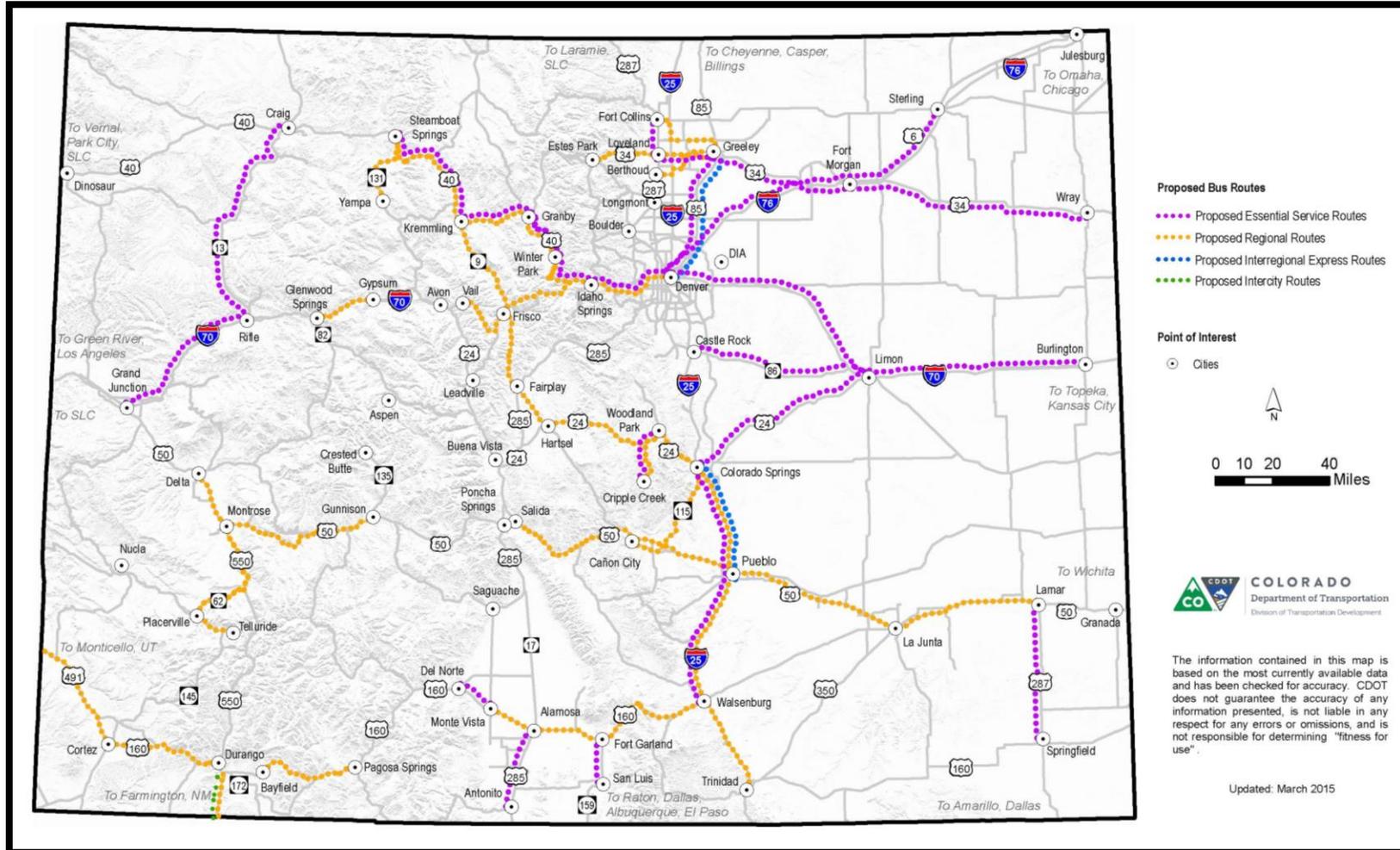


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3 *Source: 2014 Colorado Statewide Intercity and Regional Bus Network Plan*

1 **Figure 7-5** summarizes all the proposed bus services that would
2 supplement the existing bus services to form a comprehensive bus
3 network. This figure does not show existing bus services, only those

4 proposed. This network links communities to the intercity bus
5 network and provides access to essential services.

Figure 7-5 Proposed Statewide Bus Network



7.1.2 Proposed Human Services Transportation

Human services transportation needs were identified throughout the state. As the population ages, the need for services to allow individuals to age in place will continue to increase, including demand for transportation to medical appointments, shopping, and social activities. **Table 7-4** lists needs for expanding or adding new human services transportation as identified in the Regional Transit Plans. In many areas of the state, providers are limited to service within their county and there is a need for services across county boundaries.

According to the Statewide Survey of Older Adults and Adults with Disabilities, respondents most often had difficulty finding transportation for medical appointments and shopping/pharmacy trips. This was true in both urban and rural areas. The biggest barriers to using general public or paratransit services was the service is not provided where people live or want to go and services do not operate during needed times.

Table 7-4 Proposed Human Services Transportation

TPR	Human Services Transportation Needs
Central Front Range	<ul style="list-style-type: none"> Expand Starpoint service Expand Golden Shuttle service Expand/enhance services region-wide, especially in Park and Custer counties
Eastern	<ul style="list-style-type: none"> Expand ECCOG service to the Front Range Expand NECALG service to the Front Range Increase hours and frequency of human services transportation to the Front Range
Gunnison Valley	<ul style="list-style-type: none"> Additional service in Gunnison County Additional service in City of Montrose New service in Hinsdale County New service in Ouray County

TPR	Human Services Transportation Needs
Intermountain	<ul style="list-style-type: none"> Expand/enhance service, especially in very rural areas (e.g., Garfield County)
Northwest	<ul style="list-style-type: none"> Expand Routt County Council on Aging service
San Luis Valley	<ul style="list-style-type: none"> Create a regional volunteer driver program
South Central	<ul style="list-style-type: none"> New paratransit service in Trinidad
Southeast	<ul style="list-style-type: none"> Expand RSVP program Expand/enhance overall service region-wide Provide service from state line to Pueblo for shopping and medical services
Southwest	<ul style="list-style-type: none"> Maintain/enhance services region-wide Subsidize service in San Juan County Provider more options for Veterans Maintain services in Archuleta County
Upper Front Range	<ul style="list-style-type: none"> Maintain/expand Via Mobility services Expand/enhance services region-wide

7.1.3 Proposed Passenger Rail Services

The passenger rail system in Colorado is comprised of light rail, commuter rail and intercity passenger rail. Denver’s Regional Transportation District (RTD) provides light rail and commuter rail services throughout the Denver metro area. Amtrak operates two intercity passenger rail routes in the state as part of its national long-distance service network. In addition, given Colorado’s railroad history and the state’s natural beauty, a number of scenic railroads provide tourist-oriented service in locations throughout the state.

In order to address the state’s freight and passenger rail system needs and be eligible for FRA funding, CDOT completed the Colorado State Freight and Passenger Rail Plan (SRP) in March 2012. The SRP identifies recommendations from stakeholders statewide for both

1 short- and long-term investments in the state’s rail system while
2 embracing a performance-based evaluation process and positioning
3 Colorado to receive federal funding for infrastructure projects. The
4 SRP provides guidance for investing in future freight and passenger
5 rail needs and presents ways to enhance freight and passenger rail
6 development to support economic growth and environmental
7 sustainability. It is a project-based plan and identifies high, medium
8 and low priority projects. Per FRA guidelines, the Plan is required to
9 have a major update at least every five years. The next update for the
10 SRP is anticipated to begin in 2016. The SRP recommendations are
11 included in this Section.

12 **Light Rail**

13 With the completion of the FasTracks light rail lines in the Denver
14 metro area in 2016, no other light rail lines are currently proposed.

15 **Commuter Rail**

16 With the completion of the FasTracks commuter rail lines in the
17 Denver metro area, RTD has no additional proposed commuter rail
18 lines. Completion of the Northwest Rail line and the North Metro
19 Rail line, will likely not occur before 2040.

20 Stakeholders involved in the development of the SRP proposed the
21 following commuter rail services:

- 22 ▶ Develop commuter rail between Fort Collins and North
23 Metro end of line per the North I-25 EIS.
- 24 ▶ Develop commuter rail from downtown Denver to
25 downtown Colorado Springs
- 26 ▶ Develop commuter rail from downtown Colorado Springs to
27 Pueblo

28 At this point in time, there is no funding identified for these services.

29 **North I-25 Environmental Impact Statement and Commuter Rail** 30 **Update**

31 CDOT has studied and recommended commuter rail connecting the
32 Denver metropolitan area to northern Colorado. An alignment for a
33 North I-25 Commuter Rail line is part of the Preferred Alternative
34 included in the North I-25 Environmental Impact Statement (CDOT,
35 2011). The alignment would start at the North Metro Commuter Rail
36 end of line and travel primarily along US 287 to the transit center in
37 downtown Fort Collins with stops in Erie, Longmont, north
38 Longmont, Berthoud, downtown Loveland, north Loveland, south
39 Fort Collins (South Transit Center), and Colorado State University.

40 CDOT is currently in the process of conducting the North I-25
41 Commuter Rail Update study. This update was undertaken to adjust
42 costs for inflation, and make other updates related to changes in
43 operating assumptions and right-of-way availability. It is not
44 intended to identify funding for the service, but instead to update
45 information based on current conditions. Without an eastern bypass
46 to serve freight rail traffic, the costs of a shared freight and
47 passenger corridor are expected to increase costs of implementing
48 passenger rail service by several hundred million dollars.

49 **Intercity Passenger Rail**

50 The SRP identified several proposed intercity passenger rail projects
51 based on previous studies and stakeholder input. No funds have
52 been identified. The recommended projects include:

- 53 ▶ Amtrak station improvements to bring stations into ADA
54 compliance and state of good repair
- 55 ▶ Preserve Amtrak Southwest Chief service on the Colorado
56 line (capital improvements)
- 57 ▶ Upgrade passenger rail cars on Zephyr route (Denver to
58 Grand Junction)
- 59 ▶ Acquire additional cars to add seating capacity on the Zephyr
60 route

- 1 ▶ Passenger rail link to Southwest Chief – Denver to La Junta
- 2 or Trinidad
- 3 ▶ Passenger rail service from Fort Collins to Trinidad
- 4 ▶ Passenger rail service from Cheyenne, WY to El Paso, TX
- 5 (either through Fort Collins or Greeley)
- 6 ▶ Re-establish Amtrak’s Pioneer Line (Denver to Seattle)
- 7 ▶ Passenger rail service between Glenwood Springs and Aspen
- 8 ▶ Passenger rail service on Tennessee Pass line between
- 9 Gypsum and Leadville
- 10 ▶ Provide connection to Amtrak’s California Zephyr, Pueblo to
- 11 Dotsero via Tennessee Pass
- 12 ▶ Passenger rail service between Glenwood Springs and
- 13 Steamboat Springs

14 **Southwest Chief Commission**

15 Created by the Colorado General Assembly (HB 14-1161), the
16 Southwest Chief (SWC) Commission has five voting, and two non-
17 voting members. The mission of the Commission is to coordinate
18 and oversee efforts by the state and local governments and
19 cooperate with the states of Kansas and New Mexico, Amtrak, and
20 the Burlington Northern and Santa Fe (BNSF) Railway to ensure
21 continuation of existing Amtrak Southwest Chief rail service in the
22 state, expansion of such service to include a stop in Pueblo, and
23 exploration of the benefits of adding an additional stop in
24 Walsenburg. HB 1161 also establishes a fund in the state treasury
25 (\$0 appropriated) to accept any/all funds received for the stated
26 mission.

27 In 2014, the US DOT awarded over \$12 million in a TIGER grant for
28 improvements to the La Junta Subdivision of the Kansas Division of
29 the BNSF Railway. The overall project, at a cost of over \$24 million
30 will restore nearly 55 miles of the 158 miles of rail between
31 Hutchinson, KS and Las Animas, CO to FRA Class IV condition. The
32 project would reduce travel time along the corridor by

33 approximately 30 minutes per train, and avoid an additional 145
34 minutes in travel time caused by deterioration to the rail if left
35 unimproved by 2035.

36 The SWC Commission is charged with negotiating a rerouting of the
37 SWC from La Junta to Pueblo and then south to Trinidad; with the
38 possible addition of a station in Walsenburg. This concept would
39 better serve Colorado by adding Pueblo, and have a positive effect on
40 the local economy. The Interregional Connectivity Study determined
41 the future Front Range high speed rail corridor should stretch from
42 Fort Collins to Pueblo. The SWC rerouting to Pueblo would make a
43 meaningful connection with the high speed rail system once built.
44 However, a rerouting would require additional capital costs that
45 have yet to be estimated. Both the SWC reroute between La Junta
46 and Pueblo, and the reroute between Pueblo and Trinidad, would
47 traverse jointly-owned BNSF/UP alignments, thus bringing UP into
48 the final solution. The rerouting of the SWC has been estimated to
49 add an additional 90 minutes to the overall SWC travel time, and
50 Amtrak has agreed to discuss a potential reroute.

51 **High-speed Transit**

52 In March 2010, the Rocky Mountain Rail Authority (RMRA), a
53 governmental authority made up of over 50 local governmental
54 entities, completed a High-speed Intercity Passenger Rail (HSIPR)
55 Feasibility Study. The RMRA Study examined HSIPR along the Front
56 Range from Cheyenne, WY to Trinidad, CO and along the I-70
57 Mountain Corridor from Denver International Airport (DIA) to Grand
58 Junction, CO. The RMRA Study concluded that HSIPR is feasible
59 within FRA guidelines on I-25 from Fort Collins to Pueblo and on I-
60 70 from DIA to the Eagle County Regional Airport; but no specific
61 segment or technology was selected or recommended. To take the
62 level of analysis a step further, the RMRA Study recommended the
63 Interregional Connectivity Study (ICS) as one of the next steps
64 toward implementing HSIPR in Colorado.

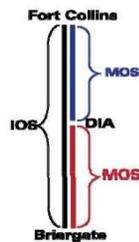
1 **Interregional Connectivity Study and Advanced Guideway**
 2 **Feasibility Study**

3 In April 2014, CDOT initiated two high-speed transit studies: the ICS,
 4 as recommended in the RMRA Study, and the Advanced Guideway
 5 System (AGS) Feasibility Study per the I-70 Mountain Corridor
 6 Environmental Impact Statement. Together, these two studies,
 7 represent the vision for a comprehensive future high-speed transit
 8 system in the state. The two studies examined the potential for high-
 9 speed transit alignments and ridership along different corridors. The
 10 study limits of the ICS included DIA to the east, the C-470/I-70
 11 interchange near Golden to the west, the city of Fort Collins to the
 12 north, and the city of Pueblo to the south. The study limits of the AGS
 13 Feasibility Study extended from the C-470/I-70 interchange near
 14 Golden west to Eagle County Regional Airport. **Figure 7-6** provides
 15 an overview of the study area. These studies can be found on the
 16 CDOT website.

17 The recommended ICS system, combined with the I-70 Mountain
 18 Corridor AGS system, is estimated to carry 18 million riders per year
 19 in 2035, with corresponding revenue of \$342 million to \$380 million
 20 annually. The high-speed transit vision (both ICS and AGS combined)
 21 encompasses 340 miles of high-speed passenger transit network
 22 through or affecting four I-70 Mountain Corridor counties west of
 23 the Denver region from Eagle County Regional Airport to DIA, and
 24 twelve I-25 Front Range counties from Fort Collins to Pueblo.
 25 Implementation of the Vision is estimated at over \$30 billion in
 26 capital costs.

27 Implementation of the full vision from Fort Collins to
 28 Pueblo must be phased due to the large investment
 29 required. Two levels of phasing were considered:

- 30 ▶ Minimum Operating Segment – a smaller
 31 project that would serve as a component of
 32 an Initial Operating Segment, such as Fort
 33 Collins to DIA or DIA to Briargate.



- 34 ▶ Initial Operating Segment – a larger project with broad
 35 geographic representation such as from Fort Collins to DIA
 36 to Briargate or DIA to Eagle County Regional Airport.

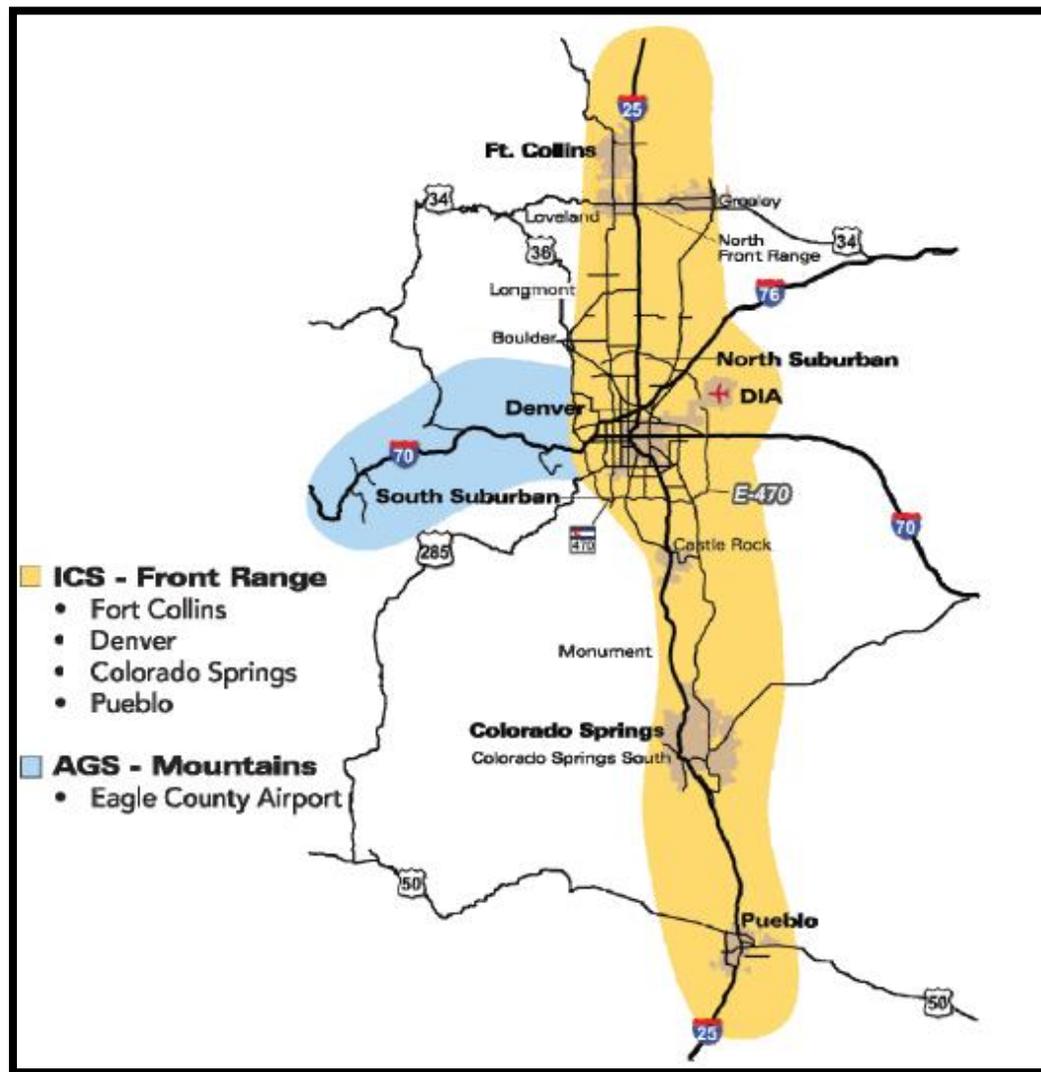
37 Stakeholders involved in the development of the State Rail Plan
 38 identified the following additional high-speed transit projects:

- 39 ▶ High-speed rail on I-25 between Cheyenne, WY and
 40 Albuquerque, NM
- 41 ▶ High-speed rail on I-70 between Denver and Burlington
- 42 ▶ High-speed rail on I-76 between Denver and Julesburg

43 **Figure 7-7** represents passenger rail systems that have been studied
 44 in detail to date in the ICS, AGS and North I-25 studies. Funding for
 45 any of these services has yet to be determined and is not likely to
 46 occur before 2040. The alignments represented in the figure are
 47 general alignments and are not to be construed as final alignments;
 48 they are for illustrative purposes only.

49 **Figure 7-8** illustrates all proposed bus and rail services and
 50 **Figure 7-9** shows a combined system network map comprised of
 51 all existing and proposed services to illustrate the full potential
 52 future network. One key thing to keep in mind is that while the
 53 future transit system network of existing and proposed services
 54 indicates transit coverage throughout much of the state, this does
 55 not indicate the services adequately address the needs. While an
 56 area may have service, it may be operated very infrequently or
 57 not enough days of the week or hours per day whereby transit
 58 needs are not being met and level of service is low. In planning
 59 for the future system, needs and demand must be assessed to
 60 ensure an appropriate level of service to meet current and future
 61 transit needs as part of the overall multimodal transportation
 62 system.

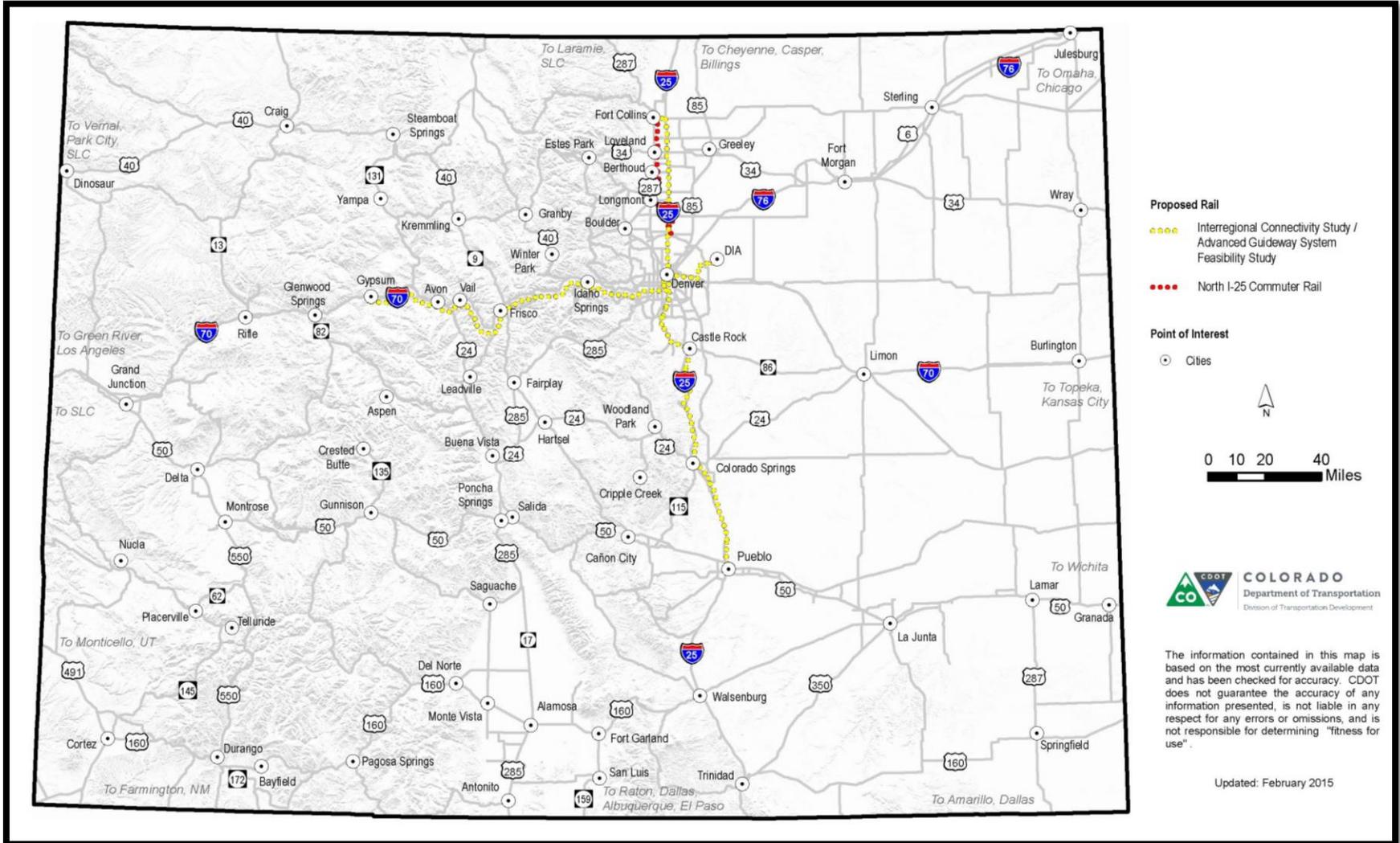
1 **Figure 7-6 ICS and AGS Study Area**



Source: *Interregional Connectivity Study, 2014*

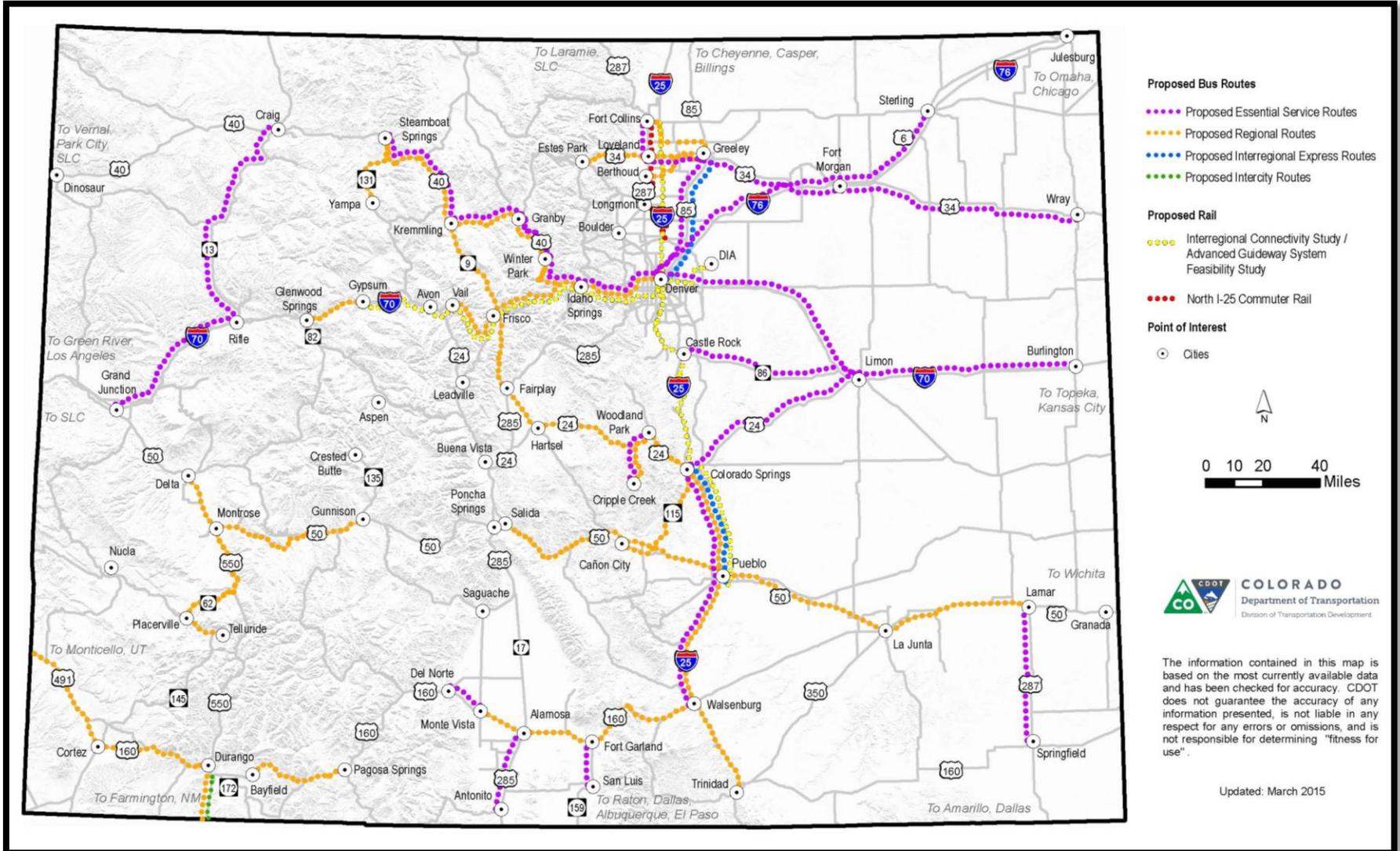
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1 **Figure 7-7 Proposed Rail System**



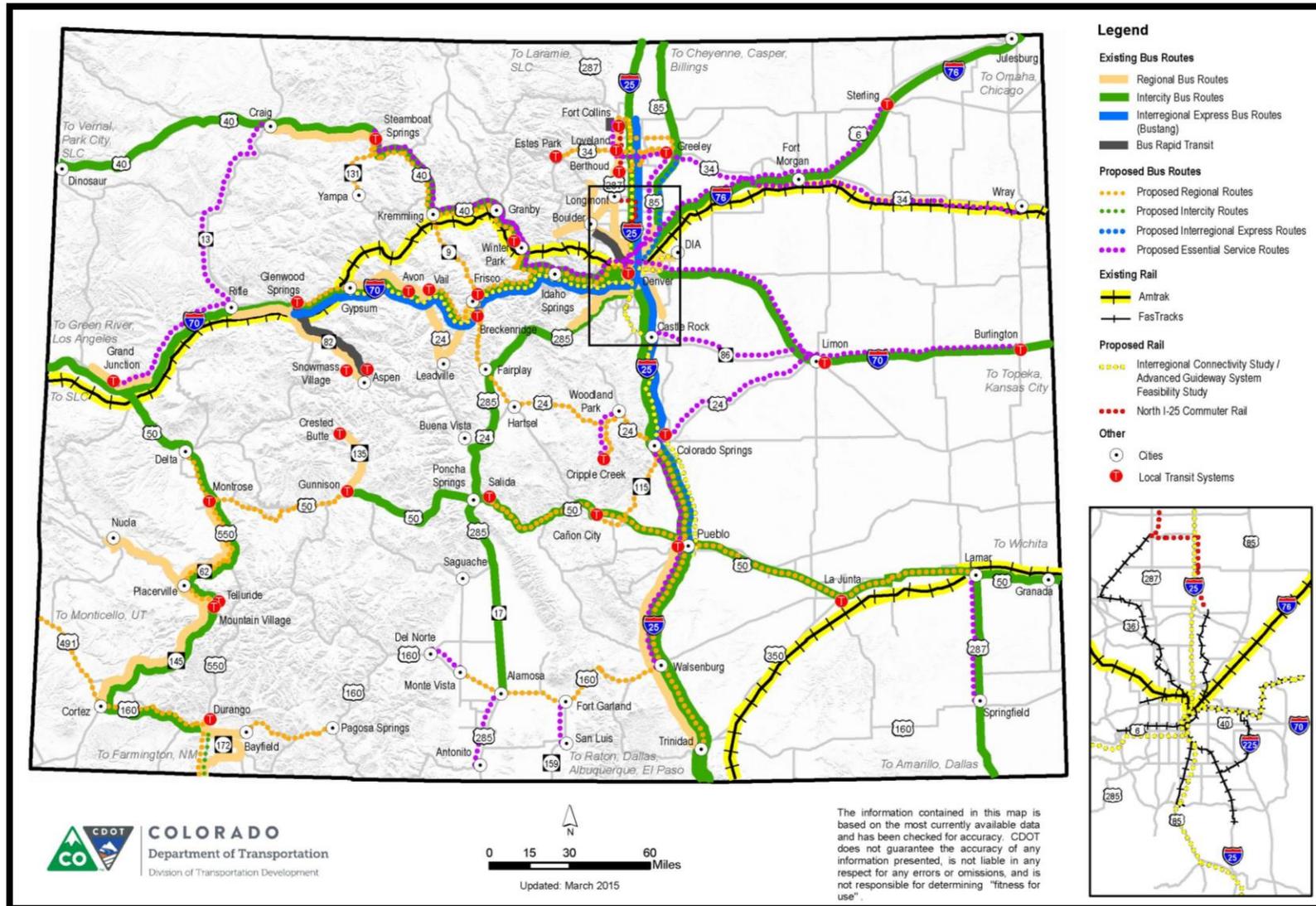
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1 **Figure 7-8 Proposed Transit (Bus and Rail) System**



2

1 **Figure 7-9 Existing and Proposed Transit (Bus and Rail) System Network**



7.2 Transit Assets

The various plans identify transit assets that are needed to support the transit service network. Assets include office space, bicycle and pedestrian facilities, maintenance facilities, parking lots, stations, intermodal centers, and fleet maintenance, replacement, and purchase. Because many of the state's transit agencies own and maintain many assets, asset management has become a critical area of focus for the state's transit agencies, the Colorado Department of Transportation (CDOT), and Federal Transit Administration (FTA). CDOT is implementing an asset management program to assist with resource allocation and project prioritization.

Moving Ahead for Progress in the 21st Century (MAP-21) requires that all FTA grant recipients develop transit asset management plans and that the states certify these plans. At the time of this writing, FTA had not yet provided final rules or guidance about how to satisfy the new asset management requirements in MAP-21. However, the legislation itself articulates two basic requirements that Transit Asset Management (TAM) plans must contain: an inventory of all transit capital assets and a prioritized capital development/replacement plan.

CDOT will provide assistance to its grant partners to meet these requirements through the ongoing Statewide Transit Capital Inventory (STCI) project, which will provide a comprehensive inventory of transit assets throughout the state, including rolling stock, facilities, and park-and-rides. In addition to completing an asset inventory for each federal grant recipient, the STCI project will prepare a prioritized capital development/replacement plan for each transit provider. If an agency has already developed an asset management plan, CDOT will review the plan for conformity with FTA's expectations and regulations.

CDOT is also providing technical assistance in the form of a guide to the preparation of TAM plans, a revised guide to implementing a preventative maintenance program for rolling stock, as well as training and information sessions at conferences. Access to a transit infrastructure specialist is an available resource to all grant recipients on the creation and implementation of TAM plans, maintenance procedures and policies, and development of capital projects.

Table 7-5 provides an overview of the facility projects identified in each rural and urban plan. The facility projects are separated into six categories:

- ▶ Administrative/Office
- ▶ Bike/Pedestrian
- ▶ Maintenance/Storage
- ▶ Park-and-Rides/Parking
- ▶ Shelters/Stops/Stations
- ▶ Intermodal/Transfer Centers

Table 7-5 Facilities Projects by Region

Project Type	Transportation Planning Region
Administrative/Office	Central Front Range Intermountain Pueblo Area
Bicycle/Pedestrian	Greater Denver Area Grand Valley Intermountain North Front Range Pikes Peak Area Pueblo Area Southwest Upper Front Range
Maintenance/Storage	Central Front Range Eastern Greater Denver Area Grand Valley Gunnison Valley Intermountain Northwest Pueblo Area San Luis Valley Southeast Southwest
Park-and-Rides/Parking	Central Front Range Eastern Greater Denver Area Grand Valley Gunnison Valley

Project Type	Transportation Planning Region
	Intermountain North Front Range Northwest Pikes Peak Area Pueblo Area San Luis Valley Southeast Southwest
Shelters/Stops/Stations	Eastern Greater Denver Area Gunnison Valley Intermountain North Front Range Northwest Pikes Peak Area Southwest Upper Front Range
Transfer/Intermodal Centers	Central Front Range Greater Denver Area Grand Valley Gunnison Valley Intermountain North Front Range Pikes Peak Area San Luis Valley South Central Southeast Southwest

1 7.2.1 Rural TPR Facilities

2 During development of the rural Regional Transit Plans, CDOT
3 worked with the region Transit Working Groups to identify facility
4 needs throughout each region. These facility improvements play a
5 critical role in providing services in the rural area of the state and
6 will require a significant amount of funding to implement. Facility
7 projects were identified for the short, mid and long term and would
8 be funded over the next 20+ years.

9 Major facilities projects that have been planned in the Rural TPRs
10 include Trinidad's Intermodal Facility, bus/rail facilities in La Junta
11 and Lamar, bus storage facilities in the Central Front Range TPR, and
12 new or expanded park-n-rides in several other TPRs.

13 7.2.1 Urban TPR Facilities

14 Urban area facility needs were drawn from the available transit and
15 transportation plans prepared by each Metropolitan Planning
16 Organization (MPO). For more details and to see the MPO plans,
17 please visit their respective websites.

18 In the Greater Denver Area, RTD's facilities projects include
19 expansion of the FasTracks system, new light and commuter rail
20 stations (with and without parking), and new and expanded park-
21 and-ride lots. RTD recently completed renovation of the historic
22 Denver Union Station which opened for operation in July 2014.
23 Other planned facilities projects are a Downtown transit center in
24 the Town of Castle Rock, a Front Range Coach Center in Black Hawk,
25 and a bus/dispatch facility in Clear Creek County.

26

27 Grand Valley Transit plans to construct a maintenance facility, new
28 park-and-ride lots, and make ADA/bus stop pedestrian
29 improvements. The new West Transfer Station is in the final stages
30 of construction and should be completed in spring 2015.

31 In the North Front Range area, facilities projects include a new park-
32 and-ride facility at Mulberry/I-25, expansion of the park-and-ride lot
33 at Harmony/I-25, construction of bicycle/pedestrian facilities, and
34 construction of a new Downtown Transit Center in Greeley.

35 The Pikes Peak area has several facilities projects planned from
36 construction of new stations and park-and-rides to a new pedestrian
37 bridge at the Downtown Terminal. Intermodal Centers will be built
38 at Woodmen Road/1-25, at Fort Carson Gate #20, and in Monument.

39 The Pueblo Area's facilities projects include non-motorized facility
40 construction for bicycle users, construction of park-and-ride lots
41 when appropriate, and relocation of Pueblo Transit's operations and
42 administration building.

43 7.2.2 Bus Network Facilities

44 The *Intercity and Regional Bus Network Study* also identifies facility
45 improvements required to improve connectivity of services and to
46 implement the new interregional express bus service. **Table 7-6**
47 provides an overview of the identified facility and infrastructure
48 improvements.

1 **Table 7-6 Bus Network Facilities**

Type	Project	Horizon
Park-and-rides	<i>I-70 Corridor</i> Parking needs identified in Glenwood Springs and between Gypsum and Edwards. ECO transit conducting parking study to identify specific needs.	Short
	<i>North I-25</i> Harmony Road park-and-ride – Between 50 and 100 spaces are needed in the short term. Adding a 20 percent buffer for daily variation increases need to 60 to 120 spaces. Loveland park-and-ride – Access and egress issues need to be addressed to improve circulation. Construct a new park-and-ride at Crossroads Boulevard as part of the future interchange improvements. Consideration of a slip ramp for southbound buses and easy access for northbound buses recommended.	Short
	<i>South I-25</i> Woodmen Road – 55 to 80 parking spaces needed for initial interregional bus service, with additional room for growth. Monument – 155 to 2,210 parking spaces needed for the initial interregional express bus service. Access and egress to the lot are needed to improve travel times.	Short
Transfer/Intermodal Centers	Fairplay – New facility to connect routes traveling along US 285 with service on SH 9	Short
	Montrose – New facility to connect routes traveling along US 550 with local transit services and future service between Gunnison and Montrose	Short
	Lamar – New facility to connect intercity bus lines traveling along US 50 and with Amtrak service	Short
	Idaho Springs – New facility for intercity bus services that will allow transfers from human service providers	Short

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1 **7.2.4 Fleet**

2 As discussed previously, CDOT is currently conducting the Statewide
 3 Transit Capital Inventory (STCI) project. This project will provide a
 4 comprehensive inventory of transit fleets throughout the state and
 5 prepare a prioritized capital development/replacement plan for each
 6 transit provider.

7 **7.3 Coordination**

8 Coordination of transportation services is important and sometimes
 9 required to increase the efficient use of funds and operate transit
 10 service as effectively as possible. To move coordination efforts
 11 forward in the State of Colorado as required by MAP-21 and as
 12 identified by transit providers and stakeholders around the state,
 13 there are several activities that would make these efforts successful
 14 and meet the transit needs of the public. The following activities
 15 would bolster and strengthen existing and future efforts in the state:

- 16 ▶ Create and develop coordinating councils in all regions of the
17 state
- 18 ▶ Provide funding for ongoing staffing of coordinating councils
19 (mobility coordinator/manager)
- 20 ▶ Create performance measures for local and regional
21 coordinating councils that are reported back to CDOT
- 22 ▶ Help agencies understand how funds can be used for local
23 match and the legality of comingling federal funds for the
24 provision of transportation services
- 25 ▶ Assist at the regional level for the development of
26 intergovernmental agreements for the provision of
27 transportation services
- 28 ▶ Provide strategies on how to share the responsibilities of
29 insurance and liability among partners

30 **7.4 Governance and Oversight of Regional
31 Services**

32 In fulfilling the development of a coordinated and efficient transit
 33 system, governance strategies must be implemented. Governance
 34 strategies that CDOT could use to support the development of transit
 35 in the state include:

- 36 ▶ Creating sample cost sharing agreements that providers can
37 use to aid in the implementation of new regional services
38 and making technical staff available to assist with the
39 creation of cost sharing agreements as needed
- 40 ▶ Defining the role of decision making structures and
41 statewide oversight of regional and local coordinating
42 councils
- 43 ▶ Developing regional and local coordinating council
44 performance measures to measure the progress and success
45 of these organizations
- 46 ▶ Providing local and regional partners support as needed to
47 create and implement Regional Transportation Authorities
- 48 ▶ Working with planning partners and regional transit
49 agencies to leverage state FASTER transit funds and to
50 provide support for operating funding, as possible

51 **7.5 Performance Measures**

52 CDOT will use performance measures, developed as part of this
 53 Statewide Transit Plan process, to measure progress toward meeting
 54 the state’s transit vision, goals, and objectives. The performance
 55 measures will be evaluated and reported annually and reviewed at
 56 the time of the Statewide Transit Plan update in approximately four
 57 to five years. The annual performance measure review will help
 58 track the subtle changes over time.

7.6 Implementation Actions

The Statewide Transit Plan and Regional Coordinated Transit and Human Services Plans are the result of the statewide coordinated planning effort over a nearly two-year period. The Implementation Actions developed as part of this process are intended to provide a consistent and transparent guide to CDOT transit priorities and investments. Each action aligns with the goals and objectives developed through this planning process and will guide implementation of Colorado's statewide transit vision.

All of the Implementation Actions are subject to the availability of state and federal funds. At present, with limited funds, maintenance

of existing transit service is a top priority. If additional funds become available, CDOT will work with transit providers to look at enhancing and expanding service as identified by the Implementation Actions.

Over the next several years, CDOT will work with planning partners, transit providers, and stakeholders around the state to implement the actions identified in this Plan. Some of the Implementation Actions may take years to develop fully and short-term impacts may not be readily apparent.

Table 7-7 through **Table 7-13** summarize the Implementation Actions established by the Statewide Steering Committee and CDOT through development of this Plan. The tables also identify applicable performance measures and timeframes for implementation.

24

25

1 **Table 7-7 System Preservation and Expansion**

GOAL: Establish public transit as an important element within an integrated multimodal transportation system 

- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other opportunities to sustain and further transit services statewide
- Develop and leverage private sector investments

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Implementation Actions	Performance Measures
<p>Using the existing funding stream, CDOT will allocate state and federal funds that maintain (preserve), maximize (enhance), and expand the statewide transit system by investing in identified local, regional, and statewide transit needs.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Annual revenue service miles of regional, interregional, and intercity passenger service.</p> <p>Target: maintain or increase 2012 miles</p>
<p>CDOT will create a statewide transit capital asset inventory comprised of park-and-rides, vehicles, and facilities. This inventory will be used as part of CoTRAMS (CDOT's transit grant management system) to guide a capital replacement program to be developed by CDOT.</p> <p style="text-align: right;">Timeframe: short-term</p>	<p>Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition per FTA definitions.</p> <p>Target: 65% or higher</p>
<p>CDOT will develop a sample asset management plan template to help achieve the federal requirement of all grant partners having an asset management plan by 2017. CDOT will also provide technical assistance to transit providers in developing the plans.</p> <p style="text-align: right;">Timeframe: short-term</p>	<p>Portion of CDOT grantees with asset management plans in place for state or federally funded vehicles, buildings, and equipment by 2017</p> <p>Target: 100%</p>
<p>CDOT will continue to be involved in efforts that preserve and enhance existing and future passenger rail in the state. This includes regularly updating the State Freight and Passenger Rail Plan and related recommendations, and taking necessary steps to position Colorado to be eligible for funding. The next update to the State Rail Plan is scheduled to begin in 2016.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>State Rail Plan updates completed every 5 years to maintain eligibility for FRA funding.</p> <p>Target: 2017, 2022</p>

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Table 7-8 Mobility and Accessibility

GOAL: Improve travel opportunities within and between communities



- Make transit more time competitive with automobile travel
- Create a passenger-friendly environment, including information about available services
- Support multimodal connectivity and services
- Enhance connectivity among local, intercity and regional transit services and other modes
- Strive to provide convenient transit opportunities for all populations

Implementation Actions	Performance Measures
<p>CDOT will fund and operate Interregional Express (IX) Bus Service beginning in 2015. Subsequent to the initial service, other public and private regional and lifeline/essential transit service may be implemented where no service exists and a need has been identified in the Regional or Statewide Transit Plans.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Annual revenue service miles of regional, interregional, and intercity passenger service</p> <p>Target: Maintain or Increase 2012 miles</p>
<p>CDOT, working with transit providers, will support system improvements through dynamic technology-based enhancements (e.g., paperless ticketing, route matching software, real-time passenger information, one-call/one-click centers, automated stop notification, online transit map, etc.) to improve the passenger experience.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Percentage of agencies providing Google Transit or equivalent online map/schedule information</p> <p>Target: 100%; where applicable and over time</p>
<p>CDOT, in cooperation with local entities, will coordinate and support efforts to implement multimodal transportation infrastructure improvements (e.g. transit stations, bus bike racks, park-and-rides, slip ramps, travel time enhancements, etc.) that meaningfully integrate bicycle, pedestrian, and transit connectivity to the state's transportation network.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>None</p>
<p>CDOT, working in partnership with transit providers and human service agencies and through the State and Local/Regional Coordinating Councils, will develop and invest in coordination strategies that improve mobility for all Colorado Citizens.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Percent of rural population served by public transit (Annual with more comprehensive update during Transit Plan Update periods)</p> <p>Target: 90%</p>
<p>When planning and designing future transportation improvements, CDOT will consider the role of transit in meeting the mobility needs of the multimodal transportation system.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Annual small urban and rural transit grantee ridership compared to five-year rolling average</p> <p>Target: 1.5% Annual Growth</p>
<p>CDOT will distribute the results of the Statewide Transit Survey of Older Adults and Adults with Disabilities and work with local human service agencies and transit providers to address the transportation needs and barriers identified in the survey.</p> <p style="text-align: right;">Timeframe: short and mid-term</p>	<p>Post online/Distribute</p> <p>Completed 2014</p>

1 **Table 7-9 Transit System Development and Partnership**

Goal: Increase communication, collaboration and coordination within the statewide transportation network 

- Meet travelers' needs
- Remove barriers to service
- Develop and leverage key partnerships
- Encourage coordination of services to enhance system efficiency

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Implementation Actions	Performance Measures
<p>CDOT will collaborate with public and private transit agencies, state agencies and local human service agencies in an effort to coordinate regional services (planning and operation) for all users as identified in the Regional and Statewide Transit Plans.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Percentage of grantee agencies reporting active involvement in local coordinating councils or other transit coordinating agency</p> <p>Target: 100% over time</p>
<p>CDOT will assist in creating local and/or regional coordinating councils as requested. CDOT will participate as part of the Organizing Work Group of the Colorado Mobility Action Coalition (CMAC) and continue to support the hiring mobility managers at the regional level.</p> <p style="text-align: right;">Timeframe: short-term, ongoing</p>	<p>Percentage of grantee agencies reporting active involvement in local coordinating councils or other transit coordinating agency</p> <p>Target: 100% over time</p>
<p>CDOT, working with the Transit and Rail Advisory Committee (TRAC), will develop recommendations for policies and procedures that support the review and consideration of transit and rail in CDOT projects and activities</p> <p style="text-align: right;">Timeframe: short-term</p>	<p>None</p>
<p>CDOT will continue to work with grant partners to provide meaningful assistance, information, education, and compliance support for the grant application and contracting process. CDOT will develop process improvements, provide training, and increase coordination among CDOT, FTA and grant partners around the grant application and contracting process. This includes implementing CoTRAMS, CDOT's grant management system, and providing clear guidance on the grant application and contracting process on CDOT's website.</p> <p style="text-align: right;">Timeframe: short-term, ongoing</p>	<p>None</p>

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1 **Table 7-10 Transit System Development and Partnership (Continued)**

Goal: Increase communication, collaboration and coordination within the statewide transportation network



- Meet travelers' needs
- Remove barriers to service
- Develop and leverage key partnerships
- Encourage coordination of services to enhance system efficiency

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Implementation Actions	Performance Measures
<p>CDOT will continue to provide technical assistance and financial support to CASTA in the development of transit information and services, such as CASTA's Transit Resource Directory, bi-annual conferences, e-newsletters, and reports. CDOT will continue to support CASTA in the management of the Rural Transit Assistance Program (RTAP).</p> <p style="text-align: right;">Timeframe: short-term, ongoing</p>	<p>None</p>
<p>CDOT will coordinate with federal and state agencies to leverage, access, and coordinate use of the various available transportation funds. This will include coordination with human service agencies and agencies not traditionally viewed as transportation providers. Coordination will primarily occur through the State Coordinating Council and Local/Regional Coordinating Councils. In addition, CDOT will work with other agencies to identify the barriers that exist with coordinating various funding sources and work with congressional delegation to reduce these barriers as opportunities are made available.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Percentage of grantee agencies reporting active involvement in local coordinating councils or other transit coordinating agency</p> <p><i>Target: 100%</i></p>
<p>CDOT will assist TPRs and local providers to develop and coordinate marketing and education efforts to improve public, elected official, and agency knowledge of the transit services available, including development of resource directories. CDOT also will assist, as needed, in development of marketing materials such as brochures, flyers, website updates, online transit map, etc.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Percentage of agencies providing Google Transit or equivalent online map/schedule information</p> <p><i>Target: 100%</i></p>
<p>CDOT will update its State Management Plan per FTA regulations, including updating it to be consistent with federal funding requirements in preparation for the next FTA State Management Review.</p> <p style="text-align: right;">Timeframe: short-term</p>	<p>Review State Management Plan for updates annually or as needed; to coincide with March Transit Town Hall meetings. Prepare for FTA State Management Review every 3 years</p> <p><i>Target for FTA Review: 2015, 2018, 2021</i></p>

Table 7-11 Environmental Stewardship

Goal: Develop a framework of a transit system that is environmentally beneficial over time



- Reduce vehicle miles traveled and greenhouse gas emissions
- Support energy efficient facilities and amenities

Implementation Actions	Performance Measures
<p>CDOT will coordinate with state and local agencies and assist agencies' implementation of low emission vehicles and energy conservation practices.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Percentage of statewide grantee fleet using compressed natural gas, hybrid electric, clean diesel, or other low emission vehicles</p> <p>Target: 100% where applicable and over time</p>
<p>CDOT will assist agencies' activities that encourage and promote transit use.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Passenger miles traveled on fixed-route transit</p> <p>Target: Will be determined in the first annual performance measure review in FY 2015</p>
<p>CDOT will incorporate guidance into the NEPA manual on environmental clearance procedures for FTA funded transit projects and provide technical assistance to grantee agencies needing environmental clearance from FTA.</p> <p style="text-align: right;">Timeframe: short-term</p>	<p>None</p>
<p>CDOT will implement enhancements to improve transit travel time such as peak-period shoulder lanes, fixed guideways, and intelligent transportation systems, where appropriate, for use by transit to improve mobility while minimizing the impacts of transportation facility expansion into sensitive and/or constrained areas.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Passenger miles traveled on fixed-route transit</p> <p>Target: Will be determined in the first annual performance measure review in FY 2015</p>

1 **Table 7-12 Economic Vitality**

Goal: 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 \$\$\$

- Increase the availability and attractiveness of transit
- Further integrate transit services into land use planning and development
- Inform the public about transit opportunities locally, regionally and statewide

2

Implementation Actions	Performance Measures
<p>CDOT will plan for and position the state for transit and rail investment opportunities.</p> <p style="text-align: right;">Timeframe: long-term</p>	<p>State Rail Plan updates completed every 5 years to maintain eligibility for FRA funding.</p> <p><i>Target: 2017, 2022</i></p>
<p>CDOT will assist and support local efforts to better connect individuals with job assistance, employment, and other vital services via transit.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Percentage of major employment and activity centers that are served by public transit</p> <p>Determine reasonable target once baseline is identified</p>
<p>CDOT will partner with the Workforce Transportation Task Force of the State Coordinating Council to develop a template for demonstrating the economic benefits of coordinated transit in providing workers transit access to training and employment.</p> <p style="text-align: right;">Timeframe: short-term</p>	<p>None</p>
<p>CDOT will work with the Transit and Rail Advisory Committee (TRAC) and planning regions to develop materials that demonstrate the benefits of transit services to state and local economy.</p> <p style="text-align: right;">Timeframe: short-term</p>	<p>None</p>

3

1 **Table 7-13 Safety and Security**

Goal: Create a transit system in which travelers feel safe and secure and in which transit facilities are protected



- Help agencies maintain safer fleets, facilities and service
- Provide guidance on safety and security measures for transit systems

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Implementation Actions	Performance Measures
<p>Pending guidance from FTA, CDOT will provide assistance to all agencies with development of a safety and security plan consistent with FTA requirements.</p> <p style="text-align: right;">Timeframe: short-term</p>	<p>Percentage of grantees that have safety and security plans which meet FTA guidance</p> <p><i>Target: 100% by 2017</i></p>
<p>CDOT will work with transit providers to implement measures that improve the safety and security of those using public transit.</p> <p style="text-align: right;">Timeframe: ongoing</p>	<p>Number of fatalities involving transit vehicles per 100,000 transit vehicle miles</p> <p><i>Target: 0</i></p> <p>-----</p> <p>Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions</p> <p><i>Target: 65% or higher</i></p>

4



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