

Transit and Intermodal Committee Meeting

**Meeting Agenda
Wednesday, April 15, 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 January Minutes – Kathy Gilliland (5 min)**
- **Bustang (10 min)**
- **Statewide Transit Plan / Reg Bus (10 min)**
- **North I-25 Commuter Rail (memo – informational)**
- **Transit Town Hall Meetings (memo – informational)**
- **Freight Plan (memo – informational)**
- **Questions (5 min)**
- **Adjourn**

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

Transit & Intermodal Committee Meeting Minutes

January 21, 2015

The meeting was called to order by Chairperson Gilliland at 4:42. In attendance were Commissioners Gilliland, Gifford and Thiebaut.

1. **Approval of November and December 2014 Minutes:** The minutes of the November and December 2014 meetings were approved, with notation that Commissioner Zink's name was misspelled.
2. **Bustang** Mark Imhoff pointed out that the Commission had been provided with four update memos, and that two items would be coming for action to the full TC next month. In the case of Bustang, there are many moving parts. Progress is being made and things are happening rapidly. We are not yet ready to announce a start date, as we are still working on fare collection, agreements with local governments, park-and-ride issues, and coordination with our Regions.

We have unveiled our brand, with the wrapping of the buses, and scheduled for events like the Stock Show parade. Certain communities along the Bustang routes, with no local stop have inquired about getting a stop. Mark pointed out that at this point we cannot add additional stops because the schedule has already been set. Further stops would need an assessment, and that would require first operating the system, then considering the impact. Furthermore, the intent was to place stations at locations where there is a connection with local transit; most of those who have inquired do not have local transit.

3. **FASTER Projects:** Mark pointed out that DTR conducted a consolidated call for capital projects for both FASTER and FTA capital funding. A draft list of projects was provided in the TC packet for review and comment, in advance of the request for full TC approval of the FASTER list in February. There were no questions.
4. **Statewide Transit Plan/Regional Bus:** This item was also the subject of a memo in the packet. The ten rural TPRs have largely completed their regional transit plans. They are out for comments this month. Among some of the major comments presented thus far are the needs to expand rural bus service and to establish passenger rail service on the Front Range. The latter was not covered much in the Transit Plan, as it was seen as a topic of the State Rail Plan instead. Also mentioned was the need for better transit connections and better marketing of rural services and technical assistance for doing so.
5. **North I-25:** David Krutsinger, referring to the memo on this subject, indicated that a commuter rail study was examining ROW issues and updating costs.

Meeting was adjourned at 5:05.



DATE: April 8, 2014
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Bustang Opening Day

Purpose

The purpose of this memo is announce the Bustang Opening Day, and to provide the T&I Committee with the background and status of Bustang implementation. **Opening Day: July 13, 2015.**

Action

No action is required.

Background

The Bustang interregional express bus operation was approved by the Transportation Commission in January, 2014. An implementation plan was derived, and progress has been monitored. In January 2015 a critical path schedule on remaining items was prepared, and has been monitored to guide selection of opening day..

Details

Pertinent issues have been tracked and a status is provided below:

Assignment of Horizon Coach Lines Denver Operation contract to All Aboard America! Holdings, Inc. (AAA!)

Horizon is selling their Denver operations; their request is that CDOT assign the Bustang contract to AAA!. CDOT has concluded that an assignment to AAA! is acceptable (more below) and a Consent to Assign document has been developed and reviewed by the State Controller; it is currently out for signature by AAA! and Horizon; once returned it will be signed by the Chief Engineer and forwarded to the State Controller for final signature. Barring unforeseen circumstances, the acquisition of Horizon Coach Lines Denver operation to AAA! will close on April 14, 2015; AAA! is establishing the Denver entity as Ace Express, LLC which will commence operations on April 15, 2015.

AAA! operates in six states providing fixed route, charter, commuter and school bus transportation services. To expand their operations, they are acquiring the entire Denver operation of Horizon; this includes their Golden facilities (operation, dispatch, maintenance, and bus storage), Horizon rolling stock (54 over the road coaches), the entire Golden management, operations and maintenance staff, and active Horizon contracts.

CDOT has concluded our due diligence of AAA!:

- Operations -AAA! operates the New Mexico Park and Ride service, operating over 100 daily departures Monday through Friday over 10 routes, providing commuter service to Santa Fe, Albuquerque, Los Alamos and more. AAA! just concluded an eight year contract with NMDOT, and has been awarded a second eight year contract. NMDOT has been contacted for a reference check; they are very happy with AAA!, and sited responsiveness from the AAA! management team.
- RTD Paratransit Contract assignment - RTD was contacted to check on their assessment of AAA!. RTD's only concern was that AAA! has limited experience in paratransit operations. AAA!'s strong operating portfolio in other services, and their strong financial position gave RTD comfort in assigning their contract.



- Financial assessment - The CDOT Audit Division has assisted in reviewing the AAA! financial statements from the past two years. They confirm AAA!'s strong financial position, and their ability to continue as a going concern.
- Communications - Horizon has two sub-contractors; one for the Bustang web site development, and a second for the e-commerce (on-line ticket sales) module; both sub-contracts are being assigned to AAA!.
- Self-performing tasks - AAA! will self-perform all elements of the Bustang service consistent with the Horizon self-performing elements in the contract.
- CDOT Procurement - Procurement is monitoring the AAA! assignment to insure that all contract terms and conditions are met, including insurance requirements.
- AG's Office concurrence - Kathy Young has been consulted and is comfortable with the AAA! assignment as long as the rest of the due diligence is supportive, and that it is done in accordance with CDOT Procurement.
- CDOT Controller - Liliya Gershman has monitored the consent to assign process and concurs with the assignment.

Governor's Office of Information Technology (OIT)

All approvals have been given for the Bustang service to allow for service initiation. The Executive Committee has delegated the entire project to the local CDOT OIT team. The CDOT OIT team has been enhanced with the hiring of a Bustang Project Manager to assist in current and future OIT needs.

Fare Collection System and WiFi

All fare collection equipment has been delivered. The fare collection system is being installed and tested beginning the week of April 6. One fare box and scanner will be installed the week of April 6, with full road testing by the end of April; this test will include the actual purchase and collection of pre-sold (on-line) tickets, cash tickets on-board, and the wireless transfer to CDOT accounts.

A dual WiFi access point (router) is currently in testing by our fare collection vendor to ensure seamless communications between the fareboxes and the router. Sprint has promised a May 1 installation completion for the WiFi.

Communications

Amy Ford and the Communications team have the Bustang launch elements of the Communications Plan ready to go, pending opening day; including media coverage, ambient advertising, local event/festival presence, and the Maiden Voyage (media and local officials event).

Local Jurisdiction Agreements

Procurement has given their assurance that all agreements (except Harmony Road, see below) can be executed by May 31, possibly sooner if needed.

Park and Ride improvements

Park and Ride improvements are needed at two Park and Rides; Woodmen Road and Harmony (see below). The Woodmen pedestrian access, resurfacing and striping is out for bid. Region 2 will have a contractor under contract by early May with a mid-May completion planned.

Bus shelters need to be installed at the Tejon, Monument, and Loveland Park and Rides. The bus shelters are out for bid, and once selected have a nine week manufacturing timeline. Therefore, bus shelters likely will not be installed before opening day, but be in place and wrapped before inclement weather begins this fall.

Harmony Road Park and Ride

After a year of development with the City of Fort Collins on a parking management program, we came to an impasse when their City Council declined involvement in the plan; the issue is the pay for long term parking concept. With no other apparent option, CDOT sent letters to the DIA shuttle companies operating out of our Park



and Ride giving them 60 days to cease operating out of our Park and Ride by May 22. CDOT has been actively looking for alternatives for the private operators.

During the week of March 30, a series of meetings occurred involving DTR, Region 4, Fort Collins City Manager and staff, a Fort Collins City Councilman, Transportation Commissioner Gilliland, and the private shuttle operators; the purpose was to find a workable solution. A concept has been developed with details and agreements still being worked out, but all parties committing to a timeline not to delay the Bustang opening:

- The Harmony Road Park and Ride will be defined as a day use facility; Bustang, TransFort, Van Go vanpools, carpools and recreational trail users. It will be posted and signed accordingly.
- Airport shuttle providers will be granted access through an access permit allowing kiss-and-ride and transfer operations only; no long term parkers.
- The City of Fort Collins will provide parking enforcement in accordance with their standard policies; i.e. first offense is a warning, next couple are via ticket with escalating fees, finally towing if repeated offender. The City will confirm their commitment by Monday, April 6. The Fort Collins parking enforcement will require an IGA. The fallback option is for CDOT to post, and strictly enforce, a 48 hour parking time limit before we declare the vehicle abandoned and tow.
- All parties will begin meeting to define a long term solution with the goal being to serve as a multi-modal transit center with adequate parking for all. Region 4 has approximated an 18 month process from project definition to implementation, hence concept development and selection needs to begin immediately.

Opening Day Established

It is time to set the opening day for Bustang service. We are getting a flood of inquiries from the public at large, and CDOT is starting to get negative press around ambiguity of opening day. After discussion and recommendation from DTR and SMT, CDOT has established the Bustang opening day for July 13, 2015.

The critical path identifies the end of May when all necessary activities will be complete. Adding approximately six weeks of float for unforeseen circumstances seems prudent at this time. It also gives some time to work through all the Harmony Road issues. Shelters at three Park and Rides will not be in place until fall. The Horizon (soon to be AAA!) contract will require an amendment to compensate for the delay, including idle hired/trained drivers and management staff. A July 13 opening gives Bustang roughly six weeks of operation time to ramp up and work out any kinks over the summer (vacation season and no school), and be ready for the high demand fall months.

Two other options were considered; Tuesday, May 26 (day after Memorial Day) and Tuesday, September 8 (day after Labor Day).

Next Steps

- Communications will issue a press release on April 16 announcing the July 13 opening day.
- Complete Harmony Road implementation plan.
- Communications Team redefine Bustang launch activities.
- Web site and e-commerce go live in mid-May (tentative).





COLORADO
Transportation Commission

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

DATE: April 2, 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 completion of the Regional and Statewide Transit Plans, and next steps.

Action

This memo is informational only; no action required.

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 released in February 2015, comments closed in March. 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, plans finalized, and posted to CDOT's website.

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. In general, comments included requests for 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 Statewide Transit Plan was finalized. The Transportation Commission approved the Statewide Transportation Plan and the corresponding resolution incorporated the Transit Plan and other plans by reference. The final plan is available at: <http://coloradotransportationmatters.com/other-cdot-plans/transit/plan-documents/>

Next Steps

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 more uniform coordinating council/mobility management program statewide, (2) development of a more integrated rural regional and interregional bus service program, and (3) continuing communications and technical assistance programs for our grant partners.



- 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. RTD will use electric multiple unit (EMU) vehicles. The same vehicles could be offered with a diesel motor according RTD's conversations with the manufacturer, and would be freight-compliant to travel in the BNSF Railway corridor.
- Federal regulations now require "positive train control" (PTC) for shared freight-passenger operations, improving information about multiple trains' speed, location, and "authority" to proceed/use a particular section of track in a shared corridor.

Cost estimates to implement the North I-25 EIS vision were revised based on changes occurring from inflation, and changes occurring due to the scope changes (right-of-way, operating, vehicles) noted above. The cost conclusions are as follows:

- \$690 Million - North I-25 EIS cost estimate in 2009\$
- \$820 Million - North I-25 EIS cost estimate, adjusted for inflation, to 2014\$ (3.5%/year x 5 yrs inflation)
- \$1,200 Million (\$1.2 Billion) - North I-25 EIS cost estimate adjusted for scope changes in 2014\$
- The \$380 Million difference in 2014\$ is primarily from right-of-way cost increases (\$100 M), additional track / track structures (\$72 M), additional signal/communication system costs (PTC, Quiet Zones: \$128 M), additional site-work / earthwork / retaining walls to simultaneously accommodate freight and passenger tracks (\$50 M), and the rest in changes to other elements (+ and -) and the resulting changes in contingency.

Next Steps

As a planning "update" document, and not a decision document, revisions are being made to the Draft Document. The Final Document will be published in April.

Attachments

None





COLORADO
Transportation Commission

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

DATE: April 2, 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 completion of this study.

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 along SH 119 and then south on Weld CR 7 or nearby 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" has taken a snapshot five years later, and updated (1) right-of-way, (2) operating plan, and (3) cost information. The Final Technical Advisory Committee (TAC) was held on Friday, March 13th, and the final policy-level briefing was held with the US287 Coalition on Thursday, March 26th (delayed from February 26th due to snow/weather postponement). Both of the final meetings were opportunities to review and comment on the Draft Report. The comment period closed Friday, March 27th.

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:

- A prior assumption of an eastern freight rail bypass has not been built. With higher freight rail traffic remaining in the corridor, a second track for passenger rail service from Fort Collins to Longmont is required to provide safe separation and operation of both freight and passenger trains in the same corridor.
- The City of 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.
- 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 in the long term, matching every-other train of RTD's North Metro Line. Additional details are noted below:

- In the shorter term, RTD plans to open the North Metro Corridor with more single track than previously expected and will open with a 20-minute peak frequency rather than 15-minute frequency. Consequently, if the North I-25 Commuter rail is built to connect with RTD's corridor in the near term, then it may start with 40-minute peak service, rather than 30-minute.





COLORADO
Transportation Commission

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

DATE: April 16, 2015
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Transit Town Hall Meetings

Purpose

Transit Town Hall meetings are held at minimum on an annual basis to provide information to our Grant Partners and interested citizens of Colorado with any updates regarding grant coordination for transit grants.

Action

This memorandum is provided for informational purposes to the Commission; no action is required.

Background

Each year, the Division of Transit & Rail travels around the state to gain input on policy matters affecting the transit program. This year, staff held meetings in Denver on March 9th, Pueblo on March 12th, Durango on March 17th and Glenwood Springs on March 18th. More than 70 individuals participated both in-person and by phone. Staff also received written comments from a couple of individuals.

Details

Topic areas included the application, evaluation, selection and award of both capital and operating projects, for both FTA and FASTER programs. Highlights of the discussions include:

- Discussion about the bus replacement evaluation criteria weighting between mileage versus age of the bus. DTR staff will review the impact of a potential change and will run scenarios using current fleet inventory data to model the various options.
- CDOT's new policy of requiring municipalities within transit agency service areas to apply for FASTER funding through the respective transit agency. This is primarily an issue within the RTD service area but does have potential impact for other RTAs within the state. The comments generally supported a continuation of this policy as it did not preclude the municipalities from applying as long as they had concurrence from their designated transit agency.
- CDOT's discouragement of applications for FASTER funds as match to federal monies. The rationale is to maximize the number of projects by utilizing all funds (FTA and FASTER) as requiring a 20% local match. The general tone of the comments was that DTR should continue to allow the use of FASTER funds for match to FTA grants, but that there should be a limitation on the level of funding that could be provided. This limitation could either be in the form of a set maximum amount or a disincentive through the use of higher match ratios at larger amounts. DTR will do more research on the implications before setting a policy.

Overall, the meetings were very productive and provided sufficient feedback to enable DTR to move ahead with some potential program modifications.



DATE: April 15, 2015
TO: Transportation Commission Transit & Intermodal Committee
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Draft State Highway Freight Plan, Phase I

Purpose

This memo provides an overview of the development of the draft State Highway Freight Plan including key highlights and next steps.

Action

None. Information only.

Background

Freight has a significant impact on the economy, transportation, land use, and environment of our state. Realizing the important role that freight plays in delivering goods, creating jobs, and improving economic connections for people across the state, CDOT is developing its first State Highway Freight Plan.

This Plan is being developed in accordance with MAP -21 (Moving Ahead for Progress in the 21st Century). A MAP 21 compliant plan is required in order to be eligible for additional federal funding for freight related projects, which in turn will help the Department meet the vision outlined in the draft Plan.

Vision, Goals & Strategies

The vision included in the Plan, currently still in the draft stage is: *The Colorado Freight System will support the economic vitality of the state by providing for the safe, efficient, coordinated, and reliable movement of freight.*

The Plan goals listed below are in alignment with the 2040 Statewide Transportation Plan Goal Areas and the National Freight Goals established in MAP-21.

- Improve the safety of the Colorado Freight System
- Improve the operational and system performance of the Colorado Freight System
- Improve connectivity between freight facilities and destinations
- Improve the economic vitality of the state through freight investments, programs, and initiatives that enhance the state's economy and quality of life
- Improve the condition of infrastructure on the Colorado Freight System
- Reduce environmental impacts of freight movement

The draft Plan also includes key strategies which will help CDOT meet the Plan's vision and goals.

Development of this Plan is a two-phase approach which allows the Department to meet FHWA's May submittal date for a State Highway Freight Plan that is MAP-21 compliant, better positions the Department for future project funding, fosters STAC, TRAC, and FAC collaboration, and builds a foundation for future modal integration activities. (See Attachment A: State Highway Freight Plan Timeline).

Phase 1 - Data Collection and Analysis, Industry Collaboration, and State Highway Freight Plan

- Collect and analyze data specific to commercial vehicle movement and economic trends
- Establish a Freight Advisory Council (FAC) to expand participating stakeholders to include industry representatives.
- Meet FHWA requirements

Phase 2 - Coordination and Collaboration and Integrated Freight Plan Development

- Re-establish and expand coordination with the FAC and establish a relationship between the planning partners and the FAC
- Establish coordination between FAC, STAC, and TRAC
- Develop process to integrate all freight modal plans

The draft plan will be available on April 10 at:



<https://drive.google.com/folderview?id=0B4pvpu5GvwzifkdicFFRQ1RWaC15eDRaY2dBX3dzYzNEd09uaUN0OW9XRDRqajlSZkhQY1U&usp=sharing>

(Copy and paste into browser or CTRL + Click to follow the link)

Key Benefits

A Statewide Freight Plan that clearly articulates the vision, goals, and strategies for the Colorado Freight System.

Next Steps

- April 10, 2015 - Draft Plan provided to STAC for review and comment
- April 24, 2015 - STAC Workshop on Draft Plan
- May 29, 2015 - CDOT submits State Highway Freight Plan to FHWA. Plan will be posted to CDOT's Statewide Plan web site www.colroadotransprtationmatters.com
- Summer 2015 - Phase 2 Implementation

