

# North I-25 Commuter Rail Update

## Policy Update North Front Range MPO

March 5, 2015



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## Purpose of the “Update”

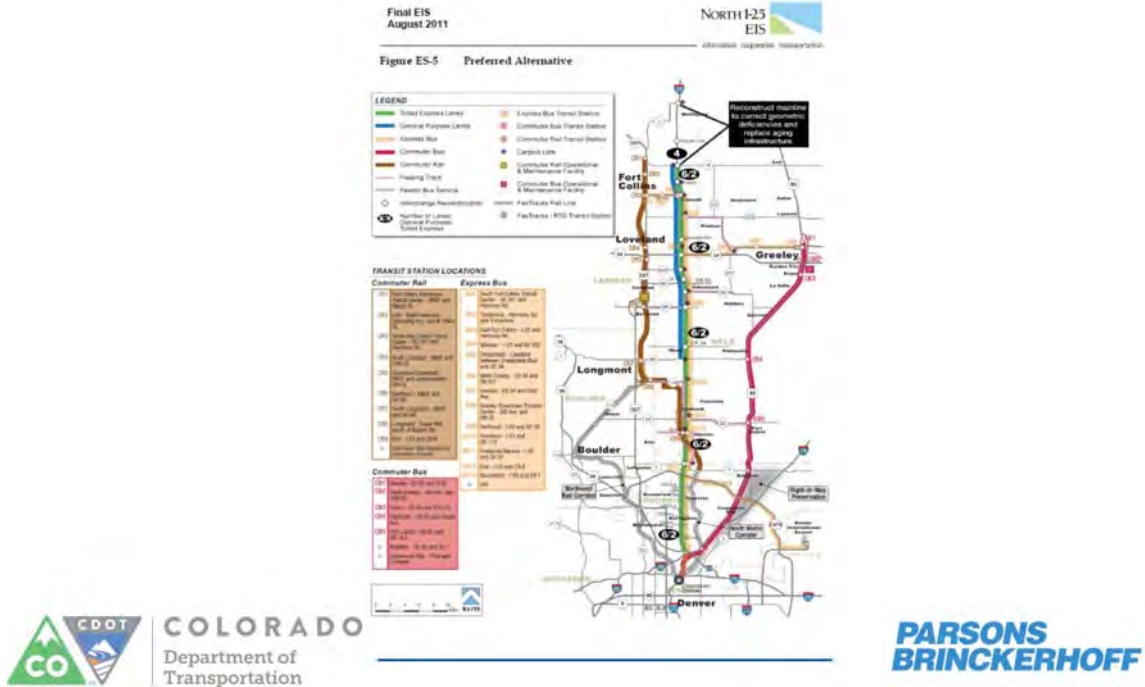
- Advance development of an integrated inter-regional transit system envisioned in North I-25 EIS
- Focus on recommended elements of commuter rail
- Synthesize recommendations of recent studies such as NAMS, North Metro EIS, Interregional Connectivity Study, and others
- Refresh information parallel to I-25 planning and prior to the State Rail Plan Update of 2016-2017
- Focus on updates to right of way, operating plan, and cost estimate



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# North I-25 EIS Map



# Stakeholder Involvement

- Technical Advisory Committee has met three times
- Updates to policy groups, before Draft Report
- September and February meetings with BNSF Railway



### **BNSF's Front Range Sub, Longmont – Fort Collins**

Mileage: 30.8 (Longmont MP 43.6, Fort Collins MP 74.4)

Interchanges: Longmont: Great Western Ry. (OmniTRAX)  
Loveland: Great Western Ry. (OmniTRAX)  
Fort Collins: Great Western Ry. (OmniTRAX)  
Union Pacific Railroad (UP)

Daily Usage: 6 freight trains/day (range 5-10 trains/day)

Passing Loveland: 4,079 feet

Sidings: Longs Peak: 1.62 miles (2 grade crossings thru)  
Fort Collins: 7,295 feet (North Yard)



### **BNSF's Front Range Sub, Longmont – Fort Collins**

ROW Width: Generally 100 feet, some 200 feet

Signaling: Un-sigaled (Track Warrant Control or TWC)

Crossings: Grade-separated: 2 (US 287, Eisenhower Blvd., Loveland)  
Sigaled Grade Crossings: 34  
Un-sigaled grade crossings: 30 (14 Mason Street)

Side Tracks: East Side: 8  
West Side: 4

Maximum Speed: 49 MPH

Speed Restrictions: Seven, speeds ranging 20-40 MPH, for 17.4 miles or 56% of the total route



## Public Information

- CDOT hosted website including comment opportunities
- TAC meetings open to the public, with public comment period
- Press releases during the update effort
- Draft Report Review



## Right of Way Analysis

- Analyze four distinct segments
  - Fort Collins South Transit Center to Longmont
    - EIS went to Downtown Fort Collins
  - SH 119: Longmont to I-25
  - I-25: SH 119 to Weld Co. Rd 8
    - EIS alignment along Weld County Road 7
  - RTD Boulder Branch Line
- Original Assumptions for ROW
  - Shared track (EIS)
- Changed Conditions for ROW
  - No “Eastern Freight Rail Bypass”
  - MAX BRT in Mason Corridor
  - Some development since
  - Separate Commuter Rail track



## Right of Way Update

- Assumptions from North I-25 EIS
  - Land Classes/Types were based upon 2006 Ownership Data and did not consider future development
  - Access modifications would be required
  - Displacements occur where ROW impacts are substantial
  - Displaced occupants are eligible for relocation benefits
- Assumptions for the Update
  - Use same assumptions from EIS for consistency
  - Revised alignment utilizes I-25 corridor rather than WCR 7
  - Separate track for Commuter Rail



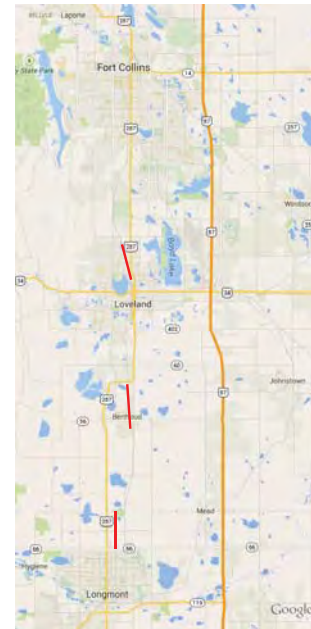
## Operating Plan Update

- North I-25 EIS Operating Plan
  - 30 minute peak / 60 minute off-peak service both directions
  - 55 trains per day
  - 9 stations: downtown Fort Collins to RTD 162nd/Colorado station
  - 1 hour 45 minute travel time Fort Collins to Denver Union Station
- Update Operating Plan
  - 40 minute peak / 60 minute off-peak (tied to RTD North Metro service)
  - 44 trains per day
  - 7 Stations South Fort Collins Transit Center to RTD 162nd/Colorado station
  - 1 hour 40 minute travel time South Fort Collins to Denver Union Station
  - High-Level Platforms
  - FRA-Compliant Diesel Multiple Units (DMUs)



# Preliminary Passing Siding Locations

Location	Limits
Loveland	South of N. Loveland Station / (north) 3.0 miles
Berthoud	South of Berthoud Station / (north) 2.4 miles
Longmont	South of N. Longmont Station / (north) 2.1 miles
I-25 Frontage Road	From Furniture Row / (north) 4.6 miles



# Running Times and Speeds

Station	Time Between Stations	Average Speed Between Stations	Total Trip Time	Maximum Speed in each Segment
Fort Collins	0:00	N/A	0:00	N/A
North Loveland	8:45	57.1	8:45	70
Loveland	3:49	40.0	12:34	50
Berthoud	9:31	46.4	22:05	70
North Longmont	10:18	48.0	32:23	65
Longmont (Sugar Mill)	7:44	39.1	40:17	45
SH 52	11:43	55.8	52:00	75
162 <sup>nd</sup> Avenue	10:00	50.1	62:00	75
DUS	36:00	31.0	98:00 1 hr 38 min	65

# Concept of Operations (Example)

Southbound			Northbound	
Depart Fort Collins	Arrive Denver Union Station		Depart Denver Union Station	Arrive Fort Collins
			6:00 AM	7:40 AM
5:10 AM	6:50 AM	→	7:00 AM	8:40 AM
5:50 AM	7:30 AM	→	7:40 AM	9:20 AM
6:30 AM	8:10 AM	→	8:20 AM	10:00 AM
7:10 AM	8:50 AM	→	9:00 AM	10:40 AM
8:10 AM	9:50 AM	→	10:00 AM	11:40 AM
9:10 AM	10:50 AM			
10:10 AM	11:50 AM			



## Berthoud Maintenance Facility

- Stand-alone DMU maintenance
- Operations Center
- Car cleaning
- Toilet servicing
- Car washer
- Wheel true
- Fueling
- Overnight storage: track length for 21 cars





# Cost Update

- Improve level of detail
- Update for changed conditions
- Request railroad input & concurrence similar to Northwest Area Mobility Study
- Update from 2009\$ to 2014\$
- Update to FTA / FRA Standard Cost Categories (SCC)



## North I-25 Commuter Rail Update

COST COMPARISON BETWEEN E.I.S. (2009) AND PRELIMINARY ESTIMATE UPDATE (2015)					
BY STANDARD COST CODE (SCC)					
SCC COST CODE	COST CODE DESCRIPTION	ENVIRONMENTAL IMPACT STATEMENT (2009) (IN MILLIONS \$)	ENVIRONMENTAL IMPACT STATEMENT (ADJUSTED TO 2014) (19.8% TOTAL ESCALATION USED) (IN MILLIONS \$)	PRELIMINARY COST ESTIMATE (2014) (IN MILLIONS \$)	EXPLANATION OF DIFFERENCE
10	GUIDEWAY/TRACK ELEMENTS (TRACK AND STRUCTURES)	\$78.7	\$94.3	\$165.8	EIS assumed a Hwy. 7 alignment with sections of track shared with BNSF. EIS assumed 18.0 m. of single track and 6.7 mi. of double track. Current Preliminary Cost Estimate Update assumes 31.6 mi. of single track and 12.3 miles of double track. Total track increased by 79%. Extrapolated cost approximately equal.
20	STATIONS/TERMINALS	\$32.8	\$39.3	\$15.0	Very similar assumptions between EIS and Preliminary Cost Estimate Update except Update has no pedestrian overpasses and elevators.
30	SUPPORT FACILITY (YARDS, SHOPS, ADMIN. BLDGS.)	\$56.9	\$68.2	\$25.5	Preliminary cost estimate update based upon similar structure and yard to available data from RTD FasTracks Projects.
40	SITE WORK AND SPECIAL CONDITIONS (STRUCTURES, RET. WALLS)	\$69.7	\$83.5	\$132.3	Cost differential is primarily due to expanded route track and associated construction.
50	SYSTEMS (COMMUNICATIONS, SIGNALS, ELECTRICAL, TRAIN CONTROL)	\$94.9	\$113.7	\$241.3	Current Cost Estimate Update includes Positive Train Control (PTC).
60	RIGHT-OF-WAY, LAND, EXISTING IMPROVEMENTS	\$24.8	\$29.7	\$129.8	Preliminary Cost Estimate Update provides an initial cost for ROW from BNSF, additional parcels needed for construction and associated soft costs.
70	VEHICLES	\$150.8	\$180.7	\$78.0	EIS assumed 29 DMU vehicles at \$5.2 million each. Current operational plan requires a total of eighteen (18) DMU vehicles at between \$4.2 million-\$4.5 million depending upon powered vs. unpowered.
80	PROFESSIONAL SERVICES	\$140.4	\$168.2	\$124.0	Based upon typical percentages and costs from similar project.
90	CONTINGENCY	\$35.3	\$42.3	\$281.1	30% contingency used for preliminary cost estimate update based upon conceptual nature of project status.
	<b>TOTALS</b>	<b>\$684.30</b>	<b>\$819.9</b>	<b>\$1,192.8</b>	

Note: Preliminary estimate used - N. I-25 Cross-over with Sugar Mill Station Alignment



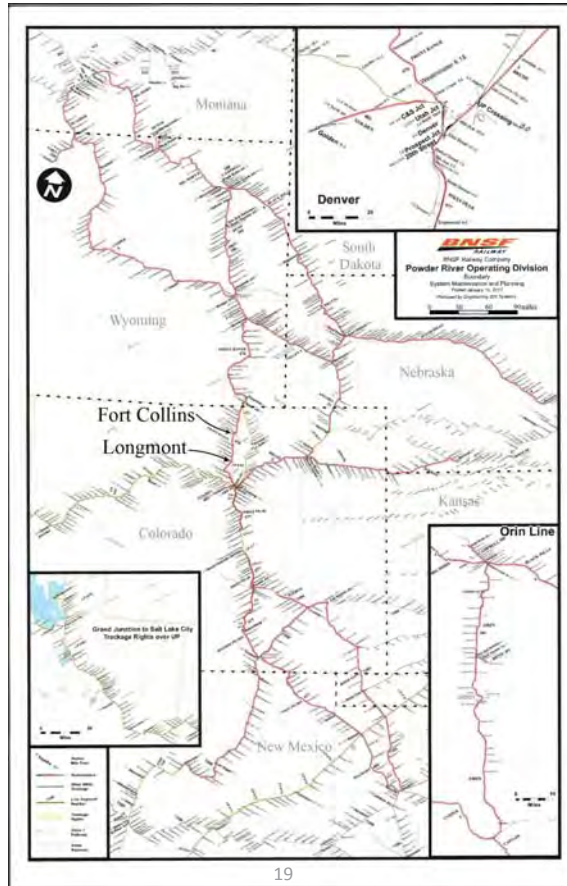


# Summary

Update Element	DRAFT Findings
Right of Way	<ul style="list-style-type: none"> <li>• No eastern bypass means a separate Commuter Rail track is required (“double tracking” throughout)</li> <li>• Northern terminus at South Fort Collins Transit Center</li> <li>• I-25 use in lieu of WCR 7</li> </ul>
Operating Plan	<ul style="list-style-type: none"> <li>• Adapt operating plan to RTD connection</li> <li>• Initial RTD peak freq.= 20 minutes → 40 min Com. Rail</li> <li>• High-level platforms required</li> <li>• FRA-compliant diesel multiple units (DMU)</li> <li>• Passing track locations = “triple track”</li> </ul>
Cost Estimate	<ul style="list-style-type: none"> <li>• \$690 Million = EIS estimate, in 2009\$</li> <li>• \$820 Million = EIS adjusted for inflation to 2014\$</li> <li>• \$1.2 Billion = current working estimate in 2014\$ reflecting scope changes above to ROW &amp; Operations</li> </ul>

## Questions/Comments

## North I-25 Commuter Rail Update



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## North I-25 Commuter Rail Update

### BNSF Commuter/Passenger Principles

- BNSF will consider accommodating passenger trains speeds up to but not beyond 90 MPH.
- Passenger equipment and rolling stock used has to be FRA compliant.
- Any commuter operation cannot degrade BNSF's freight service, negatively affect BNSF's freight customers or BNSF's ability to provide them with service.
- BNSF will not incur any liability for commuter operations that it would not have but for those operations.
- Capital investments necessary for commuter service are the responsibility of the public.
- BNSF will limit commuter operations to the commuter schedules initially agreed upon and for which the capital improvement plan has been designed.
  - Future expansions will have to undergo the same analysis and provide any required capital improvements before schedules can be changed, services or stations added.
- Investments made for commuter projects must not result in BNSF incurring a higher tax burden.
  - Property improvements should not become part of BNSF's tax base.
  - Materials used should be exempt from all sales and use taxes, etc., or BNSF must be made whole for any increased tax burden.



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## BNSF Commuter/Passenger Principles

- Studies of how commuter service might be provided must take into account not only the current freight levels, but projected freight traffic growth.
- Studies must reflect BNSF’s actual operating conditions and cost structures.
  - Construction cost estimates must reflect BNSF labor costs.
  - Passenger schedules cannot assume that BNSF will not operate any freight trains during peak commuter periods.
- BNSF must retain operating control of rail facilities used for commuter services.
  - All dispatching, maintenance and construction must be done under the control of BNSF.
  - Passenger stations, parking lots and other non-rail facilities may be publicly owned and operated.
- BNSF must be compensated for any and all costs incurred in providing commuter service and make a reasonable return for providing the service.
- Improvements must include grade crossing protection and inter-track fencing as required to minimize the risk of accidents due to liability and service interruption concerns.



## FRONTRUNNER SOUTH (UTAH)

Segment:	Salt Lake City, UT to Provo, UT
Length of Line:	44.4 route miles / 55.5 track miles
Date in Service:	2012
Type of Rolling Stock:	Locomotives (7), freight switcher, cab cars (10), coaches (8), rehabilitated coaches (10)
Description:	<ul style="list-style-type: none"> <li>* One track added to parallel Union Pacific track</li> <li>* Approximately 10 miles of double track constructed where right-of-way width allowed</li> <li>* Shares 2-mile section with freight operator</li> <li>* Implementing Positive Train Control (most was installed with construction project)</li> <li>* Cost/mile high due to challenging areas of construction, limited access to construction sites, crossings and neighborhood construction</li> </ul>
Total Cost of Project (Adjusted to 2014):	\$1.07 Billion
Cost of Stations (Adjusted) (8 stations with parking):	\$23.4 Million
Cost of Maintenance Facility (Adjusted):	\$1.4 Million
Cost of Right-of-way (Adjusted):	\$92.2 Million
Cost of Rolling Stock (Adjusted):	\$88.7 Million
Cost per Route Mile (Adjusted):	\$24.1 Million
Cost per Track Mile (Adjusted):	\$19.3 Million
* Cost of Core Project/Route Mi. (Adj.)	\$19.5 Million
* Cost of Core Project/Track Mi. (Adj.)	\$15.6 Million

\* Core project excludes stations, maintenance facility, ROW and vehicles



# Ozone Update

## March 2015 NFR MPO Council Meeting



**COLORADO**

**Air Pollution Control Division**

Department of Public Health & Environment

# Historic Standards

## 1-Hour Ozone Standard (0.125 ppm)

- ① 1982 Ozone Attainment State Implementation Plan (SIP)
- ② 1987 Region Attains Standard
- ③ 2001 Ozone Maintenance Plan and Redesignation Request,  
Region Designated Attainment/Maintenance Area



## 1997 8-Hour Ozone Standard (0.08 ppm)

- ④ 2004 Early Action Compact (EAC) Ozone Action Plan
- ⑤ 2006 Revision to EAC Ozone Action Plan
- ⑥ 2008 8-Hour Ozone Attainment Plan
- ⑦ 2009 Region Attains Standard

# Current & Proposed Standards

**Current: 2008 ozone National Ambient Air Quality Standard (NAAQS)**

75 ppb

Denver Metro Area / North Front Range is “marginal” nonattainment area

Bump up to “moderate” pending

Dec. 2015 court ruling accelerated deadlines

**Proposed: 2015 ozone standard**

65-70 ppb

Final standard due Oct. 1, 2015

# 2008 NAAQS

## Big Picture Requirements

Attain the standard

- 3-year average of monitored data 75 ppb or below
- Denver Metro Area – North Front Range out of attainment

Submit a State Implementation Plan (SIP) for attainment



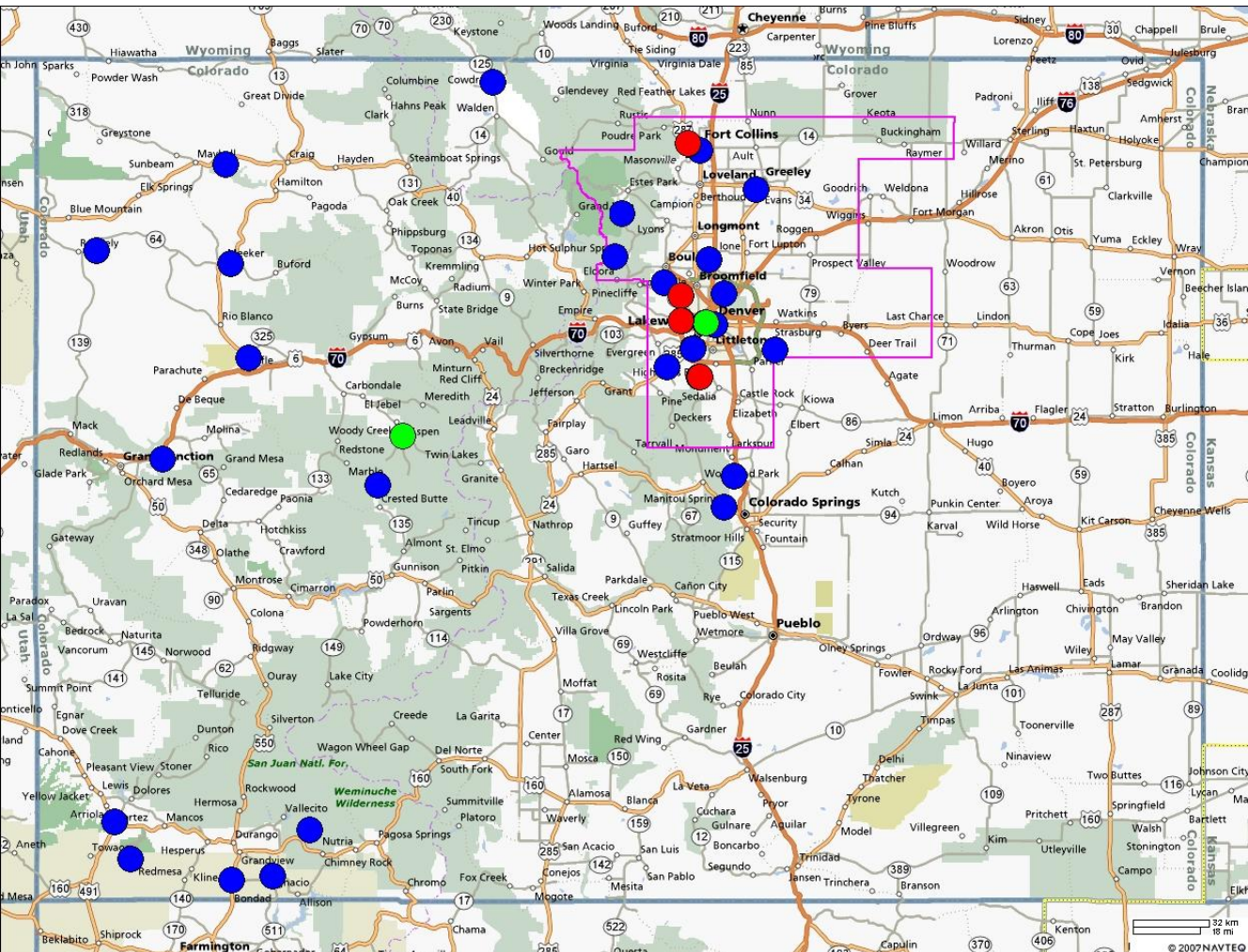
# Nonattainment Area

## Colorado Ozone Sites Comparison to Federal Ozone Standard (75 ppb) 2012 - 2014

Ozone Standard:  
3-year average of 4th maximum  
8-hour values must be  $\leq$  75 ppb

- Above level of standard  
(3+ years of data available)  
(Based on 3-yr. avg. of 4th max. for 2012 - 2014)
- Above level of standard  
(<3 years of data available)  
(Based on avg. of 4th max. for years available)
- Below level of standard  
(3+ years of data available)  
(Based on 3-yr. avg. of 4th max. for 2012 - 2014)
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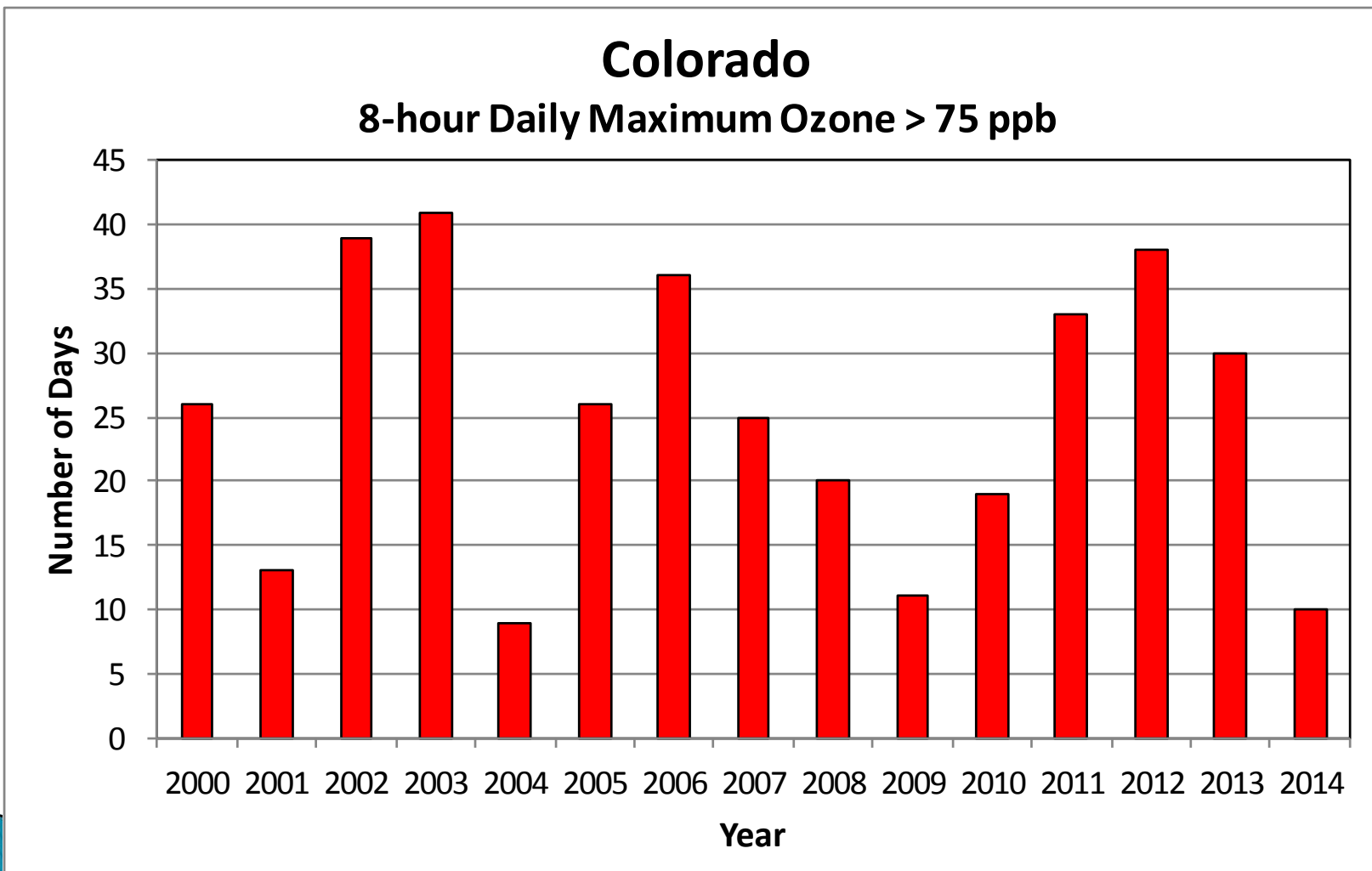
— Non-attainment area



### Three Year Average 4th Maximum Ozone Values

<i>East Slope Sites</i>		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2011-2013</u>	<u>2012-2014</u>	<u>2015</u>
Site Name	AQS #	8-hr. O3 4th Max. Value (ppm)	8-hr. O3 4th Max. Value (ppm)	8-hr. O3 4th Max. Value (ppm)	8-hr. O3 4th Max. Value (ppm)	3-yr. Avg. 4th Max. Value (ppm)	3-yr. Avg. 4th Max. Value (ppm)	Highest 4th Max. to not exceed (ppm)
Welby	08-001-3001	75	77	77	67	76	73	83
Highland	08-005-0002	78	80	79	---	79	---	---
Aurora East	08-005-0006	77	74	73	67	74	71	87
S. Boulder Creek	08-013-0011	76	76	79	70	77	75	78
CAMP	08-031-0002	---	68	67	61	---	65	99
La Casa	08-013-0026	---	---	71	66	---	---	90
Chatfield State Park	08-035-0004	82	86	83	74	83	81	70
USAF Academy	08-041-0013	74	75	74	64	74	71	89
Manitou Springs	08-041-0016	75	75	72	62	74	69	93
Welch	08-059-0005	77	79	80	66	78	75	81
Rocky Flats North	08-059-0006	81	84	85	77	83	82	65
NREL	08-059-0011	83	81	84	76	82	80	67
Aspen Park	08-059-0013	72	77	77	65	75	73	85
Fort Collins - West	08-069-0011	80	80	82	74	80	78	71
Fort Collins - CSU	08-069-1004	68	74	74	72	72	73	81
Weld County Tower	08-123-0009	77	80	73	70	76	74	84
NPS - Rocky Mtn. NP	08-069-0007	77	79	74	69	76	74	84
NOAA - BAO Tower	n/a	75	76	70	67	73	71	90
NOAA - Niwot Ridge	n/a	69	75	71	65	71	70	91

# Number of Days Above the NAAQS




# Actions to Reduce Ozone

## Stationary source programs

- 2008 Ozone Action Plan
- Renewable Energy Standard
- Clean Air Clean Jobs Act
- Regional haze SIP
- 2014 oil & gas air quality rulemaking

## Mobile source programs

- Vehicle inspection/maintenance
  - New vehicle standards
  - Cleaner/alternative fuels
  - Travel reduction programs
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# Actions to Reduce Ozone

## Area/non-road source programs

- Reciprocating internal combustion engine standards
- Lawn and garden equipment
- Industrial and commercial boilers

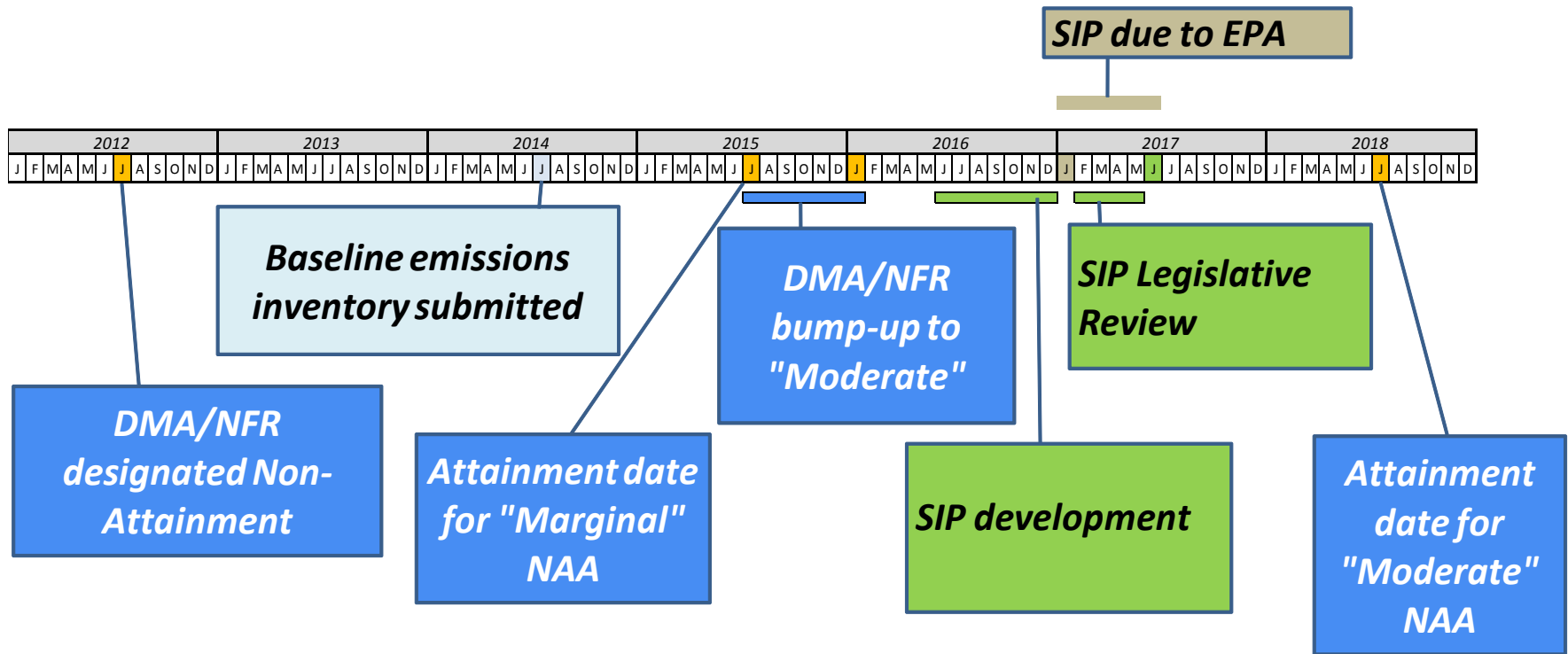
Will evaluate attainment through monitoring and modeling

Developing the SIP will be a major task





# SIP Development Timeline



# Proposed Revised 8-Hour Ozone NAAQS

## ◦ Primary Standard

- Health-based standard
- Proposed Range = 0.065 to 0.070 ppm
- EPA Accepting Comments on range between 0.060 and 0.075 ppm

## Secondary Standard

- Welfare-based standard
- Proposed Range = 0.065 to 0.070 ppm
- EPA Accepting Comments on 8-Hour Average and alternative forms of standard

## Air Quality Index (AQI)

- Proposed adjusting AQI to revised thresholds based on level set for primary standard



# 2015 NAAQS Schedule

- ▶ Comments due to EPA by March 17, 2015
- ▶ Final standards by late 2015 (court-ordered)
- ▶ State area designation recommendations due to EPA within 1-year of promulgation (late 2016)
- ▶ Initial EPA area designations no later than 2 years after promulgation (late 2017)
- ▶ SIPs due 3-years from designation (late 2020)

# Implications for Colorado

- ▶ Designated monitoring season would change from Mar.–Sep. to year–round (Jan.–Dec.)
- ▶ Heightened monitoring requirements
- ▶ **At 70 ppb using 2012–2014 data, NAA could be:**
  - Denver/North Front Range
  - Colorado Springs/El Paso County area
  - Rangely/Uinta Basin (will need to be joint with UT)
- ▶ **At 65 ppb using 2012–2014 data, NAA could be:**
  - Denver/North Front Range
  - Colorado Springs/El Paso County area
  - 4–Corners area
  - Rangely/Uinta Basin (will need to be joint with UT)
  - Grand Junction/Mesa County area

# If future NAAQS set at 70 ppb

## Colorado Ozone Sites

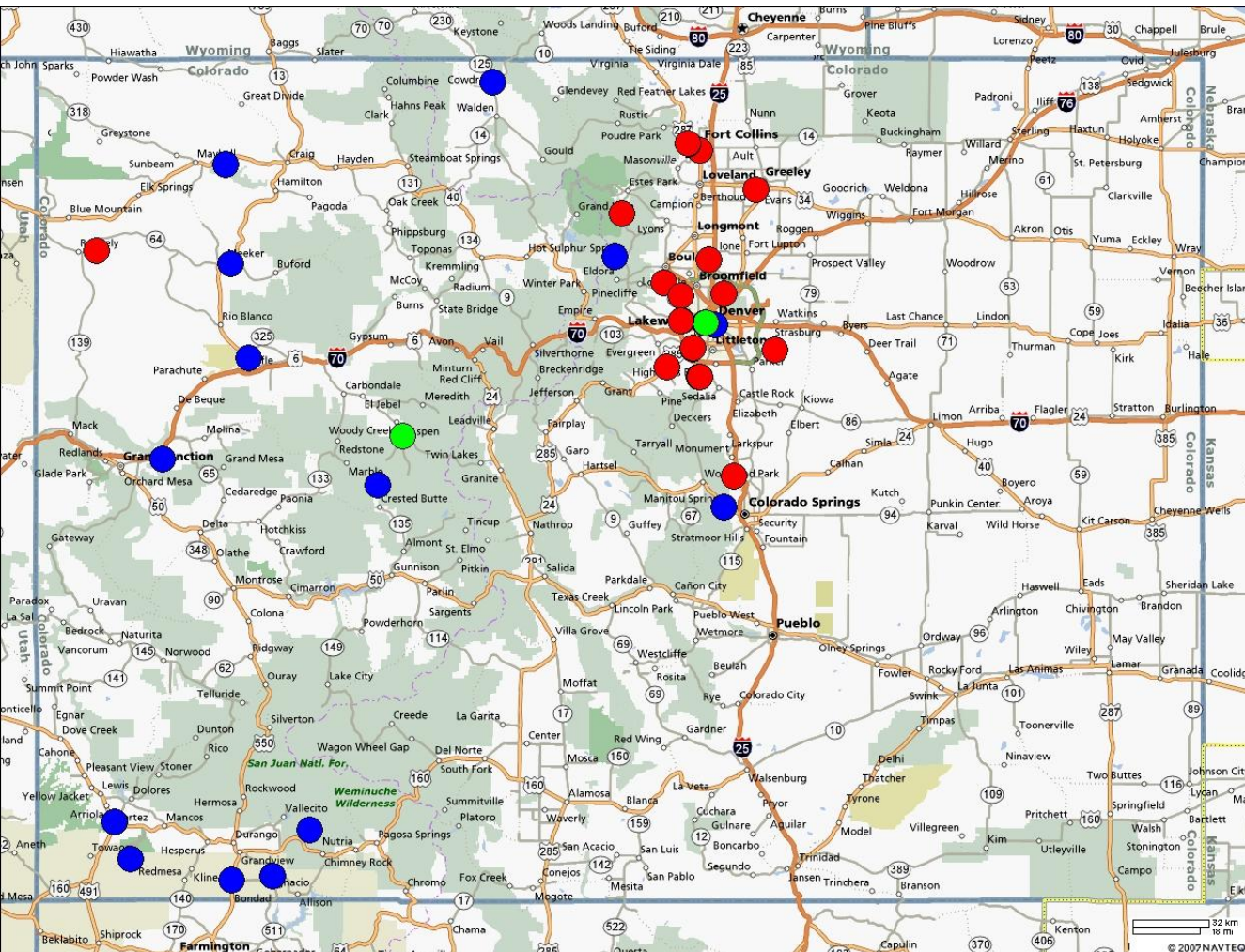
Comparison to  
**possible 70 ppb**

Federal Ozone Standard

2012 - 2014

Ozone Standard:  
3-year average of 4th maximum  
8-hour values must be  $\leq 75$  ppb

- Above level of standard  
(3+ years of data available)  
(Based on 3-yr. avg. of 4th max. for 2012 - 2014)
- Above level of standard  
(<3 years of data available)  
(Based on avg. of 4th max. for years available)
- Below level of standard  
(3+ years of data available)  
(Based on 3-yr. avg. of 4th max. for 2012 - 2014)
- Below level of standard  
(<3 years of data available)  
(Based on avg. of 4th max. for years available)





# If future NAAQS set at 65 ppb

## Colorado Ozone Sites

Comparison to  
**possible 65 ppb**

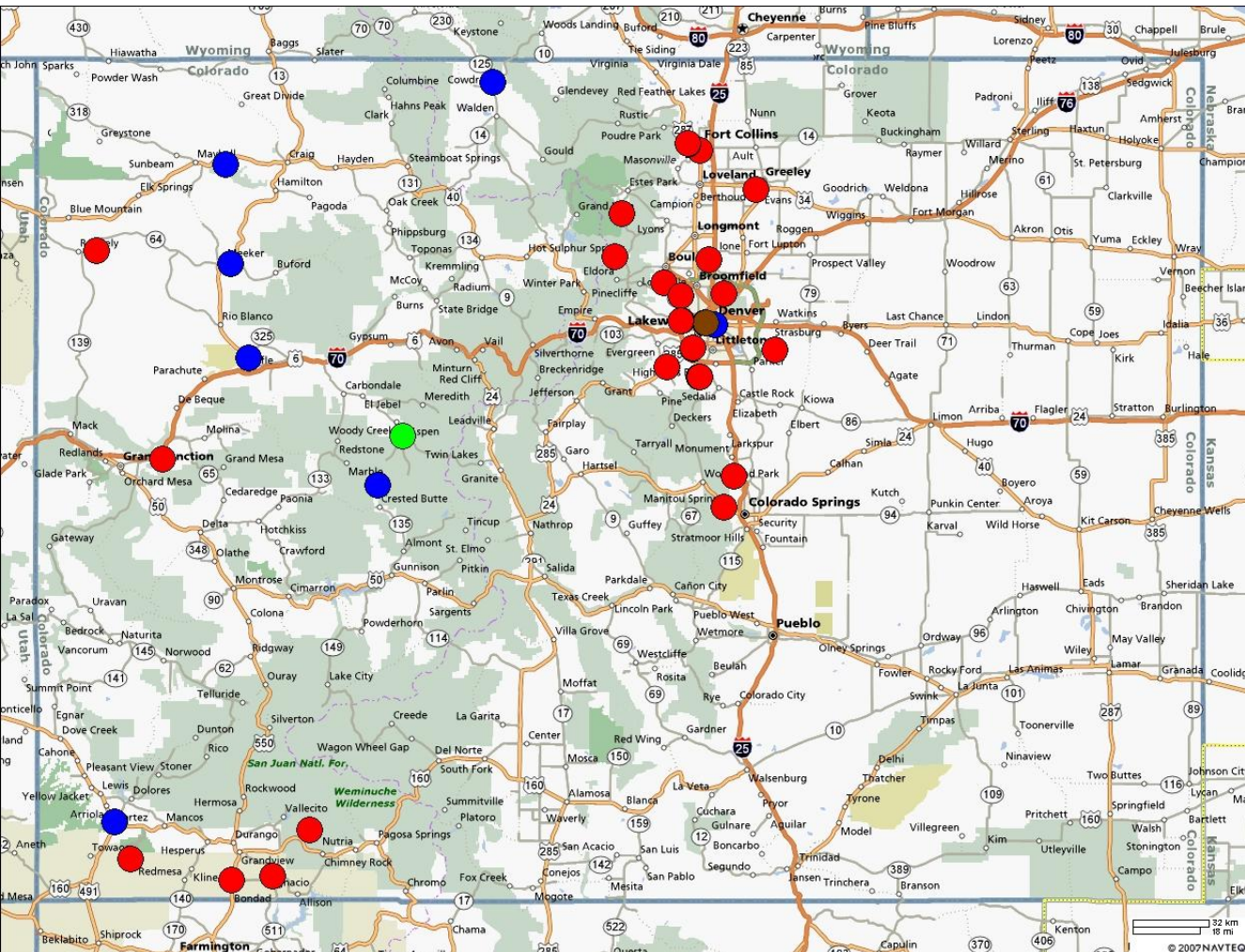
Federal Ozone Standard

2012 - 2014

Ozone Standard:

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- Above level of standard  
(<3 years of data available)  
(Based on avg. of 4th max. for years available)
- Below level of standard  
(3+ years of data available)  
(Based on 3-yr. avg. of 4th max. for 2012 - 2014)
- Below level of standard  
(<3 years of data available)  
(Based on avg. of 4th max. for years available)





# Questions?







**COLORADO**  
Department of Transportation  
Division of Transit & Rail



**Colorado's New Interregional Express Bus System**

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**IX BUS CONCEPT**

*"The Mission of the Colorado Department of Transportation is to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods and information."*

- January 16, 2014 the TC approved implementation.
  - CDOT becomes a transit operator
  - Begins to fulfill CDOT's multimodal mission
- IX's mission:
  - Connect Colorado's population/employment centers.
  - Interconnect with the State's largest ground transportation providers along the Front Range Urban Corridor and the I-70 Mountain Corridor.
  - Provide a viable alternative to the private automobile.
- Peak Period Commute & "essential service" express
  - Fast/minimal travel time
  - Limited stops/significant spacing
    - ✓ Utilize park-and -rides for broad local access
- Maximize fare box recovery ratio
  - Expect minimum 40%
  - By Policy Directive - 20% within two years

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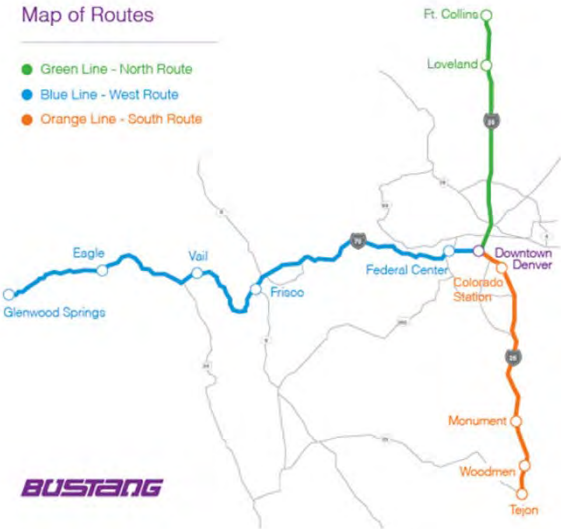








## ROUTES

Map of Routes

- Green Line - North Route
- Blue Line - West Route
- Orange Line - South Route






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## GREEN ROUTE Denver – Fort Collins

- **6 round trips/weekday**
  - 4 peak commute times
  - 2 off-peak
  - Budget for expansion from 6 to 7 round trips per day
- **Park and Rides/Stations**
  - Downtown Fort Collins Transit Center
    - ✓ Off-peak only
  - I-25/Harmony Rd. PnR - Ft. Collins
  - I-25/US 34 PnR - Loveland
  - Denver Union Station
- **Utilize current/future managed lanes & direct DUS access**
- **Ridership estimate**
  - 171-257 passengers/day




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GREEN ROUTE DRAFT Schedule


**NORTH LINE - GREEN** **SOUTHBOUND**

North Line operates Monday - Friday Except Major Holidays

	601	603	605	607	631	633
Downtown Transit Center (Transfort)	-----	-----	-----	-----	11:00 AM	3:00 PM
Harmony Road	5:20 AM	5:45 AM	6:15 AM	6:45 AM	11:20 AM	3:20 PM
U.S. 34 & I-25 Loveland	5:30 AM	5:55 AM	6:25 AM	6:55 AM	11:30 AM	3:30 PM
Denver Union Station Arrive	6:25 AM	6:50 AM	7:20 AM	7:50 AM	12:15 PM	4:15 PM
Denver Union Station Depart	6:30 AM	6:55 AM	7:25 AM	7:55 AM	12:20 PM	4:20 PM
Denver Bus Center	6:40 AM	7:05 AM	7:35 AM	8:05 AM	12:30 PM	4:30 PM


  

	630	632	600	602	604	606
Denver Bus Center	7:00 AM	1:00 PM	4:05 PM	4:20 PM	5:00 PM	5:50 PM
Denver Union Station Arrive	7:10 AM	1:10 PM	4:15 PM	4:30 PM	5:10 PM	6:00 PM
Denver Union Station Depart	7:15 AM	1:15 PM	4:20 PM	4:35 PM	5:15 PM	6:05 PM
U.S. 34 & I-25 Loveland	8:05 AM	2:05 PM	5:10 PM	5:25 PM	6:05 PM	6:55 PM
Harmony	8:20 AM	2:20 PM	5:25 PM	5:40 PM	6:20 PM	7:10 PM
Downtown Transit Center (Transfort)	8:40 AM	2:40 PM	-----	-----	-----	-----



No Passengers will be handled where the entire trip is within Larimer County and within the RTD District

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## VEHICLES

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- **13 - Motor Coach Industries model D4500 Commuter Coaches**
  - 51 seat capacity - ample leg room
  - Reclining high-back coach style seats
  - Fold down snack trays w/beverage slot
  - Wheel Chair Accessible
  - Drop-down hydraulic chains on drive wheel
  - Free passenger Wi-Fi
  - 110v & USB (2 each) per dual seat unit
    - ✓ Mounted on side wall for W/C sliding seat units
  - Restrooms
  - Bicycle rack - 2 bike capacity
    - ✓ Able to accommodate more in baggage bins.

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## CONTRACT OPERATOR

- Evergreen Trails, Inc. dba Horizon Coach Lines
- USDOT#12016
- Subsidiary of TMS
  - This nation's premier convention and large event transportation logistical planner/provider
- Operations in Denver, Orlando, Las Vegas, Tampa, Raleigh-Durham, Charlotte, Winston-Salem, Seattle
  - Denver RTD para-transit contractor
  - Denver - Black Hawk fixed route casino transit
  - United Airlines crew transport (DEN-DENTK) - United Airlines Flight Training Center - Stapleton Airport site.
  - Denver Convention, Tour, and Charter Services




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## FARE STRUCTURE

- Based on \$0.17/mile - Consistent with industry/peer evaluation.
- Single ticket-one way
  - Fort Collins - Denver \$10/trip
  - Loveland - Denver \$9/trip
  - Colorado Springs - Denver \$12/trip
  - Glenwood Springs - Denver \$28/trip
  - Vail - Denver \$17/trip
  - Senior (65+) and disabled 25% discount
- Multiple trip discounts
  - 10% - 10 ride ticket
  - 20% - 20 ride ticket
  - 25% - 40 ride ticket



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## AMBIENT ADVERTISING



### Newspaper Takeover

A series of large, branded quarter-page hoofprints will appear in smaller, local newspapers, attracting attention and sparking curiosity. The final 'step' is a Bustang Is Coming message featuring the logo and call to action.

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## AMBIENT ADVERTISING



### Vinyl Hoofprints

Vinyl branded hoofprints will be placed around town, making it look as if a giant purple mustang has recently passed through.

These could be placed at outdoor malls, light rail stations and RTD stops in strategic locations like Fort Collins, Frisco, Colorado Springs and Denver Metro Area suburbs.

This creates the opportunity to share through CDOT's 20,000+ followers on social media.

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### NEXT STEPS



- Fleet delivered...Bustang "wrap" in process
- Finalize partner agreements (MOU's)
- Horizon to begin training operators as specified.
- Launch the Bustang Marketing/Communications Plan
- Launch "Maiden Voyage" Spring 2015



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**North Front Range MPO Area - Project Status Updates (March 5, 2015)**

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
I-25 to WCR23 Resurfacing	<i>Going to ad in March 2015</i>
US287 PR at Ted's Place	<i>In Design</i>
<b>I-25</b>	
SH392 to Harmony Rubblization	<i>Winter Construction Shutdown</i>
Crossroads Blvd Interchange / Bridges	<i>Task Order submitted. Still on track for Spring 2016 start and December 2017 completion</i>
Truck Climbing Lane	<i>Task Order submitted. On track for advertisement winter 2015/2016, construction completed in 2016.</i>
<b>US34</b>	
Big Thompson Canyon Flood Repair	<i>Construction estimated Fall 2015</i>
Greeley Bypass Adaptive Signals	<i>In conjunction with US85 Adaptive Signal. Waiting on Task Order approval. On track for June 2015 advertisement</i>
East Greeley Flood PR	<i>Construction Work is underway</i>
<b>SH60</b>	
SH257 PR	<i>Construction starting 2 Mar. Closing each road for 20 days. Not concurrently. Public notices of closures have blanketed the area.</i>
<b>US85</b>	
Ault to Wyoming	<i>Under Ad as of today- Opening 5 Mar.</i>
Park & Ride in Evans	<i>Construction begins April 2015</i>
Adaptive Signals in Greeley	<i>In conjunction with US34 Adaptive Signal. Waiting on Task Order approval. On track for June 2015 advertisement</i>
<b>US287</b>	
29 <sup>th</sup> in Loveland to SH392 Resurf	<i>In Winter Construction shutdown</i>
SH392 to Harmony Resurf	<i>Complete</i>
Harmony to Mulberry Resurf	<i>Advertisement late Feb ✓</i>
SH392 Intersection	<i>Construction Work is underway</i>
SH1 to LaPorte Bypass	<i>Reevaluating the Scope / Schedule / Budget to reduce overall cost. Re-advertising Fall 2015.</i>
<b>SH392</b>	
Windsor to Lucerne Resurf	<i>Going to Ad in Feb 2015</i>
US85 Intersection	<i>In Design. FOR in June</i>
<b>SH402</b>	
Larimer CR 9E	<i>In Design</i>



## February STAC Report

### Transportation Commission Update

- Reviewed lead and lag report from CDOT staff
- Statewide Plan was reviewed; one comment was received on the economic development discussion in the Plan as being too general.
- The Commission approved PD 14.
- Discussion of E-470 and I-70 East
  - E-470
    - Will be a design-build project
    - Will have a traffic and revenue study completed
    - Will use toll proceeds towards debt repayment
  - I-70 East
    - Lengthy discussion on project delivery method to be used
    - Passed a resolution to use the design-build-operate-maintain method (public-private partnership)
- FY 2016 Transit projects approved.
- No official start date for Bustang service; however, CDOT staff anticipates a late spring start date.

### TPR Roundtable

- SWTPR reported that they approved their regional plan.
- SCTPR reported they have also adopted their plan.
- NWTPR reported they have a variety of construction projects starting soon and are working with CDOT to mitigate travel impacts.
- Grand Valley reported their Walking and Biking Summit will be held on March 13.
- Pueblo Area COG reported their Board completed their review of their FY2016-2019 TIP, approval is anticipated in April.
- DRCOG reported they approved their 2040 RTP. They have scheduled their public hearing on their TIP for March 18, with approval anticipated in April.
- Pikes Peak also reported they have approved their 2040 plan.
- NFRMPO reported they will be adopting the FY 2016-2019 TIP and their conformity determination at their March meeting.
- Eastern TPR reported they approved their 2040 plan at their last meeting, with suggested revisions from their board.
- UFR reported their 2040 plan will be adopted at their next meeting. They also reported both of their RAMP projects are under design.
- Gunnison reported they approved their regional plan electronically.

### Federal and State Legislative Update

- No update was provided; however, CDOT staff will send out an email to STAC members with an update on the bills being tracked.

### Statewide Plan Executive Summary STAC Comments

- No additional comments were received from STAC members.
- STAC recommended the approval of the Statewide Plan and Executive Summary by the Commission.
- CDOT staff will come back to STAC once all of the regional and MPO plans are completed and incorporated into the Statewide Plan.

### Statewide Transportation Improvement Program (STIP)

- CDOT staff presented on the new STIP and STIP process.
- The new STIP will be a four-year rolling program.
- CDOT is moving to a cash management system.
- Next month CDOT staff will bring the Draft STIP to STAC, followed by Commission and a 30-day public comment period.
- Staff is also working on a 10-year development plan that will incorporate the new STIP, but will not be fiscally constrained.

### Statewide CMAQ Alternative Fuels Program Update

- A presentation was given on the Alternative Fuels Colorado program.
  - The program has been very successful in its first year.
  - Eight stations were funded in first round of funding.
  - The second round of funding will be announced in Summer 2015
  - Focus on CNG because it is “homegrown” Colorado resource, good for heavy-duty vehicles and reduces pollutants/increases air quality benefits.
- A presentation was then given on the RAQC alternative fuels program.
  - Alternative Fuels Colorado Vehicle Program is a \$52 Million program.
  - RAQC has \$4 Million in year two funding for CNG, CNG bi-fuel, electric, and propane vehicles
  - Can provide up to 80% of the incremental alternative fuel vehicle costs, fleets must provide a 20% match.
  - To-date 155 fleet vehicles funded for 18 fleets, \$2.8 Million in awards.

### FY2015 Safe Routes to School Projects

- CDOT staff reported on the status of the Safe Routes to School program.
- \$700,000 was allocated for non-infrastructure projects in FY2015, 13 projects were selected.
- Legislation has been introduced to support Safe Routes to School for FY2016. HB 1003 would provide \$3 Million for infrastructure and non-infrastructure projects.