North I-25 Commuter Rail Update

Policy Update
North Front Range MPO

March 5, 2015

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
North I-25 Commuter Rail Update

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-signaled (Track Warrant Control or TWC)
Crossings:
  Grade-separated: 2 (US 287, Eisenhower Blvd., Loveland)
  Signaled Grade Crossings: 34
  Un-signaled 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

<table>
<thead>
<tr>
<th>Location</th>
<th>Limits</th>
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<tbody>
<tr>
<td>Loveland</td>
<td>South of N. Loveland Station / (north)</td>
</tr>
<tr>
<td></td>
<td>3.0 miles</td>
</tr>
<tr>
<td>Berthoud</td>
<td>South of Berthoud Station / (north)</td>
</tr>
<tr>
<td></td>
<td>2.4 miles</td>
</tr>
<tr>
<td>Longmont</td>
<td>South of N. Longmont Station / (north)</td>
</tr>
<tr>
<td></td>
<td>2.1 miles</td>
</tr>
<tr>
<td>I-25 Frontage Road</td>
<td>From Furniture Row / (north)</td>
</tr>
<tr>
<td></td>
<td>4.6 miles</td>
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Running Times and Speeds

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

#### Southbound

<table>
<thead>
<tr>
<th>Depart Fort Collins</th>
<th>Arrive Denver Union Station</th>
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<tr>
<td>5:10 AM</td>
<td>6:50 AM</td>
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<tr>
<td>5:50 AM</td>
<td>7:30 AM</td>
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<tr>
<td>6:30 AM</td>
<td>8:10 AM</td>
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<tr>
<td>7:10 AM</td>
<td>8:50 AM</td>
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<tr>
<td>8:10 AM</td>
<td>9:50 AM</td>
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<tr>
<td>9:10 AM</td>
<td>10:50 AM</td>
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<tr>
<td>10:10 AM</td>
<td>11:50 AM</td>
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#### Northbound

<table>
<thead>
<tr>
<th>Depart Denver Union Station</th>
<th>Arrive Fort Collins</th>
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<tr>
<td>6:00 AM</td>
<td>7:40 AM</td>
</tr>
<tr>
<td>7:00 AM</td>
<td>8:40 AM</td>
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<tr>
<td>7:40 AM</td>
<td>9:20 AM</td>
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<td>8:20 AM</td>
<td>10:00 AM</td>
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<td>9:00 AM</td>
<td>10:40 AM</td>
</tr>
<tr>
<td>10:00 AM</td>
<td>11:40 AM</td>
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</tbody>
</table>

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### 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
North I-25 Commuter Rail Update

**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)


<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>COST CODE DESCRIPTION</th>
<th>ENVIRONMENTAL IMPACT (2009) MILLIONS ($)</th>
<th>ENVIRONMENTAL IMPACT (2015) MILLIONS ($)</th>
<th>PRELIMINARY COST ESTIMATE (2014) MILLIONS ($)</th>
<th>TOTAL ESTIMATE OF IMPACT MILLIONS ($)</th>
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<tbody>
<tr>
<td>10</td>
<td>GUARDRAIL/TRACK ELEMENTS/[TRUCK AND STRUCTURES]</td>
<td>$79.7</td>
<td>$79.6</td>
<td>$165.8</td>
<td>$165.5</td>
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<tr>
<td>20</td>
<td>STATION/Terminals</td>
<td>$32.8</td>
<td>$39.3</td>
<td>$115.8</td>
<td>$181.0</td>
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<tr>
<td>50</td>
<td>SURFACE FACILITIES [HOPS, STATION ADMIN BUILDINGS]</td>
<td>$64.9</td>
<td>$68.2</td>
<td>$211.5</td>
<td>$220.0</td>
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<tr>
<td>80</td>
<td>SITE WORK AND SPECIAL CONDITIONS [STRUCTURES, INT. WALLS]</td>
<td>$68.7</td>
<td>$83.5</td>
<td>$112.3</td>
<td>$168.5</td>
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<tr>
<td>50</td>
<td>SYSTEMS COMMUNICATIONS, BARRI, ELECTRICAL, TRAIN CONTROL</td>
<td>$64.8</td>
<td>$115.7</td>
<td>$261.3</td>
<td>$340.8</td>
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<tr>
<td>60</td>
<td>RIGHT-OF-WAY, LAND, EXISTING IMPROVEMENTS</td>
<td>$214.8</td>
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<td>VEHICLES</td>
<td>$150.8</td>
<td>$180.7</td>
<td>$78.8</td>
<td>$410.3</td>
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<tr>
<td>80</td>
<td>PROFESSIONAL SERVICES</td>
<td>$180.4</td>
<td>$188.2</td>
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<td>$516.6</td>
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<td>90</td>
<td>CONTINGENCY</td>
<td>$31.3</td>
<td>$42.3</td>
<td>$201.1</td>
<td>$274.7</td>
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<td>TOTALS</td>
<td></td>
<td>$(684.3)</td>
<td>$(819.0)</td>
<td>$(1,150.8)</td>
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</tr>
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</table>

Note: Preliminary estimates used - As of 3/15 Cross over with Sugar Mill Station Alignment
## Summary

<table>
<thead>
<tr>
<th>Update Element</th>
<th>DRAFT Findings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>• No eastern bypass means a separate Commuter Rail track is required (&quot;double tracking&quot; throughout)</td>
</tr>
<tr>
<td></td>
<td>• Northern terminus at South Fort Collins Transit Center</td>
</tr>
<tr>
<td></td>
<td>• I-25 use in lieu of WCR 7</td>
</tr>
<tr>
<td>Operating Plan</td>
<td>• Adapt operating plan to RTD connection</td>
</tr>
<tr>
<td></td>
<td>• Initial RTD peak freq. = 20 minutes → 40 min Com. Rail</td>
</tr>
<tr>
<td></td>
<td>• High-level platforms required</td>
</tr>
<tr>
<td></td>
<td>• FRA-compliant diesel multiple units (DMU)</td>
</tr>
<tr>
<td></td>
<td>• Passing track locations = “triple track”</td>
</tr>
<tr>
<td>Cost Estimate</td>
<td>• $690 Million = EIS estimate, in 2009$</td>
</tr>
<tr>
<td></td>
<td>• $820 Million = EIS adjusted for inflation to 2014$</td>
</tr>
<tr>
<td></td>
<td>• $1.2 Billion = current working estimate in 2014$ reflecting scope changes above to ROW &amp; Operations</td>
</tr>
</tbody>
</table>

### Questions/Comments
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.
**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.
Ozone Update
March 2015 NFR MPO Council Meeting
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: 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
  o 3–year average of monitored data 75 ppb or below
  o 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)
- **Below level of standard**
  - (<3 years of data available)
  - (Based on avg. of 4th max. for years available)

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Non-attainment area
## Three Year Average 4th Maximum Ozone Values

### East Slope Sites

<table>
<thead>
<tr>
<th></th>
<th></th>
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<td>Welby</td>
<td>08-001-3001</td>
<td>75</td>
<td>77</td>
<td>77</td>
<td>67</td>
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<td>Highland</td>
<td>08-005-0002</td>
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<td>79</td>
<td>---</td>
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<td>Aurora East</td>
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<td>73</td>
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<td>74</td>
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<td>87</td>
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<td>S. Boulder Creek</td>
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<td>76</td>
<td>79</td>
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<td>CAMP</td>
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<td>La Casa</td>
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<td>71</td>
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<td>Chatfield State Park</td>
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<td>75</td>
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<td>Rocky Flats North</td>
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<td>Weld County Tower</td>
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<td>NOAA - BAO Tower</td>
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<td>75</td>
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<td>NOAA - Niwot Ridge</td>
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<td>71</td>
<td>65</td>
<td>71</td>
<td>70</td>
<td>91</td>
</tr>
</tbody>
</table>
Number of Days Above the NAAQS

Colorado
8-hour Daily Maximum Ozone > 75 ppb

Year
Number of Days
0 5 10 15 20 25 30 35 40 45
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
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

- DMA/NFR designated Non-Attainment
- Baseline emissions inventory submitted
- SIP development
- SIP Legislative Review
- Attainment date for "Marginal" NAA
- DMA/NFR bump-up to "Moderate"
- Attainment date for "Moderate" NAA
- SIP due to EPA

Timeline:
- 2012-2013: DMA/NFR designated Non-Attainment
- 2014: Baseline emissions inventory submitted
- 2015: DMA/NFR bump-up to "Moderate"
- 2016: SIP development
- 2017: SIP Legislative Review
- 2018: Attainment date for "Moderate" NAA
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 <= 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:
3-year average of 4th maximum
8-hour values must be <= 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)
Questions?
Colorado’s New Interregional Express Bus System

IX BUS CONCEPT

- 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-ride for broad local access
- Maximize fare box recovery ratio
  - Expect minimum 40%
  - By Policy Directive - 20% within two years
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
GREEN ROUTE DRAFT Schedule

### NORTH LINE - GREEN

<table>
<thead>
<tr>
<th>Stop</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harmony Road</td>
<td>5:20 AM</td>
</tr>
<tr>
<td>U.S. 34 &amp; I-25 Loveland</td>
<td>5:30 AM</td>
</tr>
<tr>
<td>Denver Union Station Arrive</td>
<td>5:45 AM</td>
</tr>
<tr>
<td>Denver Union Station Depart</td>
<td>6:05 AM</td>
</tr>
<tr>
<td>Denver Bus Center</td>
<td>6:45 AM</td>
</tr>
<tr>
<td>Downtown Transit Center (Transfort)</td>
<td>7:00 AM</td>
</tr>
</tbody>
</table>

### SOUTHBOUND

<table>
<thead>
<tr>
<th>Stop</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harmony</td>
<td>8:15 AM</td>
</tr>
<tr>
<td>Denver Union Station Arrive</td>
<td>8:35 AM</td>
</tr>
<tr>
<td>Denver Union Station Depart</td>
<td>8:55 AM</td>
</tr>
<tr>
<td>Denver Bus Center</td>
<td>9:15 AM</td>
</tr>
<tr>
<td>Downtown Transit Center (Transfort)</td>
<td>9:40 AM</td>
</tr>
</tbody>
</table>

North Line operates Monday - Friday Except Major Holidays

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

---

**VEHICLES**

- **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.
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-DENTX) - United Airlines Flight Training Center - Stapleton Airport site.
  - Denver Convention, Tour, and Charter Services

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
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.
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

RIDEBUSTANG.COM

Michael E. Timlin
Bus Operations Manager
Colorado Department of Transportation
Division of Transit and Rail
4201 East Arkansas Ave. Rm 227
Denver, CO 80222
Phone - (303) 757-9648
michael.timlin@state.co.us
# North Front Range MPO Area - Project Status Updates (March 5, 2015)

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