

CDOT Division Of Transit & Rail

Annual Report 2014



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Introduction

Public transportation is vital for many residents throughout the state of Colorado. Transit services connect residents, employees, and visitors to major activity centers such as jobs, schools, shopping, medical care, and recreation. These transit services are important contributing factors to the economic, social, and environmental health of the state and also provide many benefits.

Mission

Per Colorado Statute (CRS 43-1-117.5), the Transit & Rail Division shall be responsible for the planning, development, operation, and integration of transit and rail shall in coordination with other transit and rail providers, plan, promote, and implement investments in transit and rail services statewide.

Statewide Transit Vision

The Transit Vision was crafted during the statewide planning process. It says: Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

Supporting Goals & Objectives

Supporting the vision, goals and objectives that are related to the impacts of transit on the statewide transportation network were crafted in the statewide planning process. They include the following:

System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

- 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 funding opportunities to sustain and further transit services statewide
- Develop and leverage private sector investments

Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

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

Transit System Development and Partnerships

Increase communication, collaboration, and coordination within the statewide transportation network by supporting and implementing strategies that:

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

Environmental Stewardship

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

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

Economic Vitality

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 by supporting and implementing strategies that:

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

Safety and Security

Create a transit system in which travelers feel safe & secure; and transit facilities are protected by supporting strategies that:

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

2014 Strategic Focus Areas

In 2014 CDOT has been moving towards becoming a more performance-based organization, institutionalizing changes to program delivery and transportation system management. For the Division of Transit & Rail the following have been 2014 focus areas:



- Implement “COTRAMS” transit grants management program
- Refine the transit grant process
- Interregional Express Bus Service
- Determine I-70 Mtn. AGS feasibility
- Establish Rail Corridor Priorities
- Develop Statewide Transit Plan



Message from the DTR Director



This has been a monumental year for transit in Colorado, as new services have begun operation, landmarks have been reinvigorated, and milestones have been celebrated. In May of 2014

TransFort opened the Front Range’s first Bus Rapid Transit (BRT) system, connecting major employment and activity centers in the community. In July of 2014, Denver Union Station reopened its doors, assuming a new identity as a 24/7 “live, work, and play” transit-oriented development, serving as an intercity and regional transit hub. Lastly, on October 7th, 2014 the Regional Transportation District (RTD) celebrated its 20th anniversary of the opening of Colorado’s first light rail line.

Challenges of 2014

While much was achieved with the initial roll-out of the COTRAMS grant portal, many grant partners and DTR staff experienced the frustrations of still-to-be converted legacy systems and processes. These legacy systems and processes caused delays in the execution of contracts and invoice payments. Dedicated staff and resilient transit agencies saw their way through these frustrations and are looking towards continued improvements in 2015.

New Opportunities in 2014

The year also saw the creation of new opportunities. Senate Bill 09-228 funding opportunities started coming closer to reality, and CDOT engaged the Transportation Commission in exploring uses for those potentially new funds.

The legislature also created the Southwest Chief Commission. The legislation enabled a group of

policy makers and staff to more thoroughly address the potential risks of losing Amtrak service in Colorado, and to seek the promise of preserving that service, and to possibly enhance its tourism and economic development potential by re-routing it through Pueblo.

Looking ahead to 2015

In July 2015, the wheels will actually start turning and tickets will start being collected on Bustang. By summer, the COTRAMS grants portal will begin to be used for invoicing purposes, both improving efficiency for Grant Partners, and improving CDOT’s ability to more effectively track the timeliness of payments. Finally, CDOT will turn focus toward ensuring, per FTA guidance, that all grant partners have an asset management plan in place by late 2017.

Statewide Transit Performance

Statewide transit performance is being assessed and measured in a number of ways. As part of the Statewide Transit Plan and Statewide Transportation Planning process, performance measures and objectives were developed. These performance measures are summarized in Table 1.

Your CDOT Dollar and Policy Directive 14

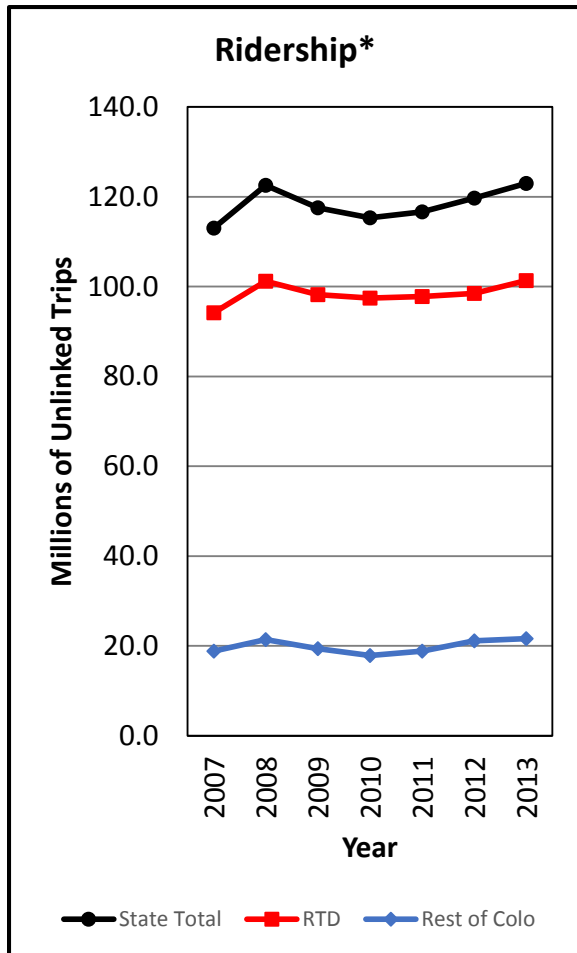
Your CDOT Dollar is the CDOT performance dashboard where various performance targets are being monitored and displayed for the public and interested stakeholders. Policy Directive 14 (PD14) provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan is developed that optimizes the transportation system by balancing preservation and maintenance, efficient operations and management practices, and capacity improvements. PD14 is revisited as one of the first steps in developing the Statewide Transportation Plan. As part of revising PD14, Division of Transit & Rail (DTR) staff worked in conjunction with the Division of Transportation

Development to identify four performance measures in the areas of System Performance and Asset Management. Figure 1 shows one of those, statewide transit ridership. The other three include measures for asset management plans, vehicle condition, and transit system connectivity.

Table 1: Transit Performance Goals

Categories	Goals
System Preservation and Expansion	Establish public transit as an important element within an integrated multimodal transportation system.
Mobility/Accessibility	Improve travel opportunities within and between communities.
Transit System Development and Partnerships	Increase communication, collaboration, and coordination within the statewide transportation network.
Environmental Stewardship	Develop a framework of a transit system that is environmentally beneficial over time.
Economic Vitality	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.
Safety and Security	Create a transit system in which travelers feel safe and secure and in which transit facilities are protected

**Figure 1: Colorado Transit Ridership
2007-2013**



It is important to note that CDOT’s focus in these areas will be on the rural transit agencies across the state because CDOT is the main source of FTA “pass through” dollars for rural and small urban agencies, and therefore has the ability to influence asset management practices at these agencies, even though it does not directly control the asset. The larger urban systems (RTD of Denver, Transfort of Fort Collins, Mountain Metro of Colorado Springs) are direct recipients of FTA funds, a situation that significantly limits CDOT’s ability to influence asset management practices and related performance at these large urban agencies.

How DTR Will Track Assets

Asset management is an approach that can help transit agencies reduce costs, improve customer service, and increase productivity. A fundamental step towards improved asset management is developing a detailed and up-to-date inventory. Over the last year, DTR has made great strides in implementing an online inventory database (part of COTRAMS) that our grant partners can easily update and that provides us with a wealth of information. As an example, this data will help us measure the condition of the rural Colorado transit fleet. Our goal is that at least 65 percent of the rural fleet is in fair, good, or excellent condition. Additionally, once federal guidance is finalized in 2015, we will further integrate asset management practices in the state by assisting each grant partner in creating an asset management plan.

PD 14 Next Steps

DTR is currently in the process of collecting data in order to establish baselines for the new measures outlined above. There will be a CDOT-DTR Annual Performance Report that is developed as the outcome of this work.

Financial Summary

The Division of Transit & Rail is responsible for administering state Funding Advancement for Surface Transportation & Economic Recovery (FASTER), and Federal Transit Administration (FTA) funds for statewide, rural, small urbanized areas and large urbanized areas (Denver-Aurora for 5310).

FASTER funding is made available on a State Fiscal Year basis (July 1 to June 30), FTA funds are available on a Federal Fiscal Year basis (Oct 1 to Sept 30), though DTR awards them on a calendar year basis.

2014 Revenues & Expenditures

In 2014, DTR staff worked closely with its local Grant Partners, CDOT Business Office, Accounting Office and Procurement Office to administer \$40M in FTA and State funds. As shown in Figure 2, \$32M was made available to CDOT DTR on the annual apportionment basis, and \$8M was carried over from the previous year through project reconciliation, grant management and cash management.

Each year, DTR issues a Notice of Funding Availability (NOFA) to notify local transit agencies that these funds are made available by FTA or the state, using two separate competitive application processes (admin/operating projects in June and capital projects in Oct) to award projects for capital investment, planning, admin/operating, mobility management and intercity bus (ICB) operation.

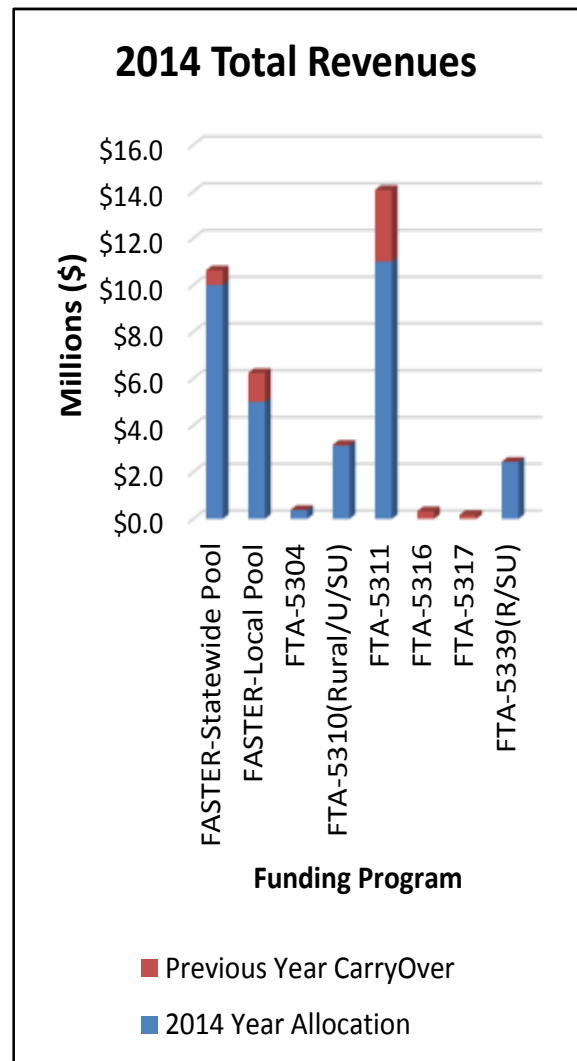
In 2014, DTR successfully conducted two project calls and made 61 FASTER awards at \$16.8 million and 141 FTA awards at \$20.6 million, a total of approximate \$37.5 million. The majority of the funding was allocated to transit facilities, vehicles, local transit admin/operating projects, transit equipment, ICB operation, mobility management and planning projects that provide better transit service and connect Colorado residents, employees, and visitors to major activity centers. The efforts were made in accordance with DTR’s mission of planning,

promoting and implementing investments in transit and rail service statewide.

\$2.6 M in unallocated funds was carried forward to 2015 and has been awarded to 2015 projects.

In the coming years, DTR will work in coordination with its grant partners to monitor project status, draw down project funds and close out projects and contracts as soon as possible.

Figure 2: Transit Funding



Accomplishments: Rail Planning

The State Freight and Passenger Rail Plan of 2012 (State Rail Plan) set the direction for planning work that concluded during 2014. Key State Rail Plan goals include:

- Position Colorado for future Federal funding for freight and passenger rail infrastructure
- Explore new state and local funding sources for rail-related programs, infrastructure, and services
- Develop and explore implementation options for a regional commuter rail system including an Interregional Connectivity Study (ICS) and Advanced Guideway System (AGS) Feasibility Study
- Support linking of Colorado's passenger rail systems to the developing national intercity and high-speed rail networks

High Speed Network Vision

The two studies, AGS and ICS, conducted concurrently by CDOT, a team of outside experts, and a combination of nearly 100 local government representatives, confirmed high speed transit is technically feasible in both corridors, but not financially feasible in either corridor at this time without additional funding.

With existing budgets and revenue streams, CDOT and local/regional partners lack the financial capacity to build either of these projects. However, the studies show that a statewide system could provide many benefits to the businesses, individuals and tourists that depend on Colorado's interstate corridors. These studies provide a roadmap for capitalizing on future funding opportunities which arise with local, regional, state and federal financial partners.

Figure 4: Future High Speed Transit Network



The studies envision a statewide system with up to 340 miles of high speed transit between Fort Collins and Pueblo and between DIA and Eagle County Airport. With travel speeds of 90 to 180 mph, the system could save up to two-thirds of the time it takes to drive the same trips in optimal travel conditions today. The system is forecast to serve 18 to 19 million passengers a year in 2035 (4 to 6 million in the I-70 Corridor; 12 to 14 million along the Front Range).

Significant travel time savings are also expected. For example, a trip from C-470/I-70 in Golden to Breckenridge would take just over a half hour and travel to Vail would take 50 minutes. Along the Front Range, traveling from Fort Collins to DIA would take less than 40 minutes, and Colorado Springs to DIA would take less than an hour.

Preliminary capital cost estimates range from \$75 M/mi on the Front Range to \$105 M/mi in the Mountain Corridor, with an estimated \$30 billion price tag for the whole system (\$16.5B from DIA to Eagle; \$13.6B from Fort Collins to Pueblo).

Accomplishments: Statewide Transit Plan

The Statewide Transit Plan began in 2013 and was released for final public review & comment in December 2014. It is the first-ever standalone Statewide Transit Plan for CDOT. Transit is an increasing part of a broad-based, multi-modal transportation system creating economic, social, and environmental benefits.

Looking to the Future

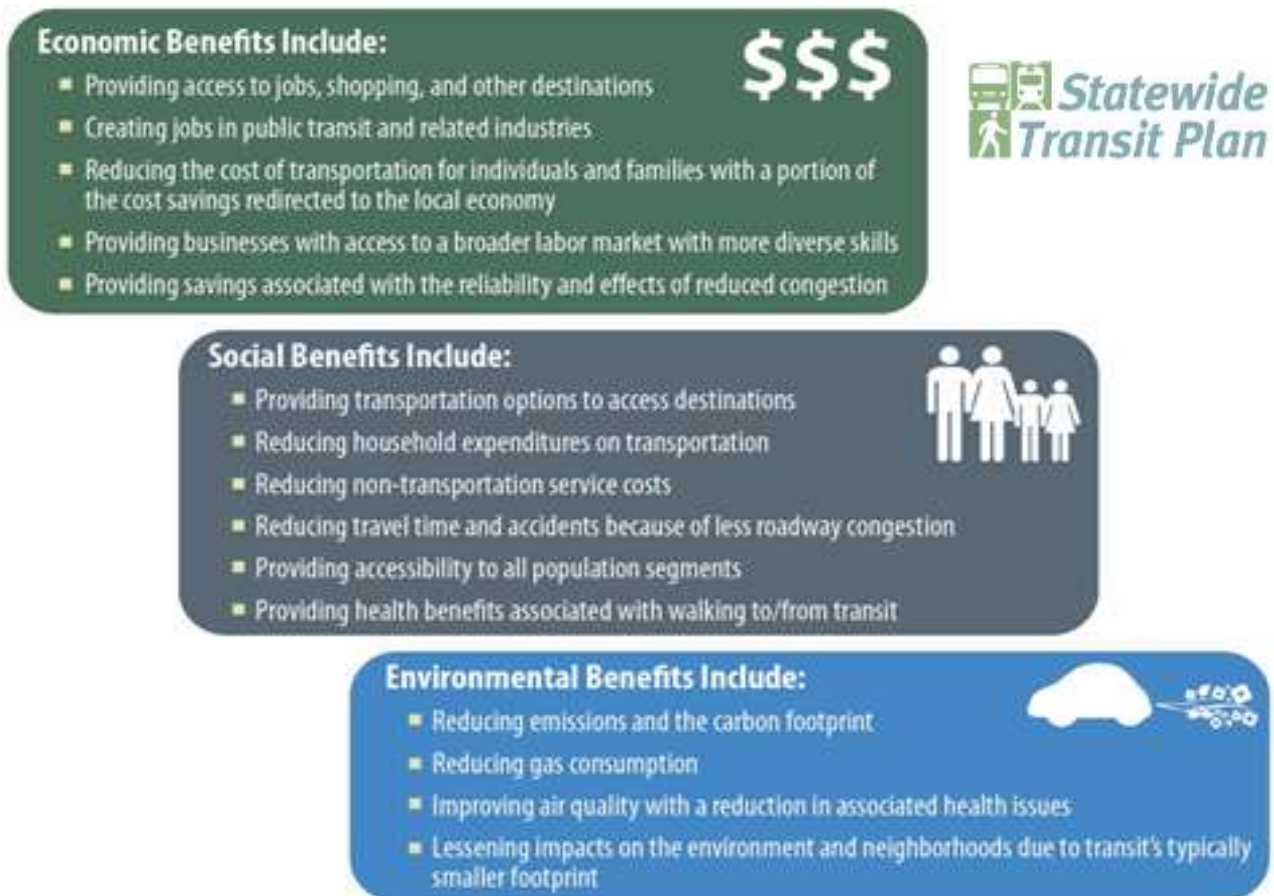
Projects and strategies identified in the Statewide Transit Plan and in the supporting Regional Coordinated Transit and Human Service Plans (Regional Transit Plans) are intended to improve mobility of the population, to minimize duplication of federally funded services, and to leverage limited funds.

What We Heard

CDOT undertook several large outreach efforts. Through a statewide survey of Elderly Adults and Adults with Disabilities and 28 transit working group meetings, CDOT heard clearly about the needs and gaps in the transit system, especially in rural areas and small cities. In Telephone Town Halls and public open houses, which reached over 60,000 people statewide, transit was mentioned as a vital component of the overall transportation system by every region of the state.

Performance measures will be used by CDOT to measure progress towards meeting the state's transit vision, goals, and objectives. The performance measures will be reported on an annual basis and reviewed/revised periodically.

Figure 5: Statewide Benefits of Transit



Accomplishments: Bustang

The Bustang Service was deliberated by the Colorado Transportation Commission through 2012/2013 and approved January 2014.



History in the Making

The Colorado Department of Transportation got its start in 1910 as the Colorado Highway Department. The organization has built engineering marvels in the form of bridges,

Figure 1: Historic CDOT Logos



State highways, Interstate highways, scenic highways, and carpool and toll facilities. It has helped transit agencies to build bus rapid transit facilities in urban and rural areas of the state. For the first time in what will be the 105th Anniversary of its founding, CDOT will become a transit operator itself.

Making it Happen

The components of the Bustang program that needed to come together to get to opening day include:

- Budget & Finance Plan
- Vehicle (Bus) Order & Delivery
- Marketing / Communications Strategy
- Intergovernmental Agreements (IGAs)

Bus in the Making

After an open-bid process the Motor Coach Industries (MCI) model D4500 Commuter Coaches were selected to manufacture the 13 buses required for the service. They feature reclining high-back coach style seats, fold-down tray tables, 110v & USB electrical outlets, restrooms, bike racks, and free wi-fi.

Figure 7: Bustang Bus



Bustang Service

During the development of the Interregional Express concept and plan, the Transportation Commission gave the following direction:

- Start small with the highest probability of success
- Focus on the I-25 and I-70 corridors; I-25 for commuter service, and I-70 for "essential services". Do not attempt to offer "recreational" service at startup.
- Connect population and employment centers, and connect local transit agencies.

Figure 8: Bustang Route Map



The service will begin in July 2015 with 6 round trips/weekday from Fort Collins, 7 from Colorado Springs, and 1 from Glenwood Springs.

Accomplishments: Web Based Transit Grants Database and Management Portal

In 2012 the CDOT Transit Grants database/web interface was running on a platform that was no longer supported by OIT, and was nearing the end of its usefulness. In response to this challenge, and in an effort to improve the grant award, reimbursement, and reporting processes that our Grant Partners depend on, DTR undertook the development of a new web portal built on the Salesforce “in the cloud” platform – the Colorado Transit & Rail Awards Management System (COTRAMS).

This portal will streamline and automate some of the businesses processes that DTR is regularly engaged in, both with Grant Partners and CDOT internal partner offices. Due to its extensive data management and reporting capabilities, COTRAMS will also serve as the main depository for Grant Partner profiles and service characteristics, capital inventory, accident reporting, and annual reports to the Federal Transit Administration such as the National Transit Database report and the 5310 Annual Performance Report.

CDOT Financial Changes

When fully implemented, COTRAMS will aid DTR to better meet CDOT cash management, program management and asset management initiatives, and further the shift toward a performance based project awarding /budgeting program management approach. COTRAMS will enable DTR to track critical agency information, performance measures, capital inventory, financial data and compliance in a timely fashion.

Roll Out 1: User Portal

The user friendly COTRAMS portal increases the ability of our grant partners and stakeholders to update agency profiles, submit online applications, monitor the status of applications, awards and reimbursements, update their capital inventory, report on project milestones and submit online reimbursement requests.

Roll Out 2: Reimbursements

The online reimbursement module is currently under construction and is being tested. This module will enable our external users to submit reimbursement requests electronically rather than mail paper requests. There will now also be a capability to monitor grant budget balances and project budget drawdowns. On the administrative side of the module, DTR will now have a better grant management system to provide more timely payments and to improve management of program accounts.

Roll Out 3: CCCP

The online application functionality of COTRAMS has been in place since the fall of 2013. For that year’s Consolidated Call for Capital Projects (CCCP) grant partners were given the option to use the online application or submit applications through the traditional email format. For the Fall 2014 CCCP process, CDOT requested that all grant partners now begin to use COTRAMS to submit applications. When the CCCP closed on Monday November 17th 2014, about 78% of grant partners had submitted applications through the COTRAMS on-line portal

Next Steps for COTRAMS

COTRAMS will continue to be improved with new ideas constantly being developed by both internal staff and our grant partners. The current phase, Phase III, includes a major component for connecting COTRAMS to CDOT’s financial management software, SAP. This link will allow reimbursements to be approved and paid directly through COTRAMS, reducing the potential for data entry error as well as reducing approval times. The SAP link will also update COTRAMS with grant financial status information, such as remaining funds. This phase will also update all of the current funding applications to reflect revised needs and prepare for a comprehensive two-year Admin & Operating application.

TRAC Accomplishments

The TRAC met quarterly during 2014, providing input to DTR, working with DTR staff to develop and promote the Division’s vision, policies, and priorities for transit and rail services in Colorado. In addition to quarterly full-member meetings, TRAC members were very busy last year on subcommittees which also tapped into the expertise of professionals from across Colorado. With the guidance of the subcommittees important new initiatives were advanced during 2014.

Accomplishments Overview

Subcommittees of the TRAC undertook initiatives related to the overall intercity and regional bus (ICB) network, the IX (Bustang) bus system in the I70 and I25 corridors, the State Transit Plan, performance management / measurement, and transit & rail communications.

The ICB and Bustang subcommittees considered routes, stops, fares, ticketing, and connections among different providers of transit. These subcommittees also explored ideas to include and develop other rural regional bus connections.

The Statewide Steering Committee for the State Transit Plan established high-level goals for six categories of transit & rail system performance. This group then worked collaboratively with the Asset Management and Performance Measures subcommittee to operationalize the goals with twelve key objectives which DTR will begin tracking in 2015.

The Communications Committee considered the many ways DTR, local agencies, and transit-advocacy groups could partner to increase awareness of the availability of transit throughout the state, and transit’s role in many communities.

Table 2: 2014 TRAC Members

<i>2014 Transit & Rail Advisory Committee</i>	
<i>Terri Binder</i>	Club 20
<i>Craig Blewitt</i>	Mountain Metro Transit
<i>Todd Hollenbeck</i>	Grand Valley Metropolitan Planning Organization
<i>Johnathan Hutchinson</i>	Amtrak
<i>David Johnson</i>	Roaring Fort Transportation Authority
<i>Danny Katz</i>	Colorado Public Research Interest Group
<i>Tim Mauck</i>	I-70 Coalition
<i>Mike Ogborn</i>	Omnitrax
<i>Ann Rajewski</i>	Chair, Colorado Association of Transit Agencies
<i>Kurt Ravenschlag</i>	Transfort
<i>Pete Rickershauser</i>	BNSF Railway
<i>Matthew Helfant</i>	Denver Regional Council of Governments
<i>Vince Rogalski</i>	Statewide Transportation Advisory Committee
<i>Jim Souby</i>	Colorado Rail Passenger Association (ColoRail)
<i>Bill Van Meter</i>	Regional Transportation District (RTD)
<i>Larry Worth</i>	Representative of Rural Transit
<i>Sara Cassidy</i>	Union Pacific Railroad

FASTER Transit Re-Distribution

Federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21) provided initial requirements for performance based planning and program management, and the CDOT Transportation Commission continued with direction to staff to adapt all programs toward performance-based management. This included CDOT’s budgeting process overall, revisions to Policy Directive 14 (PD 14) as well as changes to

the administration of individual funding sources. Consequently, a dialogue was undertaken in 2014 to better align the FASTER Transit Program to this policy direction.

A FASTER distribution sub-committee of the TRAC was formed to consider the pros and cons of potential program changes. Transit grant partners provided feedback on initial ideas through 2014 Policy Options Workshops. With this significant and valuable input, DTR carried the resulting ideas forward to the Transportation Commission. With the Commission’s further guidance related to various efforts throughout CDOT, the FASTER Distribution changes were approved in June 2014, and were fully implemented in the Consolidated Capital Call for Projects (CCCP) in October 2014.

Table 3: FASTER Distribution Changes

FASTER Transit Funds		
	Original 2009	New 2014
Local Pool (\$5 M)		
Local Transit Agencies	\$5.0 M Including MMT, RTD, & TransFort	\$4.1 M Excluding MMT, RTD, & TransFort
Mountain Metro Set-Aside	--	\$0.2 M
TransFort Set-Aside	--	\$0.7 M
Statewide Pool (\$10 M)		
Admin & Technical Assistance	\$1 M	\$1 M
Bustang	--	\$3 M
Regional Operating Assistance	--	\$1 M
RTD Set-Aside	--	\$3 M
Statewide Competitive Pool	\$9 M	\$2 M
TOTAL	\$15 M	\$15 M

DTR Partnerships / CDOT Activities

Engineering Regions

CDOT’s engineering regions are an important part of implementing transit infrastructure projects. Unlike the purchase of buses, transit construction requires closer coordination with grant partners and funding partner agencies.

Greeley Bus Depot

The new Greeley Evans Transit transportation center is significant to the future success and growth of local and regional transit services in Northern Colorado, as this project will make it easier to ride transit into, out of, and around Greeley. Region 4 managed the project from an oversight position and was responsible for ensuring the project complied with state rules and regulations. The Region’s involvement included meeting with the City at various stages of the project to establish an intergovernmental agreement, review plans, provide guidance in design and ensure that the project is constructed according to the scope of work that was agreed upon. Construction of the project will begin in January or February of 2015. Region 4 staff will continue to oversee the project throughout the construction phase.

Figure 9: Greeley Bus Depot



Durango Bridge

DTR has worked closely with its colleagues in CDOT Region 5 to oversee construction projects in Durango and Telluride. For example, DTR worked closely with Robert Shanks, Region 5 Off-Systems Engineer, in reviewing documents for

two construction projects in Durango that resulted in improved sidewalks and access to an important transit stop. Furthermore, Mr. Shank’s local presence allowed DTR to closely monitor the projects’ progress.

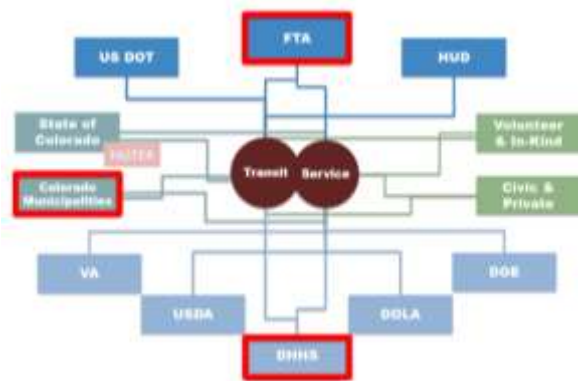
Figure 10: Sidewalk Access to Transit



Human Service Coordination

Over eighty federal programs provide funding for human services transportation, making it difficult for end-users to receive coordinated transportation services. A number of agencies undertook steps to improve coordination, but since it is states that often administer those federal programs, the Federal Transit Administration (FTA) has encouraged states to tackle the issue of coordination at the state level.

Figure 11: Federal Transit Funding



CDOT took the lead role in Colorado, establishing a state coordinating council consisting of representatives from state and federal agencies that fund human services transportation, as well as representatives of many other interested

organizations. The council seeks to address the obstacles to coordination through collaboration, education and training.

Particularly successful have been Council efforts to build communication links with Veterans organizations, which have historically operated very independently of most other human service programs. It was this success that led DTR to receive a veterans transportation grant (VTCLI) from the FTA on behalf of four local agencies.

TSM&O Initiatives

The newly formed Division of Transportation System Management & Operations has reached out to DTR to begin exploring a variety of efforts where transit could play a role in relieving congestion or improving efficiency of traffic management.

In March 2014, TSM&O and DTR conducted a test of bus-on-shoulder operations in the constrained I-70 Mountain Corridor between the Eisenhower-Johnson Tunnels and Idaho Springs. The test proved that bus-on-shoulder operations could be done safely, and provided information for further consideration of bus-on-shoulder implementation locations around the state. There is interest from transportation partners along segments of I-25 as well.

Bike & Pedestrian Program

In 2014, CDOT’s bicycle & pedestrian program completed a revised state bike/pedestrian system map, including an interactive electronic version. Both of these tools enable citizens & visitors to Colorado to understand what facilities are available, and to inform their decisions about which facilities provide the travel characteristics they are looking for: off-street or on-street facilities, width of lanes, and more.

DTR and the bicycle & pedestrian program identified a common area of effort to inventory and document bike/ped accessibility of CDOT park-and-rides, starting with Bustang park-and-rides. Look for this as a future outcome in 2015 and 2016.

DTD & SB 228

During 2014, CDOT spent considerable time evaluating how Senate Bill 228 funds might be expended. SB 228 was passed in 2009 and provides a temporary additional funding stream for a five-year period if the economy grows strong enough, but does not grow so strong as to trigger a taxpayer bill of rights (TABOR) refund.

The Division of Transportation Development (DTD) lead the effort, involving the CDOT Regions and DTR to develop a framework to consider projects appropriate to this unpredictable funding source. DTD and DTR worked very hard to develop a framework that considered transit and highway projects together, in an integrated manner. The end result was a screening framework that focused on the following eligibility and evaluation criteria:

Grant Partner Highlights.

Front Range – Urban: Cripple Creek Bus Shelters

The towns of Cripple Creek and Victor have recently added new, aesthetically-pleasing features to their respective townscapes. If you are familiar with these towns, you will notice the new red, trolley bus shelters. Hometown Trolley of Crandon, Wisconsin worked with the Town of Cripple Creek to develop the unique bus shelters; it was a first for the company. Three bus shelters have been placed in Cripple Creek and one in Victor and are solar operational with an option to connect to conventional electrical systems if needed. The headlights on the shelters actually work and, as a bonus, Cripple Creek will soon be accepting delivery on a new trolley that is built to match the shelters in appearance!

Figure 12: Cripple Creek Bus Shelters



Northern and Eastern: Northeastern Colorado Association of Local Governments

The Northeastern Colorado Association of Local Governments (NECALG) serves 6 counties--spanning approximately 19,000 square miles--all coordinated by one Transit Program. NECALG is a team of over 50 people and utilizes more than 50 vehicles dedicated to providing increased mobility to citizens of Northeastern Colorado. Our customers travel to and from medical facilities, learning institutions, businesses, shopping, social functions and services, entertainment venues, recreational and educational facilities. NECALG is able to provide these services through cooperative public and private efforts, as well as through the dedication of our staff of professional, caring and attentive people who are able to 'think big' within the communities of the NECALG service area.

Figure 13: NECALG Transit Vehicles



Working with DTR

The Division of Transit & Rail works with other transit providers to plan, promote, and implement investments in transit and rail services statewide.

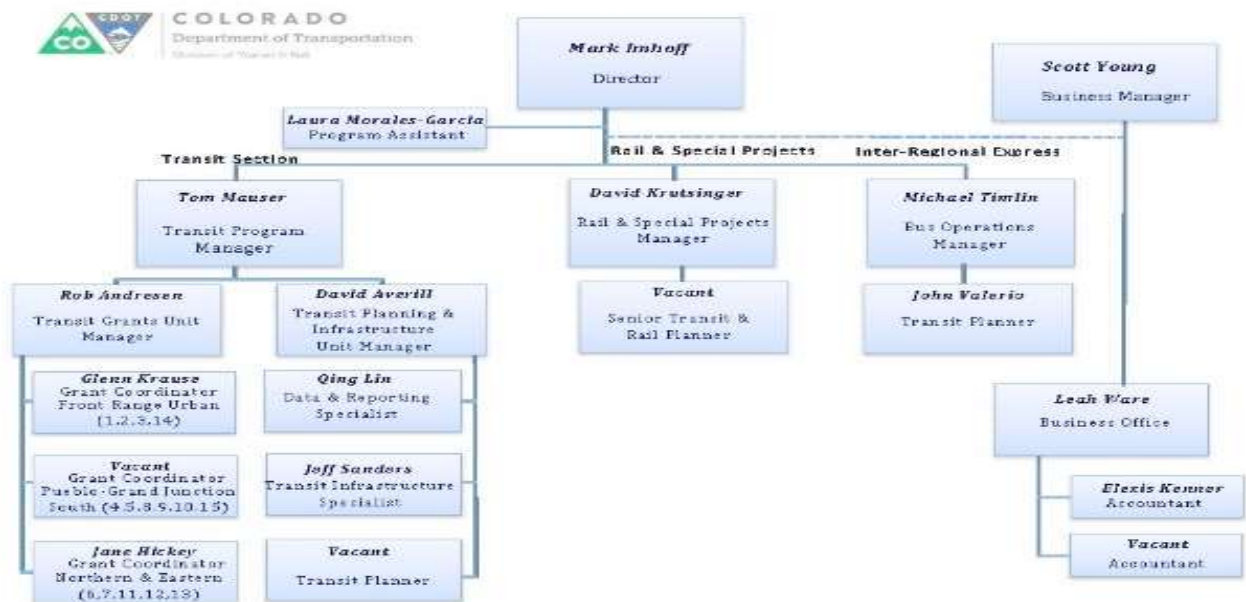
Staff Contacts

Table 4: 2014 DTR Staff Contacts

DIVISION OF TRANSIT & RAIL			
Name	Title	Phone #	E-mail
Administration			
Imhoff, Mark	Director	303-757-9007	mark.imhoff@state.co.us
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Transit Section			
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Organizational Chart

Figure 14: 2014 DTR Organizational Structure



2014