

Transit and Rail Advisory Committee (TRAC)
Agenda
March 27, 2025, 1:30 pm - 3:00 pm

Meeting Held Via GoogleMeet

DRAFT March 2025 TRAC Slides

March 2025 TRAC Meeting Agenda and Notes

Welcome/Introductions (Ann Rajewski - Chair)

Attendees: Anne Rajewski, Ben Gellman, Christa Curtiss, Craig Secrest, Danny Katz, David Averill, Dawn Block, Eva Wilson, Gary Beedy, George Gromke, Jan Rowe, Jonathan Flint, Kay Kelly, Kenneth Mooney, Lan Rao, Maux Sullivan, Michael Davies, Paul DesRocher, Rick Pilgrim, Emily Haddaway

Absent: Mike Ogborn (4)*, Alex Khalfin (2), David Johnson (1)

**Denotes number of consecutive absences.*

DTR/CDOT Updates

- **OIM Update (Kay)**

- CO Transit
- Transit Pass Exploratory Committee

David Averil: About CoTransit, what is the approximate timeline for that to be ready?

Kay: We don't have an exact timeline, but we are hoping to push the beta version out soon. Accessibility testing took longer than expected, but it was important considering the populations we serve.

Ann R: Related to the paratransit bill, the disability community has been asking about similar ideas to this CoTransit app, so I want to mention that there is a hunger for this technology, and people in that community should be included in outreach.

Kay: absolutely, I will follow up with those contacts

- **Passenger Rail Update - (Maux)**

- Front Range/Joint Service
- Mountain Rail

Michael Davies: About the CRISI grant, do we have a construction timeline? I've heard there is a struggle getting bids on contractors?

Maux: We don't have a grant agreement in place yet. Because of the change in

Paul: Bids have been fairly consistent across the board.

Rick Pilgrim Joins

Jonathan F: The rental car lawsuit, is that a concern for funding/timing?

Maux: We are still using those dollars, but we are keeping an eye on that process

David A: On Mountain Rail, based on my experience down here, I feel li

Maux: I appreciate that comment, we are keeping those things in mind

- **Transit and Mobility Grant Programs (Paul)**

- Federal Grants

Ann R: With the uncertainty, are you pulling the funding down more so it doesn't sit un-obligated? Have we changed that?

Paul: Yes, absolutely. That is why we are updating priorities now.

- Contracting Update

Lan R: We've seen a lot of movement lately on grant agreements. So thank you to CDOT staff, it's great to see.

Paul: Thank you Lan.

- **Bustang Update (Jan)**

Michael D: Do you post performance metrics for Bustang anywhere online?

Jan: We are working on a public dashboard for some of those metrics, and are close to having that in a publishable state

(In Chat) David A: Echoing Michael - It'd be great to see passengers/RSH or RSM and cost per passenger trip metrics.

Jan: Will definitely keep those in mind

- **SB24-230 Implementation Update (Craig)**

Michael Davies: Comment: I think simplicity is helpful. We want to get service out.

David A: Timing is often tied to the funding source, and I think that's a good idea

Craig: Performance indicators are often included as metrics. Should there be different types of requirements for different types of agencies?

Ann: I wonder if there are helpful questions to ask to make sure agencies will carry out their obligations? Has there been issues in the past where we wished we had asked more/different questions?

Craig: Much of the first year of work is planning, so how can we enable that, but also encourage moving toward implementation in the second year....

Jonathan: For those of us in snow country, it really helps having facilities...

Craig: We should put out a NOFA by June, ... What info would you need to create an optimization plan?

Michael D: Can you define in the NOFO what a system optimization plan is?

Craig: I agree, maybe we can come up with a better name. SB230 implementation and spending plan

Michael: ...is it worth our time and energy to do this all for a small gain? ...

Craig: RTD is a bit of a special case, but for other agencies, it can be a much bigger portion of funding.

- **State Legislative Update (Emily)**

Adjourned 3:02 P.M.



Transit and Rail Advisory Committee (TRAC)

March 27, 2025





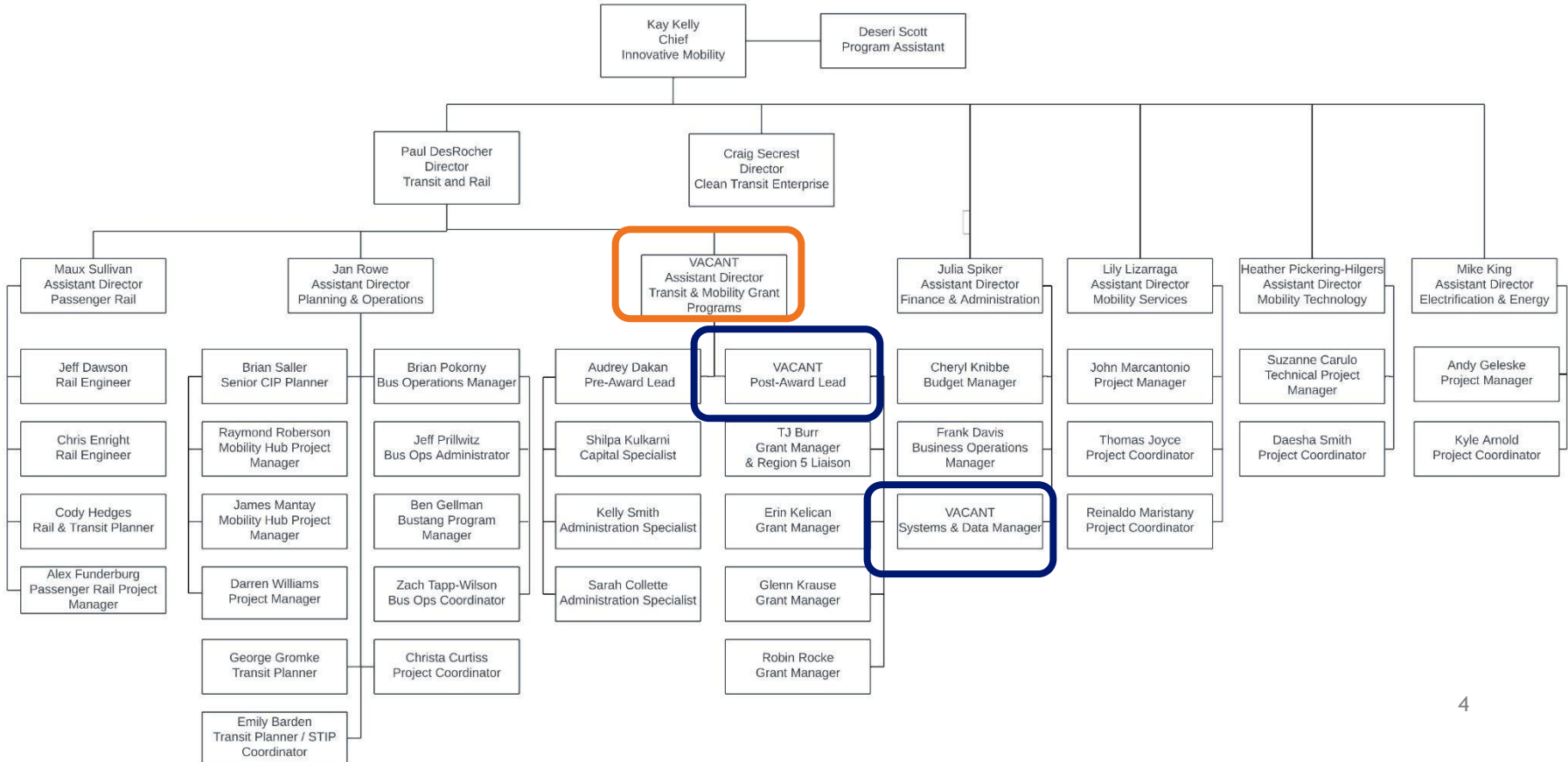
Agenda

- Welcome/Introductions (Ann Rajewski - Chair)
- OIM Update (Kay)
 - CO Transit
 - Transit Pass Exploratory Committee
- Transit and Mobility Grant Programs Update
 - Federal Grants (Paul)
 - Contracting Update (Audrey)
- Passenger Rail Update - (Maux)
 - Front Range/Joint Service
 - Mountain Rail
- Planning and Operations Update (Jan)
- SB24-230 Implementation Update (Craig)
- State Legislative Update (Emily)





OIM Org Chart and Staffing Update



Overview of SB24-032: Methods to Increase the Use of Transit

Kay Kelly, CDOT



SB24-032: Methods to Increase the Use of Transit

The statewide transit pass exploratory committee is created in the Department of Transportation to produce a viable proposal for the creation, implementation, and administration of a statewide transit pass. In conducting its work, the committee is required to consider specified issues and to solicit input from subject matter experts and interested parties across the state.

Deadlines:

- ✓ CDOT Executive Director shall create a statewide transit pass exploratory committee (no later than October 1, 2024)
 - Committee shall produce a viable proposal for the creation, implementation and administration of a statewide transit pass, including recommendations for any necessary legislation in connection with the proposal (by July 1, 2026)
 - Goal of implementing a statewide transit pass (by January 1, 2028)



Topics to be Considered by the Committee

- The logistics of creating a statewide transit pass
- A method for determining the price of a statewide transit pass
- A structure for the sale of the statewide transit pass to individuals and to employers for their employees
- The services that will be offered to statewide transit pass holders
- The types of statewide transit passes that would be offered including different options for the duration of the pass to accommodate residents and visitors
- Additional opportunities for collaboration across transit agencies in the state to make it easier and more appealing for people to use transit
- The technology that would be needed to monitor the use of the statewide transit pass and track ridership across transit agencies to assist transit agencies in determining and understanding the financial impact of the pass in the future



Topics to be Considered by the Committee (cont)

- Any additional local, tribal, state or federal laws, rules or regulations that need to be considered in connection with the creation of a statewide transit pass
- The potential impacts that a statewide transit pass will have on transit pass programs that are currently offered by transit agencies
- The potential impacts of section 20 of article X of the state constitution to local governments in connection with revenue generated by the sale of a statewide transit pass
- A proposal for the structure and composition of a permanent advisory board to oversee the creation, implementation and administration of a statewide transit pass
- Any other issues that need to be discussed or addressed as deemed necessary and appropriate by a majority vote of the members of the committee



Subject Matter Experts to be Consulted During the Process

- The CDOT Transit and Rail Advisory Committee (TRAC)
- Transit Agencies, including a presentation at a CASTA conference
- Members of the Public





16 Required Members of the Exploratory Committee

- 3 Reps from the 5 largest transit agencies in the state
- 8 Reps from a diverse group of transit agencies throughout the state, including
 - at least 1 rep from a transit agency that serves a rural, non-resort area of the state
 - at least 1 rep from a transit agency that serves one or more resort communities
- 1 Rep of an entity or interest group involved in the promotion, planning or development of passenger rail systems
- 1 Rep from an organization with a statewide perspective regarding transportation
- 2 Reps from CDOT including
 - 1 rep who is knowledgeable about CDOT's inter-regional bus service (Bustang)
 - 1 rep who is knowledgeable about CDOT's innovative mobility program
- 1 Rep from a DI community as defined in CRS24-4-109 (2)(b)(II)
- Any other members deemed necessary by the Executive Director



Appointed Committee Members

3 Reps from Largest Transit Agencies:

- Christopher Quinn, RTD
- Jason White, RTFA
- Lan Rao, Mountain Metrox

8 Reps from Diverse Transit Agencies:

- Jonathan Flint, Steamboat Springs
- Andy Cotton, Town of Breckenridge
- Charity Markus, SE TRAN
- Kenneth Mooney, NECALG
- Will Jones, City of Greeley
- Ben Valdez, City of Pueblo
- Andrew Gingerich, Mesa County
- Kaley Zeisel, Transfort

DI Community Representative:

- TBA Transit Advocate, Green Latinos

Statewide Perspective:

- Karen Stuart, CDOT
Transportation Commissioner

Passenger Rail:

- Adam Krom, Amtrak

Bustang:

- Ben Gellman, CDOT

Office of Innovative Mobility:

- Heather Pickering-Hilgers, CDOT



COLORADO
Department of Transportation



COTransit



Project Overview

COtransit aims to develop an easy-to-use mobile application (app) and web platform that allows the public to plan their entire trip and pay online, while supporting better coordination and data sharing between local transit providers.

PURPOSE

To build a statewide, centralized platform that provides General Transit Feed Specification (GTFS) data, trip planning, and universal ticketing for Colorado travelers and transit providers (especially rural providers).

EXISTING GAPS

While there are resources to connect the traveling public to current transit information and travel conditions, there is no centralized platform that shows the public how to connect from one transit system to another.



Features of COtransit

- Statewide
- Real Time
- Mobile Devices
- Reservations
- Trip Planning and Scheduling
- Universal Mobile Ticketing
- Multiple Jurisdictions & Agencies





Project Overview Updates

PHASE 1

Statewide GTFS-General Transit Feed Specification project that publishes transit data to be consumed by a wide variety of applications (ex: Google Maps)

Project MVP: Creation of GTFS-feeds - features over 40 transit agencies GTFS information: <https://colorado-gtfs.trilliumtransit.com/>

Phase 2

COtransit featuring Trip Planning and Universal Ticketing for Colorado transit providers and passengers.

Project MVP: Prototype platform

Phase 3

Expansion! Add in additional agencies, platform capability enhancements, explore integration with private transportation providers and other transportation modes

PHASE 1 UPDATES

Over 40 transit agencies GTFS feeds have been created and are being monitored. Over 50 AVLs have been installed throughout various beta agencies.

PHASE 2 UPDATES

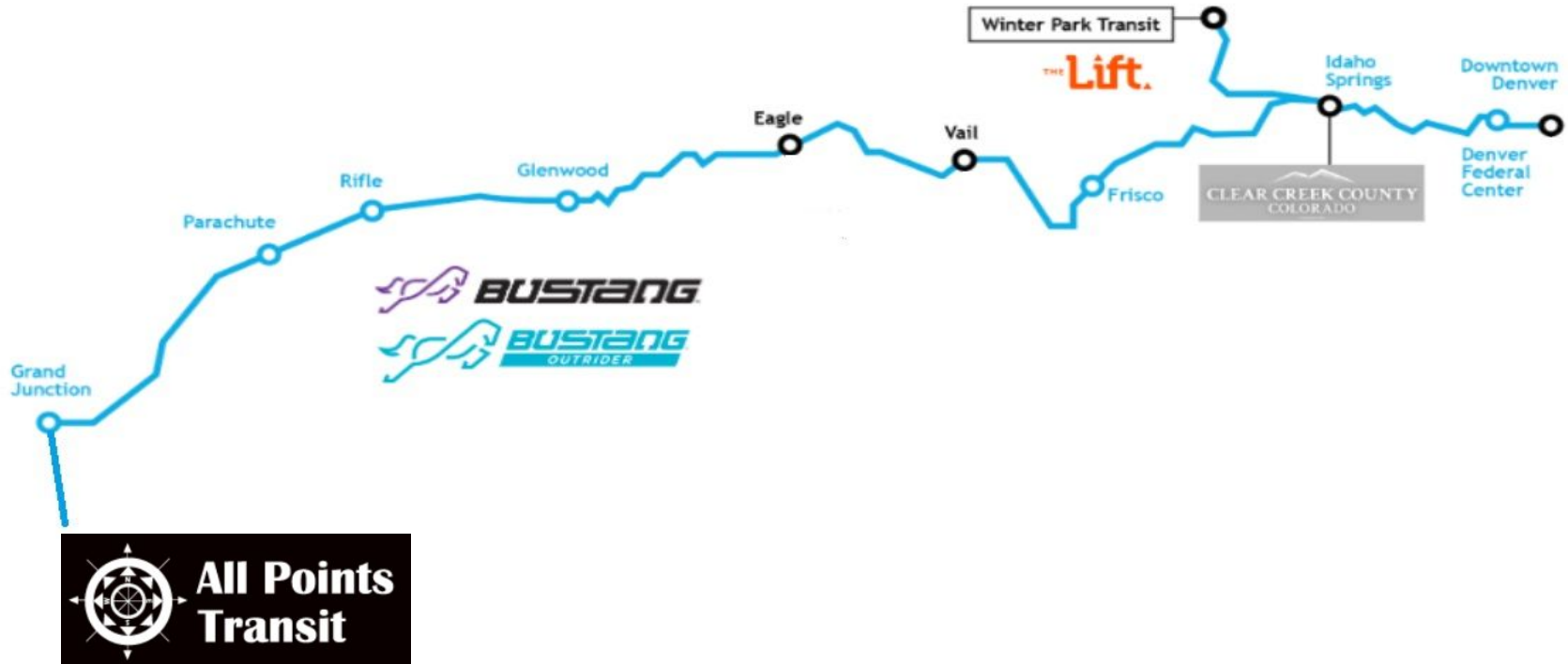
MVP Prototype is in test phase and will launch to Beta agencies soon

PHASE 3

Adding several new agencies starting mid year 2025.



Phase II Prototype Partners





Sample Screen Shots



Select Language
 Powered by Google Translate

Dashboard
Trip planner
Schedules
Alerts
Saved trips
Ticketing
My Orders
Transaction History
Settings
Support
Logout

Enter source
Union Station, Denver, CO 80202, USA

Enter destination
Kiahlo Springs, CO

Plan My Trip

Depart at 12:53 PM 10/17/2024

Suggested Routes

1:49 PM - 3:04 PM 1 hour 15 mins 38.8 miles | 2.4 lbs CO₂
→ **WEST** Glenwood Springs
Details

1:50 PM - 3:04 PM 1 hour 14 mins 36.2 miles | 2.4 lbs CO₂
→ **120X** Union Station →
Details

3:04 PM - 4:06 PM 1 hour 2 mins 35.2 miles | 2.3 lbs CO₂
→ **CDOT Outrider** Craig →
Details

Dashboard Trip planner Saved trips

CO 72 CO 93 CO 121

Golden Gate Canyon State Park
Goulds Mountain Study Area
White Ranch Park
Clear Creek Canyon Park
Evergreen
Mount Evans Wilderness

Broomfield
Northglenn
Thornton
Federal Heights
Westminster
Commerce City
Wheat Ridge
Edgewater
Lakewood
Englewood
Littleton
Greenwood Village
Cent

Denver



Transit and Mobility Programs Update





FTA Award Status

- Formula processes appear to be progressing as normal
- CDS and 5339(c) discretionary processes are likely to move once an update is made to the master agreement
- Prioritizing all awards that have an FTA-preferred 3/31 deadline to submit applications (actual deadline is 6/28):
 - 2022 5339(c) application correction
 - 2022 and 2023 5304 Statewide
 - 2022 and 2023 5339 (a) Small Urban
 - 2023 5310 Small Urban
 - 2023 5311 Statewide
- Next priorities will be TrAMS Applications for discretionary awards:
 - 2023 5339(b) & (c) by 4/15
 - 2024 5339(b) & (c) by 5/15



2025 Call for Projects Schedule

Anticipated 2025 Call for Projects Schedule

- **Admin/Operating/MM & Planning (5310, 5311 & 5304)**
 - Call for projects currently open
 - 2025 A/O/MM applications were due 1/24/2025 - in review now and awards will be announced soon
 - Planning applications due 2/7/2025 - will be reviewed in April
- **Clean Transit Enterprise - Planning**
 - Call for projects were due 2/7/2025 - awards approved by CTE board earlier this week and will be announced ASAP
- **CY2026 Admin/Operating/MM & Planning (5310, 5311 & 5304)**
 - Date TBD - likely May 2025
- **2025 Consolidated Call for Capital Projects (CCCP)**
 - Date TBD - likely Fall 2025
- **Clean Transit Enterprise - Capital**
 - Vehicles, Infrastructure, & Facilities categories
 - Dates TBD (likely Summer/Fall 2025)
 - Estimated \$15,000,000 available to award



Winter / Spring 2025 Contracting Timeline

Target 12/31/24

1. 2024 5311 A/O & 5310 Op/MM Contract Extensions - **COMPLETED**
2. 2025 “5310” Op/MM Contracts using SB228 Funds - **1 Pending Execution**
3. Existing Capital & Planning Contracts expiring on 12/31/2024 - **COMPLETED**

Between 1/1/25 and 3/31/25 - IN PROGRESS

1. 2025 5311 A/O Contracts (pre-award authority for expenses incurred from 1/1 for contracts executed by 4/1) - **CPCS’ Queue**
2. 2024 CCCP Other Capital (i.e. Equipment, D/E, Construction) Contracts - **CPCS’ Queue/Budgeting/SOWs**
3. 2024 CTE Planning, 2024 5339(b) & (c), other misc. Awards - **CPCS’ Queue/Budgeting/SOWs**

Between 1/1/25 and 6/30/25

1. 2024 Capital Vehicles - BOCs, then Vans - **Pending Budgeting**
2. 2025 5311 A/O Baseline and 5310 Op/MM for agencies who received 2024 Extensions - **Pending 2025 Appropriation**
3. 2025 5311 A/O Expansions and 5310 Op/MM Expansions - **Pending Award**



Passenger Rail Update



Joint Service Overview

A Process for Delivering Passenger Rail
from Denver to Ft. Collins



What are the basic Joint Service assumptions for service?

→ Foundational:

- ◆ **One** operator running the service between Denver and Ft. Collins
- ◆ **One** access agreement with BNSF to allow for passenger rail service
- ◆ **One** route - RTD B-Line before transferring to the BNSF freight rail line to Ft. Collins

→ Explainer:

- ◆ **Operator:** By having **one operator**, we reduce inefficiencies and make it easier for all parties to coordinate and ensure that service is frequent and reliable.
- ◆ **Access Agreement:** By having a **singular access agreement**, this ensures the host railroad, BNSF, can more easily and efficiently work with the operator.
- ◆ **One Route:** By utilizing RTD's B- Line, a route widely studied, well-known, and accepted across the region, we can more easily plan and execute passenger rail service on an expeditious timeline.

What are the basic Joint Service assumptions for service?

→ Foundational:

- ◆ **Joint Service** would be a starter service to be built upon
- ◆ **Joint Service** could stand alone or merge or be acquired by FRPR once FRPR successfully passes a sale tax ballot initiative.
- ◆ **Joint Service** could be funded with existing resources today prior to going to voters.

→ Explainer:

- ◆ **Paves the Way for the Future:** Nearly all of the infrastructure improvements would be needed track upgrade for the eventual front range passenger rail service, improvements such as new siding, at grade crossing eliminations and PTC (modern signaling). Very little, if any, of the infrastructure improvements for joint service would not be needed for eventual FRPR.
- ◆ **Stand Alone or Merger in the Future:** Joint Service would be governed by an IGA of the paying parties of RTD, CTIO, CTE, CDOT and FRPR and administered by CDOT. Shall FRPR pass a ballot initiative, this service could merge into FRPR in the future, or FRPR could choose to buy out the contributing parties and acquire joint service and the related assets.
- ◆ **Begin with Existing Resource:** Parties want to provide the most amount of service with existing funding streams. Polling done by FRPR has shown that voters are hesitant to pass a new sales tax prior to existing FasTrack sales tax being used for completion of the promised train to Boulder and Longmont.

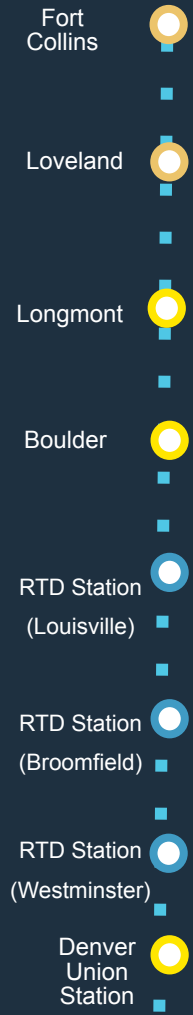
How do Peak Rail, Front Range Passenger Rail, and Joint Service Station Sites differ from one another?

- Joint Service:
 - a. **What:** Hybrid between commuter & intercity passenger rail Denver to Ft. Collins
 - b. **Stations:** 8
 - c. **Frequency:** 3 daily RT
 - d. **O&M and Debt Service:** \$83M annually (RTD & State jointly funded)
 - e. **Timing:** Start by 2029

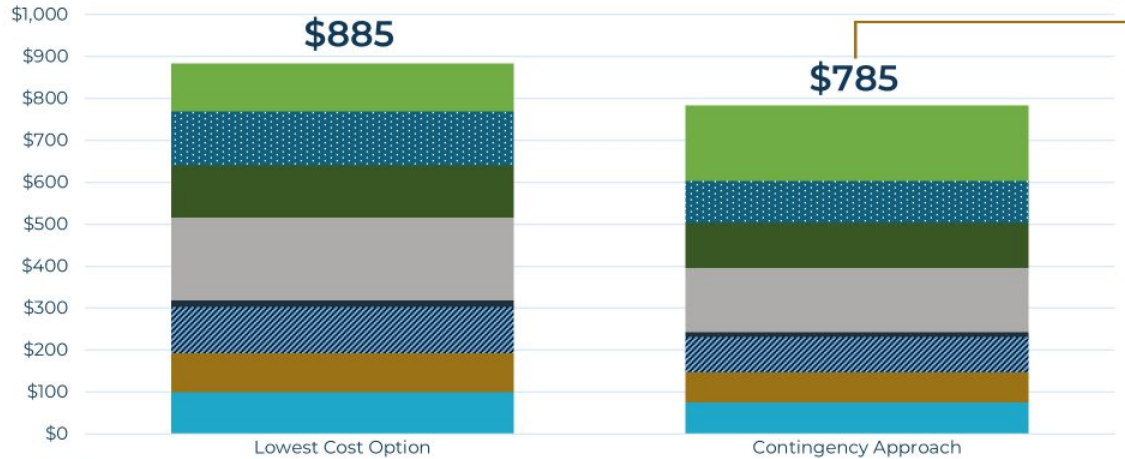
- RTD's Peak Rail
 - a. **What:** Commuter Service Denver to Longmont
 - b. **Stations:** 10 stops
 - c. **Frequency:** 3 times daily (6 Runs - 3 during AM, 3 during PM)
 - d. **O&M and Debt Service:** \$52M- \$56M (RTD FasTrack Sales Tax)
 - e. **Timing:** Projected 2050 at earliest

- Front Range Passenger Rail
 - a. **What:** Intercity Passenger Rail Service
 - b. **Stations:** Studying 5 stops in Northern Colorado
 - c. **Frequency:** SDP examining
 - d. **Cost:** SDP examining

Joint Corridor Service
3-5 daily round trips starting in 2029



Totals (in \$M, including contingency allocation)

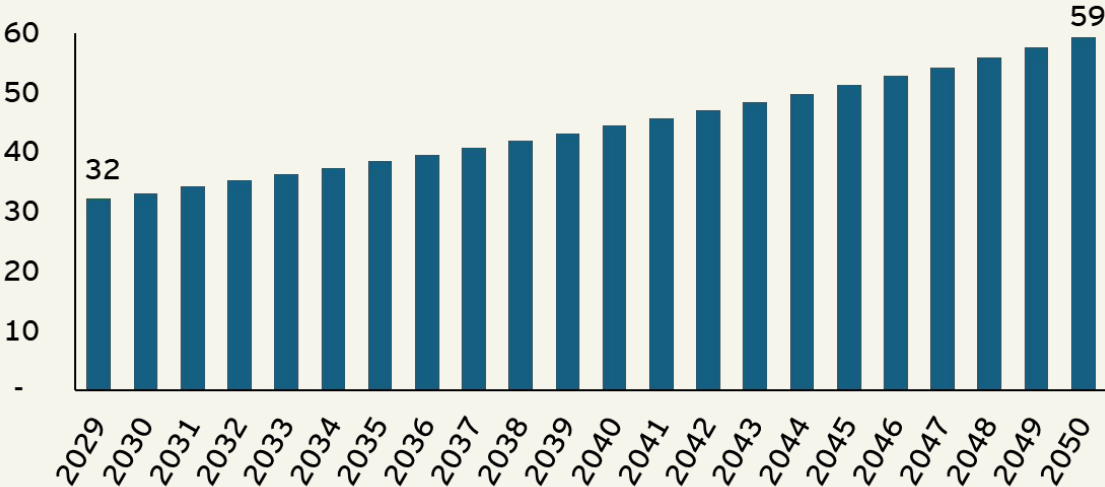


Contingency Approach

- Removed line-item contingency
- Added 30% contingency to bottom line (including professional services)

Annual Operations and Maintenance for 3 Round Trips: \$32M (YOE\$)

Projected O&M Costs, 2029-2050 (YOE\$, Millions)



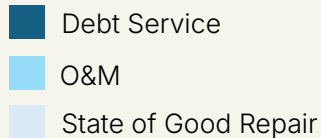
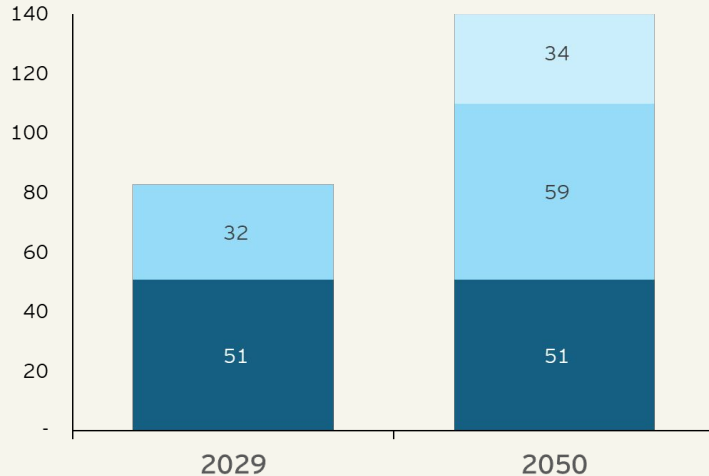
O&M costs include:

- ▶ Fuel & power
- ▶ Train & engine crew labor
- ▶ Fleet maintenance
- ▶ Route advertising
- ▶ Fare collection
- ▶ Station maintenance
- ▶ Insurance
- ▶ Overhead costs
- ▶ Host railroad fees
- ▶ Managing agency administrative costs

Note: O&M costs inclusive of inflation, assumed to be 2-3% per year over the operating term.

Summary of Annual Costs: \$83M in 2029

2029 & 2050 Costs (YOE, \$M)



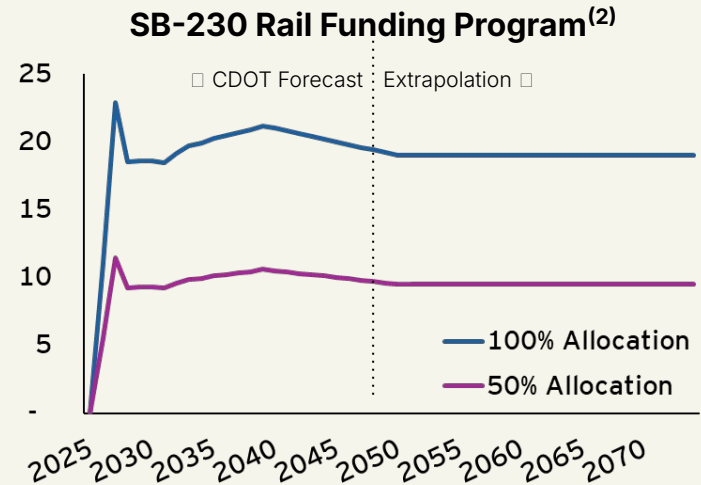
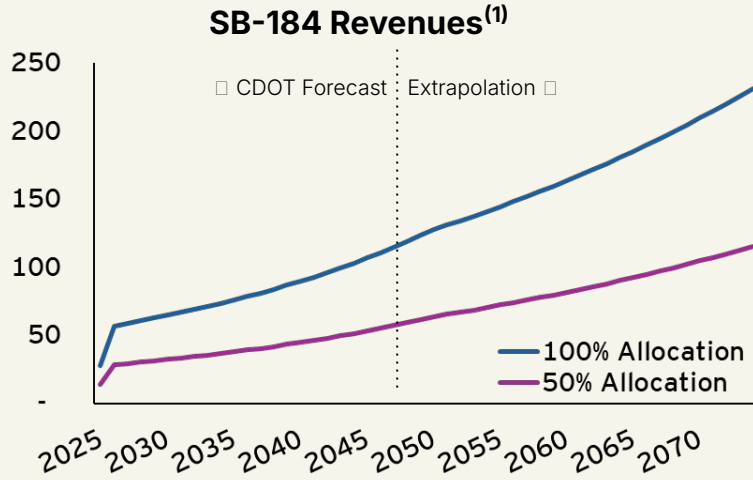
Summary of First Year Costs:

- **\$32M in operations and maintenance costs**
- **\$51M in annual debt service**
- **Total: \$83M in 2029**

Note: Debt service amount based on accelerated construction schedule and associated capital requirements. All costs expressed in YOE terms. 2050 costs include preliminary allocation for state of good repair (SOGR); to be refined with further analysis of asset rehabilitation needs

SB24-184 & SB24-230 Revenue Forecast

SB-184 and SB-230 revenues are subject to allocation across multiple projects. The following charts illustrate revenues from each source at 100% and 50% allocation levels.



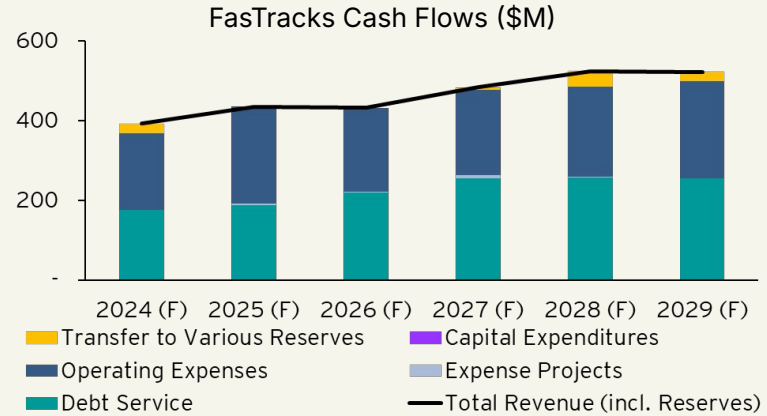
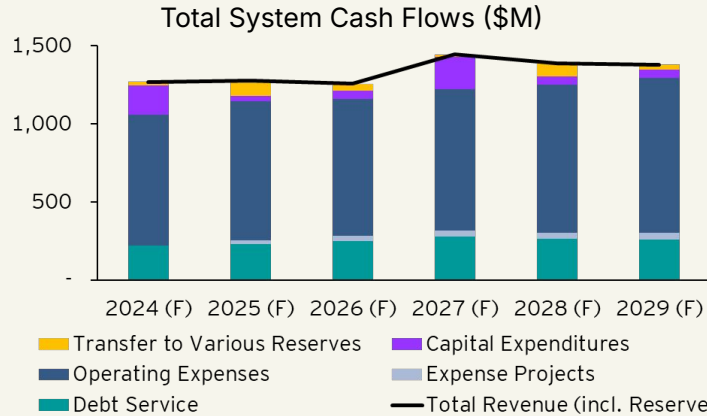
SB-184 imposes a daily rental car fee up to \$3 commencing on January 1, 2025, adjusted annually for inflation. Receipts are estimated at \$57m in FY26, growing to \$110m by FY50.

SB-230 imposes an incremental oil and gas production fee, commencing on July 1, 2025, to be allocated to a Clean Transit Enterprise (CTE) Sub Fund, 20% of which will be dedicated to the Rail Funding Program.

(1) Source: CDOT forecast through 2050; assumes CPI thereafter.

(2) Source: CDOT forecast through 2050; assumes level revenue thereafter.

RTD Five-Year Financial Forecast



Projected Reserve Balances (\$M)	2024F	2025F	2026F	2027F	2028F	2029F
Annual Deposits to Reserves (Operating, Capital, FISA)	24	98	44	13	85	32
Annual Draws on Unrestricted Reserve	(12)	(84)	(33)	(182)	(86)	(35)
Operating Reserve	196	218	226	233	240	249
Capital Replacement Reserve	185	261	298	298	335	335
FasTracks Internal Savings Account (FISA)	190	190	190	196	236	260
Unrestricted Reserve	422	338	305	123	37	4
Aggregate Reserve Balance	994	1,008	1,019	850	849	848

Capital & Operating Funding Sources

Capital funding for FRPR is anticipated to come from six primary sources:

1. CRISI grant - \$66.4m (awarded)
2. State matching funds - \$27.9m (awarded)
3. SB-184 fee revenue
4. SB-230 fee revenue
5. External financing proceeds (secured by SB-184 revenues)
6. RTD capital contribution

Operations funding is anticipated to come from four primary sources:

1. SB-184 fee revenue
2. SB-230 fee revenue
3. RTD operating contribution
4. Farebox and ancillary revenue

This analysis does not include proceeds from future federal grants; however, such programs may be considered as a supplement to identified state and local sources.

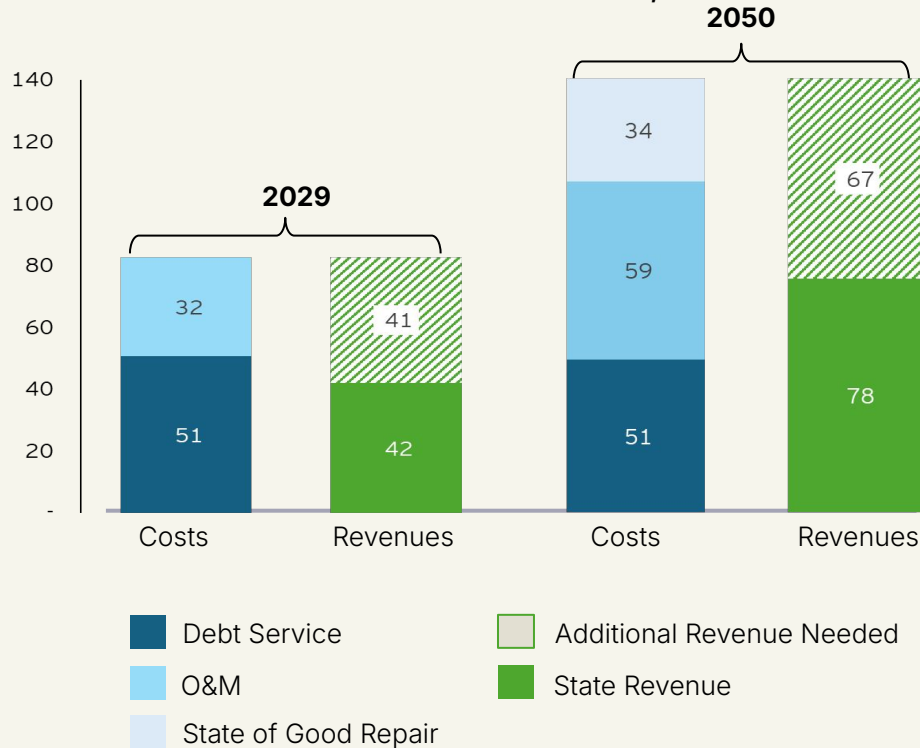
Funding Source	Capital	O&M
CRISI Grant	✓	X
State Match	✓	X
SB-184	✓	✓
SB-230	✓	✓
External Financing	✓	X
Farebox & Ancillary	X	✓
RTD Contribution	✓	✓

Other Potential Sources	Capital	O&M
Federal Grants	■	■

- ✓ Source included/eligible use
- X Source excluded/ineligible use
- Potential future source

Preliminary Scenario Output – 3 Round Trips

2029 & 2050 Costs & Revenues (YOE, \$M)



Scenario Assumptions

State revenues:

- ◆ SB-184 & SB-230 Rail Program Funding
- ◆ Farebox, food & beverage, ancillary revenues

Cost estimates include:

- ◆ Preliminary allocation for state of good repair (SOGR) to be refined with further analysis of asset rehabilitation needs

Funding sources could include:

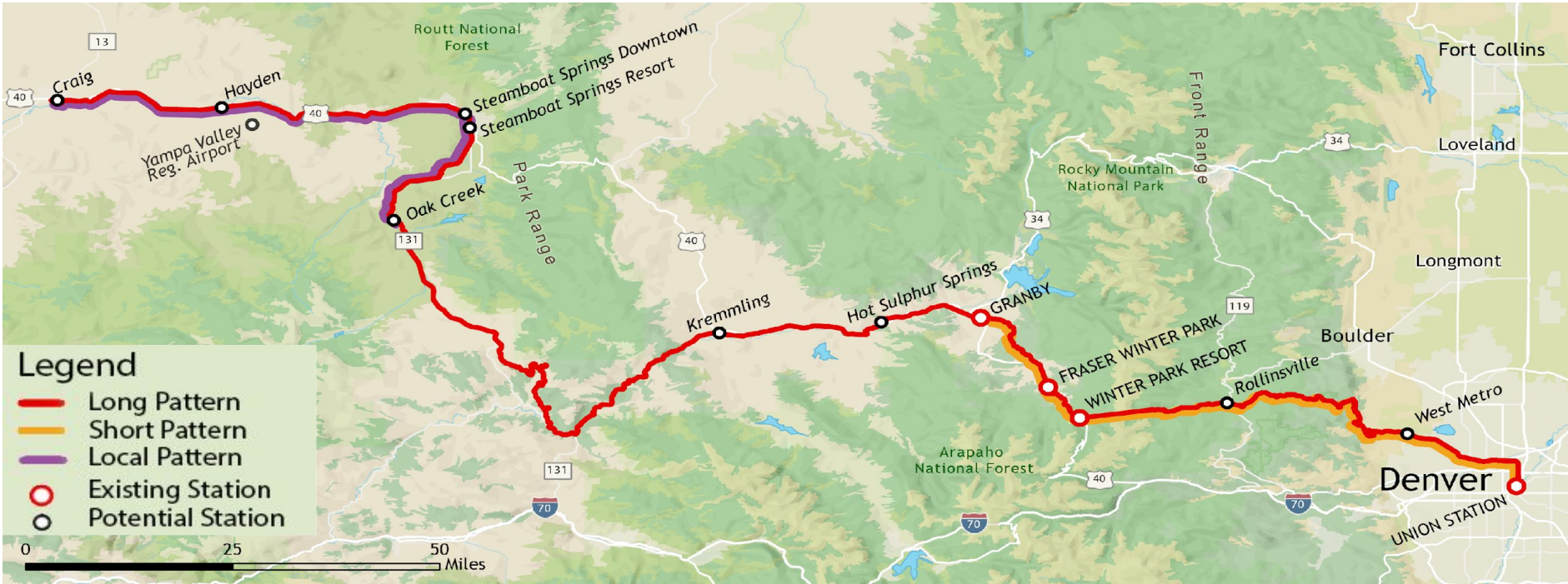
- ◆ CRISI grant and state match
- ◆ SB-184 and SB-230 revenues
- ◆ Financing secured by state revenues
- ◆ RTD capital and/or operating contribution

Key Takeaways

- There are enough existing resources from Congestion Impact Fee (SB184), Production Fee (SB230), and RTD's sales tax to cover the cost of 3 daily round trips
- 3 daily roundtrips is estimated to cost \$83M in the first year of operations (\$32M in O&M plus \$51M in Debt Service)
- If the State contributes \$42M annually, there is a gap of \$41M to be filled by RTD; revenue requirement may increase or decrease based on changes in capital sources or project costs.
- Peak Rail (3 trains) from Denver to Longmont costs \$52-56M annually for RTD alone, \$41M is significantly less and the service would be connecting twice the amount of population going to Fort Collins.
- Nearly all infrastructure investments for joint service would benefit the eventual Front Range Passenger Rail Service.
- Further Study is needed to define the service, negotiate an access agreement with BNSF, develop an interagency agreement and finance plan.



Mountain Rail Updates





Mountain Rail Next Steps

Next Steps

- Identify procurement strategy
 - Goals: timing, risk management, flexibility/resiliency and service quality
- Refine financial plan
- Establish necessary access agreements



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Planning and Operations Update

Overview

- Provide a strategic vision for an integrated statewide transit network, improving mobility and connectivity across Colorado
- Create a “north star” for regional and interregional project prioritization that informs future planning and project development.

Status

- Completing gaps and needs analysis (early April)
 - Wrapping up statewide market analysis
 - Identifying opportunities & challenges

Next Steps

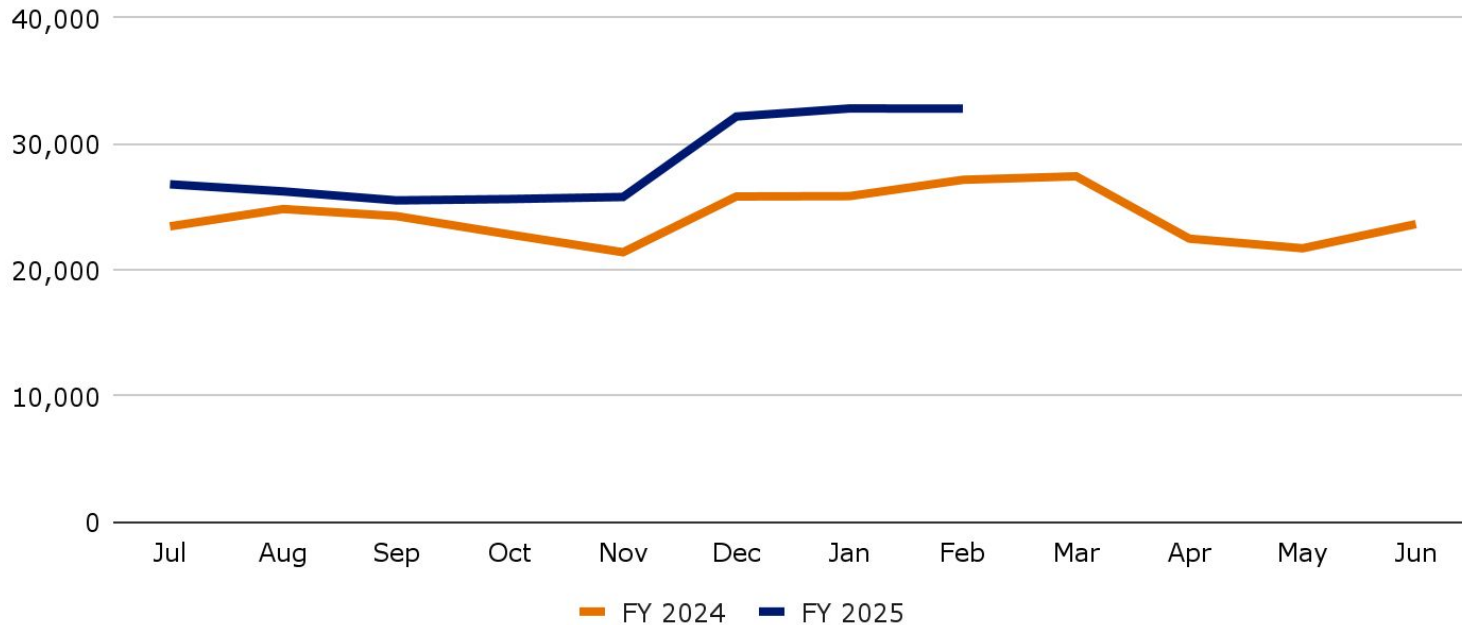
- Develop recommendations
- Complete draft report (early May)
- Share with stakeholders for review (May)
- Final report (end of June)





Bustang Ridership

Monthly Bustang System Ridership by Fiscal Year

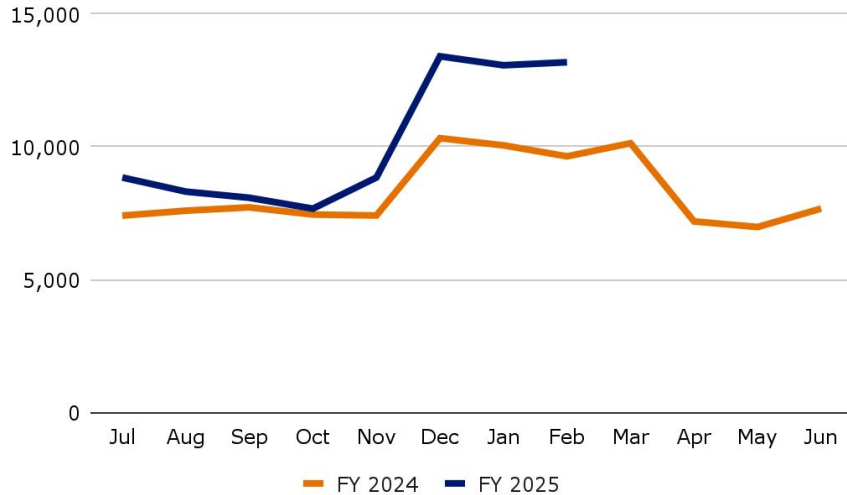


*Includes Bustang, Pegasus, Outrider, and Seasonal Services

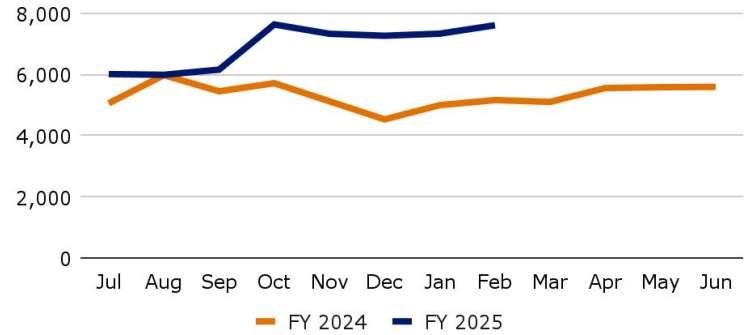


Monthly Bustang Ridership - Main Lines

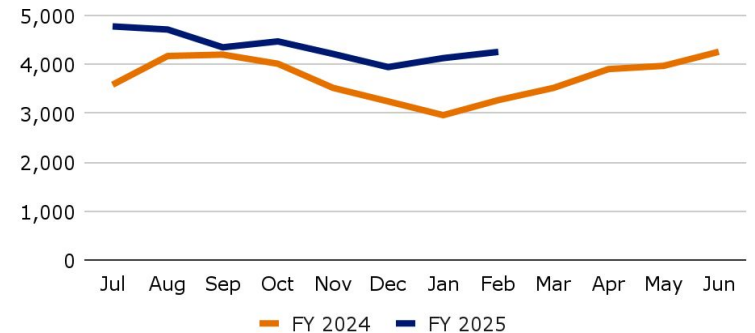
West Line



North Line



South Line

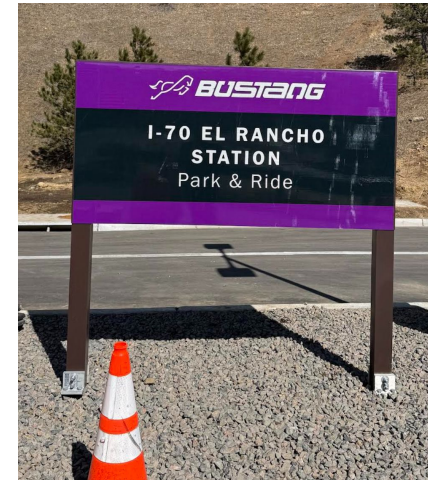




Other Planning & Ops Projects

- **Bustang Outrider Stop Improvements Project**
 - FIR remaining for 2 routes
 - Prioritizing improvements for available funding
- **Regional Transportation/Transit Plan Updates**
 - 4th round of TPR meetings begin 4/4
 - Drafting RTPs for TPR feedback
 - Survey for Older Adults and Adults with Disabilities

TPR	Date	Time	Location
Southwest	4/10/2025	9:00 to 12:00	Durango
Northwest	4/10/2025	10:00 to 12:00	Fraser
Central Front Range	4/14/2025	10:00 to 1:00	Colorado Springs
Intermountain	4/18/2025	10:00 to 12:00	Glenwood Springs



- **El Rancho Park-n-Ride**
 - Expected public opening in late April-May

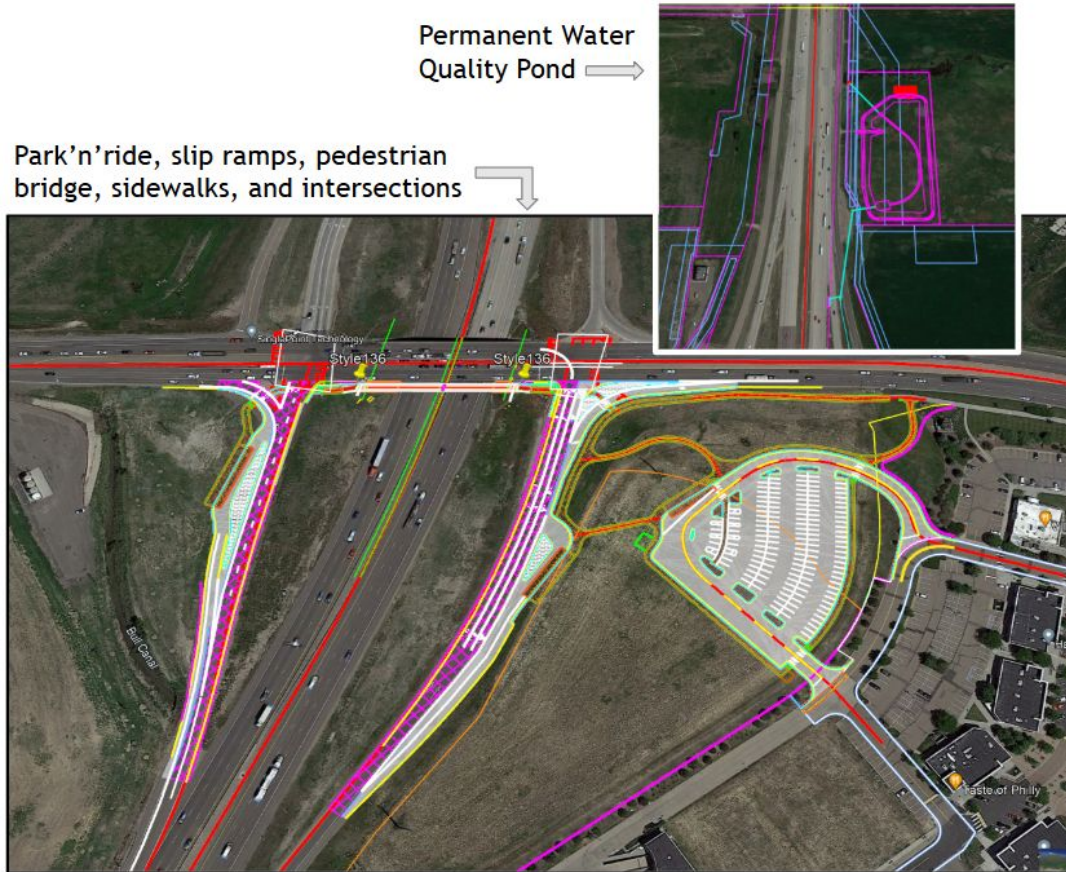


Upcoming Mobility Hubs: Lone Tree





Upcoming Mobility Hubs: Broomfield-Thornton



Permanent Water Quality Pond →

Park'n'ride, slip ramps, pedestrian bridge, sidewalks, and intersections ↙



COLORADO
Department of Transportation

Clean Transit Enterprise



CTE Update

- Second round of Bus EV Planning grants; capital grant NOFA still planned for fall
- Making progress on SB - 230 Formula Program Eligibility Policy
- Beginning work on formula development and contracting process
- Outreach initiative still planned for April



SB24 - 230 System Optimization Plans

- Statutory requirement for formula program; anticipate requesting as part of NOFA
- Purpose and use:
 - Determine eligibility
 - Input for grant contracts
 - Basis for accountability
 - Other?



System Optimization Plan Requirements

- What types of improvements/initiatives need to be in plans?
 - Promotions & marketing
 - System/vehicle enhancements
 - New routes
 - Route expansion
 - Increased frequency
 - Admin/operational capacity
 - Other?
- What time frame?



System Optimization Plan: Baseline Data Needs

- Funding/Spending
 - Operating and capital?
 - Historical? If so, how far back?
 - Sources?
- System/Service Extent
 - Types of service
 - Vehicle revenue miles
 - Current routes – what level of detail?
 - Frequency
- Performance
 - Ridership
 - Cost/trip
 - Headway changes
 - Other?



Budget Update:

- Overview of JBC Decisions

Notable Support Legislation:

- Increase Transportation Mode Choice Reduce Emissions, Transit Reform, Funding for Motor Vehicle Collision Prevention

Notable Oppose Legislation:

- Register & Drive Surplus Military Vehicles, Automated Driving System Commercial Motor Vehicle



Questions & Discussion

