

CASTLE ROCK SMALL URBANIZED AREA (UZA) DIRECT RECIPIENT STUDY & MISC. TRANSIT UPDATE

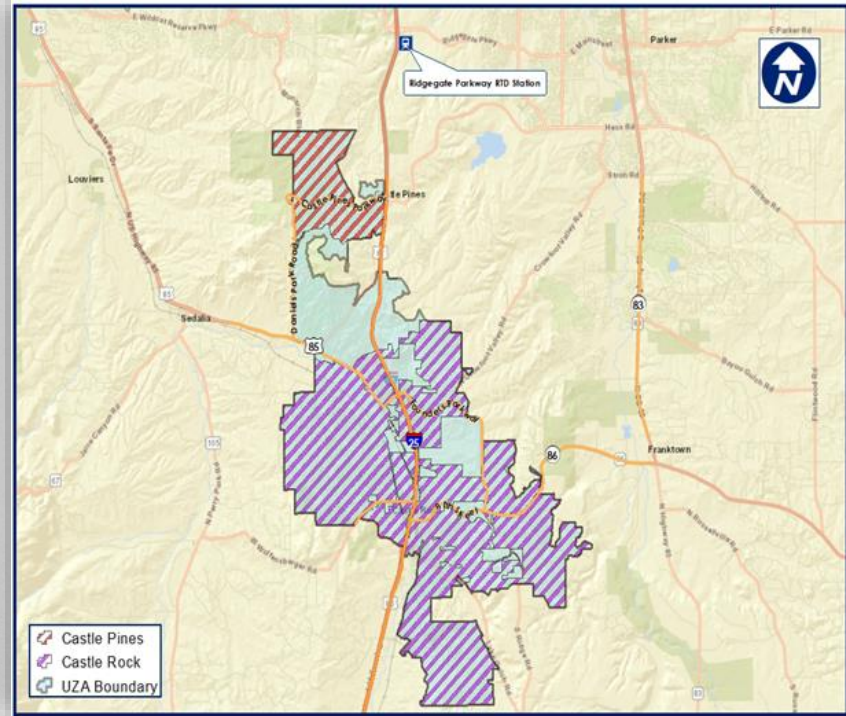
MAY 7, 2024



FEDERAL TRANSIT \$

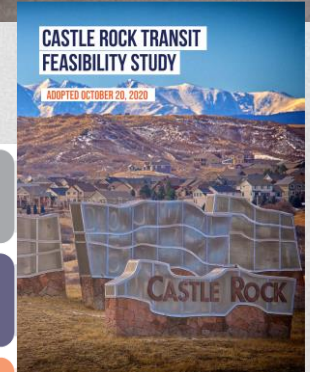


\$1.8 M (FY 24)



UZA BACKGROUND DATA

- **Possible Use of funds:**
 1. Capital uses; buy vehicles, build support infrastructure
 - requires 20% local match
 2. Planning uses; service development plan, financial plans
 - requires 20% local match
 3. Operations; providing transit service (Downtown circulator, microtransit)
 - requires 50% local match
- **FTA Budget Office, Transit Agencies' Income, by Source**
 1. Capital - Revenue 25%, Subsidy 75%
 2. Operations - Revenue 42%, Subsidy 58%



Point-to-Point On-Demand Service

Local Microtransit

First/Last Mile Service
Commuter Service

UZA BACKGROUND DATA

Other Possible Use of funds – (CVI TDM Plan Commitments)

CVI TDM Plan lists several transit commitments the Town made in order to get the 1601 process and TDM plan approved by CDOT. The following list identifies some of the projects the Town committed to and the project timeframes.

- Create Local Transit Service Development Plan – FY 2026
- Create Local Transit Financial Plan – FY 2026
- Create Local Transit Marketing Plan – FY 2026



BUDGET IMPACTS

1. Direct Recipient Study Cost Estimate:
 - Total - \$60,000 to \$80,000 (DC 50%, Town 37.5%, Castle Pines 12.5%)
 - Town share between \$22,500 to \$30,000
2. Utilize Available Funds in 2024 Budget:
 - \$25,000 from Miscellaneous Projects and Studies
 - \$5,000 from other planning project savings
3. Study to be Completed in 8-10 months

QUESTIONS?

DC TRANSIT & MULTIMODAL STUDY

Study Details:

1. Recommend physical and operational improvements, including transit and multimodal infrastructure improvements
2. Identify transit pilot service to implement upon study completion
Will utilize DRCOG TIP funding for service
3. Kick-Off meeting in March 2024
4. Fehr and Peers hired as consultant
5. Study expected to be completed in summer of 2025



CDOT MOBILITY HUB STUDY & DESIGN

Project Details:

- CDOT managing study (Town is key stakeholder)
- Goals:
 1. Provide NB & SB mobility hubs along I-25 (minimal delay to Bustang)
 2. Site selection (3 sites being considered)
 - Wolfensberger / I-25 interchange
 - Brickyard area
 - Pine Canyon (***Town Opposed***), unincorporated Douglas County
 3. Final Design
- \$2 million estimated for the study and design (100% CDOT)
- Approximately \$11-13 million available for construction



FRPR INFORMATION

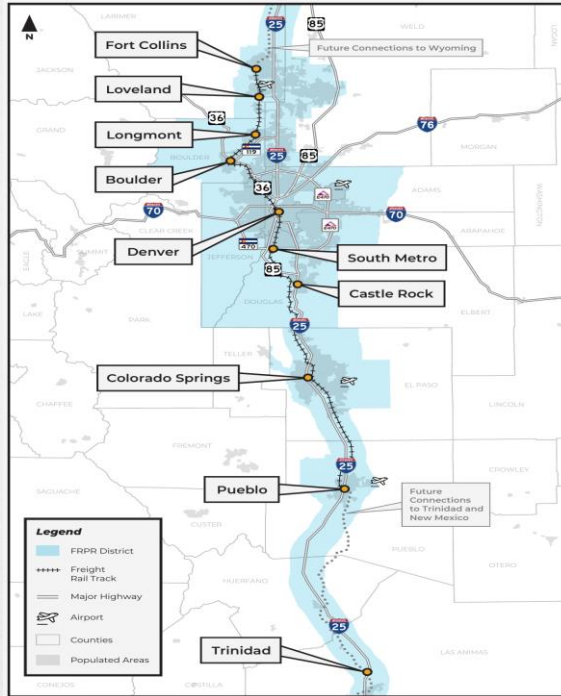
FRPR District:

- New independent gov't agency with taxing authority established by Colorado Legislature in 2021, not accountable to CDOT or the Governor
Can also establish station area improvement districts
- Consists of 24 board members of mostly elected official, but also other gov't agencies, e.g. DRCOG, and 4 appointed by Governor
- FRPR District mission to design, finance, construct, operate and maintain passenger rail along front range
- District boundary extends from Wyoming to N. Mexico borders (primarily along the US-85 and the I-25 corridors)



FRPR INFORMATION

FRPR District Boundary Map:



FRPR INFORMATION

FRPR Vision:

1. Develop passenger rail to serve the front range communities from Fort Collins to Pueblo
2. Provide safe, efficient and reliable transportation options between major population centers and destinations
3. Create backbone for connecting and expanding rail and transit options in the State and region



FRPR INFORMATION

FRPR Service:

- Currently, developing Service Development Plan (where, when, how)
- According to FRPR Director, Governor would like to start service by 2029
- Governor's first preferred segment – Denver to Longmont
- FRPR staff prefer to have entire line (Pueblo to Fort Collins) operational at same time rather than phased in
- Plan to share rail lines with BNSF and/or UP (same line 2-way service)
- BNSF has capacity in their southern corridor



FRPR INFORMATION

Station Location:

- FRPR developing station location criteria (available soon)
- Criteria to include;
 - A. Connections to local transit or station areas
 - B. Stations at least 10 miles apart
 - C. Available infrastructure, such as – utilities, multimodal access
 - D. FRPR sees a benefit co-locating Bustang and FRPR at the same location to create a mobility hub to support each service



FRPR INFORMATION

Train Station Design Elements:

- Platforms 700-800 feet long
- FRPR does not plan to fund supporting service, such as security, parking
 - A. FRPR to fund maintenance of platform and immediate station area
 - B. Park-n-ride not planned

Moving away from requiring parking, local community/district to provide parking
- 1st and last mile connections to be addressed by local communities
Maybe some share back option if included in ballot measure



FRPR INFORMATION

Crime:

Much lower than Light Rail

- Supervised boarding (requires fare verification)
- Fares are typically higher
- Fewer stops



FRPR INFORMATION

- **Schedule:**
 - Upon completion of Service Development Plan (SDP) – FRPR to hold stakeholder meeting in May/June 2024
- **Public Input:**
 - A. Waiting for SDP completion to have info to share with public
 - B. However, FRPR staff available to attend events and meetings
- **Ballot Measure** (potentially sales tax):
 - A. FRPR District developing the Measure’s language
 - B. Not sure if it will be placed on November 2024 ballot, or in 2026 to be determined in the next month or two



QUESTIONS?

RECOMMENDATION

Staff Recommends financially partnering on this study up to \$30,000.

PROPOSED MOTION

“I move to direct staff to partner with Douglas County and the City of Castle Pines to conduct the Castle Rock Small Urbanized Area Direct Recipient Study.”

Alternative motions:

“I move to direct staff to _____.”

“I move to continue this item to a future Town Council meeting date in order to...”