

RTD BREAKS GROUND ON EAST CORRIDOR RAIL LINE TO DENVER INTERNATIONAL AIRPORT Federal and Local Dignitaries Gather to Celebrate Major FasTracks Milestone

Reprinted with permission from RTD Denver

On August 26, 2010, the Regional Transportation District (RTD) broke ground on the \$1 billion East Corridor commuter rail line, the largest single rail project in the voter-approved FasTracks program. The groundbreaking ceremony was held at Denver International Airport (DIA) on the south lawn of the Jeppesen Terminal, the future site of the DIA rail station.

Federal and local officials participated in the ceremony, including Sen. Mark Udall, Rep. Diana DeGette, Rep. Ed Perlmutter, Denver Mayor John Hickenlooper and Aurora Mayor Ed Tauer.

RTD Board Chair Lee Kemp told an audience of project stakeholders, elected officials and people watching via a live webcast of the event that work on the



long-awaited train to the airport will boost the agency's efforts to complete the entire \$6.7 billion FasTracks program.

"The start of work on this ambitious design-build project represents one giant step in fulfilling the RTD board's unwavering commitment to completing the entire

FasTracks network," Kemp said. "This is one major step forward in getting all of these corridors built."

The East Corridor is part of the FasTracks Eagle P3 project, an innovative public-private partnership which also includes the Gold Line to Arvada and Wheat Ridge
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NEW BUS SERVICE HITS MONTROSE, OLATHE Routes Make Traveling Around Town Easier

*Reprinted with permission from KJCT
By Honora Swanson*

A bus is now ready to pick you up if you live in Montrose or Olathe. Service started on August 17, 2010 with some very excited riders ready to try it out.

The first round of buses pulled up in Montrose. "It's actually pretty cool," 10-year-old rider, Jonah Daniels said.

"We had our first rider at the transfer point at 7 a.m. going to work," All Points Transit executive director, Terri Wilcox said.

The bus service provides many with the ability to be more independent. "I'm extremely excited because I don't have a car," rider Diane Lion. "Previously I've depended on friends."

The bus system is free through the end of the month. This gives people a chance to try the bus out and learn the routes.

The buses hold 18 people and runs 14 times around town. The main center for bus transfers is at N. 2nd and Cascade. It's walking distance from Main St. and there is free parking.

The cost is \$1 per ride and an all day pass is \$3. A month pass for seniors and youth is just \$12.50. Buses are equipped with ramps and low floors for people with disabilities. If you would like to know more about the routes you can go online to www.allpointstransit.org, or call 970-240-1951. ■

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FROM THE PRESIDENT

Well, by now you should have heard the news. Mark Imhoff has been appointed to the new position of Director for the Division of Transit and Rail. While I can't say I know him, his background gives me hope that he will be able to take on the awesome responsibility of this position and take CDOT into the next phase of its evolution.

I'm excited. The prospects for the future are looking very bright in Colorado. With Mark in his new role, we have the opportunity to concentrate on transit and rail in the state, paying specific attention to all the issues which have been thorns in our sides for these past few years. And elevating transit and rail to the status of a separate Division within CDOT will hopefully continue the growth and development of the influence we have had in Colorado.

And then there's the gubernatorial election coming up. While transportation, and specifically public transit, has always been a focus for the Democratic candidate, the Republican candidate has also said he would funnel more state money into transportation although the general consensus is that he means roads instead of public transit. Still, there is a focus on transportation in Colorado which bodes well for Colorado transit in the coming political cycle.

And the political landscape at the Federal level looks pretty good too, despite the concerns over political grandstanding and the deficit. Transportation and its role in livability and sustainability for communities looks to be a strong motivating force for the various elements of the government. The mere fact that transportation is at the table when communities are discussing land use and community development is a wonderful evolution for us.

While it is sure to take some time, there are economic indicators that suggest that



things are improving. It's still sluggish but consumers are back, looking at bigger ticket items which does well for the sales tax revenue. Travel is up a bit as well so our resort communities have something positive to look forward to. The Farmer's Almanac, however, suggests this will be a rather mild winter so we may have to make snow to entice skiers and vacationers into the mountains.

Still, there's a general feeling that things are not as bad as they were and for transportation in Colorado, things definitely are looking up. So, how do we use this opportunity to turn the public's attention to our advantage? Highlight our successes and our continued benefit to the community. The average transit commuter saves more than \$9,000 a year by riding public transportation. Seniors and people with disabilities are able to lead comfortable and productive lives thanks to the services of public transit. And the environment is helped every time a bus takes 30-50 vehicles off the road, reducing pollution and greenhouse gas emissions.

And it's not just a transit versus roads equation either. The RTD and CDOT have joined forces once again to seek federal funding for T-REX 225, expanding I-225 and extending light rail services at the same time, utilizing the funding to enhance transit and expand roadways at the same time, saving time and money, and eliminating the waste inherent in pursuing these projects separately.

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CDOT ANNOUNCES NEW DIRECTOR TO LEAD DIVISION OF TRANSIT AND RAIL



On August 19th, CDOT Executive Director Russell George, announced that Mark Imhoff has been selected as the Director for the new Division of Transit and Rail. Mark comes to CDOT with over 30 years of experience in transit and transportation in both the public and private sectors. He has worked as a senior manager at RTD, and as a managing principal at both Carter & Burgess and Jacobs where we was involved in RTD's FasTracks program. Mark has also held numerous other positions that have made him well qualified to assume this position and lead the new Division as it accomplishes great things for CDOT. Mark will begin his position on September 8th, and we are eager to welcome him. Those in attendance at the CASTA-CDOT fall transit conference will have the opportunity to meet Mark and give him a warm transit welcome! ▪

RTD Breaks Ground on East Corridor Rail Line to Denver International Airport continued...

and a segment of the Northwest Rail Corridor to south Westminster. Phase 1 of the Eagle P3 project includes the East Corridor, a new commuter rail maintenance facility, design for the Gold Line and short segment of Northwest Rail, the purchase of Electric Multiple Unit (EMU) rail vehicles and the electrical systems at Denver Union Station. Phase 2, which will build out the Gold Line and short segment of the Northwest Rail Line, is scheduled to begin following the award of a Full Funding Grant Agreement (FFGA) by the Federal Transit Administration, anticipated in 2011.

Once the whole Eagle P3 project is under construction, the project is expected to create up to 5,000 jobs per year in 2012-13. This includes direct, indirect and induced jobs that branch out to the larger economy.

RTD General Manager Phil Washington said job creation is such a vital component of FasTracks that the agency is taking the lead to establish a regional workforce development program to train skilled workers as part of the project. He introduced three of the first candidates for the program called Regional Workforce Initiative Now.

"The Regional Workforce Initiative Now

– WIN for short – is a program that will identify and train individuals to become skilled workers, utilize workers who are already trained but who are looking for work, help them find jobs, maintain jobs long-term and ultimately, create a more diverse workforce," Washington said.

The contractor for the Eagle P3 project, Denver Transit Partners (DTP), has agreed to make some of the jobs available on the project available for the workforce program. DTP is an international consortium of constructors, designers, transit operators and financiers that will design and construct the project, and then operate and maintain the service under a 34-year contract. The consortium is led by construction giant Fluor Enterprises and infrastructure investors John Laing plc and Uberior Investments. The team also includes Balfour Beatty Rail Inc., Ames Construction, Alternate Concepts Inc. and HDR.

"Denver Transit Partners is proud to be a part of this historic project," said Greg Amparano, DTP Project Director. "We look forward to working closely with RTD, local businesses, and community stakeholders to deliver this project safely and on time. The Eagle P3 Project will truly establish a benchmark for rail transit in the

United States."

Those who attended the groundbreaking were given a colorful commemorative "VIP ticket to ride" in a plastic sleeve on a lanyard. Those who hold onto this memento until opening day in 2016 will be entitled not only to a ride on one of the first VIP trains to run from downtown Denver to DIA, but will also receive a souvenir gift marking opening day.

FasTracks is RTD's voter-approved transit program to expand rail and bus service throughout the RTD service area. FasTracks will build 122 miles of commuter rail and light rail, 18 miles of bus rapid transit service, add 21,000 new parking spaces, redevelop Denver Union Station and redirect bus service to better connect the eight-county District. The FasTracks investment initiative is projected to create more than 10,000 construction-related jobs during the height of construction, and will pump billions of dollars into the regional economy. ▪

PUTTING CARBON SAVINGS IN CONTEXT: CLIMATE REGISTRY ISSUES NEW PERFORMANCE METRICS

Reprinted with permission from *Passenger Transport*
By Susan R. Paisner, Senior Managing Editor

Fact: Communities that invest in public transit reduce the nation's carbon emissions by 37 million metric tons annually. That is a significant carbon reduction.

Through The Climate Registry's recently issued "Performance Metrics for Transit Agencies," public transportation agencies can now place this number in context—measuring both carbon efficiency and reduction in carbon emissions. In other words, transit agencies can now quantify the steps they are taking to make their operations more efficient while simultaneously being able to better demonstrate how the service they are providing is contributing to a cleaner planet.

Denise Sheehan is vice president of government and regional affairs of The Climate Registry, a nonprofit collaboration that sets consistent and transparent standards to calculate, verify and publicly report greenhouse gas emissions into a single clearinghouse. She explained that its purpose was to create a place where organizations from all sectors could report their greenhouse gas emissions—and where the recipients of this data would know that such data had integrity. "The key here is consistency," said Sheehan. "Everyone is using the same approaches and methodologies, and these are based on international standards."

The new metrics are:

- **Emissions per passenger mile traveled.** Passengers traveling on a fuller vehicle will be more carbon-efficient, so this metric will capture efforts to improve carbon efficiency by attracting passengers and increasing service productivity.
- **Emissions per vehicle mile.** This metric measures operational efficiency and will be sensitive to efforts to purchase lower-emission vehicles, switch to low-carbon fuels, or improve the energy

efficiency of facilities (e.g., office buildings or train stations).

- **Emissions per revenue vehicle hour.** This is another measure of operational efficiency, but one that also captures efforts to reduce deadheading and roadway congestion.

APTA—through its Climate Change Working Group under the Standards program—and the Canadian Urban Transit Association (CUTA) were integral to the development of the metrics, ensuring their reflection of the best knowledge of the transit industry. APTA and CUTA have long maintained multi-year cooperative agreements in recognition of the common interests and integration of their public transportation industries.

As the report notes: "These performance metrics will provide transit agencies, policy-makers, and academics [with] a clear means to quantify, compare, and analyze the carbon efficiency of transit agencies."

"We think that working with the Registry helps agencies have a good sense of where the emissions are coming from so they can successfully engage in climate action planning," said Eric Hesse, strategic planning analyst with Portland's Tri-County Metropolitan Transportation District of Oregon and chair of the APTA Standards Climate Change Working Group. "It helps us measure our carbon efficiency rather than just our carbon emissions—by measuring emissions within an operational context, such as per passenger mile and per vehicle mile."

Collecting this data, said Kevin Desmond, general manager of King County Metro Transit in Seattle and chair of the APTA Sustainability Committee, "ensures that agencies can provide an accurate public record of their emissions; may help them comply with future state and federal legal requirements; and may help them

gain credit for their actions to reduce emissions."

He added: "The data we gather from these new benchmarks will enhance our sustainability efforts, and they will show funding agencies and the public that, in addition to the inherent climate benefits of fewer vehicles on the road, investments in public transportation save money."

To ensure that organizations are using a similar approach, however, it's necessary to use consistent standards. This is why, Sheehan stressed, it's important for organizations—if they are part of the same sector—to participate in the same program.

"Measures can vary," said Projjal Dutta, director, sustainability initiatives, with the New York Metropolitan Transportation Authority, "so I think it's important to subscribe to a system, and the Registry provides one of the leading systems to do that."

Val Menotti, deputy planning manager at the San Francisco Bay Area Rapid Transit District (BART) and vice chair of APTA's Climate Change Standards Working Group, echoed that sentiment: "The primary way the new Registry metrics help is to have a standardized way for us to evaluate our performance, a standard way to report, and a way for people to do analysis based on that data."

Menotti also emphasized the need to track energy efficiency. "It's important for BART to monitor and track performance," he said, "especially as it relates to energy efficiency and how we can reduce cost." He added: "It's good to monitor and track this over time—whether you're participating in the Registry or just doing it on your own."

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Putting Carbon Savings in Context continued...

Another benefit to using these metrics is that it quantifies public transportation's green contribution to the environment—something not commonly recognized.

"The transit industry never puts this out as a service," said Dutta. "We not only move people from Point A to Point B, we do this in a green fashion. And just as the electron generated by a windmill has two distinct values (it's a 'green' electron and can power a light), similarly, the greenness of the transportation we provide currently has no [recognition] in the marketplace. So I think it is important for us to construct this whole cost-benefit analysis in carbon terms."

These new transit performance metrics are a boon to the industry, according to the experts. "The value of doing your inventory is a triple bottom line," said Sheehan: "economic, societal, and environmental."

She added: "Just looking at greenhouse gas emissions isn't enough—you have to understand it in context. Is ridership increasing? Are buses clean? Are trains? It will help transit tell a story about what their contribution really is—that's the purpose of the metrics." ■

URGE CONGRESS TO PASS SURFACE TRANSPORTATION AUTHORIZATION NOW!

Dear Transit Advocate,

Increased federal investment in public transportation is greatly needed, and here is another chance for you to help! Encourage your employees, riders, stakeholders, advocates and community members to sign the National Public Transit Petition.

The petition will be presented by industry leaders on September 22 at an event in Washington, D.C. to highlight to Congress the importance of public transportation across the country

How can you help:

- Sign the Petition: <http://www.publictransportation.org/petition/>
- Post the petition on your agency's website to encourage visitors to sign
- Notify community leaders about the petition and encourage them to sign
- Utilize social media tools to communicate the importance of signing the petition out to your followers
- Host a special event inviting members of the community to sign the petition

For more information, contact info@apta.com. ■

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President's Letter continued...

Colorado continues to be a leader in transportation coordination as well. Denver was selected to host a Mobility Management and Coordination Leadership Summit in October to showcase the exceptional work being done in the field of service coordination.

One of the sales gurus of the 1980's remarked, "it's easy to sell a product you believe in." If you can't tell, I definitely believe in transit, especially in Colorado. As President of the Board of CASTA, I want to encourage you to sell transit, your product, so we can leverage our success as our state continues to grow and evolve, and we can continue to keep transit at the forefront of peoples' minds.

On behalf of the Board of CASTA, I want to thank you for another great year in transit. We're looking forward to the coming year with even more excitement!

With positive thoughts,
Rob Andresen, President ■

COLORADO RTAP – DRIVEN BY SAFETY

Safety is the number one priority of any transit system – and what better way to ensure the safe passage of your riders than through thorough, extensive and comprehensive training. The Colorado Rural Transportation Assistance Program (RTAP) provides training and technical assistance to rural transit systems in Colorado. Administered by CASTA on behalf of the Colorado Department of Transportation (CDOT), the program provides extensive regional training, a library of training and reference materials, access to national networks, and peer-to-peer networking opportunities.

Regional Training Program and Conferences

Training covers the gamut of issues faced by small and rural systems, including new and ongoing driver training, maintenance issues, dispatch, supervisor training, and leadership development.

In 2010, the program provided or will provide the following training:

- Defensive Driving Train-the-Trainer
- Passenger Assistance, Safety and Sensitivity (PASS) Train-the-Trainer
- Demand Response Dispatching for the 21st Century
- Safety Training and Rural Transit (START) Training
- Advanced Mobility Device Securement Skills Development
- Human Resources – Performance Evaluations
- Motivating Employees in Tough Times
- Making Meetings Work
- Perfection Duplicated Bus Driver Training
- Violence in the Workplace
- Post Accident Investigation (regional training)
- Facilities workshop – CDOT/FTA/CASTA partnership
- Principles of Transit Management

In addition, CDOT and CASTA partner to host two conferences each year – the Spring Training Conference, typically held at a front-range location, and the Fall Transit Conference, typically held in a mountain community. These conferences provide training, networking opportunities, and committee meetings.

RTAP Trainer Program

The Colorado RTAP Trainer Program provides Colorado transit trainers opportunities to train around the state on a variety of training programs. By developing in-state training resources, the RTAP program can maintain high training standards, provide a consistent training program throughout the state, use training dollars efficiently, and provide professional development opportunities for Colorado transit professionals.

Scholarship Program

It wouldn't make much sense to offer all this fabulous training if transit agency staff couldn't attend! The RTAP Scholarship Program is administered in partnership with CDOT to ensure that transit professionals from around the state can attend trainings – both in Colorado and elsewhere, as appropriate.

Site Visits

CASTA and CDOT staffs coordinate site visits around the state to visit with transit properties, meet staff, and ascertain the best content and delivery for training and technical assistance. This summer, we visited Lakewood Rides in Jefferson County, the Town of Castle Rock in Douglas County, Mountain Metro in Colorado Springs, County Express in Northeastern Colorado, Glenwood Springs, Roaring Fork Transportation Authority (RFTA), Grand Junction, and Summit Stage in Summit County. Thank you to all of you for your hospitality and insights. We are awed by the work you accomplish.

Terri Wilcox gets a lift from Ralph Mason at RTAP START training held during CASTA Spring Training Conference.

Website and Newsletters

The Colorado RTAP website (www.coloradotransit.com/rtageneral.php) is updated weekly with training information, and receives over 1,000 hits a month. Look for changes in the fall with an online resources center for RFP's, transit FAQ's, and links to national training libraries.

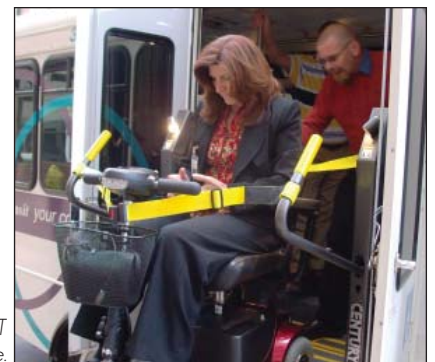
Other forms of communication include our as-needed e-newsletter that provides immediate news and the quarterly paper newsletter with more in-depth articles. We welcome guest columnists and items of interest from around the state.

Training and Resource Library

CASTA hosts an extensive training and resource library that is available free of charge to Colorado Transit agencies. In addition through memberships with national organizations we have access to literally thousands of research papers on transit issues – from maintenance, to ballot initiatives, to sustainable best practices. One phone call will get you probably more than you actually wanted.

How You Can Get Involved

We could not run a successful program without guidance from the Colorado transit providers. If there is training or technical assistance that would make your agency more effective and efficient, please pick up the phone, or fire up your email. You can also volunteer to serve on the RTAP Advisory Committee. Donn Fowler of Steamboat Springs is the current chair; he can be reached at 970-879-3717 or by email: dfowler@steamboatsprings.net. ■

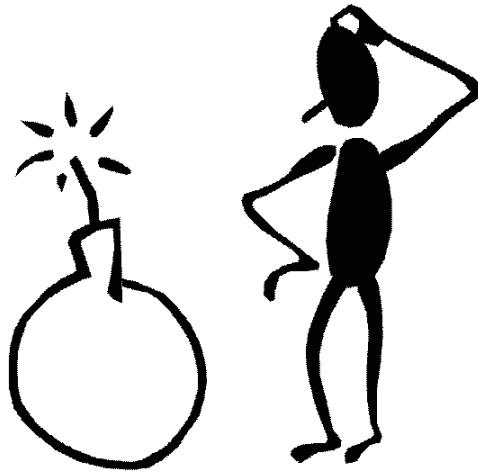


BALLOT INITIATIVES PUT THE HURT ON COLORADO IN ALL THE WRONG WAYS

While we all know that the Ballot initiatives 60 and 61 and Proposition 101 will hurt Colorado, these statistics illustrate just how bad it could be:

- CDOT's budget will be reduced by 26%; local governments will lose 37% of their Highway Users Trust Fund.
- RTD will reduce service by 15-20% and substantially reduce capital purchases.
- Aurora will lose \$23 million in general fund revenue annually.
- Greeley will lose \$16 million in general fund revenue annually.
- Loveland will lose 20% reduction in city funds.
- Denver's general fund revenue will decrease by more than \$62 million -- more than the street maintenance and solid waste budgets combined.
- If these measures pass, Colorado will lose an additional 70,000 jobs pushing Colorado back into a deeper recession. More than half these jobs are in the private sector. Of these, 32,800 jobs are in the transportation and infrastructure industries.

These are frightening statistics for Coloradans who care about the future of our state, and as Colorado transit professionals you will feel the impact in your job and in your community. If these ballot initia-



tives pass, your agency may have to cut jobs, place transit facility construction and renovation projects on hold indefinitely, and pay property taxes, taking valuable resources away from services and capital replacement.

For talking points or other municipal resources visit the General election and ballot initiatives option on the advocacy tab at www.cml.org. The latest news and more general resources are available on the Don't Hurt Colorado's website: www.donthurtcolorado.com. The Bell Policy Center has also put together a number of resources including a county by county impact of Proposition 101 at www.bellpolicy.org.

As a municipal employee you are not allowed to campaign but you may educate and inform people of the facts. Know how these ballot measures will impact your community, including the transit and transportation system. Be willing to speak to the issue with your co-workers, family, friends and neighbors so we can all make the best decision for the future of our State. ■

YOUNG WOMEN ENCOURAGED TO PURSUE TRANSPORTATION CAREERS

U.S. Department of Transportation Secretary Ray LaHood announced the expansion of an internship program designed to encourage young women to pursue careers in transportation. LaHood made the announcement at a Women's Small Business Day hosted by the Department of Transportation (DOT). The internship program will expand from one to 10 regions of the country, enabling young women from colleges and universities across the country to participate. It will be administered through the Department's 11 Small Business Transportation Resource Centers. These Centers, spread throughout the nation, provide resources, technical assistance and outreach to all 50 states and U.S. territories. Each Center will be responsible for placing qualified female college students in transportation related internships in their regions. For more information, visit <http://www.metro-magazine.com>. ■

Lavonna Stathes, Project Director for the West Central Region Small Business Transportation Resource Center, will be presenting information on this program at the CASTA-CDOT Fall Transit Conference & EXPO on Wednesday, September 15, 2010, in Avon, Colorado.

NEW REPORT FOCUSES ON SMART GROWTH IN RURAL COMMUNITIES

Many rural communities are facing challenges, including rapid growth at metropolitan edges, declining rural populations, and loss of working lands. This report focuses on smart growth strategies that can help guide growth in rural areas while protecting natural and working lands and preserving the rural character of existing communities. These strategies are based around three central goals: 1) support the rural landscape by creating an economic climate that enhances the viability of working lands and conserves natural lands; 2) help existing places thrive by taking care of assets and investments such as downtowns, Main Streets, existing infrastructure, and places that the community values; and 3) create great new places by building vibrant, enduring neighborhoods and communities that people, especially young people, don't want to leave. Hard copies of the report are available by emailing nscep@bps-lmit.com or calling (800) 490-9198 and requesting EPA 231-K-10-003. ■

UPCOMING EVENTS

For more information on events visit

www.coloradotransit.com and click on

Conferences and Training.

- **CASTA/CDOT Fall Transit Conference & EXPO 2010**
September 14-17, 2010
Sponsor: CASTA, CDOT, RTAP
Location: Avon, CO
For more information, visit www.coloradotransit.com.
- **19th National Conference on Rural Public & Intercity Bus Transportation**
October 24-27, 2010
Sponsor: TRB, FTA, RTAP
Location: Burlington, Vermont
For more information, visit www.trb.org.
- **Certified Safety and Security Manager (CSSM) Training**
January 2011
Sponsor: CTAA, CASTA
For more information, contact CASTA at 303.839.5197.
- **APTA Annual Meeting**
October 3-6, 2010
Sponsor: APTA
Location: San Antonio, TX
For more information, visit www.apta.com.
- **Principles of Transit Mangement**
November 2-4, 2010
Sponsor: CASTA, SURTC
Location: Glenwood Springs, CO
For more information, contact CASTA at 303.839.5197.
- **CASTA Spring Training Conference 2011**
May 10-13, 2011
Sponsor: CASTA, RTAP
Location: Pueblo, CO
More information to follow.
- **Facilities Planning Workshop**
December 2010
Sponsor: FTA, CDOT, CASTA
Location: Glenwood Springs, CO
For more information, contact CASTA at 303.839.5197.

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