Transportation Commission of Colorado
Statewide Plan and Transit and Intermodal Joint Committee Meeting

Meeting Agenda
Wednesday, March 20, 2013 -- 3:00 – 5:00 P.M.
4201 East Arkansas Avenue
Denver, Colorado

Debra Perkins-Smith, Director
Division of Transportation Development

Ed Peterson, Chair
District 2, Lakewood

Kathy Gilliland
District 5, Livermore

Steve Parker
District 8, Durango

Douglas Aden
District 7, Grand Junction

Mark Imhoff, Director
Division of Transit and Rail

Ed Peterson
District 2, Lakewood

Kathy Gilliland
District 5, Livermore

Kathy Connell
District 6, Steamboat Springs

Les Gruen
District 9, Colorado Springs

- **Introductions – 5 minutes – Ed Peterson, Chair**
- **Approve minutes – T & I Committee – December, 2012 – 3 minutes - Ed Peterson, Chair**
- **Approve minutes – SWP Committee – February, 2013 – 3 minutes - Ed Peterson, Chair**
- **Revenue Scenarios –discussion and recommendation – 15 minutes - Ben Stein**
- **Safe Routes to School (SRTS) – discussion and recommendation for program and FY 13 project list – 20 minutes - Debra Perkins-Smith**
- **Transportation Alternatives Program (TAP) – discussion and recommendation – 15 minutes - Debra Perkins-Smith**
- **Congestion Mitigation and Air Quality (CMAQ) program – discussion and recommendation – 15 minutes - Debra Perkins-Smith**
- **Surface Transportation Program (STP) Funds – discussion and recommendation – 5 minutes - Debra Perkins-Smith**
- **PD 14 – discussion of transit goals/objectives – 10 minutes - Debra Perkins-Smith/Mark Imhoff**
- **Regional Bus Plan – discussion of plan and outreach activities – 30 minutes - Mark Imhoff**
- **Adjourn**

<u>THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION.</u>

Transportation Commission of Colorado
Transit and Intermodal Committee
Meeting Minutes
December 20, 2012

- September 2012 meeting minutes were approved.

- *Regional Commuter Bus (RCB) Plan Concept:* Mark Imhoff presented information on the RCB Plan Concept developed by DTR staff. The intent of the plan is to develop Regional Commuter Bus service along the I-25 and I-70 corridors. Service would be owned and operated by CDOT, with provision of service contracted out to a private provider. The service would connect population and economic centers as well as local transit systems. FASTER statewide transit funds would be used to pay for the system ($2.5M a year). Upon review of the statute creating the Division and FASTER, and the constitutional language of HUTF, Harry Morrow with the AG's office provided an opinion that CDOT has the authority to operate transit service.

  DTR is asking for consensus from the T&I committee members to refer the plan to the full Transportation Commission in January. Once staff gets direction and approval, they will work over the winter to finalize a plan for TC approval in spring. If approved, staff will move forward with IGAs, purchase of fleet, and a contract for operations and maintenance. Service could start in summer 2014.

  T&I committee members and other Commissioners present all strongly supported the concept of CDOT operating regional commuter bus service. The T&I committee agreed to refer the Plan for consideration by the TC in January.

- *AGS Technology Briefing:* David Krutsinger, AGS project manager, provided an update on the recent two-day technology forum held in Golden, CO. There were 270 people that attended the day long exhibition on Friday, with most media present as well. The team heard presentations from five technology providers to gain a better sense of their technology and operating parameters. Those who attended found it very informative and a great opportunity to learn about the different technologies that could potential operate on the I-70 Corridor. Next steps are to look at alignment, governance and financial feasibility.

- *Meeting Adjourned*

STATEWIDE PLAN COMMITTEE MEETING

Date: February 20, 2013

Committee Members Attending: Commissioner Ed Peterson, Chair; Commissioner Kathy Gilliland; and Commissioner Steve Parker. Absent: Commissioner Doug Aden; and Commissioner Kathy Connell.

Others Attending: Commissioner Steven Hofmeister; Commissioner Gilbert Ortiz, Sr.; Commissioner Gary Reiff; Commissioner Les Gruen; CDOT HQ: Debra Perkins-Smith, Tim Harris, Ben Stein, Sandi Kohrs, Michelle Scheuerman, Gail Hoffman, Scott Richrath, JoAnn Mattson, Charles Meyer, Scott McDaniel, Dave Wieder. Regional Transportation Directors: Tony DeVito, Kerrie Neet, and Tom Wrona. Others: Vince Rogalski, STAC Chairman; Steve Rudy, DRCOG; Randy Jensen, FHWA; and Paul Hershkowitz, CDM-Smith.

- *Meeting Minutes:* The minutes of the Jan. 20, 2013, joint meeting of the Statewide Plan and Asset Management committees were approved.

- *Policy Directive (PD) 14 – Safety Goal and Objectives:* Staff presented information about roadway safety strategies that CDOT employs (the four E's of education, engineering, emergency services, and enforcement); the safety performance measures in MAP-21 (serious injuries per vehicle miles traveled (VMT) and number of serious injuries, fatalities per VMT and number of fatalities); how CDOT has met its current safety goals; and proposed safety objectives for the updated PD 14 (but without percentages or numbers). In addition to the performance measures in MAP-21, staff is proposing a performance measure to reduce the economic impact of vehicle crashes.

  Safety is a goal that encompasses all roads, not just roadways that are part of the State Highway system. The reduction in the total crash rate from calendar year 2002 through calendar year 2010 can be attributed to targeted programs aimed at the most frequent causes for crashes. About half the roadway fatalities occur on roads off the state highway system, which means CDOT needs to work with local jurisdictions to improve safety. The Federal Highway Administration will need to define "serious injury" under the federal transportation authorization law, MAP-21, but in the meantime CDOT is using its own definition.

  - Public Opinion about Safety – Commissioners generally agreed that Colorado roadways are relatively safe and are perceived that way by the public.

Colorado attained a fatality rate per million vehicle miles traveled (VMT) of 0.96 in 2011, lower than the national average in 2011 of 1.1 per 100 million VMT. A 2011 Colorado poll showed that safety was the fourth highest concern. Maintenance was the top concern, followed by congestion and access to many modes of travel. Focus groups in 2011 ranked maintenance and safety as their top items.

As for the causes of crashes, in a 2006 customer survey, 81% of those polled attributed crashes to driver behavior, followed by weather (5%) and road design (5%). About 40% of crashes can be attributed to engineering problems and 60% to driver behavior, which includes distracted driving (such as using cell phones while driving). The 2006 customer survey in 2006 indicated that those polled cared most about these safety issues: intersection improvement, signing, striping, and adding guardrails and shoulders. The data indicates that a little more than half of all crashes are broadsides or other types of crashes that often occur at intersections. Questions were raised about timing on yellow lights. Staff reposnded that yellow light timing should be a function of the size of an intersection and speed of travel, according to the National Institute of Safety Engineers. Flashing lights to warn of stop signs or traffic lights ahead were praised as one way of reducing crashes at rural intersections.

- Safety Direction – Based on the discussion, CDOT staff will examine "stretch" objectives that will also take into account the impact of population increases and changing demographics, such as more elderly and younger drivers in the future. Commissioners agreed to retain the measure on economic impact of crashes.

- Next Steps – In March, the Statewide Plan and Transit and Intermodal committees will discuss transit performance measures and objectives. In May, Statewide Plan Committee will address Project Delivery measures and objectives. System Performance will be discussed in June/July, with a draft of PD 14 presented to the Committee late summer.

- *Revenue Projections* – The five revenue projections for 2016-2040 that have been discussed with CDOT planning partners were reviewed.
  - Revenue scenarios:
    - A baseline scenario based on current law and current assumptions
    - A high and low projection based on possible state and federal statutory changes
    - A high and low projection based on possible economic changes.

    State motor fuel related revenue projections are not projected to decline, unlike the Congressional Budget Office predictions nationally because of the distances Colorado residents travel in a large western state; their higher use of larger, less fuel- efficient vehicles than the national average; and Colorado's projected rate of annual population growth which exceeds the national projection by about 0.7% per year. Colorado also collects vehicle fees which are projected to increase over this time period. In light of these factors, STAC members have asked the Statewide Plan Committee to consider using less conservative projections than in the past because it's easier for them to cut back on projects than to add them when additional funds become available. The planning partners and CDOT cannot plan projects in excess of the revenue projection.

- Revenue Projection Decisions - Next month the Commissioners decided they want to see the revenue projections with and without state and federal general fund transfers and one that uses the Congressional Budget Office projections for federal revenues.
- Next Steps – Commissioner Peterson will poll the committee members on the need for an interim phone conference call as at the next meeting staff will look for a recommendation on the revenue baseline scenario so that the Commission can adopt the baseline in April.

MEMORANDUM

DIVISION OF ACCOUNTING AND FINANCE

Office of Financial Management and Budget

4201 East Arkansas Avenue, Room 240
Denver, Colorado 80222
(303) 757-9262

DATE: 12 March 2013

TO: Transportation Commission

FROM: Ben Stein, Chief Financial Officer

SUBJECT: Additional Revenue Scenario

Last month's commission mailing included a packet of information describing the revenue planning process and providing some initial scenarios for the 2040 plan. Last month a presentation was made to the STAC as well as to the Statewide Plan Committee to discuss the process, outcomes, and the pros and cons associated with the scenarios presented.

An outcome of the meeting with the Statewide Plan Committee was a request for the development of one additional scenario: specifically use the projections used in developing the "baseline" for the state level revenue projections and use the Congressional Budget Office forecast to adjust the federal level revenue projections.

This additional scenario is attached to this memo on a graph that also includes, for purposes of comparison, two of the scenarios presented last month. These two scenarios are the "baseline current law" scenario absent state general fund transfers and the "pessimistic" scenario which has no state or federal general fund transfers and presumes full 6% "off the top appropriations to the Colorado State Patrol and Ports of Entry until those entities are receiving funding to their statutory limit. For your reference I have also included the graphs of the scenarios presented last month and a sheet detailing the assumptions on which each line on the graphs is based.

A few items to consider while reviewing these scenarios:

1. Should the Commission presume SB9-228 transfers (General Fund) will occur?
2. What, if any level of Federal general fund transfers should the Commission presume will occur? At present, the baseline scenarios presume the Federal government will honor MAP-21 commitment levels through the normal 6 year period of an authorization bill by continuing to make substantial annual general fund transfers. The base line then further presumes that the federal government will continue to make a general fund at that amount through 2040.
3. What level to presume annual increases in the "Off the Top" for State Patrol and Ports of Entry? The base line forecast presumes less than 6% (around 4.5% per year) annual increases.
4. What levels of behavioral changes in driving habits should be presumed? The CBO forecast projects fundamental shifts in the vehicle fleet mix and VMT declines well beyond those used for the "baseline." In the OFMB model the presumption is that for both Colorado and for the nation the current driving patterns and vehicle ownership rates will remain relatively constant (rather than growing robustly as in past modeling). CBO, on the other hand, is presuming that people's driving habits will change very significantly from current norms without any material impact upon economic growth or population growth.

The plan is to present the new additional scenario at the Statewide Plan Committee meeting and have it consider referring either the staff recommendation (provided below) or a different recommendation to the full Commission. In addition, there will be a brief summary discussion with the entire Commission on Thursday morning with the intent to present a final scenario to the Commission to formally adopt in April.

MEMORANDUM

DIVISION OF ACCOUNTING AND FINANCE

Office of Financial Management and Budget
4201 East Arkansas Avenue, Room 240
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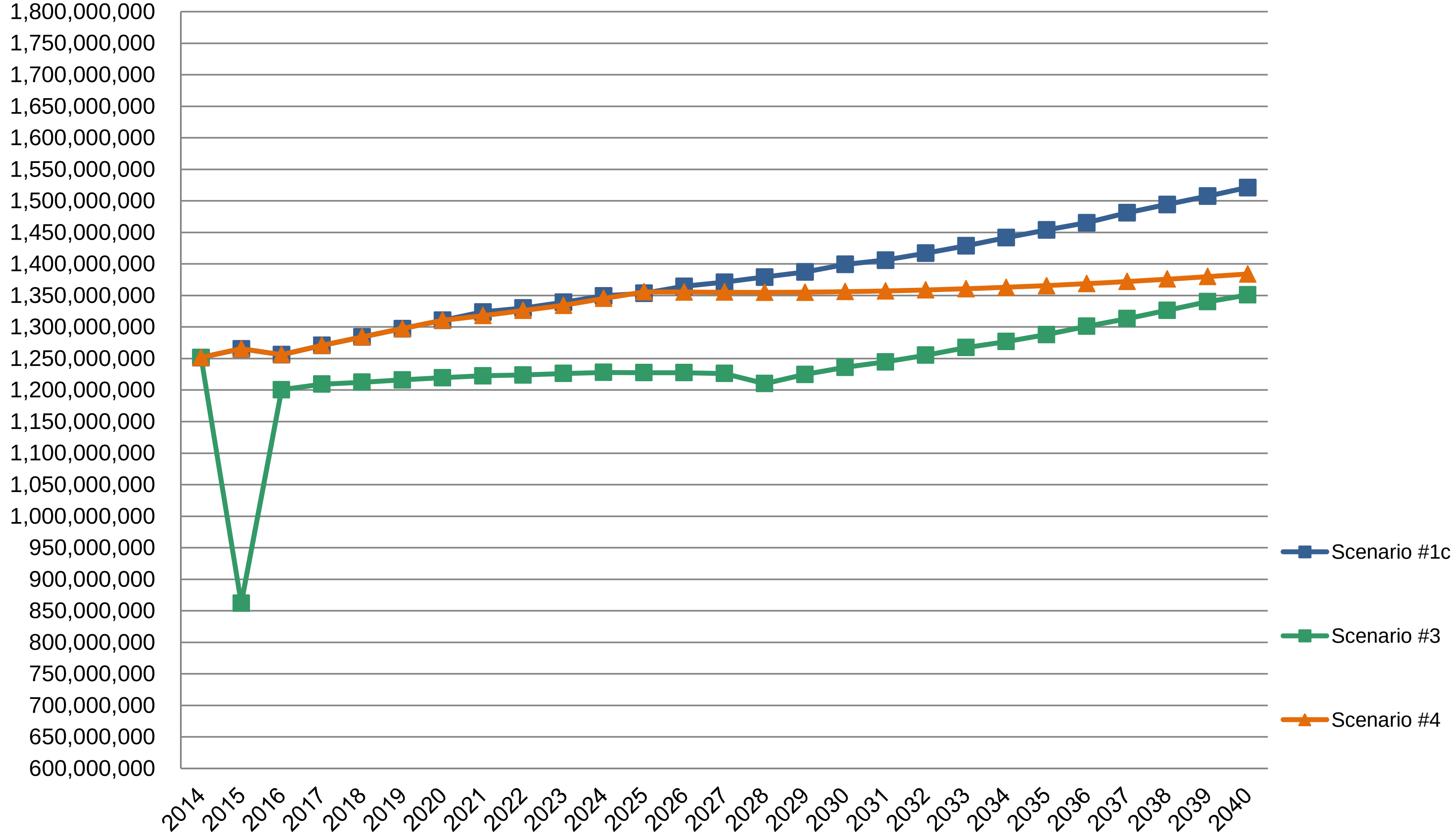
(303) 757-9262

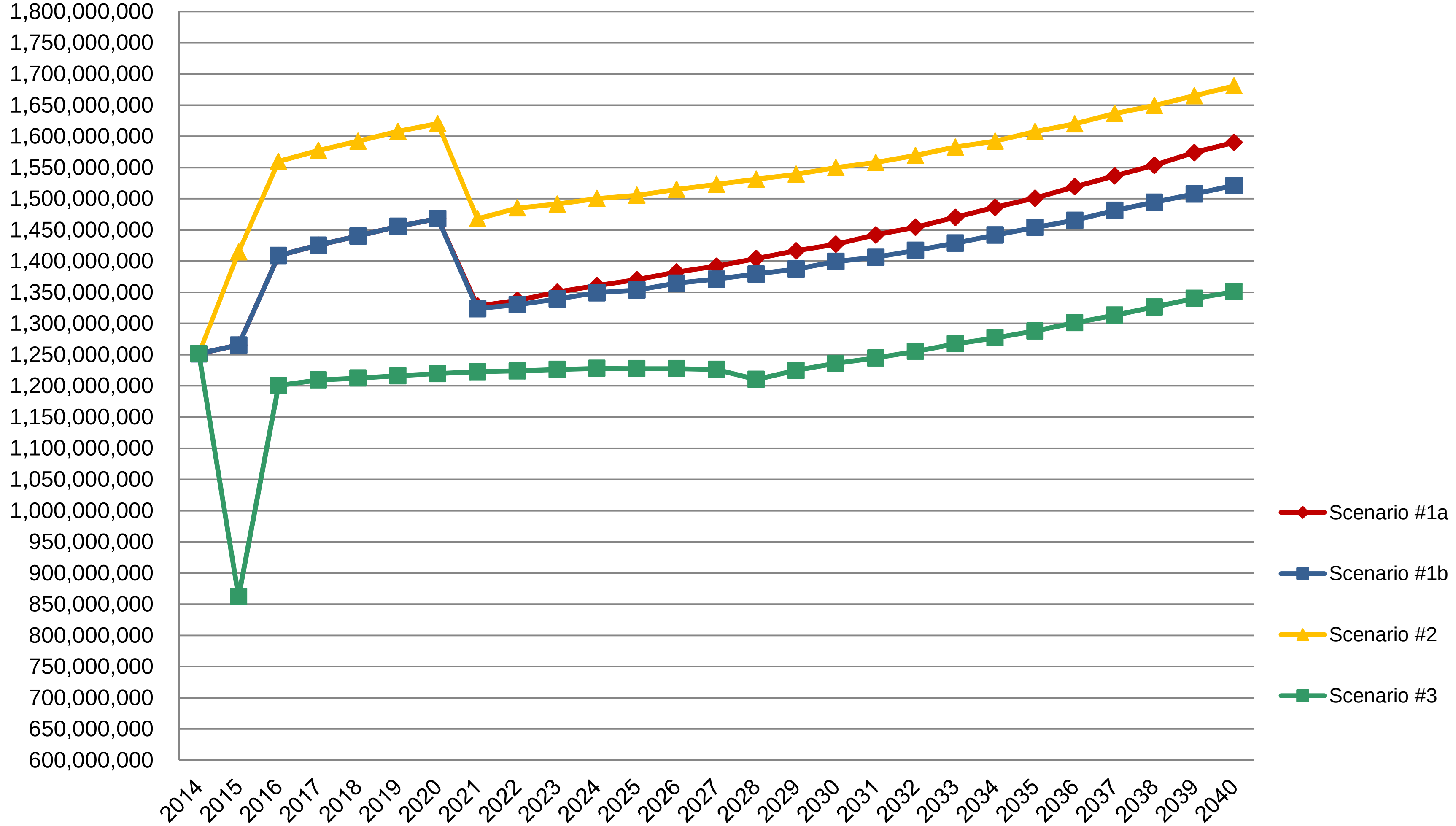
STAFF RECOMMENDATION: The new scenario (scenario #4 on the attached graphs) with the addition of a presumption that the department will receive SB09-228 transfers commencing in FY2016 is the staff recommendation.

If you have any questions on either what was presented last month or the additional information provided, please do not hesitate to contact me.

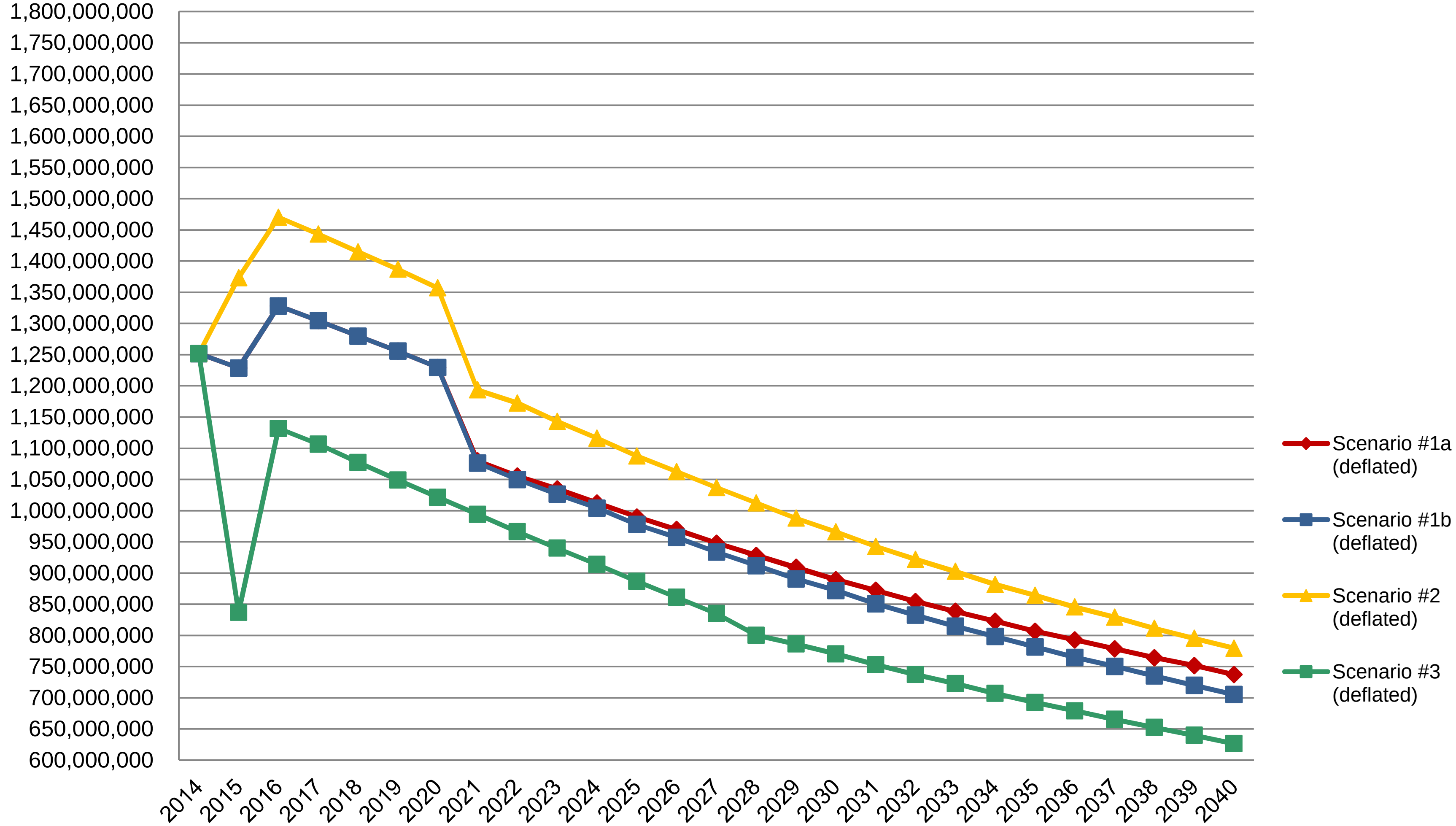
Comparison of Budget Scenarios
Fiscal Years 2014-2040



Comparison of Budget Scenarios (Original)
Fiscal Years 2014-2040



Comparison of Budget Scenarios (Deflated), 2014 Dollars
Fiscal Years 2014-2040



Budget Scenarios Detail

Baseline scenario detail:

- Based on current law and current economic assumptions
- Average annual GDP increase of 2.5%
- MAP-21 levels of funding will be continued through General Fund transfers (federal transfer is held constant, rather than adjusting for inflation, using 2020 amount)
- Off-the-top transfers based on CDOT projections

Scenario #1a

- Baseline scenario from revenue model
- MAP-21 Revenue (1% increase) 2016-2020
- 3% General Fund increase per year 2021-2040
- Includes SB-228

Scenario #1b

- Baseline scenario from revenue model
- MAP-21 Revenue (1% increase) 2016-2020
- No General Fund increase 2021-2040, stays constant at 2020 amount
- Includes SB-228

Scenario #1c

- Baseline scenario from revenue model
- MAP-21 Revenue (1% increase) 2016-2020
- No General Fund increase 2021-2040, stays constant at 2020 amount
- Does not include SB-228

Scenario #2

- Additional .10 state gas tax increase
- MAP-21 Revenue (1% increase) through 2020
- 3% General Fund increase 2021-2040
- Includes SB-228

Scenario #3

- No General Fund transfers (including SB-228)
- All unpaid obligations paid off in 2015
- Max 6% off-the-top deductions, up to 23% of HUTF
- Revenues adjusted as needed to balance HTF

Budget Scenarios Detail

Scenario #4

- Baseline scenario from revenue model for years 2016-2020
- MAP-21 Revenue (1% increase) 2016-2020
- Federal revenues and General Fund transfers adjusted 2021-2040 to reflect CBO forecast
- Does not include SB-228

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9088

DATE: March 15th, 2013
TO: Transit and Intermodal Committee of the Transportation Commission
FROM: Debra Perkins-Smith, Director, DTD
SUBJECT: Safe Routes to School (SRTS) FY13 & FY14

Purpose:

This memo summarizes the discussion and recommendation to be presented at the Joint SWP and Transit and Intermodal Committee meeting in March.

Action Requested:

Recommendation for action by the Commission to approve the project list for SRTS projects for FY 13 and a funding structure and amount for FY 14.

Background:

SRTS Program Accomplishments:

Since the program's inception in 2005, CDOT SRTS programs have reached more than 500 schools statewide. This is more than 60 new schools per year and over 200,000 Colorado students reached (not including parents, drivers, and community members also impacted by SRTS programs). The program has replaced vehicle trips, reduced emissions, and increased the number of children walking and biking to school by as much as 31% depending on the school. Approximately 95% of schools receiving funding had significantly increased rates of children walking/biking to school and witnessed substantial safety improvements, based on data gleaned from local agency final accomplishment reports.

Recently, CDOT has received comments from interested parties requesting continuation of the SRTS program focusing on the education component and funding at $750,000 per year. (see attached for list of commenters)

FY 13 Projects:

In fall of 2012, the Colorado Transportation Commission directed CDOT to fund Safe Routes to School for FY13 at $1.517 million using MAP-21 Transportation Alternatives Program (TAP) dollars. This was a 30% reduction in the SRTS program funding level from previous years and reflected the national reduction in TAP funds. MAP-21 includes eligibility for SRTS education and infrastructure programs under TAP and requires that projects funded with TAP funds be selected through a competitive process. SRTS meets this requirement with a rigorous selection process for grants by the advisory committee established in state statute. MAP-21 TAP also requires a 20% local match for SRTS projects; a change from SAFETEA-LU, which required SRTS to be 100% federally funded.

The call for projects was in fall of 2012 with a requirement for 20% match. Applications for FY 13 funds were received in December, 2012 and reviewed and scored by the 9 member advisory committee in February, 2013. Requests for funding were more than double the amount available for this program. The list of applications and those selected for funding is attached. Your recommendation for Commission approval of this project list is requested.

<u>FY 14 and SAFETEA-LU funds:</u>
Staff has recently done a reconciliation of SRTS projects under SAFETEA-LU funding. Due to project savings over the life of the program and two project cancelations (due to a recent school closure decision in Colorado Springs) remaining SRTS SAFETEA-LU funds have been identified. These funds are dedicated SRTS funds that cannot be used for other programs.

Staff considered applying these funds to the FY 13 projects, but recognized that this is problematic. Staff advertised the FY13 call for SRTS projects requiring a 20% match to meet MAP-21 rules. If CDOT were to fund the FY13 projects using SAFETEA-LU funds, CDOT would be in violation of SAFETEA-LU rules. The FHWA SAFETEA-LU SRTS Guidance states:
"Requiring Matching Funds Not Permitted - States may not require applicants to provide a funding "match" for the federal share of a project or activity under this program. The legislation states that the cost of a project or activity under this program "shall be 100 percent."
Since the FY13 SRTS projects were advertised, scored, and the scopes of work set up to go directly to contract with a 20% match included, FHWA would not permit the use of SAFETEA-LU funds for these projects. In order to re-do the applications for award with SAFETEA-LU funds, the applicants would need to revise their project scope and funding plan, the committee would need to re-score, and the timeline for projects to be implemented in the next school year would be missed.

<u>Recommendation:</u>
Staff recommends committee approval and forwarding for Commission action the FY 13 SRTS project list identified by the Advisory Committee to be funded with MAP-21 TAP funds.
Staff also recommends that for FY 14 the SRTS grant program be funded with remaining SAFETEA-LU funds at approximately $1.5M.

Attachment -Public Comments on Safe Routes To School

The Commission and Executive Director Don Hunt received a letter asking for continued SRTS education funding ($750,000/yr) signed by 37 organizations. Individual Commissioners received 14 additional, personally-written letters with the same request. The request was also sent to the Governor in a letter on behalf of the Colorado Safe Routes to School Network.

Here is the list of the organizations that have signed or written letters:
Colorado Safe Routes to School Network

- LiveWell Colorado
- Bicycle Colorado
- Safe Routes to School National Partnership
- Colorado Academy of Family Physicians
- Las Animas School District

Mayor of Loveland,
Superintendent of Weld School District

- Fort Collins Police Services (Crime Prevention)
- Grand Valley Bikes, Grand Junction
- LiveWell Huerfano County
- LiveWell Bent County
- LiveWell Colorado Springs
- LiveWell Wheat Ridge
- The Bike Depot, Denver
- Whittier International Elementary School, Boulder
- Boltage, Denver
- Safe Kids Colorado
- Colorado Children's Campaign
- District Wellness Coordinator, Poudre School District
- Rice Elementary, Wellington
- Regional Institute for Health & Environmental Leadership, Denver
- BikeDenver
- Bicycle and Pedestrian Education Coalition, Fort Collins
- Colorado State University Bicycle Advisory Committee
- Healthier Communities Coalition of Larimer County
- Johnson Elementary in Fort Collins
- Kids on Bikes, Inc., Colorado Springs
- Bicycle and Pedestrian Education Coalition (Larimer County)
- Boulder County Transportation Department
- Bike Fort Collins
- Fort Collins Bike Co-op
- City of Fort Collins, FC Bikes
- Boulder Valley School District (TO School Program)
- GP RED, Lafayette
- CanDo- Coalition for Activity and Nutrition to Defeat Obesity, Loveland
- Kaiser Permanente
- Lake County School Board Member

2013 Safe Routes to School

Overview of Grant Process

Eligibility

- Eligible applicants include any political subdivision of the state (school district, city, county, state entity, tribal entity).
- Nonprofits may also apply by partnering with a state subdivision.

Selection Process

- Applications are reviewed by a nine member volunteer advisory committee representing bicyclists, pedestrians, parents, teachers, law enforcement, and rural TPRs and MPOs.
- CDOT Regions give input on the infrastructure applications to the advisory committee
- Scoring Criteria established in application

Funding

- $1.517 million (MAP-21 TAP funds with a 20% local match) for 2013 SRTS grants.
- 29 applications were received this year from all across the state. Requests were more than double the total amount of funds available.
- Minimum funding is set at $50,000 with maximum project funding set at $250,000 for infrastructure projects. Minimum funding is $3,500 for non-infrastructure (education and encouragement) projects.
- 10% - 30% of total funds allocated to non-infrastructure projects.
- Colorado legislation requires allocation in proportion to K-8 student population around the state.

Estimated Timeline for 2013 SRTS Grants

December 7, 2012	Applications due to CDOT office by 4:00 p.m.
December 7- 17, 2012	SRTS Coordinator's application review and administration.
December 17, 2012	Applications distributed to Advisory Committee for review and scoring of projects.
February 2013	Advisory Committee selects projects.
March 2013	Project recommendation to Transportation Commission for approval
March 2013	Applicants notified.
August 2013	Start Contracting Process with Respective CDOT Region.
November 1, 2013	Contract NEPA requirements completed.
July 31, 2015	Last date for project completion.

FY 2013 Safe Routes to School (Awards total $1.517 million)

Infrastructure Projects Funded:

Application #	Applicant	Project Title	Funding Amount	Region*	MPO/TPR
3	City of Fort Collins	Fort Collins Safe Routes to School	$244,903	4	MPO
27	Boulder County	Platt Middle School Sidewalks and Bike/Walk Program	$238,887	4	MPO
13	City of Colorado Springs	Van Buren St. Walk and Bike to School Access Project	$195,519	2	MPO
23	Town of Windsor	7th Street Trail	$120,346	4	MPO
14	City of Cripple Creek	The City of Cripple Creek & Partners SRTS Program	$250,000	2	TPR
7	Town of Granada	2013 Granada Safe Routes to School Project - Phase 2	$136,526	2	TPR

Non-Infrastructure/ Education Projects Funded:

Application #	Applicant	Project Title	Funding Amount	Region*	MPO/TPR
21	Lake County School District	Lake County Safe Routes to School Audit	$5,755	3	TPR
16	Jefferson County Public Schools	Jeffco Safe Routes to School	$50,880	1	MPO
24	City of Boulder	Heads up Boulder Public Outreach Campaign	$68,936	4	MPO
22	City of Grand Junction	Grand Junction Safe Routes to School Program	$26,940	3	MPO
17	Littleton Public Schools	Safe Routes to School Educational Grant	$23,360	1	MPO
8	City of Fort Collins	Fort Collins Safe Routes to School	$22,700	4	MPO
4	Denver Public Health	Denver Safe Routes to School	$117,391	1	MPO
2	West Metro Fire Rescue	Getting to School Safely	$14,857	1	MPO

*New CDOT Region Boundaries

2013 Funded Projects — TOTAL $1,517,000

Non-Infrastructure (Education)	$330,819
Infrastructure	$1,186,181
Non-Infra/Total	22%
Infra/Total	78%
Percent Rural TPR Funding	25%
Percent Urban Area / MPO Funding	75%

FISCAL YEAR 2005 – 2013 SRTS ALLOCATIONS

	2006*	2007	2008	2009	2010	2011	2012	2013	TOTAL	%
MPOS	$1,371,930	$1,207,303	$932,808	$1,238,025	$1,563,262	$2,060,844	$1,745,978	$1,124,719	$11,244,869	75%
TPRs	$504,174	$81,967	$541,003	$499,403	$496,128	$422,101	$754,022	$392,281	$3,691,079	25%
	$1,876,104	$1,289,270	$1,473,811	$1,737,428	$2,059,390	$2,482,945	$2,500,000	$1,517,000	$14,935,948	
INFRA	$1,456,434	$996,326	$1,198,208	$1,347,176	$1,457,403	$1,713,232	$1,989,462	$1,186,181	$11,344,422	76%
NON-INFRA	$419,670	$292,944	$275,603	$390,252	$601,987	$769,713	$510,238	$330,819	$3,591,226	24%
	$1,876,104	$1,289,270	$1,473,811	$1,737,428	$2,059,390	$2,482,945	$2,500,000	$1,517,000	$14,935,648	

*Years 2005 and 2006 were combined for one distribution.

Colorado legislation requires the allocation of funds in proportion to the geographic distribution of K-8 student population. This equates to allocating approximately 75% of the funds to urban areas and 25% to rural areas based upon 2005-2007 American Community Survey data. CDOT averages this across funding years to assure that all selected projects are fully funded rather than awarding partial funding to a project to meet the percentages exactly each year.

2013 SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE

- Amy Dyett, Colorado Legacy Foundation Educator Representative
- Erin Baum, Children's Hospital, Parent Representative
- Mary Monroe, Trails 2000, Bicyclist Representative
- Jessica Osborne, GPRED, Pedestrian Representative
- Tom Poe, Commerce City Police, Law Enforcement Representative
- Janet Hruby, Routt County, TPR Representative
- Miriam Gillow-Wiles, Town of Ignacio, TPR Representative
- Aaron Fodge, North Front Range MPO, MPO Representative
- Ken Simms, Grand Valley MPO, MPO Representative

Projects not funded or disqualified due to inadequate proof of local match commitment:

Application Number	Applicant	Project Title	Funding Requested	Region*	MPO/TPR	Education / Infrastructure
1 DQ	Gunnison County	Deli Trail Section Improvement (Phase 1 East River Community Trail)	$243,650	3	TPR	Infrastructure
28	Eagle County	Pavilion Park Pedestrian Path	$200,855	3	TPR	Infrastructure
29 DQ	City of Golden	"Safe Directions" Compass Montessori, Golden Safety Improvements	$156,015	1	MPO	Infrastructure
5 DQ	City of Greeley	Maplewood Sidewalks	$191,746	4	MPO	Infrastructure
6 DQ	City of Greeley	Madison Connection	$119,871	4	MPO	Infrastructure
26	Town of Frederick	Town of Frederick Centennial Safe Routes to School Trail	$225,264	4	MPO	Infrastructure
11	City of Colorado Springs	Cheyenne Mountain Junior High Sidewalk/ Crossing Improvement	$244,314	2	MPO	Infrastructure
10	City of Colorado Springs	Midland Elementary School Sidewalk/ Traffic Calming Improvements	$230,775	2	MPO	Infrastructure
15	City of Brighton	Safe Routes to Pennock Elementary School	$105,210	1	MPO	Infrastructure
19 DQ	Adams 12 Five Star Schools	Adams 12 Five Star Schools Safe Routes to School	$34,880	1	MPO	Education
9 DQ	City of Loveland	Loveland SRTS Educational/Encouragement Program	$19,800	4	MPO	Education
25 DQ	Regional Transportation District	Safe Routes around Construction Sites	$25,000	1	MPO	Education
20	Douglas County School District	Douglas County School District Safe Routes to School	$33,920	1	MPO	Education
18	Adams County School Dist. 50	Safe Routes	$33,920	1	MPO	Education
12	City of Colorado Springs	Colorado Springs Walk/Bike to School Safety Days	$48,762	2	MPO	Education

*New CDOT Region Boundaries

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue, Room 262
Denver, Colorado 80222
(303) 757-9525
FAX (303) 757-9656

TO: Transit and Intermodal Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

DATE: March 7, 2013

RE: **Transportation Alternatives Program (TAP) administration under MAP-21**

Purpose: This memorandum summarizes the discussion planned for the SWP committee meeting in March, 2013 related to the MAP-21 Transportation Alternatives Program administration.

Action Requested: Approval or modification of the staff recommendation for FY 14 distribution and administration of TAP funds and the process for defining distribution and administration in future years for this program.

Background:
Under MAP-21 TAP is one of the programs that is eligible for up to a 50% transfer to or from other MAP-21 programs including NHPP, STP, CMAQ or HSIP.

MAP-21 created a new program called Transportation Alternatives Program (TAP) which combined the previous programs of Recreational Trails, Safe Routes to School, a portion of Scenic Byways, and Transportation Enhancements. The funds allocated to TAP under MAP-21 are less than the sum of the previous programs would have been under SAFETEA-LU. DTD staff has been working with our planning partners, our CDOT Regions, and Senior Management Team to identify options for the administration of this new program.

The Recreational Trails funds are transferred to the Department of Natural Resources and are 'off the top' from this program. TAP is a relatively small Federal program and, after the Recreational Trails transfer, CDOT is estimated to receive a total of $9.3M Federal funds for TAP in FY 14.

Program Requirements:
In considering the best use for TAP funds, it is important to remember that all TAP funds must be awarded to projects through a competitive process and all funds must go to local entities as defined in law. This is a CDOT administered discretionary grant program for local entities. FHWA has not fully defined "competitive process" but we anticipate needing a documented process, application form, and evaluation criteria for project evaluation and selection.

Eligible Recipients:
Agencies and organizations eligible to receive TAP funds include: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies (this category may include a state or federal agency), school districts, local education agencies or schools, tribal

governments, or any other local or regional governmental authority responsible for transportation or recreational trails. DOT's and MPO's are not eligible recipients for these funds.

Eligible Activities:
Projects eligible for TAP funds include:

'(1) Transportation alternatives, as defined in section 101.
Includes: planning, design and construction of facilities for non-motorized forms of transportation and safe routes for non-drivers; conversion of abandoned rail corridors to trails; construction of turnouts, overlooks and viewing areas; community improvement activities including control/removal of outdoor advertising; preservation/rehabilitation of historic transportation facilities; and some environmental mitigation activities.
'(2) The recreational trails program under section 206.
'(3) The safe routes to school program under section 1404 of the SAFETEA–LU (23 U.S.C. 402 note; Public Law 109– 59).
'(4) Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

NOTE: Activities listed under Transportation Alternatives (section 101) are also eligible for funding under the Surface Transportation Program.

Comments Received:
Staff discussed options for the administration of this program with STAC including putting the funds, after required suballocation to MPO's over 200,000 population (referred to as TMA's), into a SW pool that would support bike/ped projects through a statewide grant process with separate application review and selection for rural projects and for urban projects. A second option was to distribute the funds, as required to the TMA's, with the remainder going to the CDOT Regions for a regional competitive grant process with a bike/ped program emphasis.

The result of the review of options with STAC is strong support for a regional distribution of funds and a competitive process at the region level. Some comments were received advocating for a regional decision on program emphasis and which eligible activities would be funded by TAP. Some comments were also received in support of TAP funds being directed specifically to bike/ped projects or environmental mitigation activities. Bicycle Colorado and other groups have requested that the Safe Routes to School program continue to be funded.

DRCOG staff proposed an option for TAP distribution in FY 14. The proposal is to fund the Regions and TMA's to the full level of resource allocation (approx. $9.6M Federal) by keeping all areas "whole" with TAP funds except for DRCOG where the full $300,000 reduction (difference between resource allocation and estimated FY 14 TAP funds) would occur. The proposal asks for that reduction to be backfilled with CMAQ funds, in the amount of $300,000 Federal to be allocated to DRCOG. Many of the DRCOG projects selected for FY 14 under the former TE program would also be eligible under CMAQ, or CMAQ funds (up to 50% are flexible under MAP-21) could be transferred into TAP and then allocated to DRCOG. Other MPO's and TPR's also expressed a desire to be kept "whole" to their FY 14 resource allocation level.

Recommendation:
Staff is recommending further consideration of the TAP eligible project types and identification of some emphasis areas; for example, bike/ped or others. Based on the emphasis areas and program goals, staff will develop guidelines for the TAP application and evaluation process with recognition of the differences between rural and urban projects.

For FY 14, staff is recommending a regional distribution based on the formula used in resource allocation for the former transportation enhancement (TE) program, keeping all areas "whole" except DRCOG which would be reduced by $300,000 (Federal), so that the total distribution does not exceed the MAP-21 funds received. DRCOG's reduction of $300,000 (Federal) would be backfilled with CMAQ funds. Most regions and MPO's have existing FY14 project lists for TE projects which were selected through a competitive process and are eligible under TAP.

For FY 15 and into the future, a formula specific to TAP would be developed as a part of the overall SW Plan and STIP process where program distributions are identified to ensure fiscal constraint. This process would be conducted from June to November of 2013, in coordination with our planning partners as required under MAP-21. TAP would be one of several funding programs considered. That schedule would allow for the definition of an approach for FY 15 as well as for the next STIP which begins with FY 16.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
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TO: SWP Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, DTD

DATE: March 7, 2013

RE: **CMAQ funds for FY 14 and future years**

Purpose:
This memo summarizes the information to be discussed at the SWP Committee meeting in March regarding the CMAQ program.

Action Requested:
Recommendation to the Commission on CMAQ distribution for the FY 14 budget and the process for determining future year distributions.

Background:
Under MAP-21 CMAQ is one of the programs eligible for up to a 50% transfer to or from other MAP-21 programs including NHPP, STP, HSIP, or TAP.

MAP 21 made some changes to the Congestion Mitigation and Air Quality (CMAQ) program, however the primary intent of the program remains to address national air quality standards and to reduce transportation related emissions. CMAQ funds are directed to air quality non-attainment or maintenance areas within the State with one new exception for compressed natural gas (CNG) fueling stations or electric vehicle charging stations which can be funded at any location in the State. Colorado has designated non-attainment/maintenance areas for ozone and carbon monoxide, and for transportation related particulate matter (PM10). (map attached)

A number of types of projects in nonattainment or maintenance areas are eligible for CMAQ funds including those that reduce congestion, reduce VMT, improve traffic flow, construct HOV lanes, provide traveler information, improve incident response, provide diesel retrofit or truck electrification stations, shift traffic to non-peak hours or to other modes, support operating costs for transit, or increase ridesharing, carsharing, alternate work hours, or include pricing. CMAQ funds may not be used for new capacity unless the project includes an HOV lane available to SOV only during non-peak.

CMAQ funds may be used for projects that provide for use of alternative fuels by privately owned vehicles or fleets, including vehicle refueling/recharging infrastructure, or infrastructure that supports development, production, and use of emerging technologies that reduce vehicle emissions, and for the incremental cost of alternative fuel vehicles.

Under MAP 21 the cost-effectiveness of CMAQ projects must be measured and reported and the USDOT must maintain and disseminate a database describing the cost effectiveness of projects based on reduction in congestion or emissions. MPO’s over 1 million population

(DRCOG only) must develop a performance plan and targets, and describe how projects using CMAQ funds will contribute to achieving the targets. CMAQ funds are to be programmed consistent with Metropolitan and Statewide planning requirements, and States or MPOs may partner with or allocate funds to public, private or non-profit entities to implement projects.

There is no requirement for specific suballocation of CMAQ funds in federal law, however CDOT has historically distributed all CMAQ funds to MPO's and other eligible recipients in non-attainment/maintenance areas. Projects are selected in each area by those CMAQ recipients, then sent to CDOT for grant contracting and oversight. TC Resolution 1832 (attached) outlines the formula adopted in 2010 for distribution in FY 12-17. This resolution provides for the allocation of funds based on pollutant and non-attainment or maintenance status and results in the following:

- 80% of fund to Ozone nonattainment areas (DRCOG, NFRMPO, Upper Front Range TPR)
- 15% of fund to CO maintenance areas (DRCOG, NFRMPO, PPACG)
- 5% of funds to PM-10 maintenance areas (DRCOG, Region 2, 3, and 5 locations)

Within each of the above categories funds are allocated to individual air quality areas based on a formula weighted by 50% NHS VMT and 50% population. The result is that about 97% of the funds are distributed among DRCOG, NFRMPO, PPACG and Upper Front Range TPR. The remaining 3% goes to the rural PM-10 areas.

The current CDOT formula allows for a "reserve" to be held each year pending information on new EPA standards which might result in new non-attainment areas being designated in the State. The resource allocation estimates for FY 14 assumed this reserve would be "held back". The CMAQ fund estimate for FY 14 is $37.3M Federal. The resource allocation estimate for FY 14 for all CMAQ recipients is $24.1M Federal. The difference between the resource allocation estimates and the FY 14 estimate for CMAQ is $13.2M Federal.

Many of the CMAQ recipients have selected projects for FY 14 based on the resource allocation estimates. Some have also identified projects for FY 15 also based on resource allocation estimates for that year.

The Colorado Energy Office has expressed interest in the potential for using CMAQ funds to support the development of CNG fueling stations in various parts of the state. The CEO is in the process of developing a statewide CNG plan and expects to have that completed by summer of 2013. CDOT staff has had some discussions with the CEO and understands the priority of this effort for the State.

<u>Discussions with recipients:</u>
DTD staff has held discussions with the major recipients to get comment on the concept of proceeding with the disbursement of CMAQ funds up to the amount of the resource allocation estimates ($24.1M Federal) so that all recipients (including PM-10 areas) could proceed with implementation of projects already selected for FY 14 once the CDOT budget is approved and in effect. We also discussed the idea of 'holding back' the $13.2M Federal of CMAQ funds that are above the resource allocation estimates until the statewide CNG plan being developed by the Colorado Energy Office can be completed. Our understanding is that the CEO will be analyzing the benefits of expanded CNG fueling stations and the potential for reduction in emissions as part of their plan. An amount of CMAQ funding that might be used to support this fueling station program is as yet undetermined.

The consensus of the group was that this is an acceptable approach assuming a decision on the funds 'held back' can be made in the fall of 2013 as the Federal fiscal year begins. They appreciate the priority of this CNG program for the State and would like to have the CEO present at STAC on their CNG statewide plan. Based on further development of the CNG plan and the identification of potential fueling station areas, consideration can be given to an appropriate level of CMAQ funding for that statewide program and any further distribution to current recipients could be identified. One comment from this group is that if CMAQ funds are to be used to help support private CNG fueling stations that a significant portion of the total cost should be borne by the private sector.

Recommendation:
Staff recommendation is that CMAQ funds for FY 14 be distributed to current recipients up to the FY 14 resource allocation amounts and that the remainder be held in reserve pending further development of the statewide CNG plan by the Colorado Energy Office.

Staff will continue to work with CEO and will inform them of CMAQ grant requirements. In summer of 2013, further discussions on the use of the CMAQ funds held in reserve would be conducted with the goal of a decision on the use of those funds in fall of 2013.

For FY 15 and into the future, a distribution formula for CMAQ would be developed as a part of the overall SW Plan and STIP process where program distributions are identified to ensure fiscal constraint. This process would be conducted from June to November of 2013, in coordination with our planning partners as required under MAP-21. CMAQ would be one of several funding programs considered. That schedule would allow for the definition of an approach for FY 15 as well as for the next STIP which begins with FY 16.

Based on the direction from this committee a resolution for CMAQ fund distribution will be prepared for Commission adoption in April reflecting the recommended FY 14 approach.

<u>Resolution Number TC-1832</u>
Scenario F CMAQ Distribution Formula
Transportation Commission of Colorado February 18, 2010

WHEREAS, the Congestion Mitigation and Air Quality (CMAQ) improvement program was developed under the Intermodal Surface Transportation Efficiency Act (ISTEA), and was continued with the Transportation Equity Act for the 21st Century (TEA-21), and is currently being conducted under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, the purpose of the CMAQ program is to provide a flexible funding source for transportation projects and programs that assist non-attainment and attainment/maintenance areas in meeting National Ambient Air Quality Standards (NAAQS); and

WHEREAS, federal regulations provide guidance on how to administer the CMAQ Program, while allowing the state to determine how funds will be allocated; and

WHEREAS, funding is available for both non-attainment areas (areas not in compliance with the NAAQS) and attainment/maintenance areas (areas that were formerly in non-compliance and are now in compliance); and

WHEREAS, pursuant to Resolution TC-807, approved January 20, 2000, $1 million of CMAQ money was allocated to the five eligible rural PM10 areas; and the remaining funds were allocated to three eligible MPOs: the Denver Regional Council of Governments (DRCOG), Pikes Peak Area Council of Governments (PPACG), and North Front Range Transportation & Air Quality Planning Council (NFRMPO) based on a 50 percent vehicle miles traveled (VMT) and 50 percent population formula; and

WHEREAS, in 2009, the U.S. Environmental Protection Agency (EPA) reported that the five rural PM10 areas, (Aspen/Pitkin County, Canon City, Pagosa Springs, Steamboat Springs/Routt County, and Telluride/Mountain Village) have been in attainment/maintenance since mid 2000, depending on the location; however, recent data shows an upward trend in PM10 levels in some rural PM10 areas; and

WHEREAS, on November 20, 2007, the EPA designated the nine-county Ozone Control Area consisting of the Denver metro area, North Front Range Planning area and portions of the Upper Front Range (UFRTPR) Planning area as Ozone non-attainment; and

WHEREAS, in January 2009, the Federal Highway Administration (FHWA) requested that CDOT revise its CMAQ funds allocation to include the ozone non-attainment areas; and

WHEREAS, in September 2009, Resolution TC-1766 was approved to address distribution of CMAQ funds for FY 2010 and FY 2011 and included $1 Million of CMAQ funds to be allocated annually to the five eligible rural PM10 areas and the remaining funds to be allocated annually to DRCOG, NFRMPO and to UFRTPR for areas within the ozone non-attainment boundary and to all of PPACG, based on the 50 percent VMT/50 percent population formula.

WHEREAS, also pursuant to Resolution TC-1766, should CDOT receive up to $5 million annually in additional CMAQ funds for FY 2010 or FY 2011 beyond those estimated in the December 2006 resource allocation, the additional funds will be distributed to the ozone non-attainment areas based on the 50 percent VMT/50 percent population formula; and

WHEREAS EPA is in the process of reviewing the current ozone standard and will establish a new standard between 60 and 70 parts per billion later this year; and

WHEREAS, the new standard may result in new areas becoming ozone non-attainment areas; and

WHEREAS CDOT recognizes the need to transition from the previous allocation system to a system that focuses on non-attainment areas while still preserving designated attainment/maintenance areas;

NOW THEREFORE BE IT RESOLVED, the Commission has determined that for state FY 2012 through FY 2017, CMAQ funds will be allocated in the following manner:

- 80% of the total available CMAQ funds will be allocated to ozone non-attainment areas based on the 50 percent VMT/50 percent population formula and to a reserve calculated to accommodate potential new ozone non-attainment areas. On an annual basis, CDOT will allocate the reserve to those areas that exceed the EPA national ambient air quality standards for ozone.
- 15% of the total available CMAQ funds will be allocated to Carbon Monoxide (CO) non-attainment and attainment /maintenance areas based on a 50 percent VMT/50 percent population formula.
- 5% of the total available CMAQ funds will be allocated to PM10 non-attainment and attainment/maintenance areas. As long as the minimum threshold is met, fifty percent of the PM10 funding amount will be allocated to rural areas and divided equally among recipients and fifty

percent will be allocated to urban areas and divided equally among recipients.

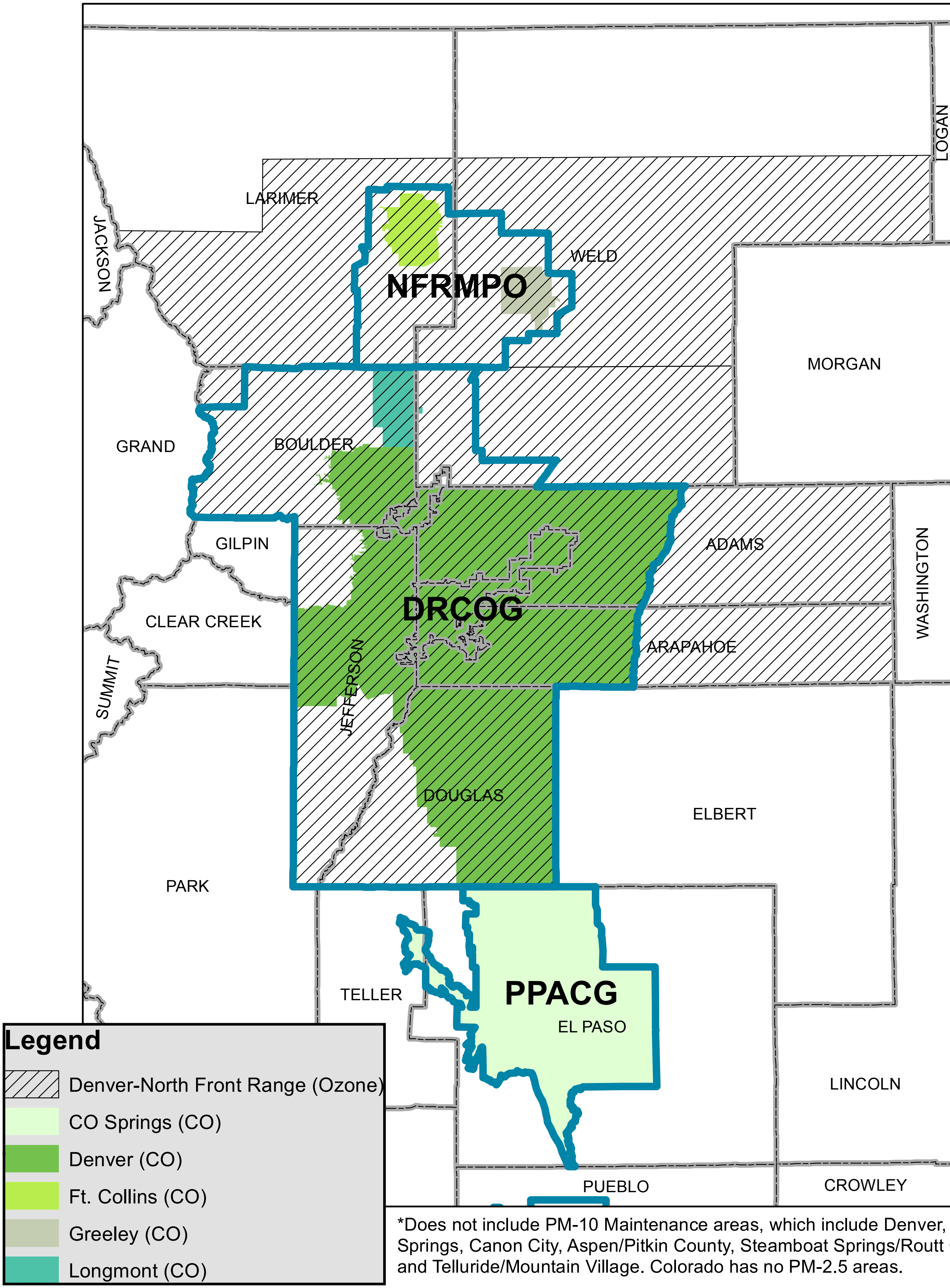
- The minimum threshold of annual funding to an eligible recipient will be $200,000.
- Population and VMT will be updated annually for the 50 percent VMT/50 percent population formula. CDOT will determine VMT based on roads designated National Highway System (NHS), both “on and off” system. The most current Department of Local Affairs (DOLA) population estimates will be used in the funding formulas.
- The CMAQ funds distribution resulting from this resolution is for planning purposes and initial budget allocations. The actual budget amounts allocated to the recipients will be adjusted so that the dollar amounts distributed reflect actual apportionments from FHWA.

FURTHER, project selection will continue to be at the local level. MPOs, Rural TPRs, and CDOT will work cooperatively to select cost effective projects, including eligible CDOT and transit agency projects that provide meaningful air quality benefits.

FURTHER, CMAQ fund recipients will continue to report annually in writing to the CDOT staff on the effectiveness of their projects and CDOT staff will compile results into reports for the Commission and the FHWA. CDOT will continue developing performance measures for the CMAQ program, with input from external stakeholders. If performance measurement of the CMAQ program indicates concern about the effectiveness of the use of CMAQ funds, the Commission reserves the option for reviewing and altering the allocation formula.

FURTHER, this resolution supersedes Resolution TC-807, approved on Jan. 20, 2000 and establishes the allocation formula for CMAQ funds during the years FY 2012 through 2017.

Colorado Air Quality Non-Attainment and Maintenance Areas*



*Does not include PM-10 Maintenance areas, which include Denver, Pagosa Springs, Canon City, Aspen/Pitkin County, Steamboat Springs/Routt County, and Telluride/Mountain Village. Colorado has no PM-2.5 areas.

11/26/2012

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
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FAX (303) 757-9656

TO: Transit and Intermodal Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

DATE: March 7, 2013

RE: **Surface Transportation Program (STP) administration under MAP-21**

Purpose:
This memorandum summarizes the discussion planned for the SWP committee meeting in March related to the Surface Transportation Program (STP).

Action Requested:
Approval or modification of the staff recommendation for distribution of STP funds for FY 14 and the process for defining distribution in future years for this program.

Background:
Under MAP-21 the Surface Transportation Program is one of the programs eligible for up to a 50% transfer to or from other MAP-21 programs including NHPP, HSIP, CMAQ, or TAP.

The Surface Transportation Program (STP) continues under MAP-21 with a requirement for 50 percent of funds to be obligated within population area categories and 50 percent to be obligated at any location in the State. Under SAFETEA-LU, 62.5 percent of funds were to be obligated within the population area categories, and 37.5 percent of funds could be obligated anywhere in the State. The population categories are: urbanized areas over 200,000; areas over 5,000 but less than 200,000; and areas 5,000 or less. States are required to suballocate the portion of STP funds corresponding with the population share in urbanized areas over 200,000 to the MPO designated as a Transportation Management Area (TMA). These funds are referred to as STP-Metro. The three TMAs receiving these funds (DRCOG, NFRMPO, PPACG) have chosen to allow projects outside that urbanized area over 200,000 boundary, but within the MPO, to be funded with these STP-Metro funds. The total amount of STP funds under MAP-21 increased compared to former SAFETEA-LU levels. The FY 14 STP-Metro estimate is $47.6 million (federal and local). The resource allocation estimate for the same year for STP-Metro was $45.3 million (federal and local).

Eligible Recipients:
Eligible recipients of STP funds include State and local governments, MPOs, transit agencies, and other entities in partnership with government. STP-Metro funds have been used by the MPO's to fund local agency projects as well as to contribute to some CDOT projects.

Eligible Activities:
STP is flexible funding that may be used by States and local entities for many purposes including projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Comments Received:
In meetings with the three MPOs, that are also TMAs, they have indicated agreement with the staff recommendation for FY 14, which is to continue the required suballocation of the amount related to the population of the urbanized area over 200,000, provided there is subsequent discussion of the suballocation formula for FY 15 and future years. These three MPOs would like to see the full MPO boundary population be used as the base for the calculation of the suballocation for the 50 percent of STP funds to be obligated by population in future years.

Recommendation:
Staff will administer STP funds as required by MAP-21: 50 percent obligated by defined population area categories and 50 percent to any area of the state. For FY 14 the staff recommendation for the suballocation of STP-Metro funds is to continue to meet legal requirements and calculate that suballocation to the TMAs of the 50 percent of STP funds to be obligated by population categories based on the percentage of population in the urbanized areas over 200,000 as a percent of the state population.

For FY 15 and into the future, potential changes to the STP-Metro suballocation would be discussed as part of the overall SW Plan and STIP process where future program distributions are identified to ensure fiscal constraint. This process would be conducted from June to November of 2013, in coordination with our planning partners as required under MAP-21. STP would be one of several funding programs considered. That schedule would allow for the definition of an approach for FY 15 as well as for the next STIP that begins with FY 16.

STATE OF COLORADO

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TO:	Statewide Plan and Transportation and Infrastructure Committees
FROM:	Mark Imhoff, Director, Division of Transit & Rail
DATE:	March 6, 2013
RE:	Transit Asset Measures in PD14

Purpose
This memorandum summarizes the discussion planned for the joint Statewide Plan and Transportation and Infrastructure Committees meeting on March 20.

Action Requested
At the March meeting, staff will request input on the Performance Measures and Objectives for Infrastructure Condition (Transit),

Background
Policy Directive 14 is revisited as the one of the first steps in developing the Statewide Plan. As part of revisiting PD14, Division of Transit and Rail (DTR) staff identified two performance objectives for Transit Asset Condition that could be added to the policy directive:.

1. Rural Transit Fleet Condition. Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in Fair, Good, or Excellent condition, per Federal Transit Administration (FTA) definitions.
2. Asset Management Plans. By 2017, ensure that all CDOT transit grantees have Asset Management Plans in place for State or Federally funded vehicles, buildings, and equipment.

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 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, etc.) 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.

Rationale and approach to achieving objectives
The first objective, Rural Transit Fleet Condition, stems from the idea that fleet condition is a primary measure of a transit agency's ability to consistently provide safe, reliable, and efficient services. Working towards an objective of keeping the majority of Colorado's rural transit fleet in fair or better condition will ensure that our rural agencies will be able to meet the growing mobility needs of their communities.

The second objective, related to Transit Asset Management plans, is an outgrowth of a new requirement in MAP-21 which requires all FTA grant recipients to have an Asset Management Plan in place (there is no deadline established in the legislation). As part of these plans, the legislation stipulates that the plans shall have two primary components: a current inventory of all assets and a prioritized capital replacement plan.

Next Steps
DTR is well positioned to achieve these objectives. DTR is currently undertaking a statewide study of transit assets, including vehicles, buildings and equipment. As an outcome of this project, DTR will be able to accurately assess the condition of the rural transit fleet in Colorado and also provide technical assistance to Rural grantees. Rural grantees will use the updated and enhanced inventory to develop Capital Replacement Plans – thereby meeting the objective of PD14 as well as working to satisfy the Asset Management Requirements thus far identified in MAP-21.

Transit Asset Management and Policy Directive 14

Statewide Plan and Transit and Intermodal Joint Committee Meeting

Mar. 20, 2013

Debra Perkins-Smith and Mark Imhoff

Purpose of Today's Discussion

Input on Transit Asset Management Objectives in Policy Directive 14:

Performance Measures for Transit Asset Condition:

- Rural Transit Fleet Condition
- Transit Asset Management Plans

Background:
Statewide Plan and PD 14

- PD 14 revised at beginning of each Statewide Plan cycle.
- Past PD 14 versions:
  - Contained aspirational goals for programs
  - Did not have any transit related objectives or goals
- This PD 14 revision uses MAP-21 National Goals and performance measures as basis.

Purpose of PD 14

- Provide framework for Statewide Plan development
  - Statewide Transportation Plan to reflect optimization of transportation system by balancing:
    - Preservation and maintenance (Maintain)
    - Efficient operations and management practices (Maximize)
    - Capacity improvements (Expand)
- Guide allocation of resources to achieve goals and objectives:
  - Statewide Plan
  - STIP
  - Annual budget
- Provide structure for performance reporting after Plan adoption

Transit Asset Management Objectives

Rural Transit Fleet Condition

Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in Fair, Good, or Excellent condition, per Federal Transit Administration (FTA) definitions.

Transit Asset Management Objectives

Rural Transit Fleet Condition

Federal Transit Administration Rating and Condition definitions:

RATING	CONDITION	DEFINITION
EXCELLENT	5	No visible defects, near new condition.
GOOD	4	Some slightly defective or deteriorated components.
FAIR	3	Moderately defective or deteriorated components.
MARGINAL	2	Defective or deteriorated components in need of replacement.
POOR	1	Seriously damaged components in need of immediate repair.

Transit Asset Management Objectives

Transit Asset Management Plans

By 2017, ensure that all CDOT transit grantees have Asset Management Plans in place for State or Federally funded vehicles, buildings, and equipment.

Next Steps

- SWP Committee Meeting in May:

  Discuss and seek input on performance measures and objectives for:

  - Project Delivery

- Future discussions and input on performance measures and objectives for:

  - System Performance

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
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TO: Transit & Intermodal Committee

FROM: Mark Imhoff

DATE: March 8, 2013

RE: Regional Commuter Bus Plan Development Status

Purpose: The purpose of this memo is to give the Transit & Intermodal Committee a status report on the development of the Regional Commuter Bus (RCB) Plan, and to seek input/guidance on a number of policies and topics pertinent to the plan. Development of the RCB plan will continue over the next few months, with the intent to bring a final recommended RCB plan to the Transportation Commission for action this summer. Maps of the I-25 and I-70 service corridors are presented in Appendix A.

RCB Plan Development Status

- TRAC Sub Committee meeting – A sub-committee of the Transit & Rail Advisory Committee (TRAC) has been established, and augmented with transit system representatives to include all transit systems served/connected along the RCB corridors. Three meetings have been held; main topics have been better definition around the purpose of the system, service plan development and input, rolling stock, station access, maintenance considerations, fare collection, and partnership agreement (IGA) development. The input from this group is largely reflected in the topic areas throughout this memo.
- Smaller Working Groups are forming with representatives from the transit agencies to advise on items including service plan, system interfaces, maintenance strategies, bus specifications and procurement, and operator solicitation and contracting.
- Stakeholder Outreach – RCB updates have been given to STAC at their December, February and March meetings. Briefings are being scheduled for the TPRs and MPOs along the RCB corridors; both at the Technical Committee and Board/Council level.
- Region Coordination- Meetings are set to meet with each of the affected Regions. They will assist in the definition of the appropriate RCB park and ride locations along I-25 and I-70, and if any improvements will be necessary. The Regions will be responsible for the park and ride maintenance and needed capital improvements now and in the future.
- Travel demand and ridership forecasting is being provided by the Statewide Intercity and Regional Bus Study consultant, and should be available in late March or early April. This information is critical to service plan refinement and revenue forecasting.

The remainder of this memo is structured in two blocks. The first set of topics below give background, a recommendation and ask for specific input; these will be presented at the Transit & Intermodal Committee meeting on March 20. The second set of topics highlights areas of on-going analysis in the RCB Plan development; these topics will not be presented, but feedback is encouraged.

RCB Purpose Statement

Background: The following RCB Purpose Statement has been prepared for your review and comment. It highlights the salient points surrounding the development and inclusion of regional commuter bus as an integral element of a multimodal transportation system.

Recommendation:

> *To provide an integrated transportation system, improve mobility, and increase modal choice, CDOT will implement a basic system of express regional commuter bus (RCB) service along the I-25 Front Range and I-70 Mountain corridors. This service will primarily address peak-hour commuter needs on two of the state's heavily congested corridors and will create an enhanced transit network by establishing interregional transit connections between major local transit providers. By providing express commuter bus, major employment and population centers will be linked and CDOT will be able to maximize and enhance capacity of the existing transportation system without major infrastructure costs. This service helps to fulfill the CDOT Vision, and is consistent with the duties identified in the DTR enabling legislation to administer funding for the construction, maintenance, and operation of interregional transit services.*

- ***CDOT Vision and DTR Duties:*** *Providing RCB service will embrace the CDOT Vision Statement by creating a convenient and integrated transportation system that connects regional and local transit, and will further incorporate the DTR enabling legislation by utilizing funding to provide interregional transit services.*

- ***I-25 and I-70 Focus****: CDOT will initiate RCB service in the I-25 Front Range and I-70 Mountain corridors in order to connect major local transit systems together, serve the highest interregional bus needs in the state, and to respond to studies and demonstrated demand in the highest travelled corridors, as follows:*

    - *The North I-25 EIS calls for express bus service on I-25 between Fort Collins and Denver.*
    - *The I-70 PEIS identifies providing bus transit service as one way to address immediate issues on the corridor.*
    - *There is a demonstrated demand for RCB service between Colorado Springs and Denver as shown by the Colorado Springs-Denver FREX service.*

- ***Modal Connectivity****: By providing a basic, affordable service, the CDOT RCB service will connect seven of the largest local transit agencies in the state and provide significant modal choice to access job markets.*

- ***Growth Platform****: With connected RCB service on the I-25 and I-70 corridors, the CDOT system will provide a base level of service that connects much of the state's population. Additionally, the RCB service will provide a platform for connectivity with local transit and additional network expansion.*

- ***Requested Input:*** Does the Purpose Statement satisfy the Transportation Commission Mission? If not, what changes should be made?

<u>RCB Operating Budget and Finance Plan</u>

Background: The financial analysis presented to date assumes dedicated annual Statewide FASTER Transit funds to fund the RCB Plan. Further, the RCB operating plan was based on anticipated net costs (i.e. annual operating costs minus fare box revenue). To initiate the service, be consistent with the CDOT budgeting and contracting practices, and establish annual budgeting processes, an operating budget and finance plan is being developed.

Recommendation:

The RCB system requires an annual on-going operating budget. The Statewide FASTER Transit fund will provide the sustainable recurring source to fund the RCB operations on an annual basis.

Establish an operating budget and finance plan as follows:

- *The first year's operating budget would equal the estimated cost of operations and maintenance for that first year. This is because the funds need to be budgeted before a contract with a private operator can be let.*
- *During the first year, the fare box revenue would be pooled in a designated account.*
- *The second year budget would equal the estimated cost of operation and maintenance for the second year minus the fare box revenue from the first year.*
- *Subsequent years would flow consistent with the second year.*

This recommendation covers the annual operating (operations and maintenance) budget. At this time, it is assumed that CDOT will procure the bus fleet separately, and it will not be considered an operating expense. A contingency fund and policies also needs to be established to cover unforeseen capital and operating costs. No recommendation is being made at this time, but it should consider a "rainy day fund" and a provision to accumulate funds over a number of years for vehicle additions and replacement.

- ***Requested Input:*** Does the Transit & Intermodal Committee agree with this recommendation? If not, what suggestions do you have? Do you understand and concur that the first year operating budget will not include fare box revenue?

Statewide FASTER Transit Fund Limitations

Background: Many transit entities around the state provide some level of regional bus service. If the CDOT RCB program and its operation is an allowed use of the Statewide FASTER Transit funds, some transit entities have expressed interest in applying for operating assistance for their regional bus services. With only $10M/year available, and considering the capital needs of all eligible recipients, staff believes offering operating assistance to other transit entities is not practical. All rural transit entities receive FTA Section 5311 operating assistance; and urban systems with fewer than 100 buses can flex their FTA Section 5307 formula funds for operations. In December, when the RCB Conceptual Plan was presented to the Transit & Intermodal Committee, this possibility was mentioned, and not given final resolution. Staff has been proceeding under the presumption that there will be no operating assistance offered for local transit entities.

Recommended policy:

> *The annual Statewide FASTER Transit Fund allocation is $10.0 Million. The Transportation Commission has an established priority for program administration, and capital expenditures to provide and support statewide, interregional and regional transit service. The RCB Plan will further utilize a portion of these funds to sustain the operation and maintenance of CDOT owned and operated service. Under the current funding constraints, transit operating assistance to local entities will not be considered.*

- ***Requested Input:*** Does the Transit & Intermodal Committee concur with this policy? If not, what changes should be made? Should the TC Resolution approving the implementation of the RCB include this policy?

RCB Governance

Background: RCB governance has been raised as a question in our outreach. Given the size of the proposed service plan, staff believes the Transportation Commission is the appropriate governing body; possibly utilizing the Transit & Intermodal Committee or a new committee in an enhanced role. Other options would include a transit board comprised of CDOT Transportation Commissioners and other representatives, possibly Board members from the transit systems we will be connecting.

Recommendation:

> *The Transportation Commission will serve as the governing body for the CDOT Regional Commuter Bus system.*

- ***Requested Input:*** Does the Transit & Intermodal Committee agree with this governance structure? If not, what suggestions do you have? Should the TC Resolution approving the implementation of the RCB include this policy?

RCB Service Plan Options

Background: Three conceptual service plan scenarios have been prepared for your consideration; refer to the I-25 and I-70 service corridors shown in Appendix A. The service plan scenarios are all in development; none are finalized at this time. Station and park and ride locations are still in development, but there will be a limited number in each corridor to keep the service express in nature, and minimizing travel time to the major destinations where local distribution can occur. Each scenario comes with an estimated operating cost and vehicle fleet requirement. A range of operating costs was estimated using a low, medium and high cost per bus operating mile. The cost/operating mile rates were based on the following:

- High: $4.50/operating mile; based on the Greyhound system wide average which is a fully allocated rate, including bus fleet, facilities and passenger stations.
- Medium: $3.95/operating mile; based on the Black Hills Stagelines intercity bus route from Omaha to Denver which includes bus capital (at $0.60/mile) and no facilities.
- Low: $3.40/operating mile; based on a variety of other operator experiences. E.g. Summit Stage ($3.65/operating mile), Black Hills Stagelines without the bus capital allocation ($3.35/operating mile), and FREX before termination ($2.92/operating mile).
- The analysis is utilizing an assumption of the "medium" $3.95/operating mile rate. This is a conservative assumption given the experience of other transit operators.

All scenarios are focused on commuters and optimized commuting time schedules. The three scenarios are briefly described below followed by a table summarizing the three scenarios:

- *RCB Operating Scenario 1* – This is the base case with the least amount of service. Three corridors (Colorado Springs-Denver, Fort Collins-Denver, and Vail-Denver) connect in downtown Denver at Denver Union Station (DUS), and offer connections to the RTD system including DIA. The mountain corridor connects the transit centers in Summit County to Vail/Eagle County to Glenwood Springs and the RFTA Highway 82 Bus Rapid Transit (BRT) system.
- *RCB Operating Scenario 2* – Scenario 2 is the same as Scenario 1 and adds service from Castle Rock to DUS and from the Carbon Valley (Firestone, Frederick and Dacono) to DUS. Ridership demand is likely to be significant from both Castle Rock and the Carbon Valley; adding this service better balances the demand to the service provided, and provides more flexibility in the scheduling of buses and drivers.
- *RCB Operating Scenario 3* – Scenario 3 builds upon Scenario 2 and adds service from Pueblo to Colorado Springs, Grand Junction to Glenwood Springs, and extends the service to the Carbon Valley north to Loveland (connecting with the FLEX service).

RCB Operating Plan Scenario Summary

Corridor	Service Route	Scenario 1 Operating Days/Week	Scenario 1 Round Trips/Day	Scenario 2 Operating Days/Week	Scenario 2 Round Trips/Day	Scenario 3 Operating Days/Week	Scenario 3 Round Trips/Day
I-25	Colorado Springs to Denver	5	5	5	5	5	5
I-25	Fort Collins to Denver	5	4	5	4	5	4
I-25	Castle Rock to Denver to Carbon Valley			5	3		
I-25	Castle Rock to Denver to Loveland					5	3
I-25	Pueblo to Colorado Springs					5	2
I-70	Glenwood Springs to Vail	7	3	7	3		
I-70	Frisco to Vail	7	3	7	3		
I-70	Vail to Denver	5	2	5	2		
I-70	Grand Junction to Glenwood Springs					7	2
Estimated Annual Operating Cost (med)		$ 2,508,882		$ 2,923,324		$ 3,714,943	
Vehicle Fleet w/10% spare ratio		12		14		16	

Preliminary Recommendation:

A final recommendation will be made at the conclusion of the plan development phase. However, at this time staff believes that Scenario 2 is the most promising. It serves the primary population and employment markets of the Front Range and Intermountain region. It provides a modest service plan, affordable operation and maintenance costs, and the highest potential for fare box recovery. Scenario 2 can be envisioned as the core system, and can easily be augmented (Scenario 3) if the fare box revenue is sufficient to cover the operating costs within the RCB budget limits.

Scenario 2 has been modified since the T&I Committee last reviewed the service plan concepts. Service between Grand Junction and Glenwood Springs has been designated for a future phase. The length of the trip, and consequently the associated operating costs would be high. The demand estimation (although not yet complete) is relatively low, and spread over a wide time range. In addition, service has been added between Castle Rock and DUS, and between the Carbon Valley and DUS. The potential demand at these two locations is significant, and without service originating at Castle Rock and the Carbon Valley additional capacity likely would be necessary from Colorado Springs and Fort Collins respectively to accommodate the mid-route demand. Adding the service as proposed, allows the service plan to be optimized around the demand centers, increases the efficiency of the longer routes, and provides greater flexibility in driver and vehicle scheduling.

- ***Requested Input:*** Which service plan best meets the statewide interests? Should other areas of the state be included in the initial RCB service plan? Does the Transit & Intermodal Committee agree with this preliminary recommendation? If not, what suggestions do you have?

RCB Service Plan Phasing

Background: As the service plan development, and demand forecast are completed, phasing the implementation will be evaluated. Consistent with input from the TRAC Sub Committee thorough evaluation of the ridership demand and a conservative approach to the development of the implementation plan will be employed. To achieve the best possible operating price, important factors for consideration are the size of the fleet to be procured and the scale of the service plan included in the solicitation for a private provider. Under any scenario, part of the private provider proposals will include the cost to add service, and a timeline for doing so, should CDOT deem increases in the service levels necessary.

- ***Requested Input:*** Should we implement all the service at one time or should we phase the service introductions sequentially by corridor? If sequential, which corridor(s) should be first?

RCB Rolling Stock Fleet

Background: There is consensus on the vehicle type (over-the-road-coach) and the amenities (restrooms, reclining seats with work areas wi-fi, etc.). A lot of discussion has revolved around the fuel type for the RCB fleet of buses; the two fuel types discussed have been diesel versus compressed natural gas (CNG). RFTA and Transfort are mature transit properties and include CNG buses in the mix of their overall fleets; both recommend that a start-up operation like the RCB with a relatively small fleet should begin with the proven diesel engine. Similarly, RTD and the Summit Stage have evaluated and rejected the use of CNG buses, and also recommend diesel. We have received unanimous input from the RCB Sub Committee to go with diesel fueled buses for the following reasons:

- CNG maintenance facilities require extensive, expensive gas detection systems in the associated maintenance facilities. The RCB operating plan likely will require multiple maintenance locations, some of which would require new infrastructure.
- CNG has power limitations compared to diesel, especially in mountainous terrain.
- CNG can travel significantly fewer miles per tank, and refueling is a slow process.
- There are currently a few CNG over-the-road coaches in operation on the East Coast. Inquiries have been made of over-the-road-coach manufacturers; all claim they can manufacture CNG coaches, but none recommend this as a prudent option.
- CNG buses are estimated to cost 15-20% more than a diesel coach.
- Clean diesel engines have similar emissions to CNG and are environmentally efficient given the strict 2010 diesel engine standards.

Recommendation:

Prepare the RCB final plan to utilize diesel over-the-road coaches to include restrooms, reclining seats with work areas and wi-fi.

- ***Requested Input:*** Does the Transit & Intermodal Committee agree with this recommendation? If not, what suggestions do you have? Would you like to see a more thorough analysis?

The remaining topics are provided for T&I review and input. These items are important elements of the final RCB plan, and each is being evaluated throughout the process. Due to time constraints, these topics will not be presented at the March 20 T&I Committee meeting.

RCB Rolling Stock-Other Considerations: As we explore the acquisition of rolling stock, we are evaluating the following:

- Utilizing an additional vehicle option on an existing order with another transit agency, possibly RTD.
- Ben Stein is researching the possibility and advantages of financing the bus purchase; possibly a lease purchase.
- Having the private operator provide some or all of the buses as part of their contract.
- Compliance with Buy America? There are very few over-the-road coach manufacturers, and only one has been identified that meets Buy America.

Maintenance Considerations: As maintenance strategies are explored, the following concepts are emerging as a promising strategy:

- A private operator will be under contract to provide the operations and full maintenance of the RCB fleet.
- Each of the transit systems that will be connected along the RCB corridors have existing maintenance facilities and capabilities, including bus cleaning and storage. The RCB fleet will be 14 buses (Scenario 2, current estimate), and likely will need to be dispersed at logical locations throughout the system to allow for efficient daily operations. An option is being explored where each (or most) of the local transit entities would offer CDOT limited maintenance, cleaning and/or storage at their local facilities as their system can accommodate as part of the Partnership agreements.
- As part of the RFP for contracted operator services, CDOT would transfer the offers from the local transit entities through the solicitation. Each responding potential operator would be able to pick and choose from the local transit entity maintenance, cleaning and/or storage offers, or propose a totally separate maintenance plan as they develop their proposals and cost submittals.

Ticketing and Fare Collection: No decisions have been made, and the research and evaluation of ticketing and fare collection options is on-going. To date, the analysis is suggesting:

- Utilize the Smart Card technology as the primary and preferred ticketing method. A Smart Card is similar to a debit card. An individual would purchase a Smart Card and can repeatedly load dollars creating a balance. As the individual makes RCB trips the balance is reduced equivalent to the fare for each trip; this also allows for a “zone” fare structure. The highest number of RCB riders will need to interface with the RTD bus and rail system. RTD has gone to a Smart Card system for their entire bus and rail system; it may be possible to partner with RTD and allow the CDOT RCB Smart Card and the RTD Smart Card to work interchangeably.
- Utilize an online ticketing system (credit card purchase) for individual ride tickets. Paper tickets could be printed or the Smart Phone technology could be employed to allow paperless tickets, similar to the airlines.
- Minimize cash transactions, and no transactions (cash or credit card) on the bus.
- No ticket vending machines at park and rides without transit system personnel.
- The above ticketing system would encourage Smart Card usage through trip discounts.
- The plan would sell individual tickets and Smart Cards at the transit stations where the local transit systems and the RCB interface. We hope to utilize the customer service personnel of the local transit agencies, but this has not yet been finalized and is being discussed as part of the Partnership agreements (IGA).
- Monthly passes are being discussed. The larger transit systems sell tickets to social service organizations at a reduced price; this will be investigated as a possible element for RCB.
- The mechanism for transfers to/from local systems and the associated fare interface/transfer pricing will be addressed in the Partnership Agreements (IGA); the issue has been acknowledged, but no action has occurred.
- Discussions with OFMB have not yet occurred. They will be an integral partner in the fare/revenue collection and tracking for the RCB system.

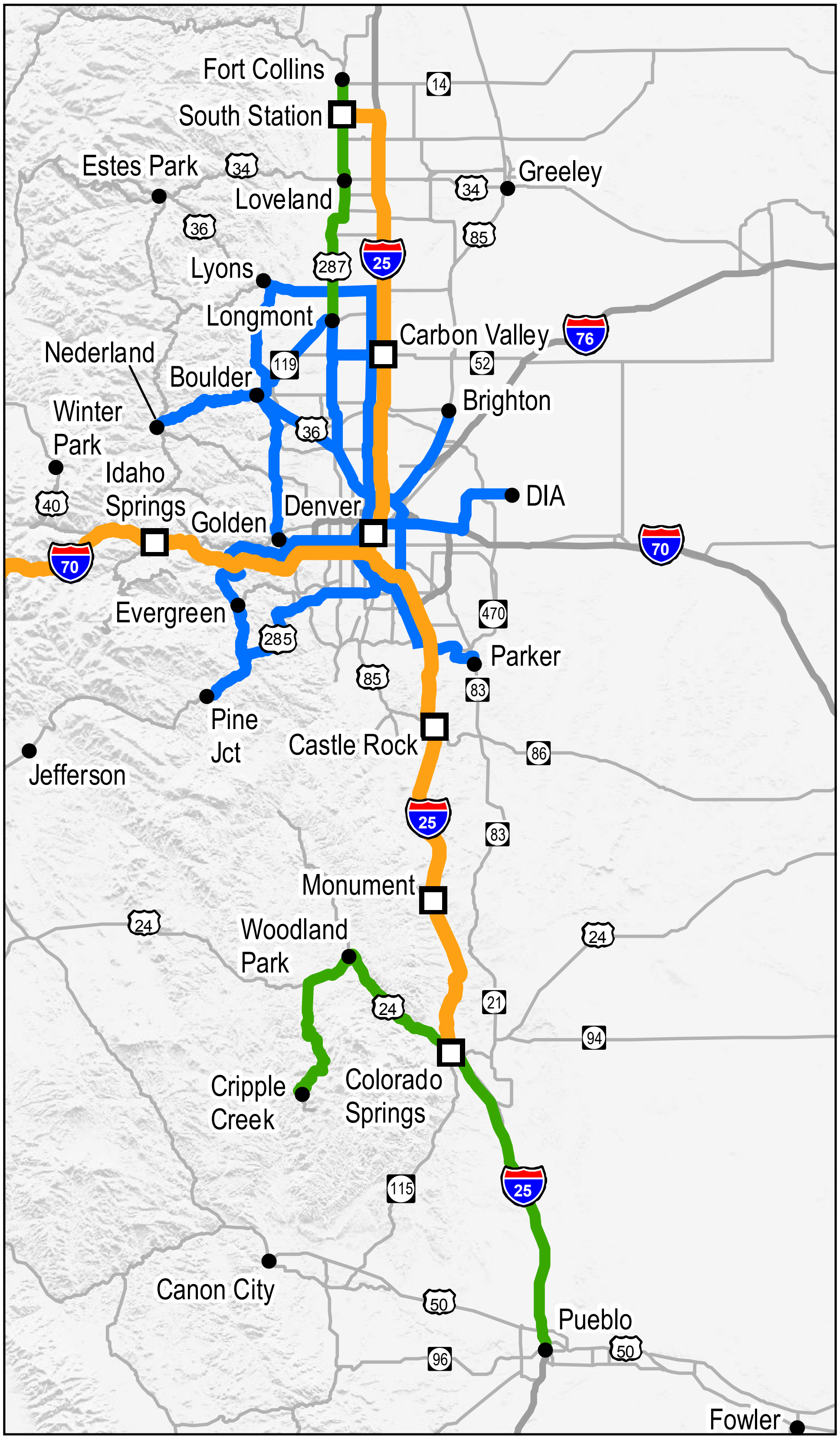
RCB Fare Structure: As part of the demand forecasting effort, the consultant team will provide fare structure recommendations. The fare methodology currently being assumed is a distance, or mileage, based calculation. A typical rate for commuter bus fares in other systems around the country is \$0.12-\$0.15/mile. The revenue projections made to date for the RCB analysis used \$0.15/mile. Also under discussion and consideration is one rate (possibly \$0.15/mile) for a single ride ticket, and a lower rate (possibly \$0.12/mile) for multiple rides or Smart Card use. A monthly pass is also being considered.

Marketing/Branding: Branding of the RCB service and a marketing campaign will need to done once the plan is approved by the Transportation Commission. To date, this has been acknowledged but no effort has been expended. When appropriate, DTR will engage CDOT Public Relations and the transit agency staffs along the corridors to establish an effective program.

Customer service: A customer service plan and program will need to be developed. To date, this has been acknowledged but no effort has been expended. When appropriate, DTR will engage CDOT Public Relations and the transit agency staffs along the corridors to establish an effective program.

Appendix A

Figure 1: CDOT Conceptual Regional-Commuter Bus Service on I-25 Corridor



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The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

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CDOT Station

Existing Regional Bus Service

CDOT Regional-Commuter Bus

Appendix A

Figure 2: CDOT Conceptual Regional-Commuter Bus Service on I-70 Corridor

CDOT Station

Existing Regional Bus Service

CDOT Regional-Commuter Bus

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