

**Transportation Commission of Colorado
Transit and Intermodal Committee Meeting**

Meeting Agenda

**Thursday, November 21, 2013 – 9:30 A.M. – 10:00 A.M.
4201 East Arkansas Avenue
Denver, Colorado**

**Mark Imhoff, Director
Division of Transit and Rail**

**Debra Perkins-Smith, Director
Division of Transportation Development**

**Ed Peterson, Chair
District 2, Lakewood**

**Shannon Gifford
District 1, Denver**

**Kathy Gilliland
District 5, Livermore**

**Kathy Connell
District 6, Steamboat Springs**

**Bill Thiebaut
District 10, Pueblo**

- **Introductions - Ed Peterson - 5 minutes**
- **Approve minutes of October Transit and Intermodal Committee Meeting - Ed Peterson - 5 minutesPage 2**
- **Bike-Friendly State Ranking - Debra Perkins-Smith and Betsy Jacobsen - 20 minutesPage 5**
- **Adjourn**

THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION.

Transit & Intermodal Committee Meeting Minutes

September 19, 2013

The meeting was called to order by Chairman Peterson at 11:05. In attendance were Commissioners Peterson, Gilliland, Connell, Zink and Thiebaut.

- 1. Approval of March 2013 Minutes:** The minutes of the June 2013 meeting were approved unanimously.

Before proceeding with presentations Mark Imhoff asked for extra time to introduce a new employee. He mentioned the Regional Commuter Bus program being developed by staff to provide limited express service on the I-25 and I-70 corridors and said he was happy to announce the hiring of Mike Timlin as a temporary employee to design the RCB operations, emphasizing that Timlin had 34 years of experience at Greyhound, 16 of them as a regional manager based in Denver. Mark added that he would provide a RCB briefing next month, a workshop in November and requested action in December.
- 2. PD 14 Performance Measures:** Mark provided background on the PD 14 performance targets for transit, in the areas of Transit Utilization (ridership statewide by urban and rural systems) and Transit Connectivity (revenue service miles). The goal for Transit Utilization, measured in ridership, was for an increase of 1.5% per year on a rolling 5-year average. He indicated that the Commission's Statewide Plan Committee recommended that DTR increase the ridership goal. Mark pointed out there was concern about doing so, given that CDOT is primarily a pass-through for funding and cannot directly control transit operators. Commissioner Connell suggested that CDOT help transit systems become successful as has been done for the system in Steamboat through encouragement and greater scrutiny. Commission Zink asked whether the goal was based on a compounded number and what the actual target was in five years. Mark agreed that the goals needed to be clarified. He added that the goal was based on population growth and that there was concern that it would be difficult to sustain as high a rate of growth after major projects like FasTracks, and RFTA and Fort Collins' BRT were implemented, since it was likely such large projects might not be replicated. He suggested that the goal be for "at least 1.5%." He indicated DTR will look into the "compounded annually" measure and reference if appropriate.

CFO Scott Richrath indicated it was understandable how DTR could have concluded what it did, given the desire to be consistent with other PD 14 teams. CDOT is not using compounded averages for any other measures, but is using the 5 year rolling average. Mark agreed to work on the terminology for the next Statewide Plan Committee meeting.
- 3. AGS/ICS:** Mark reported that these studies were coming to a close. They have attempted to examine passenger rail, high speed rail and other transportation possibilities for the Front Range and I-70 mountain corridor. They will provide a long-term proposed network for inclusion in the state rail plan and eventually the statewide transportation plan. They will also enable Colorado to compete for federal rail funding if it becomes available.

The AGS Project Leadership Team was informed of the final analyses at its meeting last week. They were told the project was not financially feasible at this time, given current funding

sources. There was some pushback from I-70 corridor members, who want more action and a long-term vision and some Commission prioritization. The final PLT meetings for both studies will be in October and a draft report will be brought to the Commission in November with action in December. ICS is about a month behind the AGS.

4. **State Transit Plan**: Mark reported that the Plan started in April and will take 15 months. It will be integrated into the statewide transportation plan. The plan has both a steering committee and regional transit working groups. The steering committee developed a vision, as well as six supporting goals (included in the packet). Public workshops have been held around the state. One strong message thus far has been the need for operating dollars. Surveys are being conducted, including one for needs of the elderly and disabled. The goal of the survey is to get input from elderly and disabled individuals statewide on their transportation needs. The 2nd transit working group meetings and 14 Open houses will be held in October. The plan is slated for completion in June 2014. Commission Gilliland suggested that the survey of the elderly and disabled be made available at places like health centers to ensure a broad audience, rather than just to governmental agencies. The surveys will be provided to local agencies/groups and providers to be distributed to elderly and disabled individuals. The bulk of the surveys will be mailed directly to individuals.
5. **FASTER Application**: Mark reported that in early October DTR will be releasing a 2015/16 call for FASTER capital projects. It will also be a call for FTA capital projects, as part of DTR's effort to consolidate applications and make capital awards at one time based on the most appropriate funding source. The schedule will again be to seek Commission approval of the project list in February and execute grants in July. He also reported that DTR is responding to the Committee's request to develop a new option for distributing the FASTER local funds. It will be presented to the Transit and Rail Advisory Committee in October and results will be brought to the Commission before implementation.
6. **TC Loan**: Mark explained that DTR awards FTA funds to local agencies, who operate on a calendar year basis, to match their most common fiscal year. Even though the federal year begins October 1, for a number of years Congress has failed to pass a full-year budget, opting instead for multiple continuing resolutions. CDOT's SAP system requires that DTR show that all funds are available before a contract is executed. Since DTR cannot do so without a full federal appropriation, the Commission has for years been making a loan to DTR to cover the operating grants so that funds are available for agencies on January 1. When FTA appropriations come in the loan is paid back. In 2013 the loan was also made available for capital grants. Without the loan many of the operators would be unable to operate and service could be canceled.

Mark indicated that DTR would like to request the loan for 2014 but acknowledged that the Commission's contingency fund was being tapped for flood-related projects. He offered that DTR could return to requesting the loan only for operating grants. Commissioner Peterson encouraged commissioners to be aware of this need and to be sure to keep funds in reserve and

not sacrifice transit services. Scott Richrath pointed out that the resolution related to the contingency calls for the Commission to make the contingency funds available on a daily basis, rather than requiring monthly approval, so that quick decisions can be made to fund repairs, but that the full contingency is not being committed.

Meeting was adjourned at 11:40.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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



DATE: November 8, 2013
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, DTD
SUBJECT: Bicycle/Pedestrian Programs Presentation
"Getting to No. 1 Bicycle Friendly State"

Purpose:

This memo summarizes the presentation that will be made to the Transportation Commission on November 21 discussing strategies to affect moving Colorado from the Number Two Bicycle Friendly State to Number One.

Action Requested:

Discussion and input on strategies for improving rank for Bike Friendly State.

Background:

In 2013, The League of American Bicyclists ranked Colorado as the Number Two Bicycle Friendly State in the nation. Governor Hickenlooper stated in his 2013 State of Health Address that he wanted Colorado to be the Number One Bicycle Friendly State by 2015. DTD has been asked to present possible strategies for achieving that goal.

Some of the strategies are within CDOT's control, others would require support and work from agencies such as MPOs and TPRs, local governments and individuals. Pro's and con's of each strategy will be discussed as part of the presentation.

The suggested strategies include:

- **Establish a statewide bicycle advisory committee appointed by the Governor.** This committee would consist of a diverse representation from across the state that would include representatives not just from the bicycling community, but also health, law enforcement, schools, tourism, and others that have a stake in bicycling.
- **Add Bicycle Safety to the Strategic Highway Safety Plan.** The CDOT Traffic and Safety Branch is examining this as they currently move forward on developing their plan.
- **Implement Performance Measures.** CDOT's Statewide Bicycle/Pedestrian Plan calls for performance measures. Phase II of the plan (currently under development) calls for the finalization and implementation of performance measures. Additional actions that will be needed include developing an inventory of bicycle and pedestrian facilities on state highways; collecting inventory information on city/county facilities from local governments; and determining a method to track funds spent on bike/ped projects when they're part of a larger CDOT project or FWHA funded project.

- **Implement AASHTO's US Bike Route System.** The US Bike Route System is a developing network of bicycle routes across the country. CDOT has looked at some possible routes, but has not made this a priority effort. This will take coordination with local agencies, as well as neighboring states to determine the best routes for designation.
- **Dedicate funding for Safe Routes to School (SRTS).** MAP-21 eliminated dedicated funding for this program. The Commission directed funds to this program only through 2014. Colorado has received national recognition for its efforts, and state law sets some criteria for administration of the program but does not direct funding. Without dedicated funding to SRTS, it's unlikely Colorado would achieve the Number One position, and will more than likely drop in ranking. Other top ranked Bike Friendly states do have dedicated funding to SRTS.

Next Steps:

Because each of these strategies will require staff resources, and in some cases, funding, we are asking for your input. Based on the discussion at this committee, we will develop detailed information on staffing and finances needed to support the efforts.

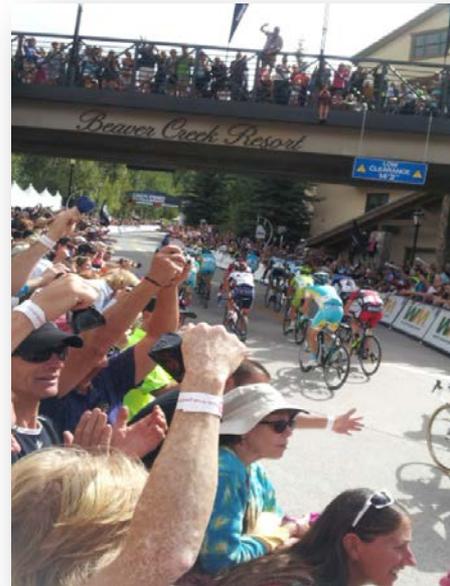
BECOMING THE No. 1 BICYCLE FRIENDLY STATE -- STRATEGIES FOR COLORADO



**Transit and Intermodal Presentation
November 20, 2013**

BECOMING NO. 1 BIKE FRIENDLY STATE

- Colorado ranks **SECOND** by the League of American Bicyclists (LAB).
- Governor Hickenlooper announced in his 2013 State of Health Address that he wants Colorado to be **NUMBER ONE**.
- Bicycling in Colorado is at least a \$1 **BILLION** industry.
- Bicycling is growing.



BECOMING NO. 1 BIKE FRIENDLY STATE

- **Annual survey is completed and submitted jointly by CDOT and Bicycle Colorado**
 - Input from many sources
 - Lots of data collection



BECOMING NO. 1 BIKE FRIENDLY STATE

- **Rankings are based on scores in five Categories. (Score of 5 is high, 1 is low):**
 - Legislation and Enforcement
 - Policies and Programs
 - Infrastructure Funding
 - Education and Encouragement
 - Evaluation and Planning



COLORADO SCORES COMPARED TO OTHER TOP SCORING STATES

	WA #1	CO #2	OR #3	MN #4	DE #5
Legislation & Enforcement	5	5	4	4	4
Policies & Programs	4	4	4	4	3
Infrastructure & Funding	3	2	2	3	2
Education & Encouragement	5	4	4	4	4
Evaluation & Planning	3	2	3	2	2



BECOMING NO. 1 BIKE FRIENDLY STATE

- **82 total survey questions**



- Samples include:
 - Does your state have a “completes streets” or “bicycle/pedestrian” accommodation policy?
 - Is there a policy requiring bike parking at all state buildings?
 - Does your state have a rumble strip policy?
 - How many miles of state highways have shoulders of four feet or greater?
 - How many miles of non-motorized surface trails are within the state?



BECOMING NO. 1 BIKE FRIENDLY STATE

- **Sample Questions (Continued)**
 - What is the total percentage spent on bicycling projects in the last 5 years (CMAQ, HSIP, TE, STP, SPR, Sec 402)?
 - Does your state provide additional funding above and beyond the federal SRTS funding for biking and walking to school?
 - How many FTE staff does your state DOT employ to specifically work on SRTS?



BECOMING NO. 1 BIKE FRIENDLY STATE

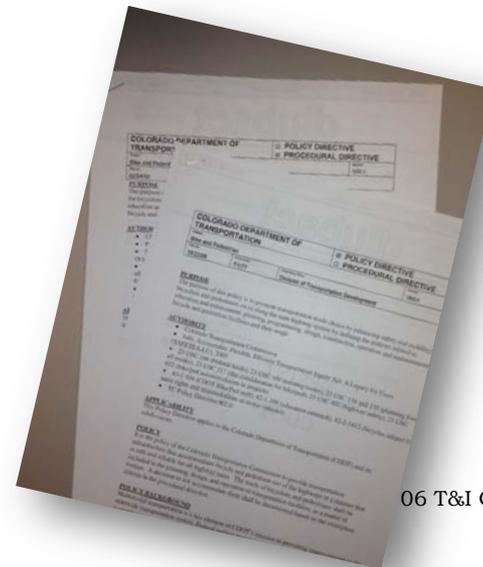
- **Sample Questions (Continued)**
 - Has your state created a TAP program manager?
 - If you have a state bike/ped plan, how much of it has been implemented?
 - Do you have a state bicycle advisory committee?
 - Does your state have mode-share goals?



BECOMING NO. 1 BIKE FRIENDLY STATE

○ Accomplishments – things we've done well:

- Rumble strip policy and specification
- Safe Routes to School legislation and program
- Passage of Bicycle and Pedestrian Accommodation in all projects policy – and later state statute



BECOMING NO. 1 BIKE FRIENDLY STATE

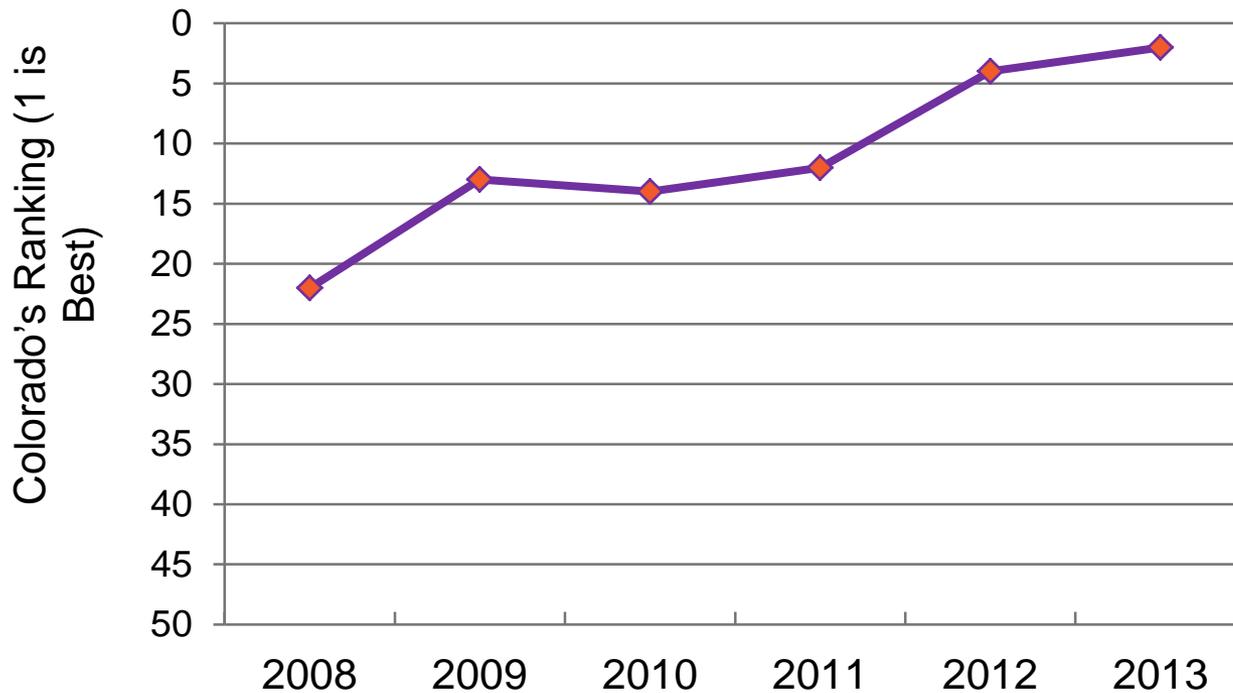
○ Accomplishments – things we've done

well (continued):

- Development and adoption of Bicycle/Ped Facility Design Chapter 14
- Development and adoption of Statewide Bicycle and Pedestrian Plan
- Specialized trainings on bicycle and ped facilities



COLORADO HAS GONE FROM 24TH TO 2ND SINCE 2008.



BECOMING NO. 1 BIKE FRIENDLY STATE

- **Six strategies based on feedback from the League of American Bicyclists**
 - Establish a statewide bicycle advisory committee
 - Add Bicycle Safety to the Strategic Highway Safety Plan
 - Implement performance measures
 - Implement AASHTO's US Bike Route System
 - Adopt a mode share goal for biking
 - Dedicate funding for Safe Routes to School Program



BECOMING NO. 1 BIKE FRIENDLY STATE

- **Establish a Statewide Bicycle Advisory Committee**

Create a governor-appointed committee consisting of diverse representation from across the state to provide input on programs and policies.



BECOMING NO. 1 BIKE FRIENDLY STATE

- **Add Bicycle Safety to the Strategic Highway Safety Plan**

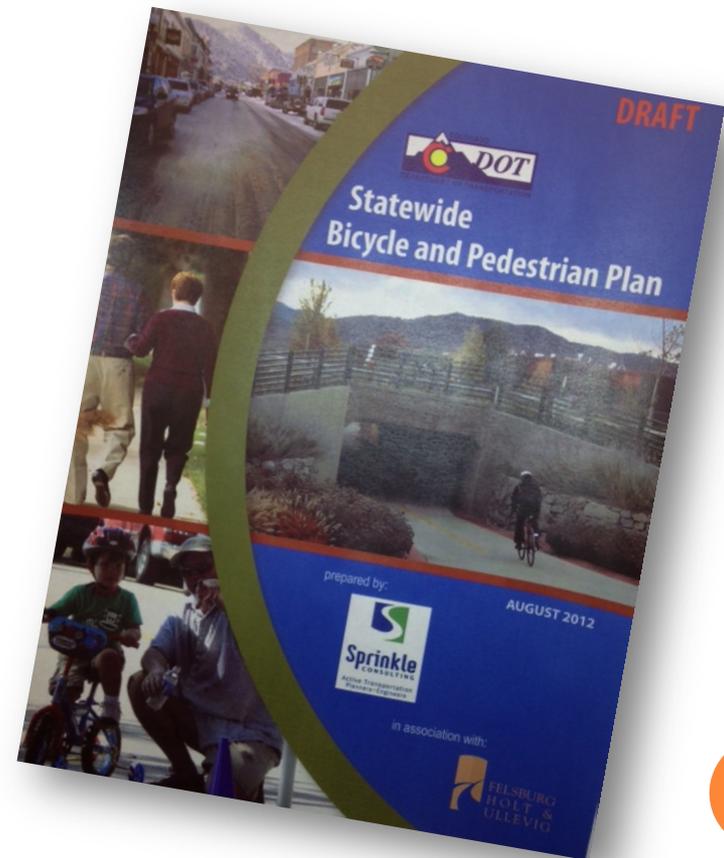
The Traffic and Safety Branch is examining this as they move forward on their plan.



BECOMING NO. 1 BIKE FRIENDLY STATE

○ Implement Performance Measures

- CDOT's Statewide Bicycle/Pedestrian Plan calls for performance measures, but they have not yet been finalized or implemented.
- Finalization and Implementation are part of Phase II of the Bicycle/Pedestrian Plan currently under development.



BECOMING NO. 1 BIKE FRIENDLY STATE

○ **Implement Performance Measures** (continued)

- Additional measurements needed:
 - Developing an inventory of bicycle/pedestrian facilities
 - Determining a way to specify funds spent on bike/ped projects when they're part of a larger road project.



BECOMING NO. 1 BIKE FRIENDLY STATE

○ Implement AASHTO's US Bike Route System

- The US Bike Routes System is a developing network of bicycle routes across the country. This will take coordination with local agencies as well as neighboring states to determine best routes for designation.
- Funding for appropriate signage will also be required.



BECOMING NO. 1 BIKE FRIENDLY STATE

○ Adopt a Mode Share Goal for Biking

- This would encourage integration of bicycle transportation needs into all transportation and land use policies. Some MPOs have mode share goals, but CDOT does not.
- As part of the Bike/Ped Plan and the Statewide Transportation Plan, we'll work with the MPOs to develop a mode share goal and add it to PD 14.
- Continued expansion of the Bike/Ped Counting Program will provide more accurate data regarding actual usage.



BECOMING NO. 1 BIKE FRIENDLY STATE

○ **Dedicate Funding for Safe Routes to School**

- MAP-21 eliminated dedicated funding.
- Colorado has received national recognition for its efforts, yet we only have funding approved through 2014.
- MAP-21 TAP funds allow for infrastructure, education, and administration; but SRTS competing against all other TAP projects.



BECOMING NO. 1 BIKE FRIENDLY STATE

○ **Dedicate Funding for Safe Routes to School** (continued)

Funding Options:

Dedicate funds off the top of TAP.

Transfer HSIP funds for education.

Transfer other funds into TAP.



BECOMING NO. 1 BIKE FRIENDLY STATE

Other states using various funds:

Funding	CA	DE	HI	MN	OR	TX	WA	WI
HSIP	X		X		X		X	
402				X		X		
STP-M		X						
Haz. Elim	X							
State Funds	X						X	X



BECOMING NO. 1 BIKE FRIENDLY STATE

Next Steps:

- Agree on strategies to pursue.
- Agree on funding level to support efforts.
- Coordinate/partner with MPOs and TPRs on strategies to increase ranking.



BECOMING NO. 1 BIKE FRIENDLY STATE

For more information on Bicycle Friendly States, visit the League of American Bicyclists <https://www.bikeleague.org/content/ranking>



Or, Contact:

Betsy Jacobsen

CDOT Bike/Ped/Byways Section Manager
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