

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

**Meeting Agenda  
Wednesday, September 15, 2014**

**4201 East Arkansas Avenue  
Denver, Colorado**

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

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

**Vacant, Chair**

**Shannon Gifford  
District 1, Denver**

**Kathy Gilliland  
District 5, Livermore**

**Kathy Connell  
District 6, Steamboat Springs**

**Bill Thiebaut  
District 10, Pueblo**

- **Introductions/Approval of July Minutes – Kathy Connell - 5 minutes**
- **Election of T & I Chair Person – Kathy Connell – 5 minutes**
- **Informational Attachments – Mark Imhoff & Debra Perkins-Smith – 5 minutes**
  - **Quarterly Inter-regional Express Bus Status Report – Mike Timlin – Informational (Memo/pictures)**
  - **FASTER Update – David Krutsinger – Informational (Memo)**
  - **Local Coordinating Councils for Human Services Transportation – Tom Mauser – Informational (Memo)**
  - **North I-25 Commuter Rail Update – David Krutsinger – Informational (Memo)**
  - **Bike Friendly Status (Memo)**
- **Policy Directive 14 Bicycle/Pedestrian Measures & Objectives – Debra Perkins-Smith - 10 minutes**
- **Bicycle/Byways Map Demonstration – Betsy Jacobsen – 5 minutes**
- **Adjourn**

**THE AGENDA MAY BE ALTERED AT THE CHAIR’S DISCRETION.**

**Transit & Intermodal Committee Meeting Minutes**  
**July 16, 2014**

Committee Members Attending: Shannon Gifford, Kathy Gilliland, and Kathy Connell.

Additional Commissioners attending included: Sidney Zink.

STAC Chair Vince Rogalski was in attendance.

Staff present included: Chief Engineer Josh Laipply, DTR Director Mark Imhoff, DTD Director Debra Perkins-Smith, Region 1 Director Tony DeVito, Region 4 Engineer Myron Hora, OPGR Director / Commission Secretary Herman Stockinger, OPGR Staff for DTR Bob Wilson, Bus Operations Manager Mike Timlin, Commission Assistant Tromila Maile, and Rail & Special Projects Manager David Krutsinger.

Commissioner Connell called the meeting to order at 3:35 pm.

1. **Approval of April 2014 Minutes:** The minutes of the April 2014 meeting were approved unanimously.
2. **Election of T&I Committee Chairperson:** This item was postponed.
3. **Interregional Express (IX) Policy Directive:** Mark introduced two important precursor events. First, in 2009, the Division of Transit & Rail was created including the ability to operate transit service, establish schedules, and determine fares, among other duties and powers. Secondly, in January 2014, the Transportation Commission approved the Interregional Express (IX) Bus service. DTR has worked with OPGR to write a proposed Policy Directive spelling out the IX-related duties of the Transportation Commission and duties of CDOT staff. CDOT DTR staff duties include quarterly reporting on expenditures, revenues (from fares), ridership, and other performance measures. The T&I Committee of the Commission will provide an oversight and monitoring role. IX has an approved \$3 M annual budget. Those funds plus fare revenues go into operating, additional capital, replacement capital, and a contingency/cumulative reserve fund. The Commissioners present had no questions beyond the written materials and T&I meeting discussion. T&I noted that they will continue in the monitoring role and adjust as needed.
4. **Interregional Express (IX) Quarterly Bus Operations Status Report:** Mike Timlin gave the first quarterly update for IX. A purchase order for the IX coaches has been executed with MCI and vehicle production begins in September, with delivery expected late October or into November. Proposals for the IX Operations Contractor have been received, and two Contractors shortlisted. The two shortlisted Contractors will provide a best & final offer on Monday July 21.

Guidance from CDOT procurement was to ask for prices using both a 5 year and 10 year contract period, 3 years plus a two one-year extensions or 3 years plus up to seven one-year extensions. It may be possible to get better price proposals. If much better prices are offered under the 10-year contract period, DTR will request approval from the Transportation Commission in August.

Harmony Road park-and-ride is the largest park-and-ride in the IX system. It is currently at full capacity, including day-use carpoolers/vanpoolers and long-term users who take private shuttles (Super Shuttle and Green Ride) to DIA. Expansion of the park-and-ride would take time, beyond opening day for IX. It would also be expensive. Rather than do that, CDOT is investigating "parking management" options, which attempt to sort through fair and reasonable allocation of costs. CDOT has day-use need for IX as do carpoolers and vanpoolers. Private companies have long-term needs, but do not currently pay for or otherwise have an "access permit" to use the lot as it currently exists.

Mark walked through the evolution of different parking approaches at other CDOT park-and-rides from informal gravel lots, to paved lots, to capacity-constrained lots. CDOT owns the Harmony Road park-and-ride, and its uses have not been regulated so far. CDOT has the statutory authority to charge for parking, but not to enforce/ticket for violations. Others can enforce. CDOT can contract with State Patrol, Fort Collins, or others for enforcement. CDOT is working with Fort Collins on this particular park-and-ride, and is keeping an eye on policy precedents for other IX system park-and-rides and any other park-and-rides owned by CDOT. Commissioner Gilliland affirmed that Harmony Road is a very popular park-and-ride. The Commissioners present noted that CDOT should not dis-incentivize carpoolers or vanpoolers. Every car parked is one not on the highway. It's a balance of what's reasonable.

Mike Timlin continued with the IX update, noting that a Quality Control (QC) inspector contract request for proposals (RFP) will be let soon. The role of the QC inspector, once hired, is to follow buses through manufacture.

The Commissioners asked about the steps to reach opening day, and what the opening date would be. Mark and Mike noted that CDOT staff is working with Amy Ford on a communications plan. CDOT needs the contracted Operator on-board first. When the buses are delivered they must be "wrapped" with the logo. The contracted Operator will train drivers, pre-test the buses and routes for scheduling purposes, and then coordinate with Amy Ford on the communications plan. Current estimate for opening day is March. The Commissioners present expressed an interest in an earlier opening date to gain the best experience before the spring "off-season." Mark and Mike noted that CDOT would report more in October on the overall schedule, and the suggestion to have an earlier opening day.

The meeting was adjourned at 3:53 pm.



# COLORADO

## Transportation Commission

4201 East Arkansas Avenue, Room 270  
Denver, CO 80222-3406

**DATE:** October 15, 2014  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director, Division of Transit and Rail  
**SUBJECT:** Interregional Express Bus Quarterly Status Report

### Purpose

The purpose of this memo is to provide a quarterly briefing to the Transit & Intermodal Committee on the status of the Interregional Express (IX) Bus Program.

### Action

This memo is informational only; no action.

### Background

This is a quarterly update of the Interregional Express Bus System as specified in PD 1605.

### Details

As of October 3, we present the following accomplishments/progress:

- Service Operator - the winning bidder is Evergreen Trails, Inc. dba Horizon Coach Lines, a wholly owned subsidiary of TMS, the nation's premier large event transportation planner and provider. As a large national transportation provider, Horizon maintains a major presence in the Denver Metro Area. TMS plans and supports many of Denver's major conventions. Contract execution with Horizon is nearing completion.
- The Transportation Commission approved PD 1605 IX Bus Service Program at the August 2014 Transportation Commission Meeting.
- Bus manufacture - Body assembly and painting started September 13 in Winnipeg, MB. From there the painted bodies are then shipped to Pembina, ND for final assembly. All thirteen buses are in various stages of production. MCI indicates the production schedule is on target to begin late October delivery.
- Transit Plus won the bid as the Quality Control Inspector and is currently on site in Winnipeg, MB and Pembina, ND. Thus far Transit Plus has advised that despite the fact a few minor defects were detected and corrected, the manufacturing process has been high quality. Attachments to this memo show an example of a MCI QC inspection log used by MCI during every step of manufacture as well as some photos.
- Rollout of Bustang communications/marketing plan is on the October 16, 2014 Transportation Commission Workshop agenda.
- Park & Ride modifications:
  - Harmony Rd. - This popular park & ride is nearing or at capacity owing to a vibrant van pool program, long term free parking by DIA common carrier shuttles, and hikers/nature area enthusiasts. Expansion is possible, but managing the existing asset is preferred. DTR, Region 4, and the City of Fort Collins are developing a parking management system to allow day use for commuters, and pay parking for vehicles parked more than 24 hours similar to RTD's parking policy. The elements of this collaboration with Ft. Collins are:
    - Enforcement of parking regulations by the City of Fort Collins Police Dept.
    - Ensure adequate free parking for daily users, like car pools, van pools, hikers and transit.
    - Provide long term pay parking for airport shuttle customers at reasonable yet progressive fee schedule.



- Facility maintenance provided by the City of Fort Collins.
- Address the lack of Access Agreements and common area maintenance fees with the common carriers conducting business at CDOT park & rides.
- Offset the City of Fort Collins' storm water fee charged to Region 4 as codified in Article VII of the Fort Collins Municipal Code.
- Woodmen Rd. - The City of Colorado Springs has notified Region 2 that the McDonald's Corporation desires to purchase the Woodmen Rd. Park & Ride site for a new development. This park & ride is small and not expandable for future growth. The current park & ride will be utilized until a replacement plan has been developed and approved by CDOT. We anticipate using the current location for two to three years. The plan now has been altered to include :
  - Minimally resurface and restripe the existing Park & Ride
  - Install pedestrian crossings to the current Mountain Metro Bus stops on Corporate Drive adjacent to the park & ride.
  - Utilize the existing Mountain Metro Bus Shelter.
  - A full feasibility study for relocation options to a larger, more appropriate site nearby within a two (2) to three (3) year time frame. There are two proximate sites under consideration.
- Bus Wrap Bid - An Invitation For Bid is advertised for an experienced local graphic design company to produce, deliver and install the Bustang bus wrap livery on the fleet. Our need for a local entity to repair possible body damage outweighed the ease of inclusion in the bus manufacture specification which would have required costly bus delivery (deadhead) to Winnipeg, MB. In addition, we have included two (2) spare wraps for inventory in our scope of work. Bidding ends 2:00 PM October 16.

The FY2014 - FY2015 Consolidated Capital/Expense Report Is attached. To date \$11.6M has been spent, encumbered or planned against the \$13.5M budgeted funds. We are working with OFMB on a business management system to be deployed prior to IX start-up. The business management system will include fare collection deposits, establishing the Bus Replacement and Cumulative Reserve Accounts, and including a financial reporting instrument integrated into DTR's Transit Grant Management module (COTRAMS).

#### Next Steps (if applicable)

- Continue identifying and developing MOU/IGA scopes for our partner transit agencies and governmental entities.
- Finalize parking management plan at Harmony Rd. with the City of Ft. Collins.
- In collaboration with Region 2, scope, budget, contract and complete the minimal modifications at Woodmen Rd prior to service launch.
- Bus Shelter scope, budget, contract and construct at Nevada/Tejon PnR, Monument, and U.S. 34 & I-25 Loveland PnR
- Select a Bus Wrap contractor.
- Scope, develop, and launch the IX business management system. The business management system is planned to be presented at the January T & I Committee meeting.
- Execute the contract with Horizon Coach Lines and prepare for fleet delivery, executing the communications/marketing plans, and training.
- Test and accept delivery of the motorcoach fleet and wrap with the Bustang livery.
- Launch communications/marketing plan .

#### Attachments

FY 2014-FY2015 Consolidated Capital/Expense Report  
 Photos of buses in production & MCI Non-Comformance Logs



## FY2014 - FY2015 Consolidated Capital/Expense Report

10/3/2014

| 1.0 CONSUMABLES                          | Actual              | Notes                             |  |
|--|---------------------|-----------------------------------|--|
| 1.1 FY 2014                              | \$10,492,354        | FASTER                            |  |
| 1.2 FY 2015                              | \$3,000,000         | FASTER                            |  |
| <b>Total</b>                             | <b>\$13,492,354</b> |                                   |  |
| 2.0 CONSUMED                             | Actual              | Total<br>Encumbrance<br>remaining | Notes  |
| 2.1 Marketing/Communications             | \$60,379            | \$199,570                         |  |
| 2.2 In State Travel/Motorpool            | \$650               | N/A                               |  |
| 2.3 Wages/Payroll Taxes/Benefits         | \$29,851            | N/A                               | Through August 2014  |
| subtotal                                 | \$90,880            | \$199,570                         |  |
| 3.0 ENCUMBERED                           |                     |                                   |  |
| 3.1 Fleet/Intelligent Trans. Sytem       | \$7,271,173         |                                   | Delivery 10/2014- 11/2014  |
| 3.2 QC Inspector                         | \$100,000           |                                   | Contract Year- 10/1/14-9/30/15   |
| 3.3 Bus Wrap                             | \$300,000           |                                   | bid closes 10/16/14  |
| 3.4 Operator (estimated)                 | \$2,048,072         |                                   | Contract year- 11/1/14-10/31/14  |
| 3.5 Park & Ride Improvement-<br>Eagle,CO | \$40,000            |                                   | IX Stop - Owned by Town of Eagle   |
| subtotal                                 | \$9,759,245         |                                   |  |
| 4.0 TO BE ENCUMBERED IN FY 2015          |                     |                                   |  |
| 4.1 CDOT PnR Improvements                | \$1,000,000         |                                   | TBD  |
| 4.2 Bus Shelters/Heating/Other           | \$250,000           |                                   | TBD  |
| 4.3 Verizon WiFi equipment<br>purchase   | \$50,000            |                                   | Oct - Nov 2014<br>Cover purchase of / rareboxes<br>Mountain Metro can't provide. |
| 4.4 Fare Collection Solution             | \$250,000           |                                   |  |
| Subtotal                                 | \$1,550,000         |                                   |  |
| Remaining encumbrance from 2.1           | \$199,570           |                                   |  |
| <b>Total Capital/Expense</b>             | <b>\$11,599,695</b> |                                   |  |





# COLORADO

## Transportation Commission

4201 East Arkansas Avenue, Room270  
Denver, CO 80222-3406

**DATE:** October 15, 2014  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** Consolidated Call for Capital Projects - FTA and FASTER Transit Programs

### Purpose

The purpose of this memo is to inform the Transit & Intermodal Committee of the upcoming Consolidated Call for Capital Projects, for both FY16 FASTER Transit and FY17 FTA funding.

### Action

No action required at this time; information only.

### Background

The Consolidated Call for Capital Projects is DTR's annual call for transit vehicle, facility, and equipment projects. In this cycle approximately \$9 M will be made available for FASTER Statewide transit projects and \$5 M for Local transit projects, while about \$7.5 M will be available in FTA funding. DTR will facilitate the process and ultimately recommend awards from the most appropriate and available source of funds, using the same common application.

### Details

A number of changes are being implemented in the FASTER program with this round of funding availability. In summary, these changes are:

*Distribution Methodology:* In past rounds of funding the FASTER Transit Local Pool of \$5 M was distributed to the CDOT Engineering Regions based on a formula. As approved by the Commission in June, this will no longer be the case; the Local Pool of FASTER funds will now be a competitive pool open to local projects from across the State, with a priority going to needed bus replacements.

*Funding Methodology for Direct FTA funding recipients:* The Regional Transportation District (RTD), Transfort (Fort Collins), and Mountain Metropolitan Transit (City of Colorado Springs) will each receive a "set-aside" of funding. RTD will receive \$3 M from the FASTER Transit Statewide pool. MMT and Transfort will receive \$700 K and \$200 K respectively from the FASTER Transit Local pool. These "set-asides" make more local pool funds available for local capital projects.

*Interregional Express:* \$3 M will be allocated from the FASTER Statewide pool for the Interregional Express Bus program.

*Regional Operating Assistance:* For the first time CDOT is making FASTER Transit funding available (\$1m, from the FASTER Transit Statewide Pool) for operating assistance to local entities that operate Regional and Interregional transit routes. Funding levels and high standards for performance may limit the number of applications.



*Statewide Competitive Capital Program:* \$2 M from the FASTER Statewide pool is reserved for a competitive process to fund transit capital projects with statewide, interregional or regional significance. Applications will be submitted in November.

*Application Submittal:* CDOT is now requiring that local agencies that do not fund or directly provide transit services apply for FASTER Transit funding through the transit provider in their jurisdiction.

#### Key Benefits

The Consolidated Call for Capital Projects provides the benefit of allowing DTR to make awards to projects across a variety of different programs. This provides CDOT flexibility in cash management and programming, and provides our grant partners with options and a better level of predictability. The changes to the FASTER program are based on previous direction received from the Commission and reflect Departmental priorities of asset management, competitive funding opportunities, and streamlined project selections processes.

#### Next Steps

The Consolidated Call for Capital Projects was released in the first week of October. Applications are due in late November. DTR will evaluate in December, and present a recommended FASTER project list for Commission review in the first week of January 2015 and request Commission approval in February.

#### Attachments

No attachments.





# COLORADO

## Transportation Commission

4201 East Arkansas Avenue, Room270  
Denver, CO 80222-3406

**DATE:** October 15, 2014  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** Overview of DTR Work with Local/Regional/State Coordination Councils

### Purpose

The purpose of this memo is to brief the Commission on efforts undertaken by DTR to work with a wide variety of local and state organizations to improve the coordination, operation and efficiency of human services transportation programs (services for persons who are elderly, disabled, veterans or low income.)

### Action

No action requested.

### Background

Many human services programs find it necessary to fund, provide or contract for transportation services for their clients. Over sixty federal programs provide funding for such services. With so many programs, service coordination has been a problem. At the federal level the Departments of Transportation and Health & Human Services jointly sponsor a coordinating committee that includes other federal agencies, charged with addressing how to better coordinate their funding and services—though with mixed results.

Since many federal agencies rely on states to deliver funding and services, states have been encouraged to establish their own coordinating councils. CDOT took a lead role in such, with the concurrence of Governor Owens' office, establishing the Colorado Interagency Coordinating Council on Transportation Access and Mobility (the State Coordinating Council). The SCC consists of representatives from state and federal agencies that fund human services transportation, as well as representatives of MPOs, consumers, and interested organizations.

The SCC's primary function is to address the obstacles to coordination by creating opportunities for cross-system and interagency transportation coordination, collaboration, education and training, resource sharing and problem-solving. It is an informal group that relies on member participation, since it has no official authority.

The SCC, which meets every two months, has made much progress through the projects it has sponsored and its three task forces that meet monthly. One task force has tackled the particularly problematic area of Medicaid transportation, taking on issues related to its complexity, cost, and lack of providers. A veteran's transportation task force has made significant progress in working with veterans organizations, which have historically operated very independently of most other human service programs. Based on the positive reputation Colorado earned in this area, CDOT was awarded a veterans transportation grant from the FTA on behalf of four local agencies—one of the larger such grants made by the FTA. A workforce transportation task force is developing materials for use by employers and elected officials to analyze transportation need impacts.

Given that Colorado is considered a "local government state," where counties make many human services decisions, the SCC has encouraged the establishment of local and regional coordinating councils (LCCs and RCCs)



and mobility management programs to address coordination closer to the delivery level. (Mobility management is a newly developing strategic approach to service coordination and customer service that stresses the creation of well-synchronized mobility services within a community and among a variety of transportation providers and modes so as to expand the range of viable options for transportation.) These councils and mobility managers have made innovative strides in facilitating transportation coordination and they report their progress and obstacles to the SCC.

The L/RCCs are voluntary, not required. Local communities determine the boundaries for their LCC, but must consist of at least one county; RCCs usually are formed at the TPR level. Like the SCC, these L/RCCs do not have any authority—they instead rely on the commitment of community members.

For the past four years DTR has encouraged their development by providing over \$500,000 in FTA funding, in the form of small grants. The funds are used primarily to hire contractors to facilitate the formation and convening of local organizations into a vibrant L/RCC, given that bringing together disparate interests can be a very challenging role no one participant is willing to voluntarily take on. DTR has also helped the movement by developing a Local Coordinating Council Manual, hiring a consultant to assist the L/RCCs, funding mobility managers and adding mobility management as a regular training track at Colorado's transit conferences.

#### Details

As our population ages, the coordination of transportation services and maximizing limited resources becomes increasingly important. Right now a significant effort is being undertaken by a State-level Community Living Advisory Group to make recommendations on improvements to long-term care, Medicaid and Home and Community-Based Services systems; this group's recommendations will include a section on transportation, given that it's a vital service in keeping people independent and out of institutions.

The importance of coordinated services is also highlighted by issues related to health care reform, the expansion of Medicaid, and potential reductions in federal funding for human services programs. It's vital to be better prepared to assist local and state agencies on how they can work together to address cross-cutting transportation issues.

We believe CDOT has done a good job of leading the way in this new movement, bringing together a variety of partners and devoting resources to this effort. There will be new developments as the movement progresses; we'll keep you informed as they occur.

#### Attachments

None





# COLORADO

## Transportation Commission

4201 East Arkansas Avenue, Room270  
Denver, CO 80222-3406

**DATE:** October 16, 2014  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** North I-25 Commuter Rail Update

### Purpose

The purpose of this memo is to inform and update the Transit & Intermodal Committee on the efforts to revisit and update the North I-25 EIS commuter rail assumptions and resulting right-of-way and cost conclusions. The commuter rail is proposed by the North I-25 EIS to connect the North Front Range region to the Denver region.

### Action

For information only; no action required.

### Background

The North I-25 EIS was completed in 2011. During the development of the preferred alternative there was an expectation that an “Eastern Bypass” for freight rail could be created, promising to divert through-trains from the populated areas between Fort Collins and Denver to the eastern plains of Colorado, and allowing more track capacity to become available for passenger use. Also at the time the EIS was completed, the MAX Bus Rapid Transit (BRT) construction plans had not been finalized. Changes in the economy, changes in the partnering relationships, and other studies over the last few years have come to varying conclusions. Updating the assumptions for commuter rail in this corridor allows CDOT and local government partners to work from a common set of expectations for the commuter rail element of the North I-25 EIS. Further this effort is aligned with the State Rail Plan goal of maintaining Colorado’s readiness to pursue Federal funds should they become available. The commuter rail element of the EIS is shown as the brown line on the map below, from Fort Collins through Longmont, and connecting to RTD’s North Metro line near 162<sup>nd</sup> Avenue & Colorado Boulevard.

### Details

As of June 2012, CDOT issued a letter stating that the “Eastern Bypass” idea was officially inactive. That letter recognized a much-changed economy following the 2008-2009 banking and financial crisis. Additionally, greater attention to global warming and other environmental concerns, globally, has precipitated a shift from heavier reliance on coal to a heavier reliance on natural gas. All of this has occurred in a relatively short period of time, creating greater uncertainty for freight rail movements. What this has meant for freight railroads is a fundamental change in the business climate from one of one more reliant on track and infrastructure investment, to one more focused on investment in mobile capacity (locomotives and freight cars), and to just-in-time delivery. For this Commuter Rail Update, this business climate means there is a changed expectation, from available capacity for passenger rail to one where through freight and regional railroad freight is likely the future.



The study is updating three main areas: (1) right-of-way, (2) operating plan, and (3) cost estimates. The EIS assumed that the existing single track configuration could be augmented with limited passing sidings and right-of-way implications. With freight service remaining on the corridor, combined with the operating plan discussed below and the knowledge learned from the RTD/BNSF negotiations on the Northwest Corridor (same BNSF line), the track configuration will require full double tracking with additional passing sidings, and expanded right-of-way needs.

The operating plan assumed in the EIS included 30-minute peak period operations in both direction, 60-minute off-peak operations in both directions, and an operating day approximately 18 hours long. This results in approximately 55 trains per day as a working assumption. The supporting information also contained many assumptions about operating speeds, station dwell times, the number of stations, and the connections with the RTD FasTracks system. Together these all contributed to an estimate of total travel time. The travel time estimate will be updated.

The goal of the cost-estimating task is to update the right-of-way needs and to establish an appropriate cost for the US 287 / BNSF Railway corridor, inclusive of updating from 2009\$ values of the FEIS to current 2014\$. At the end of the process, the final updated cost estimate will be presented in “standard cost category” (SCC) format used by both the Federal Transit Administration (FTA) and Federal Railroad Administration (FRA). The Update will also make comparisons to RTD’s recent work for the Northwest Corridor, and to other commuter rail projects around the country. The EIS had estimated \$690 M cost for the entire 50 miles of this corridor; In contrast, the recently completed RTD NAMS study has estimated \$700 M for just the 20-mile segment from 162nd/Colorado to Longmont. This comparison will identify which components of the cost estimate have changed because of improved information, changed conditions along the corridor, the change from diesel to electric in RTD’s North Metro corridor, and differences in other assumptions.

Key Benefits

Updating the assumptions for commuter rail in this corridor allows CDOT and local government partners to work from a common set of expectations for the commuter rail element of the North I-25 EIS, and to have the information from which to make investment decisions and/or formulate future transportation policies. This project is completing a 2013 FASTER Transit award.

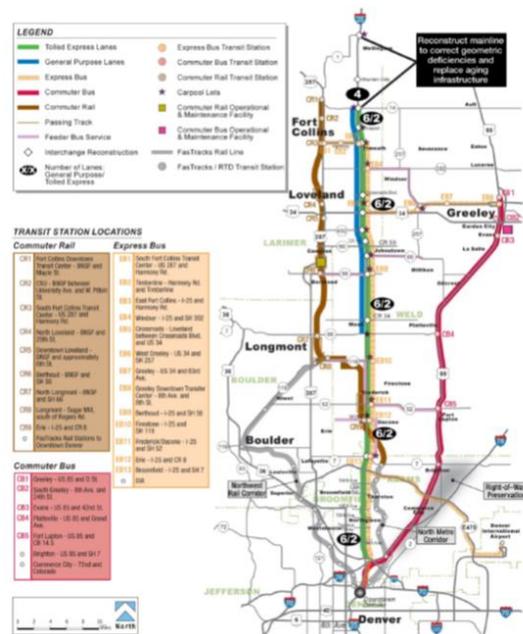
Next Steps

The Division of Transit & Rail will keep the Transportation Commission apprised of progress and/or results from this effort.

Attachments

None.

Figure ES-5 Preferred Alternative





# COLORADO

## Department of Transportation

Division of Transportation Development  
Multimodal Planning Branch  
4201 E. Arkansas Ave., Room 262  
Denver, CO 80222-3400

**DATE:** October 15, 2014  
**TO:** Transit & Intermodal Committee of the Transportation Commission  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development  
**SUBJECT:** Update on Becoming the Number 1 Bicycle Friendly State

### Purpose

To provide the Transit & Intermodal (T&I) Committee with a status update regarding CDOT's efforts in becoming the Number 1 Bicycle Friendly State.

### Action

None. Information Only.

### Background

The League of American Bicyclists annually ranks the 50 states according to Bicycle Friendliness. In 2013, Colorado was ranked Number 2. Governor Hickenlooper has stated he wants Colorado to become Number 1. There is no definitive process for moving up the rankings; but CDOT has worked with the League and developed six strategies to help us attain the goal of being Number 1. We presented these strategies to the T&I Committee last November.

### Details

The six strategies (in no particular order) and their status include:

- Establish a governor-appointed Statewide Bicycle Advisory Committee
  - The Committee was proposed to the Governor's office, but there is a moratorium on new advisory committees until future notice.
- Adopt a statewide bicycle mode share goal
  - The T&I Committee determined this should not be considered as a strategy at this time.
- Dedicate funding for Safe Routes to School Program (SRTS)
  - Because Colorado did not dedicate funds for SRTS, our ranking dropped from 2nd to 6<sup>th</sup> in 2014. FY 2015, the state legislature provided \$700,000 of general funds for SRTS education programs. This may help bring us back up, but without specific funds assigned for future SRTS programs, it's unlikely Colorado will get to Number 1.
- Implement AASHTO's US Bike Route System
  - Currently applying for a graduate student from UC Denver's Urban Planning Program to assist in the beginning steps of this effort. If accepted, the individual will research, identify and recommend specific routes for the program, as well as jurisdictional ownership. We will also work with the student to develop a plan and timeline for route approval. This effort is anticipated to begin in November, with a draft plan for potential routes and next steps to be completed by the end of May.
- Add Bicycle Safety to the Strategic Highway Safety Plan
  - Bicyclists and pedestrians have been identified as an area of emphasis in the Plan.
- Implement Performance Measures to track statewide progress
  - Currently completing an amendment to the Statewide Bicycle and Pedestrian Plan that incorporates statewide performance measures that link to specific goals and initiatives of the Plan (i.e. obesity rates as they relate to facilities; crash data; inventory needs,



- etc.). The amendment to the Plan incorporating statewide performance measures is anticipated to be complete by early November.
- Bicycle and pedestrian performance measures were included as part of the application process for the Transportation Alternatives Program (TAP).
  - Funding recently received to create an inventory pilot project to gather data regarding biking and walking facilities on the state system.
  - Working to develop a methodology for tracking funds spent on bike/ped projects when part of a larger project.

#### **Next Steps**

Staff will continue to explore opportunities to implement the six selected strategies and to identify other ways to increase the state's bicycle friendly status.

#### **Attachments**

None.





# COLORADO

## Department of Transportation

Division of Transportation Development  
Division of Transportation Development  
4201 E. Arkansas Ave., Room 262  
Denver, CO 80222-3400

**DATE:** October 15, 2014  
**TO:** Transit & Intermodal Committee of the Transportation Commission  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development  
**SUBJECT:** Proposed Bicycle and Pedestrian Measures and Objectives for Policy Directive (PD) 14

### Purpose

This memo outlines proposed bicycle and pedestrian measures and objectives in the revised Policy Directive (PD) 14. PD 14 is intended to be a living document with review and refinement anticipated post adoption in January 2015.

### Action

Input on the bicycle and pedestrian measures and objectives in the Safety and System Performance goal areas.

### Background

PD 14 guides the statewide planning process, development of the multi-modal Statewide Transportation Plan (SWP), and the distribution of resources to meet various performance objectives. This is the first time bicycle and pedestrian performance measures and objectives are being included in draft PD 14. Inclusion of bicycle and pedestrian performance measures and objectives serves multiple purposes:

- Reinforces CDOT's commitment to the Bicycle/Pedestrian program.
- Further strengthens the multi-modal vision for the transportation system as part of the Statewide Transportation Plan.
- Emulates the performance measures and objectives in the Statewide Bicycle and Pedestrian Plan and Strategic Highway Safety Plan.
- Articulates the Transportation Commission's objectives and performance measures related to Bicycle and Pedestrian goals.

### Details

Attachment A shows the proposed performance measures in two goal areas of PD 14:

- *Safety*  
To the extent possible and where there is already available data, these proposed measures and objectives reflect CDOT's overall Safety goals. The measures and objectives deal with reducing the annual numbers of bicyclist and pedestrian fatalities and serious injuries involving motorized vehicles.
- *System Performance*  
Efficient and easy mode shift for travelers enhances the performance of the entire transportation system. The bicycle and pedestrian measures and objectives concern collecting inventory data to help CDOT better understand what bicyclist and pedestrian facilities exist in the state and to develop a bicycle miles traveled model for urbanized areas of the state. The other measures and objectives are to establish separate Level of Service ratings for bicycle and pedestrian facilities that are on or next to state highways. These are the first steps toward setting System Performance objectives for bicycle and pedestrian facilities.



### **Next Steps**

Next steps relating to bicycle and pedestrian measures and objectives in PD 14 include:

- **November Statewide Plan Committee Meeting**
  - ***Safety Goal Area:***
    - Proposed bicycle and pedestrian safety measures and objectives
  - ***System Performance Goal Area:***
    - Proposed bicycle and pedestrian measures and objectives
- **January 2015:** Transportation Commission adoption of PD 14.

### **Attachments**

Attachment A: Policy Directive 14 - Bicycle and Pedestrian Measures and Objectives



Policy Directive (PD) 14 – Bicycle and Pedestrian Measures and Objectives

| Goal Area Definition   | Latest Draft Version - January 2014 Measures and Objectives   | Revised and New Measures and Objectives  |
|--|---|--|
| <p><u>SAFETY - Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.</u></p>   | <p>MEASURES:</p> <ul style="list-style-type: none"> <li>• Number of fatalities</li> <li>• Fatalities per vehicle miles traveled (VMT)</li> <li>• Number of serious injuries</li> <li>• Serious injuries per VMT</li> <li>• Economic impact of crashes</li> </ul> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> <li>• Achieve a five-year annual average reduction of 12 in the number of fatalities.</li> <li>• Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT.</li> <li>• Achieve a five-year annual average reduction of 100 in the number of serious injuries.</li> <li>• Achieve a five-year annual average serious injury rate of 25 per 100 million VMT.</li> <li>• Reduce the economic impact of crashes annually by 1% over the previous calendar year.</li> </ul>  | <p><b>Bike and Pedestrian</b></p> <p>MEASURES:</p> <ul style="list-style-type: none"> <li>• Number of bicyclist and pedestrian fatalities involving motorized vehicles</li> <li>• Number of bicyclist and pedestrian serious injuries involving motorized vehicles</li> </ul> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> <li>• Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.</li> <li>• Reduce the number of bicyclist and pedestrian serious injuries involving motorized from 469 in 2013 to 311 in 2025.</li> </ul> |
| <p><u>SYSTEM PERFORMANCE</u><br/>– Improve system reliability and reduce congestion, primarily through operational improvements and secondarily through the addition of capacity. Support opportunities for mode choice.</p> | <p>(1) Interstates, NHS and State Highway system</p> <p>MEASURES:</p> <ul style="list-style-type: none"> <li>• Interstate Performance – Planning Time Index (PTI) for the Interstates</li> <li>• NHS Performance – PTI for the NHS system, excluding Interstates</li> <li>• Traffic Congestion – Minutes of delay on congested segments of the state highway system</li> </ul> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> <li>• Maintain a statewide PTI of 1.25 or less for congested segments on Interstates.</li> <li>• Maintain a statewide PTI 1.25 or less for congested segments on NHS roadways, excluding Interstates.</li> <li>• Maintain daily travel time delay on congested segments of state highway corridors at or below 22 minutes of delay per traveler per day.</li> </ul> <p>(2) Transit</p> <p>MEASURES:</p> <ul style="list-style-type: none"> <li>• Transit Utilization – Ridership statewide and by subcategory: small urban and rural</li> <li>• Transit Connectivity – Revenue service miles provided</li> </ul> |  |

Policy Directive (PD) 14 – Bicycle and Pedestrian Measures and Objectives

|  |  |  |
|--|--|--|
|  | <p>OBJECTIVES:</p> <ul style="list-style-type: none"> <li>• Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.</li> <li>• Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.</li> </ul> | <p>(3) Bicycle and Pedestrian</p> <p>MEASURES:</p> <ul style="list-style-type: none"> <li>• Inventory of bike and pedestrian facilities</li> <li>• Model of bicycle miles traveled</li> <li>• Level of Service for bicycle facilities</li> <li>• Level of Service for pedestrian facilities</li> </ul> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> <li>• Complete by FY 2018 an inventory of all CDOT owned bicycle and pedestrian related facilities and all non-CDOT owned bicycle and pedestrian facilities parallel or adjacent to state highways.</li> <li>• Complete in the next 5 to 10 years development of a bicycle miles traveled model for urbanized areas of the state.</li> <li>• Establish a Level of Service for all CDOT owned bicycle and pedestrian facilities by FY 2019.</li> </ul> |
|--|--|--|



# COLORADO

## Department of Transportation

Division of Transportation Development  
Multimodal Planning Branch  
4201 E. Arkansas Ave., Room 262  
Denver, CO 80222-3400

**DATE:** October 15, 2014  
**TO:** Transit & Intermodal Committee of the Transportation Commission  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development  
**SUBJECT:** Bike/Byways Online Map Presentation

### Purpose

To provide an update and increase awareness of CDOT's online Bike/Byways map.

### Action

None. Information only.

### Background

CDOT routinely distributes approximately 40,000 copies of its Bicycle and Byways map to Coloradans and visitors from across the country and parts of the world. The map provides information regarding shoulder width, traffic volume, locations where bicyclists are prohibited, etc. Additionally, it highlights the routes of our 25 Scenic and Historic Byways.

In early 2014, CDOT adapted its hard-copy map to an online version which launched in late spring, 2014. We expect to be able to reduce the number of hard-copy maps we distribute, while providing additional information and service to our customers.

### Details

The map is housed on the CDOT website at <http://dtdapps.coloradodot.info/bike> and is accessible on any smart phone, laptop, desk top or tablet. In addition to providing the same information that's on the hard-copy map, it also provides features such as "search" and "street view". These features are especially helpful when people are looking for restaurants, lodging, bike shops, etc. It also allows them to physically see the roadway prior to riding on it.

### Key Benefits

The online map is helping to reduce the number of printed maps we distribute. It also provides additional information than can be included on a printed map.

### Next Steps

Staff is currently working on Phase II of the map. Phase II will include additional functionality including the ability for local jurisdictions to add information regarding bike lanes and multi-purpose paths that are not on the state system.

### Attachments

None.

