

Transit and Intermodal Committee Meeting

**Meeting Agenda
Wednesday, April 20, 2016**

CDOT / Auditorium

**4201 East Arkansas Avenue
Denver, Colorado**

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

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

**Kathy Gilliland, Chair
District 5, Livermore**

**Shannon Gifford
District 1, Denver**

**Bill Thiebaut
District 10, Pueblo**

**Nolan Schriner
District 9**

**Ed Peterson
District 2, Lakewood**

- **Introductions / Approval of January Minutes (Kathy Gilliland-5 min.)**
- **Transit Grants Quarterly Report (David Krutsinger - 15 min.)**
- **Bustang Quarterly Report (Mike Timlin- 10 min.)**
- **SB228 Status (Mark Imhoff – 10 min.)**
- **Safe Routes to School (SRTS) (Leslie Feuerborn – 5 min)**
- **Bike/Ped Policy 1602 (Betsy Jacobsen – 5 min)**
- **Adjourn**

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

Transit & Intermodal Committee Meeting Minutes
Wednesday, January 20, 2016

Committee Members Attending:

Shannon Gifford, Kathy Gilliland (Chair), Ed Peterson, Nolan Shriner, and Bill Thiebaut

Additional Commissioners attending included:

Staff & Others attending included:

Deputy Executive Director Mike Lewis, DTR Director Mark Imhoff, DTD Director Debra Perkins-Smith, Communications Director Amy Ford, Bus Operations Manager Mike Timlin, Commission Assistant Zach Alexander, DTR Deputy Director David Krutsinger.

Commissioner Gilliland called the meeting to order at 4:15 pm.

1. **Introductions/Approval of Minutes:** The minutes of the October 2015 T&I Committee meeting were approved unanimously.
2. **Transit Grant Quarterly Report:** David Krutsinger described the first-of-its kind quarterly report and asked Transportation Commissioners for input and feedback on what information was most pertinent to Commission's oversight and policy guidance roles. The T&I Commissioners stated for this first effort that it seemed like the appropriate level of information, and noted that additional requests for information could be made in the future.
3. **FTA State Management Plan:** David K. also briefly overviewed the purpose of the State Management Plan, and its Draft release for Grant Partner review. The comment period closes February 26th, and the audience for review is primarily from transit agency staff. T&I Commissioners had no questions.
4. **Bustang Update:** Mike Timlin provided updates about Bustang, covering a number of topics. He first provided the quarterly operating & financial report. On-time performance for the system improved considerably after getting beyond the initial "learning curve" of the opening months. The T&I Commissioners noted the numbers on some of the farebox recovery did not compute correctly in the table, as presented, and asked that they be corrected.

Next, the possibility of weekend service for the North and South routes was discussed. While this remains a recurring request of customers, and an interest of many, the ridership and fare revenue would be expected to be lower than that of weekdays. While weekday fare recovery is healthy, it does not currently appear that weekend service would achieve the desired performance levels. Mike recommended that CDOT monitor weekday performance further before attempting weekend service. The T&I Commissioners concurred.

Another often-requested Bustang expansion possibility is to serve the "Outer ring" suburban communities in Douglas County (i.e. Castle Rock), Clear Creek County (i.e. Idaho Springs), and/or southwest Weld County (i.e. Frederick/Firestone/Dacono). Mark Imhoff and Mike Timlin stated the preferences for CDOT to establish adequate park-and-ride facilities first, and asked the T&I Commissioners whether this subject could be explored? T&I Commissioners advised that park-and-rides are expensive, so should have substantial local contribution. Operationally, the T&I Commissioners advised that the express nature of the service should be maintained when considering additional stops.

5. **SB 228 / Rural Regional Outreach Schedule:** Mike Timlin overviewed the plan to do outreach among the Transportation Planning Regions (TPRs) to gather information about Rural Regional operating concepts, and to invest in park-and-rides state wide. Rural operations (trip convenience for customers) can be

improved, and federal money might be able to be leveraged a bit better. The operating budget is the constraint which limits or “drives” where park-and-rides can be added or expanded. Mike noted the purpose of the meetings is to take a long list of possible ideas and get to a “short list.” The T&I Commissioners advised CDOT staff to not move too quickly or take on too much, too fast. There were concerns that CDOT should not raise expectations, only to dash them when the short list is created, or when ideas have to be brought to “reality” and within budget constraints.

6. **Informational Items**: The floor was opened for the T&I Commissioners to comment on or ask questions about three additional informational items. The T&I Commissioners commented that Bustang should clearly address safety concerns, and the concerns of other bus companies’ bus volumes, possibly being allowed to operate in the I-70 Peak Period Shoulder Lanes (PPSL). Debra Perkins-Smith commented on the Governor’s goal to have all Colorado residents be able to access trails and open space within a 10-minute walk. There were no further comments or questions.
7. **Adjourn**: The meeting was adjourned at 5:05 PM



DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Transit Grants Quarterly Report

Purpose

The memo provides the Transit & Intermodal Committee a quarterly update on the Transit Grants Program.

Action

Review only. No action needed.

Background

Policy Directive 704 states that the T&I Committee shall receive a quarterly update on FASTER Transit grants. Because FASTER and FTA funds are managed together as a whole, and each individually is approximately half of the overall CDOT transit program, this report includes information about both revenue sources and grants.

Details

Policy Directive 704 states, that the T&I Committee shall review quarterly reports submitted by DTR which contain the expenditures and status of all FASTER funded projects and the reconciliation of FASTER funding. FTA Circular 5010.1D requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR's) and Milestone/Progress Reports (MPR's). This information is assembled by members of the Division of Transit & Rail (DTR), the Business Office within the Division of Accounting and Finance (DAF), and the Office of Financial Management & Budget (OFMB).

FASTER Update

FASTER revenues were allocated by state statute into "local" and "statewide" pools. In June 2014, a TC decision further sub-allocated "local" into two uses, and "statewide" into five uses. This was done to move FASTER transit funds towards better performance management, to respond to the increasing demand for vehicle replacements which are more routine decisions by age/mileage criteria, and to spend money on transit operations for the first time (Bustang and other Regional bus service). The seven total use categories are shown as the "Available Overall" column of Table 1.

The rest of Table 1 provides a status update on State Fiscal Year (SFY) 2014-2015; projects awarded two years ago (February 2014), for which budget was available to write contracts (July 1 2014), and which are now 21 months into project completion since then. As compared to three months ago, these projects moved significantly further along toward being fully expended.

Table 2 shows the update on State Fiscal Year (SFY 2015-2016; projects awarded just over a year ago (February 2015), for which budget was available to write contracts (July 1, 2015), and which are now 9 months into project contracting and starting on their way toward completion.



Table 1: FASTER Funding Available SFY 2015: July 2014 - June 2015
Status Report as of March 31, 2016
(\$Millions, rounded)

FASTER Pool	Annual Budget	Prior Year Roll Fwd	Total Available	Contracts Unexpended	Contract Expended	Awarded But UnContracted	UnProg. Next Yr Roll Fwd
Local Pool							
Small Agency Capital Expenses	\$4.1	\$0.0	\$4.1	\$3.9	\$0.2	\$0.0	\$0.0
Large Urban Capital Expenses (MMT, FT)	\$0.9	\$0.0	\$0.9	\$0.1	\$0.8	\$0.0	\$0.0
Subtotal Local Pool	\$5.0	\$0.0	\$5.0	\$4.0	\$1.0	\$0.0	\$0.0
Statewide Pool							
DTR Admin, Planning, Technical Assistance	\$1.0	\$0.3	\$1.3	\$0.0	\$0.6	\$0.0	\$0.7
Bustang Interregional Express Service	\$3.0	\$10.0	\$13.0	\$0.0	\$8.6	\$0.0	\$4.4
Regional Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Large Urban Capital Expenses (RTD)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Statewide Competitive Capital Pool	\$6.0	\$0.0	\$6.0	\$2.2	\$1.3	\$2.3	\$0.2
Subtotal Statewide Pool	\$10.0	\$10.3	\$20.3	\$2.2	\$10.5	\$2.3	\$5.3
TOTAL	\$15.0	\$10.3	\$25.3	\$6.2	\$11.5	\$2.3	\$5.3

Table 2: FASTER Funding Available SFY 2016: July 2015 - June 2016
Status Report as of March 31, 2016
(\$Millions, rounded)

FASTER Pool	Available Overall	Prior Year Roll Fwd	Total Available	Contracts Un-expended	Contract Expended	Awarded But UnContracted	UnProg. Next Yr Roll Fwd
Local Pool							
Small Agency Capital Expenses	\$4.1	\$0.0	\$4.1	\$3.6	\$0.0	\$0.5	\$0.0
Large Urban Capital Expenses (MMT, FT)	\$0.9	\$0.0	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
Subtotal Local Pool	\$5.0	\$0.0	\$5.0	\$3.6	\$0.0	\$1.4	\$0.0
Statewide Pool							
DTR Admin, Planning, Technical Assistance	\$1.0	\$0.7	\$1.7	\$0.6	\$0.7	\$0.0	\$0.4
Bustang Interregional Express Service	\$3.0	\$4.4	\$7.4	\$4.1	\$2.5	\$0.0	\$0.8
Regional Operating Assistance	\$1.0	\$0.0	\$1.0	\$0.5	\$0.1	\$0.0	\$0.4
Large Urban Capital Expenses (RTD)	\$3.0	\$0.0	\$3.0	\$0.5	\$0.0	\$2.5	\$0.0
Statewide Competitive Capital Pool	\$2.0	\$0.2	\$2.2	\$1.0	\$0.0	\$1.0	\$0.0
Subtotal Statewide Pool	\$10.0	\$5.3	\$15.3	\$6.7	\$3.3	\$3.5	\$1.6
TOTAL	\$15.0	\$5.3	\$20.3	\$10.3	\$3.3	\$4.9	\$1.6

FTA Update

Table 3 shows the federal fiscal year (FFY) 2014-2015 allocation of FTA dollars available to Colorado to sub-award to transit agencies around the state, and to use for CDOT administrative purposes. In 2015, \$17.3 Million was available from FTA. Of the \$17.3 Million, CDOT has now obligated and sub-awarded to transit agencies \$15.4 Million of that (+1.7 M since last quarter), and has \$0.7 Million to administer the funds.

Table 4 shows the federal fiscal year (FFY) 2015-2016 allocation of FTA dollars available to Colorado to sub-award to transit agencies around the state. Table 4 also shows how roll-forward dollars from the prior fiscal year will be programmed to new capital projects just awarded in February/March 2016. Of the total \$18.0 Million, \$10.1 Million of the funds are obligated for calendar-year Administrative & Operating grants. The newly-awarded capital projects have not yet been contracted, and therefore \$6.2 Million shows up in the "Awarded" column. Roll-forwards for next fiscal year are unknown at this point.



Table 3: FTA Funding Available FFY 2015 Program Pools: October 2014 - September 2015Status Report as of March 31, 2016
(\$Millions, rounded)

FTA Program	Annual Budget	Prior Year Roll Fwd	Total Available	Contracts Un-Expended	Contracts Expended	Awarded But UnContracted	Available as CDOT Admin	UnProg. Next Yr Roll Fwd
5304 - State/Non-Urban Planning	\$0.4	N/A	\$0.4	\$0.1	\$0.0	\$0.3	\$0.0	\$0.0
5310 - Senior/Disabled Large UZA	\$1.6	N/A	\$1.6	\$1.0	\$0.5	\$0.0	\$0.1	\$0.0
5310 - Senior/Disabled Small UZA	\$1.0	N/A	\$1.0	\$0.5	\$0.4	\$0.0	\$0.1	\$0.0
5310 - Senior/Disabled Rural	\$0.6	N/A	\$0.6	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3
5311 - Rural Transportation	\$11.0	N/A	\$11.0	\$3.5	\$6.9	\$0.0	\$0.4	\$0.2
5312 - Research & Technology	\$0.2	N/A	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0
5339 - Bus & Bus Facilities	\$2.4	N/A	\$2.4	\$1.7	\$0.0	\$0.0	\$0.0	\$0.7
TOTAL	\$17.2		\$17.2	\$7.3	\$7.8	\$0.3	\$0.6	\$1.2

Table 4: FTA Funding Available FFY 2016 Program Pools: October 2015 - September 2016Status Report as of March 31, 2016
(\$Millions, rounded)

FTA Program	Annual Budget	Prior Year Roll Fwd	Total Available	Contracts Un-Expended	Contracts Expended	Awarded But UnContracted	Available as CDOT Admin	UnProg. Next Yr Roll Fwd
5304 - State/Non-Urban Planning	\$0.4	\$0.0	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0	\$0.0
5310 - Senior/Disabled Large UZA	\$1.6	\$0.0	\$1.6	\$1.2	\$0.0	\$0.4	\$0.0	\$0.0
5310 - Senior/Disabled Small UZA	\$1.0	\$0.0	\$1.0	\$0.0	\$0.0	\$1.0	\$0.0	\$0.0
5310 - Senior/Disabled Rural	\$0.6	\$0.3	\$0.9	\$0.0	\$0.0	\$0.6	\$0.0	\$0.3
5311 - Rural Transportation	\$11.0	\$0.0	\$11.0	\$9.0	\$0.6	\$1.4	\$0.0	\$0.0
5312 - Research & Technology*	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
5339 - Bus & Bus Facilities	\$2.4	\$0.7	\$3.1	\$0.0	\$0.0	\$2.4	\$0.0	\$0.7
TOTAL	\$17.0	\$1.0	\$18.0	\$10.2	\$0.6	\$6.2	\$0.0	\$1.0

*Note: 5312 program is not a formula program, and therefore does not have consistent funding level from year to year.



Project Assistance / Lessons Learned

PD 704 asks DTR to more regularly identify projects that are experiencing significant changes to scope, schedule, or budget. Once identified, DTR staff then can apply more project management controls, offer more technical assistance, or it can serve as an advance notice to the T&I Committee that some projects may be subject to PD 703’s rules regarding budget changes.

Table 3: Projects Experiencing Significant Changes		
Project	Change being Experienced	Description / Response
Trinidad Multimodal Station - FASTER Funds 2011 - FASTER Funds 2013 - FTA Funds 2015 - \$330,920 FASTER - \$120,000 FTA 5314	The project is substantially delayed. Delays occurred because the property sale / acquisition did not close as expected. The project cannot be cancelled, because it is a required “mitigation” action to CDOT highway re-construction through Trinidad. Federal funding has been withdrawn.	Not all partners in the project were able to fulfill original commitments. Partner entities (Trinidad, Amtrak, and others) have requested six months, through September 2016, to make a final determination about a minimalist shelter versus something closer to the original project scope. Only FASTER funding remains.
SH-7 / I-25 Carpool Lot - Thornton, CO - FASTER Funds 2014 - \$522,000 FASTER	Project appeared to have met selection criteria when awarded. As the project started, it became clear that the project did not fully comply with environmental clearance & design requirements. CDOT Region & DTR staff offered technical assistance to attempt to resolve.	CDOT interchange re-design at SH 7 / I-25 must be completed before a carpool lot or park-and-ride can be appropriately designed. CDOT notified Thornton in March 2016 that funding is being withdrawn.
Mountain Metropolitan Transit (MMT) - Multiple years - Over \$2 Million in un-expended FASTER dollars 2014 or older	CDOT has reviewed “the books” to identify FASTER projects for closure. Mountain Metropolitan Transit has 30 projects current, and dating back to 2010 which are less than 80% complete. Projects older than 2014 are in most need of review for completion/closure.	CDOT will engage MMT Director to reach agreement on project completion and closures. Several FREX projects, Bustang’s precursor, remain on the books and should be easy to close.
Downtown Greeley Transit Center - FASTER Funds 2015 - \$1,509,920	As has been the case for highway projects, this project has experienced cost escalation as it transitioned from design to bid-for-construction.	CDOT has engaged program oversight consultant AECOM to do a review of the prior bid package and cost estimates. Based on the outcome of the review, CDOT will make a recommendation to the TC for this project.

Continuing Grants Improvement in 2016

For several years, the Division of Transit & Rail, the Business Office (DAF), OFMB, and the Office of Procurement have been working to improve several areas of the management of all transit grants, affecting both FASTER and FTA revenues. A LEAN process was undertaken several years ago to streamline some steps. In other areas, controls have been tightened or changed to improve the capability of CDOT to complete contracts in a timely manner, to pay invoices in a timely manner, and to prevent instances of spending occurring outside a contract (i.e. before it’s signed, or after it expired). Table 4 below summarizes the year-over-year progress. Figure 1 provides graphic representation of the timely contracts goal.

The following are additional documents DTR expects to finalize in 2016 to further the overall management of the program, in compliance with State Legislature and FTA triennial State Management Review expectations, and for transparency of the process:

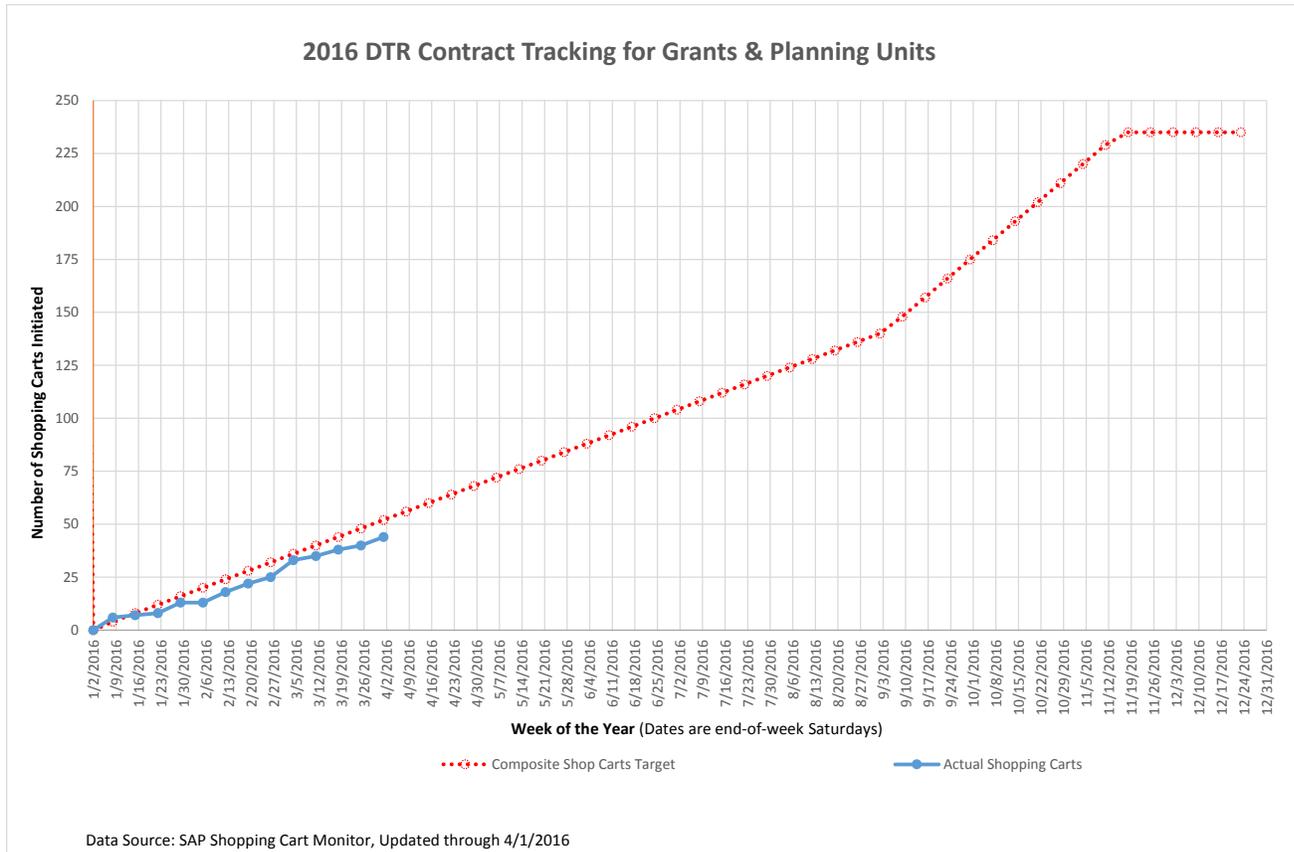
- State Management Plan
 - Policies for Management of FTA & FASTER Funds
 - Released Draft January 2016, comment period closed February 2016, Final expected May 2016



- Grant Partner Manual
 - Instructions & Guidance for Grant Partners / Grant Recipients
 - Released Draft early April 2016, comment period closes April 29th
- Standard Operating Protocols
 - Instructions & Guidance for CDOT Staff
 - Went “live” in April 2016 for staff use
 - Additional protocols being added on an on-going basis

Table 4: Summary of Grants Improvement in 2015	
Goal Area	Results
Timely Contracts	Normal Year: 150 to 175 Contracts 2015 Goal: 210 Contracts with Thanksgiving. Met goal. Finished with 228 for the year. 2016 Goal: 235 Contracts and complete most (~200) a month earlier by mid-October.
Timely Payments (Average Days)	45 days to payment, average for FY Jul 1 2013 - Jun 30 2014 35 days to payment, average for FY July 1 2014 - Jun 30 2015 30 days to payment target for FY July 2015 - Jun 2016 Fiscal year to date: 28 days to payment through March 31 st .
No Statutory Violations	12 Statutory Violations occurred in 2014 2 Statutory Violation in 2015 0 to-date in calendar 2016 (still resolving 2015 SV with DRMAC)

Figure 1: Timely Contracts Tracking, Goal vs. Actual for Calendar Year 2016



Next Steps

The next quarterly report will be available for the July 2016 meeting.

Attachments

None





DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Bustang Quarterly Update

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee the Quarterly Bustang Update on operational and performance measures.

Action

No action is required.

Background

The Bustang interregional express bus service went into operation July 13, 2015. PD 1605 requires the Director of DTR to report operational and performance measures to the Committee on a quarterly basis, by route based on the fiscal year. This quarterly update covers January 2016 through March 2016.

Details for Third Quarter 2016

3rd Quarter Bustang Operations Data						
<i>Bustang System</i>						
	Q1 : Jul-Sep 2015	Q2 : Oct - Dec 2015	Q3: Jan - Mar 2016	16-Jan	16-Feb	16-Mar
<i>Revenue riders</i>	17,576	24,426	28,463	8,828	9,283	10,352
<i>Revenue</i>	\$ 172,660	\$ 258,905	\$ 291,392	\$ 92,920	\$ 94,546	\$ 103,926
<i>Cumulative Avg. Fare</i>	\$ 9.82	\$ 8.58	\$ 10.24	\$ 10.53	\$ 10.18	\$ 10.04
<i>Load Factor</i>	23%	26%	31%	30%	32%	32%
<i>Farebox Recovery Ratio</i>	28%	38%	42%	42%	42%	42%
<i>South Route</i>						
<i>Revenue riders</i>	7,206	9,665	10,614	3,309	3,436	3,869
<i>Revenue</i>	\$ 63,897	\$ 92,182	\$ 102,777	\$ 31,953	\$ 33,710	\$ 37,114
<i>Cumulative Avg. Fare</i>	\$ 8.87	\$ 9.54	\$ 9.68	\$ 9.66	\$ 9.81	\$ 9.59
<i>Load Factor</i>	19%	21%	24%	23%	24%	24%
<i>Farebox Recovery Ratio</i>	21%	28%	32%	32%	32%	32%
<i>North Route</i>						
<i>Revenue riders</i>	8,062	10,567	11,260	3,303	3,720	4,237
<i>Revenue</i>	\$ 68,909	\$ 90,661	\$ 88,244	\$ 26,725	\$ 28,872	\$ 32,648
<i>Cumulative Avg. Fare</i>	\$ 8.55	\$ 8.58	\$ 7.84	\$ 8.09	\$ 7.76	\$ 7.71
<i>Load Factor</i>	23%	26%	29%	27%	31%	30%
<i>Farebox Recovery Ratio</i>	32%	38%	39%	37%	38%	40%
<i>West Route</i>						
<i>Revenue riders</i>	2,636	4,396	6589	2,216	2,127	2,246
<i>Revenue</i>	\$ 43,470	\$ 79,089	\$ 100,371	\$ 34,242	\$ 31,964	\$ 34,165
<i>Cumulative Avg. Fare</i>	\$ 16.49	\$ 17.99	\$ 15.23	\$ 15.45	\$ 15.03	\$ 15.21
<i>Load Factor</i>	48%	56%	73%	73%	74%	74%
<i>Farebox Recovery Ratio</i>	41%	65%	70%	71%	70%	69%



Attachment A - Visuals - Load factor by week July 13, 2015 - March 31, 2016; ridership by quarter and ridership by month quarter 3

Attachment B - Visuals -Quarterly revenue; revenue by month quarter 3 and quarterly farebox recovery comparison

Note - Bustang March 2016 ridership exceeded 10,000 total unique passengers for the first time.

Quarterly Safety/Collisions - Ace Express noted five (5) preventable collisions and two (2) non- preventable collisions. All were minor collisions none resulting in significant property damage nor injury. Cummulative accident frequency rate for Fiscal 2016 is 2.8 collisions per 100,000 miles. The five “preventable” collisions were with fixed objects usually caused by inattentive driving and/or distraction. While no injuries nor fatalities have occurred in FY 16 Ace Express Coaches has been put on notice to provide an action plan to eliminate fixed object collisions in Quarter 4.

1/5 - Bus 38012 motorist illegally passed bus while on I-70 & Kipling on ramp making contact with right side of bus. Collision was rated non - preventable, and driver’s record was not charged.

1/6 - Bus 38012 made contact with tree branches at 20th & Stout. Collision was rated preventable and driver’s record was charged.

1/18 - Bus 38004 fuel door was damaged while driver was backing bus scraping a snow bank at the Ace Express facility. Collision was rated preventable and driver’s record was charged.

3/1 - Bus 38012 made contact with wall at the Denver Greyhound Station while backing. Collision was rated preventable and driver’s record was charged.

3/17 Bus 38006 made contact with chain link fence at the Bustang overnight parking CDOT lot on Platte Ave. East of Powers Blvd. Collision was rated preventable and driver’s record was charged.

3/21 Bus 38010 made contact with a parked car in the US 34 & I-25 Park & Ride - Collision was rated preventable and driver’s record was charged.

3/25 - Bus 38005- motorist illegally passed bus on the South Broadway on-ramp to I-25 south making contact with right side of bus. Collision was rated non-preventable and driver’s record was not charged

Quarterly Other Incidents/Issues

1/27 - Bus 38011 Passenger fell while exiting restroom at Colfax & Lincoln - Passenger refused medical attention and no further action taken.

1/14 - Strong wind caused damage to door hinge on bus 38008 at Ace Express facility

2/24 - Bicyclist made contact with rear of bus 38001 at 19th & Arapahoe. No damage to either vehicle nor bicyclist. Cyclist refused medical attention. Rated as incident.

2/17 - Bus 38003 passenger removed from bus in Colorado Springs by Colorado State Patrol for illegally smoking marijuana while on board bus.

2/16 - 2/22- Bustang West Route operated between Denver and Eagle only due to the Glenwood Springs rock slide.

3/23 - All afternoon/evening service canceled from Denver due to blizzard conditions along the Front Range and I-70 mountain corridor.

3/31 - Bus 3007 - a non-disabled passenger urinated in a passenger seat enroute to Colorado Springs. Bus was removed from service for cleaning and sanitizing. Security camera was able to capture a picuture of the individual and drivers have been instructed to deny further service for this individual.

Quarterly On-Time Performance -Departures:

- System - 99.1%
- West Line - 96.7%
- North Line - 99.2%
- South Line -99.0

RamsRoute - For the quarter, CSU Winter Semester started January 18 with Spring Break from March 12 returning March 20. RamsRoute operated 19 one way trips with 559 passengers and averaging 29 passengers per trip. One note



of interest- February 5 - 7 weekend, 33 passengers originated from CSU to Denver on Friday February 5 but only 4 returned on Sunday February 7 due to the Super Bowl.

Ticket Sales/Fareboxes Issues - The ten fareboxes loaned from the City of Colorado Springs were replaced with new Genfare Fast Fare boxes. Some glitches were found in the report server and ticket acceptance. Those issues have now been rectified.

Schedule Changes - Schedule and ridership analysis, including inception to date trends, survey requests and public comments led to service refinements that went into effect on January 4. The number of runs in each corridor remain the same, but departure times were altered to better manage the demand. While ridership continues to grow on the North and South routes, demand on the South Route is showing marked improvement. Next change is scheduled for May 22. Transfort has agreed to allow all Bustang North Route departures to originate at the Downtown Transit Center which has and continues to be a priority request from passengers on the Bustang web site. Expectations are high that ridership will make significant improvements.

Social Media Update:

- Web Page hits for January averaged 902 hits per day, February 918 hits/day, March 928 hits /day.
- Facebook Likes grew from 846 in January to 986 in March; Facebook received 28 surveys rating Bustang 4.5 stars out of 5.
- Twitter followers grew from 277 in January to 379 in December.
- Facebook “reach” for each post 139 in January, 166 in February, 84 in March.

Public Comment

- No comments for additional service areas.
- Several comments about the March 23 blizzard regarding asking for information whether service will operate or be cancelled.
- Fare and schedule information requests.
- Many positive comments regarding the May 22 schedule change originating all North Line departures from the Fort Collins Downtown Transit Center during the last two weeks of March when the May 22 changes were placed on the ridebustang website.

Next Steps

May 22, 2016

- Next Schedule change - All North Line departures begin from Fort Collins Downtown Transportation Center.

RTD/INIT Intelligent Transportation System Integration:

- Final Scope of Work ready to submit to INIT for review and quotation for sole source procurement.
- Draft Service Level Agreement with INIT, RTD and Ace Express is going through final review.

MCI Coach Purchase

- Buses are scheduled for delivery middle of June 2016
- Planning for new bus utilization is ongoing.

RamsRoute

- Last RamsRoute trip for 2015-16 school year will be Friday May 13, 2016.
- Collaborate and plan service for 2016-17 school year with CSU Parking and Transportation Services.

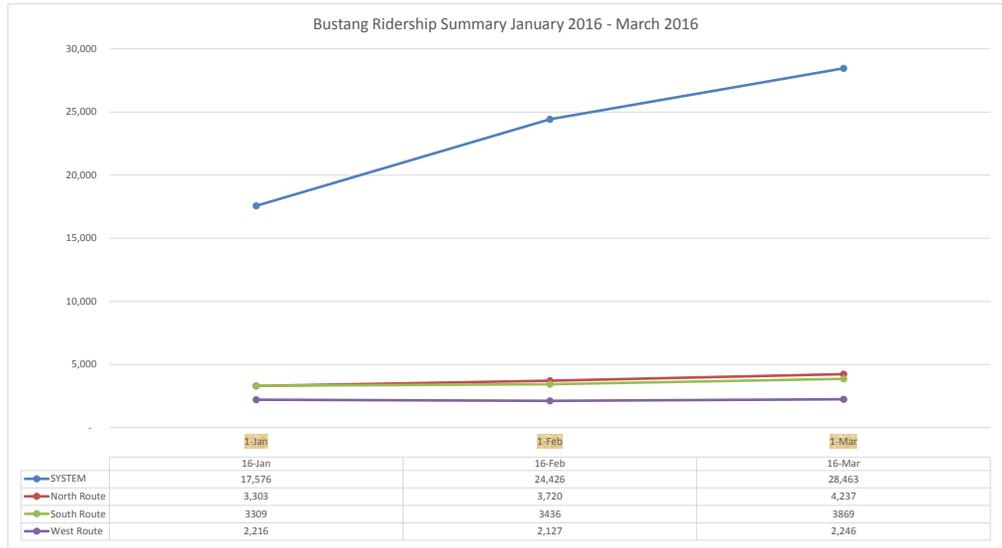
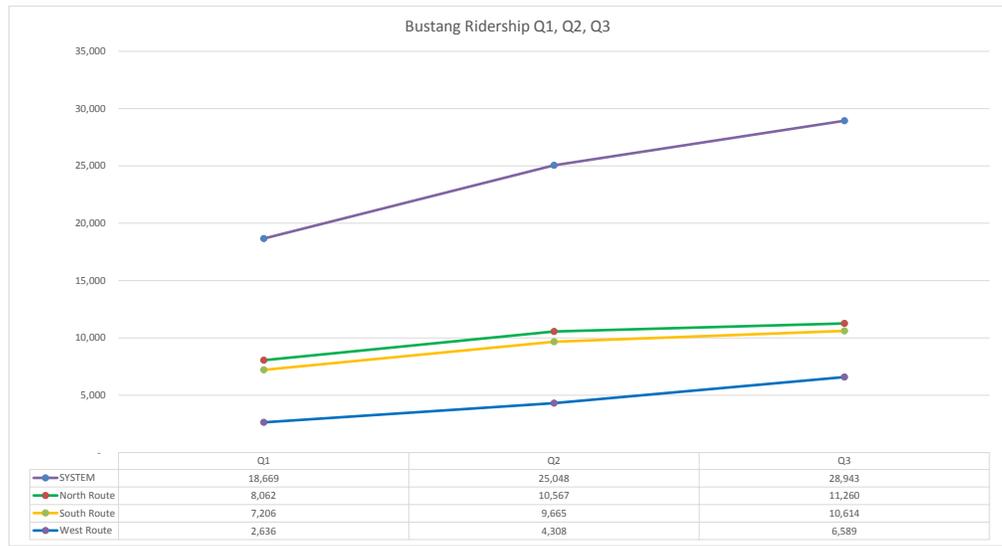
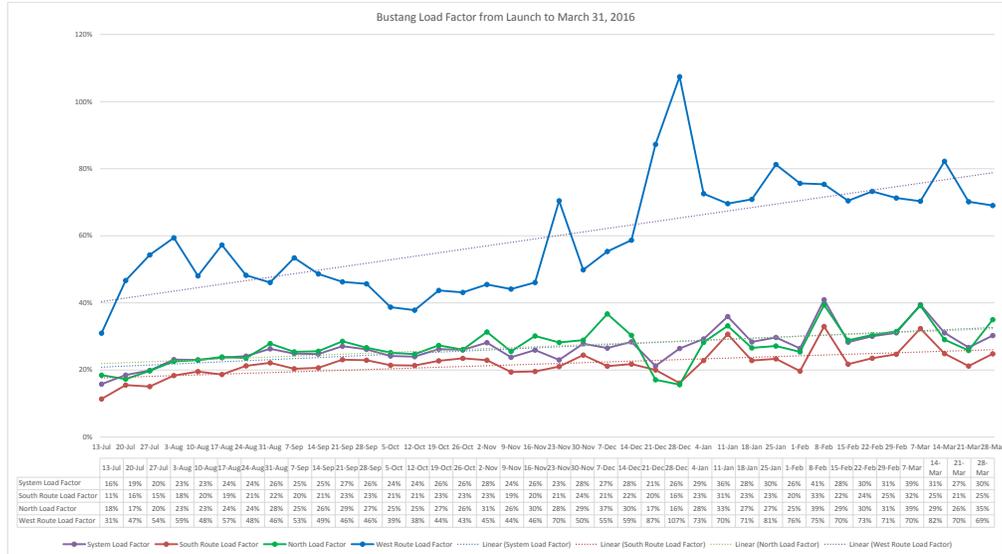
Attachments

Attachment A - Graphs - Load factor by week July 13, 2015 - March 31, 2016; ridership by quarter; ridership by month quarter 3

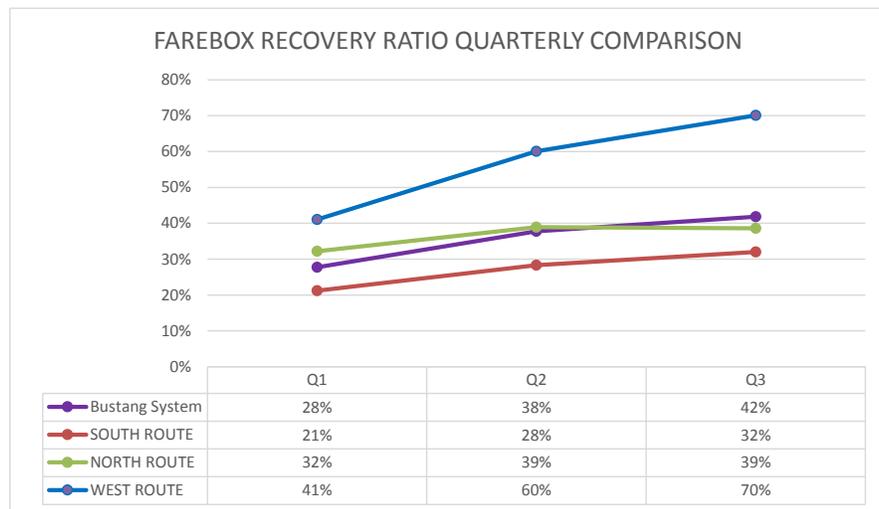
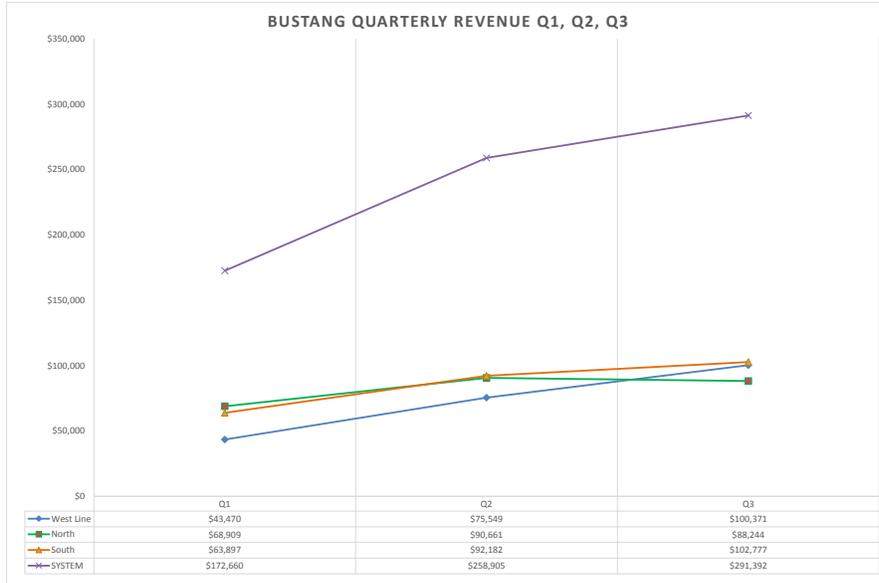
Attachment B - Graphs -Quarterly revenue by quarter; revenue by month quarter 3; quarterly farebox recovery comparison



Attachment A



Attachment B





4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: SB228 Transit Funding Update

Purpose

The purpose of this memo is to update the Transit & Intermodal Committee on the status of plans for the use of Senate Bill 228 transit funding.

Action

No action requested at this time. Item is informational only.

Background

In February 2015 the TC adopted PD 14 to guide future allocation of resources and investment decisions. Under “System Performance”, the transit objectives are to increase rural transit ridership (Transit Utilization), and to increase the miles of regional and interregional service (Transit Connectivity). Bustang is CDOT’s first attempt to provide interregional connectivity by connecting the six largest transit agencies over 230 miles in the I-25 and I-70 corridors. The Statewide Transit Plan was adopted by the TC a year ago, and one of the priority needs of rural communities across the state is for better rural to urban transit connections for essential services; i.e. medical, business, shopping, pleasure, connection to the intercity and interregional transit network, airports, etc. In response to that input, a performance measure was adopted within the Statewide Transit Plan that charges CDOT with working to improve the percentage of Colorado’s rural population served by public transit.

Senate Bill 228 (SB 228) provides approximately \$200M in new revenue for CDOT in FY 2016, and forecasts an additional \$150M in expected new revenues in FY 2017; with at least 10% (approximately \$35M) dedicated to transit. The SB 228 program must be used for TC approved strategic projects with statewide or regional significance.

Details

Rural Regional Bus Plan update

SB 228 funds are not continuing long term, so are not appropriate for operating purposes and should be utilized only for capital investments. However, CDOT does have sources of continuing operating funds that could be used in conjunction with capital projects funded by SB 228 (buses and park and rides, for example) to develop a more refined and effective statewide bus network. CDOT receives approximately \$1.6M/year in FTA Section 5311(f) funds with guidance from FTA to support rural connections to the national intercity transit network, and to support the infrastructure of the intercity bus network including national commercial bus operators, such as Greyhound. Currently, the 5311(f) program in Colorado consists of individual routes proposed by others, and CDOT contracts to these public and private providers to operate the service. This current practice has benefits, but it is not coordinated into a state network, it includes amortized capital in the reimbursed operating costs, it does not guarantee that routes are established in the most needful areas, and is not branded as an integrated product. In addition to the FTA funds, the annual FASTER Transit Statewide program includes up to \$1.0M/year available for rural regional transit operations, of which approximately \$550K/year is currently utilized.

A Rural Regional bus conceptual plan has been developed to make effective use of the existing operating funds. Under this model, DTR will identify the Rural Regional network and contract with private and public operators to



provide the service. A complete briefing of the concept for an integrated Rural Regional Bus Plan was given to the T&I Committee in October and at a TC Workshop in November; an update was also given at the January T&I Committee meeting. TRAC reviewed and provided input in January and STAC was briefed at the March meeting. During April and May presentations are being made throughout the state to TRPs and MPOs, where we are asking for input on the Rural Regional conceptual plan, goals, and policy topics.

Once the Rural Regional routes and operating plan have been finalized, smaller buses sized to rural demand levels will be procured with SB 228 funds and utilized for the Rural Regional service. This approach optimizes the limited operating funds by leveraging SB 228 transit funds for bus capital purchases. Similar to Bustang, the Rural Regional system will be managed by CDOT through packages of competitively bid operating contracts. It is anticipated that operating packages of contracts could be bid in 2017 and the revised network of services can begin in 2018.

Park & Ride Development Strategy Update

An important piece of the integrated statewide plan is to expand and/or enhance the current Bustang Park & Ride facilities. A consultant has been retained and is currently assisting DTR in the SB 228 Park & Ride program development. Within the current Bustang system the following Park & Rides are being evaluated:

- Fort Collins/Harmony Road - expansion
- Loveland/US 34 - relocation
- Colorado Springs/Woodman Road - relocation
- Outer Ring (Castle Rock, SW Weld County and Idaho Springs) - possible new Bustang stops.

We also are exploring the need to construct or expand other Park & Ride facilities that currently serve or may soon serve the enhanced statewide Rural Regional network. To this end, DTR is working to evaluate locations throughout the state (Pueblo, Telluride, and others).

Winter Park Express - Refer to separate TC agenda item and memo.

Next Steps

- Complete TPR and MPO outreach to refine the Rural Regional plan; Spring/early Summer.
- Prepare conceptual designs and cost estimates for Park & Rides; Spring/early Summer.
- Present results and SB 228 expenditure recommendations to the T&I Committee; quarterly meeting in July.
- Seek TC approval of the SB 228 expenditure recommendations; August.
- Procure buses and contract operators; Fall 2016 through 2017.
- Begin the expanded network of services in 2018.





DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Safe Routes to School (SRTS) FY 2016 Projects

Purpose

This memo summarizes information about the Safe Routes to School (SRTS) projects recommended for funding for FY 2016.

Action

Pursuant to 43-1-1604 C.R.S. which states the Commission shall award grants under the Safe Routes to School program, recommend to the Transportation Commission the approval of the SRTS projects for FY 2016 as recommended by the nine-member SRTS Advisory Committee established in state statute.

Background

The SRTS program was established in 2005 by the federal Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), to enable and encourage children Kindergarten through 8th grade, including those with disabilities, to walk and bicycle to and from school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects to improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Since its inception, CDOT's SRTS program has distributed \$18.2 million FHWA and state funds through 205 grants to schools, school districts, cities, towns, and counties for both infrastructure (capital) and non-infrastructure (education and encouragement) projects. On average, 100 schools per year benefit from this program, which equates to more than 385,000 total Colorado students to date. Additionally, parents, teachers, drivers, and other community members also benefit from SRTS programs.

Under the transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), SRTS was included within the Transportation Alternatives Program (TAP). Because the amount of Federal funding for TAP was reduced from the level formerly allocated to Transportation Enhancement (TE), the Transportation Commission decided not to designate a specific portion of TAP funds for SRTS beyond FY 2013. The Commission did, however, allocate funds on a one-time basis in FY 2013 so the program could continue while other options were explored. The program was able to continue in FY 2014 by using project savings from prior SRTS SAFETEA-LU funds.

For the FY 2015 SRTS program, the Colorado State legislature provided \$700,000 as a one-year allocation from state general funds for non-infrastructure projects only, and removed language from the Colorado Statute requiring funds to be distributed based in proportion to the geographic distribution of K-8 student population. There was no allocation for infrastructure projects.

The FY 2016 federal Fixing America's Surface Transportation Act (FAST) maintains the SRTS program but, as under MAP-21, does not provide dedicated funding. In September 2015, the Transportation Commission approved through resolution the continuation of the SRTS program by committing to fund the program with \$2 million for infrastructure projects and \$0.5 million for non-infrastructure projects annually, beginning in FY 2016.

Details

For FY 2016, \$2,500,000 was approved for distribution; \$2M for infrastructure and \$500,000 for non-infrastructure projects. A total of 38 qualified applications were received with representation from all five CDOT regions. Fifty-two percent of applications were from MPO areas and forty-eight percent from rural TPRs. Total requests equaled \$5,710,891 - exceeding the amount available by \$3,210,891.

The applications were reviewed and scored by the SRTS Advisory Committee, which, by statute, consists of representatives of MPOs, TPRs, educators, pedestrians, bicyclists, law enforcement, and parents.

The Committee spends hours reading and scoring every project, and then comes together for a full day to discuss, evaluate and determine the very best projects for funding. The Committee also ensures all budget items are eligible and



appropriate to the project. In a few cases where items are ineligible, they are removed from the application and the award amount is reduced.

Twenty-one projects are being recommended for funding for FY 2016 totaling \$2,000,000 for infrastructure projects and \$499,437 for non-infrastructure. All projects require a 20% cash match with several applicants providing a higher match. Attached is the project list with the 21 recommended projects highlighted; 7 infrastructure and 14 non-infrastructure.

Highlights of projects that are being recommended for funding include:

- a) Ninety-eight schools will benefit from these projects; 55% have greater than 50% free- and reduced-lunch eligible student populations; 11 are from rural TPRs
- b) Six are first-time recipients of a SRTS grant
- c) Examples of Infrastructure projects include:
 - i. Constructing new bicycle lanes and pedestrian sidewalk connections within school zones where no existing infrastructure exists
 - ii. Connecting areas around elementary or middle schools where sidewalks and bicycle infrastructure is in disrepair
 - iii. Building a pedestrian/bicycle underpass to replace an existing dangerous at-grade crosswalk on a four-lane highway connecting neighborhood and elementary and middle schools
 - iv. Eliminating missing links, adding bulb-outs, adding high visibility crosswalk markings, signage, bike racks, etc.
- d) Examples of Non-infrastructure projects include:
 - i. Providing pedestrian and bicycle safety education and encouragement to students
 - ii. Training PE teachers, police officers, and other community members in order to sustain bicycle and pedestrian training programs
 - iii. Developing a rotation schedule so every elementary school student receives bicycle and pedestrian skills training every three years
 - iv. Developing bike fleets to allow students access to bikes during PE classes on bicycle skills development
 - v. Engaging parents in activities that promote walking and bicycling to school

Next Steps

- Transit and Intermodal Committee recommendation to the Transportation Commission to approve the FY 2016 SRTS project list selected by the SRTS Advisory Committee
- Transportation Commission approval of FY 2016 SRTS projects
- Implementation of projects

Attachments

- Attachment A: FY 2016 SRTS Project List
- Attachment B: 2015-16 SRTS Advisory Committee Members
- Attachment C: Resolution



**Safe Routes to School
FY 2016 Projects Recommended for Funding**

INFRASTRUCTURE - Total Funding Available - \$2M

Application #	Applicant	Project Title	Total Project Cost (corrected)	Amount of CDOT funding	Funded?	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK
15	Summit County Government	Summit Cove Elementary School Pedestrian & Bicycle Safety Improvements	\$ 468,050	\$ 350,000	Y	3	TPR	I	90.444	1
6	City of Durango	Needham Elementary Connect II	\$ 506,140	\$ 350,000	Y	5	MPO	I	89.556	2
14	Town of Basalt	SH-82 Basalt Pedestrian Underpass	\$ 330,600	\$ 264,500	Y	3	TPR	I	83.000	3
12	Town of Pagosa Springs	Town of PS North Neighborhood SRTS & Bicycle Safety Improvements	\$ 440,000	\$ 346,500	Y	5	TPR	I	82.222	4
32	City of Boulder	19th Street Sidewalk Improvement	\$ 477,758	\$ 350,000	Y	4	MPO	I	78.889	5
17	Pueblo County Government	North Mesa Elementary Safe Routes & Bicycle Safety Improvements	\$ 250,000	\$ 200,000	Y	2	MPO	I	78.889	6
37	City of Englewood Community Development	Broadway/Mansfield Enhanced Safety Crossing	\$ 260,408	\$ 139,000	partial	1	MPO	I	78.625	7
7	City of Durango	School Area Flasher Speed Limit & Bicycle Safety Improvements	\$ 124,870		N	5	TPR	I	78.222	8
38	City of Englewood Community Development	Broadway/Tufts Enhanced Safety Crossing	\$ 220,628		N	1	MPO	I	78.000	9
33	Town of Frederick	Savannah to Thunder Valley & Bicycle Safety Improvements	\$ 579,606		N	4	MPO	I	77.556	10
30	City of Centennial	Relocate SN for-II MS	\$ 98,500		N	1	MPO	I	75.125	11
24	Pueblo West Metropolitan District	Swallows Charger Academy Sieeblo Connection	\$ 136,990		N	2	MPO	I	74.889	12
8	Poudre School District	Poudre SDS Fix-It Stations	\$ 60,000		N	4	MPO	I	74.000	13
34	Town of Castle Rock	Castle Rock - School & Bicycle Safety Improvements	\$ 101,300		N	1	MPO	I	70.889	14
11	Town of Cheyenne Wells	Cheyenne Wells & Bicycle Safety Improvements	\$ 552,149		N	4	TPR	I	68.222	15
2	City of Cherry Hills Village	Cherry Hills Village School Zone & Bicycle Safety Improvements	\$ 215,217		N	1	MPO	I	64.444	16
29	City of Centennial	S. Liverpool Street Sidewalk Project	\$ 414,706		N	1	MPO	I	60.000	17
21	Thompson R-2J School District	High Plains School K-8 Sideeompson Project	\$ 98,200		N	4	MPO	I	60.000	17
1	Town of Manassa	"Picking Up Manassa" SRTS	\$ 566,135		N	5	TPR	I	55.889	19

**Safe Routes to School
FY 2016 Projects Recommended for Funding**

NON-INFRASTRUCTURE - Total Funding Available - \$500K

Application #	Applicant	Project Title	Total Project Cost (corrected)	Amount of CDOT Funding	Funded?	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK
28	Sterling Parks, Library & Rec. Dept	Bringing SRTS to Sterling	\$ 28,969	\$ 23,175	Y	4	TPR	NI	88.222	1
20	City of Arvada	Lawrence ES SRTS Project	\$ 5,500	\$ 4,400	Y	1	MPO	NI	83.667	2
3	City of Fort Collins	Fort Collins Biking & Walking Camps, Clubs & Field Trips	\$ 16,200	\$ 12,960	Y	4	MPO	NI	83.222	3
16	City and County of Denver, Dept of Environmental Health	Denver Safe Routes to School (DSRTS)	\$ 103,200	\$ 86,000	Y	1	MPO	NI	83.000	4
27	Center Consolidated Schools 26JT	Center SRTS Program	\$ 80,499	\$ 64,399	Y	5	TPR	NI	81.778	5
4	City of Golden	City of Golden SRTS Program	\$ 36,700	\$ 29,360	Y	1	MPO	NI	81.444	6
31	Lake County Build a Generation	Lake County BAG SRTS Coalition	\$ 75,500	\$ 60,400	Y	3	TPR	NI	81.111	7
18	Englewood Schools Arapahoe I	Englewood Middle School Biking and Walking Project	\$ 25,459	\$ 20,367	Y	1	MPO	NI	80.889	8
22	Thompson R-2J SD	Walk Safe/Bike Safe Education	\$ 92,786	\$ 46,158	Y	4	MPO	NI	80.750	9
35	School District 27J (Brighton)	SRTS for Brighton Elementary Students	\$ 28,950	\$ 23,160	Y	1	MPO	NI	79.889	10
5	Archuleta SD	Retro Metro Kids	\$ 57,700	\$ 46,160	Y	5	TPR	NI	78.000	11
13	City of Durango	Citywide Educational Campaign	\$ 5,000	\$ 4,000	Y	5	TPR	NI	77.778	12
26	Holyoke School District Re-1J	Bringing SRTS to Holyoke	\$ 20,000	\$ 16,000	Y	4	TPR	NI	77.667	13
36	Mesa County and Grand Valley MPO	Mesa County Five E Safe Routes to School Program	\$ 78,623	\$ 62,898	Y	3	TPR	NI	77.250	14
25	Boulder County Transportation	Boulder County SRTS - Trip Tracker	\$ 98,108		N	4	MPO	NI	76.625	15
23	Cherry Creek SD	SRTS for Cherry Creek Schools	\$ 28,000		N	1	MPO	NI	76.000	16
9	City of Colorado Springs-Parks/ Rec/Cultural Svcs	Safe Routes with Trails	\$ 164,808		N	2	MPO	NI	76.000	17

2015-16 Safe Routes to School Advisory Committee

First Name	Last Name	Representing	Agency
Bevin	Barber-Campbell	Parents	Parent, Ouray School District R-1
Craig	Casper	MPOs	Regional Transportation Planner, Pikes Peak Area Council of Governments (PPACG MPO)
Elizabeth "Biz"	Collins	MPOs	Transportation Planner, Mesa County (Grand Valley MPO)
Mike	Gibbs	TPRs	Public Works Director, Town of Elizabeth (Eastern TPR)
Sarah	Harter	Educators	School Wellness Coordinator St. Vrain Valley Schools & LiveWell Longmont
Gosia	Kung	Pedestrians	Executive Director, WalkDenver
Marilyn	Russell	TPRs	Town Board of Trustees Town of La Veta (South Central TPR)
Deputy Scott	Sickafoose	Law Enforcement	Deputy Sheriff, Arapahoe County Sheriff's Department
Cate	Townley	Bicyclists	Built Environment Specialist, Colorado Department of Public Health & Environment

Current as of 4/20/16

Transportation Commission Resolution

April 21, 2016

WHEREAS, in 2004, C.R.S. 43-1-1604 required the Transportation Commission of Colorado to establish and the Colorado Department of Transportation (CDOT) to administer a Safe Routes to School (SRTS) program to distribute federal funds to eligible projects that enable and encourage children K-8 to bicycle and walk to school; and

WHEREAS, in 2015, the Transportation Commission approved through resolution the continuation of the SRTS program by committing to fund the program with \$2 million for infrastructure projects and \$0.5 million for non-infrastructure projects annually, beginning in FY 2016; and

WHEREAS, CDOT supports walking and biking as modes of transportation in Colorado; and

WHEREAS, Colorado is a national leader in SRTS, funding programs that have reached more than 960 schools statewide since 2005. This is more than 100 schools per year on average and more than 385,000 total Colorado students to date (in addition to parents, teachers, drivers, and community members who are also impacted by SRTS programs); and

WHEREAS, the SRTS program has replaced vehicle trips and increased the number of children walking and biking to school by as much as 31% in some schools; and

WHEREAS, approximately 95% of schools receiving SRTS funding had significantly increased rates of children walking and biking to school; and

WHEREAS, CDOT has awarded more than \$18.2 million in FHWA and state funds from 2005 through 2015 for SRTS program grants; and

WHEREAS, Colorado SRTS Advisory Committee was appointed by the CDOT Executive Director as per state statute to represent educators, parents, law enforcement, pedestrians, bicyclists, and transportation advisors to review all applications and to recommend projects for funding; and

WHEREAS, the SRTS Advisory Committee selected projects in March 2016 to recommend to the Commission for approval:

NOW THEREFORE BE IT RESOLVED, the Commission approves the 21 highlighted projects recommended on the Fiscal Year 2016 Safe Routes to School Project List, dated April 20, 2016

BE IT FURTHER RESOLVED, the Commission directs staff to take appropriate steps to amend the STIP, if required, and supplement the budget to be able to proceed with contract development.



DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: CDOT Policy 1602: Elevating Bicycling and Walking Opportunities in Colorado

Purpose

This memo summarizes information about a recent review and update to CDOT Policy 1602 “Bike and Pedestrian.”

Action

Recommend to the Transportation Commission the approval of updated and re-named CDOT Policy 1602: “Elevating Bicycling and Walking Opportunities in Colorado.”

Background

CDOT Policy 1602 “Bike and Pedestrian” required a review beginning in the fall of 2015. As such, CDOT stakeholders including executive management, engineering, planning and maintenance have reviewed and commented.

Details

In July 1977, CDOT adopted Policy 1602 “Bikeways” in an effort to encourage and to build separated bikeways as part of larger highway projects. The bikeways were to help improve safety and mobility for bicyclists throughout the state.

In 2009, the Policy was revised and renamed “Bike and Pedestrian.” This revised Policy again focused on enhancing safety and mobility for bicyclists, but it also added pedestrian mobility. Additionally, it expanded the effort to require the needs of bicyclists and pedestrians be included in the planning, design, and operation of transportation facilities, as a matter of routine. Any decision to not accommodate bicyclists and pedestrians would need to be documented based on one or more criteria spelled out in the Procedural Directive:

- Bicyclists and pedestrians are prohibited by law from using the roadway (such as portions of I-70, I-25 and US6)
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. (Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.)
- Where scarcity of population or other factors indicate an absence of need.

While the Policy was groundbreaking for CDOT, it had limited results in its application. This updated Policy reinforces the need to accommodate bicyclists and pedestrians, and brings the exemption criteria into the Policy. A detailed Procedural Directive is also being developed to provide clear direction on how to implement the policy and verify compliance.

Key Benefits

In addition to supporting Governor Hickenlooper’s Initiative of becoming the Number One Bicycle Friendly State, this Policy also increases capacity by providing more mode choice among all road users. By programming, planning, building and maintaining bicycle and pedestrian networks, CDOT is helping to reduce congestion, improve air quality, improve health, and provide options for people of all ages and ethnicities on their travel decisions.

This Policy is also helping local agencies develop bicycle and pedestrian policies within their own communities. Language taken directly from our Policy has been integrated into other planning and policy documents throughout the state.

Next Steps

- Transit and Intermodal Committee recommendation to the Transportation Commission to adopt Policy 1602 “Elevating Bicycling and Walking Opportunities in Colorado
- Transportation Commission approval of Policy 1602 in May, 2016.
- Finalize Procedural Directive.

Attachments

- Attachment A: Transportation Commission Policy 1602: “Elevating Bicycling and Walking Opportunities in Colorado”



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Elevating Bicycle and Pedestrian Opportunities in Colorado		Number 1602.0
Effective	Supersedes 10.22.09	Originating Office Division of Transportation Development Bicycle and Pedestrian Program

I. PURPOSE

I. PURPOSE

The Transportation Commission supports the Colorado Department of Transportation (“CDOT” or “Department”) in elevating the needs of bicyclists and pedestrians in the planning, design, and operation of transportation facilities as a necessary component of all projects. The Department will promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system. This includes all aspects of accommodating pedestrians and bicyclists, from planning, programming, design, construction, to operation, maintenance and education.

II. AUTHORITY

Transportation Commission pursuant to § 43-1-106(8)(a), C.R.S.

§ 43-1-120, C.R.S. (requiring that exemptions be documented)

See Appendix “A” for additional authority

III. APPLICABILITY

This Policy Directive applies to all branches, divisions, regions and offices of CDOT and consultants working for CDOT. All projects overseen by CDOT or within CDOT right-of-way shall adhere to this Policy Directive.

IV. POLICY

A. In conformance with § 43-1-120(2)(c), C.R.S., FHWA Guidance, and Procedural Directive 1602.1, the Department shall include the needs of bicyclists and pedestrians in the planning, design, operation and maintenance of transportation facilities as a necessary component of all programs and activities.

B. Any decision of the Department to not accommodate the needs of bicyclists and pedestrians in the planning, design, and operation of transportation facilities shall be documented prior to

finalizing the decision. The decision must be based on at least one or more of the following exemption criteria herein established by the Commission:

1. Bicyclists and pedestrians are prohibited by law from using the roadway; or
2. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. (Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.); or
3. Where scarcity of population or other factors indicate an absence of need

C. The Department shall follow the requirements of the bicycle and pedestrian program set forth more specifically in Procedural Directive 1602.1.

V. IMPLEMENTATION PLAN

This Policy Directive shall be effective upon signature.

This Policy Directive applies to all projects scoped after the effective date.

VI. REVIEW DATE

This Policy Directive shall be reviewed on or before May 2021.

Herman Stockinger
Transportation Secretary

Date of Approval

Subject Elevating Bicycle and Pedestrian Opportunities in Colorado	Number 1602.0
--	------------------

Appendix “A”

Authority Pertaining to CDOT’s Bicycle and Pedestrian Program

Fixing America's Surface Transportation Act (“FAST Act”), Pub. L. No. 114-94, 129 Stat. 1312 (2015).

Moving Ahead for Progress in the 21st Century Act (MAP-21), 2012, 23 U.S.C. 127

23 U.S.C. 104 (Federal funds)

23 U.S.C. 109 (existing routes)

23 U.S.C. 134 and 135 (planning for all modes)

23 U.S.C. 217 (due consideration for bicycles/pedestrians)

23 U.S.C. 402 (highway safety)

23 U.S.C. 652 (bicycle/pedestrian accommodation in projects)

[United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#), March 11, 2010

Federal Highway Administration “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach”

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

Federal Highway Administration: “Bicycle and Pedestrian Provisions of Federal Transportation Legislation”http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/guidance_2015.cfm#bp4

§ 43-1-120, C.R.S. (requiring that exemptions be documented)