



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)
January 23, 2015
9:00 AM – 11:30 AM
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO
Agenda

- 9:00-9:05** **Welcome and Introductions**- Vince Rogalski, STAC Chair
- 9:05-9:20** **Farewell Address from Executive Director Hunt**- Don Hunt, CDOT Executive Director
- 9:20-9:30** **Approval of December Meeting Minutes (Pages 2 - 11)** - Vince Rogalski
- 9:30-9:40** **Transportation Commission Report (Informational Update)** (Pages 12 - 14) - Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:40-10:00** **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 10:00-10:15** **I-70 East Update (Informational Update)** – Scott Richrath, Chief Financial Officer and Peter Kozinski, Office of Major Project Development (OMPD)
- Update on status of I-70 East project.
- 10:15-10:25** **Break**
- 10:25-10:35** **Federal and State Legislative Report (Informational Update)** – Herman Stockinger and Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:35-10:50** **Statewide Plan (SWP) Comments Overview and Next Steps (Informational Update/Action Item)** (Pages 15 - 19) – Michelle Scheuerman, CDOT Division of Transportation Development (DTD)
- Summary of comments received on draft SWP and next steps.
- 10:50-11:05** **PD 14 (Informational Update) (Pages 20 - 30)** – Michelle Scheuerman, CDOT Division of Transportation Development (DTD)
- Update on finalization of PD 14.
- 11:05-11:10** **Local Agency Requirements (Informational Update) (Pages 31 - 36)** – Greg Diehl, CDOT Civil Rights and Business Resource Center
- Update on local agency civil rights compliance.
- 11:10-11:25** **Transit Call for Projects Update (Informational Update) (Pages 37 - 49)** – Tom Mauser, CDOT Division of Transit and Rail (DTR)
- Update on FASTER Transit and FY 16-17 FASTER Transit awards.
- 11:25-11:30** **Other Business**- Vince Rogalski
- Bustang will be parked at the entrance to the Headquarters Building for those who wish to take a tour.
- 11:30** **Adjourn**

STAC Conference Call Information: 1-877-820-7831 321805#

STAC Website: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

**DRAFT STAC Meeting Minutes
December 12, 2014**

Location: CDOT Headquarters Auditorium

Date/Time: December 12, 9:00 a.m.-11:30a.m.

Chairman: Vince Rogalski

Attendance:

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions / November Minutes / Vince Rogalski	<ul style="list-style-type: none"> • Minutes were approved without corrections or additions. • STAC New Member Packets are now available for those members who are new to STAC. • A sign-in sheet will now be passed around at the start of each meeting. • If there is a change to STAC representatives or alternates, CDOT needs to receive a letter from the TPR or MPO stating the change in representation. This letters should be delivered to Jeff Sudmeier, Manager of the Multi-Modal Planning Branch. 	Minutes approved.
Transportation Commission Report / Vince Rogalski	<ul style="list-style-type: none"> • Commission Meeting <ul style="list-style-type: none"> ○ Bustang test runs will begin shortly to confirm that the schedule can be met. Promotion of the service will occur starting at the National Western Stock Show and continuing elsewhere with the tagline “Bustang is coming.” ○ There was discussion among TC of who will pay for RAMP cost overages. The IGAs already specify who is responsible, and in many cases it is CDOT, not the local agency partner. • Workshops <ul style="list-style-type: none"> ○ High Performance Transportation Enterprise (HPTE): <ul style="list-style-type: none"> • I-70 East Peak Period Shoulder Lanes are now moving forward. A loan was required to complete the project. • I-25 North is currently in-progress. • C-470 is working on an investment study to identify how the project can be funded (i.e. bonding, etc.). This project is also 	No action taken.

	<p>considering the use of high occupancy vehicle (HOV) lanes. Originally the plan called for no HOV lanes, but the topic is now being discussed as an option.</p> <ul style="list-style-type: none"> • Funding options for the I-70 East Partially Covered Lower (PCL) are still being discussed. Since current forecasts call for a substantial reduction in SB 288 funds a variety of funding options are being explored. • HTPe is developing a 10-year business plan that starts in fiscal year 2015. Part of this plan is to identify ways to repay CDOT for the loans they have previously taken out. 	
TPR Reports / STAC Representatives	<ul style="list-style-type: none"> • GV TPR: Met related to the joint STIP planning, with no issues. The 2040 plans are open for public comment. • GVMPO: Working to develop regional plan and it has driven lots of discussion. Finishing up a major overlay on I-70. • PACOG: RAMP project came in under budget. Completed a priority project list. Joint MPO/TPR meeting to be held next week. • IM TPR: Hoping to work with CDOT on bringing down RAMP project costs or finding new funding sources. Excited for Bustang. • SW TPR: Kevin Hall is the new SW TPR representative. Roadrunner bus line has started back up from Durango to Grand Junction. Preferred alternative for the US 550 / US 160 alignment has been selected. Given presentation by Colorado Energy Office (CEO) on the potential for alternate fuel station in the region. • DRCOG: Focused on Phase I of the TIP. Next board meeting will decide what projects to include and criteria for Phase II project selection. • SLV TPR: Joint STIP meeting with Region 5 was productive. Finishing some local projects on US 285. • PPACG: Potential ozone compliance changes by EPA are a topic of concern. • NFRMPO: As a result of MPO elections, Jan is no longer the Chair but will remain as the STAC Representative. Sean Conway will be the new Chair. • Southern Ute: Updating long-range transportation plan and long-range safety plans, to be included by reference in the Statewide Plan. Will be completed in FY 2015. • UFR TPR: Will likely approve Regional Transportation Plan (RTP) in March. Reviewed and amended priority corridors and added freight corridors. 	No action taken.

	<p>Working with Region 4 on project list based on regional planning priorities. Weld Co. completed the first RAMP project, ahead of schedule and under budget.</p> <ul style="list-style-type: none"> • SE TPR: Working on CNG station expected to be open in May. New roundabout opened in Trinidad. • NW TPR: Regional plan is in accordance with local priorities. CNG station interest is growing in the region. TPR elections will occur in January to select new TPR Chair and STAC rep. Yampa Valley Regional Airport update is underway, will shut down for the winter and conclude next spring. 	
<p>Federal and State Legislative Update / Kurt Morrison TPR Reports / Kurt Morrison, CDOT Office of Policy and Government Relations</p>	<ul style="list-style-type: none"> • Kurt Morrison came before STAC to give a Federal and State legislative update. <ul style="list-style-type: none"> ○ Legislative agenda is solidified and CDOT is now looking for potential sponsors for 4 bills: <ul style="list-style-type: none"> • Update statutes to confirm organizational changes within CDOT. Will work with new Transportation Committee chairs (Tyler & Baumgartner) in the House and Senate to get it on the agenda. • Increase funding for billboard regulation to improve cost vs. revenue ratio via a 20%-25% fee increase. Remains in flux due to lack of enthusiasm by Transportation Committee members to sponsor it. • Statutory adjustment for transfers between Highway Users Trust Fund (HUTF) and HPTE fund. CDOT has requested that the Joint Budget Committee (JBC) take up this bill. • Adjusting temporary license plates for better visibility by toll cameras in order to prevent lost revenue. The bill is currently being drafted and should be ready soon. ○ SB 228 – No longer expect that these funds will be attacked by other interests since they have decreased so much. Likely to see some legislators put forth a bill to retain TABOR funds for this year or even multiple years. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Bushner: Are you looking at procurement statutes regarding the dollar amounts at which projects need to be put out to bid? • Morrison: No, we're only looking at what pertains directly to HPTE at this point. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • Kirkmeyer: Is there any potential to apply directly to the legislature for funding? This would help us to make the point that transportation is a substantial, critical state need. 	
FHWA Update / John Cater, Federal Highway Administration (FHWA)	<ul style="list-style-type: none"> • John Cater came before the STAC to discuss FHWA's upcoming "super circular" <ul style="list-style-type: none"> ○ The new "super circular" combines eight previously separate sets of OMB guidance into one. ○ The new regulations will impact all CDOT departments that have grants and/or contracts with local governments and non-profit organizations, as well as grant recipients. ○ It will take effect on 12/26/14. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Cater: FHWA doesn't think that it will change contract authority but needs to confirm. 	
RAMP Update / Josh Laipply, Chief Engineer	<ul style="list-style-type: none"> • Chief Engineer Joshua Laipply came before the STAC to provide an update on the progress of RAMP projects <ul style="list-style-type: none"> ○ Completing RAMP projects is a top priority, and we're looking for scalability wherever possible. ○ Construction costs have increased and CDOT is considering different methods of dealing with these cost overruns. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Kirkmeyer: It's important to complete existing projects like RAMP but also the "3 missing miles" on I-25 N. This section of I-25 is not in the Upper Front Range TPR but it needs to be completed to fulfill our commitment to the public before we ask for more money in the future. • Steen: Why is there a time constraint on spending RAMP dollars? If the timeline were extended then CDOT would not be doing all the projects at a time of very high-demand, and prices would decline accordingly. • Noll: Value engineering is a good way to deal with inflating costs, but be mindful not to eliminate the project elements that local communities <i>need</i>, or you risk losing public support for the program. • Kirkmeyer: At some point we will probably need to cut certain projects in order to fund the remainder. 	No action taken.
I-70 East / Josh Laipply	<ul style="list-style-type: none"> • Chief Engineer Joshua Laipply came before the STAC to discuss progress on the I-70 E planning process. 	No action taken.

- With a project the size of the I-70 E viaduct there are three phases of the TC discussion:
 - Finding the right scope
 - Discussing funding options
 - Working on project delivery methods
 - Potential Scope Options are:
 - Repair & Maintain - \$30m to repair and maintain for next 10 years.
 - “No Build” (Reconstruct As-Is) - \$550m
 - Partial Cover Lowered (PCL) - \$950m
 - Partial Cover Lowered (PCL) w/ Express Toll Lanes to I-225 - \$1.2b

STAC COMMENTS

- Rogalski: How can we tackle the viaduct without affecting the rest of the state system?
- Laipply: It will impact the state, that’s unavoidable.
- Richrath: Funding is so difficult to predict for transportation that a big challenge with the viaduct is that you can’t scope the project *and* know how much money will actually be available in the future.
- Kirkmeyer: Not willing to use TransBonds, SB 228, or RPP funds to pay for DRCOG’s preferred option for rebuilding the I-70 viaduct. DRCOG should pay the \$300 million difference between the regular and preferred options.
- Jones: If there is ever such a thing as a statewide project, it is I-70 and it’s not fair to ask local communities to bear the burden for that. This is a long-term investment for the state. Asking DRCOG to chip in more money is fine, but \$300 million is not realistic.
- Bushner: We feel that I-70 is a statewide corridor, but many of the capacity increases of the project are locally-driven and therefore DRCOG should be able to pony up more money for it.
- Dowker: It would be great to see DRCOG add some more money to the mix while exploring other funding sources. The viaduct is important for the whole state, but we need to know more about who really uses it. More information on the effect of this project on different regions of the state would be helpful in understanding this issue.
- Rex: DRCOG is willing to discuss additional support for the project, but it’s impossible to predict how the 55-member board will vote. Also important to

	<p>note that 45%-47% of DRCOG funding is put towards the state system – we’re not trying to be free riders on the state highway system.</p> <ul style="list-style-type: none"> • Noll: We all benefit from this project and it also corrects an injustice done to the community in the 1960s. • Baier: It seems like we’re trying to do social justice and neighborhood reconstruction through transportation, and that’s not really a transportation project. • Richrath: We are looking to cap financing agreements at 35-years, but the exact terms would probably depend more on interest rates and other factors. • Rogalski: We have to take community interaction and support into account in this and all projects. 	
<p>2040 Statewide Plan Update / Jeff Sudmeier, CDOT Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> • Jeff Sudmeier came before STAC to provide an update on the Statewide Transportation Plan and related activities. <ul style="list-style-type: none"> ○ Statewide Plan, Statewide Transit Plan, and Regional Transportation Plans available on www.ColoradoTransportationMatters.com for public review between December 5th and January 4th. ○ Hoping to take the Statewide Plan and Statewide Transit Plan to the Transportation Commission in January. ○ Will be working with the TPRs on any comments received during this period that may require an update to the plan document. ○ To date there have been 1,200 visitors to the website to review the plans, but only a few comments thus far. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Blackmoore: Due to change of STAC meeting dates, the Statewide Plan would be adopted by the Transportation Commission before STAC members get a chance for final review. • Sudmeier: January adoption is contingent on the comments being minor in nature. Also we could send out materials to the group electronically. • Rogalski: When does the Statewide Transportation Plan go into effect? • Sudmeier: The time horizon for the plan is from 2016-2040. • Sudmeier: Individual RTP adoption can occur at your next available opportunity, when you feel that it is finalized. • Kirkmeyer: The statutory reason for STAC’s existence is to review the Statewide Plan, so members should see it prior to TC adoption. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • Perkins-Smith: The thought was that STAC has reviewed all the plan components previously and seemed pleased, therefore another review of the draft wouldn't be necessary. However, we are happy to do so if the group desires. • Steen: Experience in government has shown me that the public has many good ideas which must be considered via their comments. 	
<p>Transit Call for Projects / Tom Mauser, Division of Transit & Rail (DTR)</p>	<ul style="list-style-type: none"> • Tom Mauser came before STAC to present an update on the Transit Consolidated Capital Call for Projects <ul style="list-style-type: none"> ○ Second year that FASTER Transit and FTA fund applications were done together. This makes it much easier for local agencies who only need to submit one application. ○ Complications arise due to differing fiscal years involved (federal, state). ○ Division of FASTER Transit funds: <ul style="list-style-type: none"> • Statewide Pool (\$10m total): \$3m Bustang, \$3m RTD set-aside, \$1m competitive pool regional operating bus, \$2m for statewide competitive projects • Local Pool (\$5m total): \$900k for Ft. Collins/Co. Springs, \$4.1m for the rest of the state ○ Currently assessing applications and will present a recommendation to TC Transit and Intermodal Committee in January, seeking TC approval (for FASTER projects) in February. ○ 110 applications, with \$45m requested but only about \$27m available. ○ Emphasizing bus replacements and a fix-it-first approach. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Blackmore: Are vans included in the vehicle replacement emphasis? • Mauser: Yes, there is no prioritization of buses over vans. • Rogalski: Are you factoring in the 10% of funds from SB 228? • Mauser: No, there is a separate list for SB 228 funds. 	<p>No action taken.</p>
<p>TIGER Program and Strategy / Herman Stockinger, CDOT Office of Policy & Government Relations</p>	<ul style="list-style-type: none"> • Herman Stockinger came before the STAC to provide an update on the TIGER Program and solicit recommendations from the members in relation to future applications. <ul style="list-style-type: none"> ○ It appears that there will be another \$500 million round of TIGER grants in 2015. 	

	<ul style="list-style-type: none"> ○ Would like to review past years and get feedback from the group on how to improve future results. ○ Past assumption that having CDOT as the project sponsor would boost chances, but in actuality local governments, transit authorities, and port authorities are more successful than state DOTs in winning grants. ○ For the last 3 TIGER rounds, Colorado falls squarely in the middle when it comes to a comparison of dollars received in comparison to population. When looking at all the TIGER rounds, however, Colorado lags behind the average based on population. ○ For the last 3 TIGER rounds, Bike/Ped/Trails, Highway, and Transit projects performed well. ○ Rail and bus transit projects perform best, but transit facilities and transit oriented development have also been awarded. ○ In terms of highway projects, bridges perform well while capacity doesn't. In recent years, CDOT has submitted mostly capacity projects. ○ We should try to figure out what our projects are now, rather than waiting for the announcement and relatively short application period. Should probably not make CDOT the main sponsor. May consider using a project that is mostly complete and only needs a bit more money, but that can be difficult to predict. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> ● Blackmore: We keep hearing about the “3 Missing Miles”, and that will have transit on it, is close to full funding, has many partners, etc. This should be considered especially with the Bustang tie-in. ● Stockinger: That could be a good project. However, it is still a capacity project and is located very close to an existing TIGER project. Not sure whether that will bias people against it. ● Jones: It seems like bus rapid transit from the Northwest Area Mobility Study (NAMS) might fit the criteria. ● Stockinger: It may be a good fit, but one issue is that we would probably need to identify funding for the other 90% of the cost and that hasn't been done yet in the case of NAMS. ● Casper: Study from Monument to Castle Rock could theoretically look at transit. 	
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	<ul style="list-style-type: none"> • Stockinger: I'm assuming that TIGER VI will continue the planning element. • Perkins-Smith: Can you give an example of what "connectivity" refers to in the categorization of project types? • Stockinger: Connectivity of modes and connectivity of highways to other highways. • Rogalski: When I see connectivity of bridges I think of the viaduct. It's connecting communities and it's an innovative project. • Stockinger: Yes, but it's also a \$1b project, so a \$10m grant won't go too far. I don't know if they'll be compelled by that. • Hobson: Is the bridge trend in the more recent TIGER rounds an effect of high-profile bridge collapses several years back, or an ongoing trend? • Stockinger: That's a good point. I don't know what the trend is related to bridge funding from year to year. • Laipply: There are a lot of local bridges that CDOT doesn't take care of but which may fall into the smaller \$5m-\$10m range perfect for these grants. • Dowker: What about on-shoulder running for Bustang? • Stockinger: There aren't many states with a state-run bus service on the interstate, that's unique. We'd need to determine the funding needed for such a project. • Hall: Several years ago the City of Durango submitted an unsuccessful application and it was a massive undertaking. Would CDOT provide support for the application process if a local government or agency lacks the staff to do so? • Stockinger: I will leave that to the RTDs, but traditionally the regions have worked very hard on applications, even with consultants, on those projects sponsored by CDOT. With the changing priority to local projects, I would think the regions will support those. • Imhoff: You've all seen the SB 228 list, one of the items was saving the Southwest Chief. Kansas had a TIGER project last round to repair tracks. We could do something similar between Trinidad and the New Mexico border. • Stockinger: Thank you, I will take a look at some of these ideas and come back in January or February to keep the discussion going. 	
Other Business	<ul style="list-style-type: none"> • Chairman Vince Rogalski presented a certificate of appreciation to Steve Ivancie in recognition of his service to the STAC. 	No action taken.

	<ul style="list-style-type: none">• Next meeting will occur on January 23rd, the same week as the next TC meeting.• ADJOURNED	
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Transportation Commission (TC) – December 17, 2014

I-70E Project: Scope, Sustainability and Funding Scenarios (Scott Richrath, Mike Cheroutes, Peter Kozinski)

Peter Kozinski provided an overview of the prepared memorandum which included a definition of what the I-70E project is to be and provided highlights of the scope and indicated that:

- With the reduction of available SB-228 funds, from the anticipated \$271 million of I-70, down to \$90 million (or potentially even zero) the Scope of this first phase needs to be redefined or reconfirmed.
- Option 1 – Repair and Maintain
 - Would cost \$30 M or more to maintain the existing viaduct for the next 10 years, absent the need for unanticipated emergency repairs.
- Option 2 – Remove the Viaduct and Limit Construction to Partially Covered Lowered (PCL) Section
 - \$950 million
 - \$850 million from Bridge Enterprise (BE)
 - Commitment from DRCOG of \$50 million
 - There is a portion of the Partially Covered Lowered (PCL) alternative that is not eligible for BE funds.
 - A con of this alternative is only providing a 0.9 mile section of PCL – can't add lanes east of Colorado Blvd. under this alternative.
- Option 3 – Remove the Viaduct, Build the PCL Section, and Extend Express Toll Lanes to I-225
 - Adds one tolled express lane
 - A significant undertaking for Public Private Partnership (P3) will be to accomplish environmental clearance and procurement in tandem in 2016.
- Scott Richrath noted: Updated SB228 projections will be available next Monday, Dec. 22nd

Summary of Discussion/Comments

- General consensus that option 3 is the appropriate option, but concerns about how the funding gap created by lower SB 228 revenues will be filled. Discussion of need for additional local participation, and concern about using asset management or other funds to backfill which would negatively impact funding to other parts of the state.
- Concern that Option 1 will result in needing to come back and restart the process later, losing all of the momentum and progress made to date.
- Concern that Option 2 does nothing to address congestion.
- Discussion of funding options is planned for January TC meeting.

RAMP Program Project Controls Workshop (Scott Richrath, Josh Laipply)

- The workshop focused on updating the TC on how staff plans to address that the \$13 million contingency budget for Responsible Acceleration of Maintenance and Partnerships (RAMP) public-public partnerships is almost spent with only 6 of 38 projects awarded.

- There are currently 16 projects remaining in the 38 RAMP public-public partnership projects that contain significant risk for increased budget need. Utilizing the latest construction inflation numbers and recent history of awarded projects, staff estimates the potential of an additional \$80 million in project liability.
- Project Controls – Proposed project controls for RAMP partnership and operations (P&O) projects at the Final Office Review (FOR) stage are:
 - All RAMP P&O projects of more than \$15 million will require an independent cost estimate.
 - All RAMP P&O projects of less than \$15 million but with CDOT estimates greater than 7.5% or \$1 million above the approved budget will require an independent cost estimate.
 - Independent cost estimates performed more than 45 days before advertisement will be adjusted based upon an economic analysis/forecast.
 - All projects will be evaluated for scalability and scalable portions of projects may be included as alternate bid schedules, with the Regions informing Chief Engineer Joshua Laipply of the options explored to adjust the scope or why the scope is not scalable.
 - Additional local partnerships will be explored and the Regions will document why additional local partnerships are not possible.
 - All projects needing CDOT funds that amount to more than 1% of the original budget will require Transportation Commission action before advertisement. The Transportation Commission may approve the additional funding, use project swaps to cover the shortfall, defer advertisement, or remove funding for the project.
- Projects:
 - Project specific requests for additional funding were received for I-25/Cimarron in Region 2 and SH 9 in Region 3.

Summary of Discussion/Comments

- Discussion of independent cost estimates. CDOT is using a Utah firm for independent cost estimates. The firm uses real time information obtained from a network of suppliers to obtain very current estimates.
- The TC authorized staff to prepare a walk-on supplemental request for \$40 million of the Transportation Commission Contingency Reserve Fund for RAMP public-public partnership cost overruns. Commissioners approved the request after reviewing how staff proposes to address future RAMP cost overruns.
- The Transportation Commission also approved requests for additional funds for two RAMP partnership projects: the I-25/Cimarron Street design-build project in Region 2 and the SH 9 Colorado River South Wildlife and Safety in Region 3. The Commission also indicated support for High Performance Transportation Enterprise (HPTE) I-25 North at Crossroads project the HPTE discussed at its meeting.

Program Management Workshop (Richard Zamora)

- The monthly Program Management Workshop provides the TC with an update on the delivery of programs and significant projects. The focus this month was on asset management projects.

- The current cash balance is approximately \$1,304 M, \$155.9 M above the target.
- To date over 80% of the projects identified as part of the 2014 Asset Management Program are either complete or under construction and over 70% of the approved budget has been expended with the remaining amount encumbered for construction.
- The 2015 Asset Management Program continues to progress with over 10% of identified projects under construction and approximately 20% of the allocated funds expended to date.

Summary of Discussion/Comments

- Discussion of a new metric to monitor program delivery at the statewide level- the expenditure performance index (XPI).

Regular Transportation Commission Meeting / Bridge Enterprise Board Meeting

- Approved Budget Supplement as amended, including approval of additional funding for I-25/Cimarron, SH 9, and I-25 North at Crossroads.
- Approved reduction in State Infrastructure Bank (SIB) rate from 2.75% to 2.5% for all loans made in the next six month.
- Approved Bridge Enterprise budget supplement.



DATE: January 23, 2015
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Michelle Scheuerman, Statewide Planning Manager
SUBJECT: Public and Agency Comments on the Draft Statewide Transportation Plan (SWP)

Purpose

To provide an overview of the public and agency comments received on the SWP, how they are to be addressed, and other anticipated changes prior to finalization and adoption.

Background

The Draft Web-based SWP and Executive Summary were released for a 30-day public review and comment period from December 5, 2014 to January 4, 2015. During the public comment period there were 2,109 unique visits to the SWP website, at: www.coloradotransportationmatters.com. Once a comment was submitted, the sender received an immediate thank you response. A summary of categorized comments received will be posted to the SWP website.

Key Highlights of Comments Received

Statewide Plan Executive Summary and Web-based Plan Components

The majority of public comments received were overarching recommendations that related to topics already heavily emphasized and/or echoed in the SWP Executive Summary. In several instances, minor text, graphic, and map changes were identified and requested, and will result in minimal changes to the Executive Summary and/or the SWP web-based components. Based on the public comments received, no substantive changes to the SWP components are anticipated. Unrelated site-specific comments have been forwarded to the appropriate CDOT Region to address.

Agency comments were received from the Federal Highway Administration (FHWA), the Denver Regional Council of Governments (DRCOG), and the Grand Valley Metropolitan Planning Organization (GV MPO). Comments have been discussed with these respective agencies on how to best address. Many of the comments received were similar in nature and can be easily addressed. We do not anticipate significant changes to the SWP components as a result of these discussions. However, in many instances, minor modifications or additional information to provide clarity will be incorporated. In some instances more detailed information will be provided in technical memoranda.

More detail on public and agency comments are included in **Attachments A and B respectively**.

Minor Modifications to the Executive Summary Not Related to Public or Agency Comments

- Refined analysis of the Needs and Gap Estimate.
- Inclusion of a brief section on the economic benefits of transportation investments, including the economic benefits of additional funding.

Next Steps

- STAC recommendation to staff to take SWP to the Transportation Commission (TC) for adoption
- TC adoption

Statewide Transportation Plan Public Comments Summary
January 14, 2015
Attachment A

General Themes	Comments
Bicycle/Pedestrian	<ul style="list-style-type: none"> • Improve state highways for bicyclists. • Add dedicated bicycle lanes and widening improvements. • Distinguish between commuter and recreational cycling.
Transit	<ul style="list-style-type: none"> • Consider planned land development in transportation. • Expand light rail lines further south. • Highlight bus rapid transit. • Apply resources and planning towards more rail transit • Support high speed rail.
Highway Expansion	<ul style="list-style-type: none"> • Support tolled roads.
Mobility/Safety	<ul style="list-style-type: none"> • Support traffic signal changes to improve mobility and safety.

Statewide Transportation Plan Comments and Proposed Changes
Agency Comments
Draft January 16, 2015
Attachment B

General Themes	Comment	Proposed Changes
Public Education	<ul style="list-style-type: none"> The SWP needs to spell out what roads are included in the state network and include a map. The NHS is barely mentioned. Also, inconsistent terms are used - state (& statewide) transportation system; CDOT's transportation assets; state highway miles; highway needs. 	<ul style="list-style-type: none"> Changes regarding consistency will be made. A map and explanation of state and local government roadway responsibility will be included. Definitions of NHS on-system, NHS off-system, state highways, local roads will also be included.
Bike/Pedestrian	<ul style="list-style-type: none"> Does CDOT operate/maintain multi-use paths in addition to on-road facilities? 	<ul style="list-style-type: none"> Clarification on multi-use path responsibility and a brief description of the CDOT bike and pedestrian policy with a web link will be included.
Transit – (Not related to the Statewide Transit Plan)	<ul style="list-style-type: none"> The rail (or transit) section makes no mention of AGS/ICS efforts or funding needs. Implies that CDOT is responsible for rural providers, since only urbanized areas and RTD are called out as not the responsibility of CDOT. 	<ul style="list-style-type: none"> A description of the AGS/ICS study and description of rural transit responsibility will be included.
Safety	<ul style="list-style-type: none"> No indication that safety goals were brought from the Strategic Highway Safety Plan (SHSP) or how they relate to the SHSP. 	<ul style="list-style-type: none"> Clarifying language will be added that articulates the relationship between all other modal and topical plans goals and measures and connection to PD 14.
Congestion	<ul style="list-style-type: none"> There is no indication of congestion threatened corridors. Provide indication on how congestion factored into the identification of Statewide Major Corridors. 	<ul style="list-style-type: none"> Clarifying language will be added that articulates the fact that the Statewide Major Corridors include the state highway system NHS, which includes most of the congested corridors on the state highway system.
Planning Partner Coordination	<ul style="list-style-type: none"> Identify how the SWP and MPO performance goals and objectives 	<ul style="list-style-type: none"> Information on how CDOT coordinated with the MPOs

	<p>are linked and the process for coordination.</p> <ul style="list-style-type: none"> Note that CDOT also serves on MPO boards. Bolster Agency, Non-Metro, and Tribal coordination section. 	<p>on this topic will be included.</p> <ul style="list-style-type: none"> Additional detail on coordination will be included.
Other CDOT Plans and the Action Plan	<ul style="list-style-type: none"> Public needs to have access to the CDOT Action Plan. CDOT's Strategic Policy Actions on Resiliency and Redundancy, Emergency Relief, and Disaster Preparedness need to be mentioned. 	<ul style="list-style-type: none"> The CDOT Action Plan will be posted to the SW Plan website the week of January 19. Information from CDOT's Action Plan & TSMO Plan address this concern and will be included.
Policy Directive 14 (PD 14)	<ul style="list-style-type: none"> Discussion on how investment needs correlate with the performance measures and objectives needs to be included. Identify performance measures and objectives, baseline information and provide definitions such as what is an acceptable level of delay and what is considered a reasonable commute time. Identification of congested corridors. 	<ul style="list-style-type: none"> Clarifying language will be added to more clearly articulate the connection between investment needs and performance measures and objectives. The PD 14 Technical Memo will address this issue and will be posted to the SW Plan website. The Technical Memo will also include detail on actual targets. This issue will be addressed in the Needs and Gap Technical Memo and posted to the SW Plan website.
Investment Needs	<ul style="list-style-type: none"> Describe in more detail the methodology on how investment needs were calculated. 	<ul style="list-style-type: none"> Detailed information will be included in Needs and Gap Technical Memo on the SW Plan website.
Planning Process	Need to strengthen relationship between SWP and the STIP.	<ul style="list-style-type: none"> This is highlighted in the Planning Process Section of the web-based SWP (Planning Process Prezi). The relationship between SWP and the STIP is included on page 25.
Environmental	<ul style="list-style-type: none"> Consider adding an additional strategic goal for improving habitat connectivity for wildlife. 	This would be best addressed at the project level.

10 Year Capital Improvement Program (CIP)	<ul style="list-style-type: none"> • It would make sense to include the CIP in the Planning Process diagram and a notation of where and how an individual can find this information. 	<ul style="list-style-type: none"> • The details of the CIP are still being determined. Adding this to the planning process diagram at this time would not be appropriate. However, language will be included on the benefits of developing a CIP.
Additional Comments	<ul style="list-style-type: none"> • Mode share information needs to be included in Executive Summary • Include some text that explain pass-through grant examples. • For charts and tables throughout the document and website, it should be clearly noted if data shown is for state highways only or the entire state system, and all data sources should be noted. • Should also note how urban areas are defined. • There is going to be ongoing Plan Monitoring and a description of what that is, but there is no procedure or what the public should expect in terms of when and how. 	<ul style="list-style-type: none"> • Will include graphic on mode share from Key Data Findings, Needs, and Revenue section of the web-based SWP (Mobility Prezi). • Change will be made. • Change will be made. • Change will be made. • Plan monitoring is currently under development; however the Statewide Plan will be an active document and continued outreach to the public will be conducted and reporting and monitoring results made available.
Web-Based Plan Changes	<ul style="list-style-type: none"> • Under the Safety Prezi, that caption/heading should be changed to Vehicle Technology to be more encompassing. • Other minor comments and technical edits. 	Change will be made.



DATE: January 23, 2014
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Michelle Scheuerman, Statewide Planning Manager
SUBJECT: Policy Directive (PD) 14 Finalization and Proposed Adoption

Purpose

This memo updates the STAC on proposed additions or revisions to PD 14 in two goal areas - System Performance and Infrastructure Condition - and includes staff's recommendation to remove the earlier developed planning principles.

Action

Informational Update

Background

Traditionally, PD 14 is reviewed and updated at the beginning of each planning cycle to provide an overall framework for the transportation planning process through which a multi-modal Statewide Transportation Plan (SWP) is developed and implemented. PD 14 also guides investment decisions for a multi-modal transportation system.

The STAC last received an update in September 2014, which primarily focused on the refinement of PD 14 based on the following:

- *Alignment with a directive from the Governor's Office on performance measurement:* The directive required state agencies to identify activities they could undertake to achieve objectives.
- *Rulemaking for MAP-21:* Rules for transportation planning and safety were released for public comment in 2014 and those for highway conditions; congestion and CMAQ/system performance; and transit asset management and safety are expected in early 2015. Final rule publication is anticipated in spring 2015.
- *Need for consistency between PD 14 and other CDOT plans:* The plans influencing PD 14 were the Risk Based Asset Management Plan, Statewide Transportation System Management & Operations Plan, Statewide Transit Plan, Strategic Highway Safety Plan, and the Colorado Freight Plan.

PD 14 goals, measures, and objectives formed the basis for Multi-Modal Goals and Objectives included in the Draft Statewide Plan.

Details

The current draft of PD 14 is included in Attachment A: Revised Policy Directive 14. Key changes include the following:

- **Infrastructure Condition**
Additional proposed infrastructure condition objectives for bridges and other roadway assets are based on cross-asset optimization analysis and on the Risk Based Asset Management Plan and were the subject of the January 21, 2014 Joint Asset Management and Statewide Plan Committee meeting.

The two Transportation Commission committees were asked to decide how the additional infrastructure condition objectives should be handled in PD 14. Possible options included:

1. Keep as is by referring to the Risk Based Asset Management Plan in PD 14
2. Incorporate specific measures and objectives from the updated Table 4.1 into PD 14.
The table has been revised and expanded from the Risk Based Asset Management Plan.
3. Other options based on discussion

- System Performance

Highways: Staff recommends continued use of the Planning Time Index (PTI) as the system reliability measure. This measure was discussed with the Statewide Plan Committee during some of the initial workshops on PD 14. PTI is defined as the 95th percentile travel time divided by travel time at free-flow time. The system reliability objectives address congested segments by maintaining a PTI of 1.25 or less on 90% or greater of interstates and Colorado Freight Corridors, and a PTI of 1.08 or less on 90% or greater of the National Highway System (NHS), excluding interstates. The PTI for the NHS is less than for interstates and Colorado Freight Corridors because it excludes the interstates, which include many of the most congested highway segments. Over the past year we have moved toward different ways of measuring congestion, including PTI. As a result, staff recommends removing from PD 14 the minutes of delay measure and objective.

- Planning Principles

Staff recommends deletion of the planning principles section. The planning principles were adapted from the previously adopted PD 14 from 2008. Elements of the planning principles have since been incorporated into other areas of PD 14 or the SWP, or are being proposed for consideration as measures and objectives for addition to PD 14 at a later date.

Other highlighted changes in PD 14 include:

- Revisions to purpose statement to include Statewide Plan Vision
- Updates to Implementation Plan section

Staff anticipates reporting to the Transportation Commission on the status of PD 14 and progress in meeting objectives on at least an annual basis. Additionally, work continues on the development of additional measures and objectives that can be brought before the Commission for consideration in the future. These include additional measures and objectives relating to bike and pedestrian, truck freight safety, and potential new goal areas for economic vitality and environmental stewardship. See Attachment B: Possible Future Measures and Objectives.

Next Steps

- February 2015: Transportation Commission adoption of PD 14

Attachments

- Attachment A: Revised Policy Directive 14
- Attachment B: Possible Future Measures and Objectives

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Policy Guiding Statewide Plan Development		14.0
Effective TBD	Supersedes 03/20/08	Originating Office Division of Transportation Development

I. PURPOSE

This Policy Directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed **and implemented. With limited funding available, the Colorado Department of Transportation (CDOT) has developed a vision for the Statewide Transportation Plan that guides investment for Colorado's multimodal transportation system and that balances:**

- **Preservation and maintenance,**
- **Efficient system operations and management practices, and**
- **Capacity improvements, while incorporating risk-based asset management and cash management practices to optimize cost-effective project delivery.**

Policy Directive 14.0 performance objectives will guide the distribution of resources in the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. **This Policy Directive will be revised, as needed, to update performance objectives or incorporate additional goal areas.**

II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 112-141 (“Moving Ahead for Progress in the 21st Century” or “MAP-21), and its implementing regulations.

§ 43-1-106(8)(a), Colorado Revised Statutes (C.R.S.) Transportation Commission

§ 43-1-1103, C.R.S. Transportation planning

Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

III. APPLICABILITY

This Policy Directive applies to all CDOT Divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT's planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.

IV. DEFINITIONS

“Aspirational Objectives” are those objectives, or targets, toward which CDOT may strive if CDOT receives revenues beyond those projected.

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving condition is specific to each traffic based highway category and means drivers must reduce speeds to compensate for unsafe factors, navigate around damaged pavement, or endure intolerably rough rides.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Maintenance Level of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall maintenance level of service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.

“Performance Measures” are the ways that direction toward a goal is measured.

“Performance Objectives” are the specific targets an organization intends to meet.

“Planning Time Index” is the 95th percentile travel time divided by travel time at free-flow time.

“Revenue Service Miles” are the miles of service operated by transit vehicles and available to the general public.

“Serious Injuries” are evident incapacitating injuries which prevent injured persons from walking, driving or normally continuing the activities they were capable of performing before being injured in traffic crashes.

“Vehicle Miles Traveled” (VMT) is a measurement of miles traveled by vehicles obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.

V. POLICY

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of financial resources to meet or make progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Financial resources should be directed toward achieving the objectives within the first 10 years of the planning horizon (2016-2025). Projects should be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while recognizing constraints on some funding sources. Aspirational objectives guide the use of funds received that are above baseline revenue projections.

2. Goals. PD 14 goals guide development of the multimodal Statewide Transportation Plan and of performance objectives. The goals are:

- SAFETY – Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.
- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational strategies and secondarily through the addition of capacity. Support opportunities for mode choice.
- MAINTENANCE – Annually maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation.

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to direct investment decisions primarily focused on a 10-year planning horizon (2016-2025). Explanations of how the objectives will be measured and budget categories that fund the four goal areas - Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants - are listed below with the appropriate goals.

a) SAFETY:

The highway safety objectives (with the exception of the economic impact of crashes objectives) were set after studying trends from 2008 through 2013. Safety measures and objectives apply to *all* roads in the state. The other safety measures and objectives in this section are subsets of the highway measures and objectives. The budget categories that fund Safety are Maintain, Maximize, and Expand.

(1) All Highways

MEASURES:

- Number of fatalities
- Fatalities per vehicle miles traveled (VMT)
- Number of serious injuries
- Serious injuries per VMT
- Economic impact of crashes

OBJECTIVES:

- Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025.
- Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025.
- Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025.

- Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025.
- Reduce the economic impact of crashes annually by 1% over the previous calendar year.

ASPIRATIONAL OBJECTIVE:

- Achieve an annual average fatality rate of 0.75 per 100 million VMT in 2025.

(2) Bike and Pedestrian

MEASURES:

- Number of bicyclist and pedestrian fatalities involving motorized vehicles
- Number of bicyclist and pedestrian serious injuries involving motorized vehicles

OBJECTIVES:

- Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.
- Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025.

b) INFRASTRUCTURE CONDITION:

The infrastructure condition objectives for highways and bridges are intended to be achieved or maintained over the first 10 years of the planning horizon (2016-2025). The budget category that funds Infrastructure Condition is Maintain.

(1) Bridges

MEASURES:

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges
- Risk-Based Asset Management Plan Goals for bridges

OBJECTIVES:

- Maintain the percent of NHS bridge total deck area that is not structurally deficient at or above 90%.
- Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.
- Meet bridge goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

- Achieve the percent of NHS bridge total deck area that is not structurally deficient at or above 95%.

(2) Highways

MEASURES:

- Pavement condition of the Interstate System
- Pavement condition of the NHS, excluding Interstates
- Pavement condition of the state highway system
- Risk-Based Asset Management Plan Goals for pavement condition

OBJECTIVES:

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.
- Meet pavement condition goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

- Achieve pavement condition level of 90% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve pavement condition level of 90% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.

(3) Other Roadway Assets

MEASURE:

- Risk-Based Asset Management Plan Goals (for culverts, tunnels, walls, and geohazards)

OBJECTIVE:

- Meet Risk-Based Asset Management Plan Goals

(4) Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

- Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions, beginning with the baseline established in September 2014.
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.

ASPIRATIONAL OBJECTIVE:

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than 70% operating in fair, good, or excellent condition, per Federal Transit Administration definitions, beginning with the baseline established in September 2014.

c) SYSTEM PERFORMANCE:

The system performance objectives for Interstates, NHS and State Highway system are intended to be achieved within the first 10 years (2016-2025) of the planning horizon. The system performance objectives for transit begin in 2012 either for a five-year rolling average or as the baseline year. The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

(1) Interstates, NHS and State Highway system

MEASURES:

- Interstate Performance – Planning Time Index (PTI)
- NHS Performance – PTI for the NHS system, excluding Interstates
- Colorado Freight Corridors Performance – PTI
- Traffic Congestion – Minutes of delay on congested segments of the state highway system

OBJECTIVES:

- Maintain a PTI of 1.25 or less on 90% or greater of Interstates centerline miles.
- Maintain a PTI of 1.08 or less on 90% or greater of NHS centerline miles, excluding Interstates.
- Maintain a PTI of 1.25 or less on 90% or greater of Colorado Freight Corridor centerline miles.
- ~~Maintain daily travel time delay on congested segments of state highway corridors at or below 22 minutes of delay per traveler.~~

ASPIRATIONAL OBJECTIVE:

- ~~Achieve a daily travel time delay on congested segments of state highway corridors below 17 minutes of delay per traveler per day.~~

(2) Transit

MEASURES:

- Transit Utilization – Ridership statewide and by subcategory: small urban and rural
- Transit Connectivity – Revenue service miles provided

OBJECTIVES:

- 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.
- Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.

ASPIRATIONAL OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.7% statewide over a five-year period beginning with 2012.
- Increase the statewide total number of revenue service miles of regional, inter-regional, and inter-city passenger service by at least an average 1.7% over a five-year period beginning with 2012.

d) MAINTENANCE:

Maintenance objectives are established based on annual funding levels and measured annually. The budget category that funds Maintenance is Maintain.

MEASURES:

- Level of Service (LOS) for snow and ice removal
- Overall Maintenance Level of Service (MLOS) for the state highway system

OBJECTIVES:

- Maintain a LOS B grade for snow and ice removal.
- Maintain an overall MLOS B- grade for the state highway system.

ASPIRATIONAL OBJECTIVES:

- Achieve a LOS B+ grade for snow and ice removal.
- Achieve an overall Maintenance LOS B grade for the state highway system.

4. ~~Planning Principles. The planning principles describe how CDOT conducts business in carrying out the statewide transportation planning process.~~

~~a) Customer Focus. Improve customer service and satisfaction by focusing on the priorities identified by the public. Strengthen transparency and accountability by ensuring the public has multiple ways of learning about and participating in multimodal transportation planning and regional and statewide transportation decision making.~~

~~b) Partnerships. Collaborate with CDOT planning partners to build consensus for the integration of local, regional and statewide transportation priorities in the multimodal Statewide Transportation Plan and to reach data-based multimodal transportation planning solutions. Partner with other agencies and the private sector to leverage resources and to augment public funds.~~

~~c) Performance-Based Planning and Programming. Use a performance-based planning and programming approach in developing a multimodal Statewide Transportation Plan that aligns with MAP-21 national performance goals. Program projects in support of those goals~~

and CDOT objectives and in alignment with the risk-based asset management plan. Address both the 10-year and long range planning horizons.

d) ~~Financial Planning.~~ In cooperation with CDOT planning partners, and in recognition of declining revenues and increasing costs, develop reasonable Revenue Projections and a Program Distribution method that optimize the use of funds in addressing critical transportation needs. Utilize financial scenarios in the Plan in order to be prepared for different levels of future funding.

e) ~~Freight Movement and Economic Vitality.~~ Recognizing that Colorado's transportation system constitutes a valuable resource and a major public and private investment that directly affects the economic vitality of the state, enhance Colorado's economic competitiveness by supporting measures that facilitate freight movement and promote state, regional and local economic goals.

f) ~~Environmental Sustainability.~~ Incorporate social, economic, and environmental concerns into the planning, design, construction, maintenance, and operation of a state multimodal transportation system. Support coordinated decision making that balances transportation, land and resource use, and quality of life needs. Promote a transportation system that minimizes impacts to and encourages preservation of the environment, and follows the CDOT Environmental Stewardship Guide. Provide a sustainable transportation system that meets existing needs without compromising the ability to provide for the future.

VI. IMPLEMENTATION PLAN

Additional measures and objectives are planned or currently under development. As additional measures and objectives are finalized they will be brought forward for consideration of incorporation into PD 14. This includes measures and objectives in the following areas: Bike and Pedestrian, Truck Freight, Economic Vitality, and Sustainability.

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, ~~the Division of Transportation System Management & Operations, and the Division of Transit & Rail~~, and in collaboration with other CDOT Divisions and CDOT Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Transportation Performance Branch will report annually on performance of the transportation system to track progress toward objectives. ~~At a minimum,~~ the Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations.

VII. REVIEW DATE

This directive shall be reviewed on or before December 2018.

Secretary, Transportation Commission

Date of Approval

Attachment B: Possible Future Goal Areas, Measures and Objectives

Goal Area: System Performance- Bike and Pedestrian

To obtain the data on which to base future bike/pedestrian measures and objectives, CDOT proposes to:

- Complete by FY 2018 an inventory of all CDOT-owned bicycle and pedestrian facilities and all non-CDOT owned bicycle and pedestrian facilities parallel or adjacent to state highways.
- Complete data collection and a framework for the development of a bicycle miles traveled model for urbanized areas of the state by FY 2019.
- Establish by FY 2019 a Level of Service for all CDOT owned bicycle and pedestrian facilities.

Goal Area: Safety- Truck Freight

Measures and Objectives:

- To be determined

To obtain the data on which to base truck freight safety measures and objectives, CDOT proposes to:

- Establish a benchmark and objectives for truck crash hot spots on Colorado Freight Corridors using five years of data compiled through CY 2015.
- Establish a program to begin reducing the number of hotspots beginning in CY 2016.

Goal Area: Economic Vitality

Measures and Objectives:

- To be determined

To obtain the data on which to base economic vitality measures and objectives, CDOT proposes to:

- To be determined

Goal Area: Environmental Sustainability

Measures and Objectives:

- To be determined

To obtain the data on which to base economic vitality measures and objectives, CDOT proposes to:

- To be determined



COLORADO

Department of
Transportation



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(CRBRC)**

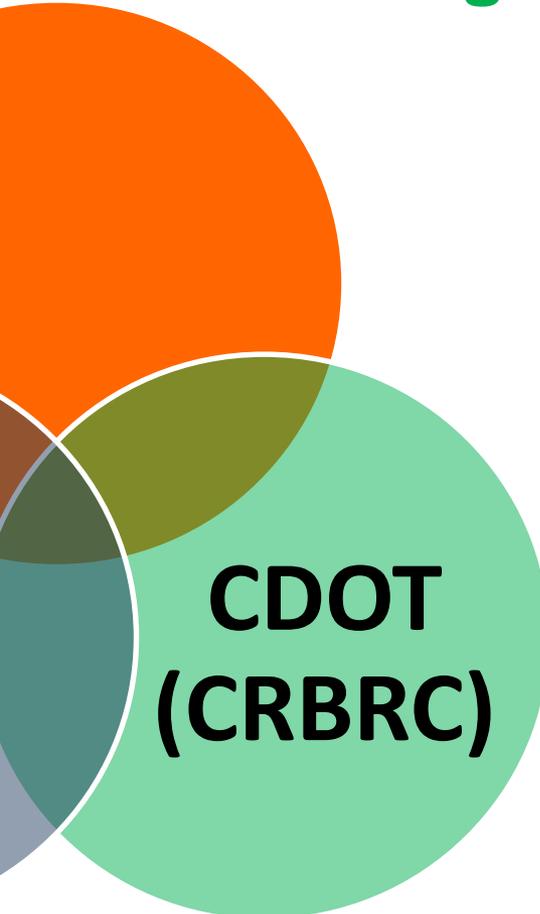


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Transportation

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Our Programs:

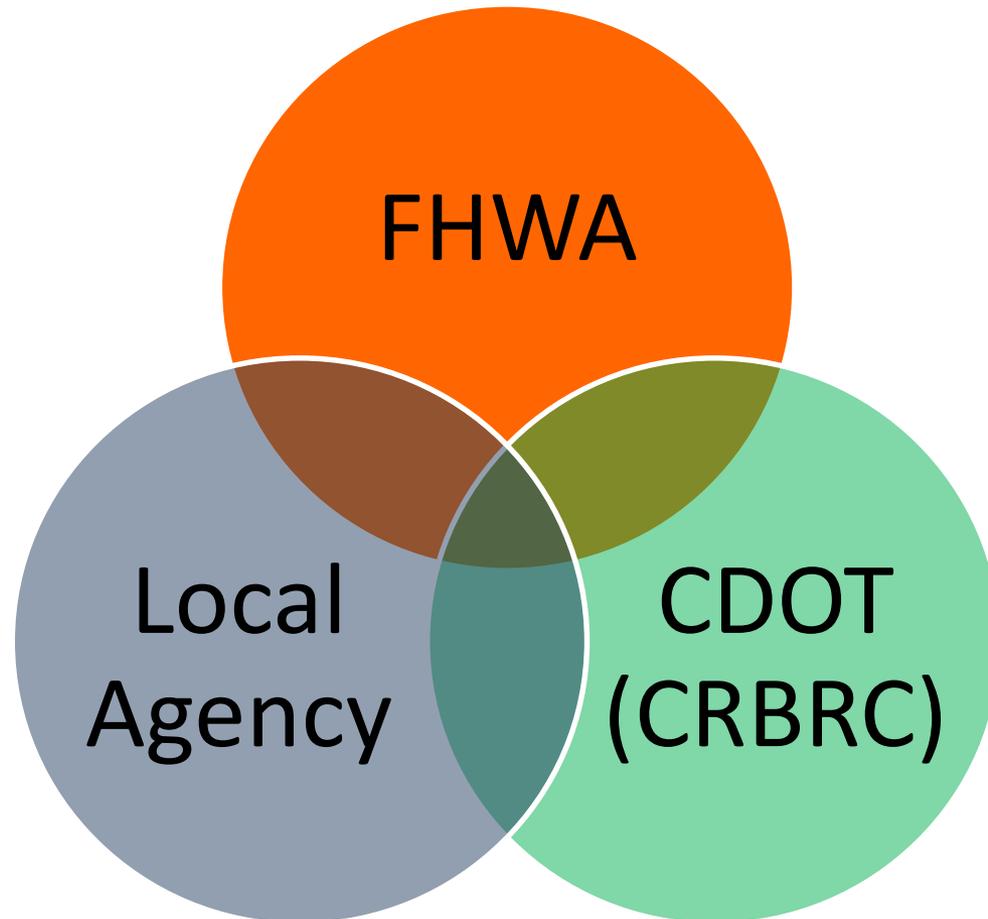
- 1) Small business programs
 - DBE & ESB, Certification, DBE/SS
- 2) Workforce Development
 - OJT, OJT/SS
- 3) EEO/Contract Compliance
- 4) **Title VI (Nondiscrimination)**
- 5) **ADA Title II**



**CDOT
(CRBRC)**



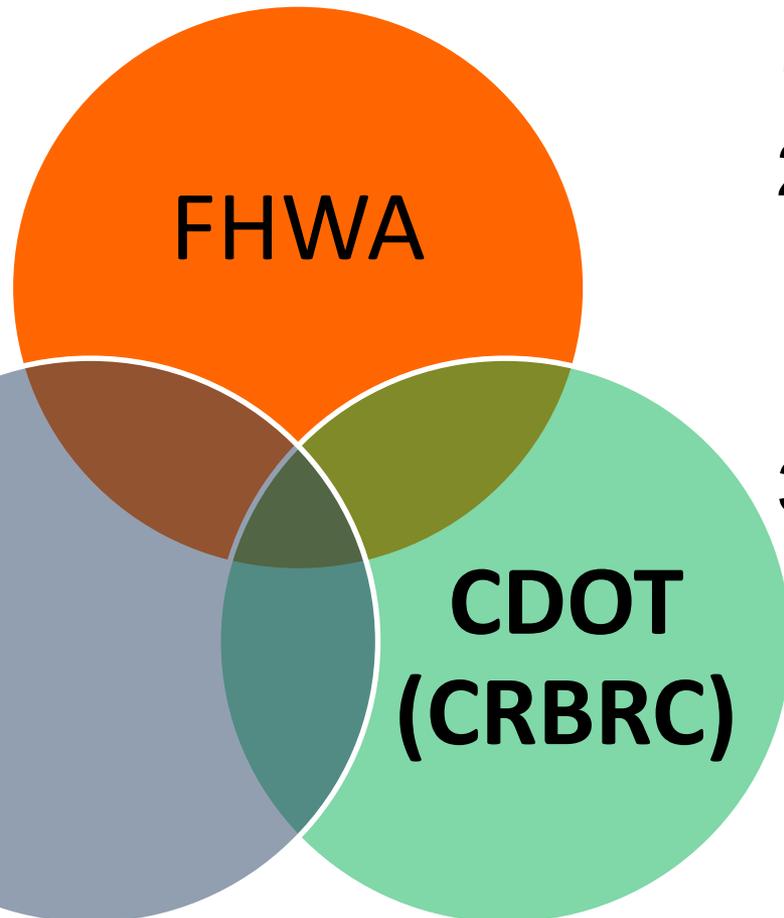
FULL COMPLIANCE REQUIRES PARTNERSHIP APPROACH





CRBRC's TVI & ADA Stewardship Role

Required "Program" vs. Law:



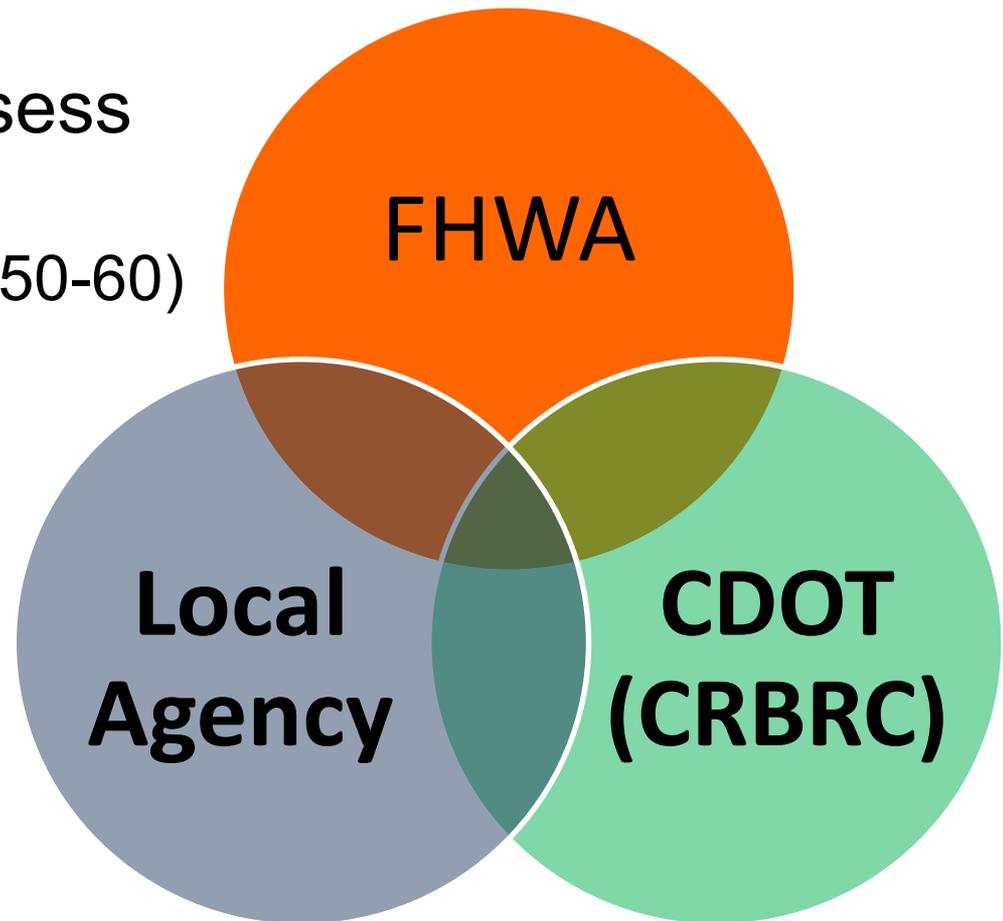
- 1) Direct accountability (tied to \$)
- 2) Subrecipient (LA) compliance
 - Requirements not new
 - IGAs = project + programmatic requirements
- 3) Resource vs. Police Force
 - Goal is statewide compliance (ensuring nondiscrimination)
 - Tailored (not punitive) approach
 - Technical assistance (training, 1-on-1, website templates etc.)



Local Agency “Assessments”

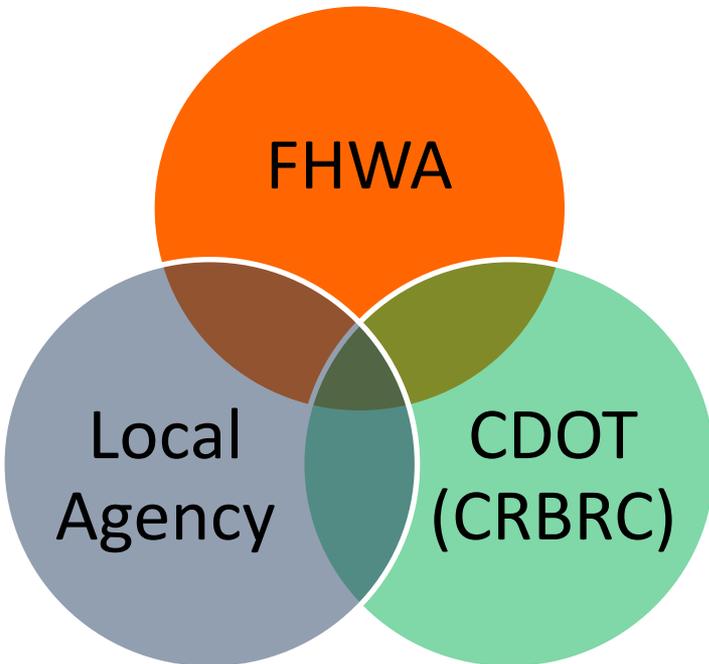
Next steps:

- 1) Survey to identify/assess needs & gaps
 - Current/active IGAs (50-60)
- 2) CRBRC Follow-up
 - Provide resources to help facilitate compliance
 - Willing to do “on sites” where needed





QUESTIONS?



- 1) Greg Diehl
CRBRC Manager
greg.diehl@state.co.us
- 2) Katherine Williams
CRBRC Title VI Supervisor
katherine.williams@state.co.us
- 3) Michael Nusen
CRBRC ADA Supervisor
michael.nusen@state.co.us



DATE: January 15, 2015
 TO: Applicants for Capital Funding
 FROM: Tom Mauser, Transit Programs Manager
 SUBJ: Recommendations for Capital Funding

Background and Process

A two-year Consolidated Call for Capital Projects (CCCP) was released to over 200 organizations and individuals in October. This CCCP was a call for projects for both the FASTER (Local and Statewide) and FTA (Sections 5310, 5311 and 5339) grant programs. Assessing and programming all capital requests for all these programs simultaneously provides a more comprehensive approach to capital funding and lightens the burden on applicants. Doing it for a two-year period adds more predictability to the process and aids with planning and asset management. The process is made more complicated, though, by the fact the federal funds are awarded on a calendar fiscal year (CY) basis, while the FASTER funds are awarded on a July 1-June 30 State fiscal year (SFY) basis.

DTR received 140 separate applications from 50 organizations, totaling over \$45.5M in requests over the two years. Meanwhile, DTR expects to have only about \$27.5M available over the two years. The applications were reviewed and scored by a team made up of employees from DTR, as well as CDOT's Division of Transportation Development, Office of Policy and Governmental Relations and Office of Civil Rights.

DTR is recommending projects for full award with SFY16 FASTER funds and CY15 FTA funds. For SFY17 FASTER and CY16 FTA, DTR is recommending only **provisional** awards (the table refers to them as preliminary awards but we think provisional is a more appropriate term). These are provisional commitments for a number of reasons: they are contingent on the availability of state and federal funds, which are appropriated annually. They're also contingent on your organization continuing to demonstrate steps toward implementation of the project, compliance with FTA's minimum useful life standards, and availability of matching funds. Projects listed for provisional awards could expect to receive funding in the next funding year provided they remain ready to proceed and maintain a favorable evaluation score ranking. Projects with a lower evaluation score might not be able to count on the funding if higher scoring projects are submitted in the next call for projects. If you have a provisional award, there's no action to take right now other than to plan and be prepared to communicate updates regarding your project.

The projects recommended for FASTER funding are found in the attached Tables A through D for SFY16; the provisional awards for SFY17 are in Tables E through H. The projects

recommended for FTA CY15 funding are in Tables I through N, while the provisional awards for CY16 FTA programs are listed in tables O through T. Tables U and V list each of the projects not recommended for funding from **either** the FASTER or FTA programs, along with the rationale for their lower score or reason they were not selected; some of these projects could be funded later if any projects are withdrawn or experience bid savings.

The tables show the requested and selected projects, by funding program. Many projects were eligible for more than one program. In the column "Project Type":

- VR= vehicle replacement project
- F= facility project
- E= equipment project
- EV= expansion vehicle project
- C= connectivity project
- PS= planning study

In general we prioritized projects in that order, but also considered each project on its own merits, based on the stated evaluation criteria.

The capital funding that is available for the first year is as follows:

- \$3M - Regional Transportation District (Denver large urbanized area set-aside, taken from the FASTER Statewide pool), as shown in Table A
- \$700K - Mountain Metropolitan Transit (Colorado Springs large urbanized area set-aside, taken from the FASTER Local pool) in Table A
- \$200k - Transfort (Fort Collins large urbanized area set-aside, taken from the FASTER Local pool), Table A
- \$4.1 M - FASTER Local pool in Table B
- \$2.0 M - FASTER Statewide competitive pool for capital projects in Table C
- \$1.0 M - FASTER Statewide pool for regional operating assistance in Table D
- \$8.0M - FTA funding in Sections 5310, 5311 and 5339

For the second year we expect to have about \$2.5M less available, because we do not anticipate having significant carryover funding like we had for the first year.

When reviewing the tables, it is important to note:

- In April 2014 DTR announced "preliminary awards" for FTA funding programs. However, our Transportation Commission approved a number of changes to the FASTER Transit program; in particular, the FASTER Local pool is now being focused on vehicle replacements. Therefore, DTR switched some vehicle replacement projects previously identified as preliminary for CY15 FTA programs over to the SFY16 FASTER program. The end result is that the projects are funded but the funds will be available a few months later, following the FASTER funding cycle. We wanted to call this change to your attention in case you were wondering where your CY15 preliminary award project ended up.
- Our eligibility criteria did not exclude service or employee shuttle vehicles. Some requests were made for such vehicle types and they received relatively high scores due to high mileage and age. However, due to the great volume of passenger vehicle needs, as well as other high priority requests, we have decided not to make awards for

non-passenger vehicles. We apologize for the inconvenience to those who submitted requests for them. In the future we propose to make them ineligible altogether.

- Please note that the final awards notice will place general conditions on all projects (e.g., each project shall provide a 20% local match) as well as special conditions on particular projects (e.g., must first complete transit study).
- Finally, please note that we are not recommending that the full \$1M available for FASTER regional operating assistance be awarded. This was based in part on our evaluation of the projects. It was also based on our recognition that local agencies did not have much time to develop eligible programs after we announced its availability; therefore, some worthy projects might be conceived over the next year; but if we commit the entire \$1M we would likely be committing all these operating funds for three years, and unable to consider any other routes that were developed, including essential services routes in very rural areas. We are recommending that the unawarded funds be transferred to the FASTER Statewide competitive pool, and the tables reflect this recommendation.

Next Steps

CDOT's Transportation Commission approves the selection of the FASTER projects. The lists of recommended FASTER projects was just sent to our Transportation Commission today. (Note: we could not provide to you the lists before today.) The Commission's Transit and Intermodal Committee has been asked to review the FASTER lists. The Committee will be meeting next Wednesday afternoon, the 21st. If the Committee members have any questions or concerns, they'll bring them up; otherwise they'll not discuss them, as their approval is not requested at this point. If we are made aware of major questions or concerns, we'll share them with the Committee. The full Transportation Commission will then be asked to approve the FASTER lists at its February 19th meeting.

If you have any concern/objection/protest about DTR's FASTER recommendations, we are asking you to make them known to us via David Averill **before** the T&I Committee meeting on January 21. Contact David at 303-757-9347 or david.averill@state.co.us. (Please note that Monday the 19th is a State holiday.) David will summarize what he hears and present it to the DTR Director, Mark Imhoff, who'll decide how to share that information with the Committee. We request that concerns be voiced **before** the T&I Committee meeting; anything major voiced after then could potentially lead to the approval action being pulled from the February agenda. Please also note that one option for you is to express your concern/objection/protest directly to your Transportation Commissioner.

The process is different for the FTA awards. The Transportation Commission does not approve the FTA awards. They are approved by Mark Imhoff. Therefore, if you have a concern/objection/protest regarding our FTA recommendations, you'll be presenting them for DTR's consideration, not the Commission's. In addition, there is an opportunity to submit a **formal** appeal of our FTA funding recommendations, following our published Rules and Regulations for the FTA programs. Those appeals must be submitted within 60 days of when we announce the FTA awards, which will be within one week of Transportation Commission approval of the FASTER awards.

If you have a concern but it doesn't necessarily rise to a level of presenting it to the Transportation Commission, and you simply have questions about your project's score, or our reasoning in making these recommendations, or why a project was not funded (or only partially funded), DTR is amenable

to discussing the factors that played into its scoring decisions. We recognize that not all scoring rationale could reasonably be provided in Tables U and V. These kinds of inquiries can certainly come to us after January 21. Also, we would greatly appreciate any kind of feedback or comment about your impressions of our project application and selection process or its outcomes.

Thanks for your interest in our capital programs!

Table U: 2015 Unfunded Projects from all available programs

Applicant	Project	Project Type	Program	Request	Score	Rationale
Inspiration Field (new facility)	Vehicle Maintenance Facility	F	FTA 5310 Rural	\$492,836	5.875	Request amount too large relative to amount available; not a priority project at this time; not included in the Regional Transit Plan for the Southeast TPR; applicant provides closed door/client-only service, so at most we believe we should offer only partial funding.
Mountain Village, Town of	Main Gearbox Rebuilds	F	FTA 5311	\$80,000	7	Applicant agency's total requests (\$x) are high relative to available amount. Not a high priority in the face of the other awards being made in FY15 and FY16 to this applicant and others.
CDOT Div. of Transit and Rail	Routing/Scheduling/Dispatch Software		FASTER SW or FTA 5311	\$850,000	6.625	Request amount is large relative to amount available. Concerns about project readiness and procurement process. More research on cost is needed. Some agencies have already obtained software with other funding--must consider fairness of awarding 100% funding
Black Hills Stage Lines, Inc.	Shop Equipment	E	FTA 5311	\$29,370	5.25	Low score. Limited funding availability. Not a priority project. Also, DTR is considering a move towards a new funding model for intercity bus services; new process would be competitive award to one or more operators, so it would be inappropriate to provide equipment to one potential competitor now.
Durango, City of	Locked gate installation at bus yard	F	FTA 5311	\$51,560	5.125	Low score. Limited funding availability. Not a priority project.
Durango, City of	Safety and Security - AED for Fleet	E	FTA 5311	\$12,120	4.66	Low score. Limited funding availability. Not a priority project.
Teller Senior Coalition	Software	E	FTA 5311	\$20,000	4.625	Low score. Project readiness in question. Investment not in line with low relative ridership; sharing with others more appropriate
Black Hills Stage Lines, Inc.	Rebranding	E	FTA 5311	\$12,000	4.5	Low score. Limited funding availability. Not a priority project. Also, see note above for Black Hills Stage Lines Shop Equipment
City of Cripple Creek	Service Truck	VE	FTA 5311	\$56,000	3.5	Low score. Limited funding availability. Service trucks are not considered a priority project relative to passenger vehicles.
SUCAP	OTR Coach Replacement (2)	VR	FASTER SW or Loc	\$157,988	8	Early in 2014 CDOT awarded \$200,000 for the purchase of two refurbished buses for the SUCAP bus route, which only requires one bus daily for operations. DTR believes these two buses should not need to be replaced so quickly. Furthermore, DTR intends to use SB 228 for bus purchases like these on intercity bus routes.
Black Hills Stage Lines, Inc.	Vehicle Refurb		FTA 5311	\$133,565	5	Low score, CDOT does not wish to subsidize capital costs on this nearly profitable route. Furthermore, see note above for Black Hills Stage Lines Shop Equipment.
Durango, City of	Replacement Utility Truck	VR	FTA 5311/FASTER Loc	\$24,000	8.5	Limited funding availability. While this vehicle scored high based on its performance metrics, utility trucks are not considered a priority project relative to passenger vehicles.
Durango, City of	Employee Shuttle Vehicle replacement	VR	FTA 5311/FASTER Loc	\$23,200	8.5	Limited funding availability. While this vehicle scored high based on its performance metrics, employee shuttle vehicles are not considered a priority project relative to passenger vehicles.
Rocky Mountain Health Care Services	Vehicle Replacements (2)	VR	FTA 5310	\$106,400	5.5	Request is deemed to be ineligible. As a closed-door service, it is ineligible for FASTER. Applicant is eligible for Section 5310 but is located within Colorado Springs, which receives its own Section 5310 apportionment.
vrive	Vanpool pilot program	VE	FTA 5311	\$65,052	3	This commercial entity did not identify a specific project, expects CDOT to provide match. Not a priority project.
TOTAL:						

TABLE V: 2016/17 Unfunded Projects

Applicant	Project	Project Type	Program	Request	Score	Rationale
Cripple Creek, City of	Maintenance Facility	F	FTA 5311	\$912,342	6.375	Request large relative to amount available and size of program relative to all applicants and desire to spread funding around the state.
Arvada, City of	Parking structure	F	FASTER Local	\$800,000	6.25	Previous awards for this project (\$2.4 M) were made out of the old Region 6 Local Pool. Due to changes in the FASTER program the priority for the FASTER Local Pool is on vehicle replacement projects.
Gunnison Valley RTA	45' Commuter Coach	VE	FTA 5311	\$536,000	6.75	Request is large relative to amount available. Funding for one of the two buses requested is recommended, but not both .
Mountain Village, Town of	Gondola tower, terminal painting	F	FTA 5311	\$80,000	8.6	Total agency requests (\$688K) high relative to available amt. Not a high priority in light other awards being made to this applicant.
Mountain Village, Town of	Employee Shuttle Vehicle replacement (5)	VR	FTA 5311/FASTER Loc	\$120,000	8.5	Limited funding availability. While this vehicle scored high based on its performance metrics, utility trucks are not considered a priority project relative to passenger vehicles.
Greeley, City of	Fixed Route Vehicle Replacements (3)	VR	FASTER Local	\$247,800	7.25	FASTER as match is not considered appropriate for this community, which has a low unemployment rate and favorable tax base based on energy development. Application states that FASTER match is preferred primarily in economically distressed communities.
Disability Services, Inc.	BOC Replacements (2)	VR	FASTER Loc	\$110,400	7	Applicant also applied for Colorado Springs UZA Section 5310 funding; confirmed with PPACG that funding for this request was approved.
Boulder County	Planning study of BRT on SH7	P	FASTER	\$60,000	5	Low priority for Local pool, given priority for vehicle replacements. Very limited Statewide pool funds available. No RTD support or participation in the study, even though they'd be the most likely provider of service. Premature without RTD participation.
RTD	Replace LRT structures for ADA accessibility	F	FASTER Statewide	\$1,144,000	7.4	Request is large relative to amount available. It is scalable, but other RTD request ranked higher. Weak as SW project, would have little impact on ridership
RTD	Central rail repairs	F	FASTER SW	\$1,972,000	6.9	Request is large relative to amount available. It is scalable, but other RTD SW request ranked higher. Little impact on ridership
SUCAP	OTR Coach Replacement (2)	VR	FTA 5311	\$631,951	8	See SUCAP OTR Coach Replacement item above. Same rationale.
vrive	Vanpool pilot program	VE	FTA 5311	\$123,623	3	No specific project identified. Not a priority project.
City of Denver 2	Bike Hub at DUS	F	FASTER SW	\$1,439,680	6.125	Very large request relative to amount available. Question of if it is truly a statewide project. If not, then is a very low priority for the FASTER Local Pool due to the priority of that program being on vehicle replacements.
City of Denver 1	Broadway Station	F	FASTER SW	\$2,200,000	5.75	Large request relative to amount available; mostly a street & interchange improvement, small transit benefit.
Town of Avon	Bus Replacement	VR	5339 Rural	\$350,000	5.5	Request was for CY16, low score and limited funding in desired source. DTR will program this preliminarily for CY17 Rural 5339
Boulder County	Planning study of BRT on SH7	P	FASTER	\$90,000	5	See Boulder County item above. Same rationale.
vrive	Vanpool pilot program	VE	FTA 5311	\$181,876	3	This commercial entity did not identify a specific project, expects CDOT to provide match. Not a priority project.
Total:				\$10,999,672		
GRAND TOTAL				#VALUE!		

Table I: CY15 Section 5310 Rural Capital Awards, 1/9/2015 (\$537,198 available)

Applicant	Project	Project Type	2015 Request	Total Score	Recommended CY15 FTA Award
Tri Valley Senior Services (Strasburg)	Replacement Van**	VR	\$40,000	9.75	\$40,000
Southern Ute Community Action Plan (SUCAP)*	Senior Center Van	VR	\$44,000	8.5	\$44,000
Dolores County Senior Services 2	Vehicle Replacement (1)	VR	\$26,300	8	\$26,300
El Paso Fountain Valley Senior Citizens Program Inc.	1 BOC Replacement and 1 Van Replacement	VR	\$107,420	7.25	\$107,420
Routt County	Accessible Type I BOC	VR	\$64,000	7	\$64,000
Upper Arkansas Area Council of Govts.	Expansion Vehicle	VE	\$81,600	6.8	\$81,600
Las Animas Rehabilitation Center (Trinidad)	Vehicle Replacement	VR	\$51,800	6.5	\$51,800
Baca County	Van replacement	VR	\$48,895	6.5	\$48,895
Teller Senior Coalition (Woodland Park)	Expansion Vehicle	VE	\$52,000	6.4	\$52,000
			\$516,015		\$516,015

* project uses FY16 FASTER as match

** Conditional award

Table J: CY15 Section 5310 Large Urban Capital Awards, 1/9/2015 (\$1,189,870 available)

Applicant	Project	Project Type	2015 Request	Total Score	Recommended CY15 FTA Award
Seniors Resource Center (JeffCo)	2015 Sedan Replacements (Fleet)	VR	\$46,400	8	\$46,400
Seniors Resource Center (Adams)	2015 A Lift vehicle replacements (A-Lift)	VR	\$128,000	7.75	\$128,000
Seniors Resource Center (JeffCo)	2015 BOC Replacements (Fleet)	VR	\$128,000	7.5	\$128,000
City of Littleton	Vehicle Replacements	VR	\$88,000	6.75	\$88,000
Seniors Resource Center (JeffCo)	Tablets	E	\$36,800	6.5	\$36,800
Seniors Resource Center (JeffCo)	Vehicle Replacements	VR	\$112,000	6.5	\$112,000
Broomfield, City of (DRCOG award)	Replace Vehicles, purchase dispatch software	VR/E	\$79,000	na	\$79,000
Developmental Pathways (Arapahoe/Douglas) (DRCOG award)	Purchase Vehicle	VR	\$44,000	na	\$44,000
Easter Seals of Colorado (Lakewood) (DRCOG award)	Purchase Vehicle	VR	\$44,500	na	\$44,500
Seniors Resource Center (Jeffco) (DRCOG award)	Replacement Vehicles	VR	\$233,600	na	\$233,600
					\$637,900

na= recommended by previous arrangement by DRCOG, honored by CDOT

Table K: CY15 Section 5310 Small Urban Capital Awards, 1/9/2015 (\$691,206 available)

Applicant	Project	Project Type	2015 Request	Total Score	Recommended CY15 FTA Award
Via Mobility Services (Boulder)	BOC Replacements (4)	VR	\$180,800	9	\$180,800
Senior Resource Development Agency	Replacment vehicles (3)	VR	\$53,700	8	\$53,700
Via Mobility Services (Boulder)	BOC Rehabs (2)	VR	\$18,400	7.75	\$18,400
Via Mobility 2 (Boulder)	Paratransit Vehicle Replacement	VR	\$199,200	7.5	\$199,200
			\$271,300		\$271,300

Table L: CY15 Section 5311 Capital Awards, 1/9/2015 (\$2,835,401 available)

Applicant	Project	Project Type	2015 Request	Total Score	Recommended CY15 FTA Award
Montrose County Senior Citizens Transportation, Inc. *	Mini van replacement	VR	\$40,000	8.5	\$40,000
Roaring Fork Transportation Authority	Aspen Maintenance Facility Phase III	F	\$896,278	8	\$896,280
Southern Ute CAP	Road Runner Transit replacement vehicles	VR	\$108,740		\$108,740
Summit County	Final design and engineering of proposed Dillon Transfer Station	F	\$10,560	6.625	\$10,560
Gunnison Valley RTA (Gunnison)	Expansion vehicle	VE	\$536,000	7.625	\$536,000
Mountain Village, Town of	Gondola Grip Rebuilds - 2015	E	\$112,000	7	\$112,000
Mountain Village, Town of	Low Speed Conveyor Rebuild - Phase 2 of 3	E	\$60,000	7	\$60,000
Montrose County Senior Citizens Transportation, Inc.	BOC (Arboc) Replacement	VR	\$124,800	6.5	\$124,800
Summit County (Summit Stage)	Summit Stage Operations Center Expansion Design	F	\$43,800	6.625	\$43,800
Steamboat, City of 2	GPS System Expansion – Steamboat Springs Transit	E	\$83,000	6.5	\$75,000
Mountain Village, Town of 6	Gondola Controls Upgrade	E	\$272,000	6.5	\$272,000
Mountain Village, Town of	Gondola Cabin Refurbishment - Phase 2 of 6	E	\$88,000	6	\$88,000
Mountain Village, Town of	Gondola Cabin Refurbishment - Phase 1 of 6	E	\$88,000	6	\$88,000
Eagle County 4	Avon Station Bus Shelter Replacement	F	\$120,000	6	\$120,000
Seniors Resource Center* (JeffCo)	Clear Creek County expansion	VE	\$74,700	5.75	\$74,700
Breckenridge, Town of 2	Facility - garage door retrofit	F	\$216,000	5	\$185,000
			\$2,873,878		\$2,834,880

* project uses FY15 FASTER as match

Table M: CY15 Section 5339 Rural Capital Awards, 1/9/2015 (\$1,570,000 available)

Applicant	Project	Project Type	2015 Request	Total Score	Recommended CY15 FTA Award
Steamboat, City of 1	Vehicle Replacement (1)	VR	\$492,000	9.25	\$492,000
Eagle County 1	40' Vehicle Replacement (2)	VR	\$344,000	8.5	\$344,000
Breckenridge, Town of	1 replacement bus and 2 refurbishments	VR	\$744,000	8	\$734,000
			\$1,580,000		\$1,570,000

Table N: CY15 Section 5339 Small Urban Capital Awards, 1/9/2015 (\$1,188,964 available)

Applicant	Project	Project Type	2015 Request	Total Score	Recommended CY15 FTA Award
Mesa County	Bus Replacement-5339 2015 (2)	VR	\$248,000	8.5	\$248,000
Pueblo, City of	Bus Replacement (1)	VR	\$308,000	7.5	\$308,000
Greeley, City of	Fixed Route Vehicle replacements (3 requested, 1 awarded due to funds availability)	VE	\$1,180,000	7.25	\$393,340
					\$949,340

Recommended Funding for FASTER State Fiscal Year 2016

Applicant	Project Description	Recommended Award
Regional Transportation District	East Colfax/15L Transit Enhancements Project	\$770,000
Regional Transportation District	Speer Blvd Light Rail Crossing Repair and Replacement	\$470,000
Regional Transportation District	Light Rail Vehicle Midlife Refurbishment and Overhaul (4 LRV's) - add at \$880k each	\$1,760,000
Mountain Metropolitan Transit (Colorado Springs)	Fixed Route Vehicle Replacement (3)	\$700,000
Transfort (Fort Collins)	Match for FTA 5307 funding - Replacement Vehicles (8)	\$200,000

Applicant	Project Description	Project Type	Request Amount	Score	Recommended Award Amount
Silver Key Senior Services 1 (Colorado Springs)	Minivan replacement	VR	\$32,000	9	\$32,000
Durango, City of 4	Type II Vehicle Replacement (4)	VR	\$256,000	8.5	\$256,000
Durango, City of 1	Type I Vehicle Replacement (2)	VR	\$128,000	8.5	\$128,000
Via Mobility Services (Boulder)	Bus Replacements (3)	VR	\$900,000	8.5	\$900,000
Northeastern Colorado Association of Local Governments (NECALG)	2016 Vehicle Replacements (3 Minivans, 1 BOC)	VR	\$187,200	8.5	\$187,200
Southern Ute Community Action Plan (SUCAP)	Senior Center Van (5310 match)	VR	\$8,800	8.5	\$8,800
Silver Key Senior Services 2 (Colorado Springs)	BOC Replacements (2)	VR	\$96,000	8.25	\$96,000
City of Aspen	Bus Replacements (4 requested in '16, 3 awarded)	VR	\$1,080,000	8	\$720,000
Northeastern Colorado Association of Local Governments (NECALG)	Mini van replacement	VR	\$25,100	8	\$25,100
Northeastern Colorado Association of Local Governments (NECALG)	BOC Replacement	VR	\$54,630	8	\$54,630
Mesa County	Bus Replacement-FASTER 2016 (3)	VR	\$384,000	7.5	\$384,000
Mountain Express 4 (Crested Butte)	Bus Replacement	VR	\$113,600	7.5	\$113,600
Bent County***	Expansion Vehicle	VE	\$101,600	7.5	\$101,600
Mountain Express 4 (Crested Butte)	Vehicle Replacement (1)	VR	\$52,000	7	\$52,000
South Central Council of Governments	Van Replacements (2)	VR	\$102,400	7	\$102,400
Upper Arkansas Area Council of Govts.	match for 5310 expansion request	VE	\$20,400	6.75	\$20,400
Eagle County 3	Expansion fixed route cutaway vehicle	VE	\$104,000	6.5	\$104,000
Via Mobility Services (Boulder)	Rehab of 30-ft public transit buses (2)	VR	\$83,200	6	\$83,200
Durango, City of 6	Type I Vehicle Replacement (1)	VR	\$64,000	5.5	\$64,000
Snowmass Village, Town of	Bus Replacements (3)	VR	\$600,000	5.25	\$600,000
La Plata County	1 BOC replacement and 1 van	VR	\$82,000	5	\$82,000
					\$4,114,930

*** Project originally awarded in FY14 under FTA 5310, but source was inappropriate so has been shifted to FASTER by agreement

Table C: FY16 FASTER SW Pool, 1/9/2015 (\$2,544,450 available)

Applicant	Project Description	Project Type	Request Amount	Score	Recommended Award Amount
Mountain Metropolitan Transit (Colorado Springs)	Vanpool replacements	VR	\$102,400	8	\$102,400
Regional Transportation District	Light Rail vehicle overhauls (4) (1 recommended in '16, 3 in '17)	VR	\$880,000	8	\$440,000
NFRMPO	Vanpool replacements	VR	\$240,000	7	\$240,000
Roaring Fork Transportation Authority	Carbondale PnR Expansion	F	\$802,050	7.75	\$802,050
Roaring Fork Transportation Authority	Glenwood Springs Maintenance Facility Expansion	F	\$500,000	6.75	\$500,000
Summit County (Summit Stage)	Frisko Transfer Center Improvements	F	\$460,000	6	\$460,000

\$2,544,450

Applicant	Project Description	Project Type	Request Amount	Score*	Recommended Award Amount
Steamboat Springs, City of	Craig to Steamboat Springs	Existing Opns.	\$132,515	15.6	\$132,515
Transfort/Fort Collins	FLEX, Fort Collins to Longmont	Existing Opns.	\$200,000	14.8	\$200,000
RFTA	Rifle to Glenwood Springs	Existing Opns.	\$200,000	14.2	\$200,000
Eagle County	Edwards to Vail	Existing Opns.	\$200,000	13	\$0
Gunnison Valley RTA	Gunnison to Crested Butte	Existing Opns.	\$183,000	12.6	\$0
			\$915,515		\$532,515

* 20-point scoring scale

Recommended Funding for FTA Calendar Fiscal Year 2016

Table O: CY16 Section 5310 Rural Capital Awards, 1/9/2015 (estimated \$500,000 available)					
Applicant	Project	Project Type	2016 Request	Total Score	Preliminary CY16 FTA Award
Montezuma County	Vehicle Replacement	VR	\$51,200	9	\$51,200
Mountain Valley Developmental Services (Garfield)	Vehicle Replacements	VR	\$157,600	8	\$60,000
Teller Senior Coalition (Woodland Park)	Expansion Vehicle	VE	\$52,000	6.4	\$52,000
Dolores County Senior Services	BOC Replacement	VR	\$51,120	6	\$51,120
			\$311,920		\$214,320

Table P: CY16 5310 Large Urban, 1/7/2015					
Applicant	Project	Project Type	2016 Request	Total Score	Preliminary CY16 FTA Award
Seniors Resource Center (Adams)	A-Lift Fleet Replacement (7) (2 in '15, 2 in '16, 3 in '17)	VR	\$149,300	7.75	\$149,300
Seniors Resource Center (Jeffco)	BOC Replacements (7) (2 in '15, 2 in '16, 3 in '17) (Fleet)	VR	\$149,300	7.5	\$149,300
Easter Seals Colorado (Lakewood)	BOC Replacement	VR	\$50,432	7	\$50,440
Seniors Resource Center (JeffCo)	Vehicle Replacements	VR	\$74,000	6.5	\$74,000
			\$423,032		\$423,040

Table Q: CY16 Section 5310 Small Urban Capital Awards, 1/7/2015 (estimated \$1.1m available)					
Applicant	Project	Project Type	2016 Request	Total Score	Preliminary CY16 FTA Award
Senior Resource Devt. Agency (Pueblo)	Replacment vehicles (3)	VR	\$55,300	8	\$55,300
			\$55,300		\$55,300

Table R: CY16 Section 5311 Capital Awards, 1/7/2015 (estimated \$1m available)					
Applicant	Project	Project Type	2016 Request	Total Score	Preliminary CY16 FTA Award
Montrose County Senior Citizens Transportation, Inc. *	1 Type II BOC and 1 minivan	VR	\$106,400	8.5	\$106,400
Chaffee Shuttle	BOC Replacement	VR	\$84,000	8	\$84,000
Mountain Village, Town of	Cutaway Replacement	VR	\$64,000	8	\$64,000
Southern Ute CAP	Bus Barn Design	F	\$76,000	7.75	\$76,000
Breckenridge, Town of	Multi-modal origin-destination trip planner	E	\$52,000	6.625	\$52,000
Mountain Village, Town of	Gondola Cabin Refurbishment - Phase 3 of 6	E	\$88,000	6.625	\$88,000
Steamboat Springs, City of	Bus Shelter Improvements - Steamboat Hotel	F	\$78,099	6.625	\$78,100
Steamboat Springs, City of	GPS Phase III	E	\$122,322	6.375	\$122,330
Snowmass Village, Town of	Van replacements (4)	VR	\$200,000	6	\$200,000
Town of Avon	Bus Stop Shelter Replacement	F	\$125,000	5	\$125,000
			\$995,821		\$995,830

* Federal award will be matched partially by an FY17 FASTER award

Table S: CY16 Section 5339 Rural Capital Awards, 1/7/2015 (estimated \$1.25m available)					
Applicant	Project	Project Type	2016 Request	Total Score	Preliminary CY16 FTA Award
Eagle County 1	40' Vehicle Replacement (2)	VR	\$344,000	8.5	\$344,000

Breckenridge, Town of	Bus Replacement	VR	\$768,000	7.5	\$768,000
			\$344,000		\$1,112,000

Table T: CY16 5339 Small Urban, 1/7/2015 (estimated \$1,188,964 available)

Applicant	Project	Project Type	2016 Request	Total Score	Preliminary CY16 FTA Award
Mesa County	Bus Replacement-5339 2016	VR	\$400,000	7.5	\$400,000
Greeley, City of	Fixed Route Vehicle Replacements (3 requested, 2 awarded due to	VR	\$1,180,000	7.25	\$786,670
					\$1,186,670

Table E: FASTER Urban Area Set-asides, 1/9/2015 (to be decided in the next round of funding availability)					
Applicant	Project Description	Project Type	Request Amount		Preliminary Award Amount
Regional Transportation District	Light Rail vehicle overhauls (4) (1 recommended in '16, 3 in '17)	VR	\$1,320,000		TBD
Mountain Metropolitan Transit (Colorado Springs) *	ADA Paratransit Vehicle Replacements (20)	VR	\$900,000		TBD
Transfort (Fort Collins)	TBD	TBD	\$200,000		TBD

Table F: FY17 FASTER Local Pool, 1/9/2015 (\$4.1m available)					
Applicant	Project Description	Project Type	Request Amount	Score	Preliminary Award Amount
Silver Key Senior Services (Colorado Springs)	BOC Replacements (2)	VR	\$80,000	8.75	\$80,000
Aspen, City of	BOC Replacements (4)	VR	\$320,000	8.50	\$320,000
Northeastern Colorado Association of Local Governments (NECALG)	2017 Vehicle Replacements - 2 BOCs	VR	\$121,600	8.50	\$121,600
Town of Telluride	BOC Replacement	VR	\$97,600	8.50	\$97,600
Montrose County Senior Citizens Transportation, Inc. *	Match for FY16 5311	VR	\$18,720	8.50	\$18,720
Town of Telluride	BOC Replacement	VR	\$97,600	8.50	\$97,600
Disability Services, Inc. (Colorado Springs)	BOC Replacements (2)	VR	\$104,000	8.25	\$104,000
Summit Stage	Large Bus replacements (6 requested, 2 awarded due to funds availability)	VR	\$2,208,000	8.00	\$736,000
Chaffee Shuttle *	Match for FY16 5311 BOC	VR	\$16,800	8.00	\$16,800
Aspen, City of	Large Bus Replacement (4 requested: 3 awarded in '16, 1 in '17)	VR	\$360,000	8.00	\$360,000
Telluride	Van Replacement	VR	\$48,000	8	\$48,000
Mesa County	Bus Replacement-FASTER 2017 (2)	VR	\$272,000	8.00	\$272,000
Mountain Express	Bus Replacement	VR	\$142,400	7.50	\$142,400
Mountain Express	Bus Replacement	VR	\$142,400	7.50	\$142,400
Eagle County	Cutaway Replacement	VR	\$88,000	7.50	\$88,000
Mountain Express	Vehicle Replacement (1)	VR	\$137,600	7.5	\$137,600
Southern Ute Community Action Plan (SUCAP)	Road Runner Transit Fixed Route Bus Replacement	VR	\$64,370	7.5	\$64,370
Eagle County	Large Bus Replacements (5 requested, 3 awarded due to funds availability)	VR	\$1,740,000	7.00	\$1,044,000
City of Cripple Creek	BOC Replacements (2)	VR	\$128,000	7.00	\$128,000
La Plata County	1 BOC Replacment (2017)	VR	\$64,000	7.00	\$64,000
Telluride, Town of	Medium, Body on Chassis Diesel Bus Replacement	VR	\$84,800	6	\$84,800
					\$4,167,890

Table G: FY17 FASTER SW Pool, 1/9/2015 (\$2m available)					
Applicant	Project Description	Project Type	Request Amount	Score	Preliminary Award Amount
North Front Range Transportation & Air Quality Council (NFRMPO)	Vanpool Replacements 2017	VR	\$185,600	7	\$185,600
Roaring Fork Transportation Authority	New Castle Park and Ride Construction	F	\$600,000	7	\$600,000
					\$785,600

Table H: FY17 FASTER Regional Operating projects, 1/9/2015 (\$1m available)					
Applicant	Project Description	Project Type	Request Amount	Score	Preliminary Award Amount

Steamboat Springs, City of	Craig to Steamboat Springs	Existing Opns.	\$132,515	NA	TBD
Transfort/Ft. Collins	FLEX	Existing Opns.	\$200,000	NA	TBD
RFTA	Rifle to Glenwood Springs	Existing Opns.	\$200,000	NA	TBD
			\$532,515		\$0

* FASTER funding to be used as match for Federal grant programs

COLORADO DEPARTMENT OF TRANSPORTATION**BUSTANG FACT SHEET****INTERREGIONAL EXPRESS BUS SERVICE**

The Colorado Department of Transportation is launching an Interregional Express (IX) bus service to connect commuters along the I-25 Front Range and I-70 Mountain Corridors. By linking major local transit systems together, the Bustang service responds to demand from the traveling public to have a reliable transit alternative along the highest traveled corridors in the state.

When will the Bustang service launch?

The Bustang service will launch in Spring 2015.

Where will the Bustang station stops be located?

The Bustang service will operate along the I-25 Front Range Corridor and the I-70 Mountain Corridor. There are three major service routes that will stop at the following locations:

North Line - Fort Collins to DUS (6 round trips/weekday):

Fort Collins Downtown Transit Center

I-25 / Harmony Road Park-and-Ride

I-25 / US 34 Loveland-Greeley Park-and-Ride

Denver Union Station

South Line - Colorado Springs to DUS (7 round trips/weekday):

I-25 / Tejon/Nevada Park-and-Ride

Colorado Springs Downtown Transit Terminal

I-25 / Woodmen Road Park-and-Ride

I-25 / Monument Park-and-Ride

I-25 / Colorado Station (*RTD Light Rail*)

Denver Union Station

West Line - Glenwood Springs to DUS (1 round trip/weekday):

South Glenwood BRT Station

West Glenwood Park-and-Ride

I-70 / Eagle Chambers Park-and-Ride

Vail Transportation Center

Frisco Transfer Center

Denver Federal Center

Denver Union Station



Who runs Bustang service?

Bustang is managed by the Colorado Department of Transportation (CDOT), an agency of the State of Colorado. CDOT will contract with Horizon Coach Lines to operate bus service for all Bustang routes.

How many buses will be in operation?

The Bustang service will have 13 over-the-road coaches in rotation on each route. Each coach has a 50-passenger capacity, and will come equipped with restrooms, bike racks, free WiFi, 110v outlets, USB outlets, and are handicap accessible.

What is the fare structure?

Fare prices are based on the route and the park-and-ride location where you board Bustang. Customers boarding at a park-and-ride location further away from Denver Union Station (DUS) will pay a higher fare. Bustang service will offer multiple-trip packages at a discounted price. There will also be a 25% discount on walk-up tickets for seniors 65+ and disabled. There will not be a discounted price for children. A “trip” is one-way travel, and tickets do not include transfer or round-trip fare.

One Way Trip	Fare
Ft. Collins → DUS	\$10 / trip
Loveland → DUS	\$9 / trip
Colorado Springs → DUS	\$12 / trip
Monument → DUS	\$9 / trip
Glenwood Springs → DUS	\$28 / trip
Eagle → DUS	\$22 / trip
Vail → DUS	\$17 / trip
Frisco → DUS	\$12 / trip

Where can I buy tickets?

Single trip tickets will be sold on all buses from each park-and-ride. Passengers are able to pay their fare when boarding the bus using credit cards or cash. If paying with cash, passengers without exact change will be issued a fare credit to be used on Bustang fare only. No change will be dispensed for onboard fare purchases. Advance tickets and ticket packages can be purchased via the Bustang website and Bustang mobile app. Passengers who purchase a ticket online will receive an email receipt with a ticket barcode, which they should print and present when boarding the bus. Passengers purchasing through the Bustang mobile app will have a ticket barcode in the app. There will be no physical tickets issued.

Can I cancel my trip after ticket purchase?

Cancellations for refund will not be accepted for Bustang service. Tickets will be valid for up to 1-year from purchase date and can be used on any Bustang trip of the same cost within that 1-year period.



Can I transfer to Bustang service from my existing bus service provider?

There will be options to connect from select park-and-rides with the following transit partner agencies: Roaring Fork Transit Authority, Eagle County Transit, Vail Transportation, Summit Stage, Mountain Metro, Transfort and RTD. Separate fare purchases must be made for local transit agencies and for Bustang service.

What if I missed the bus or my connection after hours? Will there be a Guaranteed Ride home?

CDOT is teaming with the local transit partners who provide a Guaranteed Ride Home including travelers in northern Colorado and in the Denver metro area. Currently there is not a guaranteed ride home in the Pikes Peak region but discussions are in progress.

There might be times that essential services travelers might need assistance going to hospitals in Denver. How will that work?

CDOT is working with the Denver Regional Mobility and Access Council (DRMAC) for guidance and assistance to enable passengers to get to their destination.

Can I use Bustang service for travel within my Metro Area?

Passengers who are traveling within the Denver Metro Area, Colorado Springs Metro Area, or the Fort Collins Metro Area will not be accepted. Bustang service is intended for intercity travel between major regional centers. Please utilize your local transit provider for travel within your Metro Area.

I will be traveling with infants/small children. Are the seats equipped to handle car seats? Is there storage available on the bus for strollers?

The seats will have seatbelts that allow for car seats to be strapped in. There are also storage bins on the outside of bus that provide room for strollers and other necessary equipment to be stored.

How do I download the Bustang mobile app? What kind of services/information will it provide?

Once development is complete, the Bustang mobile app will be available for download in the Apple and Android stores. It will provide schedule and fare information, and allow for in-app ticket purchases.

What amenities are provided on the Bustang buses?

Each Bustang coach is equipped with a restroom, bike racks, free Wi-Fi, power outlets and USB ports. There is also a wheelchair lift and two wheelchair tie-down areas on each coach.

Will the driver announce stops in advance, and will there be simultaneous visual signage/notification?

Each bus will have automated stop notifications, which will include both audio announcements and an LED screen displaying the name of the next stop/station.

Is medical equipment allowed on buses for individuals with disabilities?

Per Part 37.167 (h) of the US Code Title 49, respirators or portable oxygen equipment is permitted:

(h) The entity shall not prohibit an individual with a disability from traveling with a respirator or portable oxygen supply, consistent with applicable Department of Transportation rules on the transportation of hazardous materials (49 CFR subtitle B, chapter 1, subchapter C).

Why does the Bustang service not provide a comparable complementary paratransit service?

Per Part 37.121 (c) of the US Code Title 49, requirements for complementary paratransit do not apply since the Bustang service is a commuter bus service.



Are service/guide dogs allowed on Bustang buses?

Per Part 37.167 (d) of the US Code Title 49 Subpart G, public transit providers are required to allow service animals to accompany their handlers onto the transit vehicle, in this case the Bustang buses:

(d) The entity shall permit service animals to accompany individuals with disabilities in vehicles and facilities.

Part 37.3 defines a service animal as “any guide dog, signal dog, or other animal individually trained to work or perform tasks for an individual with a disability, including, but not limited to, guiding individuals with impaired vision, alerting individuals with impaired hearing to intruders or sounds, providing minimal protection or rescue work, pulling a wheelchair, or fetching dropped items.”

Is there a fare charged for someone accompanying an individual with a disability?

Fare guidance for companions and personal care attendants is under the US Code Title 49 Subpart F paratransit section, Part 37.129, even though Bustang is not a paratransit service. Companions are charged the same fare as the passenger with a disability they are accompanying. Personal care attendants ride free. Please contact us regarding providing us with personal care attendant qualifying information.

As per Part 37.123 of the US Code Title 49, to prevent potential abuse, the rule provides that a companion (e.g., friend or family member) does not count as a personal care attendant unless the eligible individual regularly makes use of a personal care attendant and the companion is actually acting in that capacity. As noted under §37.125, a provider may require that, as part of the initial eligibility certification process, an individual indicate whether he or she travels with a personal care attendant. If someone does not indicate the use of an attendant, then any individual accompanying him or her would be regarded simply as a companion.

If the on-board restroom is not accessible for a passenger with a disability, can unscheduled rest stops be requested?

Per Part 37.3 of the US Code Title 49, a Bustang bus is defined as an Over-the-Road Bus (OTRB) because the passenger deck is located over a baggage compartment. So as per Part 37.201 (c) of the US Code Title 49, unscheduled rest stops are not required for express runs under three hours. For travel times exceeding 3 hours, an effort will be made to accommodate unscheduled rest stop requests for passengers with disabilities who are unable to use the restroom. However, the stop is not required.

(c) If an OTRB equipped with an inaccessible restroom is making an express run of three hours or more without a rest stop, and a passenger with a disability who is unable to use the inaccessible restroom requests an unscheduled rest stop, the operator shall make a good faith effort to accommodate the request. The operator is not required to make the stop. However, if the operator does not make the stop, the operator shall explain to the passenger making the request the reason for its decision not to do so.

Per Part 37.201 (a) of the US Code Title 49, if an intermediate or rest stop is made, a passenger with a disability, including an individual using a wheelchair, shall be permitted to leave and return to the bus on the same basis as other passengers.

