

Statewide TAC Meeting #4 Minutes

Date: January 8, 2014
Time: 10:00 AM – 12:00 PM
Location: CDOT Headquarters, Shumate Building
Attendees: See attached sign in sheets

Meeting Summary

Purpose

The meeting purpose was to present the recommended network plan and solicit input.

Recap

Suzanne O'Neill and provided a recap of study activity since the TAC met last (May, 2013)

- CDOT has finalized plans for the inter-regional express service, with the Transportation Commission making a final decision January 15th.
- Public input on the services was solicited through the public meetings for the Regional Transit Plans, held in rural Transportation Planning Regions throughout the State. Key messages are that regional services are very much desired and there is significant interest in using FASTER funds for operation of these services.
- CDOT staff made presentations at both Transportation Planning Commission meetings and MPO meetings in the proposed IX Bus corridors. The Transportation Commission has held two work sessions on IX Bus services.
- A Draft I-70 Corridor Plan appendix has been developed, and the TAG will meet to review it soon.

There are three appendices that have been posted for review, with a link distributed to the TAC to access and review the files.

Suzanne and Fred presented information recapping the study, describing the recommended network, and covering the policies, service standards, and financial needs. The minutes present this information by topic.

Recommended Network

Fred Fravel began with a recap of the basic definitions of services, a description of existing services, and an explanation of the process of analyzing need and evaluating potential ICB routes. Suzanne described how regional services were defined (interregional express, regional, and essential service routes) and how the routes were identified, reviewing each of the service types. The network plan is spread between the near-term (2014-2020), mid-term (2021-20228) and long-term (2029-2040). Most services are developed in the near and mid-term, with only the expansion of the I-70 corridor services occurring in the long-term. She noted that the service levels for regional routes are generally capped at 16 one-way trips a day, although the high levels of service operated by RFTA and ECO Transit are reflected in the cost of existing services. It is also recognized that higher levels of service will be required in the I-70 corridor

and likely in the I-25 corridor as well. Capping of proposed services was included to identify costs for a base service level.

Comments on the proposed network included:

- Parker, one of the cities without ICB service, does have RTD access to Denver area.
- Consider adding a connection from Cortez to Dove Creek, CO and Monticello, UT
- The importance of the essential services and rural regional services was noted.

Goals and Policies

Suzanne summarized the four main policy areas, and identified policy issues. This included use of FASTER funds and consideration of funding only a limited number of trips in each corridor, the lack of viable operators in some areas, and CDOT's possible role in developing services in certain corridors.

A key policy recommendation is establishing performance measures for each class of service, and monitoring services to assure they meet standards, modifying them if needed, and eliminating subsidies if modifications are not sufficient to enable the service to meet standards. The TAC was supportive of instituting this policy and of having performance standards for all state-funded services.

Other policy recommendations include:

- Supporting mechanisms for rural services to serve passengers en-route to regional destinations;
- Build level of human service program funding for essential transit service routes
- Using FASTER funds for interregional express routes
- Using State and Federal capital funds for infrastructure development

Financing

The financial requirements of the recommended plan were reviewed, and it was noted that a new source of funding will be needed for the development of the plan. Near-term improvements would require \$12.4 million annually over existing revenue sources.

Other Discussion

- The importance of marketing the whole network, using current IT tools.
- How regional routes are cross-subsidized in California; extensions can be treated as net contributions.
- If it is feasible to collect data on passenger miles. It was noted that Colorado has a little-known "unincorporated area passenger mile tax" that requires this, although many systems do not know about it.

Next meeting: A draft final report will be sent out in February, and the TAC will have two weeks to review prior to a final meeting.