



**COLORADO**

Department of  
Transportation

**Statewide Transportation Advisory Committee (STAC)  
July 29, 2016  
9:00 AM – 11:30 PM  
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO  
Agenda**

- 9:00-9:05**     **Welcome and Introductions – Vince Rogalski, STAC Chair**
- 9:05-9:10**     **Approval of June Meeting Minutes – Vince Rogalski**
- 9:10-9:20**     **Transportation Commission Report (Informational Update) – Vince Rogalski**
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:40**     **TPR Reports (Informational Update) – STAC Representatives**
- Brief update from STAC members on activities in their TPRs.
- 9:40-9:55**     **Chief Engineer Update (Informational Update) – Joshua Laipply, CDOT Chief Engineer**
- 9:55-10:15**   **Bicycle and Pedestrian Program (Informational Update) – Betsy Jacobsen, Division of Transportation Development (DTD)**
- Update on recent bicycle and pedestrian activities.
- 10:15-10:25**   **Break**
- 10:25-10:40**   **Alt Fuels Corridors – Mike King, DTD**
- Discussion of recent notice for designation of Alt Fuels Corridors
- 10:40-11:00**   **National Multimodal Freight Network (Informational Update/Discussion) – Jeff Sudmeier and Jason Wallis, DTD**
- Discussion of recommended additions for Colorado to the National Multimodal Freight Network.
- 11:00-11:15**   **Truck Parking (Informational Update/Discussion) – Jeff Sudmeier and Jason Wallis, DTD**
- Update on current and future truck parking initiatives.
- 11:15 - 11:35**   **SB 228 / Bustang / Rural Regional Bus Plan (Informational Update) – David Krutsinger, Division of Transit & Rail (DTR)**
- Update on plans for SB 228 transit funding, Bustang, and proposed plan for Rural Regional Bus service.
- 11:35- 11:55**   **STAC Workshop and Elections (Informational Update) – Vince Rogalski**
- Discussion of upcoming STAC Workshop and election of officers.
- 11:55 - 12:00**   **Other Business- Vince Rogalski**
- 12:00**         **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  
June 24, 2016**

**Location:** CDOT Headquarters Auditorium  
**Date/Time:** June 24<sup>th</sup>, 9:00 a.m. - 12:00 p.m.  
**Chairman:** Vince Rogalski, STAC Chair  
**Attendance:**

In Person: Vince Rogalski (GV), Peter Baier (GVMPO), Chuck Grobe (NW), Norm Steen (PPACG), Doug Rex (DRCOG), Elise Jones (DRCOG), Craig Casper (PPACG), Andy Pico (PPACG), George Wilkinson (SLV), Sean Conway (NFRMPO), Becky Karasko (NFRMPO), Gary Beedy (EA), Elizabeth Relford (UFR), Walt Boulden (SC), Buffy McFadyen (PACOG), John Adams (PACOG), Mack Loudon (SC), Barbara Kirkmeyer (UFR).

On the Phone: Adam Lancaster (CFR), Bentley Henderson (SW), Bev Middleton (SE).

<b>Agenda Items/ Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions & May Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> <li>• Review of May STAC Minutes.</li> </ul>	Minutes approved.
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Federal officials are pressuring states to fulfill ADA requirements. CDOT is setting up a program and identifying funding to address.</li> <li>• Resiliency continues to be a key issue for CDOT and the TC may form a committee to look into the critical economic and mobility issues to be addressed.</li> <li>• The Disadvantaged Business Enterprise (DBE) Committee is planning to change its name, potentially to the “Small Business &amp; Diversity” Committee.</li> <li>• The new TC Chair is Commissioner Gary Rieff and the new Vice Chair is Commissioner Sidney Zink.</li> </ul>	No action taken.

<p>TPR Reports / TPR Representatives</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <u>DRCOG</u>: Denver did not win the Smart Cities Challenge but still plans to pursue some of the elements related to EVs, traveler information, and data management regardless; DRCOG is working with the RAQC, SWEEP, CEO and other partners to put together a local government EV workshop in August that will include information on building codes, use incentives, group purchase programs, etc.; the RTD B Line to Westminster will open on July 25<sup>th</sup>, 2016 and the A Line is continuing to show good ridership to the airport.</li> <li>• <u>GVMPO</u>: Construction season and lots of activity going on; Horizon Drive RAMP project is near completion; on a lighter note the GVMPO has voted to remain in the EU.</li> <li>• <u>NFRMPO</u>: Construction started on southbound climbing lanes on I-25 near the Berthoud exit, thanks to Aaron Greco and Johnny Olson for a great groundbreaking ceremony for the improvements on North I-25, project completion anticipated around October/November 2016 to relieve that chokepoint; replacement of the North I-25 Crossroads bridge will start this summer and be completed by December 2017, adding additional lanes and repairing bridges to relieve a big pinch point on the corridor; the US 34 PEL study (funded by NFRMPO) will release its RFP next week, and we appreciate Region 4 CDOT staff being proactive in meeting with local communities to collaborate as much as possible; the Federal Railroad Administrator visited last week and met with Colorado communities to discuss local rail impacts.</li> <li>• <u>PACOG</u>: Stakeholders met last week on the West Pueblo Connector Study, will be going to the public later in the year to present 7 alternatives; new transit system study will get underway on July 1<sup>st</sup> and will be the first in 15 years; PACOG board approved the long-range plan; construction continues on the ILEX project; TIP amended to include a Safe Routes to School program in Pueblo County; the Board also received the 10 year list from CDOT and will review it.</li> <li>• <u>PPACG</u>: Approved TIP for FY2017- FY 2022 (\$400 million over 6 years); Cimarron – I-25 (\$113 million project) is on schedule and under budget; working with local communities on road closures and their impacts; Fillmore – I-25 project continuing and also creating closures; July PPACG meeting cancelled.</li> </ul>	<p>No action taken.</p>
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	<ul style="list-style-type: none"> <li>• <u>Central Front Range</u>: RAMP project in Canon City will be starting the week of July 4<sup>th</sup>.</li> <li>• <u>Eastern</u>: Several I-70 projects nearing completion this summer.</li> <li>• <u>Gunnison Valley</u>: TAP applications are coming in; summer projects are underway; not much else to report.</li> <li>• <u>San Luis Valley</u>: Projects moving forward in the Valley including SH 17 widening, which is affecting nearby county roads with increased truck traffic.</li> <li>• <u>South Central</u>: Summer projects proceeding, including new overlay between Walsenburg and Trinidad; next TPR meeting will discuss future design projects related to ramps along I-25.</li> <li>• <u>Southeast</u>: Project between Grenada and Holly near completion; downtown Lamar work to begin in July; overlay project on SH 96; next TPR meeting at the end of July or August.</li> <li>• <u>Southwest</u>: Maintenance and overlays on Red Mountain Pass, Wolf Creek Pass, and Lizard Head Pass; CDOT and Ute Mountain Ute entered into the first maintenance agreement between the two organizations and Executive Director Bhatt attended for this historic moment.</li> <li>• <u>Upper Front Range</u>: Quarterly meeting was held in June, CDOT came to present on Big Thompson Canyon flood repair project, closures starting in late October and lasting until June 2017; FY17 CMAQ call for projects, making sure everyone is included in the process to keep things moving and ensure eligibility, should select \$600,000 in projects at the next quarterly meeting; TPR received a presentation on the Rural Regional Bus Network to solicit local input on the new concept; also saw a presentation on the US 34 PEL study; the group supports the FASTLANE grant application for US 85 following an overview presentation and is working together to develop alternative plans if that that funding doesn't come through; also saw a presentation on the Development Program.</li> <li>• <u>Deputy Director Lewis</u>: Overall, very happy with level of coordination occurring between CDOT, STAC, and other partners. When we presume positive intent and keep open communication we can resolve any issues that arise together.</li> </ul> <p><b>STAC Comments</b></p>	
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	<ul style="list-style-type: none"> <li>• <u>Sean Conway</u>: Just want to express the North Front Range’s appreciation for Aaron Greco, Johnny Olson, and Region 4 staff for all their great work recently.</li> </ul>	
<p>Chief Engineer Update / Joshua Laipply (CDOT Chief Engineer) &amp; Maria Sobota (CDOT Chief Financial Officer)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Executive Management Retreat was held recently to develop key priorities for the coming year. <ul style="list-style-type: none"> <li>○ The chief goal is safety on the state transportation system.</li> <li>○ Customer experience is also critical and it needs to be as positive as possible.</li> </ul> </li> <li>• Defederalization Pilot <ul style="list-style-type: none"> <li>○ Have selected pilot projects that we feel are a good fit for the program.</li> <li>○ Rewriting the local agency manual to align with it and want to work together with this group on that effort.</li> </ul> </li> <li>• Subrecipient Monitoring <ul style="list-style-type: none"> <li>○ The federal supercircular requires more stringent contract monitoring on subrecipients.</li> <li>○ Trying to do this through a risk-based process in conjunction with FWHA guidance.</li> <li>○ Education and training for new subrecipients will be an important component of this.</li> <li>○ Every year CDOT gets two audits from the state, and one of two findings from this year requires us to improve subrecipient monitoring by expanding and formalizing our subrecipient monitoring plan to define the frequency and nature of monitoring that will occur throughout the year.</li> <li>○ We will use a risk-based process to focus resources on greatest areas of risk.</li> <li>○ A thorough review of current processes has occurred and a new manual will be rolled out by June 30<sup>th</sup>, 2016 to outline the risk measures that will be used to establish risk levels by agency and the oversight needed for each.</li> <li>○ Some legislators want us to monitor literally everything but prioritization will be necessary given the limits on staff resources.</li> <li>○ Locals will be required to complete a self-assessment and then a dialogue will occur to establish risk levels for each subrecipient.</li> </ul> </li> </ul>	<p>No action taken.</p>

	<p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Elizabeth Relford</u>: Is this monitoring effort similar to the previous tiering system?</li> <li>• <u>Maria Sobota</u>: It has some similar elements to that, but isn't quite the same.</li> <li>• <u>Peter Baier</u>: A place like DRCOG certainly has enough staff to manage this, but what about smaller communities without the resources?</li> <li>• <u>Joshua Laipply</u>: That's why it's important for us to try to be in a training position rather than a day-to-day monitoring position. We would like to be educating our subrecipients and putting them in a position to succeed.</li> <li>• <u>Elizabeth Relford</u>: The last time we went through this, the different tiers indicated a certain level of documentation required for reimbursement. Is that the intent here?</li> <li>• <u>Joshua Laipply</u>: I don't think that documentation will change very much as a result of this. Let us circle back with Steve Markovetz to see what the intended approach to documentation is.</li> <li>• <u>Elizabeth Relford</u>: It's good to hear that the local agency manual is being updated, we would hope to see some of our previous comments from six years ago being incorporated into that.</li> <li>• <u>Doug Rex</u>: My question regards IGAs – there's a lot of frustration around that. How can we streamline the process?</li> <li>• <u>Joshua Laipply</u>: This has been a focus for Maria and me. We did analysis and identified some steps in the process that were slowing things down, and we also had some quality control issues on our end that were creating delays. Our goal is to increase the transparency as much as possible to encourage faster processing, so you always know where in the line it is and who you need to talk to if there's an issue.</li> <li>• <u>Peter Baier</u>: I believe that every project should have an individual website showing where the IGA is in the process, what's missing, key contacts, etc. We waste a lot of time waiting on correspondence, not knowing who we should address our issue to, or what the missing piece is.</li> </ul> <p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• One last note on SB 228. As you all know, we've had our anticipated revenues for FY 15/16 (\$199 million) and FY 16/17 (\$158 million), but just recently we received the OSPB estimates for FY 17/18 (\$110 million).</li> </ul>	
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	<p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Adam Lancaster</u>: On the topic of oversight, I think that figuring out the appropriate oversight level for different agencies will open up a lot of staff time for more productive uses. A second point is about the ADA compliance effort – who will be responsible for maintenance of facilities following the improvements?</li> <li>• <u>Joshua Laipply</u>: The funding we would use would come out of our regular program funds and potentially some TC contingency in the future. We will work it into our budget in the out years because this is a federal priority and we want to address it. We haven't figured out where the designation of authority would lie in terms of ongoing maintenance, but I don't anticipate a change on where it goes.</li> <li>• <u>Adam Lancaster</u>: Under current law those facilities belong to the local agencies, but if CDOT constructs them under one specification that is different from that of the local agency follows. The local specifications will meet the requirements of the federal law but may not be the same as those of CDOT, so we want to make sure those are in alignment so there's a smooth transition to local maintenance authority.</li> <li>• <u>Mike Lewis</u>: Our primary concern is ADA compliance, but the specifics of the construction are not as important to us, so if they conflict with local standards we should adjust them to be in line.</li> </ul>	
<p>Freight Advisory Council Update / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Three FAC representatives from the STAC are Norm Steen, Gary Beedy, and Barbara Kirkmeyer. Commissioner Kirkmeyer attended the last FAC meeting, but because she isn't here right now Jeff will provide the update.</li> <li>• At previous meetings, the FAC identified key action areas including safety, pull-outs and shoulders, communications, low clearance bridges, and rail crossings.</li> <li>• In subsequent meetings, the group has been workshopping these individual topics and pinpointing solutions and quick wins.</li> <li>• The group has also discussed the process for developing the Multimodal Freight Plan and State Freight &amp; Passenger Rail Plan, and they are very interested in playing a strong role in both efforts.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• Following the June meeting, the full FAC will shift to a quarterly meeting schedule while a sub-group will continue to meet monthly on priority issues.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Mike Lewis</u>: People are getting up to speed on this process and gaining understanding. In efforts like this there is sometimes enthusiasm early on that gradually fades, so in order to keep the momentum going we are trying to show quick, tangible progress that keeps people coming back to the table.</li> <li>• <u>Norm Steen</u>: Another key to maintaining participation is that people feel they are valued and making a difference. The emphasis on the private sector is especially helpful in that.</li> <li>• <u>Mike Lewis</u>: And we need to turn the flame up on that – get more participation from our customers like shippers and other big companies to make sure we have their perspective and are meeting their needs.</li> <li>• <u>Gary Beedy</u>: One other issue that I’d like to raise is the design of roundabouts, some of which are designed to be jumped by trucks. This is a solution of sorts but creates a strain on the equipment and can damage the goods inside, so I would suggest that everyone talk to and encourage their local officials to design roundabouts in a way that works for trucks. There are also some local zoning restrictions that require truck loading areas to be covered, which encourages accidents due to the darkness. Communities are trying to shield the public from viewing truck activity but that doesn’t help us to show people why freight matters and requires investment.</li> </ul>	
<p>Multimodal Freight Plan &amp; State Freight and Passenger Rail Plan / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The FAST Act requires the state to have a State Highway Freight Plan and State Freight &amp; Passenger Rail Plan in order to qualify for federal freight funding, establish a statewide vision, and provide guidance for the future.             <ul style="list-style-type: none"> <li>○ The last State Freight &amp; Passenger Rail Plan was developed in 2012 and is ready for an update.</li> </ul> </li> <li>• CDOT already has a State Highway Freight Plan, and will now develop a Multimodal Freight Plan and State Freight &amp; Passenger Rail Plan under a combined process and consultant – Cambridge Systematics.</li> </ul>	<p>No action taken.</p>

- Cambridge Systematics brings experience, creativity, and strong planning skills to the effort.
- The goal of the Multimodal Freight Plan is to combine all modes under one framework, producing a holistic and comprehensive overview of how they interact and where the inefficiencies lie.
- The effort will begin in July and take approximately 18 months in order to meet the requirement for the State Freight & Passenger Rail Plan to be completed by December 2017.
- The FAC, TRAC, and STAC will be heavily involved in the process of developing both plans. We'd like to know how best to engage you in this process.

#### **STAC Comments**

- Sean Conway: I'm interested in how we're coordinating with the major rail carriers – Union Pacific, Great Western, etc.
- Norm Steen: In my experience, the transfer points between modes are where you see the greatest issues. Is the interface going to be addressed in this Multimodal Freight Plan?
- Jeff Sudmeier: We agree and that's one of the major reasons for this Multimodal Freight Plan. A lot of issues aren't on one mode or the other, rather they exist between modes.
- Debra Perkins-Smith: Another advantage of the combined effort is that many of the stakeholders in both processes are the same, so this way they won't have to attend multiple meetings for both plans.
- Doug Rex: We appreciate that. Will either the FAC or TRAC be the main committee to advise the consultant and CDOT on this effort?
- Jeff Sudmeier: That hasn't been decided yet, but one idea would be to create a steering committee composed of members of STAC, FAC, and TRAC in order to ensure that everyone is represented. This group could meet more frequently than each of those individual bodies does and provide guidance to CDOT and the consultant as the plans are developed.
- Joshua Laipply: There's also a planning component at the local level for counties and municipalities in terms of where it makes the most sense to

	<p>develop transfer hubs and multimodal facilities based on companies' needs. This is something that's less in CDOT's wheelhouse but you may have more influence over.</p> <ul style="list-style-type: none"> <li>• <u>Jeffrey Sudmeier</u>: Michelle Scheuerman will be leading the Multimodal Freight Plan effort and Sharon Terranova will manage the State Freight &amp; Passenger Rail Plan development.</li> <li>• <u>David Krutsinger</u>: What's the best way to coordinate and communicate with individual TPRs on this effort moving forward?</li> <li>• <u>Gary Beedy</u>: Sending materials and data out for advance review at regular TPR meetings is probably the best approach.</li> <li>• <u>Sean Conway</u>: I think that same approach makes sense for the NFRMPO board as well.</li> </ul>	
<p>Critical Rural and Urban Freight Corridors / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The FAST Act established the National Highway Freight Network, combining the federally-designated "primary highway freight system" (predominantly interstates and intermodal connectors in metro Denver) with "critical urban corridors" and "critical rural corridors" selected by each state. <ul style="list-style-type: none"> <li>• For a highway project to be eligible for formula freight funds it must be located on the National Highway Freight Network.</li> </ul> </li> <li>• Colorado has been allotted 161 miles of critical rural corridors and 80 miles of critical urban corridors and has broad discretion in identifying them.</li> <li>• Corridors do not have to be fixed or contiguous, but rather can be small, project-specific areas that change over time as priority work is completed.</li> <li>• CDOT's suggested approach is to begin by looking at the broad freight network identified in the State Highway Freight Plan, then overlay freight projects and major economic generators, and finally work with regional stakeholders to identify top priority areas from a local to statewide level.</li> <li>• We would like to move quickly on this because we can't spend this new funding on anything but the primary highway freight system until we set our state designations. The first federal release of those designations will occur on December 4<sup>th</sup>, so want to define them before that deadline.</li> </ul>	<p>No action taken.</p>

	<p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Craig Casper</u>: So when you say that these corridors can change, do you mean that we could designate a small segment, complete a project on it, and then move that segment elsewhere?</li> <li>• <u>Debra Perkins-Smith</u>: Yes, that's the case unless FHWA changes it.</li> <li>• <u>Jeff Sudmeier</u>: It's a bit vague on this point. I don't think that FHWA wants us changing the designations constantly and without forethought, so that's why we would like to establish a regular, standardized process for updating them.</li> <li>• <u>Debra Perkins-Smith</u>: Having this designation in a project area may also make discretionary FASTLANE applications stronger as we submit them in the future.</li> </ul> <p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• DRCOG and PPACG will have their own designation process (which may or may not look like this one – that's up to them) which we will coordinate with.</li> <li>• Another consideration moving forward is whether it is better to spread these freight funds between many projects or focus them on a few larger projects with significant statewide impact.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Norm Steen</u>: The language on the critical urban freight corridors is that for MPOs with populations under 500,000, the state will designate in consultation with the MPO. What does that consultation look like? And conversely, for MPOs with populations over 500,000 the MPO designates in consultation with the state.</li> <li>• <u>Jeff Sudmeier</u>: The guidance isn't very specific on that so I think we have some flexibility to decide what that looks like.</li> <li>• <u>Norm Steen</u>: It seems to me that there's a planning element here of synchronizing the critical corridor designations with the TIP, aligning them year-to-year as projects are ready for implementation.</li> </ul>	
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- George Wilkinson: How do you plan to account for areas with high traffic that are not on the existing state freight corridors? We have some roads in the San Luis Valley that see high freight traffic but aren't included on your map.
- Jeff Sudmeier: We agree that the map isn't perfect, so we are happy to include that type of corridor on the final list. That's what we hope to get through your input.
- Barbara Kirkmeyer: I think that we need to sit down with all 10 TPRs to discuss the prioritization aspect of this – how do we rank one segment over another? What data do we need to know about the regional economic impact and statewide economic impact of each potential segment? I think that it would be helpful to have that discussion soon.
- Andy Pico: I'm a little bit uneasy with the intention of identifying critical corridors but then moving them around every time a project is completed, which isn't really the intent of the word "critical". There needs to be an identification of the top state priorities that is separate from where the biggest project need currently exists. A critical corridor doesn't change just because it's been fixed.
- Mike Lewis: Maybe we need an approach with "capital c" and "lowercase c" critical corridors, where the universe of freight corridors is identified and then the "capital c" moves around as needed for specific projects. The statewide limit of 160 miles combined with the clear tie to funding eligibility encourages us to keep those critical corridor designations quite specific to project areas.
- Barbara Kirkmeyer: We can use whatever terms we want here in Colorado, maybe "significant freight corridors", but use the term "critical" when we need the federal funding for improvements. That's where the prioritization becomes important.
- Mike Lewis: Yes, I think we're all in agreement here.
- Jeff Sudmeier: So we will continue working with the group to figure out how that prioritization should work and what we want to submit to FHWA before December 4<sup>th</sup>.

	<ul style="list-style-type: none"> <li>• <u>Mike Lewis</u>: You all have the most local knowledge of your regions – is there a value in having a meeting in which each of you presents on what’s going on in your region so that we all develop a baseline understanding of one another’s context?</li> <li>• <u>Norm Steen</u>: Keep the information objective and comparative so the scoring can be level.</li> <li>• <u>Mike Lewis</u>: I’m thinking even before that, just to establish understanding. Not getting to the selection yet.</li> <li>• <u>Barbara Kirkmeyer</u>: I think that if we keep it brief and concise that would be good, and I’d like to include more than just CDOT staff in the audience – such as DNR, OEDIT, and CDPHE, since they all have an interest in where freight investments occur.</li> <li>• <u>Becky Karasko</u>: Is it possible than an MPO would have both urban and rural critical corridors?</li> <li>• <u>Jeff Sudmeier</u>: Yes, the urban and rural designations are defined by urbanized area, so it’s likely that MPOs will have both types within their boundaries.</li> </ul>	
<p>Bustang and Rural Regional Bus Network Plan / David Averill (CDOT Division of Transit &amp; Rail)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Bustang is continuing to operate successfully, recording its 100,000th ride since opening, totaling over \$1 million in revenue, and posting a 37% farebox recovery rate for the system as a whole.</li> <li>• Initial phases of the Rural Regional Bus Network will build on that success by expanding service to Grand Junction and Pueblo.</li> <li>• Secondary phases would focus on reconfiguring Lamar-Pueblo, Gunnison-Pueblo, and Durango-Grand Junction Routes.             <ul style="list-style-type: none"> <li>○ Plan to lend SUCAP a Bustang bus to prevent weather and mechanical delays and improve the consistency of their existing service.</li> <li>○ Will also withdraw subsidy from existing Lamar-Kansas line, which has poor ridership, and reinvest those funds in more frequent Lamar-Pueblo service.</li> </ul> </li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• If funding allows, final phases would reconfigure or add routes such as Craig-Rifle-Grand Junction, Steamboat Springs-Frisco, Greeley-Windsor-Fort Collins, Limon-Colorado Springs, and Montrose-Gunnison.</li> <li>• This project is fiscally-constrained and leverages existing resources:             <ul style="list-style-type: none"> <li>○ Roughly \$1.7 million in 5311(f) funds and \$450,000 annually for operations.</li> <li>○ Up to \$20 million of SB 228 funding will be used for bus purchases.</li> </ul> </li> <li>• Outreach efforts to transit operators, TPRs, and MPOs occurred during the spring of 2016, and feedback included:             <ul style="list-style-type: none"> <li>• Broad coverage is more important than frequency of trips.</li> <li>• A fare structure similar to Bustang should be pursued.</li> <li>• Partnerships with human services organizations would be beneficial.</li> </ul> </li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Gary Beedy</u>: On the Phase 3, how many trips are you expecting per route?</li> <li>• <u>David Averill</u>: Probably around 5 days per week, 1 trip per day unless greater demand is shown. It would vary by corridor and what's needed in the region.</li> </ul> <p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Also, a brief update on SB 228 funds as they relate to transit:</li> <li>• At least 10% of SB 228 funds must be dedicated to transit – at this point that is estimated to be approximately \$35 million.</li> <li>• The goal is to focus these funds on projects of statewide significance.</li> <li>• \$1.5 million have been approved to support the Winter Park train station.</li> <li>• Up to \$20 million will be spent on new branded coaches for Bustang and the Rural Regional Bus Network previously discussed.</li> <li>• Up to \$10 million more for other projects that may include park and ride improvements in Idaho Springs, Castle Rock, Southwest Weld County, Telluride, and Denver Tech Center.</li> <li>• In the longer term, and if funding allows, some funds will also be dedicated to the expansion of the Frisco Transit Center.</li> </ul> <p><b>STAC Comments</b></p>	
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	<ul style="list-style-type: none"> <li>• <u>Doug Rex</u>: You show \$10 million allocated to projects in Castle Rock and elsewhere – do you have any concept of how many you would be able to do with that money?</li> <li>• <u>David Averill</u>: It's conceptual at this point and varies a lot by location – I would estimate somewhere in the range of \$2.5 million per location. We would also be looking for local partnerships to leverage those funds into something bigger, and therefore be able to complete more projects.</li> </ul>	
<p>Other Business / Vince Roglaski (STAC Chair)</p>	<ul style="list-style-type: none"> <li>• The STAC Workshop &amp; Retreat will be held on September 23<sup>rd</sup> and will discuss topics including TPR intergovernmental agreements, TPR and STAC elections, and the relationship between the STAC and TC moving forward after the recent legislation.             <ul style="list-style-type: none"> <li>○ TC Chair Commissioner Rieff will join the group for a portion of the day, and upon suggestion by Norm Steen, Representative Carver will also be invited.</li> </ul> </li> <li>• CDOT will host a Climate Change Workshop on July 14<sup>th</sup> to discuss how to integrate the impacts of climate change into transportation planning and communicate this topic to the public. Please RSVP if you are planning to attend.             <ul style="list-style-type: none"> <li>○ Panelists will include representatives from other state DOTs and MPOs with experience in this area, along with Susan Joy Hassol, a nationally-recognized expert on climate change communications.</li> </ul> </li> <li>• The next STAC meeting will be held on July 29<sup>th</sup>.</li> </ul>	<p>No action taken.</p>

**STAC ADJOURNS**

Transportation Commission July 20 - 21, 2016, CDOT Headquarters Auditorium, 4201 E. Arkansas Ave, Denver, CO 80222

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## Transportation Commission (TC) Workshops Wednesday, July 20, 2016

**Note:** Materials for specific agenda items are available at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> by clicking on the agenda item on the schedule provided at this site.

### Program/Cash Management Workshop (Josh Laipply, Maria Sobota, Jane Fisher)

#### Purpose

- The Program Management Workshop provides the TC with an update on the integration of cash management and program management, asset management, and the Responsible Acceleration of Maintenance and Partnerships (RAMP) program.

#### Discussion and Comments

- At the end of FY 2016 the year to date (YTD) expenditure goal was not met. CDOT spent \$753 million of the \$790 million target, off by 4.8%. However, this was the highest expenditure level within the past six years.
- Chief Engineer expressed disappointment in not meeting the expenditure target. As a result, CDOT is taking several steps to increase the odds for meeting the target next year.
  - *Only establish calendar year expenditure targets:* Eliminating establishment of fiscal year targets will be a benefit as it is very challenging to estimate expenditures in the middle of the construction season.
  - *Increasing accuracy of project advertisement (ad) dates:* An increased emphasis on the development and monitoring of schedules for preconstruction activities is planned.
  - *Routinely including additional required elements (AREs) in construction bid documents:* This will enable project scopes to be more easily increased as may be needed to increase construction expenditures in support of calendar year 2017 targets.
  - *Increasing accuracy of projected monthly construction expenditures:* This step will include items such as: ensuring design development is sufficient before setting project baseline values and considering a combination of statistical modeling and contractor drawdown data.
- Cash Balance
  - A forecast variation from a previous projection includes SB 228 funds received in June 2016, also working with I-70 Central project manager to determine drawdown schedule for this substantial project.
  - Commission Chair noted that the Program Management Workshop will come off the TC Regular Meeting agenda and the TC will be kept up to date approximately quarterly. The TC feels the monitoring of Program Management is being well handled by CDOT staff. The same quarterly review is likely to occur for Cash Balance.

### RUC Workshop (Debra Perkins-Smith)

#### Purpose

To familiarize the TC with the Department's upcoming CDOT Road Usage Charge (RUC) Pilot Program.

#### Discussion and Comments

- CH2Mhill is the consultant retained to help with this pilot project.

- Pilots are occurring in three states: California, Oregon, and Colorado. Oregon has an operational opt-in RUC.
- Talking Points for TC members to use to discuss the pilot with stakeholders are provided in the TC packet.
- Need to stress why alternate funding sources are required for transportation.
- A Colorado vehicle miles traveled (VMT) vs. Revenue graph depicts increasing VMT, by 47% by 2040 and substantially decreasing revenues.
- RUC treats road use like a utility – travel miles are recorded and a fee per mile is paid.
- TC member asked if vehicle weight or air quality emissions are considered in the fees charged; the answer is not yet in these three pilots – the pilots are keeping it simple for now.
- RUC concept is potentially a substitution for the gas tax, and is more equitable.
- RUC West is a group of 14 western states all sharing information regarding the RUC pilots.
- Idea is to create a sandbox environment (flexible options for RUC) in Colorado to identify issues with RUC now; pilot is 4 months with 100 participants; three different options for reporting miles driven are being considered.
- TC recommends entities like Club 20 participate in the pilot, and/or serve on a RUC Steering Committee.
- RUC Pilot Steering Committee is being formed and membership will include a balance of individuals that are for or against use of a RUC, with equitable geographic representation across the state.
- A strong communications program is planned for the pilot study.
- The TC will receive periodic updates on this pilot project.
- In terms of misconceptions:
  - RUC is not another tax, but a substitution once fully implemented (participants in these pilots are opting in currently)
  - RUC restores equity, as all users of the system contribute, compared to today's situation where electric and hybrid vehicle motorists currently pay less or no fuel taxes.
  - Driver privacy, that is a perceived concern, can be protected for RUC in the pilot.
  - Rural motorists that drive less fuel efficient vehicles could benefit from paying less fuel taxes under the RUC pilot
- Executive Director pointed out that revenues need to increase and fees charged must allow for increased revenues.
- A TC member asked how RUC would be rolled out. The answer is that users would pay for usage of the road based on miles traveled vs. paying a fuel tax.
- It is anticipated that vehicles that get over 20 mpg would pay \$8 - \$10 more a month.
- CDOT has an obligation to explore this funding source to prepare adequately. At some point we may be asked to do so (as in other states) by the legislature.
- It was noted that CDOT is not taking any action now, just conducting research using the pilot to obtain facts and information to answer questions.
- TC Chair mentioned possibility of a technology subcommittee of the TC being created.

### **Work force of the Future (Amy Ford)**

#### **Purpose**

To familiarize the TC with the Workforce of the Future.

#### **Discussion and Comments**

- The new CDOT Human Resources Director, Susan Rafferty, was introduced to the TC and meeting attendees.

- Commissioners Barry and Gruen provided the impetus for this workforce research to identify how to attract talent to CDOT for the 10-year horizon, recognizing rapidly evolving technological advances.
- Need to consider how to attract talent and elevate skills of existing staff.
- Price Waterhouse has been retained to assist with this research project.
- Key themes identified during interviews included: leadership, culture, processes, training, and technology.
- Three key areas of change:
  - Technology disrupts the status quo (technology enablers include: Telematics, Active Traffic Management, Drones, Vehicle to Infrastructure/Operations, Mobile Asset Management, and Big Data),
  - Workforce and workplace landscape is changing (more millennials, by 2025 75%, in the workforce, with 25% staff at CDOT ready to retire now, and 50% ready to retire in 10 years); creating more collaborative and flexible workplaces including office, field, and teleworkers),
  - Role of CDOT is changing (shift to needing more specialists - 9% now to 13% in 2025 [e.g., IT, electronics], more core support - 13% now to 22% in 2025 [e.g., project management operations, analytics], and less fundamental staff - 77% now to 65% in 2025 [ e.g., construction, highway maintenance])
- Program opportunities include: enhanced mobility with technology, more remote surveying and monitoring, more real-time communications, increasing technology, and more efficient use of equipment and tools.
- Workforce opportunities include: provide technology and training to all CDOT staff, launch training programs for new career paths, implement mentorship programs to retain institutional knowledge, upskill workforce, partner with universities and talent hubs to develop relevant education certificates and training programs, and create blended skill teams and/or hybrid positions.
- Question was raised if hybrid positions would conflict with state personnel policies – would need to collaborate with the state to work this out.
- Each CDOT Region was also analyzed individually for their workforce needs.
- Over the next year CDOT will develop an approach and planning timeline to implement opportunities identified.

## **Transportation Commission Regular Meeting Thursday, July 21, 2016**

### **Roll Call**

- Commissioners Connell, Thiebaut and Schriner were excused. All other eight Commissioners were in attendance.

### **Comments of Individual Commissioners**

- Commissioners commented that the telephone town halls went very well and thanked CDOT staff for their late night work and support. One Commissioner noted they received emails from constituents thanking CDOT for the opportunity to participate in telephone town halls.
- Bagels with Barry in Commerce City resulted in good conversations on transportation.
- Groundbreaking event for North I-25 Express Lanes was impressive.
- Club 20 meeting in Cortez was a good meeting.
- Express Toll Lanes started tolling with a drop off in users, but is considered a success.
- TC retreat occurred this month. The retreat provides clear guidance to the TC laying out key topics to cover this year.

- TC Chair noted that Commissioner Schriener, who has served a year on the TC, has resigned due to health issues. Commissioner Schriener was recognized for his work on the TC and will be missed. All wish him a full recovery.

#### **Executive Director's Report (Shailen Bhatt)**

- Attended Colorado Cabinet retreat with the Governor at Coors Field to work on Colorado's 2018 Vision, identify how state agencies work together, and determine CDOT's role. It was agreed that CDOT could reduce the increase of the Planning Time Index on I-25.
- Met at Westin at DIA to discuss CDOT's Purpose – purpose is to save lives and make life better; kept three peaks, but will modify trails.
- The Lt. Governor addressed CDOT's team at the Westin, and was provided a site visit here at Headquarters.
- Lots of recognition given to CDOT work recently; CDOT received two Western Association of State Highway Transportation Officials (WASHTO) awards.
  - For Innovation in mid-sized projects: CDOT's \$98 million project along US 6 replaced six obsolete bridges between Knox Court and I-25, and eliminated weaving movements between Federal Boulevard and I-25 to improve travel times and safety.
  - For Under Budget mid-sized projects: CDOT's \$72 million I-70 Mountain Express Lane project reduced congestion and travel along I-70 between Empire and Idaho Springs by converting the eastbound shoulder into an Express Lane during peak periods only.
  - Staff who worked on these projects were recognized and requested to stand up for applause if they were in attendance.
  - High Performance Transportation Enterprise (HPTE) also won an award to be announced by David Spector.

#### **Chief Engineer's Report (Joshua Laipply)**

- Very proud of CDOT staff for the recent awards.
- US 34 public meeting held evening of July 20<sup>th</sup> went very well. Signed contract with Kiewit to begin construction on Phase 1.
- I-25/Arapahoe intersection added third left-turn lane ahead of schedule.

#### **High Performance Transportation Enterprise (HPTE) (Nick Farber)**

- The I-70 Mountain Express Toll Lane project won a WASHTO award for innovation; last Sunday roughly 42,000 vehicles used the roadway with 7,800 vehicles using the express toll lanes – both these counts are records along this corridor.
- US 36 Express Toll Lane project won the American Road & Transportation Builders Association (ARTBA) Public Private Partnership (P3) Division award. Nick Farber recognized for his work on this project with a leadership coin.
- Smart signs installed along US 36 to notify users of incidents and are working well.

#### **Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski)**

Topics covered at the last STAC meeting included:

- CDOT Chief Engineer provided STAC an overview of a pilot where projects are using de-federalized funds.
- STAC provided an update of SB 228 dollars anticipated.
- STAC is calling for more transparency for Intergovernmental Agreements (IGAs). One idea is to have project-specific websites.

- Freight Advisory Council (FAC) update – key areas of focus are: truck parking, safety, pullouts & shoulders, low clearance bridges, railroad crossings, and communications. It is important to tackle freight issues with the freight industry.
- STAC desires close involvement with the Multimodal Freight Plan and to receive plan information ahead of time to inform more meaningful dialogues.
- For critical freight corridor selection, STAC agrees that STAC coordination regarding corridor selection criteria is the best approach.
- Bustang – regarding expansion of the rural bus network: more broad coverage for service is more important than higher frequency of trips, and forming partnerships with human service providers are crucial.
- The TC Chair noted that future conversations with the TC are anticipated to discuss the specific Critical Freight Corridor selection criteria.

**Act on Consent Agenda – Approved unanimously on July 21, 2016.**

- a. Resolution to Approve the Regular Meeting Minutes of June 16, 2016
- b. Repeal of Policy Directive 8.0 "Residence and Telephone Requirements" (Herman Stockinger)
- c. Repeal of email, internet and web-site Policy Directives 26.0, 27.0, and 31.0 (Herman Stockinger)
- d. SH 74 Parcel Exchange (Paul Jesaitis)
- e. SH 265 Abandonment (Paul Jesaitis)
- f. SH 85 Exchange (Paul Jesaitis)
- g. Capital Development Committee (CDC) Memo (Andy Karsian)

**Discuss and Act on the 1<sup>st</sup> Budget Supplement of FY 2017 (Maria Sobota) - Approved unanimously on July 21, 2016.**

- Region 4 - \$250,000– *I-25 North: SH 402 to SH 14*– RAMP HPTE Development Fund- I-25 Corridor Segments 7 and 8.
- Region 5 - \$450,000– *US 160 / WILSON GULCH ROAD EXTENSION*– TC Contingency Reserve Fund (TCCRF) - RAMP Partnership ID #5-10.
- \$850,000 – *I-70 Risk and Resiliency*– .TCCRF.
- \$1,000,000 - *Southwest Chief*–TCCRF.
- \$3,500,000 – *ADA Curb Ramps*– TCCRF.

**Authorize Rule-Making Process by opening Transportation Commission Rules (Herman Stockinger) - Approved unanimously on July 21, 2016.**

- To authorize the Department to commence the rule-making process by opening the Rules Governing Practice and Procedures of the Transportation Commission of Colorado ("Commission Rules"), 2 CCR 601-11.

**Discuss and Act on DBE FTA Goal (Greg Diehl) - Approved unanimously on July 21, 2016.**

- CDOT is requesting a resolution to approve its proposed overall goal of 2.88% for FTA-assisted contracts for Federal Fiscal Years (FFY) 2017-2019.



**COLORADO**  
**Department of Transportation**  
 Division of Transit & Rail

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

**DATE:** July 20, 2016  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** Bustang Expansion/Rural Regional Bus Restructuring Plan

Purpose

To present the Transit & Intermodal Committee with the FY2016/17 and FY 2017/18 plans for Bustang expansion and Rural Regional Bus reconfiguration. A more comprehensive white paper can be found at <https://www.codot.gov/about/transportation-commission/documents/2016-archive-of-supporting-documents/july-2016>

Action

Input is sought from the T&I Committee.

Background

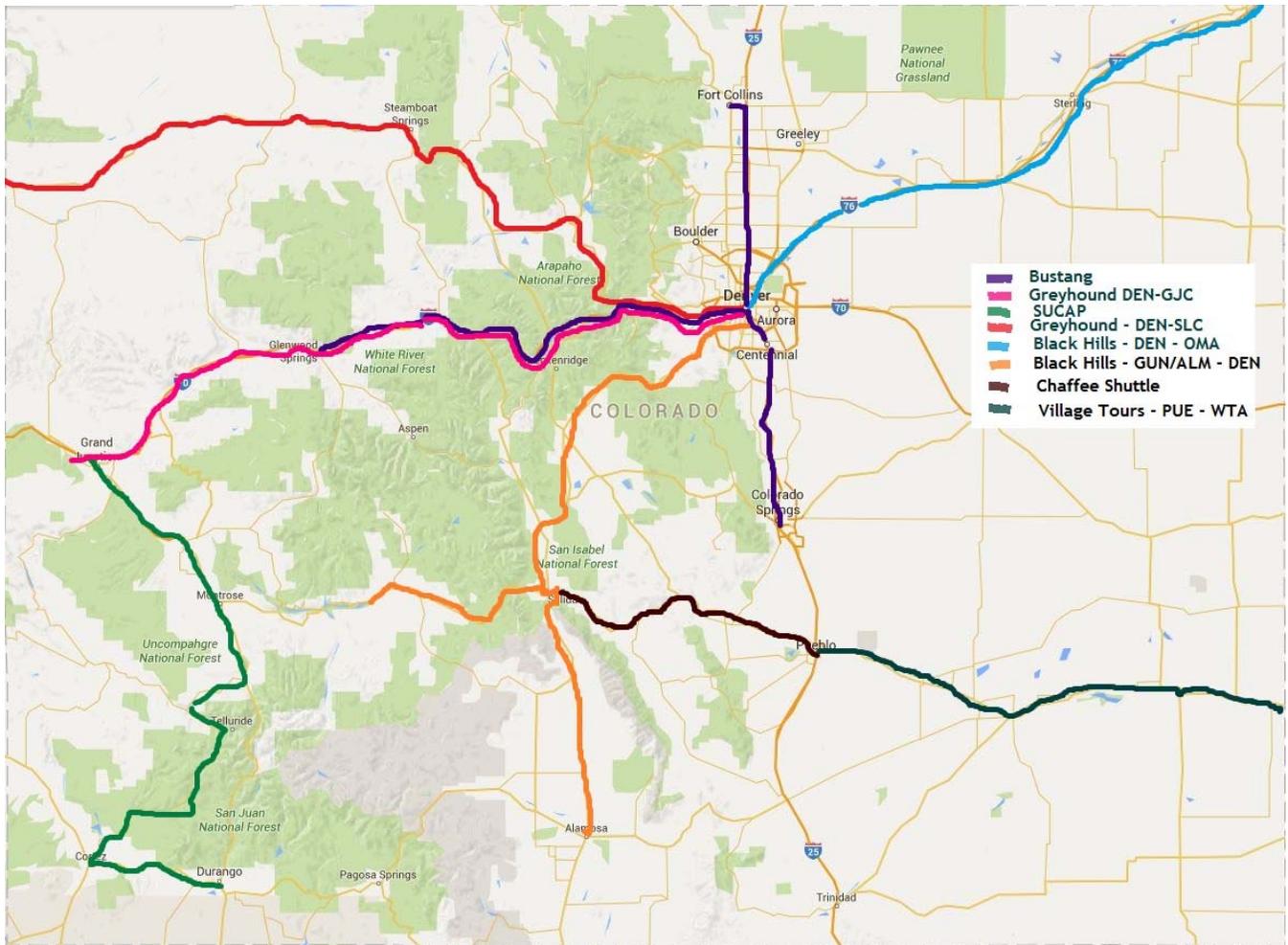
The Transit & Intermodal Committee was briefed on the Statewide Rural Regional Bus Network plan at the October 2015 meeting; and the full TC in November. With no objections, the Commission agreed with a stakeholder outreach program for the winter, and the subsequent development of a Rural Regional restructuring plan.

CDOT manages limited federal funds which are available for rural regional bus connections, and the first task was to evaluate the current service and expenditures, and determine if improvements could be made to better serve the rural communities and maximize productivity. CDOT receives approximately \$1.6M/year in FTA Section 5311(f) funds dedicated to providing rural connections to the intercity transit network, including national commercial bus operators, such as Greyhound and some passenger rail services provided by Amtrak. The Office of Policy and Government Affairs has estimated that the new FAST Act will grow the Colorado 5311(f) apportionment to \$1.8M in calendar 2018.

CDOT, utilizing the annual 5311(f) funds, currently allows public and private providers to apply by route for subsidies/funding to operate rural connection routes, shown in Figure 1. The current practice has benefits, but it is not coordinated into a state network, includes amortized capital in the reimbursed operating costs, and is not branded as an integrated product. The Intercity and Regional Bus Network Study (2014) and the Statewide Transit Plan (2015) identified the rural regional needs and began to develop a framework for a statewide rural regional system. After close evaluation of the current 5311(f) routes and stakeholder outreach, a reconfiguration of the current 5311(f) network routes has been developed. A reconfiguration will better serve the rural communities, increase productivity, and remain financially constrained. The reconfiguration will utilize SB 228 funds to provide the capital needs, i.e. buses and Park & Rides. Smaller buses, sized to rural demand levels, will be procured and utilized for the rural regional routes. The plan optimizes the usage of limited operating funds by leveraging other available sources of capital funding.



Figure 1: Existing Intercity & Regional Services Using 5311(f) Funds



Details

The Rural Regional concept has had significant stakeholder outreach:

- All local transit entities through the March Transit Town Hall meetings (four around the state).
- Presentations to all 10 rural TPRs and 5 urban MPOs during April, May and June.
- STAC updates throughout the winter and spring, and a full presentation at the June meeting.
- A TRAC sub-committee has been involved over the past year in the development of the Rural Regional plan.

The input received has generally been very supportive. Two TPRs voiced the opinion that the funds could be better spent on rural roads. Many wanted the plan to include additional routes beyond the financial constraints placed on the system.

Although utilizing different funding sources, it is important to jointly view the statewide transit network concurrently; Bustang expansion (FASTER Statewide Bustang funds) and Rural Regional reconfiguration (5311(f) and SB228 funds). The plan is broken into two phases:

- Phase 1, FY2016/17. Deploy three new Bustang coaches and begin the reconfiguration of the current 5311(f) routes into a branded integrated service network. Phase 1 is depicted below in Table P1 and Figure P1.
- Phase 2, FY2017/18. Package the remainder of the current 5311(f) routes into a service package to be competitively procured and awarded to a private contract operator (similar to Bustang), with operation to begin in 2018. Phase 2 is depicted below in Table P2 and Figure P2.



It is important to stress that Phases 1 and 2 are reconfiguring the existing 5311(f) rural regional network, and redefining the delivery methods, all with current available funding. They are NOT adding routes to the current system. While Phases 1 and 2 are being implemented, a Phase 3 will be further developed. Phase 3 will consist of partnerships with local transit entities to operate and expand the rural regional branded network. Phase 3 will utilize any residual 5311(f) funds (limited amounts, if any), the remaining unused FASTER Statewide Operating funds (\$450K of the \$1M/year allocation), and SB228 for bus purchases.

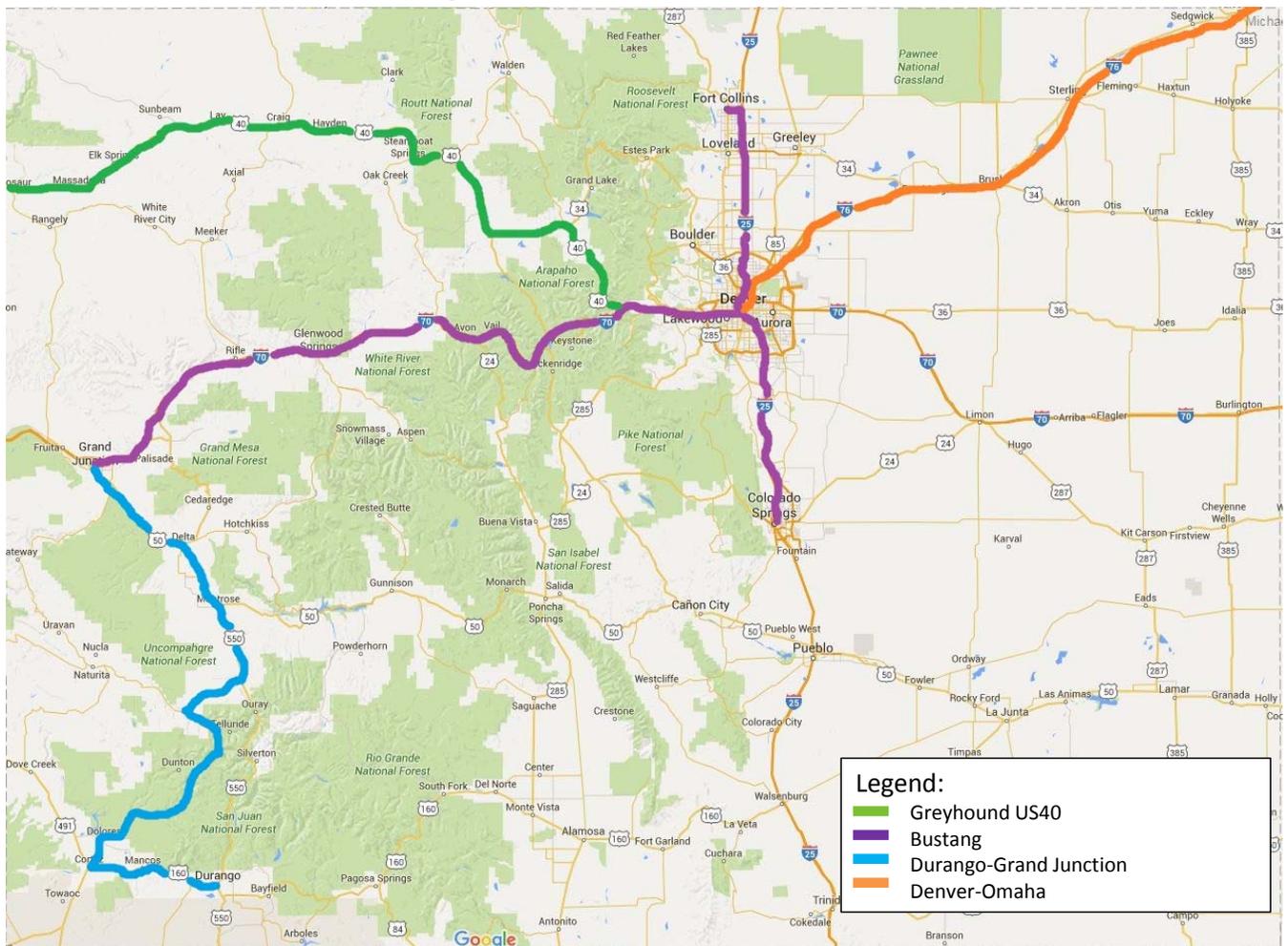
#### Next Steps

- Deploy three new Bustang coaches.
- Seek approval from the Transportation Commission for the SB228 transit projects - August 2016.
- Begin procurement of six Rural Regional branded coaches (assuming TC approval of SB228 projects) - Fall 2016.
- Prepare for and procure the contract operator for the Phase 2 Rural Regional routes - Fall 2016 through Summer 2017.
- Continue stakeholder outreach and begin process to define Phase 3 Rural Regional partnerships with local providers - 2016/2017.



<b>Table P1 Phase 1 - FY2016/17</b>		
<b>Action</b>	<b>Description</b>	<b>Funding Source</b>
Deploy 3 new Bustang coaches	1) Bustang; West Route, Denver - Vail 2) SUCAP loan; Durango – Grand Junction 3) 5311(f); Denver – Grand Junction	Bustang
Procure price agreement for new smaller Rural Regional buses	<ul style="list-style-type: none"> <li>Phase 1 - 6 buses; deployed in 2018</li> <li>Phase 2; up to 10 additional buses, as needed.</li> </ul>	SB228
Brand the Rural Regional system	Unique statewide system.	NA
Eliminate Denver – Omaha route (I-76)	Black Hills Stage Lines; becoming profitable.	5311(f) savings
Continue subsidy for Denver – Salt Lake City (US40)	Greyhound	5311(f)

**Figure P1: FY 2016/17**



**Table P2  
Phase 2 - FY 2017/18**

Action	Description	Funding Source
Exchange 2 Rural Regional buses upon delivery	SUCAP; Durango – Grand Junction	SB228; P1
Add new North Route weekday roundtrip	Bustang; Ft Collins - Denver	Bustang
Extend South Route weekday roundtrip	Bustang; Pueblo – Colorado Springs	Bustang
Procure Rural Regional contract operator. <ul style="list-style-type: none"> <li>○ Utilize 4 Rural Regional buses</li> </ul>	1) Lamar – Pueblo – Colorado Springs; 1 roundtrip/weekday 2) Gunnison – Pueblo; 1 roundtrip/day 3) Alamosa – Denver; 1 roundtrip/day	5311(f)

Figure P2: FY 2017/18





**COLORADO**  
**Department of Transportation**  
 Division of Transit & Rail

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

**DATE:** July 20, 2016  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** SB228 Transit Recommendations

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee with recommendations for the use of Senate Bill 228 transit funding. A more comprehensive white paper detailing the SB228 recommendations can be found at <https://www.codot.gov/about/transportation-commission/documents/2016-archive-of-supporting-documents/july-2016>

Action

Approval is sought from the T&I Committee to forward to the full Transportation Commission for action in August for the FY2016/17 SB228 transit funds, and the plan for FY2017/18 funds.

Background

In February 2015 the TC adopted PD 14 to guide future allocation of resources and investment decisions. Under "System Performance", the transit objectives are to increase rural transit ridership (Transit Utilization), and to maintain or increase the miles of regional and interregional service (Transit Connectivity). Bustang is CDOT's first attempt to provide interregional connectivity by connecting the six largest transit agencies over nearly 300 miles in the I-25 and I-70 corridors.

The Statewide Transit Plan was adopted by the TC a year ago, and one of the priority needs of rural communities across the state is for better rural to urban transit connections for essential services; i.e. medical, business, shopping, pleasure, connection to the intercity and interregional transit network, airports, etc. In response to that input, a performance measure was adopted within the Statewide Transit Plan that charges CDOT with working to improve the percentage of Colorado's rural population served by public transit.

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

Details

Table 1 identifies the recommended transit projects to utilize the SB228 funding. Transit has been allocated approximately \$20M from FY2015/16; these funds are available for use now. Forecasts indicate an additional \$15M for FY2016/17; available at the end of the fiscal year. The projects identified in Table 1 are listed in priority order, with associated conceptual cost estimates. The projects would be developed/implemented in series, such that construction or manufacture bids would be in place before committing to the next projects in the series. If bids are less than the conceptual estimates, more projects can be undertaken; if bids are more than the conceptual bids, fewer projects can be undertaken. Any projects not completed within the \$35M allocation for transit will be included in the 10 Year Development Plan.

The first section of Table 1 contains the projects to be undertaken in FY2016/17; \$20M. The second section contains projects to be undertaken in FY2017/18. The final section identifies the projects that would be undertaken if any funding remains, or if the forecast for FY2016/17 is increased.



Table 1: Recommended Transit Projects for SB 228 Funding

Cost	Project Description
<b>Phase 1: State Fiscal Year 2016-2017</b>	
\$2.0 M	Program & Construction Management of all the Phase 1 Projects below
\$1.5 M	Winter Park Express Platform (approved Apr. 2016)
\$2.5 M	Six branded over-the-Road Coaches, 30-35 foot
\$5.0 M	I-25 Managed Lanes Project: Kendall Parkway replacement / expansion of existing Loveland park-and-ride at US 34 / I-25
\$3.0 M	Woodmen Road park-and-ride replacement / expansion in Colorado Springs
\$1.5 M	Lawson / Telluride / San Miguel County park-and-ride
\$2.5 M	Frisco Transit Center Expansion
\$2.0 M	Rifle Park & Ride Relocation
<i>\$20.0 M</i>	<i>Phase 1 Subtotal</i>
<b>Phase 2: State Fiscal Year 2017-2018</b>	
\$1.5 M	Program & Construction Management of all the Phase 2 Projects Below
\$4.0 M	Up to ten (10) Branded over-the-road Coaches for the Rural Regional System
\$10.0 M	Outer Loop Park & Rides <ul style="list-style-type: none"> <li>• Idaho Springs / Clear Creek County</li> <li>• Castle Rock / Douglas County</li> <li>• Frederick, Firestone, Dacono, Erie, Longmont / Weld County</li> <li>• Potential Denver Tech Center Stop</li> </ul>
<i>\$15.5 M</i>	<i>Phase 2 Subtotal</i>
<i>\$35.5 M</i>	<i>Phases 1 + 2 Subtotal</i>
<b>Phase 3: State Fiscal Year 2017-2018 and Beyond if Funds Available</b>	
\$4.0 M	Pueblo park & ride for Bustang service extension
\$2.0 M	Brush Creek Park & Ride Expansion
\$3.0 M	Glenwood Springs Maintenance Facility to include Bustang, USFS Shuttle, RFTA
\$2.5 M	Harmony Road park-and-ride expansion
\$2.0 M	Tejon park-and-ride expansion
\$4.0 M	Monument park-and-ride access improvements, saving Bustang 10 minutes per trip, each direction
<i>\$17.5 M</i>	<i>Phase 3 Subtotal</i>
<i>\$53.0 M</i>	<i>Phase 1 + 2 + 3 Subtotal</i>



### Benefits

Because transit operating funds are currently the most limited resource, and because SB 228 funds are not a continuing funding source, use of SB 228 funds on capital projects is recommended. The use of SB 228 funds for capital projects provides supporting infrastructure to maximize the efficiency and effectiveness of the limited operating dollars.

### Options

- Approve the above SB228 program of projects, and recommend the full Commission to approve at the August TC meeting. This is the staff recommended action.
- Approve a sub-set of the above SB228 program of projects, such Phase I for approval. This would give the Commission the opportunity to seek further clarification on Phase 2 or Phase 3 projects before making a commitment.
- Reject selected projects, and approve the remainder of the program of projects. This is not recommended as it could dilute the effort to create an integrated statewide system.
- Reject the above SB228 program of projects. This is not recommended as it would not be responsive to the transit stakeholders around the state, and would not advance CDOT in providing a statewide integrated system.

### Next Steps

- Begin procurement of Rural Regional branded coaches, including authorization to purchase six now, with a contractual option for up to 10 additional.
- Engage AECOM through a task order to generate a Park & Ride development and implementation schedule.
- Coordinate Park & Ride development and implementation with the respective Regions.
- Continue coordination and negotiations with the Outer Loop Park & Ride communities, and the potential for a Denver Tech Center stop.

