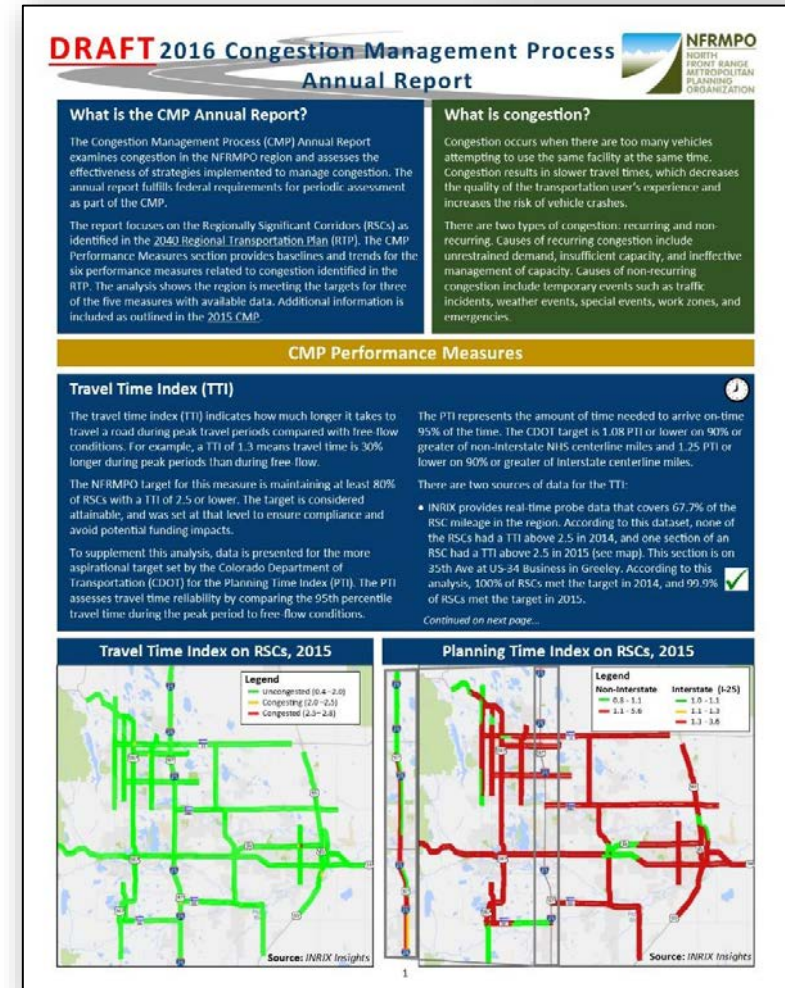


2016 Congestion Management Process Annual Report

Planning Council



- Measures congestion on Regionally Significant Corridors (RSCs)
- Fulfills federal requirements for periodic assessment of strategies in terms of the CMP performance measures
- Annual report is based on the 2015 Congestion Management Process (CMP) Report
- Region is meeting targets for three of five performance measures with data



DRAFT 2016 Congestion Management Process Annual Report

What is the CMP Annual Report?
The Congestion Management Process (CMP) Annual Report examines congestion in the NFRMPO region and assesses the effectiveness of strategies implemented to manage congestion. The annual report fulfills federal requirements for periodic assessment as part of the CMP.
The report focuses on the Regionally Significant Corridors (RSCs) as identified in the 2040 Regional Transportation Plan (RTP). The CMP Performance Measures section provides baselines and trends for the six performance measures related to congestion identified in the RTP. The analysis shows the region is meeting the targets for three of the five measures with available data. Additional information is included as outlined in the 2015 CMP.

What is congestion?
Congestion occurs when there are too many vehicles attempting to use the same facility at the same time. Congestion results in slower travel times, which decreases the quality of the transportation user's experience and increases the risk of vehicle crashes.
There are two types of congestion: recurring and non-recurring. Causes of recurring congestion include unrestrained demand, insufficient capacity, and ineffective management of capacity. Causes of non-recurring congestion include temporary events such as traffic incidents, weather events, special events, work zones, and emergencies.

CMP Performance Measures

Travel Time Index (TTI)
The travel time index (TTI) indicates how much longer it takes to travel a road during peak travel periods compared with free-flow conditions. For example, a TTI of 1.3 means travel time is 30% longer during peak periods than during free flow.
The NFRMPO target for this measure is maintaining at least 80% of RSCs with a TTI of 2.5 or lower. The target is considered attainable, and was set at that level to ensure compliance and avoid potential funding impacts.
To supplement this analysis, data is presented for the more aspirational target set by the Colorado Department of Transportation (CDOT) for the Planning Time Index (PTI). The PTI assesses travel time reliability by comparing the 95th percentile travel time during the peak period to free-flow conditions.
The PTI represents the amount of time needed to arrive on-time 95% of the time. The CDOT target is 1.08 PTI or lower on 90% or greater of non-Interstate NHS centerline miles and 1.25 PTI or lower on 90% or greater of Interstate centerline miles.
There are two sources of data for the TTI:
• INRIX provides real-time probe data that covers 67.7% of the RSC mileage in the region. According to this dataset, none of the RSCs had a TTI above 2.5 in 2014, and one section of an RSC had a TTI above 2.5 in 2015 (see map). This section is on 35th Ave at US-34 Business in Greeley. According to this analysis, 100% of RSCs met the target in 2014, and 99.9% of RSCs met the target in 2015.
Continued on next page.

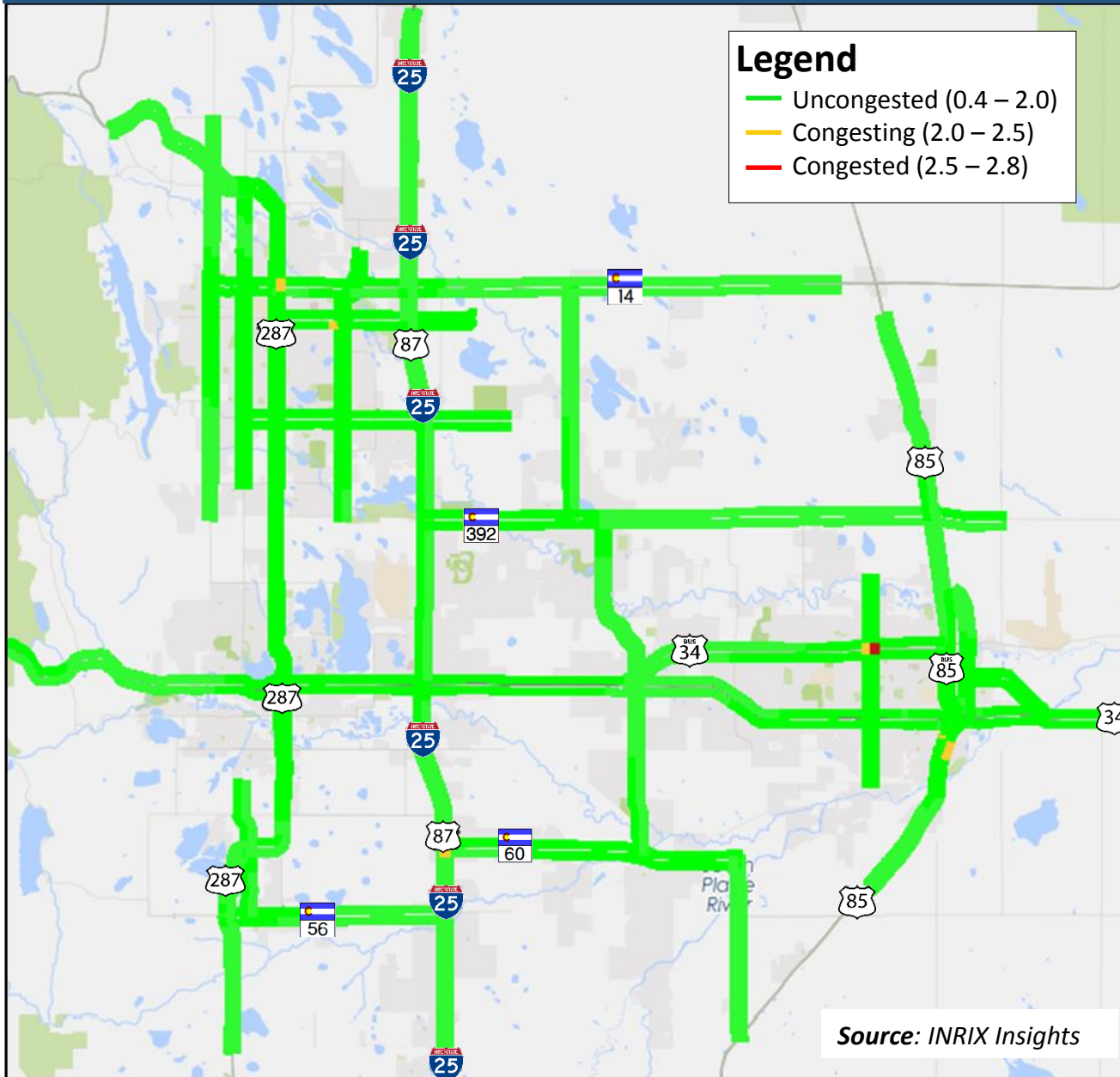
Travel Time Index on RSCs, 2015
Legend:
• Uncongested (0.4 - 2.0)
• Congested (2.0 - 2.5)
• Congested (2.5 - 2.8)
Source: INRIX Insights

Planning Time Index on RSCs, 2015
Legend:
Non-Interstate (I-25)
• 0.8 - 1.1
• 1.1 - 1.3
• 1.1 - 1.6
• 1.3 - 1.6
Source: INRIX Insights

2040 RTP GOPMT Congestion-Related Performance Measures and Targets

Performance Measure	Target
Travel Time Index (TTI)	Maintain at least 80% of RSCs with a TTI of 2.5 or less
Vehicle Miles Traveled (VMT) growth per capita	Change in VMT should not exceed change in population
Non-motorized facilities per capita	Increase by at least 2%
Fixed-route revenue hours per capita within service areas	Increase by 30%
Transit service vehicles within useful life parameters established by FTA	Maintain 75%
Fixed-route ridership per capita within service areas	Increase by 10%

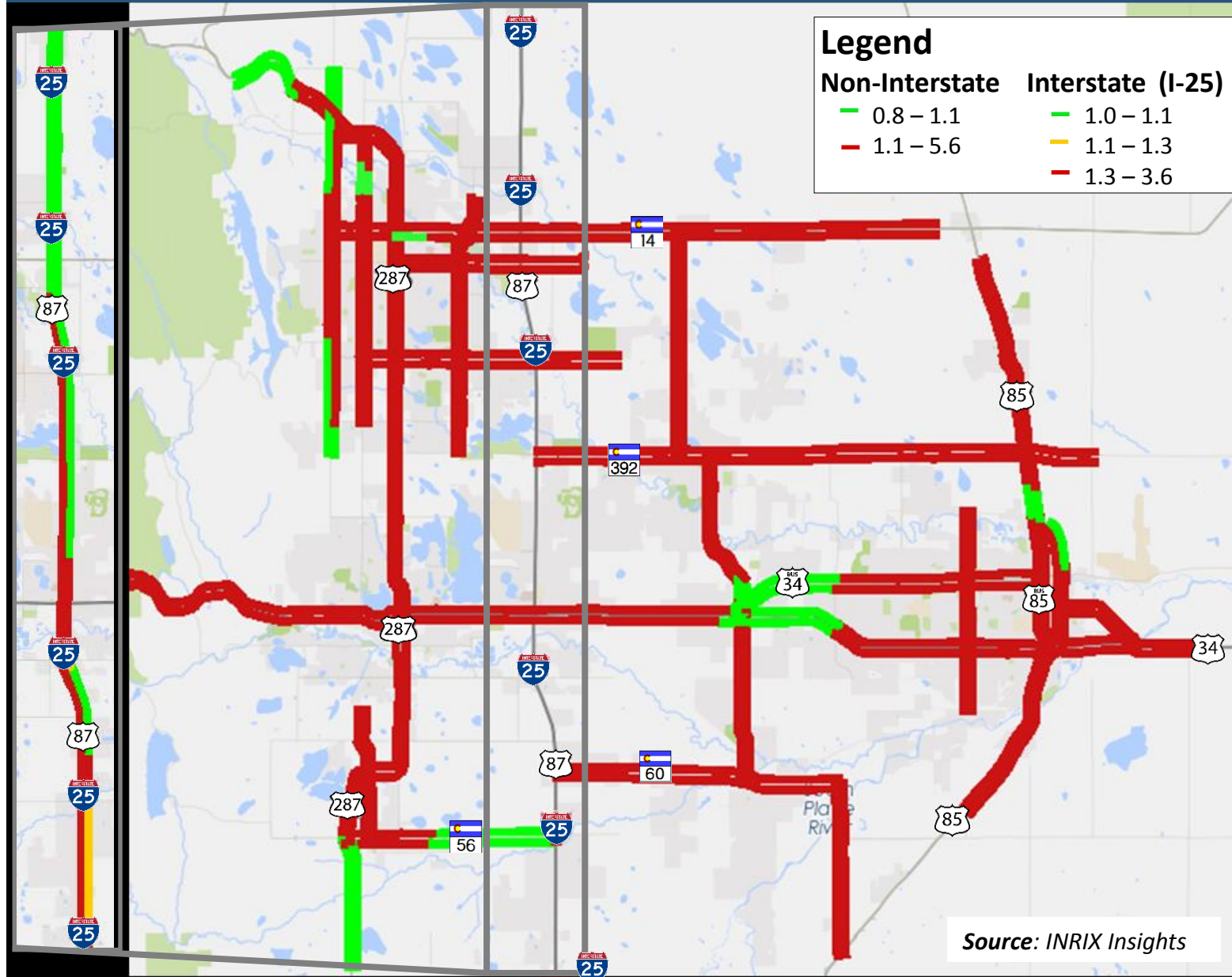
Travel Time Index (TTI) on RSCs, 2015



99.9% of RSCs meet the TTI target



Planning Time Index on RSCs, 2015



13.0% of RSCs meet the PTI target set by CDOT



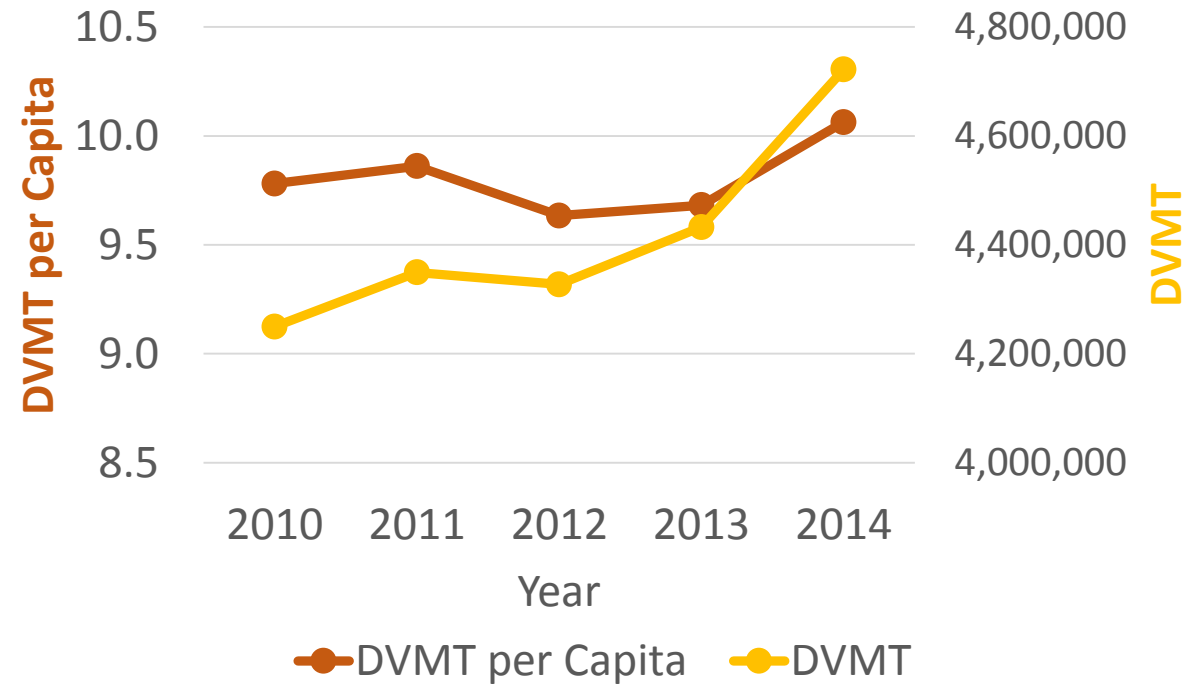
Vehicle Miles Traveled (VMT) Growth per Capita

- Number of miles traveled by all vehicles in the region
- Target → Lower increase in VMT than increase in population

Population increased 8.0%
VMT increased 11.1%









Daily VMT per Capita and Daily VMT
North Front Range Region, 2010-2014



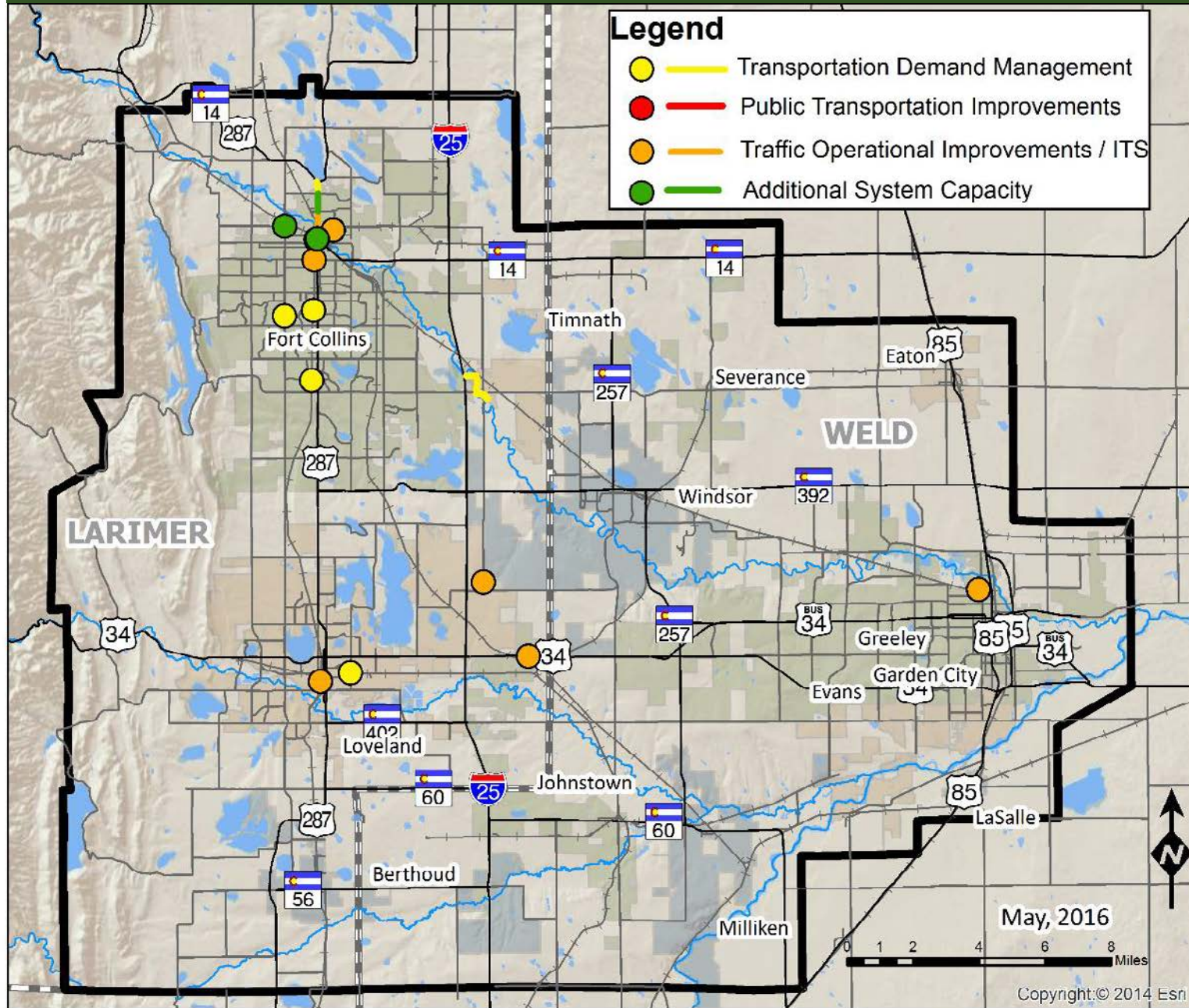
Sources: CDOT Roadway Statistics, DOLA

2040 RTP GOPMT Congestion-Related Performance Measures and Targets

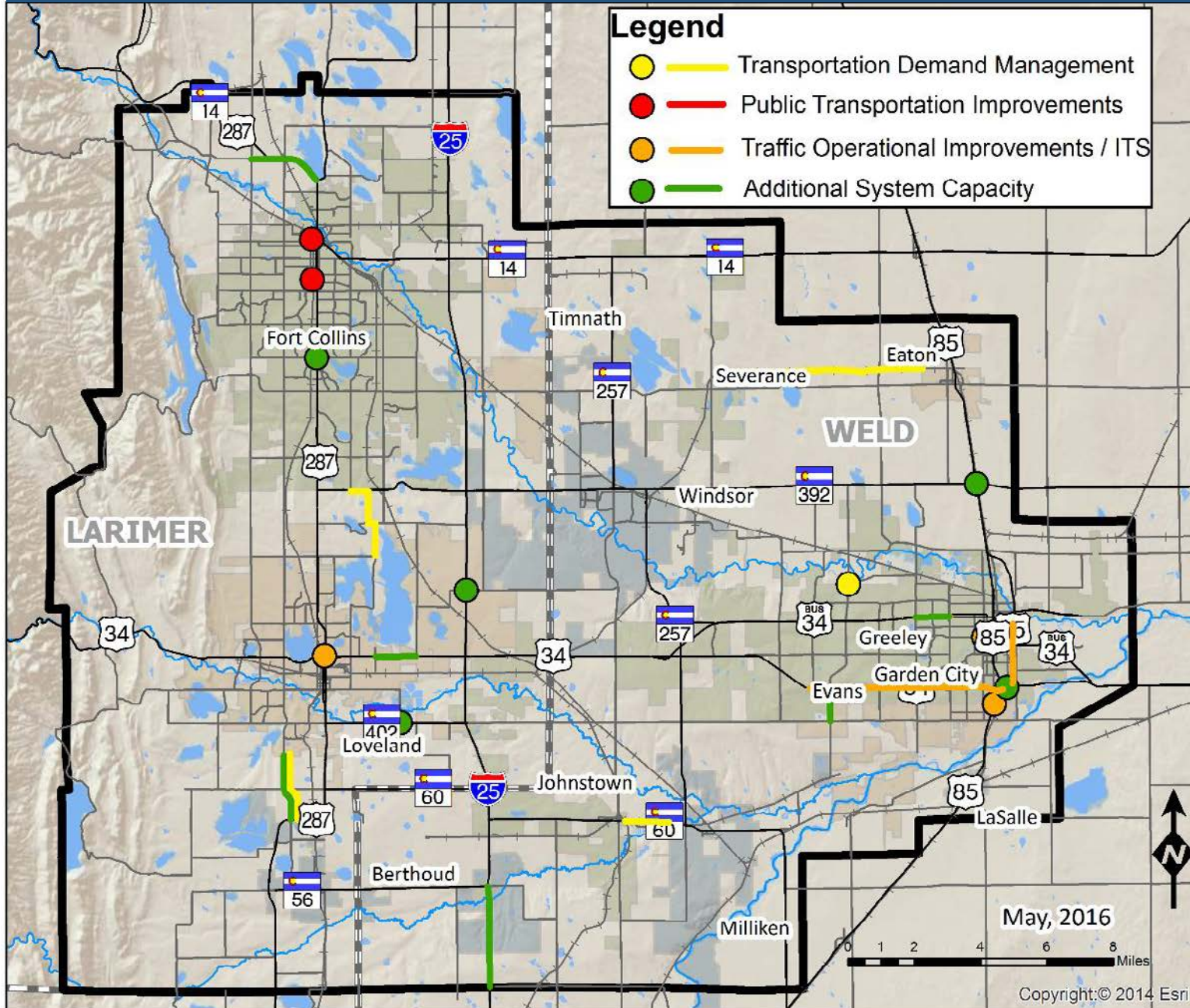
Performance Measure	Target	Status
Travel Time Index (TTI)	Maintain at least 80% of RSCs with a TTI of 2.5 or less	
Vehicle Miles Traveled (VMT) growth per capita	Change in VMT should not exceed change in population	
Non-motorized facilities per capita	Increase by at least 2%	
Fixed-route revenue hours per capita within service areas	Increase by 30%	
Transit service vehicles within useful life parameters established by FTA	Maintain 75%	
Fixed-route ridership per capita within service areas	Increase by 10%	

- **Transportation Demand Management (TDM)**
- **Public Transportation Improvements**
- **Traffic Operations Improvements / Intelligent Transportation Systems (ITS)**
- **Additional System Capacity**

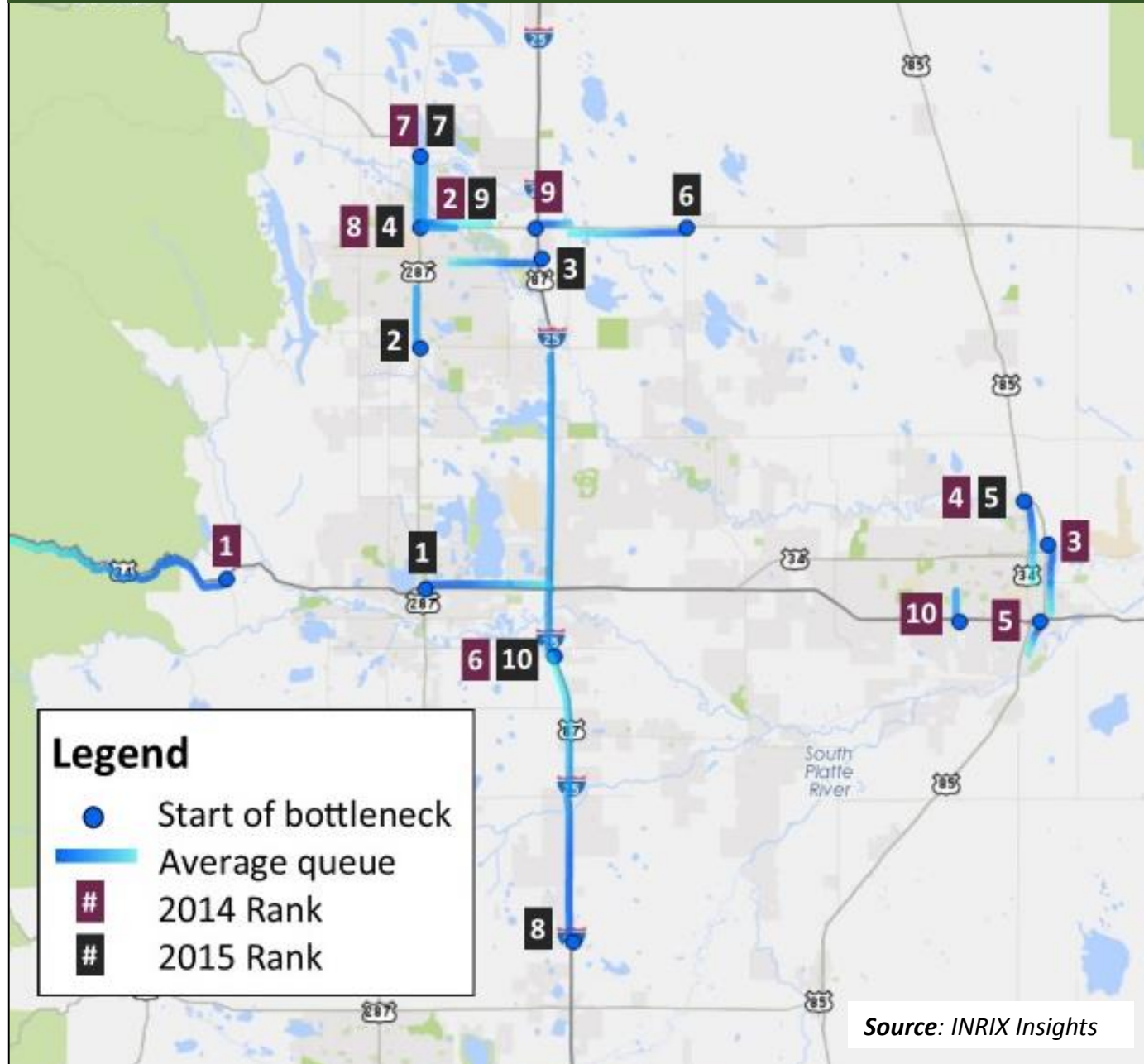
Implemented Projects



Programmed Projects



Major Bottleneck Locations



Source: INRIX Insights

- **Incorporate Planning Council Comments**
- **TAC Recommendation on June 15**
- **Planning Council Approval on July 7**

For more information:

Medora Kealy
Transportation Planner
mkealy@nfrmpo.org
(970) 416-2293

Becky Karasko, AICP
Regional Transportation Planning Director
bkarasko@nfrmpo.org
(970) 416-2257



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Express Lanes Overview

North Front Range Metropolitan Planning Organization Meeting, June 2, 2016
Colorado Department of Transportation
High Performance Transportation Enterprise



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INNOVATIVE ERA OF TRANSPORTATION



- Innovative era of
CHOICE
How you get from point
A to B
- Innovative era of
FUNDING
How you pay for
transportation
- Innovative era of
PARTNERSHIPS
How a project gets
built



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CHOICE **NEW CDOT STRATEGY**

EXPRESS LANES

- Reduce delay on most seriously congested corridors
- Use toll pricing to manage congestion
- Maintain reliable travel times now and in the future
- Promote transit and carpooling (where viable)
- In addition to existing free general purpose lanes



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CHOICE

Region-wide Express Lanes

EXPRESS LANES

- US 36
- North I-25
- I-70 Mountain
- C-470

Potentially on:

- Central 70





Public Outreach and Education Campaign

Focused on “How to Use” and “Get a Pass”

Education needed on new, different elements:

- Passes
- Carpooling
- Tolling Rates
- BRT, Bikeway, DDI, Bus on Shoulder (US 36)
- ATM

Outreach is corridor-specific and includes:

- Grassroots efforts
- Traditional Media
- Paid Media

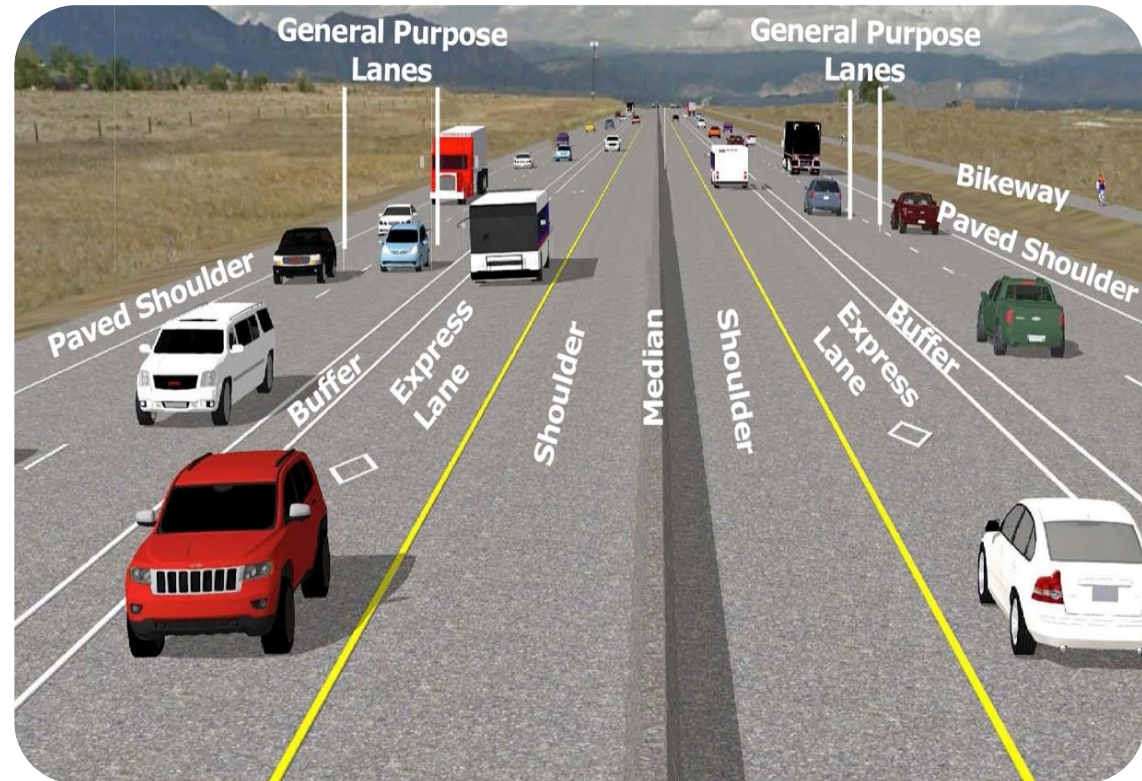


US 36 Express Lanes

Phase 1 Opened July 2015
Phase 2 Opened March 2016

Project features:

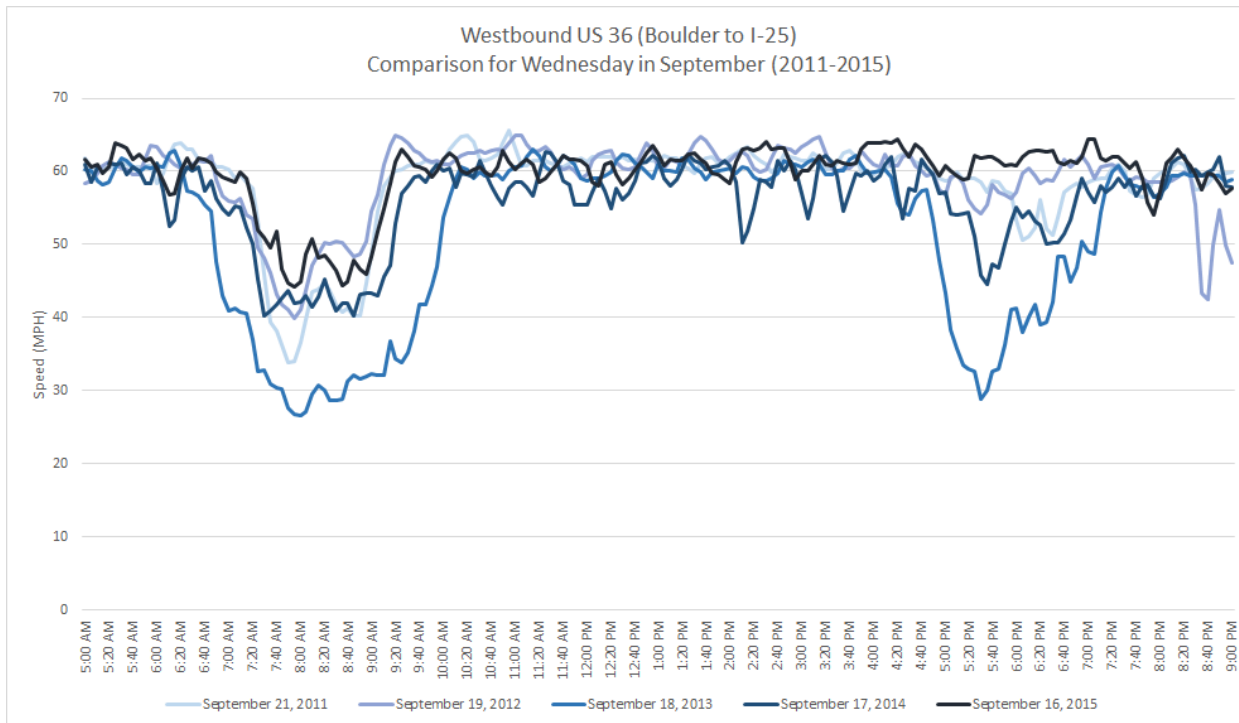
- One Express Lane each direction for HOV, toll, motorcycle, and transit (Bus Rapid Transit)
- 18-mile commuter bikeway
- DDI Bridge
- Compare 2011 to 2015
Weekday travel: *20 to 29% faster speeds across all lanes*



US 36 Express Lanes

Compare Speeds from Pre and Post Express Lane Construction Years (2011 to 2015):

- Consistent Speeds
- Example shows improvements in speed



North I-25 Express Lanes

One Express Lane in each direction in fast-growing north metro Denver.

- Segment 2: Tolling commences summer 2016
- Segment 3: Financing closed February 2016, Construction starts July 2016
- Additional segments of I-25 North to Wyoming need improvements to accommodate growing population.
- HPTE analysis: project does not yet fit P3 procurement model



I-70 Mountain Express Lane

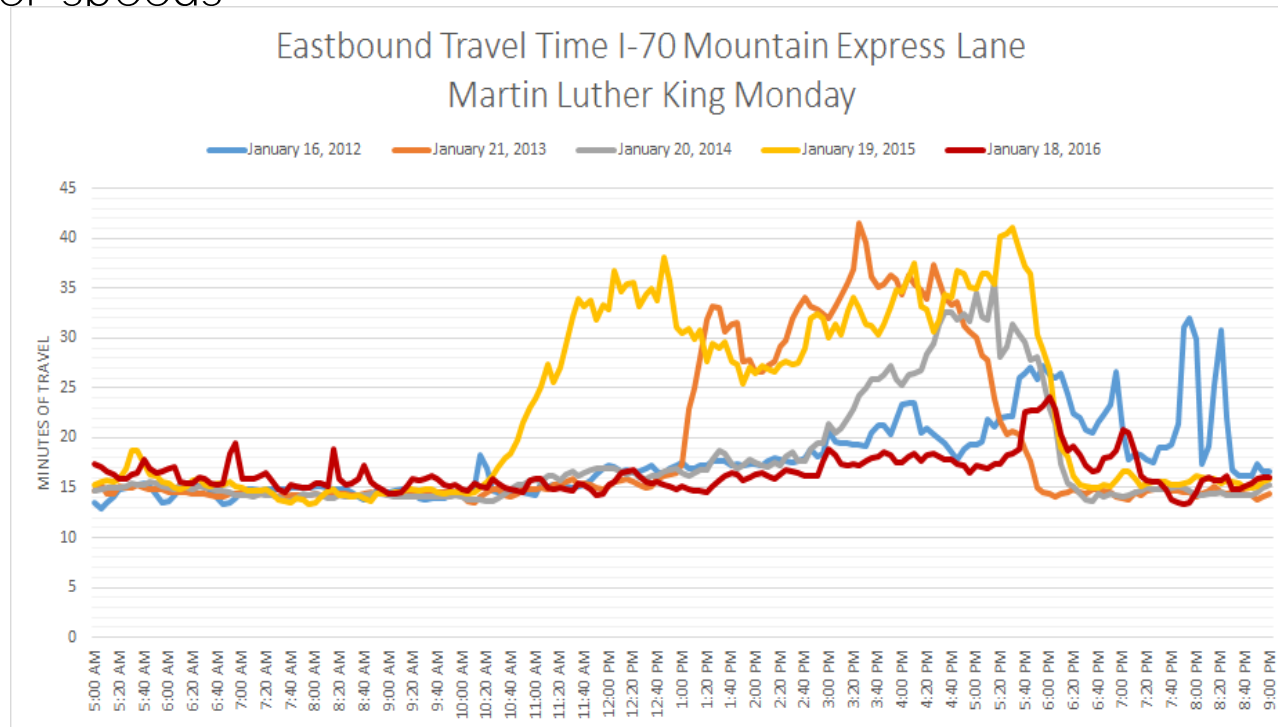
- One eastbound lane between Empire and Idaho Springs
- Opened December 2015
- Only open Peak Travel times
- Use of Lane:
 - Tolled with an ExpressToll account and pass
 - No free HOV/carpool, motorcyclists
 - No trailers, trucks (pay surcharge)
- Benefits:
 - Compare MLK 2012 to 2016: Travel times reduced 26 to 52%
 - Reduced incidents by 15%



I-70 Mountain Express Lane

Compare Speeds from Pre and Post Express Lane Construction (2012 - 2016):

- 2016 consistent speeds
- Overall faster speeds



Project overview:

- One tolled Express Lane each direction on C-470 between I-25 and Wadsworth
- Total project cost including financing- \$276M using:
 - RAMP program \$100M, \$10M local government funding. Project will leverage toll revenues to borrow \$200M
- Project delivery method determination: Design-Build with traditional public financing
- RFP released Nov. 30; Design-Builder selection- March 30, 2016, Construction starts summer 2016



First phase – Approximately \$1B

- Remove 50-year old viaduct between Brighton and Colorado Blvd
- Reconstruct as a lowered highway with a cover
- Extend Express Lane to I-225

Alternative - No action alternative = \$500M to \$600M to rebuild viaduct only with no increased capacity

Funding – Will require multiple sources; including:

- Bridge Enterprise: \$850M
- Senate Bill 228: \$180M
- DRCOG: \$50M
- Local Investment: \$37M



Schedule Update:

- 2nd Draft RFP, publically available, out with four developer teams
- Final Environmental Impact Statement out for public review January 2016.
- Developer selection by Spring 2017



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Questions?

River Bluffs Open Space, Larimer County May 1st to May 31st

Total Average Daily Users	250
Daily Pedestrians	89
Daily Bicyclists	161
Total Trail Users	7,775

Rover Run Dog Park, Greeley May 3rd to May 31st

Total Average Daily Users	241
Daily Pedestrians	162
Daily Bicyclists	79
Total Trail Users	6,969



North Front Range MPO Area - Project Status Updates (31 May 2016)

<u>Roadway / Segment</u>	<u>Status</u>
SH14	
I-25 to WCR23 Resurfacing	<i>Construction is mostly complete.</i>
Cache La Poudre Bridge (Mulberry)	<i>Construction is complete.</i>
US287 PR at Ted's Place	<i>In Design</i>
I-25	
SH392 to Harmony Rubblization	<i>Construction is complete</i>
Crossroads Blvd Interchange / Bridges	<i>Advertisement 19 May 2016. Bids open 9 June</i>
Truck Climbing Lane	<i>Construction underway.</i>
Ramp Metering- Harmony Rd SB SH392 NB/SB	<i>In Design</i>
US34	
Big Thompson Canyon Flood Repair	<i>Construction is underway</i>
Greeley Bypass Adaptive Signals	<i>Construction is complete</i>
East Greeley Flood PR	<i>Construction is complete</i>
Fiber Optic / VMS / Cameras	<i>Construction is complete</i>
SH56	
Berthoud East Surface Treatment	<i>Construction is wrapping up</i>
SH60	
SH257 PR	<i>Construction is underway</i>
US85	
Ault to Wyoming	<i>Construction is underway</i>
Park & Ride in Evans	<i>Construction is complete</i>
Adaptive Signals in Greeley	<i>Construction is complete</i>
US287	
SH392 to Harmony Resurfacing	<i>Construction is complete</i>
Harmony to Mulberry Resurfacing	<i>Construction is underway</i>
SH1 to LaPorte Bypass	<i>Construction is underway</i>
Road damage near Larimer CR 17	<i>Ad estimated July 2016</i>
SH392	
Windsor to Lucerne Resurfacing	<i>Construction is wrapping up</i>
US85 Intersection	<i>Under ad</i>
SH402	
Larimer CR 9E	<i>Ad est June 2016. Construction Aug 2016</i>



2016 major Northeast Colorado CDOT Projects

US 287 (College Ave.) resurface in Fort Collins

Crews have completed the majority of concrete repairs from University south to Harmony. During the 2016 construction season, Martin Marietta will return to perform asphalt milling and paving operations overnight. Crews will also be working on full-depth roadway repairs on northbound College between University and Mulberry during daylight hours behind barrier wall starting in mid-May. Est. Completion: Summer 2016

US 287, SH1 to LaPorte Bypass

CDOT will construct and widen US 287 just north of Fort Collins city limits beginning at State Highway 1 (Terry Lake Road) to the intersection of CR 54G (LaPorte Bypass). The existing two-lane asphalt road will be replaced with four through lanes, center turning lane, 10-foot shoulder/bike lane of concrete pavement and 7-foot-wide concrete sidewalks. The LaPorte Bypass signalized intersection will be replaced with a 228-foot roundabout. A noise wall will be installed for the Terry Lake Mobile Home Park. Est. Completion: Fall 2018

I-25 Crossroads Bridge

This project will replace the two bridges on I-25 that cross Crossroads Boulevard. The new bridges will accommodate future widening of I-25. Est. Beginning: July 2016. Est. Completion: 2018

I-25 Climbing Lane

Throughout this project a third climbing lane will be added on the southbound side of Interstate 25 to provide trucks and oversized vehicles with an additional travel lane. The additional lane will provide relief to motorists and improve overall traffic operations by reducing delays caused by inadequate passing opportunities and allowing for two lanes of free-flowing traffic. Est. Completion: Spring 2017

US 34 Canyon - Permanent Flood Repairs

CDOT permanent repairs to US 34 between Loveland and Estes Park following the 2013 floods will begin after the Fourth of July holiday, but impacts to traffic will be relatively minor until after Labor Day. Est. Completion: 2019.

SH 119 roadwork near I-25

Rebuilding and resurfacing project on State Highway 119 from East County Line Road to I-25. The project includes rebuilding and resurfacing of the roadway, erosion control measures and installation of adaptive traffic signal hardware along with replacing curb and gutter. Est. Completion: Summer 2017.

US 85 Ault to Wyoming border

Several safety improvements to a 30-mile span of US 85 between the town of Ault and the Wyoming state line in northern Colorado. Est. Completion: Fall 2016.

See a full list of projects at: www.codot.gov/projects/northeastern-projects



June 2016 Director's Report Addendum

Elected Official Training

- All newly elected officials must review the Liability Prevention Training within three months of their election.
- Renae has sent them out and would appreciate confirmation from those completing them for our CIRSA audit.

FY 2017 Unified Planning Work Program (UPWP)

- TAC recommended approval of the draft FY 2017 UPWP their May 18 meeting
- The Finance Committee reviewed and recommended approval of the FY 2017 Budgets and match requirements at their May 19 meeting
- The FY 2017 UPWP and Budget will be sent to CDOT and FHWA after Planning Council approval

NFRMPO Audit

- The firm Anton, Collins, Mitchell completed their in office review for the audit and presented the draft audit to the Finance Committee on May 19, 2016
- There were no findings during the audit

Regional Air Quality Council

- The draft SIP is available at raqc.org/documents/SIP
- Comments on the draft SIP may be made at the June 3 meeting or **by email at SIPComments@RAQC.org until June 16, 2016 or mail RAQC, 1445 Market Street, #260, Denver, CO 80202**
- **Audio Access to the RAQC meeting 1-914-614-3221, access code 626-209-707**
- **The audio access is for listening only – no public comments accepted by phone**
- I have submitted my application to renew membership on RAQC

Fix N I-25

- The FHWA received 212 applications totaling nearly \$9.8B, 136 urban applications and 76 for rural programs
- Only \$800M is available for FY 2016 so the program received applications valued at 13 times the funds available.
- The N I-25 Freight Efficiency and Resiliency Project FASTLANE application was successfully submitted on April 13. The local communities and a developer committed the \$24.5M Funding Commitments requested to match the FASTLANE and TIGER grants are listed below:
 - Larimer County communities - \$5M over 5 years
 - Larimer County - \$5M
 - Loveland - \$2M over 3 years
 - Fort Collins - \$2 M over 2 years
 - Windsor - \$1M over 3 years
 - Johnstown – \$1M over 3 years
 - McWhinney – \$6M and ROW still under consideration
 - Timnath - \$0.5M over 3 years
 - Weld County - \$2M
 - Berthoud - \$.25M over three years

- The N I-25 Funding Subcommittee met on May 13.
- The next N I-25 Funding Subcommittee meeting is scheduled for August 12 from 11:30 to 1:00 pm at Perkins at Crossroads

VanGo Restructuring

- The Customer Service position posting closes on May 25
- The MPO has received 5 applications as of May 24
- ***The MPO interviewed three candidates on May 31 and June 1***
- ***Shane Armstrong has accepted the Customer Service position and will start part-time on June 8 and full-time on or before June 20 allowing a transition***

Local Community Training for new Bike/Auto and Bike/Pedestrian Counters

- The MPO has purchased three mobile counters that may be used by local communities to count bikes/autos (2) or bikes/pedestrians (1)
- Training was held on April 26, but additional training will be available to the community staff unable to attend
- The counters will be loaned out to local community members according to a schedule identified annually by all members.
- For more information on the training or to reserve the counters, contact Aaron Buckley at 970-416-2309 or by email abuckley@nfrmpo.org

Mobility Committees

- The Weld County Mobility Committee met on May 24
- The Larimer County Mobility Committee is scheduled to meet on June 16

Hill N Park

- Alex Gordon is serving on the Hill N Park Transit Subcommittee and Aaron Buckley is serving on the Hill N Park Non-motorized Subcommittee
- They attended a Hill N Park meeting to provide planning support for a possible TAP application in the future

VanGo™

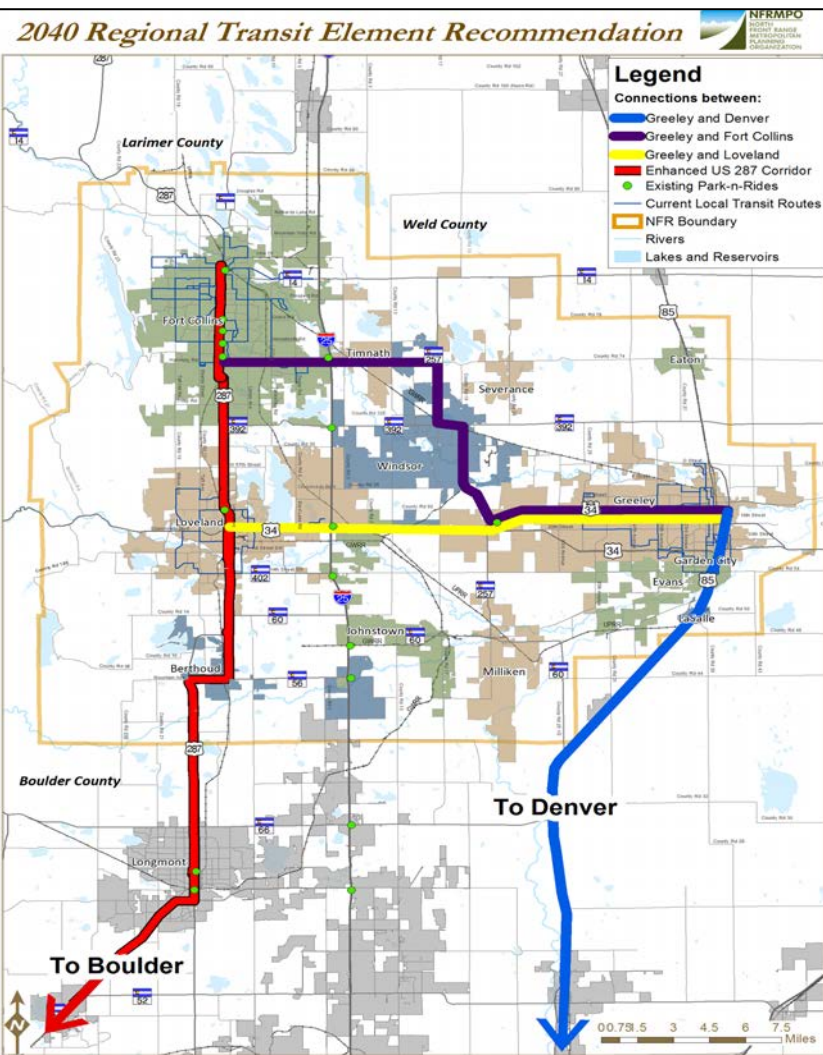
- MPO/VanGo™ staff are working with FTA and Transfort to identify a process that allows the sale of FTA funded vans without having to return 80% of the funding
- The MPO/VanGo received a FY 2017 FASTER award of \$186K for vehicle acquisition
- The MPO is working to update an IGA with the City of Fort Collins for the maintenance of the VanGo™ vehicles

NFRMPO Documents available electronically or as paper copies

- To assist with public outreach, staff has designed and printed the following documents:
 - NFRMPO and VanGo™ Brochures
 - Annual Report
 - **2040 RTP Brochure**
 - Mobility Postcards
 - Rider's Guide
 - Quarterly Newsletter
- Any Planning Council member who would like extra copies of any of the documents contact me at tblackmore@nfrmpo.org

Multimodal Transportation

- ◆ The 2040 RTP includes planning strategies and performance measures for transit and non-motorized transportation systems
- ◆ NFRMPO staff works with regional agencies to improve multimodal options, such as bicycling, transit, and walking connections
- ◆ Providing these systems reduces corridor congestion, provides transportation choices, and promotes a better quality of life
- ◆ The recommended 2040 regional and interregional transit connections are shown in the map below



What is the NFRMPO?

- ◆ Transportation and Air Quality Planning agency formed in 1988 and has 15 member governments
- ◆ Elected officials from each member government, a Colorado Transportation Commissioner, and a Colorado Department of Public Health and Environment (CDPHE) representative form the Planning Council and administer the region's transportation and air quality planning processes
- ◆ The Technical Advisory Committee (TAC) is comprised of member agency staff and provides the Planning Council with technical expertise and recommendations

We listened to you...

- ◆ Public involvement and input was critical in the development of the 2040 RTP
- ◆ Public involvement included: social media, presentations, community events throughout the region, and online and in-person survey responses

Survey Results of Top Concerns



**The larger the text, the more times mentioned*

North Front Range Metropolitan Planning Organization (NFRMPO)

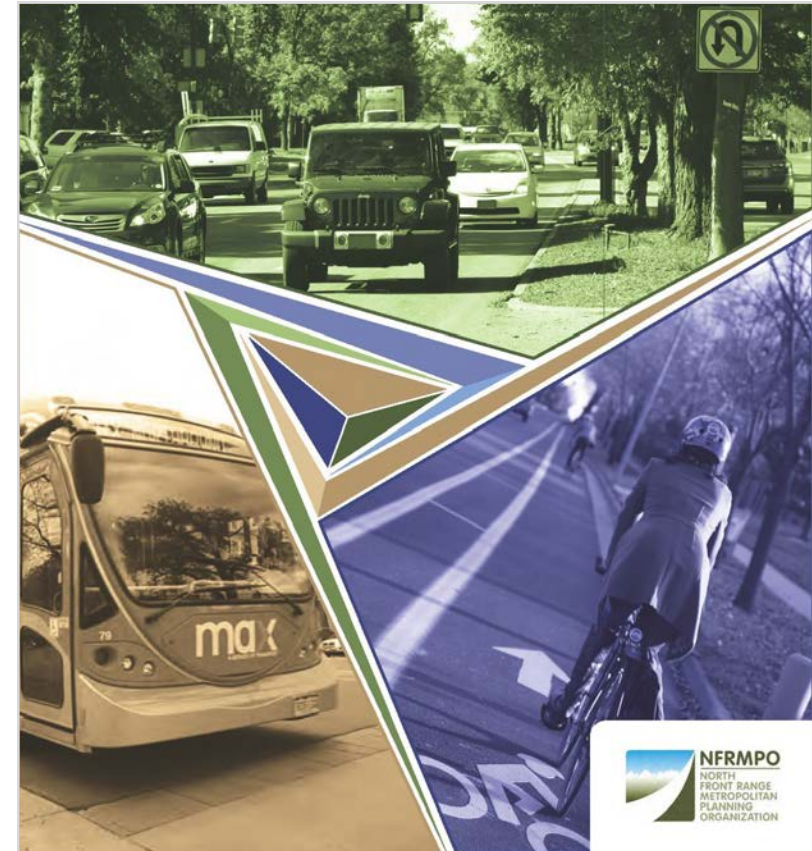
419 Canyon Ave, Suite 300; Fort Collins, CO 80521

Phone: (970) 221-6243; Fax: (970) 416-2406

Email: staff@nfrmpo.org ; Website: www.nfrmpo.org

2040 Regional Transportation Plan (RTP) Summary Brochure

2040 RTP Adopted September 3, 2015



NFRMPO Member Communities

- ◆ Berthoud
- ◆ Eaton
- ◆ Evans
- ◆ Fort Collins
- ◆ Garden City
- ◆ Greeley
- ◆ Johnstown
- ◆ LaSalle
- ◆ Loveland
- ◆ Milliken
- ◆ Severance
- ◆ Timnath
- ◆ Windsor
- ◆ Larimer County (Part)
- ◆ Weld County (Part)

The full 2040 RTP can be found here: <http://bit.ly/1LCHhPH>

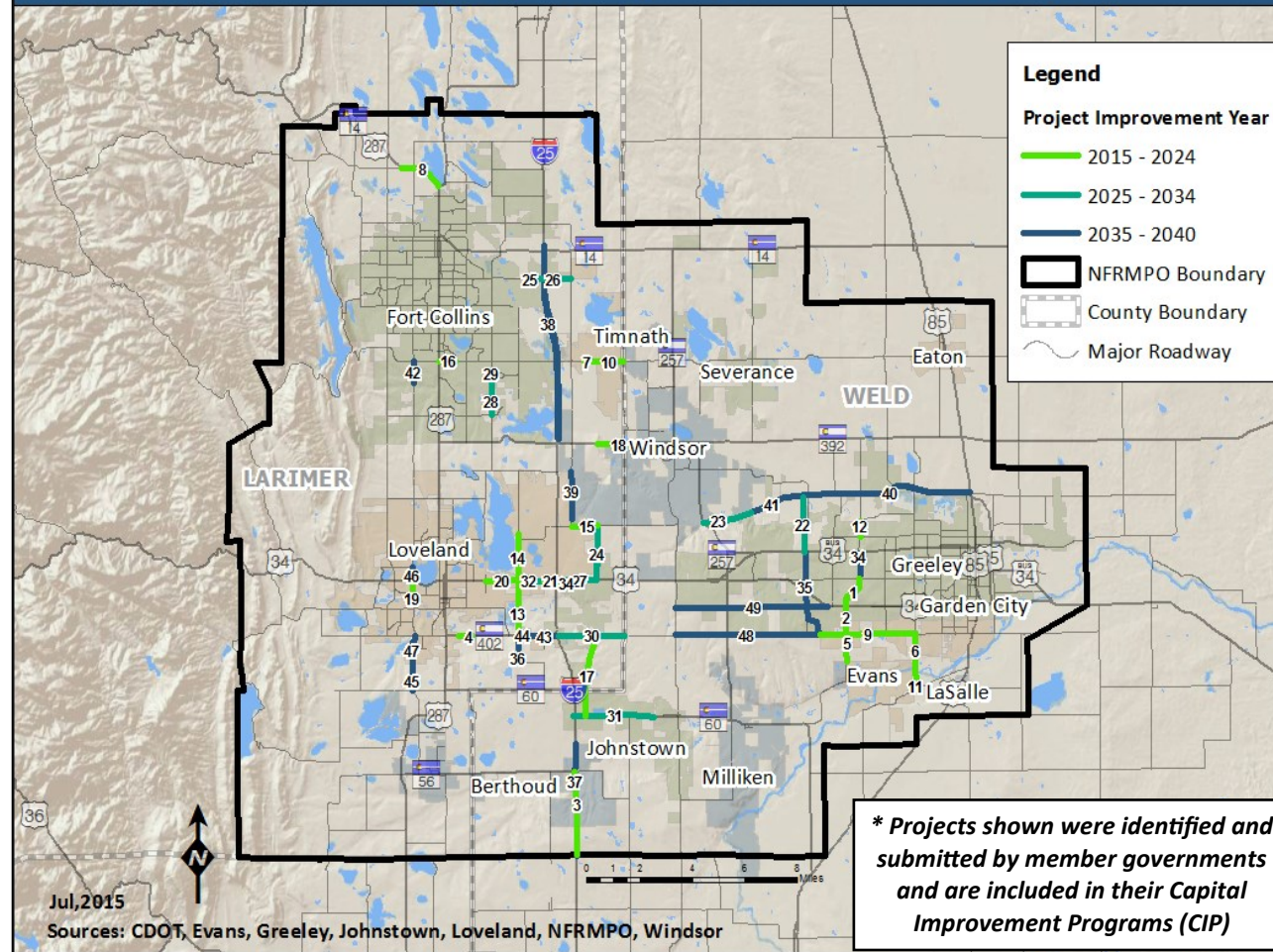
What is the 2040 RTP?

- ◆ The comprehensive long-range vision for the NFRMPO's regional transportation system
- ◆ Guides the implementation of the region's multimodal Transportation Improvement Program (TIP)
- ◆ A corridor-based plan, which compiles existing transportation information, in addition to a vision, goals, forecasted scenarios, and funding

2040 RTP Goals

- ◆ **Goal 1—Economic Development/ Quality of Life:** Foster a transportation system that supports economic development and improves quality of life
- ◆ **Goal 2—Mobility:** Provide a transportation system that moves people and goods safely, efficiently, and reliably
- ◆ **Goal 3—Multimodal:** Provide a multimodal system that improves accessibility and transportation system continuity
- ◆ **Goal 4—Operations:** Optimize operations of transportation facilities

2040 RTP Regionally Significant Projects



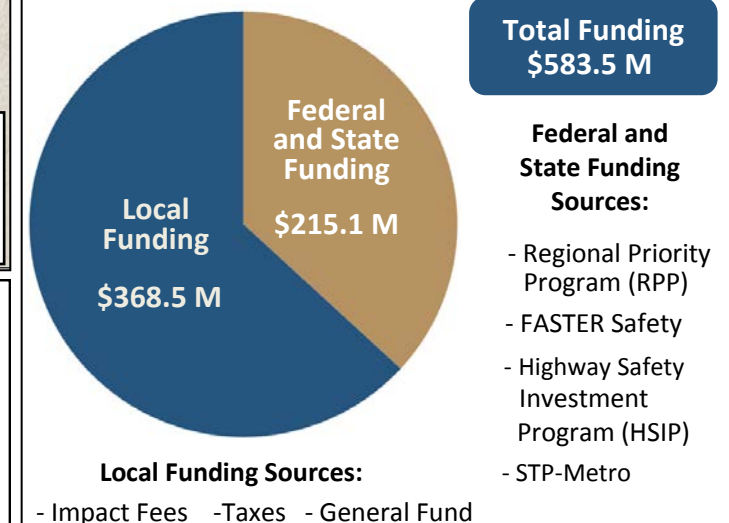
- ◆ Regionally Significant Corridors (RSCs) were identified to focus limited transportation resources
- ◆ RSCs provide access within, to, and from the region, and major activity centers
- ◆ The map shows the Regionally Significant Projects on the RSCs to be completed by 2040
- ◆ The projects are identified by number and improvement year (for details see 2040 RTP Chapter 12)

Regional Characteristics

- ◆ 765 square mile area
- ◆ 2010 Population: 488,514
- ◆ Projected 2040 Population: 896,190
- ◆ The number of households are projected to increase by 150,000 between 2010 and 2040
- ◆ Residents age 65 and over will increase from 18 percent of the population in 2010 to 26 percent in 2040
- ◆ Employment is projected to increase from 237,615 jobs in 2010 to 428,599 in 2040

Regionally Significant Project Funding

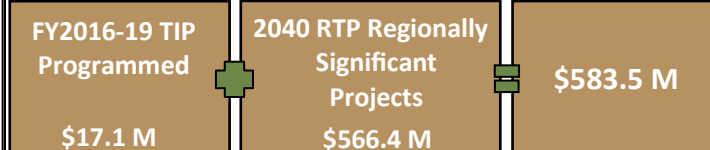
Anticipated FY2016-2040 Available Funding



Air Quality Planning

- ◆ Population growth can exacerbate existing air quality issues due to an increase in vehicle emissions
- ◆ The NFRMPO region's ozone levels exceed the EPA standard, which makes breathing difficult for sensitive populations, especially on hot days
- ◆ The 2040 RTP identifies federal and state air quality control measures and ensures regional transportation projects align with improving or maintaining current air quality

FY2016-2040 Allocated Funding





COLORADO

Department of Transportation

Division of Transit & Rail



STATEWIDE RURAL REGIONAL BUS NETWORK

Implementing the Colorado Intercity and Regional Bus Network Plan



RURAL REGIONAL STATEWIDE BUS NETWORK MISSION

Develop a statewide network of private and public services that addresses both regional & intercity trip needs

- Uses existing and new services (where possible)
- Offers convenient regional mobility between urban and rural areas, and with connections to the national and international locations.
- Based on what we learned through the ICB Network Study and SW Transit Plan.



A BETTER SOLUTION: “The Washington State Model”

- **In 2007 WSDOT launched a distinctive solution branded *Travel Washington***
 - Identified and prioritized the routes with Statewide RTPO & MPO assistance.
 - Purchased the fleet
 - Allocated 5311(f) funds through a competitive bid process, rather than a grant selection process, to fund services identified through its planning processes.
- **The Colorado Rural Regional Bus Network will mimic the a model pioneered by WSDOT to enhance the existing network**
 - Create a more competitive environment to get the best performance out of limited dollars.
 - Costs savings will go to expanding the network over time.
 - Addresses multiple markets and needs that aren't met today
 - ✓ Enhanced connectivity to the intercity bus network
 - ✓ Addresses regional travel needs for day trips to regional center



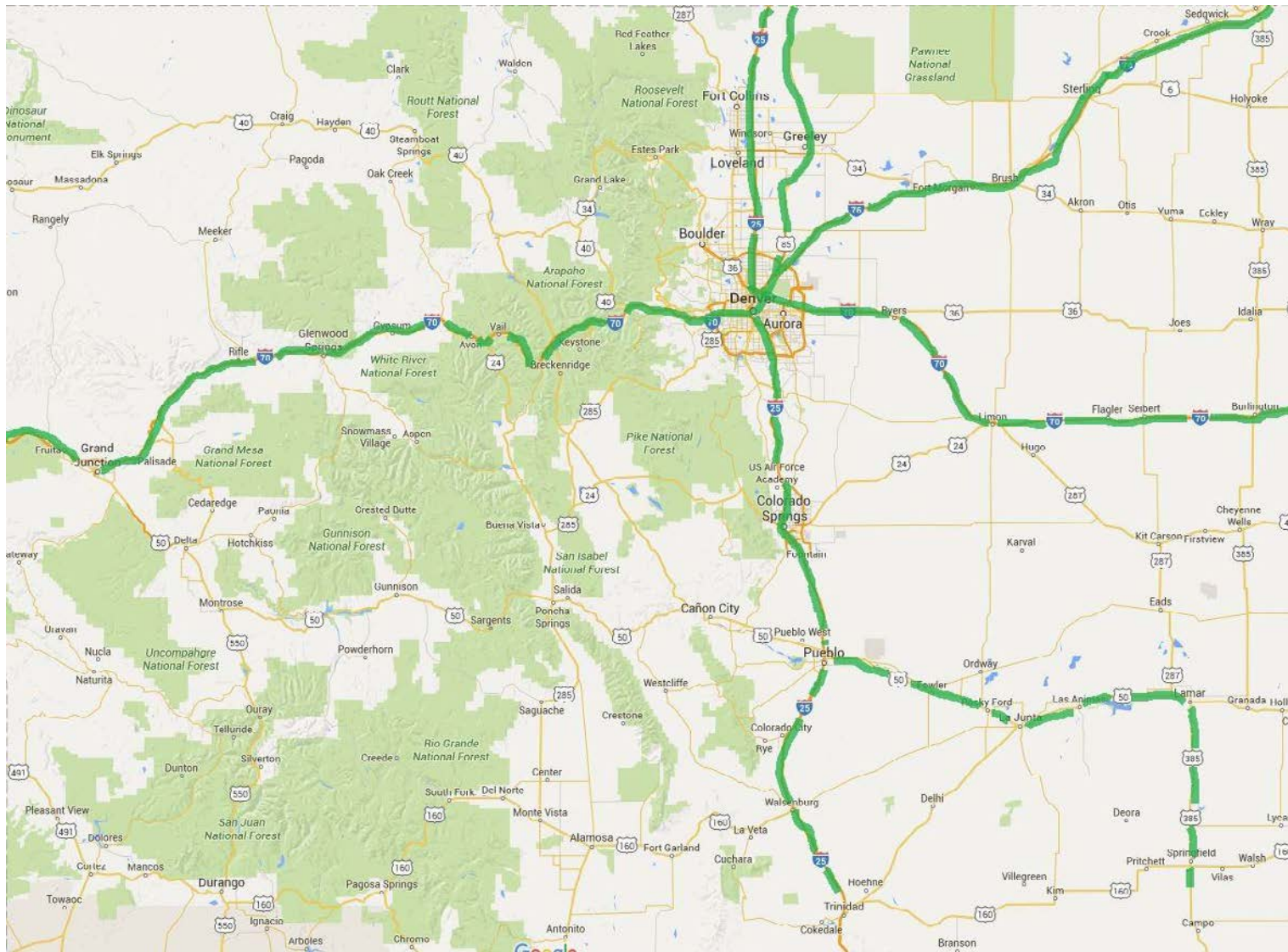
CREATING THE MOST EFFECTIVE NETWORK

Will require:

- **Considerations of both markets: Intercity Bus & regional services**
- **Understanding scheduling & operating constraints**
 - Greyhound
 - Bustang
 - Proposed CO Rural Regional statewide services
 - Locally operated regional services
- **Maximize local funding and Greyhound “in-kind” match**
- **Other means of supporting multiple markets - subsidized and profitable routes**
 - Fares & Ticketing
 - Customer information
- **Routes will need to be prioritized due to funding constraints**
 - 5311(f): approx. \$1.65m available annually
 - FASTER Regional Operating assistance: approx. \$500k available

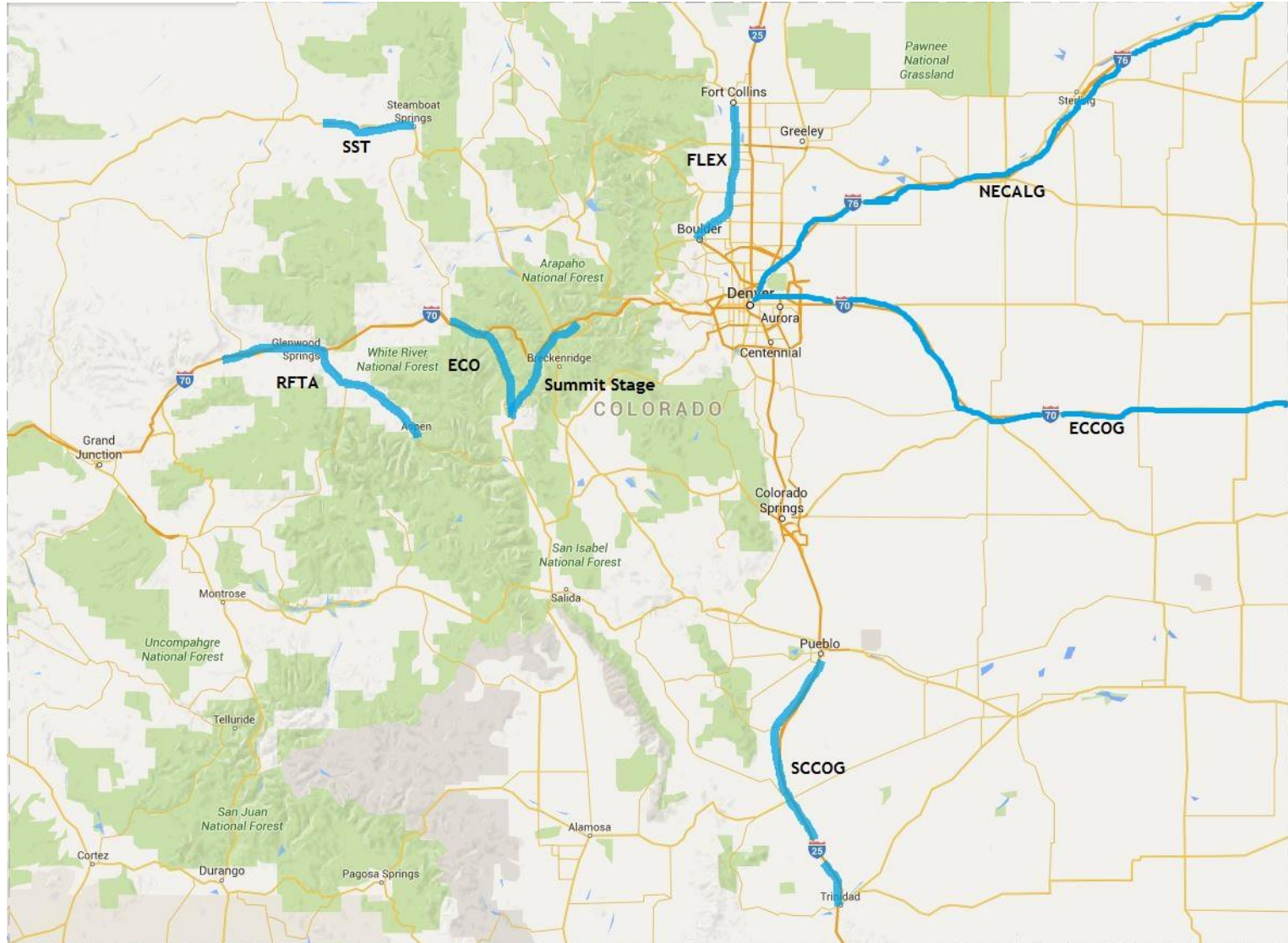


Unsubsidized ICB Network



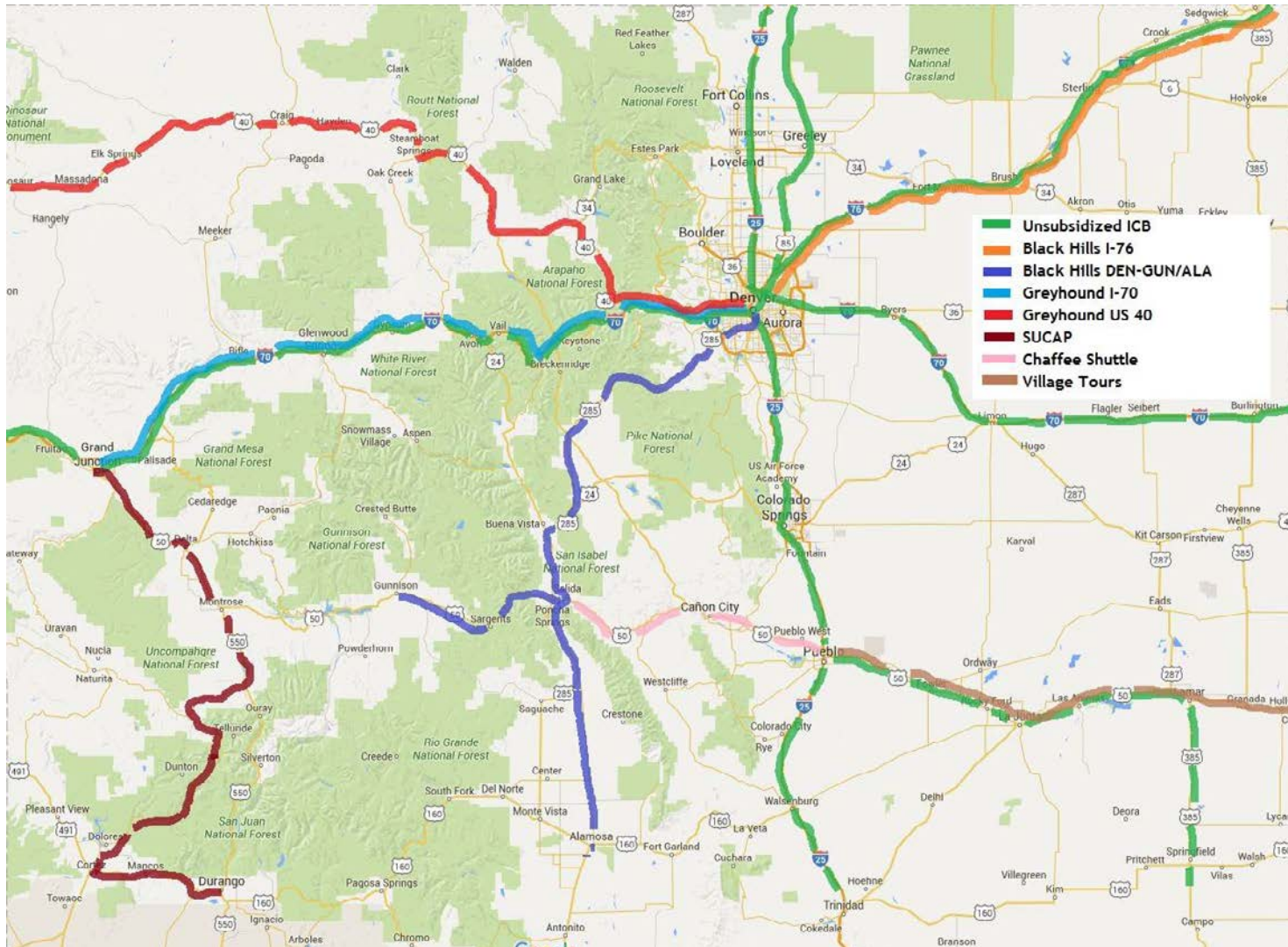


RURAL REGIONAL OPERATED BY LOCAL TRANSIT AGENCIES



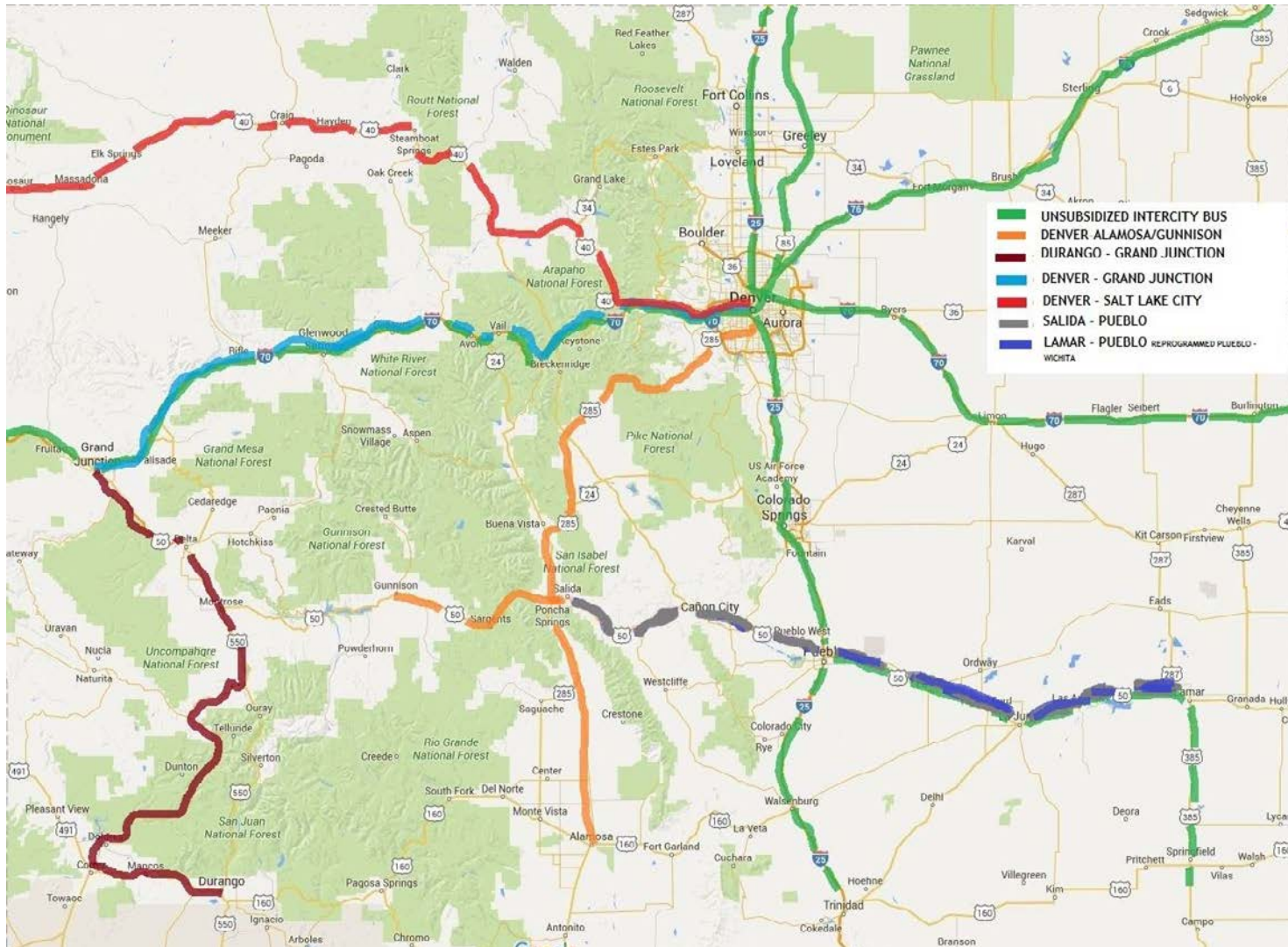


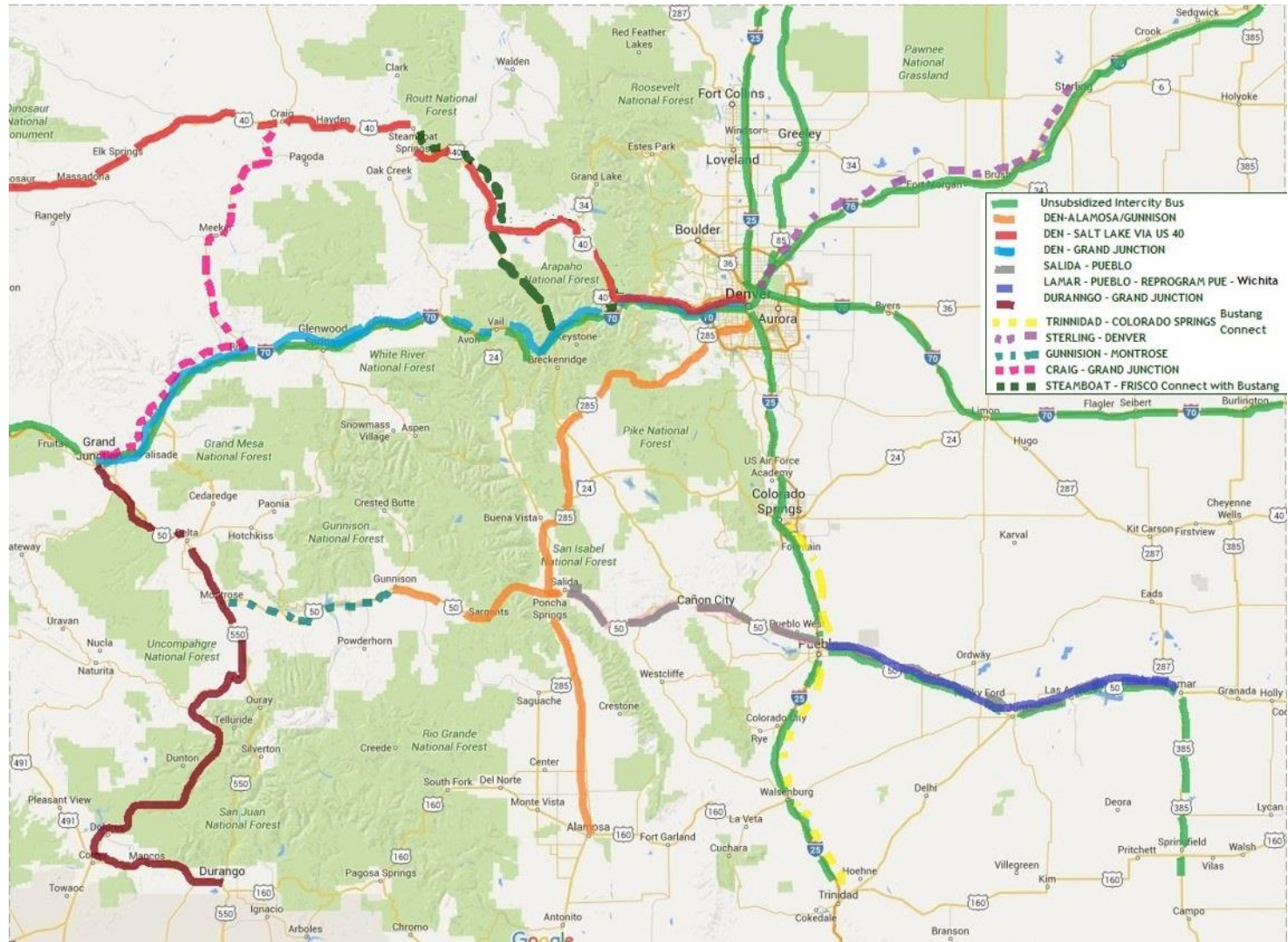
Current Network (Unsubsidized and 5311(f) services)





Proposed Basic Rural Regional Network (Unsubsidized and 5311(f) services)







Policy Areas to Explore with Stakeholders

- **Scheduling**
 - What level of service is needed in these corridors? 3 days a week? 5? 7?
 - Are schedules meaningful and convenient?
 - Can we maintain connections with Greyhound within desired/required window?
 - How important should connections to local transit systems be in the decisions?
- **Fares**
 - Should we work to build a system that maximizes farebox recovery or that maximizes ridership by using lower fares?
- **Equity: coverage versus productivity**



NEXT STEPS

- Spring 2016: collaborate with TPR's and MPO's to gather input on policy questions and finalize the routes
- Summer 2016: Seek Transportation Commission approval
- Summer 2016: Begin to develop a bus specification
- Fall 2016 / Winter 2017: procure the fleet of OTR small coaches with SB-228 funds
- Calendar Year 2017: Develop Service Contracts
- Calendar Year 2018: Implement the Rural Regional Network



Questions?

Michael Timlin
Bus Operations Unit
4201 East Arkansas Ave Rm 227
Denver, CO 80222
(303) 757-9648



STAC Summary – May 20th, 2016

- 1) **Introductions & April Minutes** – *Vince Rogalski (STAC Chair)*
 - a) April STAC Minutes approved with changes.
- 2) **Federal and State Legislative Update** – *Herman Stockinger, Ron Papsdorf, & Andy Karsian (CDOT Office of Policy and Government Relations)*
 - a) All of the significant transportation funding bills failed to pass, including TRANS Bond II.
 - b) The only remaining option for increased funding is via the TABOR reform effort, which would allow the state to retain excess revenue beyond the TABOR limit and direct 35% of it to transportation.
 - i) Supporters are currently collecting signatures to get on the ballot, due by August 8th.
 - c) CDOT generally fared well in the legislative session and appreciates the support of STAC members who spoke for or against pertinent bills and helped support the state transportation system.
 - d) STAC Discussion: CDOT should expect future opposition to the planned switch from HOV 2+ to HOV 3+ and be prepared to explain and rebut it.
- 3) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
 - a) The most recent TC meeting was held in Steamboat Springs.
 - b) The FY2017 – FY2020 STIP has been approved.
 - c) The US 36 project wrap-up will occur on June 13th, celebrating the state's first big P3 project.
 - d) Discussion is underway with FHWA about the potential for increasing the number of operating days on the I-70 mountain express lanes from 73 to 100 days based on success thus far.
- 4) **TPR Reports** – *TPR Representatives*
 - a) Denver is one of 7 nationwide finalists in the US DOT's Smart Cities Challenge, which received 78 applicants. If Denver wins they will receive a \$50 million grant to deploy vehicle electrification and connected/autonomous vehicle infrastructure throughout the city.
- 5) **Discretionary Grants Update** – *Debra Perkins-Smith (CDOT Division of Transportation Development)*
 - a) CDOT is submitting one application for TIGER VIII (N I-25), four for FASTLANES (N US 85, US 287 Lamar Reliever Route, US 550 / US 160 Connection, and Statewide Truck Parking System), four for FLAP (US 160 north of Towaoc, US 50 Blue Creek Canyon, US 550 CR 218 – CR 302, and SH 139 Little Horse South), one for ATCMTD (I-25 Managed Motorways), and one for FTA 5339 (Bus Capital Replacement).
 - b) CDOT is also supporting the Western RUC Consortium's STSFA grant application for a multistate RUC pilot.
 - c) STAC Discussion: Concern that RUC concept could negatively impact rural drivers but some feeling that the new model might be more equitable towards those individuals than the existing gas tax.
- 6) **CMAQ Alt Fuels Colorado (AFC) Program Update** – *Steve McCannon (RAQC) and Wes Maurer (CEO)*
 - a) AFC is in program year 2 of 4. Thus far it has funded 521 alt fuel vehicles and 14 new alt fuel stations.
 - b) Priority focus is on closing remaining gaps in the statewide CNG fueling network, specifically on I-70 W between Denver and Glenwood Springs, US 287 near Lamar, and secondary locations along US 285, US 50, US 160, and US 550.
 - c) Next application rounds for both vehicles and fueling station grants will open in June.
 - d) STAC Discussion: Interest in eliminated co-location requirement on EV charging infrastructure to better serve the needs of urban and mountain communities hoping to establish EV corridors.
- 7) **STAC Retreat and Role of STAC** – *Vince Rogalski (STAC Chair)*



- a) Recent legislation redefines the STAC's advisory role towards the TC. A joint retreat is proposed to discuss this new relationship and build understanding between the two bodies. Potential topic areas include budgeting, legislation, PD 14 performance measures, and the engagement cycle.
- b) A tentative retreat date of September 22nd, 2016 is set.
- 8) **Safe Routes to School Update** – *Leslie Feurborn (SRTS Program Coordinator)*
 - a) Since 2015, SRTS is funded by the TC at a rate of \$2.5 million per year.
 - b) CDOT received 38 applications for this year's program and awarded 21 of them – 7 infrastructure and 14 non-infrastructure.
 - c) The next round of applications will open in August and be due in November.
- 9) **Development Program Update** – *Jeff Sudmeier (Multimodal Planning Branch Manager)*
 - a) The Development Program is an inventory of unfunded major project priorities drawn from MPO, TPR, and other project lists. It is a compilation of existing project lists, not a new one.
 - b) The current inventory contains 100+ projects totaling over \$8.5 billion.
 - c) The 10 Year Development Program is a subset of the above list with a shorter time horizon and target amount of around \$2.5 billion.
 - d) The reasons for the creation of the Development Program include consolidation of existing lists, avoiding silos, and getting ahead of the curve for future discretionary or formula funding programs.
 - e) Only "major" projects are included – a threshold defined by each individual region.
 - f) Next Steps are to continue working with planning partners to refine the inventory and create a final draft of the 10 Year Development Program in the fall of 2016.
 - g) STAC Discussion: Comments on how "major" should be defined in each region, whether or not a project must be in the STIP to make it on the Development Program (answer: no), and whether project costs should include pre-construction components like EIS, ROW, etc. (answer: yes).
- 10) **Statewide Plan Lessons Learned Workshop** – *Michelle Scheuerman (CDOT SWP Manager)*
 - a) CDOT staff is in the midst of compiling SWP Lessons Learned results and will provide a full report at next month's meeting. The report will highlight items to keep, items to improve, and items to add.
 - b) More than 100 people participated in the effort via interviews, surveys, workshops, and TPR meetings.
 - c) The STAC Workshop was held in April and focused on prioritizing future informational topics, improving plan integration, and brainstorming other lessons learned from the SWP/RTP process.
- 11) **Statewide Travel Model Overview** – *Erik Sabina (Information Management Branch Manager)*
 - a) CDOT is working to develop a Statewide Travel Model based on DRCOG's existing model.
 - b) It will be an Activity Based Model (ABM) that creates a more realistic representation of individual travel behavior and provides insights on mode choice, demographics, economics, and regional differences.
 - c) Basic model outputs include: VMT, travel speeds by time of day, travel delay by time of day, traffic volumes by time of day, mode choice, truck volumes, and trip origins and destinations.
 - d) CDOT is coordinating with a number of stakeholders to ensure that the model meets their planning and analytical needs.
 - e) Completion of the Statewide Travel Model is anticipated to occur in 2017.
 - f) FAQs on the Statewide Travel Model are available for those who want to learn more.
 - g) STAC Discussion: Suggestion to bolster the model's ability to track and forecast cross-state freight and tourist travel and agreement that common modeling parameters and standards among MPOs, regions, and the state should be established over the longer term.
- 12) **Other Business** – *Vince Rogalski (STAC Chairman)*
 - a) The next STAC meeting will be held on June 24th, 2016.
- 13) **STAC Adjourns**