



TRANSPORTATION NEWSLETTER

DATE: March 2020

Vince Rogalski, Chairman

Gunnison Valley TPR

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Transportation Commission Working Lunch

Colorado Association of Transit Agencies (CASTA) Presentation- Transit Around the State: Working Lunch for Commissioners (Ann Rajewski, Executive Director, Colorado Association of State Transit Agencies)

Ann Rajewski provided an overview of Transit in Colorado based on information from her organization, the Colorado Association of Transit Agencies (CASTA).

- o The cost of EV buses are a potential obstacle to transition with large buses costing approximately \$1 million (with 12-15 year life) and small buses costing double the cost of diesel vehicles with only a five year life.**
- o Other considerations are the cost of electricity in terms of electricity production, EVs operation in inclement weather and length of operation, and if energy is from a renewable source.**
- o It is anticipated that some agencies may need to replace one bus with two.**
- o Generally speaking, it takes 12-17 years to turn over a transit fleet, and there is not much reliable data on vehicle longevity.**
- o Agencies don't have the technical knowledge in-house to do an electric bus procurement, especially, the small agencies. For many rural agencies, going electric does not seem practical yet...due to issues described above.**

David Averill, Executive Director of SMART, provided an overview of the San Miguel Authority for Regional Transportation (SMART) based in Telluride, Colorado. He expressed his concerns with EV buses regarding their cost, and other characteristics associated with being feasible for operation for smaller rural transit agencies anytime in the near future.

Discussion

- o Commissioner Hall noted that transit is particularly important to elderly populations in rural areas of the state**
- o Commissioner Adams commented to consider seriously the Uber/Lyft type/TNC service as an option for transit providers.**
- o Commissioner Bracke supported tailored solutions for various rider types is key. But a concern is increased VMT in urban areas of the state. Free Transit is a national trend being discussed.**

- o Commissioner Beedy commented that federal funding restrictions (all ADA compatible vehicles) for a given transit fleet is a challenge for smaller rural transit agencies. Ann Rajewski explained that the possibility to dispatch the correct vehicle to on-demand/call for ride services can be an alternative to needing to purchase all American with Disabilities Act (ADA) vehicles. Transit agencies just need to demonstrate they are not discriminating against riders.
- o Commissioner Vasquez suggested considering energy savings when EV buses are not in use to lessen demand on utility companies.

Providing reduced Match Funding Level requirements for certain local SB 2018-001 Multimodal Option Fund projects

WHEREAS, Colorado Senate Bill 2018-001 established the Multimodal Options Fund within the State Treasury for multimodal transportation infrastructure projects and provided State Fiscal Year 2018-19 and 2019-20 General Fund transfers to the program; and WHEREAS, the Multimodal Options Fund provides a portion of its funding for local multimodal projects selected by the Regional Planning Commissions in each of Colorado's Transportation Planning Regions; and

WHEREAS, the Multimodal Options Fund requires a 50% Match Funding Level, such that any project awarded funding requires an equal or greater match of funds from sources other than the Multimodal Options Fund; and

WHEREAS, TC Resolution 19-06-05 established a formula for the distribution of the local Multimodal Options Funds to each of Colorado's 15 Transportation Planning Regions; and WHEREAS, TC Resolution 19-06-05 also provides for the option of reducing or eliminating the Match Funding Level below the requisite 50% on projects sponsored by qualifying agencies upon approval of the Colorado Transportation Commission; and

WHEREAS, requests for match reduction or elimination may be submitted to the Transportation Commission by a Regional Planning Commission for projects sponsored by Counties with population below 50,000, Municipalities with population below 20,000 or by Agencies whose jurisdiction or service area has a population that is proportionally below these thresholds; and

WHEREAS, Multimodal Options Fund projects qualify for match reduction or elimination when sponsored by Counties or Municipalities with a Poverty Rate at or above 12 percent, or are sponsored by an Agency whose jurisdiction or service area has a Poverty Rate at or above 12 percent; and

WHEREAS, projects that do not meet these Poverty Rate thresholds may also qualify for match reduction or elimination when sponsored by a County, Municipality or Agency that can similarly demonstrate some other extraordinary need or disadvantage; and

WHEREAS, the Regional Planning Commissions for the Grand Valley, Eastern, San Luis Valley, Gunnison Valley, Southwest, Upper Front Range, South Central, Southeast and Intermountain regions have each voted affirmatively to support the reduction or elimination of Match Funding Level requirements as proposed on certain projects within their regions and request the Transportation Commission approve the same.

NOW THEREFORE BE IT RESOLVED, that the Colorado Transportation Commission has ascertained that the sponsors of the following projects have met the population eligibility threshold and the Poverty Rate qualification threshold per the requirements of TC

Resolution 19-06-05 or, having met those population criteria, the sponsors have demonstrated other extraordinary need or disadvantage that merits a reduction or elimination of the minimum match required.

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission does hereby approve the minimum Match Funding Levels required as specified on the following local Multimodal Options Fund projects:

The following were approved by this Resolution for our TPR.

GunnisonValley

All Points Transit APT Microtransit Feasibility Study 0%

GunnisonValley

Lake City Third Street Pedestrian & Drainage Improvements 20%

FHWA Presentation on Technology and the Future of Mobility (Automated Vehicle Technology) (Carl Andersen, Technical Director of the Office of Operations Research and Development, FHWA)

John Cater of FHWA kicked-off the presentation and welcomed Carl Anderson to the meeting. A detailed overview of Infrastructure Investment Implications of Automated Vehicle (AV) Technology was presented to the TC members over their lunch hour. Key takeaways related to transition to Automated Vehicle Technology outlined included:

- The Transition to AVs will be long (20-30 years out)
 - o Infrastructure improvements could include high-quality road surfaces, clear lane markings, and connectivity.
 - Concepts such as ownership that is individual or public, types (passenger or freight), single occupancy vehicles (SOVs) or shared occupancy, light or heavy-duty vehicles will influence AV adaptation rates and traffic patterns.
 - A description of the cooperative research occurring with various entities in the private and public sectors.
 - o There are currently 97 connected vehicle (CV) locations in the United States (including 57 operational projects 40 planned projects), all of which rely on the 5.9 GHz Safety Band.
 - o CARMA is an FHWA initiative, achieves the benefits of cooperative driving automation (CDA) through collaboration using open-source tools.

- Other research occurring was overviewed and an FHWA Automation Readiness Strategy was described.

Discussion:

- Commissioner Vasquez asked about additional information on infrastructure development and research. More specifically the cost differential for Supreme Concrete. Steve Harelson, CDOT Chief Engineer, responded that Supreme Concrete has a cost factor of 20 times above traditional concrete.
- Concerns arose from Commissioners about the security of data in the event of a cyber incident for AVs.
- Commissioner Thiebaut thanked Carl Andersen for the presentation.

Transportation TPR Meeting
NEXT MEETING NOTICE TPR meeting March 26, 2020
Region 10 at 10am to Noon
Video Conference Only