



MEETING AGENDA
CITIZENS' TRANSPORTATION ADVISORY BOARD

Meeting Date: Tuesday, September 2, 2014 at 1:30 PM

Location: Transit Administration, 1015 Transit Dr. Large Conference Room

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- | | |
|--|-----------------|
| I. Call to Order/Establish Quorum/Introductions | John Nuwer |
| II. Citizen Comment | Audience |
| III. Approval of Minutes – August 2014 Meeting Minutes
Action: Recommendation | John Nuwer |
| IV. Public Works Reports | John Nuwer |
| A. Dashboard
Action: Discussion/Recommendation | |
| B. Transit Report
Action: Discussion | Brian Vitulli |
| V. Subcommittee Reports | |
| A. Airport Task Force
Action: Briefing/Recommendation (as needed) | Rick Hoover |
| B. PPRTA CAC Monthly Update
Action: Briefing | Jim Egbert |
| C. ATAC/PPACG Non-Motorized Plan Update
Action: Briefing/Recommendation (as needed) | Tim Roberts |
| VI. New Business | |
| A. PPACG Non-Motorized Corridor Recommendations
Action: Recommendation | Tim Roberts |
| B. FASTER Grant Funding Program
Action: Recommendation | Craig Blewitt |
| C. Title VI Program Update
Action: Discussion | Brian Vitulli |
| D. Final Fall 2014 Service Change
Action: Briefing | Brian Vitulli |
| E. City Council District 2 Transportation Map
Action: Discussion/Recommendation | Tim Roberts |
| VII. Old Business | |
| A. Cimarron/I-25 Project Update
Action: Briefing/Recommendation (as needed) | Kathleen Krager |
| B. Transit Study Update
Action: Briefing/Recommendation (as needed) | Brian Vitulli |
| VIII. Staff and Board Members Communications | John Nuwer |
| IX. Next Meeting Schedule and Topics | John Nuwer |
| X. Adjournment | John Nuwer |

Definitions:

Presentation – the act of presenting information with Board discussion/clarification following, no formal decisions are to be made.

Briefing – a short summary of information with no discussion, but the Board may ask for clarifications on specific issues.

Recommendation – the formal action by the Board for recommendation/rejection/other action of a proposal.

Discussion – the act of discussing/considering a topic by the Board, but no formal decisions are to be made.

DRAFT MEETING MINUTES
CITIZENS' TRANSPORTATION ADVISORY BOARD (CTAB)

August 5, 2014

Transit Administration Building located at 1015 Transit Drive, Large Conference Room

I. CALL TO ORDER/ESTABLISH QUORUM: Meeting came to order at 1:39 PM.

Members Present: Jim Egbert, Rick Hoover, Steve Murray, John Nuwer, Brian Risley, Derek Phipps, Parry Thomas, June Waller, and Mary Washington

Members Absent: Gerrit Slatter and David Tusler

Staff Present: Kathleen Krager, Transportation Manager; Tim Roberts, Sr. Transportation Planner; Becky Moore, Sr. Office Specialist; and Brian Vitulli, Transit Supervisor.

Others Present: Dave VanDerWege, citizen; Al Brody, CS Biking; and Aubrey Hoover, LiveWell Colorado Springs.

II. CITIZEN COMMENT:

- Chairperson Nuwer thanked Ms. Waller for officiating the July meeting.
- Mr. Brody mentioned that he was in this same room with Mayor Bach, Steve Cox, and Craig Blewitt yesterday in a transit meeting. Discussion included 2015 funding levels.
- Mr. Brody also discussed his concerns about tailgating and it being a topic for CTAB to address.
- Ms. Krager discussed speeding and tailgating issues and city sprawl and its effect on Transit.
- Mr. Risley gave a brief update on the Stormwater Task Force; the IGA was circulated to the attorneys recently and should be ready for approval after that review.

III. APPROVAL OF MINUTES:

A. Chairperson Nuwer opens this topic up for discussion. **Mr. Egbert motions for approval of the July 2014 minutes with the recommended changes by Mountain Metro Staff of the following:**

“ADA service reduction attempts to redirect ridership to fixed-route service for ADA clientele and encourages the use of the fixed route system when possible, which reduces the demand on ADA services.” Mr. Murray seconds; which passed unanimously. Absent: Gerrit Slatter, David Tusler, and June Waller.

Ms. Waller arrived at 2:13 PM

IV. PUBLIC WORKS DASHBOARD:

A. **Dashboard** – The Dashboard was presented in the agenda packet with discussion on the financial data.

- Mr. Egbert questioned Mr. Roberts about whether he found answers regarding the budget being spent by the end of the year. Ms. Krager responded that the funds are spent down.
- **Mr. Egbert motioned to ask for end of year expense process for Traffic Engineering to bring to the Board next meeting, Mr. Hoover seconded, which passed unanimously.** Absent: Gerrit Slatter and David Tusler

B. **Transit Report** – The report was presented in the agenda packet.

V. SUBCOMMITTEE REPORTS:

A. Airport Advisory Commission

- Mr. Hoover gave a short briefing and corrected the name of the group as the Airport Advisory Commission, not the Airport Task Force.
- Ms. Washington spoke about an article in August 4th Gazette regarding Colorado Air Fares that she

handed out some copies for the Board.

B. PPRTA CAC Monthly Update

- Mr. Egbert gave a brief update from his report included in the agenda packet.

C. ATAC Update/BAC

- Mr. Roberts gave an update on the last meeting of the ATAC.
- PPACG Study discussion was a bit heated with the need for additional public process. The result was the addition of a City sponsored Work Session near the end of this month.

VI. NEW BUSINESS:

A. ATAC Appointments

- Bonnie Johnson and Joe Souvignier are the recommended alternates for ATAC by staff and the selection committee. **Mr. Thomas motioned for these two to be made full members of the ATAC; Mr. Murray seconded and this was unanimously approved.** Absent: Gerrit Slatter and David Tusler

B. Council District 1 Transportation Map – Chairperson Nuwer asked to move item VI B to the end of Old Business. **Mr. Egbert motioned to move Item IV B to after Item VII C; Mr. Risley seconded and this was unanimously approved.** Absent: Gerrit Slatter and David Tusler

- Mr. Roberts presented maps reflecting the existing and planned transportation system including transit routes, roads, sidewalks, bike lanes and trails for City Council District 1.

Mr. Murray left at 3:02 PM

C. Proposed Fall 2014 Service Changes

- Mr. Vitulli provided a handout and discussed the 2014 service changes.

VII. OLD BUSINESS:

A. PPRTA/CAC Monthly Update

- Mr. Egbert provided a summary of the report which was included in the agenda packet.

B. Cimarron/I-25 Project Update

- Ms. Krager stated the project is in a holding pattern as the 3 contractors bidding on the project develop their proposals which are due in November.

Mr. Thomas left at 3:23 PM

Mr. Risley left at 3:45 PM

C. PPACG Transit Plan Update

- Mr. Vitulli provided a status of the study and discussed upcoming meetings.

VIII. Staff and Board Member Communications:

- There was a request to ask Mr. Carl Schueler to present his White Paper regarding infill development.

IX. Next Meeting Schedule and Topics: The next meeting of CTAB will be scheduled for Tuesday, September 2nd, 2014 at 1:30 PM at Transit Administration, 1015 Transit Drive, in the large conference room.

X. Adjournment: Chairperson Nuwer adjourned the meeting at 4:20 PM.

Submitted by Becky Moore Senior Office Specialist City of Colorado Springs

Public Works Dashboard Summary
CTAB Item IV A

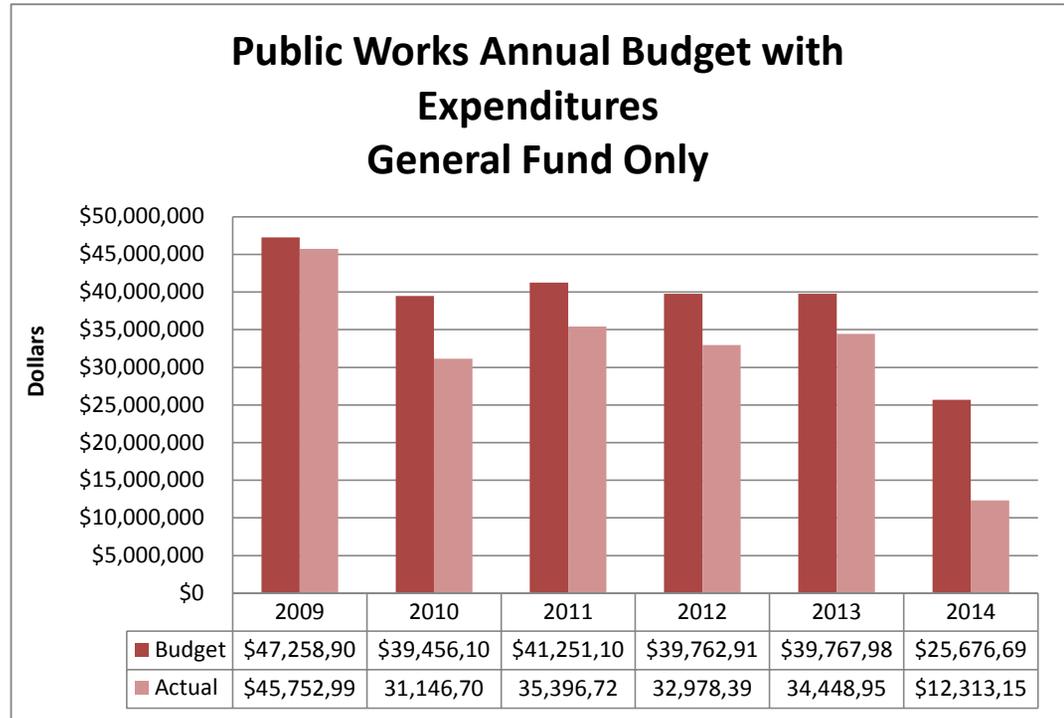
	Budget	Actual
2009	\$47,258,903	\$45,752,998
2010	\$39,456,103	31,146,708
2011	\$41,251,107	35,396,724
2012	\$39,762,910	32,978,391
2013	\$39,767,986	34,448,958
2014	\$25,676,692	\$12,313,150

Transit	Budget	Actual
2009	9,832,718	8,902,448
2010	3,473,960	2,266,604
2011	3,895,783	3,612,943
2012	3,420,796	3,095,672
2013	4,077,292	3,720,828
2014 YTD	4,211,974	1,868,080 July

Streets	Budget	Actual
2009	9,689,084	9,319,767
2010	9,727,266	8,413,900
2011	10,440,565	8,817,192
2012	11,003,434	7,896,586
2013	9,864,664	9,334,322
2014	11,530,311	5,816,627 July

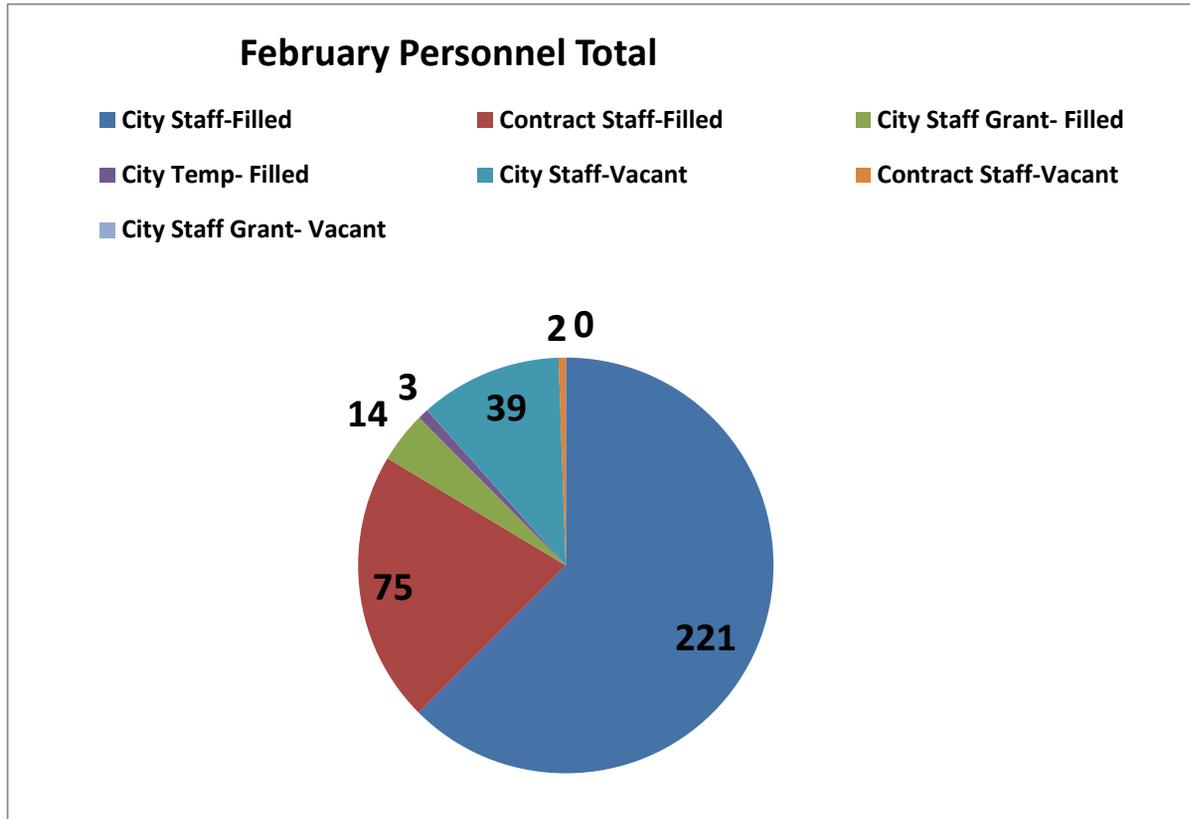
Traffic	Budget	Actual
2009	\$ 4,109,960	\$ 3,905,018
2010	\$ 3,948,461	\$ 3,723,790
2011	\$ 4,108,201	\$ 3,933,838
2012	\$ 4,231,157	\$ 3,526,625
2013	\$ 4,081,183	\$ 3,773,004
2014	\$ 4,401,348	\$ 2,054,786 July

Engineering	Budget	Actual
2009	\$ 4,475,910	\$ 4,252,163
2010	\$ 3,061,253	\$ 2,965,961
2011	\$ 3,740,207	\$ 3,223,290
2012	\$ 5,215,779	\$ 4,476,811
2013	\$ 5,499,400	\$ 5,144,724
2014	\$ 5,533,059	\$ 2,573,657 July



Public Works Staff

	City Staff-Filled	Contract Staff-Filled	City Staff Grant- Filled	City Temp- Filled	City Staff-Vacant	Contract Staff-Vacant	City Staff Grant- Vacant	
City Engineering	49	8	0	1	4	1	0	
Streets	82	36	0	0	12	0	0	
Traffic Engineering	35	17	1	0	1	0	0	
Transit	9	4.5	13	0	0	1	0	
Fleet	46	9	0	2	22	0	0	
Total	221	75	14	3	39	2	0	

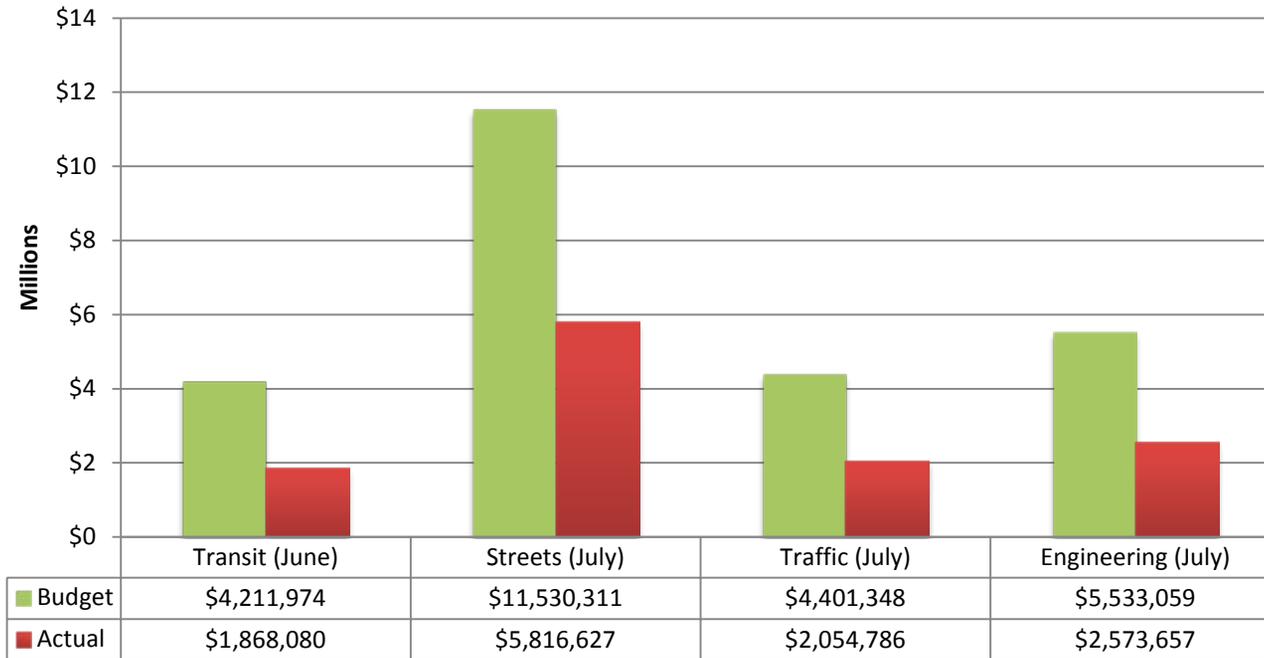


Public Works Monthly Expenses

	Budget	Actual
Transit (June)	\$4,211,974	\$1,868,080
Streets (July)	\$11,530,311	\$5,816,627
Traffic (July)	\$4,401,348	\$2,054,786
Engineering (J	\$5,533,059	\$2,573,657

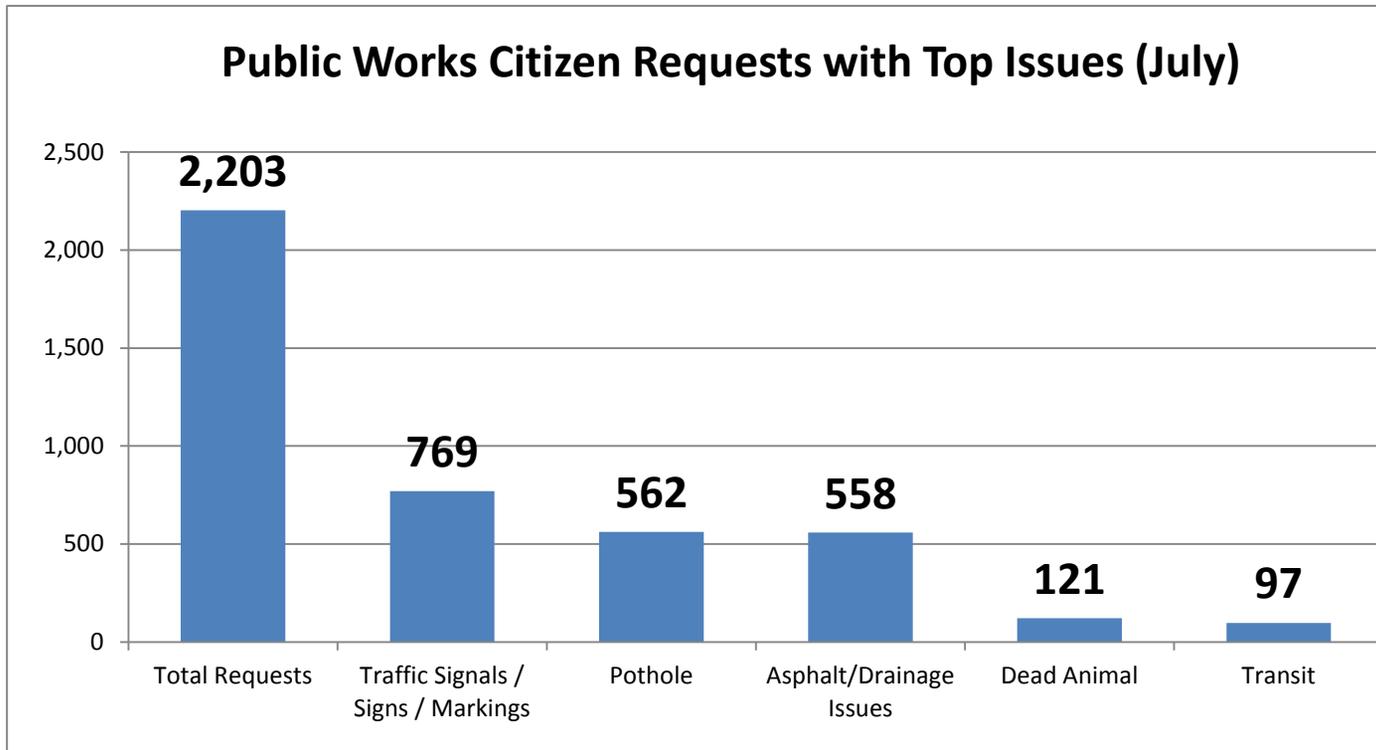
2014 Expenditures - YTD Actual / Annual Budget

General Fund (001)



Public Works Customer Service

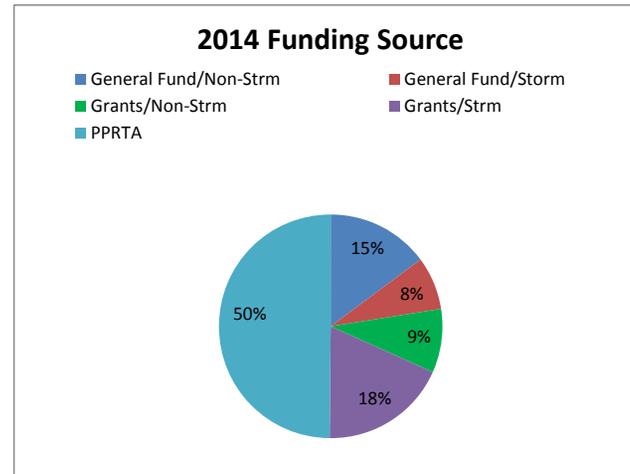
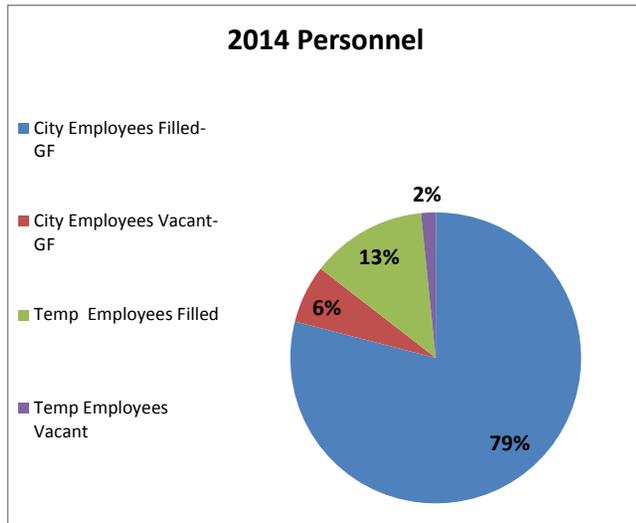
Total Requests	2,203
Traffic Signals / Signs / Markings	769
Pothole	562
Asphalt/Drainage Issues	558
Dead Animal	121
Transit	97



Engineering Dashboard

Personnel	City Engineering Personnel
City Employees Filled- GF	49
City Employees Vacant- GF	4
Temp Employees Filled	8
Temp Employees Vacant	1

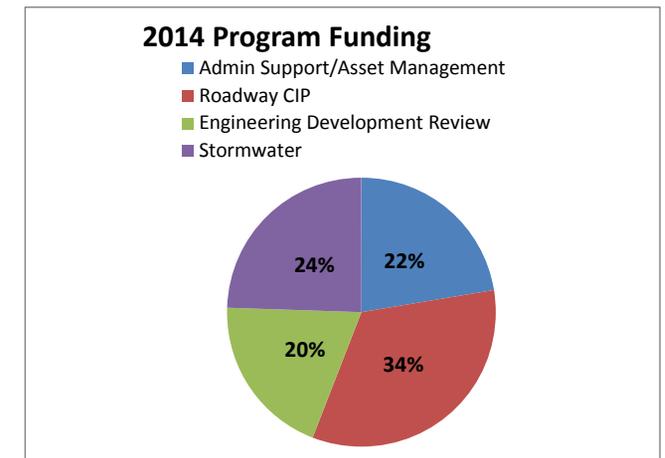
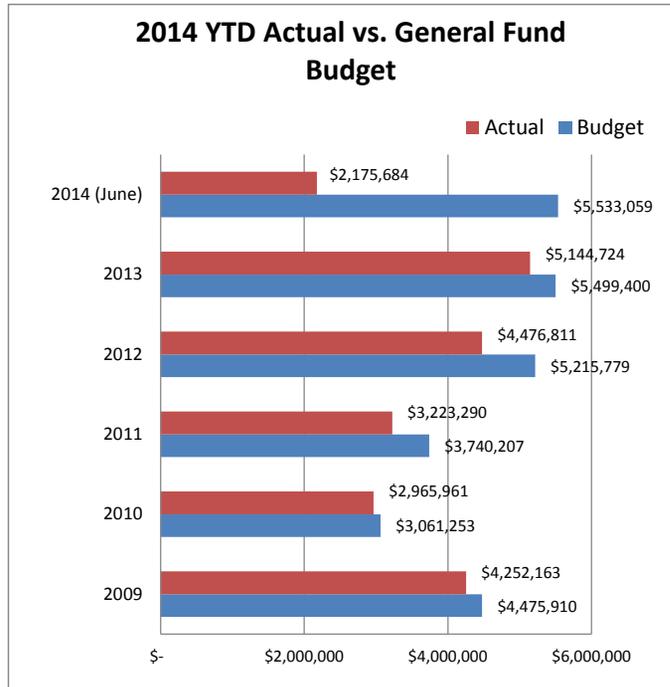
Funding Source	2014 City Engineering Funding Source
General Fund/Non-Strm	\$ 5,409,186
General Fund/Storm	\$ 2,801,355
Grants/Non-Strm	3356519
Grants/Strm	6730071
PPRTA	\$ 18,195,648



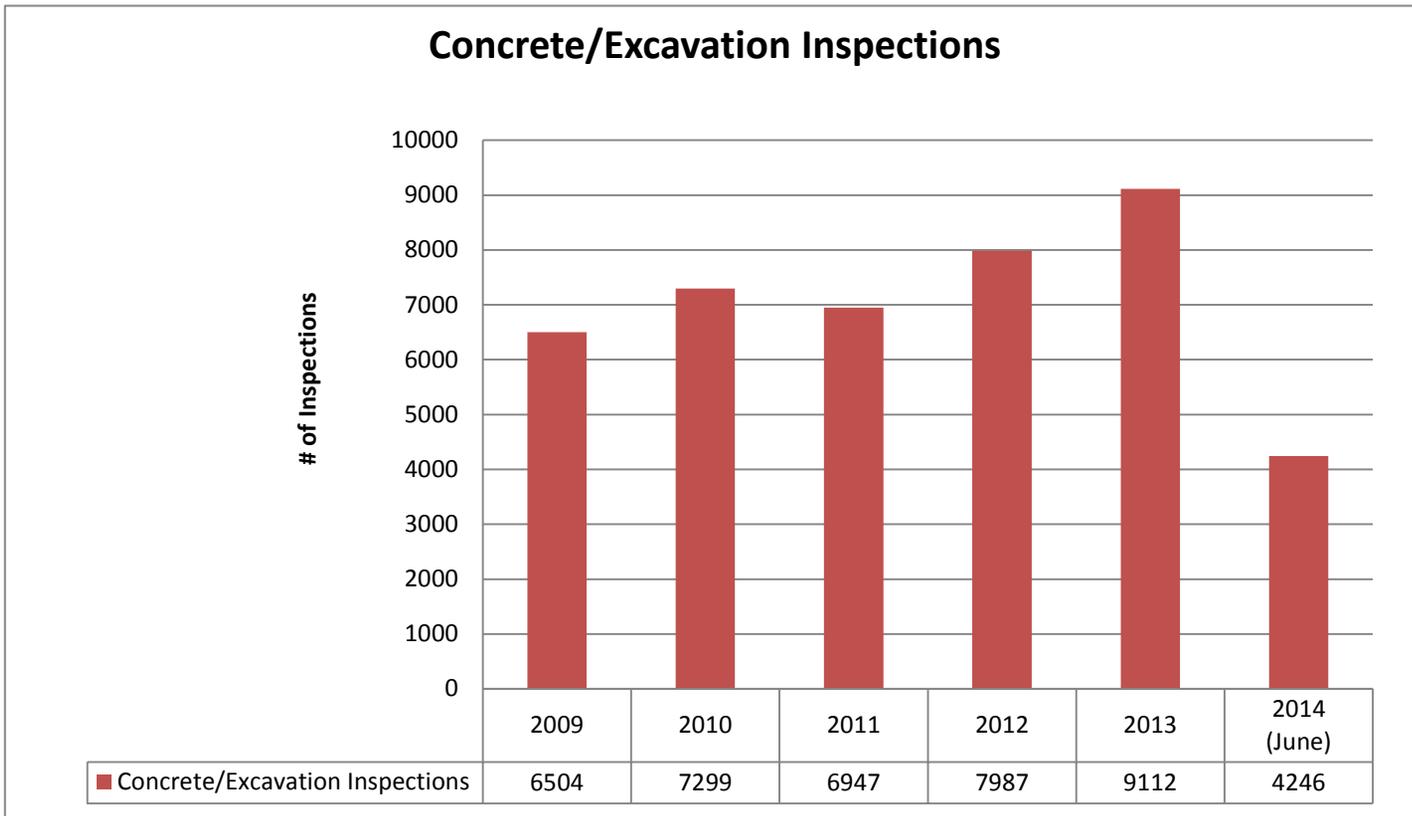
From Narratives:	before Storm	subtract Storm
General Fund/Non-Strm	\$ 5,488,893	\$ 4,145,056
CIP-General Fund/Non-Strm	\$ 2,721,648	\$ 1,264,130
General Fund/Strm	\$ 1,343,837	
Projects/Strm	\$ 1,457,518	
Grants/Non-Strm	\$ 3,356,519	
Grants/Strm	\$ 6,730,071	

	Budget	Actual	
2009	\$ 4,475,910	\$ 4,252,163	Not included is Stormwater Enterprise 7810/7850
2010	\$ 3,061,253	\$ 2,965,961	Not included is Stormwater Enterprise 7810/7850 - EDRD is included
2011	\$ 3,740,207	\$ 3,223,290	Stormwater and EDRD is included
2012	\$ 5,215,779	\$ 4,476,811	
2013	\$ 5,499,400	\$ 5,144,724	
2014 (June)	\$ 5,533,059	\$ 2,175,684	

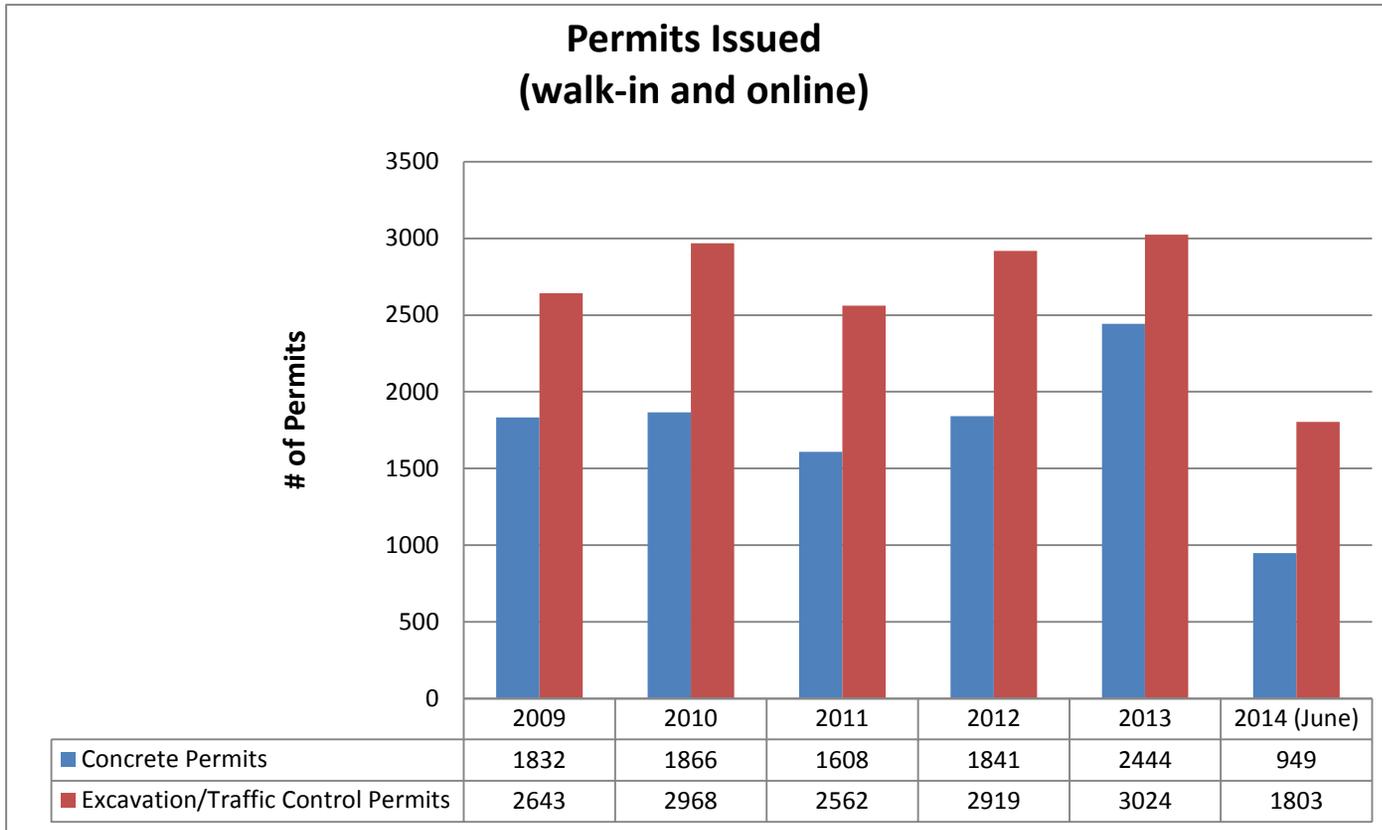
Program	City Engineering Program Funding
Admin Support/Asset M	\$ 1,227,519
Roadway CIP	\$ 1,842,094
Engineering Developme	\$ 1,076,444
Stormwater	\$ 1,343,837



ACTIVITY	2009	2010	2011	2012	2013	2014 (June)
Concrete/Excavation Inspections	6504	7299	6947	7987	9112	4246

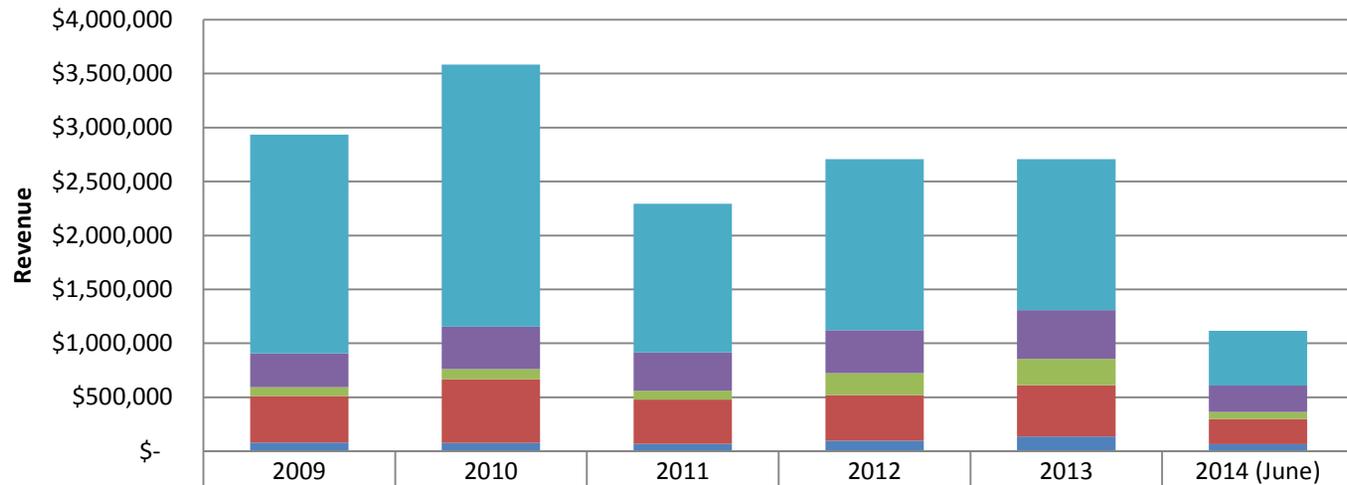


ACTIVITY	2009	2010	2011	2012	2013	2014 (June)
Concrete Permits	1832	1866	1608	1841	2444	949
Excavation/Traffic Control Permits	2643	2968	2562	2919	3024	1803



ACTIVITY	2009	2010	2011	2012	2013	2014 (June)
Concrete Permits	\$ 79,288	\$ 78,293	\$ 67,612	\$ 98,566	\$ 135,722	\$ 66,614
Excavation Permits	\$ 431,131	\$ 589,326	\$ 412,952	\$ 421,583	\$ 476,591	\$ 231,330
Development Inspection	\$ 83,735	\$ 95,096	\$ 81,825	\$ 203,779	\$ 243,908	\$ 65,748
Traffic Control	\$ 312,903	\$ 391,091	\$ 352,192	\$ 399,065	\$ 451,294	\$ 244,157
Pavement Deg Fees	\$ 2,028,417	\$ 2,430,204	\$ 1,379,402	\$ 1,584,941	\$ 1,400,149	\$ 509,235

Total Revenues from Permits/Inspections



■ Pavement Deg Fees	\$2,028,417	\$2,430,204	\$1,379,402	\$1,584,941	\$1,400,149	\$509,235
■ Traffic Control	\$312,903	\$391,091	\$352,192	\$399,065	\$451,294	\$244,157
■ Development Inspection	\$83,735	\$95,096	\$81,825	\$203,779	\$243,908	\$65,748
■ Excavation Permits	\$431,131	\$589,326	\$412,952	\$421,583	\$476,591	\$231,330
■ Concrete Permits	\$79,288	\$78,293	\$67,612	\$98,566	\$135,722	\$66,614

Traffic Engineering Summary

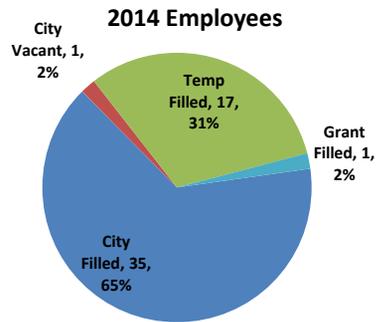
Personnel	Traffic Engineering Personnel
City Filled	35
City Vacant	1
Temp Filled	17 (includes City, RTA & Grant Temp)
Temp Vacant	
Grant Filled	1

Funding Source

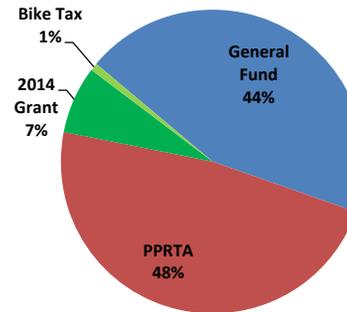
General Fund	\$ 5,185,818	2014GF Oper and CIP , Grant match
PPRTA	\$ 5,593,249	2014 only (does not include rollover 2014 total = \$11M)
2014 Grant	\$ 841,246	2014 new only (does not include rollover)
Bike Tax	\$ 95,000	2014 Total Project Budget (372277 + 70 to be approp)
	\$ 11,715,313	

2014 Traffic Engineering Funding Source

General Fund	44%
PPRTA	48%
2014 Grant	7%
Bike Tax	1%



2014 Funding Source



	Budget	Actual
2009	\$ 4,109,960	\$ 3,905,018
2010	\$ 3,948,461	\$ 3,723,790
2011	\$ 4,108,201	\$ 3,933,838
2012	\$ 4,231,157	\$ 4,126,854
2013	\$ 4,091,052	\$ 3,773,004
2014	\$ 4,401,348	\$ 1,868,080

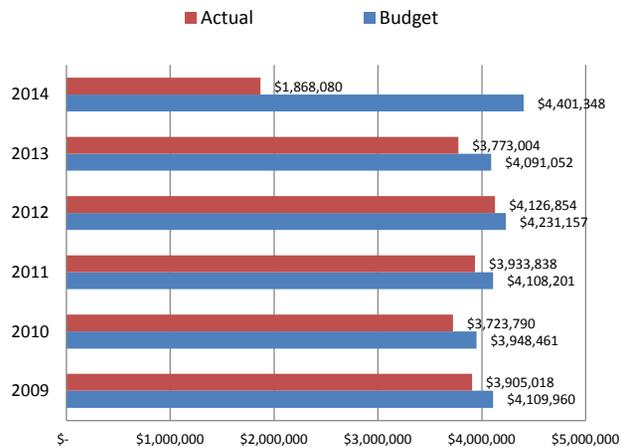
Program

Motorized Trans	\$ 3,486,385	2014 Traffic Engineering Program Funding
Non-Motorized Trans	\$ 1,234,655	
Traffic Signal Systems	\$ 4,654,467	
Traffic Signs & Markings	\$ 2,339,806	
	\$ 11,715,313	

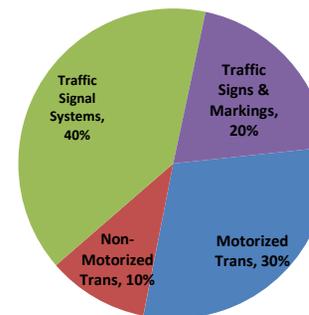
2014 Traffic Engineering Program Funding

Motorized Trans	30%
Non-Motorized Trans	10%
Traffic Signal Systems	40%
Traffic Signs & Markings	20%

2014 Actual vs. General Fund Budget



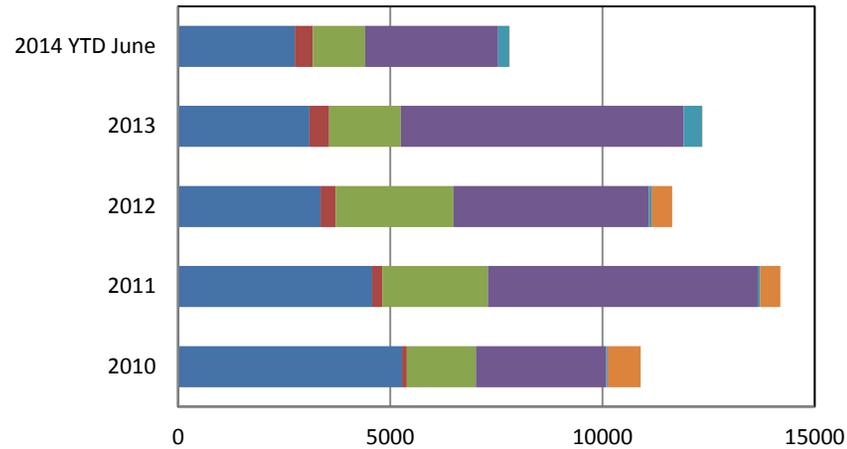
2014 Program Funding (all funding sources)



Traffic Signs

	2010	2011	2012	2013	2014 YTD June
Installed	3,068	6,355	4,600	6,667	3,133
Reinstalled	31	54	60	432	263
Removed	1,630	2,489	2,773	1,687	1,230
Repaired	111	239	363	463	427
Replaced	5,278	4,574	3,356	3,096	2,749
Transferred	785	484	487	10	1

Sign Activity



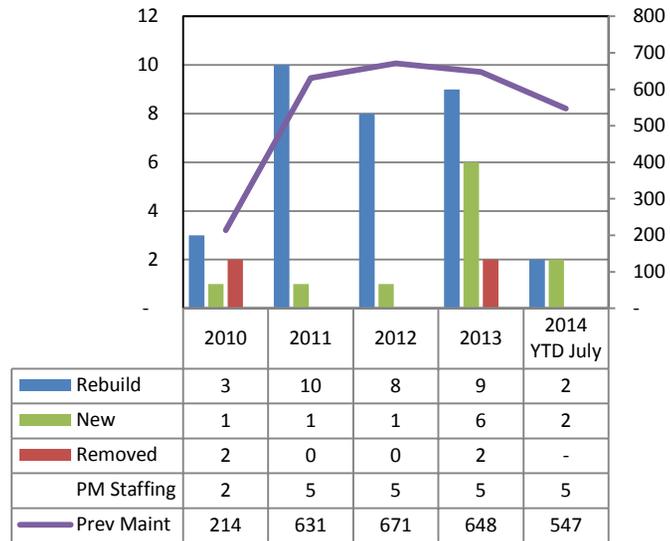
	2010	2011	2012	2013	2014 YTD June
■ Replaced	5,278	4,574	3,356	3,096	2,749
■ Repaired	111	239	363	463	427
■ Removed	1,630	2,489	2,773	1,687	1,230
■ Installed	3,068	6,355	4,600	6,667	3,133
■ Reinstalled	31	54	60	432	263
■ Transferred	785	484	487	10	1

of Signs

Traffic Signals

SIGNAL ACTIVITY	2010	2011	2012	2013	2014 YTD July
New	1	1	1	6	2
Rebuild	3	10	8	9	2
Removed	2	0	0	2	-
Prev Maint	214	631	671	648	547
PM Staffing	2	5	5	5	5

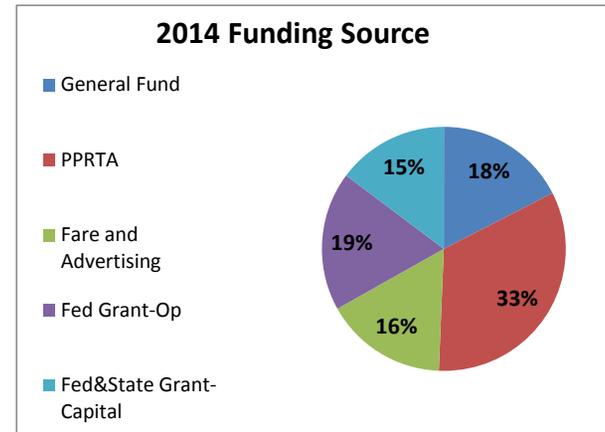
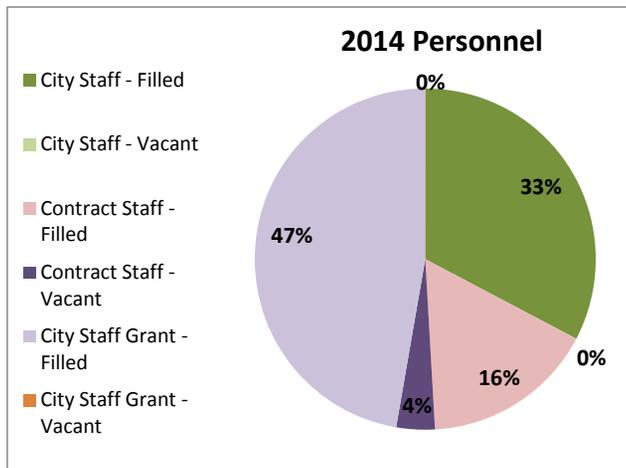
Signal Activity



Transit Summary

Personnel	Transit Personnel
City Staff - Filled	9
City Staff - Vacant	0
Contract Staff - Filled	4.5
Contract Staff - Vacant	1
City Staff Grant - Filled	13
City Staff Grant - Vacant	0

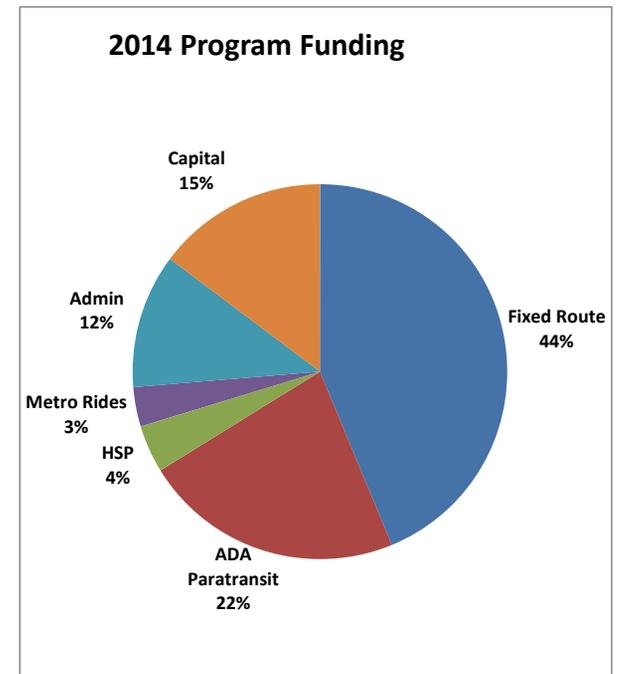
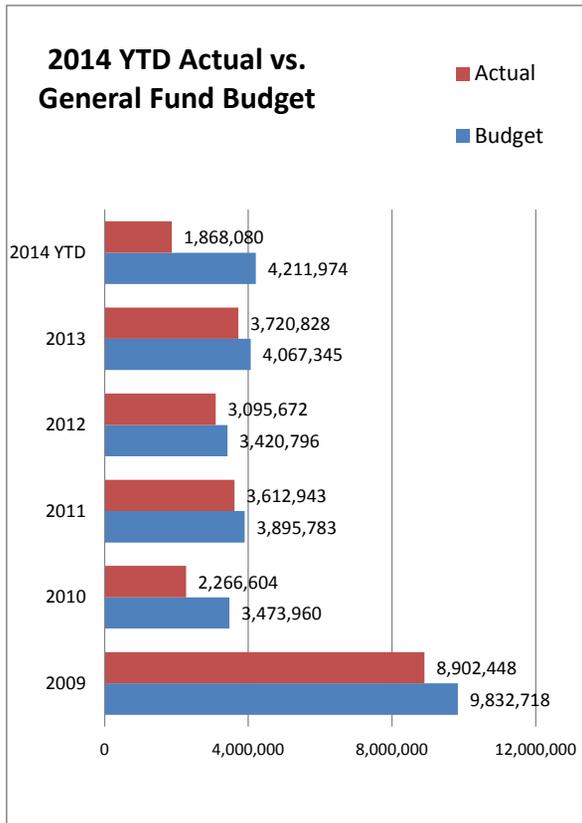
Funding Source	Transit Funding Source 2014
General Fund	\$3,855,034
PPRTA	\$7,336,800
Fare and Advertising	\$3,576,386
Fed Grant-Op	\$4,064,214
Fed&State Grant-Capital	\$3,260,000



Transit Summary

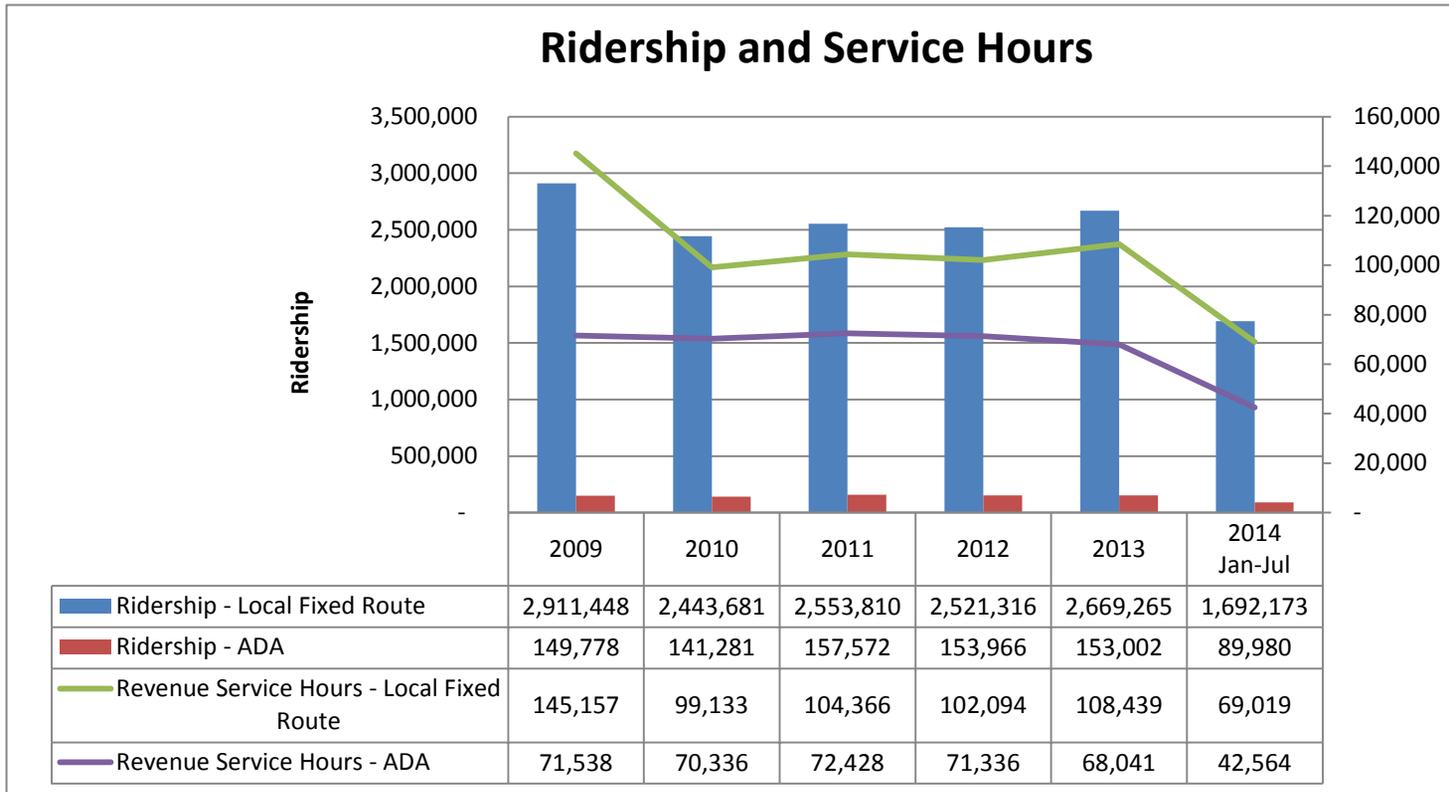
	Budget	Actual
2009	9,832,718	8,902,448
2010	3,473,960	2,266,604
2011	3,895,783	3,612,943
2012	3,420,796	3,095,672
2013	4,067,345	3,720,828
2014 YTD	4,211,974	1,868,080

Program	Transit Program Funding 2014
Fixed Route	\$9,662,000
ADA Paratransit	\$4,960,152
HSP	\$903,208
Metro Rides	\$750,000
Admin	\$2,557,074
Capital	\$3,260,000



Transit Ridership

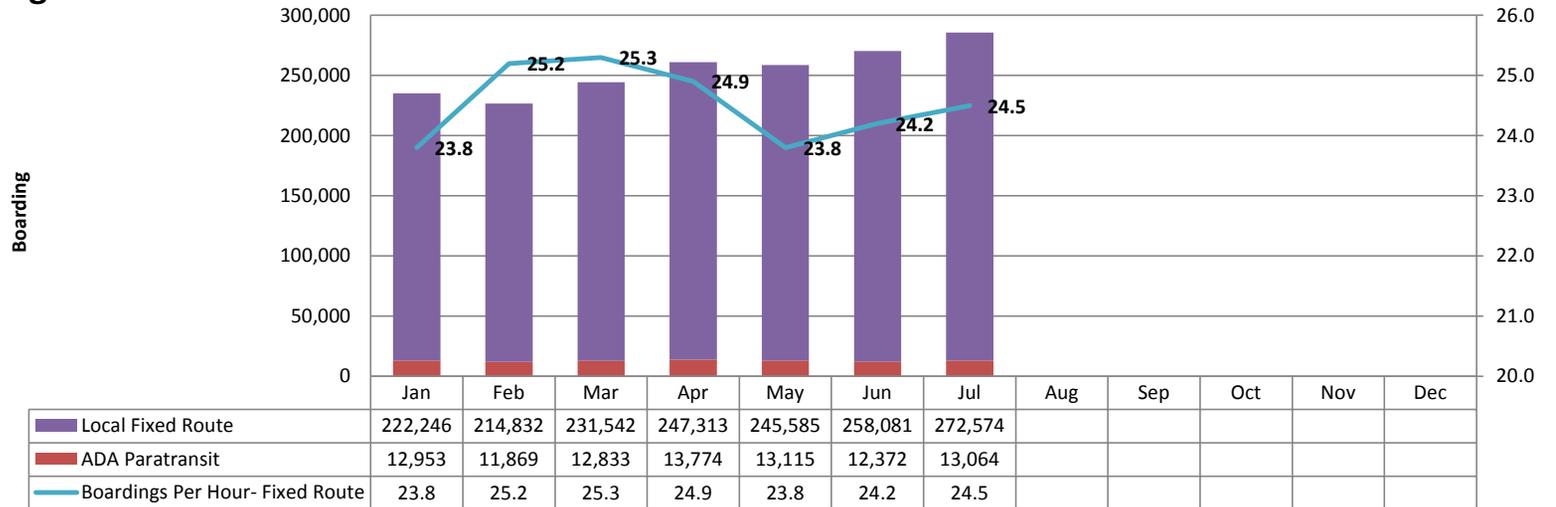
Transit Ridership	2009	2010	2011	2012	2013	2014 Jan-Jul
Ridership - Local Fixed Route	2,911,448	2,443,681	2,553,810	2,521,316	2,669,265	1,692,173
Ridership - ADA	149,778	141,281	157,572	153,966	153,002	89,980
Revenue Service Hours - Local Fixed Route	145,157	99,133	104,366	102,094	108,439	69,019
Revenue Service Hours - ADA	71,538	70,336	72,428	71,336	68,041	42,564



Transit Boarding

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
ADA Paratransit	12,953	11,869	12,833	13,774	13,115	12,372	13,064					
Local Fixed Route	222,246	214,832	231,542	247,313	245,585	258,081	272,574					
Boardings Per Hour- Fixed Route	23.8	25.2	25.3	24.9	23.8	24.2	24.5					
Number of Service Days (WKDY/SAT/SUN)	26	24	27	30	31	30	30					

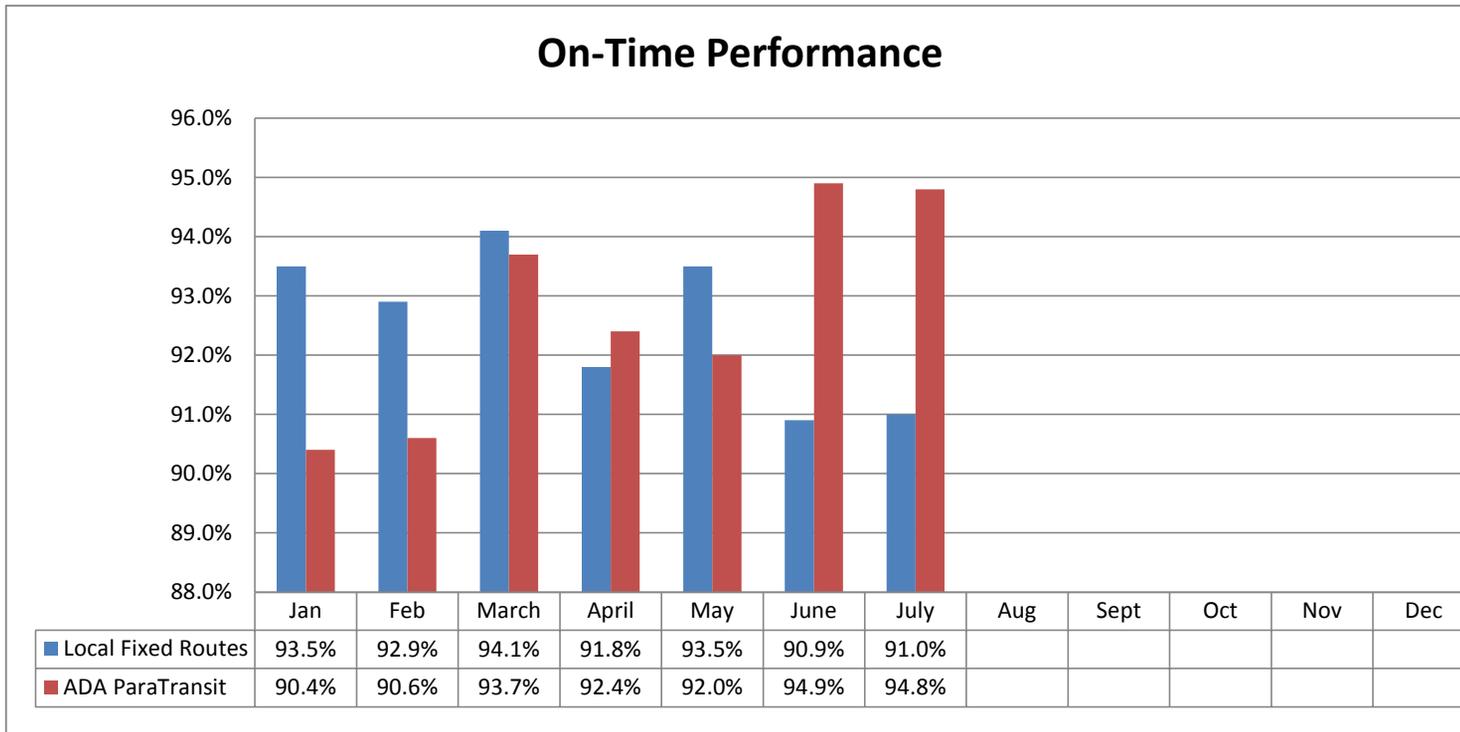
Overall Boarding Totals



Transit Performance

On- Time Performance	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Local Fixed Routes	93.5%	92.9%	94.1%	91.8%	93.5%	90.9%	91.0%					
ADA ParaTransit	90.4%	90.6%	93.7%	92.4%	92.0%	94.9%	94.8%					

YTD Average
92.5%
92.7%





PUBLIC WORKS
Transit Services Division

DATE: August 24, 2014

TO: City of Colorado Springs Citizens' Transportation Advisory Board
 Pikes Peak Rural Transportation Authority Citizens' Advisory Committee
 Pikes Peak Rural Transportation Authority Board

FROM: Craig Blewitt, Transit Services Division Manager
 Brian Vitulli, Transit Planning Supervisor

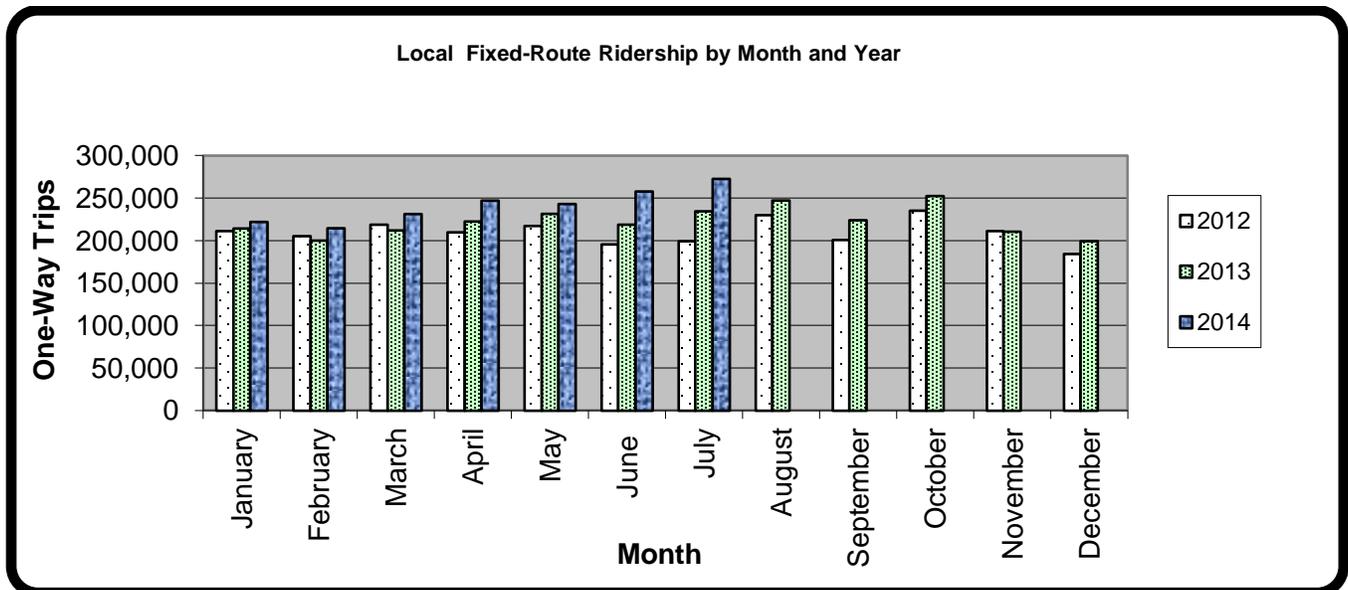
SUBJECT: Monthly Mountain Metropolitan Transit (MMT) Update

Ridership figures have not been FTA audited.

I. SERVICES

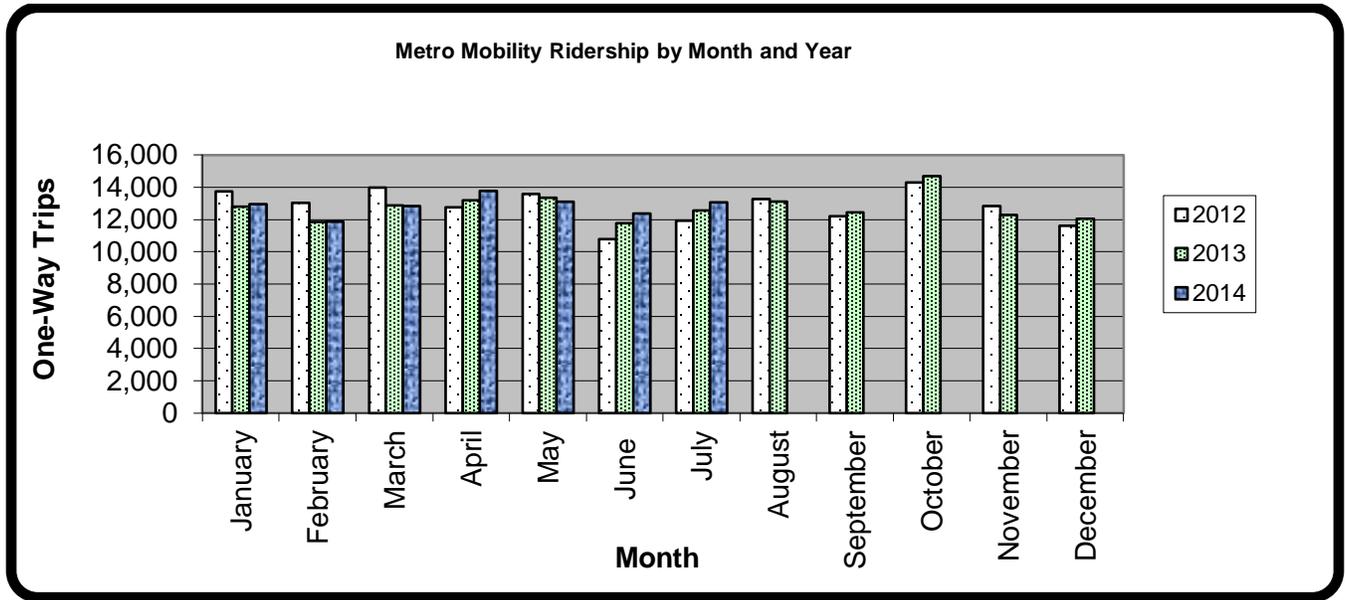
Local Routes

Mountain Metropolitan Transit (MMT) local routes provided 272,891 one-way trips during July 2014. There were 31 service days (22 weekdays, 4 Saturdays and 5 Sunday/Holiday) for the month. The July 2014 figures are up 16.3% over July 2013 which had 31 service days (22 weekdays and 4 Saturdays and 5 Sunday/Holiday) for the month. Total ridership for July 2013 was 234,739 with no Sunday/Holiday service (except for Manitou shuttle). For July 2014 the ridership for evening service was 10,936 and for Sundays/Holidays was 16,640. Average weekday daily boardings were 10,184 in July 2014 and the average weekday boarding per each bus hour was 23.1. This is compared to the average weekday daily boarding of 9,411 with 24.1 boarding per bus hour for July 2013. The exceptional ridership is largely due to the Manitou Shuttle which had 29,733 riders for July 2014. The boarding per bus hour figure is above minimum performance standards and is evidence of good efficiency.



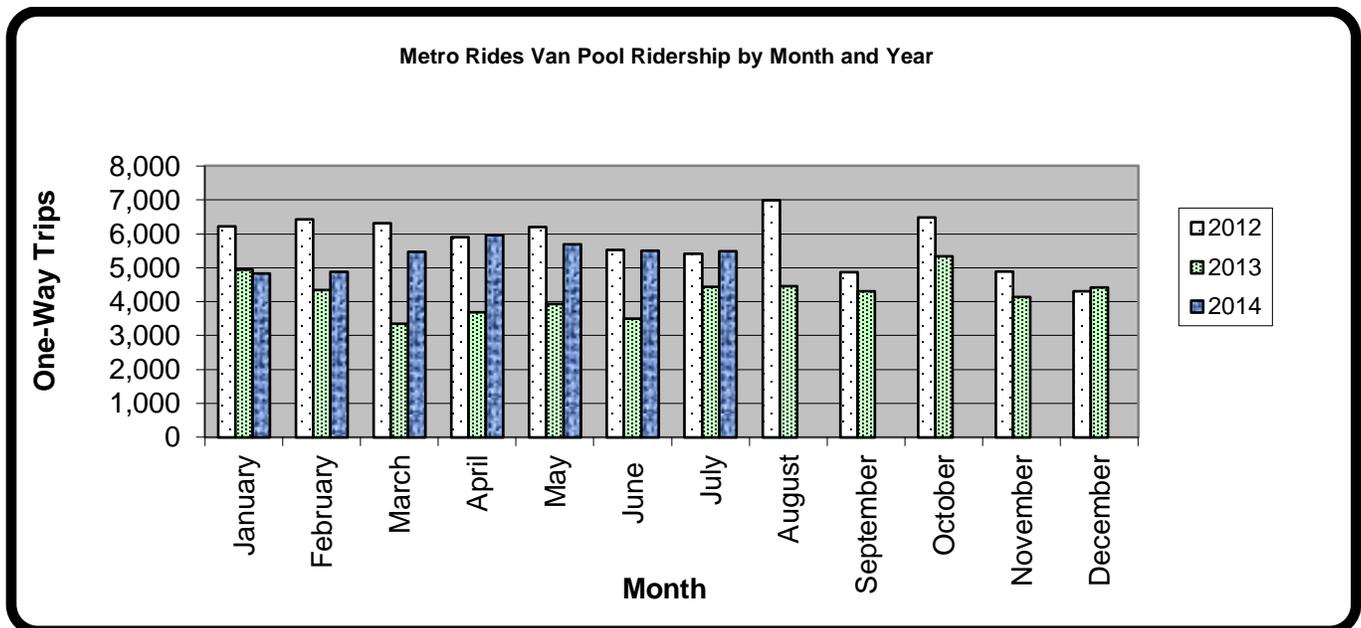
ADA Service

MMT’s “Metro Mobility” (A.D.A.) service had 13,064 passengers during July 2014 which was a 4.0 % increase from the same month in 2013. There were 31 service days (22 weekdays, 4 Saturdays and 5 Sunday/Holiday) for the month. It is MMT’s policy to limit ADA-required service due to its high per-trip cost but to do so in compliance with ADA and FTA regulations.



Vanpools

The Metro Rides Vanpool program had 29 vanpool vans operating during the month of July 2014 and 225 total invoiced participants. There were 5,492 one-way trips reported. This is a 23.6% increase over July 2013. The number of participants continues to be stable.



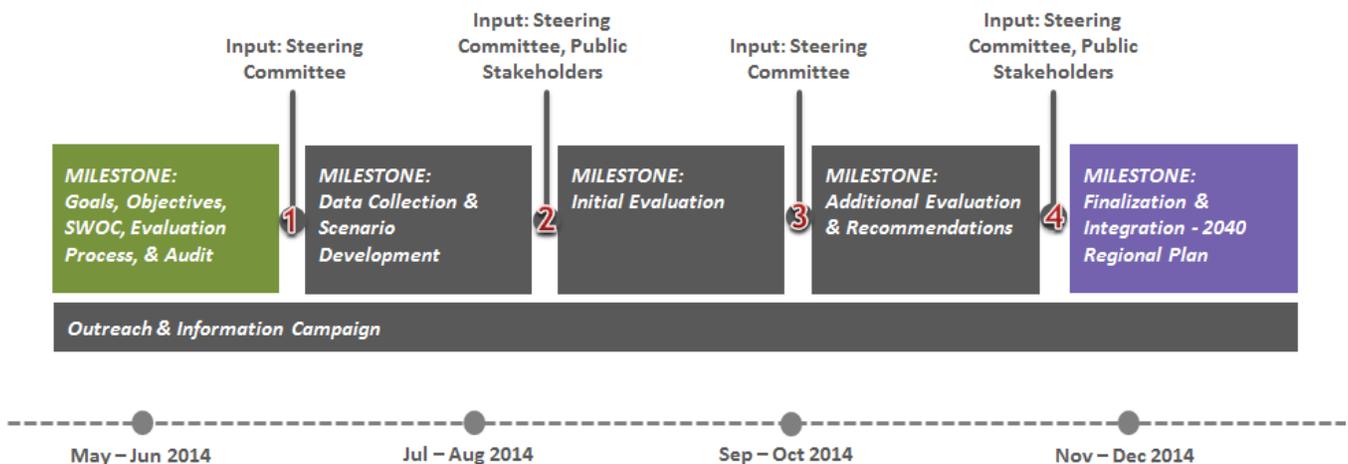
II. PROJECTS

Fall 2014 Service Enhancements:

- Following our required public input processes, enhancements to existing Route 2: Centennial Blvd. – Garden of the Gods Rd., will commence on Monday, September 15, 2014. Improvements include the addition of weekday service hours and new Saturday service. Details of the route can be found below:
 - Service began on May 19, 2014 with limited weekday service.
 - Operates between the Downtown Terminal and the El Paso County Citizens Service Center on Garden of the Gods Road, via North Chestnut, West Fillmore, and Centennial Boulevard.
 - Directly began serving the new Veterans Administration Clinic at Fillmore Street and Centennial Boulevard on Monday, August 18, 2014, when the clinic began operating.
 - Will run hourly 10 hours per day from approximately from 7:45 AM to 5:30 PM during weekdays; and 7:15 AM to 5:00 PM on Saturdays.

2040 Transit Plan/Specialized Transportation Plans:

- First Public Meeting held on Thursday, August 28.
- Plan objectives include:
 - 1) Provide transportation choice
 - 2) Improve access to jobs, schools, medical facilities and other services, especially for people without other transportation options
 - 3) Create efficiencies and improve cost effectiveness of services
 - 4) Provide congestion relief
 - 5) Promote environmental stewardship
 - 6) Promote economic vitality
 - 7) Promote the coordination of services (public, private and non-profit).
- Upcoming tasks include additional evaluation and recommendations, two steering committee meetings, and one final public meeting. Completion is scheduled for December 2014.





DATE: August 27, 2014
TO: Citizens Transportation Advisory Board (CTAB)
FROM: Craig Blewitt, City of Colorado Springs, Transit Services Manager
SUBJECT: Colorado Department of Transportation Funding Advancement for Surface Transportation and Economy Recovery (FASTER) Program

The Colorado Department of Transportation's (CDOT) Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation provides funding for transportation projects through an increment of vehicle registration fees. Pursuant to the legislation, \$15 million is allocated to transit – with \$10 million allocated for statewide transit purposes and \$5 million allocated for local transit needs. CDOT has administered the calls for projects and selection of transit grant awards since the program began in 2009. The City of Colorado Springs has received numerous grants over the years, and Mountain Metropolitan Transit has significantly benefitted from the program.

Transit Services Division staff would like to give a presentation to the CTAB on current projects that have been awarded FASTER funds and on the new approach CDOT is embarking on for allocating FASTER Transit funds over the next five or more years.

Attached is a table showing grant awards in the Colorado Springs Urbanizing Area for State Fiscal Years 2014 and 2015. It should be noted that the Transit Services Division staff will be seeking City Council approval in October of an intergovernmental agreement with CDOT to receive \$180,000 in FASTER funding for our bus shelter replacement program.

Attachment

2014 FASTER Projects Descriptions and Summary

2040 Long Range Plan & Transit Operations Facility Capacity Study

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
1	\$140,000	\$0	\$28,000	\$112,000	\$112,000

The Federal Transit Administration (FTA) requires certain long-term public transportation planning reports for FTA grant funding eligibility. This mandated document, required every four years, will be created with the conclusion of a 2040 Regional Public Transportation Plan. This project will be spearheaded and completed by the City's Transit Services Division, Mountain Metropolitan Transit (MMT) by the end of 2014.

Title VI (Environmental Justice Plan) Program Update & ADA Rider Survey

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
2	\$35,000	\$0	\$7,000	\$28,000	\$0

The Federal Transit Administration (FTA) requires grantees to maintain an antidiscrimination plan for federal grant funding eligibility, and requires an update to that plan every three years. The City's Transit Services Division, Mountain Metropolitan Transit (MMT) will submit an updated Title VI/Environmental Justice Plan to the FTA to demonstrate how the agency operates without discrimination with respect to citizens' race, color, national origin, income, language, or handicap.

Silver Key Senior Services Vehicle Replacement

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
3	\$202,000	\$0	\$40,400	\$161,600	\$161,600

Four (4) Vehicle Replacements

Pikes Peak Partnership/Amblicab Vehicle Replacement (2+1)

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
4	\$215,000	\$172,000	\$8,600	\$34,400	\$34,400

Three (3) Vehicle Replacements

Service Vehicle Replacement - Metro Mobility

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
5	\$35,000	\$0	\$7,000	\$28,000	\$28,000

One (1) Service Vehicle Replacement

ITS Computer Hardware Replacements

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
6	\$100,000	\$0	\$20,000	\$80,000	\$80,000

This project will fund the replacement of onboard vehicle equipment to include Trapeze’s Automatic Vehicle Location (AVL), Mobile Data Terminal (MDT) systems and Genfare/GFI fare upgrades. This will increase ridership, operational efficiencies, and improve service delivery.

Bus Stop Shelter Replacements

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
7	\$225,000	\$0	\$45,000	\$180,000	\$180,000

This project will fund the replacement of 20 percent, approximately 30, of the bus shelters that are beyond repair. This project will also allow for shelters to be repaired. Funding will provide for repair and replacement of existing bus shelters and fund additional shelters for current and future routes. Facilities provided at transit stops help make transit more comfortable and convenient to customers, thereby encouraging usage.

ITS Computer Software Upgrade - TransitNOW

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
8	\$150,000	\$0	\$30,000	\$120,000	\$120,000

This project will fund the upgrade of the Trapeze system to include TransitNOW. TransitNOW will allow MMT to communicate more effectively with our customers in order to strengthen relationships and encourage the use of the City of Colorado Springs public transit system.

ITS Computer Software Replacement - Metro Rides RidePro

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
9	\$100,000	\$0	\$20,000	\$80,000	\$80,000

This project will fund the replacement of the Vanpool ITS System RidePro from version 3.0 to 6.0 to include the acquisition of Mobile Data Terminals (MDT). This will allow for comprehensive National Transit Database (NTD) reporting. RidePro is a comprehensive rideshare management application. It will allow MMT to manage an unlimited number of commuter registrations, allows for detailed profiles including multiple addresses, and commuter-specific search criteria. MMT will be able to view the registrants on integrated maps by match interest and/or employer, as well as, view results as text or as a map. This will increase ridership, is cost effective and will allow for a more productive commuter service.

Ticket Vending Machine

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
10	\$100,000	\$0	\$20,000	\$80,000	\$80,000

This project will fund the acquisition of a ticket vending machine (TVM). Ticket vending machines are ideal for transit centers, including transfer stations, because the TVM allows for smart cards, data collection, bill handling, bank cards, security, and customer convenience. The project will increase ridership, operational efficiencies and improve service delivery through convenience, flexibility, and security.

Park N Ride Lot Expansion & Improvement at I-25 & Tejon

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
11	\$50,000	\$0	\$10,000	\$40,000	\$40,000

This request is for FASTER funding support to examine the current and potential uses of the park-n-ride lot located at Tejon Street and I-25. This lot was formally used for FREX, and has a bus turnaround and rider boarding area as well as 90 marked parking spaces. Recent inquiries indicate interest of developers in the adjacent six acres, also owned by CDOT.

This study would evaluate current and projected commuter needs to help determine whether the adjacent lot should be retained for future use. The park-n-ride lot is currently used nearly to capacity by carpool and vanpool commuters. Recent developments to implement a state-supported interregional express bus service in early 2015 adds urgency to this study.

Transit Campus Sustainability Development

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
12	\$160,000	\$0	\$32,000	\$128,000	\$0

This project will fund the conservation of environmental resources on the Transit Campus facilities and reduce on-going operating costs. This will fund projects such as solar parking lot lighting, retrofit exterior building wall pack lighting for more energy efficient fixtures, and motion sensor lighting for Transit Campus. This project is in line with the City of Colorado Springs’ energy conservation program and initiatives.

Ticket Vending Machine

Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded
3 (2015)	\$100,000	\$0	\$20,000	\$80,000	\$80,000

This project will fund the acquisition of a ticket vending machine (TVM). Ticket vending machines are ideal for transit centers, including transfer stations, because the TVM allows for smart cards, data collection, bill handling, bank cards, security, and customer convenience. The project will increase ridership, operational efficiencies and improve service delivery through convenience, flexibility, and security.

2014 Projects	Rank	Total Cost Requested	Federal Funds	Local Match Requested	FASTER Requested	FASTER Awarded
2040 Long Range Plan & Transit Operations Facility Capacity Study	1	\$140,000	\$0	\$28,000	\$112,000	\$112,000
Title VI (Environmental Justice Plan) Program Update & ADA Rider Survey	2	\$35,000	\$0	\$7,000	\$28,000	\$0
Silver Key Senior Services Vehicle Replacement (4)	3	\$202,000	\$0	\$40,400	\$161,600	\$161,600
Pikes Peak Partnership / Amblicab Vehicle Replacement (2 / 1)	4	\$215,000	\$172,000	\$8,600	\$34,400	\$34,400
Service Vehicle Replacement - Metro Mobility	5	\$35,000	\$0	\$7,000	\$28,000	\$28,000
ITS Computer Hardware Replacements	6	\$100,000	\$0	\$20,000	\$80,000	\$80,000
Bus Stop Shelter Replacements and Repairs	7	\$225,000	\$0	\$45,000	\$180,000	\$180,000
ITS Computer Software Upgrade - TransitNOW	8	\$150,000	\$0	\$30,000	\$120,000	\$120,000
ITS Computer Software Replacement - Metro Rides RidePro	9	\$100,000	\$0	\$20,000	\$80,000	\$80,000
Ticket Vending Machine	10	\$100,000	\$0	\$20,000	\$80,000	\$80,000
Park N Ride Lot Expansion & Improvement at I-25 & Tejon	11	\$50,000	\$0	\$10,000	\$40,000	\$40,000
Transit Campus Sustainability Development	12	\$160,000	\$0	\$32,000	\$128,000	\$0
Ticket Vending Machine	3 (2015)	\$100,000	\$0	\$20,000	\$80,000	\$80,000
2014 Total		\$1,612,000	\$172,000	\$288,000	\$1,152,000	\$996,000
MMT Total		\$1,195,000	\$0	\$239,000	\$956,000	\$800,000

*** The 2040 Long Range Plan could not be awarded in a timely manner and therefore the Downtown Transit Station Relocation Study project has been funded by FASTER and 5304.

2015 Projects	Rank	Total Cost Requested	Federal Grant Funds	Local Match Requested	FASTER Funds Requested	FASTER Funds Awarded	Awarded Project Cost	Local Funds for Awarded Projects
Fixed Route Vehicle Replacements	1	\$1,520,000	\$0	\$304,000	\$1,216,000	\$765,500	\$956,875	\$191,375
Vanpool Vehicle Replacements	2	\$270,000	\$0	\$54,000	\$216,000	\$216,000	\$270,000	\$54,000
2015 Total		\$1,790,000	\$0	\$358,000	\$1,432,000	\$981,500	\$1,226,875	\$245,375

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2014 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)

AFFIRMATION OF APPLICANT

Name of the Applicant: The City of Colorado Springs
Name and Relationship of the Authorized Representative: Steve Bach, Mayor

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2014, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2014.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature [Signature] Date: 02/27/14
Name Steve Bach
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): The City of Colorado Springs

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA Project or Projects.

Signature [Signature] Date: 2/11/14
Name BRITT I. HALEY
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.



MMT Title VI Policy (abridged)

"Mountain Metropolitan Transit is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or be subject to discrimination in the receipt of its services on the basis of race, color, or national origin. If you believe you have been subjected to discrimination, you may file a written complaint no later than 180 calendar days after the date of the alleged discrimination with the Title VI Coordinator; Mountain Metropolitan Transit; 1015 Transit Drive; Colorado Springs, CO 80903."

Mountain Metropolitan Transit Title VI Civil Rights Complaint Form



Instructions: To submit a Title VI complaint to Mountain Metropolitan Transit, please print and complete the following form, sign and return to: Mountain Metropolitan Transit, Attention: Title VI Coordinator, 1015 Transit Drive, Colorado Springs, CO 80903. For questions or a full copy of Mountain Metropolitan Transit's Title VI policy and complaint procedures, please submit a written request to the above address, visit www.mmtransit.com, call (719) 385-7433, or Email transitinfo@springsgov.com.

Section I:			
1. Name (Complainant):			
3. Home Address (Street No., City, State, Zip)			
3. Phone:		4. Email Address:	
5. Accessible format requirements? (please check preference)			
<input type="checkbox"/> Large Print <input type="checkbox"/> Audio Tape <input type="checkbox"/> TDD <input type="checkbox"/> Other (please indicate) _____			
Section II:			
6. Are you filing this complaint on your own behalf? <input type="checkbox"/> Yes <input type="checkbox"/> No (If you answered "yes" to this question, please go to Section III .)			
7. If you answered "no" to question 6, please describe your relationship to the person (Complainant) for whom you are filing and why you are filing for a third party:			
8. Have you obtained permission of the aggrieved party (Complainant) to file this complaint on his or her behalf? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Section III:			
9. Have you previously filed a Title VI complaint with Mountain Metropolitan Transit? <input type="checkbox"/> Yes <input type="checkbox"/> No			
10. Have you filed this complaint with any other federal, state, or local agencies or with any federal or state court? <input type="checkbox"/> Yes <input type="checkbox"/> No			
11. If "yes," please check all that apply:			
<input type="checkbox"/> Federal Agency <input type="checkbox"/> Federal Court <input type="checkbox"/> State Agency <input type="checkbox"/> State Court <input type="checkbox"/> Local Agency			
12. If filed at an agency and/or court, please provide information for your point of contact at the agency/court where the complaint was filed:			
<u>Agency/Court:</u>	<u>Contact Name:</u>	<u>Address:</u>	<u>Phone Number:</u>

Public Participation Plan

2014

This plan is a guide for promoting public participation in Mountain Metropolitan Transit planning processes and activities.

Contents

Public Participation Plan	1
Introduction & Purpose.....	1
Planning Activities	1
Service Changes and Public Process.....	2
Assessing the Magnitude of Changes	3
Public Involvement Process	3
Service Change and Project Implementation Activities	4

Public Participation Plan

Introduction & Purpose

The City of Colorado Springs Transit Services Division (MMTransit) operates the local public fixed-route bus service, ADA paratransit demand-response service, and vanpool programs (collectively branded as **Mountain Metropolitan Transit**), and provides more than 10,000 trips per day in a service area that includes more than 400,000 people.

The *Mountain Metro* fixed-route bus service offers 24 bus routes with weekday service and limited Saturday and Sunday service. The routes extend north to Research Parkway, west into Manitou Springs, east to Peterson Air Force Base and south into Widefield. *Mountain Metro Mobility* is the system's complementary Americans with Disabilities Act (ADA) paratransit service, and *Mountain Metro Rides* is Transit's Congestion Mitigation and Air Quality (CMAQ) grant-funded alternative transportation program, designed to reduce congestion and pollution and encourages more people to use carpools, vanpools, bicycling and other means of commuting.

Public involvement is fundamental to achieving equitable programs, services, and activities. Public participation provides opportunity for public involvement of all persons, including minorities and low-income persons, affected public agencies, employees, the general public, transportation service providers, public transit users, and others affected by transit and plans, programs, and projects.

MMTransit considers the viewpoints of Title VI, LEP, and Environmental Justice populations in the course of conducting project and service planning activities. MMTransit's public participation strategy offers early and continuous opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed transit and transportation decisions.

Planning Activities

MMTransit engages in a variety of long and short-range planning activities, such as the preparation of the Long-range Transit Plan. They also engage in specific activities to encourage participation from low-income, minority, and disabled populations as described here.

MMTransit planning activities take place at multiple levels, with the level determining whether the public participation process is engaged. MMTransit planning activities include:

- Service planning activities
- Short and long-range planning projects
- Facilities planning projects

MMTransit conducts two service changes annually, one in the Spring and one in the Fall. The MMTransit semi-annual route change planning process is relatively standard and produces recommendations that are aimed at maintaining fluid operations while responding to changing demographics and conditions. Recommendations resulting from the corresponding route

evaluations, when deemed to be *Major* or *Moderate* will include MMTransit's public involvement process. Occasionally, minor changes and adjustments occur outside the cycle based on a number of variables that can affect service levels and routing, including recommendations from planning studies, changes in funding, construction, etc.

The short and long-range planning projects may result in recommendations for service changes that then go through the service change process. The public involvement carried out in the planning projects provides for early involvement for the public as MMTransit considers transit service options.

MMTransit undertakes transit facilities construction projects as the need and opportunity arises. Facilities projects may include operations and maintenance facilities, transfer centers, multi modal centers, bus shelters/benches and street amenities.

Service Changes and Public Process

Service changes can occur for many reasons and be of large or small scale. They can affect a single route or several routes in the network. MMTransit classifies service changes as Major, Moderate, and Minor and defines them as affecting a single route or the system (more than one route). Facilities projects are classified similarly, with impact on the public determining the level of public involvement activities.

The magnitude of service changes indicate what types of public process should be used. There are three basic levels of public involvement.

- Rider Notifications – includes on-board, printed rider alerts; may include on-board audio alerts
- Public Notifications – Includes the Rider Notifications above, and may include:
 - Social media postings
 - Press release
 - Web site posting
- Full Public Process – Includes the above Rider and Public notifications, and:
 - Proposed service change pamphlet that summarizes proposed changes and list upcoming public meetings
 - Press releases
 - Public Meetings
 - Public Comments Review
 - Outcome Documentation
 - Final service change pamphlet that summarize the final approved service changes; usually posted 30 days prior to final service change implementation

Assessing the Magnitude of Changes

MMTransit views potential changes to the system based on the magnitude of the change. Table 1 identifies the process for assessing service changes.

Table 1 – Impact Guidelines

Magnitude of Service Changes	Criteria Based on Most Applicable Measure	Response
Major	Modifying, adding, or eliminating 25% or more of service hours, miles, or bus stops on a route or the system	<ul style="list-style-type: none"> • Full Public Process • Public Notifications • Rider Notifications
Moderate	Modifying, adding, or eliminating 10% - 24% of service hours, miles, or bus stops on a route or the system	<ul style="list-style-type: none"> • Public Notifications • Rider Notifications
Minor	Modifying, adding, or eliminating < 10% of service hours, miles, or bus stops on a route or the system	<ul style="list-style-type: none"> • Rider Notifications

Operational Changes: Temporary and extremely minor service changes may be announced with rider notifications, depending on the significance of the adjustment. (Detours, construction, background operations, etc).

Facilities Changes: Modification, construction, or changes to transit facilities that impact riders or the public in general will be similarly announced based on the magnitude of impact.

Public Involvement Process

Meaningful public involvement, particularly from Title VI, LEP, and Environmental Justice populations is critical to MMTransit’s efforts to maintain services that are well received and relevant. MMTransit has considered public involvement at all levels of planning activities and engages itself in the public involvement process when established criteria are met or special circumstances warrant it.

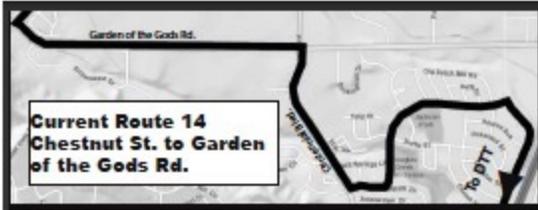
MMTransit’s public participation strategy offers early and continuous opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed transit and transportation decisions.

Service Change and Project Implementation Activities

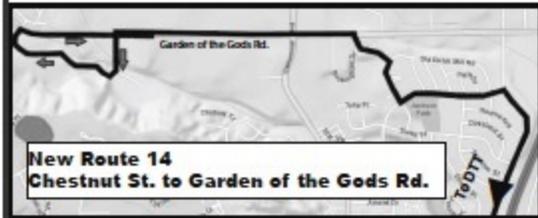
Once a service change or project has received staff approval, MMTransit engages the appropriate public process and the decision-making authorities responsible for final approval of the changes.

Service Change Implementation Activities

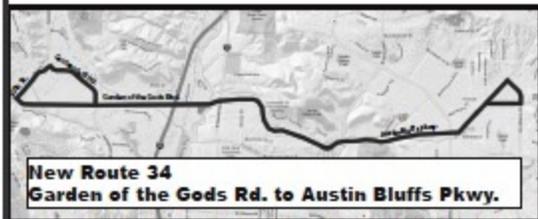
Category	Activity	<i>Days Until Implementation</i>
Full Process, Internal	Proposed Changes Approved (Division Manager)	
Public Notification	Post Proposed Changes to Website & Social Media	75
Rider Notification	Distribute Proposed Changes Rider Alerts	75
Public Notification	Distribute Proposed Changes Pamphlet	75
Rider Notification	Audio On-Board Announcements	75
Full Process	Present to TPAC for input	75
Public Notification	Publish Proposed Changes Press Release	63
Full Process	Mass Email	63
Full Process	Public Meetings (2 - one scheduled for AM, one PM)	60
Full Process	Public Meeting #3	59
Full Process, Internal	Consideration of Public Meeting Results	55
Full Process	Presentation to CTAB, Including Public Input	45
Full Process	Presentation to PPRTA Board, Including Public Input	45
Full Process	Presentation to Council, Including Public Input	45
Full Process, Internal	Changes Approved (Budget, Mayor)	
Public Notification	Post Service Changes to Website and Social Media	30
Public Notification	Distribute Service Change Pamphlets	30
Rider Notification	Distribute Service Change Rider Alerts	30
Public Notification	Post New Schedules & Maps to Website	7
Rider Notification	Audio On-Board Announcements	7
Public Notification	Publish Press Release	3
Public Notification	Distribute Schedules	0
Public Notification	Replace System Maps	0



Current Route 14
Chestnut St. to Garden of the Gods Rd.



New Route 14
Chestnut St. to Garden of the Gods Rd.



New Route 34
Garden of the Gods Rd. to Austin Bluffs Pkwy.

Data and Maps: Esri, DeLorme, HERE, USGS, METANASA, EPA, USDA



New Route 23
Tutt Blvd. via Powers Blvd.

Data and Maps: Esri, DeLorme, HERE, USGS, METANASA, EPA, USDA



Final Service Changes Spring 2014

Service Changes Effective March 30, 2014

NEW SERVICE

New Route 23 - Tuttt Blvd. via Powers Blvd.

New Route 23 - Tuttt Blvd. via Powers Blvd., will be added for service to the Powers corridor. Route 23 will be a local express route that will originate at the Citadel Mall Transfer Center with service to Barnes Rd. and Tuttt Blvd. This service will run every 60 minutes from 6:22 a.m. to 7:31 p.m. Please refer to map on back panel.

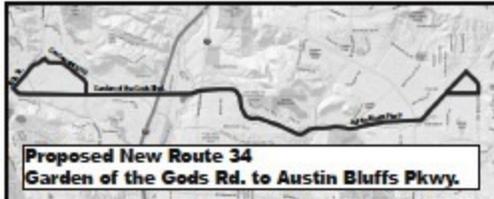
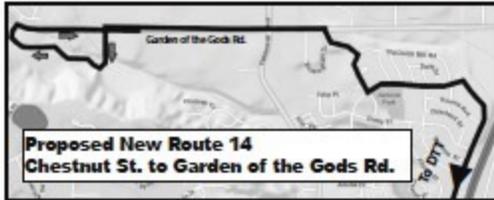
New Route 34 - Garden of the Gods Rd. to Austin Bluffs Pkwy.

Existing Route 14* will be divided into two routes: Route 14, which will originate at the Downtown Terminal and end at Citizens Service Center on Garden of the Gods Rd.; and Route 34, which will originate at Citizens Service Center and end at Austin Bluffs Pkwy./Oro Blanco Dr. Route 34 will run on weekdays and will include Saturday service from 6:14 a.m. to 10:08 a.m. and from 2:42 p.m. to 7:04 p.m., whereas Route 14 will run on weekdays only. Route 34 being split from Route 14 will help contribute to the punctuality of both routes. Please refer to map on back panel.

*Please refer to "Changes to Existing Routes" for more information about changes to Route 14.



Mountain Metropolitan Transit
1015 Transit Drive
Colorado Springs, CO 80903
719-385-7433
mmtransit.com



Date and Maps: East, DeLorme, HERE, USGS, METRANSA, EPA, USDA



Date and Maps: East, DeLorme, HERE, USGS, METRANSA, EPA, USDA



Proposed Service Changes Spring 2014

PUBLIC MEETING SCHEDULE

Three public meetings have been scheduled, see details below. These meetings are designed to inform the public of the proposed service changes for Spring 2014 and to obtain public input prior to a final decision.

Meeting Location - January 28

Colorado Springs City Hall
Academy Room
107 N. Nevada Ave.
Colorado Springs, CO 80903
12:00 p.m. - 1:00 p.m.

Meeting Location - January 28

Colorado Springs City Hall
Academy Room
107 N. Nevada Ave.
Colorado Springs, CO 80903
5:00 p.m. - 6:00 p.m.

Meeting Location - January 31

Discover Goodwill of Southern and Western Colorado
1460 Garden of the Gods Rd.
Colorado Springs, CO 80907
10:00 a.m. - 11:00 a.m.

Notes: Attendance at public meetings is not required to comment. You may also fax your comments to 719-385-5419 or email to transitinfo@springsgov.com. Comments will be accepted through January 31, 2014.

Please notify Mountain Metropolitan Transit at least 3 days in advance if you require communications assistance by calling 719-385-7433.



Mountain Metropolitan Transit
1015 Transit Drive
Colorado Springs, CO 80903
719-385-7433
mmtransit.com

Environmental Justice Plan

2014

This plan details Mountain Metropolitan Transit's Environmental Justice process.

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Environmental Justice Plan

Introduction and Purpose

The City of Colorado Springs Transit Services Division (MMTransit) operates the local public fixed-route bus service, ADA paratransit demand-response service, and vanpool programs (collectively branded as **Mountain Metropolitan Transit**), and provides more than 10,000 trips per day in a service area that includes more than 400,000 people.

The *Mountain Metro* fixed-route bus service offers 24 bus routes with weekday service and limited Saturday and Sunday service. The routes extend north to Research Parkway, west into Manitou Springs, east to Peterson Air Force Base and south into Widefield. *Mountain Metro Mobility* is the system's complementary Americans with Disabilities Act (ADA) paratransit service, and *Mountain Metro Rides* is Transit's Congestion Mitigation and Air Quality (CMAQ) grant-funded alternative transportation program, designed to reduce congestion and pollution and encourages more people to use carpools, vanpools, bicycling and other means of commuting.

Environmental justice is a public policy goal of promoting the fair and equitable treatment and meaningful involvement of all people, particularly minority and low-income populations, in the decision-making process for transportation. Satisfying this goal means ensuring that low-income and minority populations receive an equitable distribution of the benefits of transportation activities without suffering disproportionate adverse impacts. Achieving environmental justice requires both analytical techniques as well as the full and fair participation by all potentially affected communities in the transportation decision-making process.

The MMTransit system plays an essential role in advancing the economy and improving safety and quality of life in the City of Colorado Springs. Transportation services and facilities provide mobility to the city's residents, visitors, and businesses. Transportation investments may also generate unintended negative impacts. If poorly planned or designed, new and expanded facilities may be unsightly, increase air and/or noise pollution, and disrupt or displace established communities.

The purpose of MMTransit's Environmental Justice Plan is to:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts, including social and economic effects, on minority and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

MMTransit's Environmental Justice Plan is in place to ensure that minority and low-income populations are not disproportionately affected by transit system operations and/or related facilities construction. MMTransit's Environmental Justice Plan will be updated triennially and incorporates the requirements and guidance of the following:

- Executive Order 12898 – 1994
- Memorandum of Understanding on Environmental Justice and Executive Order 12898 – August 2011
- DOT Order 5610.2(a) – May 2012
- FTA Circular 4703.1

Environmental Justice Analysis Process

MMTransit applies the environmental justice analysis process to major service changes (addition, elimination, or modification of 25% or more of service hours, miles, or bus stops on a route or of the system) and transit facility construction projects. The Mountain Metropolitan Transit Environmental Justice Process includes the following activities:

- Analyze demographic data
- Gain meaningful public involvement
- Determine adverse impacts and benefits
- Mitigate impacts as is feasible

Analysis of Demographic Data

MMTransit collects and maintains demographic data that includes individual route profiles that identify minority and low-income routes. When considering the potential impact of route changes or facilities construction on these populations, MMTransit relies on this data to establish their location and to what extent the project may affect them.

Meaningful Public Involvement

MMTransit's Public Participation Plan defines major, moderate, and minor service changes according to the level of impact to the public and the riders. The public involvement process takes into account the participation of environmental justice populations. Minimally, efforts consider the following:

- Potentially affected community members have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment or health;
- Decision-makers seek out and facilitate the involvement of those potentially affected;
- The concerns of all participants involved will be considered in the decision-making process; and
- The public's contribution can influence the decisions made.

Adverse Impacts – and Benefits

MMTransit acknowledges that disproportionately high and adverse impacts, not population size, are the basis for environmental justice. A very small minority or low-income population in a project, study, or planning area does not eliminate the possibility of a disproportionately high and adverse impact on these populations.

- Adverse impacts include elements such as increased pollution, increased noise pollution, increased vehicle traffic, and reduced service levels; while
- Benefits might include increased service levels, positive economic impacts, and area enhancements resulting from increased service or facilities.

MMTransit will evaluate mitigation measures if it is determined that disproportionately high adverse impacts or effects would be predominantly borne by an environmental justice population, or appreciably more severe than suffered by the non-environmental justice population.

Mitigation Actions

When MMTransit has determined that mitigation efforts are warranted, the following measures may be taken:

- Avoid the action that would cause the disproportionate impact.
- Actions could include locating an alternate location, redesigning or reconfiguring a facility or site, or a revision of service change options.
- Minimize or mitigate the action that would cause the disproportionate impact.
 - Measures may include limitations during construction, sound barriers, speed bumps, and consideration during operations.

Though MMTransit makes every effort to mitigate disparate impacts when warranted, financial constraints, geographical conditions, real estate location, and other factors may impact the extent of mitigation efforts. Measures, if undertaken, will be based on the totality of circumstances (negative impacts, benefits, constraints), reflect community input, and be unique to the project.

LEP Plan

2014

This plan outlines how Mountain Metropolitan Transit ensures populations with limited English proficiency may meaningfully participate in transit planning and activities.

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Limited English Proficiency Plan

Introduction & Purpose

The City of Colorado Springs Transit Services Division (MMTransit) operates the local public fixed-route bus service, ADA paratransit demand-response service, and vanpool programs (collectively branded as **Mountain Metropolitan Transit**), and provides more than 10,000 trips per day in a service area that includes more than 400,000 people.

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MMTransit believes that communication with all populations, particularly persons who may have limited English proficiency, is essential to the effective and equitable distribution of services. It is the policy of MMTransit to ensure that the programs and activities, normally provided in English, are accessible to Limited English Proficiency (LEP) persons and thus do not discriminate on the basis of national origin.

As a recipient of funds from the Federal Transit Administration (FTA) this LEP Plan has been developed to ensure compliance with the following Federal regulations and guidance:

- Section 601 of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d)
- Executive Order No. 13166

The purpose of the Limited English Proficiency Plan is to meet these requirements and to further MMTransit's commitment to equity. The plan includes an assessment of the limited English proficiency needs of the area, an explanation of the steps that are currently being taken to address these needs, and the steps planned for the future to ensure meaningful access to the transit programs by persons with limited English proficiency.

Four-Factor Analysis

The Four-Factor Analysis developed by the FTA requires that information be included in LEP Plans regarding the number and percentage of LEP persons in the area, and the nature, frequency, and importance of the contact with LEP persons in providing transit services. It also requires a list of resources that would be needed to provide LEP outreach. Each of these elements is addressed in this section.

Factor 1: Number and Percentage of LEP Persons in Area Permanent Population

The 2010 U.S. Census *2006 – 2010 Community Survey* provides information to assist in estimating the number of limited English speakers in the permanent population. **Table 1** presents information for the Colorado Springs Urbanized Area on language spoken at home by ability to speak and communicate in English.

TABLE 1 - Individuals Speaking English "Less than Very Well"

Language Spoken at Home	Colorado Springs Urbanized Area	
	Number	Percent
Total Population (5 years old & older)	453,272	100.0%
English Only	397,297	87.7%
Spanish	33,746	7.4%
Population Speaking English "Less than very well"	13,225	2.9%
Other Indo-European	12,532	2.8%
Population Speaking English "Less than very well"	2,538	0.6%
Asian and Pacific Islander	8,435	1.9%
Population Speaking English "Less than very well"	4,045	0.9%
Other Languages	1,262	0.3%
Population Speaking English "Less than very well"	1,049	0.2%
Total Population Speaking English "Less than very well"	20,857	4.6%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

The total Colorado Springs Urbanized Area population that had difficulty speaking English (Population Speaking English "Less than very well") is estimated at 20,857 people, or less than 5%. Persons who do have difficulty with English are primarily Spanish speaking (13,225 or 2.9%), though there is also a small number of Other Indo-European and Asian and Pacific Islanders in the Colorado Springs Urbanized Area who have difficulty speaking English. The Census data represents a relatively low need among individuals within the service area.

Though the overall need for outreach is relatively small, there is some daily interaction with persons whose principal language is Spanish. The LEP Plan focuses on this population, while maintaining a commitment to evaluate and update the plan depending on changes in circumstances.

Factor 2: Frequency and Importance of LEP Contact

In addition to Census data, Mountain Metro Transit gathered internal data from the transit program to establish usage and assistance levels for current passengers. The 2013 On-Board survey confirms that 2% of MMTransit riders principally speak Spanish. Based on an average of nearly 10,000 passenger trips per day, there is the potential for approximately 100 daily contacts with people who could need language assistance. The number of actual instances of need for language assistance is between 100 and 150 times per year, and current communication efforts are meeting passengers' needs.

Factor 3: Nature and Importance of Program or Activity

Given the small population of persons having difficulty speaking English, the nature and frequency of LEP contact is relatively insignificant. However, the contact with LEP individuals is important because the LEP person's transit use may be recurring or of a critical nature and therefore this need does require a targeted response.

Factor 4: Resources to Reach LEP Population

The final component of the Four-Factor Analysis is an inventory of the resources required to conduct targeted LEP outreach. The following resources are used to carry out the LEP Plan:

- Internet services for written translation
- Coordination with other agencies that serve LEP populations
- Staff time as required to maintain LEP activities and outreach efforts
- Annual review of LEP needs
- Coordination with operations staff as needed

Four Factor Analysis Summary

Though the need for outreach is relatively small, there is some interaction with persons whose primary language is Spanish. Further, it is assumed that a number of tourism industry jobs are occupied by people whose primary language is Spanish. MMTransit has based their LEP Plan efforts on the Spanish-speaking population initially, while maintaining a commitment to evaluate and update the plan depending on changes in circumstances and population demographics.

Summary of Language Assistance Efforts

The current focus of the MMTransit language assistance efforts are directed at Spanish-speaking persons. To address this market MMTransit has initiated the following efforts:

- MMTransit considers bilingual English/Spanish when hiring customer service representatives.

- MMTransit has one (1) Spanish-speaking customer service representative on staff during normal business hours that will assist with Spanish translation and other directions when needed. The contact number for this person is 719-385-7433.
- When available, multilingual drivers assist in overcoming language barriers by translating over the radio.

Ongoing Efforts to Identify and Address LEP Populations

As part of the ongoing commitment to bridging gaps in communication with persons who have limited English proficiency, MMTransit will maintain the current LEP outreach efforts as well as the following activities:

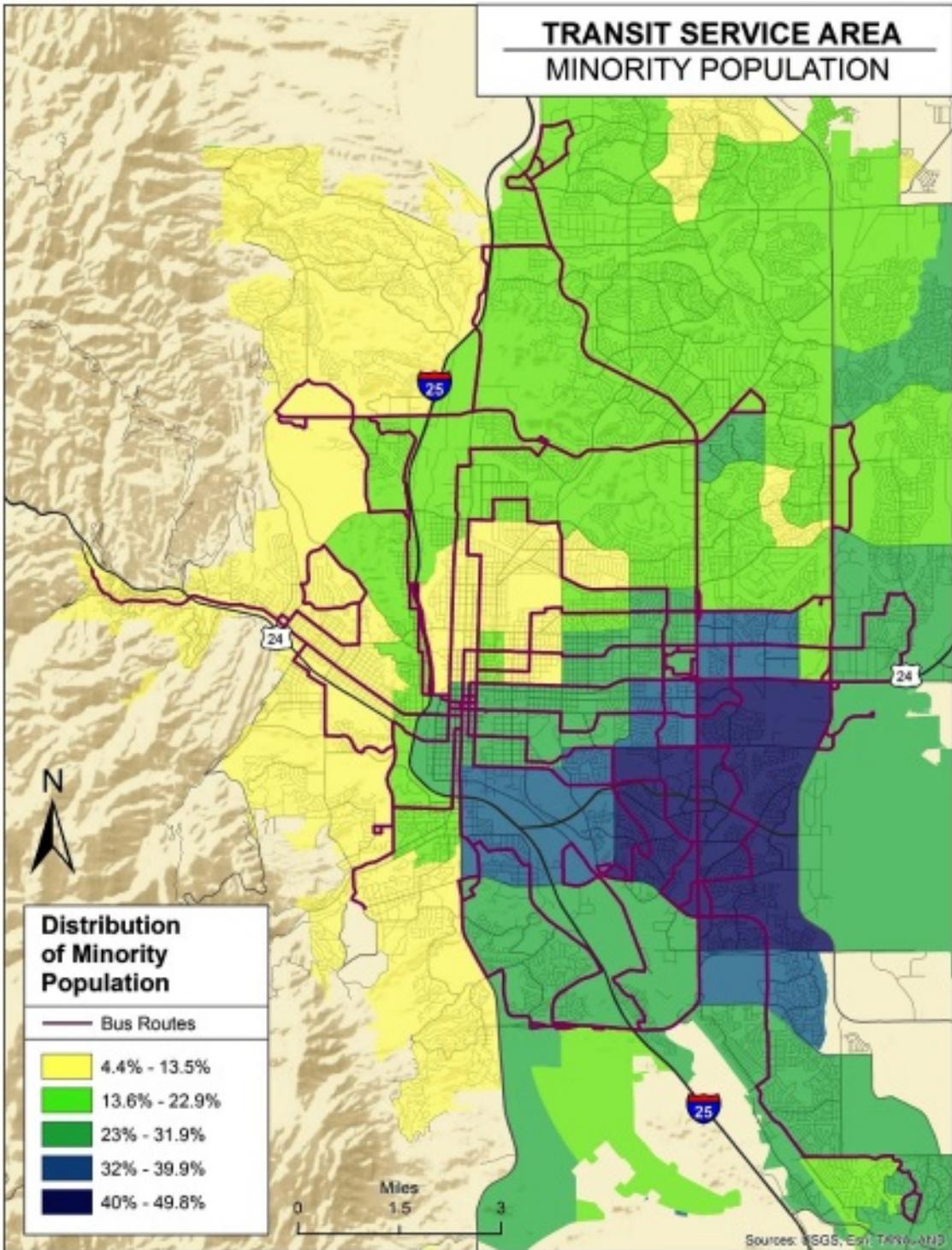
- Update Census data as it becomes available
- Regularly review perceived LEP needs with system transit staff and drivers
- As opportunities arise, coordinate with agencies serving LEP persons which may have resources to share
- Document language assistance requests

Monitoring and Updating Plan

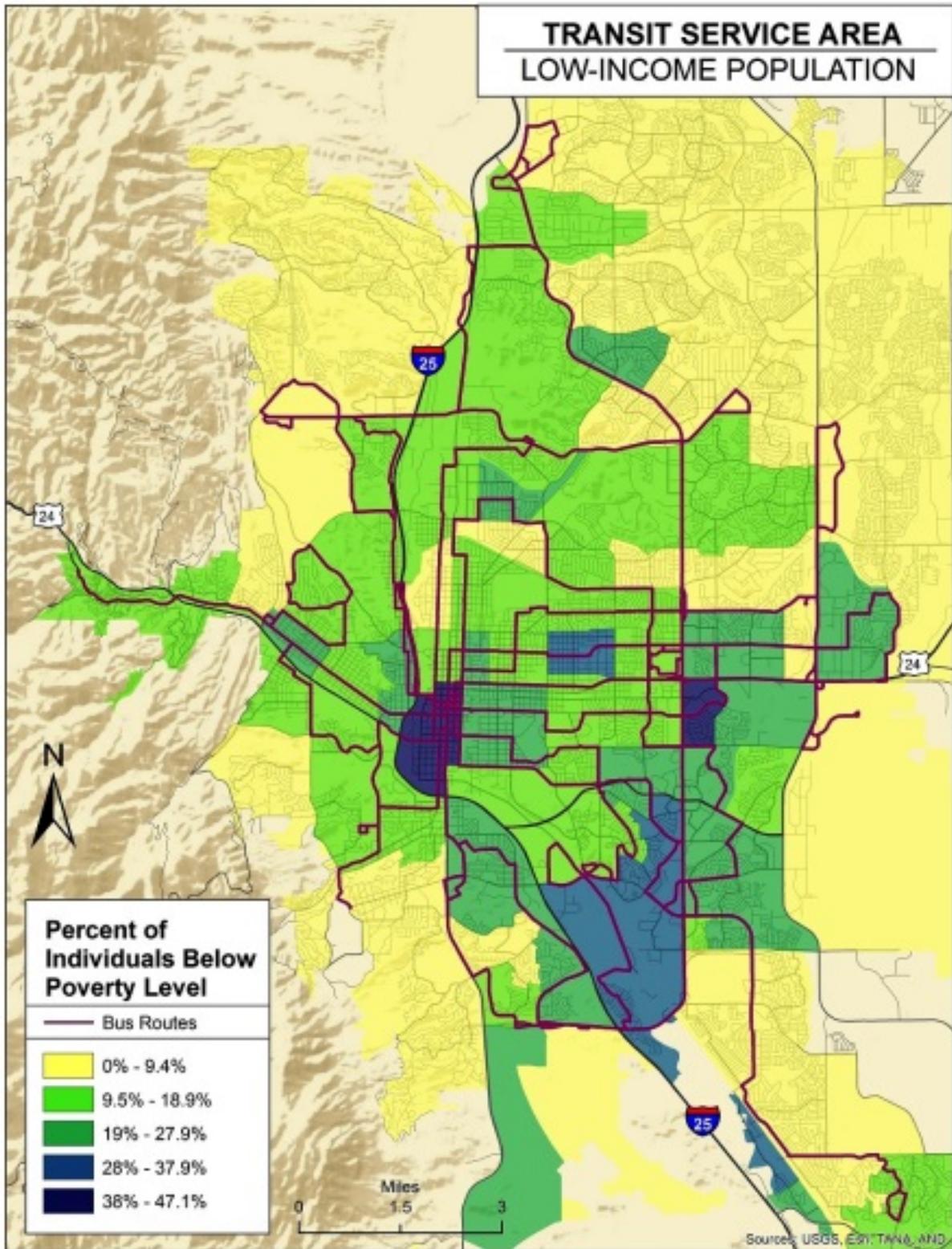
MMTransit will monitor the LEP efforts annually and update the Plan every three (3) years, or as needed. These efforts will include:

- Review the LEP Plan triennially; making adjustments, as needed;
- Pay particular attention to demographic changes in the area that have the potential to affect LEP strategies;
- Review any LEP-related complaints regularly and develop programs to mitigate them;
- Post the LEP Plan and subsequent changes on the City of Colorado Springs website.

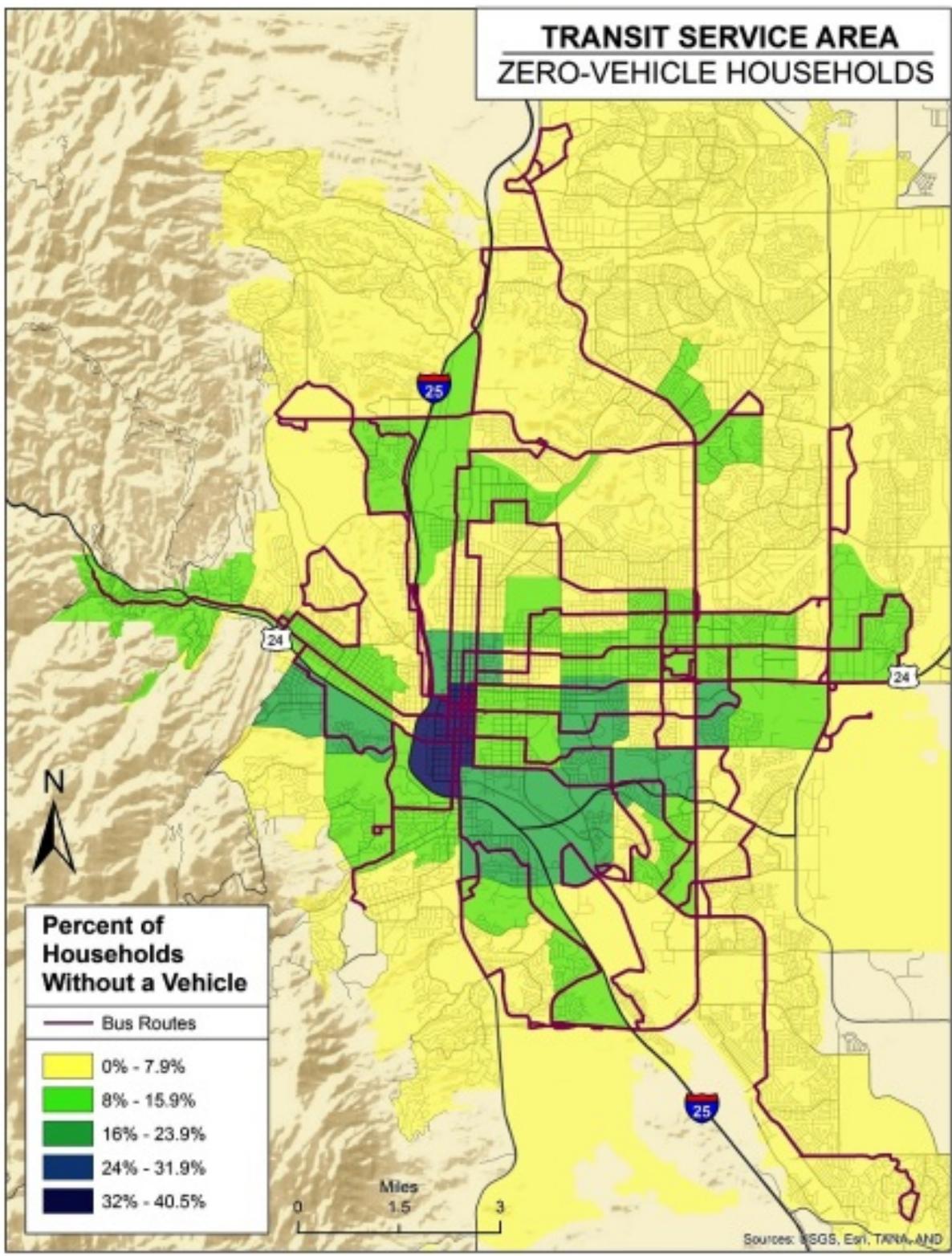
TRANSIT SERVICE AREA MINORITY POPULATION



TRANSIT SERVICE AREA LOW-INCOME POPULATION



TRANSIT SERVICE AREA ZERO-VEHICLE HOUSEHOLDS



MEMO

Date: July 10, 2014

To: All Staff

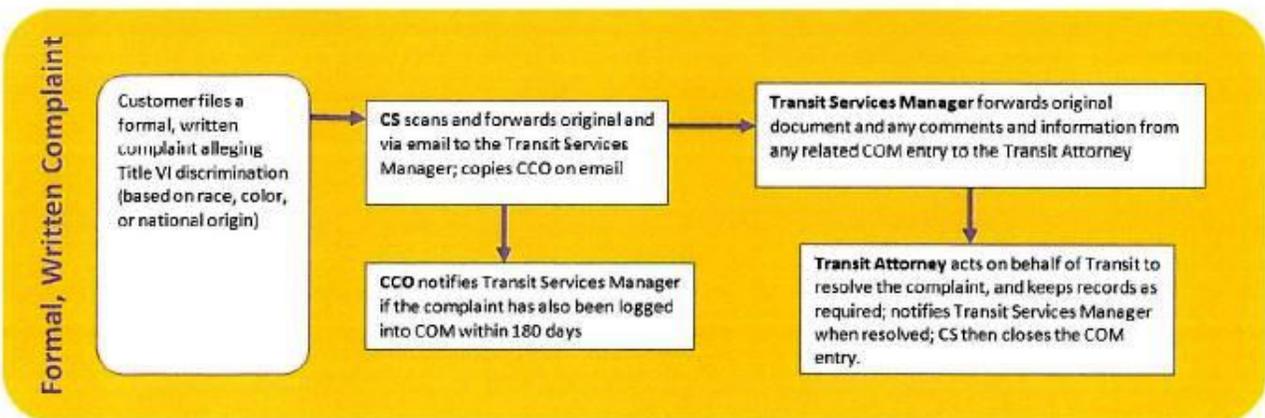
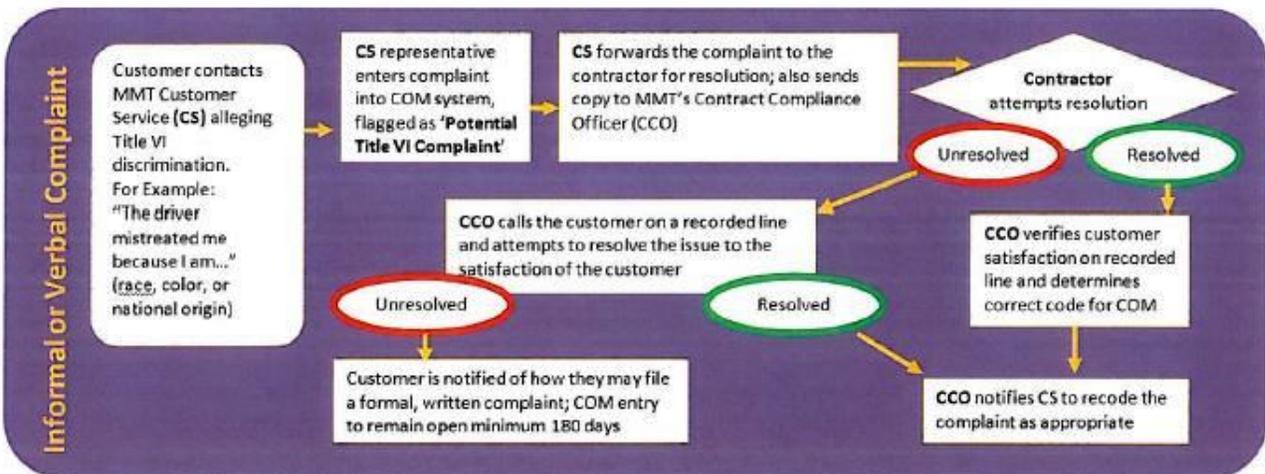
From: Craig Blewitt, Transit Services Manager 

Re: Process for Complaints Alleging Title VI Discrimination

The process outlined below is designed to ensure any complaint that may be received alleging discrimination based on race, color, or national origin is handled in a consistent manner. Please familiarize yourself with this procedure.

Please contact me if you have any questions regarding this procedure.

Title VI Complaint Process





DATE: August 26, 2014

TO: City of Colorado Springs Citizens' Transportation Advisory Board

FROM: Craig Blewitt, Transit Services Manager
Brian Vitulli, Transit Planning Supervisor

SUBJECT: Final Fall 2014 Service Change

The Transit Services Division's proposal for the Fall 2014 Service Change consisted of one change: To add weekday service hours and Saturday service to **Route 2: Centennial Blvd. – Garden of the Gods Rd.** The focus of Route 2 is on connecting citizens to jobs and public services. Details for the service change proposal for Route 2 can be seen below:

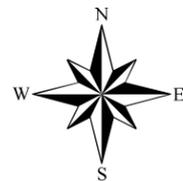
- Service began on May 19, 2014 with limited weekday service.
- Operates between the Downtown Terminal and the El Paso County Citizens Service Center on Garden of the Gods Road, via North Chestnut, West Fillmore, and Centennial Boulevard.
- Directly serves the new Veterans Administration Clinic at Fillmore Street and Centennial Boulevard. (This commenced with the August 18, 2014 opening of the VA Clinic.)
- Will provide access to several large shopping centers, including King Soopers at Fillmore Street and Centennial Boulevard.
- Serves multiple business and retail destinations along Garden of the Gods Road.
- Will intersect with Route 14 along North Chestnut Street and Garden of the Gods Road and Route 34 along Garden of the Gods Road.
- Will run hourly 10 hours per day from approximately from 7:45 AM to 5:30 PM during weekdays; and 7:15 AM to 5:00 PM on Saturdays.

Three public meetings were held to gather public input on the proposal. The public comment period was open until August 8, 2014. One citizen attended the July 30 meeting.

Based on the public process we carried out, the positive and non-controversial nature of the proposed changes, the availability of funds to operate the additional service, and the lack of public opposition to the proposal, the proposed changes were recommended for approval and implementation. The changes will become effective Monday, September 15, 2014.

Council District 2 Transportation Map

Item VI E



- Roads
- Transit Routes
- Missing Sidewalks
- Trails
- Planned Trails
- Bike Routes**
- Code**
- Existing
- Planned
- Creeks
- Parks
- City Council District 2

