

**Transportation Commission of Colorado
Statewide Plan Committee Meeting**

Meeting Agenda

**Wednesday, November 13, 2013 – 3:15 P.M. – 4:00 P.M.
4201 East Arkansas Avenue
Denver, Colorado**

**Debra Perkins-Smith, Director
Division of Transportation Development**

**Ed Peterson, Chair
District 2, Lakewood**

**Shannon Gifford
District 1, Denver**

**Kathy Gilliland
District 5, Livermore**

**Steven Hoffmeister
District 11, Haxtun**

**Gary Reiff
District 3, Englewood**

- **Introductions - Ed Peterson - 3 minutes**
- **Approve minutes of October Statewide Plan Committee
- Ed Peterson - 2 minutes.....SWP Page 2**
- **PD14 - Debra Perkins-Smith - 10 minutes....SWP Page 4**
- **Program Distribution - Debra Perkins-Smith and Scott Richrath
- 20 minutes**
 - **Formula Distribution Programs.....SWP Page 16**
 - **Debt Service - Transbond.....SWP Page 22**
 - **CMAQ/CNG SW Program.....SWP Page 23**
- **Demonstration of SWP website – Debra Perkins-Smith/ Michelle
Scheuerman - 10 minutes.....SWP Page 28**
- **Update on TPR Meetings – Information only memo**
- **Adjourn**

THE AGENDA MAY BE ALTERED AT THE CHAIR’S DISCRETION.

JOINT ASSET MANAGEMENT AND STATEWIDE PLAN COMMITTEE MEETING

Date: Oct. 16, 2013

Committee Members Attending: Commissioner Ed Peterson, Commissioner Shannon Gifford, Commissioner Kathy Gilliland, Commissioner Steven Hofmeister, Commissioner Les Gruen, Commissioner Doug Aden, Commissioner Heather Barry, Commissioner Kathy Connell, Commissioner Sidney Zink, Commissioner Gary Reiff

Other Commissioners Attending: Commissioner Doug Aden and Commissioner Bill Thiebaut

Others Attending: CDOT HQ: Don Hunt, Debra Perkins-Smith, Tim Harris, Sandi Kohrs, Mark Imhoff, Scott McDaniel, Michelle Scheuerman, Gail Hoffman, Jeff Sudmeier, JoAnn Mattson, Bill Schiebel, Maria Sobata, William Johnson, Aaron Willis, Herman Stockinger, Bill Schiebel, Tim Kirby, Scott Richrath, Ryan Rice, Tromila Maile. CDOT Regions: Kerrie Neet, Dave Eller, Myron Hora, Tom Wrona, Tony DeVito. Others: Todd Cottrell and Steve Cook, DRCOG; Jeff Kullman, CDM Smith; Vince Rogalski, STAC chair.

- *Meeting Minutes:* Minutes were approved as written for the Sept. 18, 2013, meetings of the Statewide Plan Committee and for the Asset Management Committee.
- *Asset Management: Tunnels and Intelligent Transportation System:* A recommendation from staff to approve FY 2015 Asset Management funds to add additional funds for both ITS and tunnels was discussed, but no action was taken. The Transportation Commission will discuss this item during the regular meeting of the full Transportation Commission during the budget discussion.
- *Presentation on Drivability Life:* Commissioner Gary Reiff praised the shift to Drivability Life as a uniform, objective approach to improving pavement condition. Surface treatment methods to preserve pavement condition depending on traffic volume can be adjusted later if necessary. The consensus is that the Commission should move from Remaining Service Life to Drivability Life. Commissioners also agreed that it is not necessary to have another Drivability Life workshop next month.
- *Discussion of PD 14 Objectives:* The Statewide Transportation Advisory Committee (STAC) at the meeting last week wanted PD 14 clarified about whether the National Highway System (NHS) includes all NHS or just those NHS roadways that are part of the state highway system and to emphasize that accomplishment of objectives should be measured statewide. Some STAC members were concerned that increasing ridership of small urban and rural transit grantees by at least an average of 1.5% over a five-year annual average might not be attainable. The conclusion of the Division of Transit and Rail is that the 1.5% ridership increase can be met statewide.

The intent is that all the objectives in PD 14 can be achieved within 10 years. In addition, Commissioners thought PD 14 should have some aspirational objectives for all goal areas. If the

baseline objectives are met and additional revenue is received, Commissioners favored Option 2, in which additional revenues would be directed toward accomplishment of aspirational objectives that are selected based on circumstances at the time. Commissioners also agreed the full Transportation Commission will discuss PD 14 in a workshop in November, followed by adoption of the policy directive in December.

- *Summary of Program Distribution and discussion of FASTER Safety and Regional Project Priority (RPP):* Staff presented the recommendations of a STAC committee on distribution of resources for Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Regional Priority Program (RPP). The distribution of Metro Planning had already been decided before the STAC subcommittee began its work. Formulas to distribute the funds are 45% based on vehicle miles traveled (VMT), 40% on lane miles, and 15% on truck VMT for both TAP and RPP. Twenty percent of the CMAQ funds anticipated for FY 14-15 will go to the Colorado Energy Office for boosting the use of compressed natural gas. The remaining funds would go 80% to non-attainment areas for ozone, 15% to maintenance areas for carbon monoxide, and 5% to maintenance areas for PM-10 (particulate matter less than 10 microns in diameter).

Much of the discussion was about a proposal for distribution of \$87 million in FASTER safety funds annually:

- \$50 million in FASTER Safety money would be used for asset management purposes, thus freeing another \$50 million to be used for flexible RPP funding annually. This would be an increase from the current \$10 million per year statewide.
- \$25 million for a statewide FASTER safety program
- \$12 million for regional FASTER

Some commissioners said the policy is a departure from the recent past. Others were uncertain they wanted to allow the full \$50 million a year to go to the CDOT Regions for distribution to the Transportation Planning Regions. Some expressed a desire to give the Regions more flexibility in using RPP funds to assist them in transportation planning, while also wanting more accountability for the expenditure of funds. CDOT Executive Director Don Hunt said he firmly supports a flexible RPP program, but said he couldn't tell the commissioners what amount would be appropriate. After some discussion, commissioners tentatively agreed to switch up to \$50 million year to RPP after using the same amount annually for FASTER Safety projects. The FASTER law is written broadly to permit projects that essentially enhance safety. A recent state audit raised concerns about the ability to track how the funds have been used. Some Regions have used the funds as RPP.

Demonstration of Statewide Transportation Plan website: Due to lack of time, the SWP website wasn't demonstrated. Commissioners instead were invited to look at www.coloradotransportationmatters.com to see the materials that are posted there now.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: November 8, 2013

TO: Transportation Commission

FROM: Debra Perkins-Smith, Division of Transportation Development (DTD) Director

SUBJECT: Policy Directive 14

Purpose

This memorandum summarizes the discussion on Policy Directive (PD) 14 planned for the Transportation Commission workshop in November. Staff will provide an overview of PD 14.

Action Requested

At the November workshop, staff will request feedback on aspirational objectives (see Attachment 1) and will request a recommendation for adoption of PD 14 by the Commission in December.

Background

PD 14 is reviewed and updated with each SW Plan update cycle. It provides guidance for the development of the SW Plan and for Program Distribution that will illustrate the projected allocation of revenue for years 2016-2040 to various programs. PD 14 has been under discussion and revision with the SW Plan Committee of the Commission for the past year and has been reviewed and discussed by the Asset Management Committee as it relates to Infrastructure Condition. The major goal areas have been developed to align with MAP-21 and objectives have been identified that indicate a trend direction for performance in each area and are considered “reasonable” given current conditions, historic performance trends, and projected revenues.

PD 14 has also guided the structure, objectives and reporting included in the CDOT Performance Report submitted to the legislature pursuant to the SMART legislation (copy in information only section).

Structure and Highlights of PD 14 – PD 14 has the following structure. Highlights include:

- I. Purpose - PD 14 provides a framework for development of the Statewide Plan and directs financial resources for the Statewide Transportation Plan, the State Transportation Improvement Program (STIP), and the annual budget.
- II. Authority - The authority for PD 14 comes from the federal transportation authorization law, MAP-21; the powers of the Transportation Commission; and state transportation planning law and regulations.
- III. Applicability - PD 14 applies to all CDOT divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.
- IV. Definitions – Defines 10 terms that are used in PD 14.
- V. Policy - PD 14 states that the Statewide Transportation Plan and statewide performance objectives will

guide distribution of financial resources to meet or make progress toward the objectives in the four goal areas of safety, infrastructure condition, system performance, and maintenance. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area, recognizing constraints on some funding sources.

A. Goal Areas

1. Safety – Safety objectives include five-year averages as fatalities and serious injuries can vary from year to year and a longer horizon is needed to exhibit a trend. For 2012 the averages are based on data from 2008-2012. In 2013 they will be based on data from 2009-2013.
 2. Infrastructure Condition – measures and objectives for bridges, highways and transit are included here. The objectives are based on work done with the asset management committee and the transit and intermodal committee. Current direction for bridge and pavement management systems is reflected in the objectives. Transit is a new area and objectives relate to requirements in MAP-21.
 3. System Performance – measurement and objectives in this area include a new Planning Time Index that reflects current national developments and ‘minutes of delay’ for continued trend analysis with historic data. Transit is a new measure but is based on trends for growth in statewide ridership and revenue service miles. More refinement may be necessary once MAP-21 rulemaking for these areas is available in mid-2014.
 4. Maintenance – measures and objectives in this goal area are consistent with the MLOS system data and can be compared to past trends.
- B. Performance Measures and Objectives - Performance measures describe how success will be evaluated and performance objectives establish achievement levels which are used to guide investment decisions. Measures and objectives are included for each goal area. In addition, aspirational objectives are included to guide use of funds beyond the baseline revenue projection.
- C. Planning Principles - Describe how CDOT conducts business in carrying out the statewide transportation planning process in the areas of customer focus, partnerships, performance-based planning and programming, financial planning, economic vitality and freight movement, and environmental sustainability.

VI. Implementation Plan – The Division of Transportation Development (DTD) and the Division of Accounting and Finance (DAF) will implement the policy directive, in collaboration with all CDOT Divisions and Regions. DTD will report on transportation system performance annually to track progress toward meeting the objectives.

VII. Review Date – The policy will be reviewed on or before the next SW Plan update cycle anticipated to begin in 2017.

Aspirational Objectives – At the October joint meeting of the Statewide Plan and Asset Management committees, Commissioners asked staff to develop aspirational objectives for each goal area in PD 14. If additional funds are received above baseline revenue, the Commission would review progress toward the objectives and decide how to direct additional funds. Attachment 1 is a comparison of baseline and aspirational objectives. Staff requests direction on the use of aspirational objectives.

Next Step

Committee recommendation for modifications and for Transportation Commission adoption of PD 14 in December.

This attachment compares the baseline objectives that relate to the proposed aspirational objectives in all four goal areas.

GOAL	BASELINE OBJECTIVE	ASPIRATIONAL OBJECTIVE
Safety		
	<ul style="list-style-type: none"> Achieve a five-year annual average fatality rate of 1.00 per 100 million vehicle miles traveled (VMT). 	<ul style="list-style-type: none"> Achieve a five-year annual average fatality rate of 0.98 per 100 million VMT.
Infrastructure Condition		
	<u>Bridges</u> <ul style="list-style-type: none"> Maintain the percent of National Highway System (NHS) bridge total deck area that is not structurally deficient at or above 90%. 	<u>Bridges</u> <ul style="list-style-type: none"> Achieve the percent of NHS bridge total deck area that is not structurally deficient at or above 95%.
	<u>Highways</u> <ul style="list-style-type: none"> Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories. Achieve 80% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories. 	<u>Highways</u> <ul style="list-style-type: none"> Achieve 90% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories. Achieve 90% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.
	<u>Transit</u> <ul style="list-style-type: none"> Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions. 	<u>Transit</u> <ul style="list-style-type: none"> Increase the percentage of vehicles in the rural Colorado transit fleet to no less than 70% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.
System Performance		
	<u>Interstates, NHS and State Highway system</u> <ul style="list-style-type: none"> Maintain a statewide Planning Time Index (PTI) of 1.25 or less for congested segments on Interstates. Maintain a statewide PTI of 1.25 or less for congested segments on NHS 	<u>Interstates, NHS and State Highway system</u> <ul style="list-style-type: none"> Achieve a statewide Planning Time Index (PTI) of 1.2 or less for congested segments on Interstates. Achieve a statewide PTI of 1.2 or less for congested segments on NHS

	<p>roadways, excluding Interstates.</p> <ul style="list-style-type: none"> • Maintain daily travel time delay on congested segments of state highway corridors at or below 22 minutes of delay per traveler per day. 	<p>roadways, excluding Interstates.</p> <ul style="list-style-type: none"> • Achieve daily travel time delay on congested segments of state highway corridors at or below 17 minutes of delay per traveler per day.
	<p><u>Transit</u></p> <ul style="list-style-type: none"> • Increase ridership of small urban and rural transit grantees at least an average of 1.5% annually over a five-year annual average. • Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012. 	<p><u>Transit</u></p> <ul style="list-style-type: none"> • Increase ridership of small urban and rural transit grantees at least an average of 1.7% annually over a five-year annual average. • Increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service by a five-year annual average of 1.7%.
Maintenance		
	<ul style="list-style-type: none"> • Maintain a Level of Service (LOS) B grade for snow and ice removal. • Maintain an overall Maintenance LOS B- grade for the state highway system. 	<ul style="list-style-type: none"> • Achieve a Level of Service (LOS) B+ grade for snow and ice removal. • Achieve an overall Maintenance LOS B grade for the state highway system.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		
Policy Guiding Statewide Plan Development		14.0
Effective	Supersedes	Originating Office
TBD	03/20/08	Division of Transportation Development & Office of Financial Management and Budget

I. PURPOSE

This Policy Directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed that optimizes the transportation system by balancing preservation and maintenance, efficient operations and management practices, and capacity improvements. Policy Directive 14.0 performance objectives will direct distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. This Policy Directive is in alignment with the national goals in the 2012 federal transportation authorization law, MAP-21 (Moving Ahead for Progress in the 21st Century Act). This Policy Directive reflects CDOT’s risk based asset management program and plan that incorporates a business approach intended to optimize investment for maintenance and preservation of CDOT assets based on both risk and performance assessment.

II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 112-141 (“Moving Ahead for Progress in the 21st Century” or “MAP-21), and its implementing regulations.

§ 43-1-106(8)(a), Colorado Revised Statutes (C.R.S.) Transportation Commission

§ 43-1-1103, C.R.S. Transportation planning

Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

III. APPLICABILITY

This Policy Directive applies to all CDOT Divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT’s planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.

IV. DEFINITIONS

“Aspirational Objectives” are those objectives, or targets, toward which CDOT may strive should CDOT receive revenues beyond those projected.

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving condition is specific to each traffic based highway category and means drivers must reduce speeds to compensate for unsafe factors, navigate around damaged pavement, or endure intolerably rough rides.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Maintenance Level of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall maintenance level of service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.

“Performance Measures” are the ways that direction toward a goal is measured.

“Performance Objectives” are the specific targets an organization intends to meet.

“Planning Time Index” is a comparison of the congested travel time at the 95th percentile to the free-flow time on Interstates and non-Interstate NHS congested corridors.

“Revenue Service Miles” are the miles transit vehicles are available to the general public.

“Serious Injuries” means evident injuries.

“Vehicle Miles Traveled” (VMT) is obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.

V. POLICY

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of financial resources to meet or make progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Projects will be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while recognizing constraints on some funding sources. Aspirational objectives will guide the use of funds received that are above baseline revenue projections.

2. Goals. CDOT transportation goals guide development of the multimodal Statewide Transportation Plan and of performance objectives. The goals are:

- SAFETY – Reduce traffic fatalities and serious injuries and work toward zero deaths for all users.
- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational improvements and secondarily through the addition of capacity. Support opportunities for mode choice.
- MAINTENANCE – Annually maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation.

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to guide investment decisions. The budget categories that fund the four goal areas are Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants and are listed below with the appropriate goals.

a) SAFETY:

The budget categories that fund Safety are Maintain, Maximize, and Expand.

MEASURES:

- Number of fatalities
- Fatalities per vehicle miles traveled (VMT)
- Number of serious injuries
- Serious injuries per VMT
- Economic impact of crashes

OBJECTIVES:

- Achieve a five-year annual average reduction of 12 in the number of fatalities.
- Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT.
- Achieve a five-year annual average reduction of 100 in the number of serious injuries.
- Achieve a five-year annual average serious injury rate of 25 per 100 million VMT.
- Reduce the economic impact of crashes annually by 1%.

ASPIRATIONAL OBJECTIVE:

- Achieve a five-year annual average fatality rate of ____ per 100 million VMT.

b) INFRASTRUCTURE CONDITION:

The budget category that funds Infrastructure Condition is Maintain.

(1) Bridges

MEASURES:

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges
- Risk-Based Asset Management Plan Goals for bridges

OBJECTIVES:

- Maintain the percent of NHS bridge total deck area that is not structurally deficient at or above 90%.
- Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.
- Meet bridge goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

- Achieve the percent of NHS bridge total deck area that is not structurally deficient at or above ____%.

(2) Highways

MEASURES:

- Pavement condition of the Interstate System
- Pavement condition of the NHS, excluding Interstates
- Pavement condition of the state highway system
- Risk-Based Asset Management Plan Goals for pavement condition

OBJECTIVES:

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.
- Meet pavement condition goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

- Achieve pavement condition level of __% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve pavement condition level of __% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.

(3) Other Roadway Assets

MEASURE:

- Risk-Based Asset Management Plan Goals (for culverts, tunnels, walls, and rock fall mitigation)

OBJECTIVE:

- Meet Risk-Based Asset Management Plan Goals

(4) Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

- Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.

ASPIRATIONAL OBJECTIVE:

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than ___% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.

c) SYSTEM PERFORMANCE:

The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

(1) Interstates, NHS and State Highway system

MEASURES:

- Interstate Performance – Planning Time Index (PTI) for the Interstates
- NHS Performance – PTI for the NHS system, excluding Interstates
- Traffic Congestion – Minutes of delay on congested segments of the state highway system

OBJECTIVES:

- Maintain a statewide PTI of 1.25 or less for congested segments on Interstates.
- Maintain a statewide PTI 1.25 or less for congested segments on NHS roadways, excluding Interstates.
- Maintain daily travel time delay on congested segments of state highway corridors at or below 22 minutes of delay per traveler per day.

ASPIRATIONAL OBJECTIVES:

- Achieve a statewide Planning Time Index (PTI) of ___ or less for the Interstates.
- Achieve a statewide PTI of ___ or less for the NHS roadways, excluding Interstates.
- Achieve a daily travel time delay on congested segments of state highway corridors below ___ minutes of delay per traveler per day.

(2) Transit

MEASURES:

- Transit Utilization – Ridership statewide and by subcategory: small urban and rural
- Transit Connectivity – Revenue service miles provided

OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.5% annually over a five-year annual average.
- Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.

ASPIRATIONAL OBJECTIVES:

- Increase ridership of small urban and rural transit grantees at least an average of ___% annually over a five-year annual average.
- Increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service by a five-year annual average of ___%.

d) MAINTENANCE:

The budget category that funds Maintenance is Maintain.

MEASURES:

- Level of Service (LOS) for snow and ice removal
- Overall Maintenance Level of Service (MLOS) for the state highway system

OBJECTIVES:

- Maintain an LOS B grade for snow and ice removal.
- Maintain an overall MLOS B- grade for the state highway system.

ASPIRATIONAL OBJECTIVES:

- Achieve a LOS ___ grade for snow and ice removal.
- Achieve an overall Maintenance LOS ___ grade for the state highway system.

4. Planning Principles. The planning principles describe how CDOT conducts business in carrying out the statewide transportation planning process.

- a) Customer Focus. Improve customer service and satisfaction by focusing on the priorities identified by the public. Strengthen transparency and accountability by ensuring the public has multiple ways of learning about and participating in multimodal transportation planning and regional and statewide transportation decision making.
- b) Partnerships. Collaborate with CDOT planning partners to build consensus for the integration of local, regional and statewide transportation priorities in the multimodal Statewide Transportation Plan and to reach data-based multimodal transportation planning solutions. Partner with other agencies and the private sector to leverage resources and to augment public funds.
- c) Performance-Based Planning and Programming. Use a performance-based planning and programming approach in developing a multimodal Statewide Transportation Plan that aligns with MAP-21 national performance goals. Program projects in support of those goals and CDOT objectives and in alignment with the risk based asset management plan. Address both the 10-year and long range planning horizons.
- d) Financial Planning. In cooperation with CDOT planning partners, and in recognition of declining revenues and increasing costs, develop reasonable Revenue Projections and a Program Distribution method that optimize the use of funds in addressing critical transportation needs. Utilize financial scenarios in the Plan in order to be prepared for different levels of future funding. Utilize expenditure based cash management systems to maximize project delivery.
- e) Economic Vitality and Freight Movement. Recognizing that Colorado's transportation system constitutes a valuable resource and a major public and private investment that directly affects the economic vitality of the state, invest in those transportation improvements that best support the future economic health of Colorado. Enhance Colorado's economic competitiveness by supporting measures that facilitate freight movement and promote state, regional and local economic goals.
- f) Environmental Sustainability. Incorporate social, economic, and environmental concerns into the planning, design, construction, maintenance, and operation of a state multimodal transportation system. Support coordinated decision making that balances transportation, land and resource use, and quality of life needs. Promote a transportation system that minimizes impacts to and encourages preservation of the environment, and follows the CDOT Environmental Stewardship Guide. Provide a sustainable transportation system that meets existing needs without compromising the ability to provide for the future.

VI. IMPLEMENTATION PLAN

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, and in collaboration with CDOT Divisions and

Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Transportation Performance Branch will report annually on performance of the transportation system to track progress toward objectives. The Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations.

VII. REVIEW DATE

This directive shall be reviewed on or before December 2018.

Secretary, Transportation Commission

Date of Approval

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: November 8, 2013

TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: **Formula Program Distribution – STAC recommendations**

Purpose: This memo summarizes the recommendations from the STAC on formulas for certain programs to determine distributions to MPOs and other eligible recipients or to CDOT Regions.

Action Requested: Recommendation to staff on formulas to use for distributions for use in Program Distribution for the SW Plan and the next STIP.

Background: Certain Federal programs include suballocation requirements or other distribution requirements that must be included in the Program Distribution for the SW Plan and for the STIP. Other program distribution formulas can be determined by CDOT in consultation with our planning partners. Planning partners are represented on the Statewide Transportation Advisory Committee (STAC). A subcommittee of STAC was formed to specifically develop recommendations for each of these programs.

Attachment A includes a summary of the subcommittee recommendation and distribution table for each program. This information was presented to STAC in October and a motion to recommend to the Commission will be acted upon by STAC at their November meeting.

Next Step:

Based on Commission direction at this workshop, staff will utilize formulas to develop the FY 2016-2040 Program Distribution for use in the SW Plan and the next STIP. The final Program Distribution will be presented to the Transportation Commission for adoption.

Attachment A

STAC Program Distribution Subcommittee

Program Distribution Recommendations

Transportation Alternatives Program (TAP)

FY 14=\$13.3M (recreational trails=\$1.6M off the top)

Program Overview: TAP wraps pre-MAP-21 programs into a single, flexible funding for alternatives to traditional highway construction. Eligible activities include: facilities for bike/ped; overlooks and viewing areas; preservation of historic transportation facilities; environmental mitigation/vegetation management/stormwater; recreational trails program; safe routes to school program.

Distribution Methodology: Per federal statute, 50% of funds are flexible and can be spent anywhere in the State, and 50% of funds must be spent in areas on the basis of population. Transportation Management Area (TMA) MPOs receive a suballocation based on the share of the 50% population-based funds attributable to the population of the Urbanized Area (UZA) associated with each TMA. The remaining population-based funds are distributed to Regions on the basis of population. Flexible funds are distributed to Regions using 45% VMT / 40% Lane Miles / 15% Truck VMT. The Region allocation is a combination of flexible funds and population-based funds.

Estimated TAP	
Suballocation (31.8%)	% of Suballocation
DRCOG	74.2%
NFR	8.3%
PPACG	17.5%
TOTAL	100.0%
Region Allocation (68.2%)	% of Region Allocation
Region 1	25.2%
Region 2	19.3%
Region 3	19.1%
Region 4	27.7%
Region 5	8.7%
TOTAL	100.0%

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

FY 14=\$45M

Program Overview: CMAQ is flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for nonattainment and maintenance areas. MAP-21 allows funding for natural gas or electric vehicle fueling stations statewide.

Distribution Methodology: For suballocated funds, funds are allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas, consistent with past CMAQ distributions. PM-10 funds are divided evenly between urban recipients (DRCOG) and rural recipients. There is a minimum dollar base of \$200,000 (federal and local) for each rural PM-10 recipient. Ozone and CO funds are distributed on the basis of the population of air quality areas. A portion of CMAQ funds is held in reserve for potential new designations of non-attainment areas.

Estimated CMAQ*	
DRCOG	81.9%
NFRMPO	11.6%
PPACG	2.5%
Region 2 (PM-10)	0.5%
Region 3 (PM-10)	1.0%
Region 4 (UFR)	1.5%
Region 5 (PM-10)	1.0%

*If minimum dollar bases are not met, percentages will adjust to meet base.

Regional Priority Program (RPP)

FY 14=\$10M

Program Overview: RPP is flexible funding for use in Regions, in consultation with local elected officials and other stakeholders through the transportation planning process. The program is funded through annual Transportation Commission allocation.

Distribution Methodology: Allocation to CDOT Regions based on 45% VMT / 40% Lane Miles / 15% Truck VMT.

RPP	
Region 1	31.7%
Region 2	18.4%
Region 3	17.1%
Region 4	24.0%
Region 5	8.8%

Surface Transportation – Metro (STP-Metro)

FY 14=\$47.6M

Program Overview: Flexible funding source to fund transportation improvements in urban areas with populations greater than 200,000.

Distribution Methodology: Suballocation to Transportation Management Area (TMA) MPOs according to federal statute, based on the population of TMA Urbanized Areas (UZAs).

STP-Metro	
DRCOG	74.2%
NFRMPO	8.3%
PPACG	17.5%

Metropolitan Planning (Metro- PL)

FY 14=\$7.6M

Program Overview: The purpose of Metropolitan Planning funds is to carry out federal requirements and provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process. Metropolitan Planning funds are made available to each MPO.

Distribution Methodology: Suballocation to MPOs according to federal statute. Suballocation methodology agreed to by FHWA, FTA, CDOT, and MPOs in fall 2012. Based on the population of MPO UZAs, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO, and \$350,000 for PACOG.

Metro-PL*	
DRCOG	68.8%
GVMPO	3.3%
NFRMPO	9.9%
PPACG	14.5%
PACOG	3.5%

*If minimum dollar bases are not met, percentages will adjust to meet base.

Example Program Distribution Template
11/8/2013

	FY 2014	Region 1	Region 2	Region 3	Region 4	Region 5	Statewide	Notes
Total CDOT Program Allocations	\$ 1,100,963,213							
Maintain - Maintaining What We Have	\$ 585,626,616							
Maintenance	\$ 249,029,332	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Surface Treatment	\$ 150,690,472	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Structures On-System	\$ 30,852,297	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Rockfall Mitigation	\$ 5,174,164	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Highway Safety Improvement Program (HSIP)	\$ 29,507,907	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Railway-Highway Crossings Program	\$ 3,162,127	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Hot Spots	\$ 2,167,154	20.0%	20.0%	20.0%	20.0%	20.0%	0.0%	Distributed evenly to each Region.
Traffic Signals	\$ 1,472,823	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
FASTER - Safety Projects	\$ 86,900,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Capital Expenditure (Road Equip., Property, Cap. Op. Equip.)	\$ 26,670,340	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Maximize - Safely Making the Most of What We Have	\$ 39,675,068							
Safety Education	\$ 4,490,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
TSM&O: ITS Maintenance	\$ 11,185,068	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
TSM&O: Congestion Relief	\$ 4,000,000	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Distributed to Region 1 for Courtesy Patrol.
Regional Priority Program (RPP)	\$ 10,000,000	31.7%	18.4%	17.1%	24.0%	8.8%	0.0%	Distributed by 45/40/15 formula to each Region.
Capital Expenditure (TSM&O: ITS Investments)	\$ 10,000,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Expand - Increasing Capacity	-							
Strategic Projects- Highway (SB-228)	-	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Deliver - Program Delivery/Administration	\$ 63,821,986	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Pass-Through Funds/Multi-modal Grants	\$ 204,777,431							
Aeronautics	\$ 43,100,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Highway	\$ 123,126,575							
Transportation Alternatives (TAP)	\$ 13,309,635	40.8%	18.7%	13.1%	21.5%	5.9%	0.0%	50% based on population (pursuant to statute); 50% by 45/40/15. Region figures include TMA suballocations. Allocation after Rec Trails transfer of \$1,591,652.
STP-Metro (STP-M)	\$ 47,615,135	74.2%	17.5%	0.0%	8.3%	0.0%	0.0%	Population based formula to TMAs (pursuant to statute).
Congestion Mitigation/Air Quality (CMAQ)	\$ 45,074,397	65.3%	2.5%	0.9%	10.5%	0.9%	20.0%	Population based formula to AQ areas; 20% statewide program from Reserve.
Metropolitan Planning	\$ 7,678,040	67.3%	18.7%	4.3%	9.7%	0.0%	0.0%	Population based formula to MPOs.
Bridge Off System	\$ 9,449,368	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Transit	\$ 38,050,856							
Federal Transit	\$ 23,050,856	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Strategic Projects -Transit (SB-228)	-	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Transit and Rail Local Grants (FASTER)	\$ 5,000,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Transit and Rail Statewide Grants (FASTER)	\$ 10,000,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Infrastructure Bank	\$ 500,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Transportation Commission Contingency / Debt Service	\$ 207,062,112							
Contingency	\$ 35,890,107	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Debt Service	\$ 171,172,005	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
CDOT Revenue	\$ 1,116,963,213							
	-							
Total State Bridge Enterprise	\$ 115,481,900	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
BE Revenue	\$ 100,481,900							
	-							
Total High Performance Transportation Enterprise	\$ 33,500,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
HPTE Revenue	\$ 32,500,000							

Example Program Distribution Template
11/8/2013

	FY 2014	Region 1	Region 2	Region 3	Region 4	Region 5	Statewide	Notes
Total CDOT Program Allocations	\$ 1,100,963,213							
Maintain - Maintaining What We Have	\$ 585,626,616							
Maintenance	\$ 249,029,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,029,332	
Surface Treatment	\$ 150,690,472	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,690,472	
Structures On-System	\$ 30,852,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,852,297	
Rockfall Mitigation	\$ 5,174,164	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,174,164	
Highway Safety Improvement Program (HSIP)	\$ 29,507,907	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,507,907	
Railway-Highway Crossings Program	\$ 3,162,127	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,162,127	
Hot Spots	\$ 2,167,154	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ -	Distributed evenly to each Region.
Traffic Signals	\$ 1,472,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,472,823	
FASTER - Safety Projects	\$ 86,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,900,000	
Capital Expenditure (Road Equip., Property, Cap. Op. Equip.)	\$ 26,670,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,670,340	
Maximize - Safely Making the Most of What We Have	\$ 39,675,068							
Safety Education	\$ 4,490,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,490,000	
TSM&O: ITS Maintenance	\$ 11,185,068	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,185,068	
TSM&O: Congestion Relief	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	Distributed to Region 1 for Courtesy Patrol.
Regional Priority Program	\$ 10,000,000	\$ 3,173,452	\$ 1,838,576	\$ 1,708,249	\$ 2,398,159	\$ 881,564	\$ -	Distributed by 45/40/15 formula to each Region.
Capital Expenditure (TSM&O: ITS Investments)	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	
Expand - Increasing Capacity	-							
Strategic Projects (SB-228)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Deliver - Program Delivery/Administration	\$ 63,821,986							
Pass-Through Funds/Multi-modal Grants	\$ 204,777,431							
Aeronautics	\$ 43,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,100,000	
Highway	\$ 123,126,575							
Transportation Alternatives	\$ 13,309,635	\$ 4,776,693	\$ 2,193,885	\$ 1,529,320	\$ 2,521,409	\$ 696,676	\$ -	50% based on population (pursuant to statute); 50% by 45/40/15. Region figures include TMA suballocations. Allocation after Rec Trails transfer of \$1,591,652.
STP-Metro	\$ 47,615,135	\$ 35,348,741	\$ 8,328,860	\$ -	\$ 3,937,534	\$ -	\$ -	Population based formula to TMAs (pursuant to statute).
Congestion Mitigation/Air Quality	\$ 45,074,397	\$ 29,439,472	\$ 1,115,791	\$ 395,914	\$ 4,712,428	\$ 395,914	\$ 9,014,879	Population based formula to AQ areas; 20% statewide program from Reserve.
Metropolitan Planning	\$ 7,678,040	\$ 5,167,321	\$ 1,437,194	\$ 330,000	\$ 742,969	\$ -	\$ -	Population based formula to MPOs.
Bridge Off System	\$ 9,449,368	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,449,368	
Transit	\$ 38,050,856							
Federal Transit	\$ 23,050,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,050,856	
Strategic Projects -Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Transit and Rail Local Grants (FASTER)	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	
Transit and Rail Statewide Grants (FASTER)	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	
Infrastructure Bank	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	
Transportation Commission Contingency / Debt Service	\$ 207,062,112							
Contingency	\$ 35,890,107	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,890,107	
Debt Service	\$ 171,172,005	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,172,005	
CDOT Revenue	\$ 1,116,963,213							
	\$ -							
Total State Bridge Enterprise	\$ 115,481,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,481,900	
BE Revenue	\$ 100,481,900							
	\$ -							
Total High Performance Transportation Enterprise	\$ 33,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,500,000	
HPTE Revenue	\$ 32,500,000							

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



MEMORANDUM

TO: Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

DATE: November 8, 2013

RE: TransBond Funds

Purpose: This memo summarizes information on TransBond debt and the availability of funds after debt retirement.

Action Requested: Transportation Commission input on the use of funds made available by the retirement of TransBond debt for use in development of the Program Distribution for the Statewide Plan.

Background: CDOT debt payments for TransBond currently total approximately \$167.8 million annually. This debt partially expires in FY 17, with full retirement in FY 18. The retirement of TransBonds makes these funds available for other purposes.

The RAMP program is in place for 5 years from 2014-2018. In order to maintain the funding for asset management at a similar level to the RAMP program level, the amount used for debt service could be applied to asset management. That would provide support of the performance goals that have been discussed to date for the asset management programs.

The Statewide Plan is required by Colorado statute to be fiscally constrained, therefore some assumptions about assignment of funds to program areas are needed. The Program Distribution numbers will be used for planning purposes with recognition that some changes will occur each year in the budgeting process as revenue estimates are further refined. The Program Distribution numbers provide a financial structure for the development of the Statewide Plan, the MPO and regional plans and for the STIP.

Commission input on the application of the amount now used for debt service payments to asset management programs is requested so that the Program Distribution for the SW Plan, that includes 2016-2040 can be developed.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: November 8, 2013

TO: Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: Congestion Mitigation/Air Quality (CMAQ) funds and Colorado Energy Office (CEO)
Proposal for a statewide Compressed Natural Gas (CNG) Program

Purpose: This memorandum summarizes information regarding the allocation of CMAQ funds to a statewide program supporting compressed natural gas (CNG) infrastructure throughout the state and CNG vehicle purchases within the non-attainment areas.

Action Requested: Recommendation for Commission approval in December for a statewide CMAQ program funding allocation of \$30 Million total (approximately 20% of CMAQ funds) over the period of years FY 14 – FY 17.

Background:

Federal MAP-21 legislation signed into law in 2012 now classifies “facilities serving electric or natural gas-fueled vehicles” as “explicitly eligible” for support by Congestion Mitigation and Air Quality Improvement (CMAQ) funds. Unlike other authorized uses of CMAQ funds, these facilities are not required to be located within the state’s non-attainment areas (see-attached map). The incremental cost for alternative fuel vehicle purchases are also eligible for CMAQ funding but only if based in the non-attainment areas (vehicles that have a dominant transportation use are eligible for full funding). In light of this change in MAP-21 and Governor Hickenlooper’s long-standing commitment to making Colorado a leader in compressed natural gas (CNG), the Colorado Energy Office (CEO) has proposed a statewide 4-year, \$30 million CNG focused program utilizing CMAQ funding. The intent of the program is to provide partial funding to establish fueling stations along key corridors that would be sufficient to support CNG vehicle travel to and within various parts of the state. The program also includes funding of the incremental cost of CNG vehicles with a focus on medium to heavy-duty vehicles that have high annual mileage. This program is intended to be a “seed” program that results in a self-sustaining market after the 4-year period. This proposal includes both air quality benefits due to replacement of petroleum-fueled vehicles with CNG vehicles and economic benefits from providing a lower cost fuel and as Colorado is a key producer of natural gas.

In the past, CMAQ funds have been fully distributed to eligible MPOs and TPRs within non-attainment areas. In 2010 CDOT established a CMAQ “reserve” as the EPA was contemplating a reduced threshold for non-attainment that would have added new areas in the state. Each year some funds were reserved for funding of any new non-attainment areas. The EPA has postponed any new designations and we

believe it is now unlikely that new areas will become eligible for CMAQ funds within the timeframe of this proposed program. However, if this were to change we would need to revisit the distribution. FY 14 CMAQ reserve funds have not been distributed and total approximately \$13 million Federal. The CEO proposed program includes a first year Federal funding level of \$10 million with subsequent years of \$7 million, \$7 million and \$6 million respectively. Funds from the FY 14 CMAQ reserve beyond the CEO request will be distributed to the eligible recipients per the 2010 resolution methodology.

CDOT has funded some CNG fueling stations with CMAQ funds within the non-attainment area in the past, as well as some CNG vehicle purchases. This program would be a significant expansion of those past activities. The CEO would be the lead agency for this program, with support from with the Regional Air Quality Council (RAQC) staff who have experience with CMAQ funded vehicle purchases and from Weld County staff who have experience with CMAQ funded fueling stations.

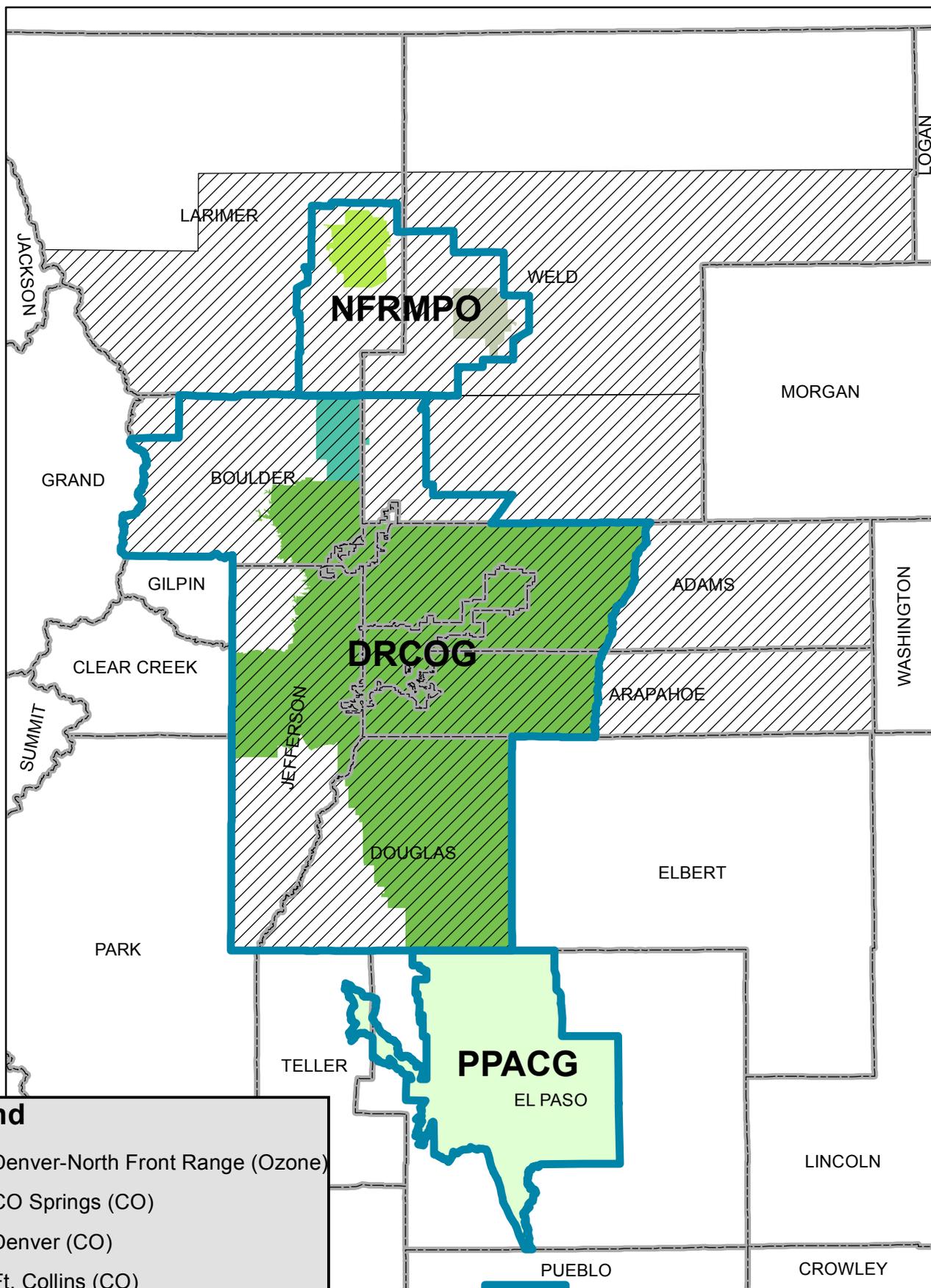
STAC and MPO Review and Comment

The CEO proposal was discussed at STAC and with the STAC subcommittee on Program Distribution. Both groups agreed with the proposed allocation to a statewide program using CMAQ funds of \$30 million over 4 years, or approximately 20% of the CMAQ funds that CDOT receives. CEO staff also made a presentation on this proposal to the DRCOG Board, the North Front Range MPO Board, and the Upper Front Range TPR as they are substantial recipients of CMAQ funds. DRCOG receives approximately 80% of the CMAQ funds that come to CDOT. The DRCOG board recommended some modifications to the program to allow for a more 'fuel neutral' approach, including EV stations and vehicles, and to focus on replacement of pre-2010 diesel trucks for maximum AQ benefits. They also requested that after the 4 years that the Commission return to the practice of distributing all CMAQ funds to eligible non-attainment area recipients. These comments are included in the attached letter sent to the Governor. The DRCOG board is expected to act on a resolution to this effect on November 20 (October Board meeting was cancelled). The CEO has indicated their willingness to examine ways to address these concerns and recommendations within the program. The North Front Range MPO the Upper Front Range TPR supported this program proposal for CMAQ funds. CEO staff also offered to make a presentation at PPACG also but none was scheduled.

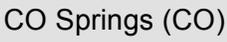
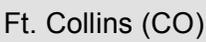
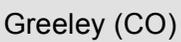
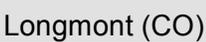
Next Steps

Recommendation for Commission approval in December for funding of SW program with CMAQ funds. With the Transportation Commission's approval, CDOT staff will proceed toward execution of grant contracts with CEO and the RAQC.

Colorado Air Quality Non-Attainment and Maintenance Areas*



Legend

-  Denver-North Front Range (Ozone)
-  CO Springs (CO)
-  Denver (CO)
-  Ft. Collins (CO)
-  Greeley (CO)
-  Longmont (CO)

*Does not include PM-10 Maintenance areas, which include Denver, Pagosa Springs, Canon City, Aspen/Pitkin County, Steamboat Springs/Routt County, and Telluride/Mountain Village. Colorado has no PM_{2.5} areas.

Board Officers

Sue Horn, Chair
Jack Hilbert, Vice Chair
Rachel Zenzinger, Secretary
Jackie Millet, Treasurer
Dennis McCloskey, Immediate Past Chair
Jennifer Schaufele, Executive Director

October 7, 2013

The Honorable John Hickenlooper
Governor of the State of Colorado
136 State Capitol Building
Denver, Colorado 80203

Dear Governor Hickenlooper:

At its September 18 meeting, the DRCOG Board of Directors heard a presentation from the Colorado Energy Office about its Natural Gas Vehicle (NGV) Market Implementation Plan. After the presentation and discussion among Board members the Board acted to forward a letter expressing a concern and recommendations regarding the proposal. A resolution on this issue will be acted on by the Board during its next regular meeting.

The DRCOG Board greatly appreciates your efforts to expand the use of alternative fuels in our state. However, the Board is concerned about the funding source for the NGV Market Implementation Plan; \$30 million of federal Congestion Mitigation/Air Quality (CMAQ) funds over the next four years. Per Colorado Department of Transportation and Transportation Commission decisions of the past 20+ years, CMAQ monies have been allocated to the state's Metropolitan Planning Organizations to improve air pollution in the EPA-designated non-attainment areas. The DRCOG Board supports the Transportation Commission returning to the traditional allocation method upon expenditure of the \$30 million (through FY 2017 dollars) for the NGV Market Implementation Plan.

The DRCOG Board also made the following recommendations to improve the NGV Market Implementation Plan to achieve greater air quality benefits:

- Provide for the removal of pre-2010 diesel trucks from the road since vehicles manufactured after 2010 meet higher air quality standards and those manufactured before 2010 contribute more to poor air quality
- Be more "fuel-neutral" by co-locating electric vehicle fast-charging stations at the Compressed Natural Gas stations to capitalize on economies of scale and saving taxpayer monies
- Make vehicle purchase subsidies available to other types of alternative fueled vehicles

DRCOG anticipates these improvements would be made within the \$30 million proposed budget for the NGV Market Implementation Plan.



Thank you, again, for all of your work to expand alternative fuel options in our state. As always, we are committed to working with you to make the State of Colorado the best place to live, work and play. I would be happy to discuss this with you at your convenience.

Sincerely,



Sue Horn
Chair

Attachment: Draft Resolution

c: Doug Aden, Chairman, Colorado Transportation Commission
Don Hunt, Executive Director, Colorado Department of Transportation
Debra Perkins-Smith, Director, Transportation Development, Colorado Department
of Transportation
Tom Hunt, Policy Programs Manager, Colorado Energy Office

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: November 5, 2013

TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: Statewide Plan Website

Purpose:

This memorandum provides information on the development and content of the Statewide Plan website. A demonstration of the web site will be provided at the committee meeting.

Action Requested:

None. Information only.

Background:

In recognition of the vital role of public outreach in the development of the Statewide Transportation Plan (SWP), CDOT has developed its first-ever dedicated SWP website. A press release was issued on October 21 announcing the launch of the website.

The website address is www.coloradotransportationmatters.com. The website serves as a multimedia platform for conversation, education, and participation by the public and other stakeholders as we work together in developing the SWP.

The SWP website is divided into six sections: Explore My Area, How Can I Get Involved? How Did We Get Here?, What is a Statewide Transportation Plan?, How Does CDOT Manage Dollars?, & Other CDOT Plans. The web site provides the user with innovative tools and techniques for providing input, such as interactive maps, comment and photo submissions, and a public events calendar. The website will evolve over time as we approach the release of the final plan, with new interactive content and plan components coming online as they are completed; allowing the public to track the plan's progress in real-time and take a more active role in shaping the plan.

Next Steps:

Upcoming additions include a short "Colorado Transportation Story" video, a series of mini-polls, interactive webinars, and much more.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: November 5, 2013

TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: TPR meetings and rural area Regional Plan development

Purpose: This memorandum provides an update on the recent TPR meetings and the development of the ten rural Regional Transportation Plans (RTPs).

Action Requested: None. Information only.

Background:

The ten rural Transportation Planning Regions (TPRs) are in the process of developing their 2040 RTPs with assistance from CDOT. CDOT initiated the RTP development process in May of this year. To date, topics of discussion have included:

- Identifying transportation priority problems, issues and potential solutions;
- Development of potential project list for additional funding
- A proposed RTP development process;
- Reviewing a proposed RTP Template;
- Identifying key opportunities for public outreach and appropriate techniques; and
- A proposed process to identify Regional Priority Corridors.
- Identification of regional priority projects

Continuing RTP development & Meeting #4:

Progress continues in developing the RTPs. Meeting #4 with the TPRs began in late October and will continue until early December depending on the TPRs' ability to meet. The focus of Meeting #4 is:

- Definition of key elements of the Regional Transportation Story;
- Identification of Regional Priority Corridors;
- Confirmation of RTP Template; and
- An Overview of Revenue Planning Scenarios – in addition to the baseline fiscally constrained revenue forecast, TPRs will identify regional priorities in the event of additional funding and recommendations for reductions in the event of funding shortfalls.

Additional Progress:

- Each TPR has identified specific opportunities for Public Outreach and appropriate Techniques;
- TPRs have provided feedback and suggestions for their TPR public survey to be released the week of November 11; and
- Draft chapters for their RTP, which include the Purpose of the Regional Transportation Plan & Planning Process, and their Regional Transportation Story, will be provided to the TPRs for review in December.

Next Steps:

CDOT will continue to work closely with TPRs on a number of topics, which feed into RTP development, and will provide draft chapters for review, consolidate and interpret survey results in early January 2014, conduct broad public outreach in February via telephone town halls, and conduct an initial review of the draft RTP in its entirety with the TPRs in March/April of 2014.