



COLORADO
Department of
Transportation

Statewide Transportation Advisory Committee (STAC)
November 14, 2014
9:00 AM – 12:00 AM
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO
Agenda

- 9:00-9:05** **Welcome and Introductions - Vince Rogalski, STAC Chair**
- 9:05-9:10** **Approval of October Meeting Minutes (Pages 2-10) - Vince Rogalski**
- 9:10-9:20** **Informational Update- Transportation Commission Report - Vince Rogalski**
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:40** **Informational Update- Federal and State Legislative Report (Pages 11-19) - Kurt Morrison, CDOT Office of Policy and Government Relations (OPGR)**
- Update on recent federal and state legislative activity, as well as 2014 election results.
- 9:40-9:55** **Discussion- Senate Bill (SB) 228* - Debra Perkins-Smith, CDOT Division of Transportation Development (DTD)**
- Update on the status of SB-228 and strategic input from STAC.
- 9:55-10:10** **Informational Update/Discussion- Statewide Transportation Plan (Pages 20-21) - Michelle Scheuerman, CDOT DTD**
- Overview presentation of 2040 Statewide Transportation Plan.
- 10:10-10:20** **Break**
- 10:20-11:00** **Informational Update- TPR Reports/RTP Highlights- STAC Representatives**
- Brief update from STAC members on activities in their TPRs and brief presentation on Regional Transportation Plans (RTPs).
- 11:00-11:20** **Informational Update/Discussion- Oil and Gas Study (Pages 22-31) – Debra Perkins-Smith, CDOT DTD**
- Update and discussion on CDOT’s Oil and Gas research study.
- 11:20-11:35** **Informational Update- FY 16 Budget (Pages 32-37) - Maria Sobota, CDOT Office of Financial Management and Budget (OFMB)**
- Update on the development of the FY 16 budget.
- 11:35-11:45** **Informational Update- FY 16-19 STIP* - Jeff Sudmeier, CDOT DTD & Jamie Collins, CDOT OFMB**
- Update on the development of the next STIP.
- 11:45-11:55** **Informational Update- RAMP Update* - Richard Zamora, CDOT Office of Program Management (PMO)**
- Update on status of RAMP Partnership and Operations programs.
- 11:55-12:00** **Other Business- Vince Rogalski**
- 12:00** **Adjourn**

*Additional materials to be provided in Agenda Packet Addendum.

STAC Conference Call Information: 1-877-820-7831 321805#

STAC Website: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

DRAFT STAC Meeting Minutes
October 10, 2014

Location: CDOT Headquarters Auditorium
Date/Time: October 10, 9:00 a.m.-12:00p.m.
Chairman: Vince Rogalski
Attendance:

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions / September Minutes / Vince Rogalski	<ul style="list-style-type: none"> Minutes were approved without corrections or additions. 	<p>Minutes approved.</p>
Transportation Commission Report / Vince Rogalski	<ul style="list-style-type: none"> Several topics were discussed at the High Performance Transportation Enterprise (HPTE) Board meeting including discussion on I-25 North. The Commission had a workshop on the Grand Avenue Bridge in Glenwood Springs. Program Management Workshop provided an overview of the status of projects and programs, and efforts to “spend down” the cash balance. CDOT is anticipated to receive \$31 million in federal redistribution. A Surface Treatment Workshop provided an overview of the surface treatment program and the various treatments the roads will be getting. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> Wayne Williams asked for future discussions on the shift from 2 to 3 occupants in the High Occupancy Vehicle (HOV) lanes. He noted that the move is a significant policy change. 	<p>No action taken.</p>
TPR Reports / STAC Representatives	<ul style="list-style-type: none"> One of the topics discussed at the STAC Retreat was getting regular updates from TPRs about their areas. STAC representatives provided brief updates from their areas: <ul style="list-style-type: none"> Grand Valley MPO: Pete Baier stated that the MPO continues to work on their 2040 Regional Transportation Plan (RTP). The public has expressed a strong desire for multimodal transportation options. Pete also mentioned that Todd Hollenbeck (former GVMPO Executive Director) has stepped down from the organization to 	<p>No action taken.</p>

	<p>pursue a new professional opportunity. Todd was respected across the state and will be missed.</p> <ul style="list-style-type: none"> ○ Pikes Peak Area Council of Governments (PPACG): Wayne Williams stated that the MPO is in the process of ranking various projects for their 2040 RTP. He mentioned that the 7th Pot projects within the region are scoring very highly and there is insufficient revenue to make all the improvements that are necessary. Wayne also announced that following the November 4 election, PPACG will be electing a new STAC representative. ○ Southeast TPR: Dan Tate informed STAC that the Southeast TPR is in the process of finalizing their 2040 RTP. ○ Denver Regional Council of Governments (DRCOG): Elise Jones outlined that DRCOG is currently working on its fiscally constrained 2040 RTP. Adoption of the 2040 RTP is expected in January of 2015. DRCOG also plans to include the 2040 RTP in its 2040 Metro Vision Plan, which will focus on economic vitality and housing. Also, they just finished a project call for the 2016-2021 Transportation Improvement Program (TIP). They received 139 projects, which represents a total cost of \$560 million, for an available \$175 million. ○ Intermountain TPR: Thad Noll informed members of an upcoming meeting with the Colorado Energy Office (CEO) to discuss compressed natural gas (CNG) infrastructure on October 23 in Frisco. ○ San Luis Valley TPR: George Wilkinson explained the San Luis Valley TPR's RTP has been sent out to members for comments. He stated that many of the same concerns that have existed within the TPR for years are reflected in their RTP. ○ North Front Range MPO (NFR): Jan Dowker noted the high level of cooperation that exists within Region 4 in reference to several recent meetings between North Front Range MPO, DRCOG, and Upper Front Range TPR. ○ Pueblo Area Council of Governments (PACOG): Scott Hobson noted that PACOG is continuing work of its 2040 RTP through the identification of priority corridors, priority projects and conducting stakeholder meetings.

	<ul style="list-style-type: none"> o Eastern TPR: Gary Beedy noted that Eastern TPR is in the process of commenting on their RTP. One of the things that they are struggling with is maintaining I-76, I-70 and several north/south corridors that carry oversized vehicles, while also making safety and mobility improvements. o Upper Front Range TPR: Barbara Kirkmeyer noted that Upper Front Range is continuing work on its 2040 RTP. They created project criteria and ranked projects. She mentioned that the ground breaking of US 34 east was being held at 1 pm on October 10. o Southwest TPR: Kevin Hall noted that the Transportation Alternatives Program (TAP) awards were recently announced in Region 5. He also mentioned that Bobby Lieb, the current STAC representative, is stepping down from STAC as he runs for La Plata County Treasurer. o Gunnison Valley TPR: Vince Rogalski announced that both Region 3 and 5 had voted to accept TAP awards. He also mentioned that Gunnison, Delta, Montrose and Telluride have been discussing the possibility of forming a Regional Transit Authority. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • STAC felt that the TPR updates were a useful exercise. Vince Rogalski mentioned that it is good to hear what is happening in various TPRs to keep everyone up to date on what is happening across the state. 	
<p>No action taken.</p>	<ul style="list-style-type: none"> • Kurt Morrison came before STAC to give a Federal and State legislative update. <p>State Update:</p> <ul style="list-style-type: none"> • CDOT is currently working on developing its legislative agenda for the next session of the General Assembly. There are four bills that CDOT is working on. First, CDOT will be asking the Legislature to update a 1950's era statute relating to the Division of Maintenance. Second, a bill that would make changes to the outdated fee schedule for the outdoor advertising program. This change comes as a result of a report from the State Auditor, in which the State Auditor recommended that CDOT take this issue before the General Assembly. Third, a bill that would fix the accounting mechanism for FASTER funds. There is no substantive change to the program, just a refinement of accounting procedures. Finally, E470 has learned that temporary tags that are placed in a car's back window cannot always be 	<p>Federal and State Legislative Update / Kurt Morrison</p>

	<p>read. As a result, E470 has about \$8 million worth of tolls that aren't collected annually. This bill would seek to solve this problem by offering temporary license plates.</p> <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • No STAC comments 	
<p>Motion #1: Vince Rogalski made a motion to approve the revised STAC Bylaws. The motion passed unanimously.</p>	<p>STAC Retreat Follow-up Discussion / Vince Rogalski</p> <ul style="list-style-type: none"> • Vince Rogalski presented the summary report of the STAC retreat, developed by the facilitator (Joni Inman Consulting). Vince mentioned that many of the changes that were discussed at the STAC Retreat are starting to come about. • Jan Dowker pointed out a correction to the STAC Bylaws. Article 4, Section 6 should be changed from "on" to "in". • Vince Rogalski made a motion to approve the revised STAC Bylaws. Barbara Kirkmeyer seconded the motion. The motion passed unanimously. • Vince Rogalski reminded the group that one area STAC would like to focus on is the composition of future STAC agendas. It had been mentioned at the September STAC that an update on RAMP would be helpful. Jeff Sudmeier said that CDOT could send out the next RAMP update and then have a presentation at the next meeting. • Vince informed STAC of the changes to the STAC calendar. Starting in calendar year 2015, STAC meetings will be moved to the fourth Friday of each month. This change, however, presents a few conflicts during the holidays (November/December) of 2015. STAC decided to only have one meeting in the November/ December timeframe. That meeting will take place on December 4, 2015. • Debra Perkins-Smith announced that CDOT's flood recovery project won the WASHTO project of the year award. Now CDOT will be competing nationally to win the project of the year award. Since it's a people's choice award, everyone is allowed to vote up to 10 times a day. Should CDOT win, the funds will be donated to United Way of Colorado Flood Recovery Fund. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Jan Dowker stated that the STAC Retreat was a very valuable experience especially for those who haven't been with STAC for an extensive period. It was very informative, working with CDOT staff, to gain a more thorough understanding STAC's role. 	

	<ul style="list-style-type: none"> • Barbara Kirkmeyer mentioned that she would like to have more information on the Freight Mobility Plan and its integration into the 2040 Statewide Plan and RTPs. • Terri Blackmore outlined that she had received information about policy changes on non-motorized vehicles. She felt that this is an issue that STAC may want more information on. Pete Baier commented that there have been changes to their non-motorized vehicle policy, which may have long term implications. • Jan Dowker suggested that STAC have further conversation about how to best secure, and create a consistent message around future funding sources. The most immediate funding source would be SB 228. 	
<p>Statewide and Regional Transportation Plan Update / Michelle Scheuerman</p>	<ul style="list-style-type: none"> • Michelle Scheuerman provided an update on the Statewide Transportation Plan (SWP). Her presentation included key data findings, needs and gap analysis, plan integration, and priority corridors coordination. Michelle also discussed the Moving Forward element of the plan, which includes a video and discusses next steps and implementation. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Barbara Kirkmeyer said that one criteria missing from the needs and gap analysis is a consideration of getting products to market. Michelle informed Barbara that what is being presented is a list of key criteria. However, through this process, CDOT conducted meetings with region staff to identify other criteria that were of significance. Barbara inquired as to why getting products to market wouldn't be considered a key criteria. • Terri Blackmore asked, with regard to the needs and gap analysis, what year the dollars are in. Chris Nazar, from CDM Smith, pointed out that the revenue estimates are in 2016 dollars and based on the Transportation Commission approved revenue forecast. • Craig Casper asked if this is for the State Highway System or the National Highway System. Michelle responded that the needs and gap analysis is for the State Highway System and takes into account all the draft RTPs and current MPO plans. • John Cater asked what revenue sources are included in the needs and gap analysis. Jeff Sudmeier indicated that the revenues include all revenues that flow through CDOT and that correspond with the categories of needs analyzed. Pete Baier requested that sometime in the next year STAC 	<p>No action taken.</p>

	<p>receive a needs comparison for both the State and National Highway systems.</p> <ul style="list-style-type: none"> • Vince Rogalski asked if CDOT is starting a conversation about future technology and how it will affect transportation in the future. Michelle responded that CDOT is currently looking at this question. • Barbara Kirkmeyer stated that, with regard to Upper Front Range, there are more corridors that should be represented as priority corridors than what are represented. For example, SH 392 is a major energy corridor. She also mentioned that emergency management corridors should be included as part of the Statewide Plan. • George Wilkinson mentioned that SH 161 is a major corridor and should be identified as a priority corridor. • Vince Rogalski mentioned that SH 50 is a transition between Region 3 and 5. This is a corridor that should be identified as a priority corridor. • Doug Rex inquired about priority corridors and asked what the expectations are for what CDOT plans to receive from the MPOs. While there will be statewide significant corridors, based on freight movements, there is no expectation that the MPOs will develop priority corridors. • Barbara Kirkmeyer raised the need of identifying statewide emergency and alternate routes. • Thad Noll pointed out that all the corridors in the state can't be a high priority, otherwise none of the corridors are high priorities. 	
<p>Senate Bill (SB) 228 / Debra Perkins-Smith</p>	<ul style="list-style-type: none"> • Debra Perkins-Smith provided update on SB 228. The latest forecast anticipates CDOT receiving \$102.6 million. The decrease in the amount of funding received by CDOT is directly related to the anticipated TABOR refund. CDOT is in the process of developing a robust project list that demonstrates the need for transportation funding. • The Transportation Commission has given direction that they would like to focus on mobility and economic vitality. Debra asked STAC for feedback on the project selection criteria. • Debra informed STAC that CDOT will be receiving \$31 million in Federal redistribution funding. Debra solicited STAC for input and recommendations on how that funding should be allocated. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Doug Rex asked that if the lists that are being submitted by the regions adhere to the project selection criteria being reviewed by STAC. Debra 	<p>No action taken.</p>

	<p>indicated that the projects being submitted by the Regions were identified based on the eligibility criteria.</p> <ul style="list-style-type: none"> Wayne Williams said that the economic vitality metric calls out specific industries and excludes others. Debra informed Wayne that it wasn't the intent to do that but rather these were examples of measures of economic vitality. Jeff Sudmeier also informed Wayne that after conversations with the regions, CDOT amended the eligibility criteria to include the defense industry. Craig Casper asked what metrics will be applied to the criteria. Debra informed Craig that CDOT hasn't developed any metrics because they wanted to see what the criteria would yield and determine if there is a need to further analyze and evaluate projects according to additional metrics. Barbara asked why CDOT is continually creating more lists. She suggested that completing the "missing mile" on I-25 North before looking at other projects or creating another set of project lists. She went on to say that projects, similar to the example she gave, have gone through the planning process and are clearly priorities to everybody. Josh Laipply pointed out that the list provided to STAC is not new. It draws on a variety of existing lists that are now being filtered through the SB 228 criteria. Barbara said that she would like to see a list of projects that are missing a small amount of funding to be completed. With regard to Federal redistribution funding, Barbara Kirkmeyer suggested going back to RAMP or other projects that need additional funding to be completed. She again point out the "missing mile", which needs an additional \$23 million, as a candidate for those funds. Jan Dowker echoed Barbara's comments and said that it makes sense to finish this portion of I-25. Wayne Williams asked how many projects has CDOT accepted with a promise to reimburse the local government. Wayne pointed to the example of the Baptist Road Interchange where the Transportation Commission agreed, through an IGA approved by the TC and STAC, to reimburse the local government if the project was built. 	
<p>Alt Fuels Colorado / Debra Perkins-Smith</p>	<ul style="list-style-type: none"> Vince Rogalski asked for STAC to identify members to participate on the Alt Fuels Colorado Advisory Committee. This committee will act as an advisory body for the \$30 million statewide CMAQ alternative fuels infrastructure and vehicle program. 	<p>No action taken.</p>

	<p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Terri Blackmore asked when the meetings will take place. Jeff Sudmeier clarified that the Colorado Energy Office (CEO) plans on meeting in late October or in November. At that time they will determine the appropriate frequency for the meetings. • Barbara Kirkmeyer, Terri Blackmore and Norm Steen volunteered to be members of the committee. 	
<p>FY 16 Budget / Jamie Collins</p>	<ul style="list-style-type: none"> • Jamie Collins provided an update on status of the FY 16 budget. Currently, OFMB plans to take the draft FY 16 budget to the Transportation Commission for review and comment in October. The budget will then return to the Transportation Commission in November for their approval. The Transportation Commission will approve the final FY 16 budget in March. Maria Sobota will return to STAC in November to give a full presentation on the FY 16 budget. • Jamie also provided STAC with a few highlights from the FY 16 budget. The FY 16 budget will total \$1.3 billion, an increase of \$83 million from the FY 15 budget. As a result of the recent forecast, OFMB has had to change its SB 228 forecast for FY 16 from \$200 million to \$102 million. This year's budget does assume salary increases for CDOT employees. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Terri Blackmore asked if STAC would see the FY 16 budget before it goes to the Transportation Commission. Jamie confirmed that STAC would see the budget before it goes to the Transportation Commission. 	<p>No action taken.</p>
<p>Local Coordinating Councils / Tom Mauser</p>	<ul style="list-style-type: none"> • Tom Mauser provided a presentation on Local Coordinating Councils (LCCs). Tom's presentation included background on the topic, federal cooperation, the Colorado response, State Coordinating Council (SCC), SCC's primary purpose, key task forces, LCCs and Regional Coordinating Councils (RCC), LCC and RCC locations, how LCC relate to STAC, how LCC relate to Transit Plans, and the future direction. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Karen Rowe informed Tom that she is hearing from residents that there is a definite need for transit to medical facilities. However, there isn't a clear understanding from local entities as to how they go about securing funding for these types of modes. She commended Tom for his presentation as LCC and RCC will help to facilitate this process. 	<p>No action taken.</p>

<p>Other Business</p>	<ul style="list-style-type: none"> • Wayne Williams was presented with a certificate of appreciation for his many years on STAC. Wayne expressed that he has been on for a decade and it has been a wonderful labor of love. He said he will relish and appreciate the opportunity he had to work from so many people around the state. • Debra Perkins-Smith announced that there will be a transportation summit held on November 20. 	<p>No action taken.</p>
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**MEMO**

DATE: **November 6, 2014 (11:30AM)**
 TO: Transportation Commission, Executive Director, Senior Management Team
 FROM: CDOT Office of Policy & Government Relations
 SUBJECT: 2014 Election Results

Federal Races

Colorado Congressional Delegation. The Colorado congressional delegation had eight races this election cycle. The current delegation is represented by five Democrats and four Republicans. In 2015, that party split for the state's delegation will shift to four Democrats and five Republicans. The sole changes are the additions of Sen-elect Cory Gardner (R) and Cong-elect Ken Buck (R). Sen-elect Gardner, a former congressional staffer for Senator Wayne Allard and state legislator, defeated incumbent Senator Mark Udall (D). Cong-elect Ken Buck (R) will assume the congressional district currently represented by Sen-elect Gardner, a district that includes the Eastern Plains, Douglas County, and Weld County. Table 1 summarizes the outcome of the federal races.

Table 1.
2014 Colorado Races for Federal Offices

District	Incumbent	Major Party Challenger	New Elected Official
U.S. Senate			
n/a	Sen. Mark Udall (D)	Cong. Cory Gardner (R)	Sen-elect Cory Gardner (R)
n/a	Sen. Michael Bennet (D)	<i>not in cycle</i>	<i>n/a</i>
U.S. House of Representatives			
1	Cong. Diana DeGette (D)	Martin Walsh (R)	Cong. Diana DeGette (D)
2	Cong. Jared Polis (D)	George Leing (R)	Cong. Jared Polis (D)
3	Cong. Scott Tipton (R)	Abel Tapia (D)	Cong. Scott Tipton (R)
4	<i>open seat</i>	Ken Buck (R), Vic Meyers (D)	Cong-elect Ken Buck (R)
5	Cong. Doug Lamborn (R)	Irv Halter (D)	Cong. Doug Lamborn (R)
6	Cong. Mike Coffman (R)	Andrew Romanoff (D)	Cong. Mike Coffman (R)
7	Cong. Ed Perlmutter (D)	Don Ytterberg (R)	Cong. Ed Perlmutter (D)

U.S. Senate. The most notable outcome of the 2014 election is the U.S. Senate majority shift. Currently, the Senate is controlled by the Democrat Party with a 53 Democrat, 45 Republican, 2 Independent (both caucus with the Democrat Caucus) party split. In 2015, the Senate will be controlled by the Republican Party, which will now manage the Senate agenda, bills considered, and vote calendar. With Republican seats gained in Alaska, Arkansas, Colorado, Iowa, Montana, North Carolina, South Dakota, and West Virginia, the Senate split is 53 Republicans, 44 Democrats, and 2 Independents. Louisiana is yet to be determined pending a run-off election.

U.S. House of Representatives. The U.S. House of Representatives will remain under a Republican majority. However, that majority will widen beyond the 233 Republican seats (out of 435 seats) to approximately 245 seats or more.

Transportation Committees. Colorado continues to have sparse committee memberships relative to transportation, with only Senator Michael Bennet (D) having a committee seat to influence future transportation reauthorizations. With the significant additions in the Senate, many committee assignments will be reevaluated, particularly if leadership changes are made. With this movement, it is possible that Sen-elect Gardner could be assigned to the Committee on Environment and Public Works should he request such an assignment prior to his swearing-in ceremony in January.

Table 2.
2014 Colorado State Election Results

Executive Branch/Statewide Elected Officials			
<i>Office</i>	<i>Incumbent</i>	<i>Major Party Challenger</i>	<i>New Elected Official</i>
Governor	John Hickenlooper (D)	Bob Beauprez (R)	John Hickenlooper (D)
Lieutenant Governor	Joseph Garcia (D)	Jill Repella (R)	Joseph Garcia (D)
Treasurer	Walker Stapleton (R)	Betsy Markey (D)	Walker Stapleton (R)
Attorney General	<i>open seat</i>	Cynthia Coffman (R) Don Quick (D)	Cynthia Coffman (R)
Secretary of State	<i>open seat</i>	Wayne Williams (R) Joe Neguse (D)	Wayne Williams (R)
Legislative Branch			
<i>Chamber</i>	<i>2014 Party Split</i>	<i>Current Results' Party Split Pending Further Results</i>	
Senate (35 seats)	18 Democrats/17 Republicans	16 Democrats/16 Republicans 3 TBD	
House of Representatives (65 seats)	37 Democrats/28 Republicans	28 Democrats/29 Republicans 8 TBD	

State Races

Statewide Elected Officials. Current party control of the five statewide elected offices will remain the same. At press time Gov. John Hickenlooper (D) and Lieutenant Governor Joe Garcia (D) appear to be on their way to being elected to second terms. State Treasurer Walker Stapleton (R) also was reelected. The offices of Attorney General and Secretary of State were open races this year. Chief Deputy Attorney General Cynthia Coffman (R) won election as the next attorney general. El Paso County Clerk and Recorder, and long-time STAC vice-chair, Wayne Williams won election as Secretary of State. Table 2 summarizes the five state-wide elected official races.

Colorado House of Representatives. At the time of the most recent distribution of this memo, 28 seats remain in Democrat hands and 29 remain in Republican hands. Thus far, two seats have switched from Democrat control to Republican control. One of those seats will return to Rep. J.Paul Brown (R), a former member of the House Transportation and Energy Committee. Eight seats remain yet to be called. Whichever party wins four of those races – thereby achieving 33 seats total or more – will control the House of Representatives. Please note that certain Adams County races have been updated in Table 3 due to incorrect results reported yesterday.

Colorado Senate. The state Senate currently sits at a thin margin of 18 Democrats and 17 Republicans. Currently, it is known that 16 seats will remain in Democrat hands and 16 will remain in Republican hands. Three seats, currently held by Democrats, remain slightly in play. Whichever party takes two of these seats will control the Senate majority.

Transportation Committees. Both House and Senate Transportation Committee chairpersons will return next year, although it remains to be seen if they will continue to keep the chairmanships due to the as of yet unknown majority control for next year. Rep. Max Tyler, chair of the House Transportation & Energy Committee, won reelection; and Sen. Nancy Todd, chair of the Senate Transportation Committee

was not in cycle this election. House Transportation Committee Ranking Republican Ray Scott (R) now moves to the Senate. Other notable transportation supporters that will return are Rep. Diane Mitsch-Bush (D) (a former STAC member), Rep. Millie Hamner (D), Rep. Polly Lawrence, (R), and Rep. Don Coram (R).

County Commissioner Races

Region 1. Just 9 commission seats were up this year in Region 1, resulting in at least 6 returning commissioners and up to 3 new county commissioners. Incumbent Connie McLain from Gilpin County and her opponent, Linda Isenhardt, are within 8 votes of each other this morning. The two certain new commissioners are from brand new seats in Adams County, which expanded this year from three commissioners to five. A few notable commissioners winning reelection in Region 1 include Eric Hansen (Adams), Nancy Sharpe (Arapahoe), Tim Mauck (Clear Creek) and Don Rosier (Jefferson).

Region 2. 15 seats were up in Region 2 this year, resulting in 11 returning commissioners and 4 new commissioners. Several STAC representatives were re-elected, including Park County Commissioner Mark Dowaliby (Central Front Range TPR) and Las Animas County Commissioner Mack Loudon (South Central TPR). Special congratulations to long-time STAC Rep from El Paso County Wayne Williams, who was elected Secretary of State.

Region 3. 16 seats were up in Region 3, with 9 returning commissioners and likely 7 new commissioners. Seven of the nine returning commissioners ran unopposed. Routt County Commissioner and Northwest TPR STAC Rep Steven Ivancie continues to be behind challenger Cari Hermacinski, but the race is still (89 votes). In Summit County, Dan Gibbs, sponsor of the FASTER legislation in 2009 won a second term, and former Congressman Scott McInnis was elected to the Mesa County Commission.

Region 4. 14 commission seats were up from grabs in Region 4. It appears 8 sitting commissioners will return (incumbent David Donaldson from Logan county has a 189 vote lead this morning), and 6 new commissioner were elected. Trent Bushner ran unopposed in Yuma County (Eastern TPR Rep). Our very own Transportation Commissioner was a candidate for Larimer County Commissioner but unfortunately lost her election to incumbent Lew Gaiter.

Region 5. 15 commission seats were up in Region 5 (including Montrose County which is in both Region 3 and 5). 10 commissioners held their seats, though incumbent Michael Whiting's race is still within 333 votes), and we'll see 5 new commissioners for the area. Bobby Lieb, La Plata County Commissioner and Southwest TPR Rep lost his bid for County Treasurer. Cynthia Roebuck and Brad Blake are in a race to replace, with Brad Blake currently 144 votes ahead.

Ballot Issues Results – Colorado and Across the Nation

National Transportation Ballot Issues. No statewide questions were identified across the country that would raise significant new revenue for transportation, but we did track six statewide issues related to transportation.

Massachusetts: Seeks to repeal the state's automatic indexing of the gas tax to account for inflation. **Approved with about 53% support.**

Texas: Amends the state constitution to divert half of the rainy day fund (*replenished with revenue generated from gas and oil drilling taxes/fees*) funds for the next ten years to a State Highway Fund, to be used exclusively for highway construction, repair, and maintenance. This

fund could not be used for toll roads. This measure would raise an estimated \$1.7 billion within the first year. **Approved with 80% support.**

Rhode Island: Would let the state borrow \$35 million for a variety of upgrades, including vital repairs to the Providence train station, expanded bus service on popular routes and better links between the airport and rail systems. **Approved with about 60% support.**

Maryland: Creates a Transportation funding “lockbox” that would require the governor to declare a state of fiscal emergency and get a three-fifths vote from both houses of the General Assembly before any funds could be taken out of the transportation trust fund. Proponents tout that Question 1 will ensure stable funding for long-term projects, improve accountability, and help restore the confidence of voters and those paying into the system. **Approved with over 80% support.**

Louisiana: Creates an infrastructure bank to help finance projects. This constitutional amendment would allow Louisiana to use money it already collects to form an infrastructure bank. Officials want to use it to let localities borrow money from the bank, which would be cheaper and less onerous than preparing a bond issue. **Defeated with about 58% opposed.**

Wisconsin: This “Lockbox” measure, would amend the state constitution to require any revenues derived from the transportation system to be spent on transportation projects and making them non-transferable to other needs. **Approved with 80% support.**

Colorado Local Ballot Questions. While this is not a complete list of local transportation ballot questions in Colorado, below is a list of a few of the questions we were tracking.

Bayfield: Voters again rejected a question to increase the town’s sales tax to 3 percent from 2 percent. The additional revenue would be dedicated to street maintenance and transportation-related projects. **Rejected with 53% opposed.**

Boulder County: County-wide Flood Recovery Sales and Use Tax. The new tax will generate a projected total \$49.6 million over a five-year period. This 0.185 percent sales and use tax, will start on Jan. 1 and continue through the end of 2019. The tax will help pay for the county government's costs of flood-recovery projects and programs. **Approved with 61% support.**

Longmont: Extends a 1986 tax that provides set aside funds for street maintenance and improvements including expanding intersections and making improvements to bridges to withstand 100 year floods. This is the first time the 5 year sunset on the original proposal was extended to 10 years. **Approved with 76% support.**

Aurora: A proposal for a property tax increase that would have generated about \$5 million annually for local transportation projects. Would have funded \$75 million worth of transportation and infrastructure projects. **Rejected with 64% opposition.**

Table 3.
2014 Colorado Races for Statehouse Offices

District	County	TC Dist.	Incumbent	Major Party Challenger	New Elected Official
Colorado Senate					
1	Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, Yuma	5, 11	<i>open seat</i>	Jerry Sonnenberg (R), <i>none</i>	Jerry Sonnenberg (R)
2	Clear Creek, El Paso, Fremont, Park, Teller	6, 9	Kevin Grantham (R)	<i>none</i>	Kevin Grantham (R)
3	Pueblo	10	George Rivera (R)	Leroy Garcia (D)	Leroy Garcia (D) <i>Democrat Pickup</i>
5	Chaffee, Delta, Eagle, Gunnison, Hinsdale, Lake, Pitkin	7, 8	<i>open seat</i>	Don Suppes (R) Kerry Donovan (D)	Kerry Donovan (D)
6	Archuleta, Dolores, La Plata, Montezuma, Montrose, Ouray, San Juan, San Miguel	7, 8	Ellen Roberts (R)	<i>none</i>	Ellen Roberts (R)
7	Mesa	7	<i>open seat</i>	Ray Scott (R) Claudette Konola (D)	Ray Scott (R)
9	El Paso	9	Kent Lambert (R)	<i>none</i>	Kent Lambert (R)
11	El Paso	9	Bernie Herpin (R)	Michael Merrifield (D)	Michael Merrifield (D) <i>Democrat Pickup</i>
13	Weld	5	<i>open seat</i>	John Cooke (R) Joe Perez (D)	John Cooke (R)
15	Larimer	5	Kevin Lundberg (R)	<i>none</i>	Kevin Lundberg (R)
16	Boulder, Denver, Gilpin, Jefferson	1, 2, 4, 6	Jeanne Nicholson (D)	Tim Neville (R)	Tim Neville (R) (leading by 2,280 votes, 90% reporting)
19	Jefferson	2	Rachel Zenzinger (D)	Laura Woods (R)	Laura Woods (R) <i>Republican Pickup</i>
20	Jefferson	2	Cheri Jahn (D)	Larry Queen (R)	Cheri Jahn (D)
22	Jefferson	2	Andy Kerr (D)	Tony Sanchez (R)	Andy Kerr (D) (leading by 1,047 votes, 98% reporting)
24	Adams	4	<i>open seat</i>	Beth Humenik (R) Judy Solano (D)	Beth Humenik (R) (leading by 1,073 votes, 96% reporting)
30	Douglas	3	<i>open seat</i>	Chris Holbert (R) Bette Davis (D)	Chris Holbert (R)
32	Denver	1	Irene Aguilar (D)	Dawne Murray (R)	Irene Aguilar (D)
34	Denver	1	Lucia Guzman (D)	Stuart Siffring (R)	Lucia Guzman (D)
Colorado House of Representatives					
1	Denver, Jefferson	1, 2	<i>open seat</i>	Raymond Garcia (R) Susan Lontine (D)	Susan Lontine (D)
2	Denver	1	<i>open seat</i>	Jon Roberts (R) Alec Garnett (D)	Alec Garnett (D)
3	Arapahoe	3	Daniel Kagan (D)	Candice Bengé (R)	Daniel Kagan (D) (leading by 15,368 with 76% reporting)
4	Adams, Denver	1, 4	Dan Pabon (D)	David Dobson (R)	Dan Pabon (D)
5	Adams, Denver	1, 4	Crisanta Duran (D)	Ronnie Nelson (R)	Crisanta Duran (D)
6	Denver	1	Lois Court (D)	<i>none</i>	Lois Court (D)
7	Adams, Denver	1, 4	Angela Williams (D)	Jason DeBerry (R)	Angela Williams (D)
8	Adams, Denver	1, 4	Beth McCann (D)	Jeffrey Washington (R)	Beth McCann (D)
9	Arapahoe, Denver	1, 3	Paul Rosenthal (D)	Celeste Gamache (R)	Paul Rosenthal (D)
10	Boulder	4	Dickey Lee Hullinghorst (D)	<i>none</i>	Dickey Lee Hullinghorst (D)
11	Boulder	4	Jonathan Singer (D)	Charlie Plaginos (R)	Jonathan Singer (D)
12	Boulder	4	Mike Foote (D)	<i>none</i>	Mike Foote (D)
13	Boulder, Clear Creek, Gilpin, Grand, Jackson	4, 6	KC Becker (D)	Michael Hocesvar (R)	KC Becker (D)
14	El Paso	9	Dan Nordberg (R)	Glenn Carlson (D)	Dan Nordberg (R)
15	El Paso	9	<i>open seat</i>	Gordon Klingenschmitt (R)	Gordon Klingenschmitt (R)

				Lois Fornander (D)	
16	El Paso	9	Janak Joshi (R)	Ryan Macoubrie (D)	Janak Joshi (R)
17	El Paso	9	Tony Exum (D)	Kit Roupe (R)	Kit Roupe (R) Republican Pickup
18	El Paso	9	Pete Lee (D)	Michael Schlierf (R)	Pete Lee (D)
19	El Paso	9	<i>Open seat</i>	Paul Lundeen (R)	Paul Lundeen (R)
20	El Paso	9	<i>Open seat</i>	Terri Carver (R)	Terri Carver (R)
21	El Paso	9	Lois Landgraf (R)	<i>None</i>	Lois Landgraf (R)
22	Jefferson	2	Justin Everett (R)	Mary Parker (D)	Justin Everett (R)
23	Jefferson	2	Max Tyler (D)	Jane Barnes (R)	Max Tyler (D)
24	Jefferson	2	<i>open seat</i>	Joseph DeMott (R) Jessie Danielson (D)	Jessie Danielson (D) (leading by 1,970 with 97% reporting)
25	Jefferson	2	<i>open seat</i>	Jon Keyser (R) Janet Doyle (D)	Jon Keyser (R) (leading by 3,643 with 86% reporting)
26	Eagle, Routt	6, 7	Diane Mitsch Bush (D)	Charles McConnell (R)	Diane Mitsch Bush (D)
27	Jefferson	2	Libby Szabo (R)	Wade Norris (D)	Libby Szabo (R)
28	Jefferson	2	Brittany Pettersen (D)	Stacia Kuhn (R)	Brittany Pettersen (D)
29	Jefferson	2	Tracy Kraft-Tharp (D)	Susan Kochevar (R)	Tracy Kraft-Tharp (D)
30	Adams	4	Jenise May (D)	JoAnn Windholz (R)	JoAnn Windholz (R) (leading by 435 with 57% reporting)
31	Adams	4	Joseph Salazar (D)	Carol Beckler (R)	Carol Beckler (R) (leading by 126 with 94% reporting)
32	Adams	4	Dominick Moreno (D)	Edgar Antillon (R)	Dominick Moreno (D)
33	Adams, Boulder, Broomfield, Weld	2, 4, 5	Dianne Primavera (D)	Marijo Tinlin (R)	Dianne Primavera (D)
34	Adams	4	Steve Lebsock (D)	Alexander Winkler (R)	Steve Lebsock (D)
35	Adams	4	<i>open seat</i>	Mike Melvin (R) Faith Winter (D)	Faith Winter (D)
36	Arapahoe	3	Su Ryden (D)	Richard Bowman (R)	Su Ryden (D) (leading by 589 with 77% reporting)
37	Arapahoe	3	<i>open seat</i>	Jack Tate (R) Nancy Cronk (D)	Jack Tate (R)
38	Arapahoe	3	Kathleen Conti (R)	Robert Bowen (D)	Kathleen Conti (R)
39	Douglas, Teller	3, 9	Polly Lawrence (R)	James Huff (R)	Polly Lawrence (R)
40	Arapahoe	3	John Buckner (D)	Julie Shepherd (R)	John Buckner (D) (leading by 1,953 with 78% reporting)
41	Arapahoe, Denver	1, 3	Jovan Melton (D)	Molly Barrett (R)	Jovan Melton (D) (leading by 1,765 with 77% reporting)
42	Arapahoe	3	Rhonda Fields (D)	Mike Donald (R)	Rhonda Fields (D)
43	Douglas	3	<i>open seat</i>	Kevin Van Winkle (R) Henry Barlow (D)	Kevin Van Winkle (R)
44	Douglas	3	<i>open seat</i>	Kim Ransom (R) Karen Jae Smith (D)	Kim Ransom (R)
45	Douglas	3	<i>open seat</i>	Patrick Neville (R) Brandon Wicks (D)	Patrick Neville (R)
46	Pueblo	10	<i>open seat</i>	Brian Mater (R) Daneya Esgar (D)	Daneya Esgar (D)
47	Fremont, Otero, Pueblo	9, 10	Clarice Navarro (R)	Lucretia Robinson (D)	Clarice Navarro (R)
48	Weld	5	Stephen Humphrey (R)	<i>none</i>	Stephen Humphrey (R)
49	Larimer, Weld	5	Perry Buck (R)	<i>none</i>	Perry Buck (R)
50	Weld	5	Dave Young (D)	Isaia Aricayos (R)	Dave Young (D)
51	Larimer	5	Brian DelGrosso (R)	<i>None</i>	Brian DelGrosso (R)
52	Larimer	5	Joann Ginal (D)	Donna Walter (R)	Joann Ginal (D)
53	Larimer	5	<i>open seat</i>	Tim Bessler (R) Jennifer Arndt (D)	Jennifer Arndt (D)
54	Delta, Mesa	7	<i>open seat</i>	Yeulin Willet (R) Brad Webb (D)	Yeulin Willet (R)

55	Mesa	7	<i>open seat</i>	Daniel Thurlow (R) Chris Kennedy (D)	Daniel Thurlow (R)
56	Adams, Arapahoe	3, 4	Kevin Priola (R)	Vicki Snider (D)	Kevin Priola (R)
57	Garfield, Moffat, Rio Blanco	6, 7	Bob Rankin (R)	<i>none</i>	Bob Rankin (R)
58	Dolores, Montezuma, Montrose, San Miguel	7, 8	Don Coram (R)	<i>none</i>	Don Coram (R)
59	Archuleta, Gunnison, Hinsdale, La Plata, Ouray, San Juan	7, 8	Michael McLachlan (D)	J. Paul Brown (R)	J. Paul Brown (R) Republican Pickup
60	Chaffee, Custer, Fremont, Park	7, 9, 10	Jim Wilson (R)	<i>none</i>	Jim Wilson (R)
61	Delta, Gunnison, Lake, Pitkin, Summit	7	Millie Hamner (D)	Debra Irvine (R)	Millie Hamner (D)
62	Alamosa, Conejos, Costilla, Huerfano, Mineral, Pueblo, Rio Grande, Saguache	8, 10	Ed Vigil (D)	Marcy Freeburg (R)	Ed Vigil (D)
63	Adams, Weld	4, 5	Lori Saine (R)	Dustin Urban (D)	Lori Saine (R)
64	Baca, Bent, Crowley, Elbert, Kiowa, Las Animas, Lincoln, Prowers, Washington	10, 11	Tim Dore (R)	<i>none</i>	Tim Dore (R)
65	Cheyenne, Kit Carson, Logan, Morgan, Phillips, Sedgwick, Yuma	5, 11	<i>open seat</i>	Jon Becker (R)	Jon Becker (R)

**Table 4.
2014 Colorado County Commission Races**

First Name	Last Name	County	Party	TC	Reg	Running? Not Running?	Major Party Candidate(s) name	Winner
Erik	Hansen	Adams	R	4	1	Running	Erik Hansen (R), Manuel Solano (D)	Eric Hansen
New Seat		Adams			1	Running	Joseph Domenico (R), Steve O'Dorisio (D)	Joseph Domenico (R)
New Seat		Adams			1	Running	Wilma Rose (D), Jan Pawlowski (R)	Jan Pawlowski (R)
Nancy	Jackson	Arapahoe	D	1	1	Running	Nancy Jackson (D), Tory Brown (R)	Nancy Jackson (D)
Nancy	Sharpe	Arapahoe	R	3	1	Running	Nancy Sharpe (R), Martha Karnopp (D)	Nancy Sharpe (R)
Tim	Mauck	Clear Creek	D	6	1	Running	Timothy Mauck (D)	Timothy Mauck (D)
David	Weaver	Douglas	R	3	1	Running	David Weaver (R)	David Weaver (R)
Connie	McLain	Gilpin	R	6	1	Running	Connie McLain (R), Linda Isenhardt (D)	Linda Isenhardt (D) by only 8 votes
Donald	Rosier	Jefferson	R	2	1	Running	John Flerlage (D), Don Rosier (R), Greg Standley (U)	Don Rosier (R)
Peter	Dawson	Baca	R	10	2	Running	Peter Dawson (R), Tom Billings (D)	Peter Dawson (R)
Thomas	Wallace	Bent		10	2	Running	Tom Wallace (R)	Tom Wallace (R)
Gary	Gibson	Crowley	R	10	2	Running	Gary Gibson (R)	Gary Gibson (R)
Allen	Butler	Custer	R	10	2	Lost primary	Robt. Kattinig (R)	Robt. Kattinig (R)
Darryl	Glenn	El Paso	R	9	2	Running	Darryl Glenn (R), Thomas J. Nieman (D)	Darryl Glenn (R)
Peggy	Littleton	El Paso	R	9	2	Running	Peggy Littleton (R), Jariah R. Walker (D)	Peggy Littleton (R)
Debbie	Bell	Fremont	R	9	2	Running	Debbie Bell (R)	Debbie Bell (R)

Art	Bobian	Huerfano	R	10	2	Not running	Gerald Cisneros (D), Keith Varner (R)	Gerald Cisneros (D)
Bill	Koehler	Kiowa	D	10	2	Running	Wm. Koehler (D), Cindy McLoud (R)	Cindy McLoud (R)
Mack	Louden	Las Animas	R	10	2	Running	Mack Loudon (R), Jim Montoya (D)	Mack Loudon (R)
Kevin	Karney	Otero	R	10	2	Running	Kevin Karney (R)	Kevin Karney (R)
Mark	Dowaliby	Park	R	9	2	Running	Mark Dowalby (R), Sandra Horrocks (D)	Mark Dowalby (R)
Joe	Marble	Prowers	R	10	2	Not running	Ronald S. Cook (R)	Ronald S. Cook (R)
Sal	Pace	Pueblo	D	8	2	Running	Sal Pace (D), Tom Ready (R)	Sal Pace (D)
Dave	Paul	Teller	R	9	2	Running	Dave Paul (R)	Dave Paul (R)
Doug	Atchley	Delta	R	7	3	Running	Doug Atchley (R)	Doug Atchley (R)
Sara	Fisher	Eagle	D	7	3	Not running	Richard Mayne (R), Jeanne McQueeney (D)	Jeanne McQueeney (D)
Kathy Chandler- Henry	Chandler- Henry	Eagle	D	7	3	Running	K. Chandler-Henry (D), Courtney Holm (R)	Chandler-Henry (D)
Tom	Jankovsky	Garfield	R	7	3	Running	Tom Jankovsky (R), Michael Sullivan (D)	Tom Jankovsky (R)
Gary	Bumgarner	Grand	D	6	3	Not running	Kristen Manguso (R)	Kristen Manguso (R)
Phillip	Chamberland	Gunnison	R	7	3	Running	Philip Chamberland (R)	Philip Chamberland (R)
Cindy	Dozier	Hinsdale		8	3	Running	Cindy Dozier (R)	Cindy Dozier (R)
Lanny	Weddle	Jackson		6	3	Not running	Naida Crowner (R), Betsy Blecha (U)	Betsy Blecha (U) by 2 votes
Delores	Semsack	Lake	D	7	3	Running	Charlie O'Leary (R), Dolores Semsack (D)	Dolores Semsack (D)
Steven	Acquafresca	Mesa	R	7	3	Not running	Mark Williams (D), Scott McInnis (R)	Scott McInnis (R)
Tom	Mathers	Moffat	UNA	6	3	Not running	Frank Moe (R)	Frank Moe (R)
Rachel	Richards	Pitkin	R	7	3	Running	Rachel Richards (R)	Rachel Richards (R)
Rob	Ittner	Pitkin	R	7	3	Running	Rob Ittner, Patti Clapper (D)	Patti Clapper (D)
Shawn	Bolton	Rio Blanco	R	6	3	Running	Shawn Bolton (R)	Shawn Bolton (R)
Stephen	Ivancie	Routt	D	6	3	Running	Steve Ivancie (D), Cari Hermacinski (R)	Cari Hermacinski by 89 votes
Dan	Gibbs	Summit	D	7	3	Running	Dan Gibbs (D), Allen Bacher (R)	Dan Gibbs (D)
Cindy	Domenico	Boulder	D	4	4	Running	Cindy Domenico (D)	Cindy Domenico (D)
Nancy	Bogenhagen	Cheyenne	D	11	4	Running	Nancy Bogenhagen (D); Sam Mitchek (R)	Nancy Bogenhagen (D)
Kurt	Schlegel	Elbert	R	11	4	Not running	Kelly Dore (R)	Kelly Dore (R)
Paula	Weeks	Kit Carson	R	11	4	Not running	Cory Wall (R)	Cory Wall (R)
Lew	Gaiter	Larimer	R	5	4	Running	Lew Gaiter (R) Kathy Gilliland (D), Eric Sutherland (U)	Lew Gaiter ®

Ted	Lyons	Lincoln	R	11	4	Not running	Ed Schifferns (R)	Ed Schifferns (R)
David	Donaldson	Logan	R	11	4	Running	Jim Jackson (D), David Donaldson (R)	David Donaldson (R) by 139 votes
Laura	Teague	Morgan	R	5	4	Running	Laura Teague (R), Joe Segura (D)	Laura Teague (R)
K. Joe	Kinnie	Phillips	R	11	4	Running	K. Joe Kinnie (R)	K. Joe Kinnie (R)
Gene	Bauerle	Sedgwick	D	11	4	Not running	Alan Harris (R), Mark Turner (U)	Mark Turner (U)
Terry	Hart	Washington	R	11	4	Running	Terry Hart (R)	Terry Hart (R)
Bill	Garcia	Weld	R	5	4	Not running	Lynette Kilpatrick (Amer. Constitution Party), Steve Moreno (R), Carl Erickson (D)	Steve Moreno (R)
Doug	Rademacher	Weld	R	5	4	Not running	Julie Cozad (R)	Julie Cozad (R)
Trent	Bushner	Yuma	R	11	4	Running	Trent Bushner (R)	Trent Bushner (R)
Michael	Yohn	Alamosa	R	8	5	Running	Michael Yohn (R)	Michael Yohn (R)
Michael	Whiting	Archuleta		8	5	Not running	Ray Lattin (R), Michael Whiting (U)	Michael Whiting (U) by 333 votes
Dave	Potts	Chaffee	R	7	5	Running	David Potts (R)	David Potts (R)
Mitchell	Jarvies	Conejos	R	8	5	Running	Mitchel Jarvies (R), Robt. Chavez (D)	Mitchel Jarvies (R)
Dolores	Burns	Costilla	D	8	5	Running	Dolores Burns (D)	Dolores Burns (D)
Julie	Kibel	Dolores	R	8	5	Running	Julie Kibel (R)	Julie Kibel (R)
Bobby	Lieb	La Plata	R	8	5	Not running	Cynthia Roebuck (D), Brad Blake (R)	Brad Blake (R) by 144 votes
Scott	Lamb	Mineral	D	8	5	Running	R. Scott Lamb (D)	R. Scott Lamb (D)
Steve	Chappell	Montezuma		8	5	Not running	James Lambert (R)	James Lambert (R)
Mike	Fedel	Ouray	R	7	5	Not running	John Draper (D), Lezah Saunders (R)	Benjamin Tisdell (U)
Karla	Shriver	Rio Grande	D	8	5	Running	Karla Shriver (R)	Karla Shriver (R)
Linda	Joseph	Saguache	D	8	5	Not running	Tim Lovato (D), Ellen Cox (R)	Tim Lovato (D)
Ernest	Kuhlman	San Juan	R	8	5	Not running	Robert Boeder (D)	Ernest Kulman (U)
Joan	May	San Miguel	D	8	5	Running	Joan May (D)	Joan May (D)
Gary	Ellis	Montrose		7	3,5	Not running	Glen Davis (R), Tammy Theis (D)	Glen Davis (R)

Welcome to Colorado's Web-Based 2040 Statewide Transportation Plan!

For the first time, Colorado's Statewide Transportation Plan (SWP) will be a living, web-based document. CDOT developed this plan as a better way to communicate and interact with the public using technology and to provide information that the public and stakeholders can use to discuss transportation issues. This format allows CDOT to regularly update, adapt, and implement the SWP in a manner that responds and evolves to the changing needs of the state in the years ahead. A combination of text, video, audio, and interactive presentations demonstrate where Colorado stands today, the challenges that we face, and how we will continue to make progress in the future. Data, comment features, and interactive maps give Coloradans the tools to learn, explore, and continue the conversation with CDOT. See www.coloradotransportationmatters.com.

Figure 1: SWP Website Home Page



When the Draft SWP becomes available for public review, visitors to the website will be welcomed by a video of Transportation Commission Chairman Ed Peterson inviting them to review the SWP, the Statewide Transit Plan, and the rural Regional Transportation Plans (RTPs). Direct links to both the SWP and RTPs will be provided on the SWP website homepage. **Figure 1** illustrates where these plans can be found. Note the second and third tabs to the right of home (under the Colorado transportation Matters logo) direct users to the SWP and RTPs respectively.

Figure 2: RTPs on the SWP Website

Figure 2 shows the introduction for the Regional Transportation Plans web page where all of the draft rural RTPs will be located during the public comment period. The plans highlight regional transportation needs and priorities out to the year 2040. Visitors can click on the map to access the RTP for their area.

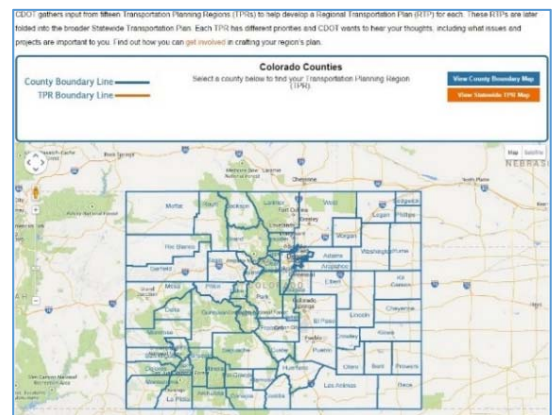
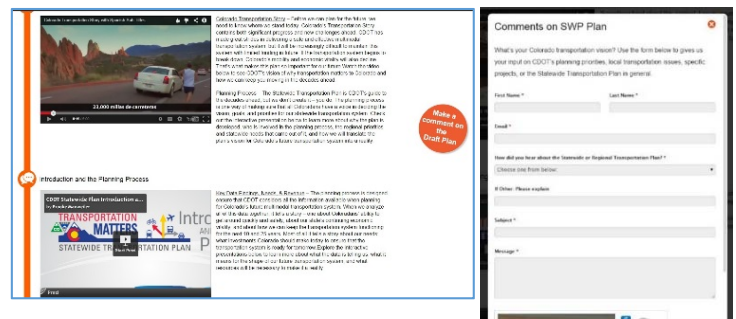


Figure 3: Comments on the SWP

Website visitors will have the ability to submit comments on the SWP, Statewide Transit Plan, and RTPs. The comment form is accessible on the SWP and RTP web pages. See **Figure 3** for a snapshot of the comment form button, and the comment form.



The SWP is comprised of the following four parts: The Colorado Transportation Story; The Planning Process; Key Data Findings, Needs, and Revenue; and Moving Forward.

Part 1: The Colorado Transportation Story (Video)

Explains why Colorado’s transportation system matters and what challenges CDOT will need to overcome to maintain and improve it for the future. See **Figure 4**.

Figure 4: Screen Shot of Part 1



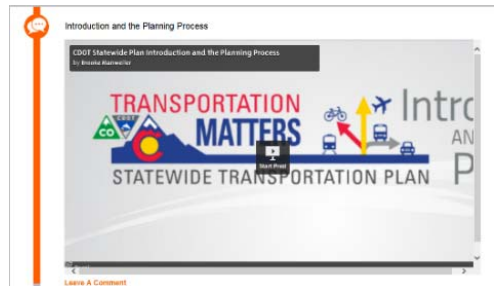
Part 2: The Planning Process (Prezi)

Explains how CDOT worked with key stakeholders to develop the plan.

Part 2 is in an interactive presentation format called Prezi.

See **Figure 5**.

Figure 5: Screen Shot of Part 2



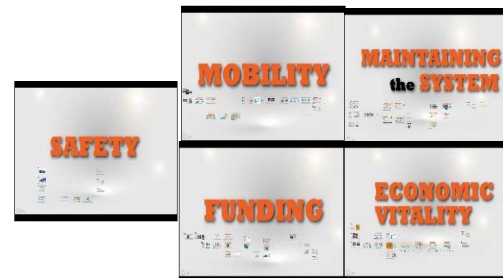
Part 3: Key Data findings, Needs and Revenue (5 Prezis and Summary Report)

Illustrates which trends will influence our transportation future and how much funding will be needed to maintain and expand the system.

The five Prezis align with CDOT’s statewide goals covering topic areas of Safety, Mobility, Maintaining the System, Funding, and Economic Vitality.

Each Prezi includes data and analysis regarding CDOT’s past, current responsibilities, associated funding needs and revenue, current and future strategies, and key messages. See **Figure 6**.

Figure 6: Screen Shot of Part 3



Part 4: Moving Forward (1 Video, Action Plan, Maps, and Summary documents)

Describes what steps CDOT is taking to deliver on the promises of the SWP. The video will cover the topic of CDOT’s adaptability and use of innovative ideas in the past 100 years, along with CDOT’s focus on continuing adaptive and innovative practices in the future. Other elements of Part 4 will include: an Action Plan that looks at internal business practices at CDOT; Strategic Actions to move forward SWP implementation; Statewide Priority Corridors, shown to the right (see **Figure 7**); and Regional Priority Corridors (integrated from the rural RTPs).

Figure 7: Screen Shot of Part 4





COLORADO

Department of
Transportation



Oil & Gas Transportation Impacts Research Project

Statewide Transportation Advisory Committee
November 14, 2014

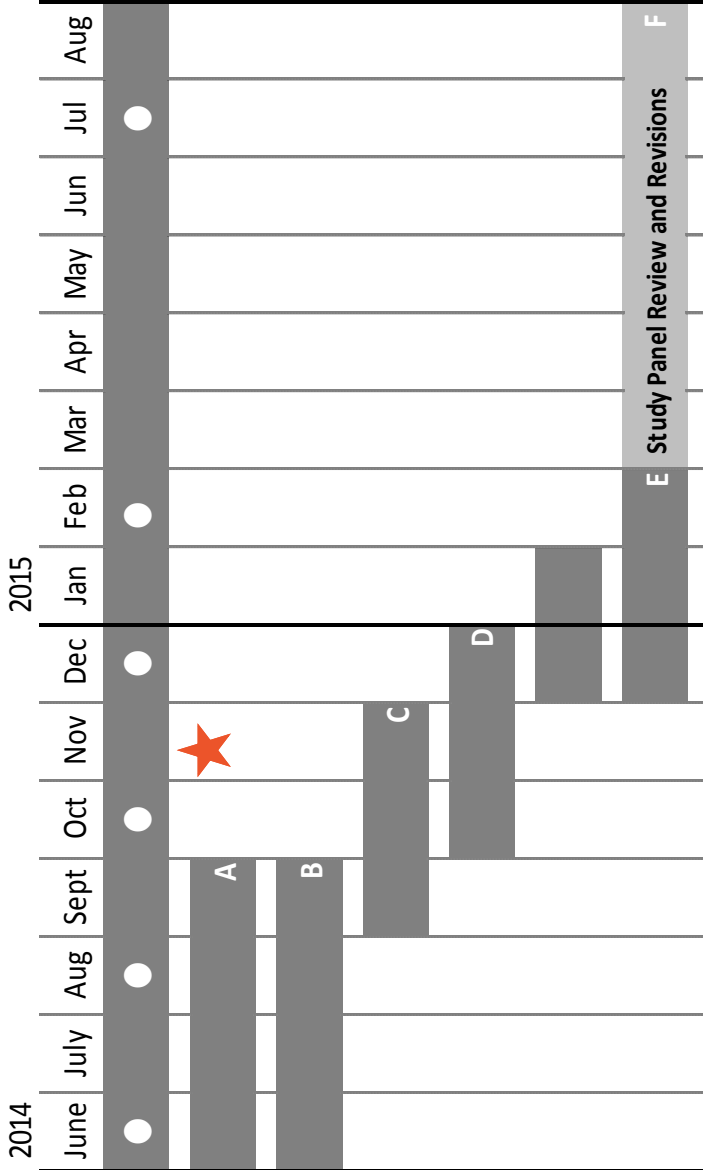


Agenda

1. Schedule and Study Objectives
2. Statewide Production Areas
3. Trip Generation/Heavy Vehicle Impacts
4. Additional Questions
5. Next Steps



Schedule



Task 1: Project Management and Meetings

Task 2: State Highway Inventory

Task 3: Research

Task 4: Existing and Future Oil & Gas Activity

Task 5: Cost Implications of Oil & Gas Vehicles

Task 6: Oil & Gas Model Update

Task 7: Documentation

Deliverables:

- A - State Highway Inventory Maps and Summary
- B - Technical Memorandum documenting research
- C - Technical Memorandum documenting existing and future oil & gas activity
- D - Technical Memorandum documenting cost implications
- E - Draft Report
- F - Final Report



Primary Study Objectives

- *What areas of the state most affected by the oil and gas industry?*
- *How do the trip generation characteristics of oil and gas development differ?*
- *What are the truck typologies and duration for various phases of development and what are the corresponding impacts (ESAL)?*
- *What are the industry's impacts?*

Question: *In terms of research, are there other states we need to look at?*



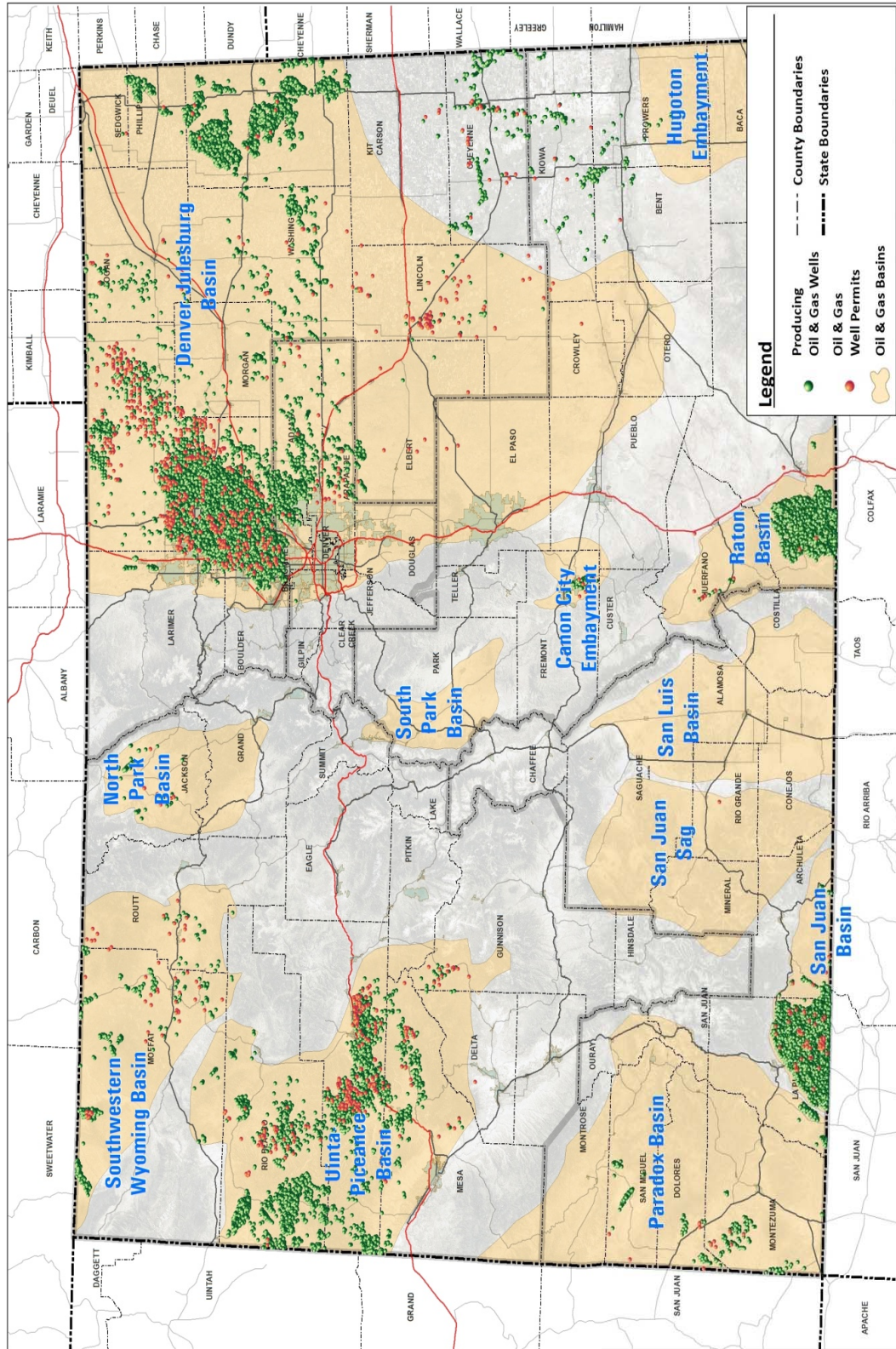
Primary Study Objectives

- *What variables affect the level of industry impacts?*
- *How do the bridges on the State Highway system with weight and/or height restrictions affect the industry?*
- *What State Highways are generally most susceptible to industry impacts?*
- *What are other states doing to recoup the costs of the industry's impacts to roads?*

Question: *In terms of research, what other states should we look at?*



Producing Wells and Well Permits (as of July 8, 2014)



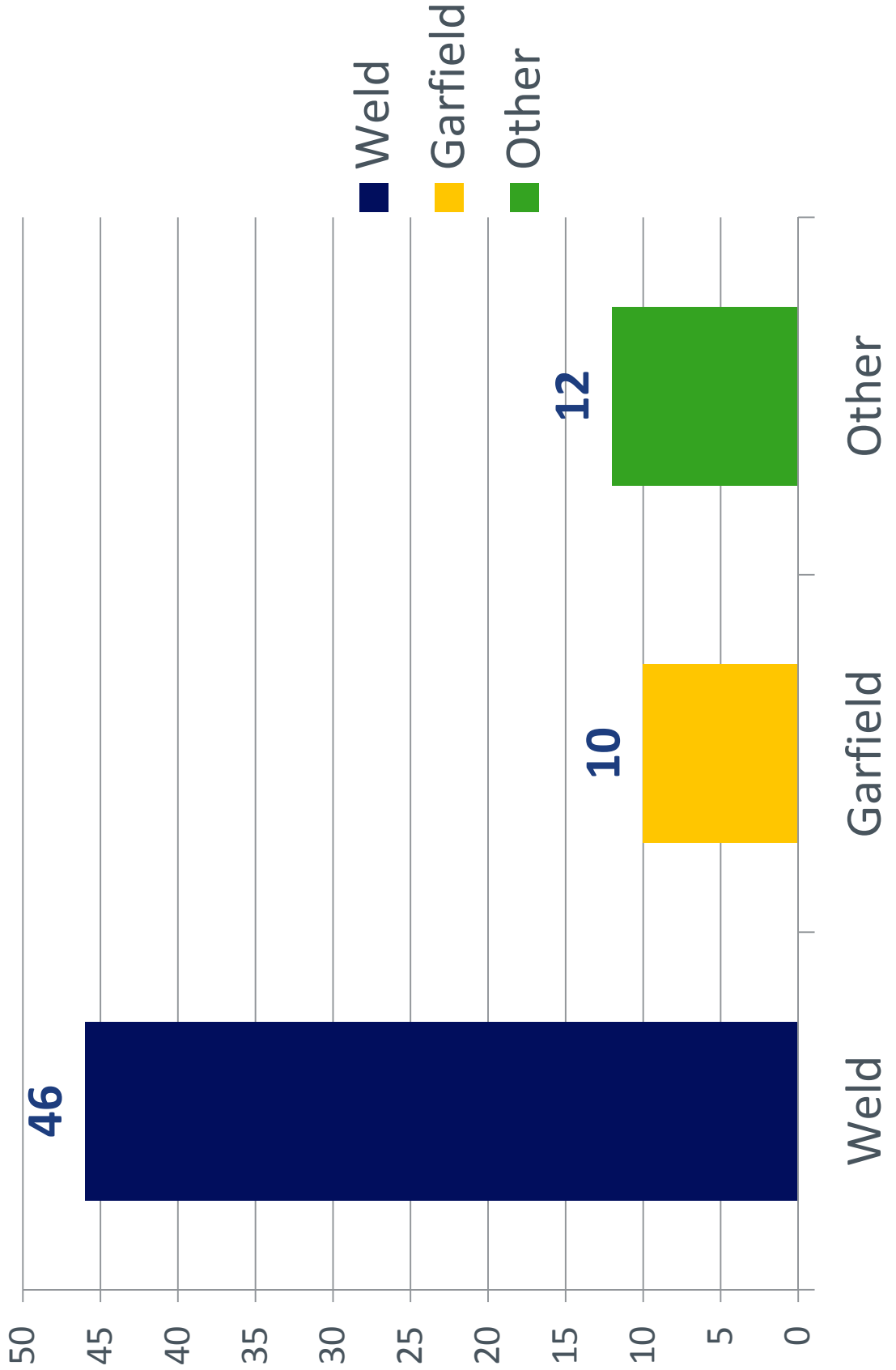
Questions:
Is this level of activity consistent with what you see?

Do you anticipate growth or decline in your area of the state?



Drilling Rigs Running in Colorado

(as of July 8, 2014)





Truck Loads & Impacts

Truck	Axles	Weight (lbs)	Flexible ESALs*	Rigid ESALs*	Trips
Pickup	2	7,000	0.003	0.003	High
MCC House	9	174,000	7.429	16.054	Low
Derrick	8	159,000	8.477	17.640	Low
Substructure	9	160,600	9.013	14.433	Low
Workover Rig	5	105,000	5.776	12.724	Low
Cement (empty)	3	22,600	0.283	0.268	Medium
Cement (full)	3	54,000	2.344	3.521	Medium
Water (empty)	5	27,500	0.075	0.078	High
Water (fresh -full)	5	70,000	1.420	2.398	High
Water (prod. - full)	5	85,000	3.113	5.478	High

Question: Have local governments or MPOs performed any related truck load/trip calculations?



Additional Questions

- Is STAC interested in engaging in further discussion on transportation energy impacts and related topics?
- How would STAC like to engage in this discussion?
- What additional information would STAC be interested in seeing or discussing?



Next Steps

- Continued research on existing and future oil & gas activity
- Development of an updated trip/impacts tool



4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE
FROM: MARIA SOBOTA, BUDGET DIRECTOR
DATE: NOVEMBER 14, 2014
SUBJECT: FY2016 ANNUAL BUDGET

Purpose

This memorandum provides information related to FY2016 revenue estimates and the FY2016 Draft Annual Budget.

Background & Details

FY2016 Revenue Estimates

The FY2016 Annual Draft annual budget Allocation is based on updated FY2016 revenue estimates (see Attachment A). The significant adjustment to the current revenue estimate is the reduction in SB-228 general fund transfer revenue based on the September 2014 quarterly state revenues economic forecast. TABOR refunds are now anticipated and estimated SB-228 revenues were cut in half in accordance with statute to approximately \$102.6 million. This updated forecast is reflected in current revenue estimates and the Draft annual budget.

Estimated FY2016 revenues are \$83,355,706 higher than FY2015 projections. The growth from (1) SB-228 (\$102.6 million) (2) FASTER surcharge revenue estimates dedicated to the FASTER Safety Program (\$8.4 million growth), (3) state fuel tax (\$2.8 million growth), and (4) Federal Transit Administration (\$4.6 million) is offset by reductions to Miscellaneous Revenue including earned interest (\$10.3 million reduction due partly to lower cash balance projections), lower projected emergency recovery revenues (\$13.0 million lower) and reduced federal revenues, including fuel tax (\$11.0 million). As a result, Flexible (TC directed) revenues are \$6.8 million lower year over year.

FY2016 Draft annual budget

The FY2016 Draft annual budget is balanced. The Department, Bridge Enterprise, and High Performance Transportation Enterprise budgets are developed separately. Enterprise budgets are further detailed in the fall by the respective Enterprise boards.

In a review of the FY2016 Draft annual budget detail line item allocations, Asset Management program budgets are based on outcomes from the Department's Delphi workshop and subsequent TC guidance to staff (<http://www.coloradodot.info/about/transportation-commission/documents/2014/february-2014/03-asset-management.pdf/view>). This includes Maintenance Levels of Service (MLOS) funding levels detailed on page 30 of the Budget Narrative and this represents the vast majority of TC directed funding. For other TC directed programs, budget amounts are initially based on the FY2015 Final Budget. Unlike TC-directed programs, programs that receive dedicated revenues (the revenues obtained for a particular program) must be allocated to that program and are based on the current FY2016 Budget Revenue

Forecasts. The following criteria will be used to allocate program funds for the Department's FY2016 Proposed Annual Budget:

- All revenue specific to a program (i.e., MAP-21 and State programs such as Safety Education and Aeronautics) will automatically be adjusted based on the FY2016 revenue estimate.
- All other programs are initially based on the FY2015 budget amounts as approved by the TC in March 2014. With recent transitions of region boundaries, Transportation Systems Management & Operations, and program, cash, and asset management, staff recommends that the TC review the longer standing TC directed programs in earnest during FY2017 budget setting.

The FY2016 Draft annual budget reflects several changes from the FY2015 Budget. Changes include:

- The Department's budget is \$1,300,615,655 representing a net increase of \$84,355,707 or 6.9%. All of the increase and more can be attributed to Strategic Projects non-flexible revenues received through a new general fund transfer of \$102.6 million per SB-228.
- A year over year increase of \$10,961,631 in Deliver - Program Delivery / Administration (Operations - Including Maintenance Support) is primarily driven by a \$6.0 million one-time correction consistent with the TC approval last month of surplus FY2015 revenues and deficit FY2015 expenditures and a Common Policy increase from the Governor's Office of Technology (OIT) of approximately \$4.0 million and other Common Policy changes such as salary increases. In addition, Department Senior Management approved a Decision Item request totaling \$0.5 million to support a Geographic Information Systems (GIS) update to add right-of-way information.
- An increase of \$2.0 million in Deliver - Program Delivery / Administration (Common Policy - FY2016 Salary Increases). With now two consecutive years of salary increases after more than five years without, this will be the first time in nearly a decade that the budget would anticipate salary increases rather than respond once they occurred by reducing Operating expenses.
- Transportation Commission Contingency budget reduced due to lower flexible revenue estimates and higher Delphi funding.

Next Steps - FY2016 Budget Updates and TC Adoption

In November 2014, DAF will:

- Provide the TC with the final Draft annual budget including changes related to topics discussed during October.
- Ask the TC for approval and adoption of the FY2016 Draft annual budget for submission to the Office of State Planning and Budget and Joint Budget Committee on or before December 15, 2014.

In March 2015, DAF will:

- Update the FY2016 Budget to include Common Policy and Legislative decisions including Capital Development Committee funding, if any.
- Provide an updated FY2016 Budget to the TC for final adoption.

In April 2015, upon adoption of the FY2016 Budget by the TC, the Department will resubmit the Budget to the Governor for approval on or before the 15th of the month.

Attachments

Attachment A - FY2016 Final Revenue

Attachment B - FY2016 Draft Annual Budget

Colorado Department of Transportation
Fiscal Year 2015 / Fiscal Year 2016 Budgets Revenue Comparison

REVENUE SOURCE	BUDGET ESTIMATE		FY2016 over (under) FY2015	NOTES
	FY2015	FY2016		
Total Colorado Department of Transportation Revenue	1,217,259,949	1,300,615,655	83,355,706	
STATE FUNDS	485,650,001	577,177,300	91,527,299	
HUTF Revenue to CDOT	409,700,001	412,477,300	2,777,299	
CDOT Miscellaneous Revenue	29,500,000	19,200,000	(10,300,000)	Decrease is due to lower earned interest.
General Fund Revenue to CDOT	0	102,600,000	102,600,000	SB-228 - New revenue source for FY2016.
State Infrastructure Bank	700,000	500,000	(200,000)	
State Safety Education Funds	2,950,000	3,000,000	50,000	
Aeronautics Funds	42,800,000	39,400,000	(3,400,000)	
FASTER FUNDS	102,900,000	111,300,000	8,400,000	
FASTER Safety - State Share to CDOT	97,900,000	106,300,000	8,400,000	
FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
FEDERAL FUNDS	599,325,330	581,471,259	(17,854,071)	
Federal Highway Administration	326,201,464	326,897,445	695,981	
Federal Highway Administration	250,258,370	226,288,537	(23,969,833)	FY2016 is based on MAP-21 level plus ER.
Federal Transit Administration	16,030,718	20,645,277	4,614,559	
National Highway Traffic Safety Administration	6,534,778	7,640,000	1,105,222	
Federal Aviation Administration	300,000	0	(300,000)	
LOCAL MATCHING FUNDS	29,384,618	30,667,096	1,282,478	
Local Match for FHWA Funding	20,069,966	19,876,093	(193,873)	
Local Match for FTA Funding	9,314,652	10,791,003	1,476,351	

Notes:

<i>Total CDOT Flexible</i>	<i>765,401,465</i>	<i>758,574,745</i>	<i>(6,826,720)</i>
<i>Total CDOT Inflexible</i>	<i>451,858,484</i>	<i>542,040,910</i>	<i>90,182,426</i>

**Colorado High Performance Transportation Enterprise
Fiscal Year 2015 / Fiscal Year 2016 Budgets Revenue Comparison**

REVENUE SOURCE	BUDGET ESTIMATE		FY2016 over (under) FY2015	NOTES
	FY2015	FY2016		
High Performance Transportation Enterprise Revenue	30,575,000	2,575,000	(28,000,000)	
STATE FUNDS	575,000	2,575,000	2,000,000	
Tolling Fee Revenue (Enterprise)	375,000	2,375,000	2,000,000	
Tolling Violations	0	0	0	
Interest Income - Exempt	200,000	200,000	0	
LOCAL CONTRIBUTIONS	30,000,000	0	(30,000,000)	
Managed Lanes Revenue	30,000,000	0	(30,000,000)	FY2015 was the last year for this funding.

**Colorado Statewide Bridge Enterprise
Fiscal Year 2015 / Fiscal Year 2016 Budgets Revenue Comparison**

REVENUE SOURCE	BUDGET ESTIMATE		FY2016 over (under) FY2015	NOTES
	FY2015	FY2016		
Statewide Bridge Enterprise Revenue	114,881,900	124,100,000	9,218,100	
STATE FUNDS	2,400,000	3,000,000	600,000	
Other Enterprise Charges	0	0	0	
Interest Income - Exempt	2,400,000	3,000,000	600,000	
Cost Recovery	0	0	0	
FASTER FUNDS	91,100,000	100,100,000	9,000,000	
FASTER - Bridge Surcharge	91,100,000	100,100,000	9,000,000	
FEDERAL FUNDS	21,381,900	21,000,000	(381,900)	
Buy America Bonds Credit	6,381,900	6,000,000	(381,900)	
Re-distributed FHWA for BE Projects	15,000,000	15,000,000	0	

Total Transportation Revenue	1,362,716,849	1,427,290,655	64,573,806
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**Colorado Department of Transportation
Fiscal Year 2016 Proposed Budget 11/20/14**

Attachment B

	Budget Category	Program Area	Directed by	FY16 Allocations	FY16 Budget	Funding Source
	Maintain - Maintaining What We Have					
		CDOT Performed Work				
1		Roadway Surface	TC	39,075,453	39,075,453	SH
2		Roadside Facilities	TC	20,162,777	20,162,777	SH
3		Roadside Appearance	TC	7,805,488	7,805,488	SH
4		Structure Maintenance	TC	8,556,025	8,556,025	SH
5		Tunnel Activities	TC	6,908,508	6,908,508	SH
6		Snow and Ice Control	TC	73,350,077	73,350,077	SH
7		Traffic Services /1	TC	67,707,695	67,707,695	SH
8		Planning and Scheduling	TC	14,870,563	14,870,563	SH
9		Material, Equipment and Buildings	TC	15,963,414	15,963,414	SH
10				254,400,000	254,400,000	
11		Contracted Out Work				
12		Surface Treatment	TC	149,500,000	122,731,164	FHWA/ SH/ 09-108
13		Structures On-System Construction /1	TC	22,300,000	18,307,057	09-108
14		Structures Inspection and Management /1	TC	8,400,000	6,895,932	09-108
15		Geohazards Mitigation /1	TC	5,100,000	4,186,816	09-108
16		Highway Safety Investment Program	FR	29,154,151	23,933,932	FHWA / SH
17		Railway-Highway Crossings Program	FR	3,150,245	2,586,175	FHWA / SH
18		Hot Spots	TC	2,167,154	1,779,113	FHWA / SH
19		Traffic Signals	TC	1,472,823	1,209,106	FHWA / SH
20		FASTER - Safety Projects	TC	56,300,000	46,219,161	09-108
21		Maintain-Related Indirects/Overhead /2		-	30,616,236	
22		Maintain-Related CDOT Construction Engineering /2		-	19,079,683	
23				277,544,373	277,544,373	
24		Capital Expenditure				
25		Road Equipment	TC	11,500,000	11,500,000	SH
26		Capitalized Operating Equipment	TC	3,448,525	3,448,525	SH
27		Property	TC	1,011,722	1,011,722	SH
28				15,960,247	15,960,247	
29				Total:	547,904,620	547,904,620
30	Maximize - Safely Making the Most of What We Have					
31		CDOT Performed Work				
32		TSM&O: Performance Programs and Services	TC	6,107,619	6,107,619	SH
33		TSM&O Traffic Incident Management	TC	-	-	SH
34		TSM&O: ITS Maintenance	TC	14,400,000	14,400,000	SH
35				20,507,619	20,507,619	
36		Contracted Out Work				
37		Safety Education /3	Comb	11,090,000	9,104,272	NHTSA / SSE
38		TSM&O: Congestion Relief	TC	4,000,000	3,283,777	FHWA / SH
39		Regional Priority Program	TC	50,000,000	41,047,212	FHWA / SH
40		Maximize-Related Indirect/Overhead /2		-	7,180,152	
41		Maximize-Related CDOT Construction Engineering /2		-	4,474,587	
42				65,090,000	65,090,000	
43		Capital Expenditure				
44		TSM&O: ITS Investments	TC	10,000,000	10,000,000	SH
45				10,000,000	10,000,000	
46				Total:	95,597,619	95,597,619
47	Expand - Increasing Capacity					
48		CDOT Performed Work				
49				-	-	
50		Contracted Out Work				
51		Strategic Projects	SL	92,340,000	75,805,991	09-228
52		Expand-Related Indirect /2		-	10,186,131	
53		Expand-Related CDOT Construction Engineering /2		-	6,347,878	
54				92,340,000	92,340,000	
55				Total:	92,340,000	92,340,000
56	Deliver - Program Delivery/Administration					
57		Operations [including maintenance support]	TC	31,123,151	31,123,151	SH
58		Projects Initiatives	TC	1,855,000	1,855,000	FHWA / SH
59		DTD Planning and Research - SPR	FR	12,711,092	12,711,092	FHWA / SH
60		Administration (Appropriated)	SL	28,812,139	28,812,139	SH
61		FY2016 Common Policy Anticipated Salary Increase		2,005,647	2,005,647	
62				Total:	76,507,029	76,507,029
63	Pass-Through Funds/Multi-modal Grants					
64		Aeronautics				
65		Division of Aeronautics to Airports	AB	38,500,000	38,500,000	SA
66		Division of Aeronautics Administration	AB	900,000	900,000	SA
67				39,400,000	39,400,000	
68		Highway				
69		Recreational Trails	FR	1,591,652	1,591,652	FHWA
70		Transportation Alternatives Program	FR	12,045,642	12,045,642	FHWA / LOC
71		STP-Metro	FR	46,972,177	46,972,177	FHWA / LOC
72		Congestion Mitigation/Air Quality	FR	45,539,598	45,539,598	FHWA / LOC
73		Metropolitan Planning	FR	7,829,342	7,829,342	FHWA / FTA / LOC
74		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
75		Bridge Off-System - Federal Program	FR	6,285,272	6,285,272	FHWA / SH / LOC
76				123,427,822	123,427,822	
77		Transit				
78		Federal Transit	FR	29,236,280	29,236,280	FTA / LOC
79		Strategic Projects -Transit	SL	10,260,000	10,260,000	09-228
80		Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
81		Transit and Rail Statewide Grants	SL	5,800,000	5,800,000	09-108
82		Regional Commuter Bus	TC	3,000,000	3,000,000	09-108
83		Transit Administration and Operations	SL	1,200,000	1,200,000	FTA / 09-108
84				54,496,280	54,496,280	
85		Infrastructure Bank				
86		Infrastructure Bank	TC	500,000	500,000	SIB
87				Total:	217,824,102	217,824,102
88	Transportation Commission Contingency / Debt Service					
89		Permanent Recovery				
90		Permanent Recovery		87,000,000	71,422,149	FHWA
91		Recovery-Related Indirect/Overhead /2		-	9,597,069	
92		Recovery-Related CDOT Construction Engineering /2		-	5,980,782	
93				87,000,000	87,000,000	
94		Contingency				
95		TC Contingency	TC	2,198,160	2,198,160	FHWA / SH
96		Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
97				12,198,160	12,198,160	
98		Debt Service				
99		Strategic Projects - Debt Service	DS	167,840,075	167,840,075	FHWA / SH
100		Certificates of Participation-Property		2,362,200	2,362,200	SH
101		Certificates of Participation-Energy	DS	1,041,850	1,041,850	SH
102				171,244,125	171,244,125	
103				Total:	270,442,285	270,442,285
				1,300,615,655	1,300,615,655	

Revenue **1,300,615,655** **1,300,615,655**

Notes:

/1 FASTER Safety funds were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.

/2 Budget excludes RAMP projects; CE and Indirects are calculated based on total programs as shown.

/3 This amount includes NHTSA - required State match.

TC Contingency (Line 95) - Contingency Fund Budget reduced due to lower flexible revenue estimates and higher Delphi funding.

Key to acronyms:

LOC=Local Matching Funds
SIB=St. Infrastructure Bank Interest
TC=Transportation Commission
Shaded Areas=Flexible

DS=Debt Service Covenants
AB=Aeronautics Board
FR=Federal Requirements
Non-Shaded Areas=InFlexible

SH=State Highway funding
FHWA=Federal Highway Administration
FTA=Federal Transit Administration

SL=State Legislation
Comb=Combination
SSE=State Safety Education

09-228=Funds from HB 09-228
09-108=Funds from HB 09-108 (FASTER)
NHTSA=Nat. Hwy. Traffic Safety Administration

**State Bridge Enterprise
Fiscal Year 2016 Proposed Budget 11/20/14**

	Budget Category	Program Area	Directed by	FY16 Allocations	FY16 Budget	Funding Source
	Maintain - Maintaining What We Have					
1		CDOT Performed Work				
2		Maintenance	BEB	250,000	250,000	09-108
3		Scoping Pools	BEB	750,000	750,000	09-108
4				1,000,000	1,000,000	
		Contracted Out Work				
5		Bridge Enterprise Projects	BEB	102,954,096	84,519,572	09-108
6		Maintain-Related Indirects/Overhead /2		-	11,356,984	
7		Maintain-Related CDOT Construction Engineering /2		-	7,077,540	
8				102,954,096	102,954,096	
9			Total	103,954,096	103,954,096	
	Maximize - Safely Making the Most of What We Have					
10		CDOT Performed Work				
11		Contracted Out Work				
12			Total	-	-	
	Expand - Increasing Capacity					
13		CDOT Performed Work				
14		Contracted Out Work				
15			Total	-	-	
	Deliver - Program Delivery/Administration					
16		Administration & Legal Fees				
17				1,911,904	1,911,904	09-108
18			Total:	1,911,904	1,911,904	
	Pass-Through Funds/Multi-modal Grants					
19		Highway				
20			Total:	-	-	
	Transportation Commission Contingency / Debt Service					
21		Contingency				
22		Bridge Enterprise - Contingency	BEB	-	-	09-108
23				-	-	
24		Debt Service				
25		Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	FHWA / SH
26				18,234,000	18,234,000	
27			Total:	18,234,000	18,234,000	
28				124,100,000	124,100,000	

Revenue **124,100,000 124,100,000**

/2 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:

BEB= Bridge Enterprise Board Shaded Areas=Flexible
DS= Debt Service Covenants Non-Shaded Areas=InFlexible

**High Performance Transportation Enterprise
Fiscal Year 2016 Proposed Budget 11/20/14**

	Budget Category	Program Area	Directed by	FY16 Allocations	FY16 Budget	Funding Source
	Maintain - Maintaining What We Have					
1		CDOT Performed Work				
2		Contracted Out Work				
3			Total	-	-	
	Maximize - Safely Making the Most of What We Have					
4		CDOT Performed Work				
5		Contracted Out Work				
6			Total	-	-	
	Expand - Increasing Capacity					
7		CDOT Performed Work				
8		High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	Tolls
9				-	-	Tolls
10		Contracted Out Work				
11		High Performance Transportation Enterprise--Projects	HPTEB	575,000	472,043	Tolls
12		Expand-Related Indirect /2		-	63,429	
13		Expand-Related CDOT Construction Engineering /2		-	39,528	
14				575,000	575,000	Tolls
15			Total	575,000	575,000	
	Deliver - Program Delivery/Administration					
16		High Performance Transportation Enterprise--Administration & Legal Fees				
17				1,375,000	1,375,000	Tolls
18			Total:	1,375,000	1,375,000	
	Pass-Through Funds/Multi-modal Grants					
19		Highway				
20			Total:	-	-	
	Transportation Commission Contingency / Debt Service					
21		Contingency				
22		Debt Service				
23				625,000	625,000	
24			Total:	625,000	625,000	
25				2,575,000	2,575,000	

Revenue **2,575,000 2,575,000**

/2 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board
Shaded Areas=Flexible
Non-Shaded Areas=InFlexible

Total Consolidated Allocations 1,427,290,655 1,427,290,655

Total Consolidated Revenue 1,427,290,655 1,427,290,655



CRS 43-1-11 Transportation Planning

43 – 1 – 1101

Legislative Declaration. The general assembly hereby finds and declares the local government involvement in transportation planning is critical to the overall statewide transportation planning process. The general assembly recognizes that regional planning commissions and transportation planning regions are the proper forum for transportation planning and the county hearing process is the proper forum for local government input into the five-year program of projects. However, the general assembly also recognizes that state involvement in transportation planning, through the department of transportation, is equally critical to overall statewide planning, and the general assembly recognizes the department of transportation as the proper body, in cooperation with regional planning commissions and local government officials, for developing and maintaining the state transportation planning process and the state transportation plan.

43-1-1104 Transportation Advisory Committee

- (1) A transportation advisory committee is hereby created. The committee is to be composed of one representative from each transportation planning region. If a regional planning commission has been formed in a transportation planning region, the chairman of such commission or the chairman's designee shall be the representative for such region on the commission. If any transportation planning region has not formed a regional planning commission, then the representative shall be chosen by the boards of county commissioners of the counties contained in such region in consultation with officials of the municipalities contained in such region.
- (2) The committee shall provide advice to the department on the needs of the transportation system in Colorado and shall review and comment on all regional transportation plans submitted for the transportation planning regions. The activities of the committee shall not be construed to constrain or replace the county hearing process.

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

3.00 Statewide Transportation Advisory Committee (STAC).

- 3.01 Duties of the Statewide Transportation Advisory Committee (STAC):** Pursuant to § 43-1-1104 C.R.S. the duties of the STAC shall be to meet as necessary; provide advice to the Department on the needs of the transportation system; and review and comment on:
- 3.01.1** Regional Transportation Plans, amendments, and updates as described in these Rules.
- 3.01.2** Transportation related communication and/or conflicts which arise between RPCs or between the Department and a RPC.
- 3.01.3** The integration and consolidation of RTPs into the Statewide Transportation Plan.
- 3.01.4** Colorado's mobility requirements to move people, goods, services, and information by furnishing regional perspectives on transportation problems requiring interregional and/or statewide solutions.



3.01.5 Improvements to modal choice, linkages between modes, and transportation system balance and system continuity.

3.01.6 Proposed TPR boundary revisions.

3.02 Notification of Membership

3.02.1 Each RPC shall select its representative to the STAC pursuant to § 43-1-1104, C.R.S. For TPRs, where an RPC has not been formed, the TPR's representative may be selected at a periodic, cooperative gathering of elected officials from local agencies. Each TPR is also entitled to name an alternative representative who would serve as a proxy in the event the TPR's representative is unable to attend a STAC meeting and would be included by the Department in distributions of all STAC correspondence and notifications. The Ute Mountain Ute and the Southern Ute Tribal governments may each appoint a non-voting member to the STAC. The Division Director shall be notified in writing of the name, title, mailing address, telephone number, fax number and electronic mail address (if available) of the STAC representative from each TPR within thirty (30) days of selection.

3.03 Administration of Statewide Transportation Advisory Committee

3.03.1 STAC recommendations on Regional and Statewide Transportation Plans, amendments, and updates shall be documented in the STAC meeting minutes, and will be considered by the Department throughout the statewide transportation planning process.

3.03.2 The STAC shall establish procedures to govern its affairs in the performance of its advisory capacity, including, but not limited to, the appointment of a chairperson and the length of the chairperson's term, meeting times and locations.

3.03.3 The Division Director will provide support to the STAC, including, but not limited to:

3.03.3.1 Notification of STAC members of meeting dates and agendas.

3.03.3.2 Preparation and distribution of STAC meeting minutes.

3.03.3.3 Allocation of Department staff support for STAC-related activities.

5.00 Updates to Regional and Statewide Transportation Plans.

5.01 Plan Update Process. The updates of Regional Transportation Plans and the Statewide Transportation Plan shall be completed on a periodic basis through the same process governing development of these plans pursuant to these Rules. The update cycle shall comply with federal and state law and be determined in consultation with the Transportation Commission, the Department, the STAC and the MPOs so that the respective update cycles will coincide.

NOW that the **ELECTION** is **OVER**, we want to remind you about two **great** transportation **events** this month.

THE 4TH ANNUAL TRANSIT ALLIANCE EVENT

TRANSPORTATION MATTERS SUMMIT 2014

November 14 > 7:30–10 am

Join 300+ industry leaders and transit advocates for breakfast at the EXDO events center. We'll celebrate Colorado's progress in cultivating a healthy, more sustainable lifestyle through transit, biking, walking, and increased mobility.

Find out who wins awards. Hear about the future of transit for Colorado and the nation from Phil Washington, APTA Chairman/RTD General Manager & Mark Imhoff, CDOT Director of Transit & Rail.

Register NOW! (transitalliance.org)

November 20 > 12:30–5:30 pm

Join business/industry leaders, policymakers, and community partners to take a closer look at transportation, its impact on our economy, and our roles in moving Colorado into the future.

Internationally-renowned futurist Jim Carroll will speak about the economic impact of new technology on transportation and how every business must rapidly adapt to the pace of change. **Register NOW!** (<http://bit.ly/13pcKGq>)



We **LOOK** forward to **SEEING** you at these **IMPORTANT EVENTS**.