



**Statewide Transportation Advisory Committee (STAC)  
April 24, 2015  
9:00 AM – 11:30 AM  
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO  
Agenda**

- 9:00-9:05** Welcome and Introductions – Thad Noll, STAC Vice-Chair
- 9:05-9:10** Approval of March Meeting Minutes (Pages 2-15) – Thad Noll
- 9:10-9:15** Transportation Commission Report (Informational Update) (Pages 16-22) – Thad Noll
- Summary report of the most recent Transportation Commission meeting.
- 9:15-9:35** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:35-9:45** CDOT Organizational Structure (Informational Update) (Page 23) – Herman Stockinger, CDOT Office of Policy and Government Relations (OPGR)
- Overview of CDOT organizational structure
- 9:45-9:55** Federal and State Legislative Report (Informational Update) – Herman Stockinger & Andy Karsian, CDOT OPGR
- Update on recent federal and state legislative activity.
- 9:55-10:05** Break
- 10:05-10:30** Introduction of CDOT Executive Director – Shailen Bhatt, CDOT Executive Director
- Remarks from CDOT's new Executive Director
- 10:30-10:40** TIGER VII Grants (Informational Update/Discussion) (Pages 24-29) – Ron Papsdorf, CDOT OPGR
- Update and discussion on the new round of TIGER grants.
- 10:40-11:05** Freight Plan (Informational Update/Discussion) (Page 30) – Debra Perkins-Smith, CDOT Division of Transportation Development (DTD)
- Discussion of draft State Highway Freight Plan and STAC involvement in freight activities.
- 11:05-11:15** Draft FY 2016 – 2019 Statewide Transportation Improvement Plan (STIP) (Informational Update) (Pages 31-32) – Jamie Collins, CDOT Office of Financial Management and Budget (OFMB)
- Update on Draft FY 2016-2019 STIP, public review, and adoption timeline.
- 11:05-11:15** Bustang Opening Date (Informational Update) – Mark Imhoff, CDOT Division of Transit and Rail (DTR)
- Details on the opening date for Bustang
- 11:25-11:30** Other Business- Thad Noll
- 11:30** Adjourn

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

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

**DRAFT STAC Meeting Minutes  
March 27, 2015**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** March 27, 9:00 a.m.-12:00p.m.

**Chairman:** Vince Rogalski

**Attendance:**

*In Person* – Vince Rogalski (GV), Scott Hobson (PACOG), Mark Dowaliby (CFR), Bentley Henderson (SW), Peter Baier (GVMPO), Todd Hollenbeck (GVMPO), Edward Box III (SUIT), Doug Rex (DRCOG), Elise Jones (DRCOG), George Wilkinson (SLV), Norm Steen (PPACG), Andy Pico (PPACG), Terri Blackmore (NFRMPO), Jan Dowker (NFRMPO), Chuck Grobe (NW), Jim Baldwin (SE), Stephanie Gonzales (SE), Pete Frasier (SC), Mack Loudon (SC), Barbara Kirkmeyer (UFR), Thad Noll (IM).

*By Phone* – Buffie McFadyen (Pueblo)

<b>Agenda Items/ Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions / February Minutes / Vince Rogalski	<ul style="list-style-type: none"> <li>• Review of February STAC Minutes</li> </ul>	<b>Minutes approved.</b>
Transportation Commission Report / Vince Rogalski	<ul style="list-style-type: none"> <li>• Vince Rogalski discussed the most recent TC meeting</li> <li>• I-25 Tolling Lanes will open to 120<sup>th</sup> Ave. later this year</li> <li>• PPSL scheduled for tolling equipment installation – will open in November</li> <li>• C-470 starting Level 3 study</li> <li>• Bridge Enterprise will be the lead for I-70 viaduct               <ul style="list-style-type: none"> <li>• RFQ for contractors due in June, meeting held with interested parties went very well</li> </ul> </li> <li>• US 36 Express Lanes / US 36 congestion mitigation program               <ul style="list-style-type: none"> <li>• Letter to editor / ad campaign to alleviate confusion</li> </ul> </li> <li>• P3 discussion for I-70 east including discussion of possible TIFIA loan</li> <li>• Discussed the new STIP and how it will work (will cover in today's STAC meeting)</li> <li>• Safety Committee – overall decrease in accidents among CDOT staff and workers, continuing efforts to reduce these and keep people working</li> <li>• Approved Budget (will cover in today's STAC meeting)</li> </ul>	<b>No action taken.</b>

	<ul style="list-style-type: none"> <li>• Approved 2040 SWP (will cover in today's STAC meeting)</li> </ul>	
TPR Reports/ STAC Members	<ul style="list-style-type: none"> <li>• <u>Pueblo</u>: Groundbreaking on 4/14 for new interchange; work leading up to ILEX project, still working on getting ready for construction with groundbreaking planned for June; US 50 eastbound third lane addition between Pueblo west and Pueblo entering 3rd month of construction and things are going well so far.</li> <li>• <u>Central Front Range</u>: Completed the TPR plan and are beginning implementation.</li> <li>• <u>Southwest</u>: Construction season is starting; a significant resurfacing project between Pagosa Springs and Bayfield will snarl traffic for the summer.</li> <li>• <u>Grand Valley</u>: Attended the Governor's Toward Zero Death kick-off, a mix of approaches; major guard rail and resurfacing project in Grand Valley; held a very successful bike/pedestrian summit in Grand Junction featuring the Mayor of Salt Lake City; new transit facility opening postponed to 4/8 in conjunction with Stand Up 4 Transportation Day; expect to adopt TIP on 4/27.</li> <li>• <u>Southern Ute Indian Tribe</u>: Finalizing preparations for the Long Range Transportation Plan update, got a consultant onboard and will move forward soon; also working with CDOT on CR 517 project.</li> <li>• <u>Denver</u>: Public hearing on 2016-2021 TIP on 3/18, anticipating adoption on 4/15; updating MetroVision 2040 to be completed by the summer, fairly time-intensive; US 36 mayors and Elise Jones traveled to Washington, DC to discuss managed lanes project, Secretary Foxx may attend Phase 1 project opening.</li> <li>• <u>San Luis Valley</u>: Adopted the RTP and reviewed summer projects, Trout Creek Pass will tie up traffic; drainage projects in the Valley also on the horizon.</li> <li>• <u>Pikes Peak</u>: MPO boundary change with Central Front Range TPR, the MPO expanding southwest into the Fort Carson area, potential Defense Access Roads Program funding; I-25 / US 24 Cimarron interchange moving along nicely, working on landscaping issues but a few million dollars short; MPO sent a letter to the EPA to discuss the ozone standard change, higher elevation creates background ozone and a change in the standard would be a burden.</li> </ul>	<b>No action taken.</b>

	<ul style="list-style-type: none"> <li>• <u>North Front Range</u>: Approved the TIP and passed conformity (UFR as well); watched a Bustang presentation; had a conversation on the new air quality standards, concerns among many members; NFR is likely to be bumped up to moderate.</li> <li>• <u>Intermountain</u>: The TPR has been in hibernation based on the weather; finalizing plans for the SH 9 Simba Run (under I-70); final comments on the IM RTP 3/28.</li> <li>• <u>Upper Front Range</u>: Passed air conformity for DRCOG and NFR; approved the RTP “conceptually” pending changes to the freight section and mapping, will probably adopt at the next meeting; approved devolution of US 34 Frontage Road to the Town of Kersey using RPP funds; viewed a presentation on the State Highway Freight Plan and had a good conversation.</li> <li>• <u>South Central</u>: Region 2 TPRs will plan to meet on quarterly basis; attended a regional transit meeting and were pleased to see some changes such as electronic submittal system, South Central has received most of their money at this point, which is a big relief; multimodal station has NSF and city's purchase sale agreement, which were holding things up, now meeting with an architect and CDOT on the edited SOW, the next stage is getting close to getting construction documents (RPA), actual building should be fairly rapid; CNG station is coming along, an energy coach is working with the COG to guide the process</li> <li>• <u>Southeast</u>: Adopted the RTP 2 months ago, forgot to report at the last STAC meeting.</li> <li>• <u>Northwest</u>: Will approve the RTP at the next TPR meeting; SH 9 construction release came out last week, hoping to collaborate on a way to prevent construction delays between SH 9, US 40 Berthoud Pass west side resurfacing, and SH 131 Oak Creek projects during the summer.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Vince Rogalski</u>: Bustang was going along well and then the bus operator was sold to a different company – Mark Imhoff will discuss.</li> <li>• <u>Mark Imhoff</u>: First, thanks to Tom Mauser for his 28 years of service. He's retiring next Tuesday. <ul style="list-style-type: none"> <li>• Two weeks ago, DTR got final approval from OIT. We thought this was the big hurdle.</li> </ul> </li> </ul>	
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	<ul style="list-style-type: none"> <li>• Found out on the following Monday that Horizon Coach Lines (the Bustang operator) is selling off their Colorado operations, they already have a buyer - All Aboard America. They already have a big contract with RTD for paratransit and run a service similar to Bustang in New Mexico (called Park &amp; Ride). They've received high marks from NMDOT and were recently awarded a second 8-year contract. Overall we consider this a hiccup but we think that it will be fine.</li> <li>• <u>Thad Noll</u>: Will this create a timeline change?</li> <li>• <u>Mark Imhoff</u>: We hope not, but we're still assessing the impact.</li> <li>• <u>Terri Blackmore</u>: Are there still problems with the Harmony Park &amp; Ride in terms of not having enough spaces to start service?</li> <li>• <u>Mark Imhoff</u>: That's true, there's a shortage in part because there are two airport shuttle companies that pick up there. We are working to resolve this issue but it's not settled yet. The Ft. Collins-Loveland Municipal AP has 350 spaces available and is in talks with the companies to use their facilities for airport shuttle parking. This wouldn't affect the City of Ft. Collins' use of the facility given that we're focused on long-term parking, not daily use.</li> </ul>	
<p>Federal and State Legislative Update / Andy Karsian</p>	<ul style="list-style-type: none"> <li>• Temporary Tag License Plate (SB 90) bill to support both law enforcement and tolling             <ul style="list-style-type: none"> <li>• More efficient for county clerks as well.</li> <li>• Made it through the Senate and now in the House, currently no problems.</li> </ul> </li> <li>• Safe Routes to School bill has been introduced and calendared             <ul style="list-style-type: none"> <li>• Looking at how to fund infrastructure costs and non-infrastructure costs</li> </ul> </li> <li>• Budget Bill to continue SB 228 funding in perpetuity if TABOR prevents a transfer in a given year             <ul style="list-style-type: none"> <li>• Currently bumping right up to the TABOR limit (.1% away from hitting it).</li> </ul> </li> <li>• SB228 Update: Economic forecasts came out last week and were similar to those from December. They anticipate a ½ transfer this year and nothing the following year (or ½ this year and ½ next year, depending on which forecast you use).             <ul style="list-style-type: none"> <li>• A 1% TABOR refund translates to a ½ SB 228 transfer to CDOT.</li> </ul> </li> </ul>	<p><b>No action taken.</b></p>

- A 2% TABOR refund translates to no SB 228 transfer to CDOT.

#### STAC COMMENTS

- John Cater: Does the Safe Routes bill still take the money for the program out of CDOT's existing budget?
- Andy Karsian: Yes, it would be \$3M out of CDOT's existing budget.
- Jan Dowker: Has CDOT taken a stand on this? We should be putting out more public information about money coming from other sources, since this program is not just transportation-related (also education, communities, etc.)
- Andy Karsian: We are continuing the conversation with the bill's sponsor about other funding sources.
- Barbara Kirkmeyer: Can you provide an update on HB15-1209, which is related to the CDOT Maintenance Division.
- Andy Karsian: It has passed through both houses and was sent to the Governor.
- Barbara Kirkmeyer: Why did we think it was a good idea to take highway operations and maintenance out from under Chief Engineer?
- Herman Stockinger: Previously, the head maintenance person at CDOT was not at equal level as senior management, and we felt they should be. Most state DOTs don't have the Chief Engineer in charge of maintenance. Maintenance, Engineering, and Operations are the 3 key functions of a DOT and it's felt that each one should be headed up by a separate person – in our case Kyle Lester, Joshua Laipply, and Ryan. The only structural change created by the bill is that Maintenance is no longer under the jurisdiction of the Chief Engineer, it now has its own new division. There is no change in the reporting hierarchy.
- Barbara Kirkmeyer: What does this do to the regions? It seems more centralized than before. How will this affect the role of the RTDs?
- Herman Stockinger: We shouldn't see any change in the regions, everyone still reports to the RTD.
- George Wilkinson: Do the leaders of Maintenance, Operations, and Engineering all have engineering backgrounds?
- Herman Stockinger: The Chief Engineer (Josh Laipply) does, but the other two do not.
- Barbara Kirkmeyer: Who do the RTDs report to?

	<ul style="list-style-type: none"> <li>• <u>Herman Stockinger</u>: The Chief Operating Officer (aka Deputy Director). This person has a broader focus than the Chief Engineer does so it's more appropriate. It was unrealistic that the Chief Engineer could manage all the engineering, maintenance, operations, finance, etc. for all the regions.</li> <li>• <u>Barbara Kirkmeyer</u>: Can we get an updated Organizational Chart for next STAC meeting as a refresher?</li> <li>• <u>Debra Perkins-Smith</u>: Certainly.</li> </ul>	
TIGER VII Grants / Ron Papsdorf	<ul style="list-style-type: none"> <li>• Primary focus is to position CDOT and state to be as successful as possible – results were not as good as they could have been in the past. <ul style="list-style-type: none"> <li>• State DOTs haven't done as well as local agencies, traditional projects not as successful as multimodal ones, under \$10M does better than over \$10M, etc.</li> <li>• The only project that advanced in TIGER VI was the Peak Period Shoulder Lanes, but in the end it didn't make the final cut.</li> <li>• We expect a continued focus on quality of life, multimodal projects in the future</li> </ul> </li> <li>• The Notice of Funding Availability is not yet issued, but we know that \$500m will be available, no planning category this time, criteria for projects will be similar to last round.</li> <li>• CDOT has worked with the regions, TSMO, HPTE, DTD, DTR, and external partners (such as RTD) to identify most competitive projects based on prior analysis. <ul style="list-style-type: none"> <li>• Those that can be advanced quickly and have strong non-state partnerships/financial commitments.</li> </ul> </li> <li>• CDOT has identified 3 potential projects for TC consideration in April: <ul style="list-style-type: none"> <li>• I-25 Bus on Shoulder from US 36 to Denver.</li> <li>• I-70 West operational improvements for freight, safety, mobility.</li> <li>• I-70 West Simba Run in Vail.</li> </ul> </li> <li>• All 3 may not move forward, but we think these are the most competitive at this point.</li> </ul> <p><b>STAC COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• <u>Vince Rogalski</u>: Why is Southwest Chief listed, but with no money?</li> </ul>	<b>No action taken.</b>

	<ul style="list-style-type: none"> <li>• <u>Ron Papsdorf</u>: That would not be a CDOT application. The SW Chief Commission may submit one and we could potentially partner with, or contribute, to that application, since we have a \$3M placeholder in CDOT's budget for that. This is a placeholder depending on what the Commission does.</li> <li>• <u>Mark Imhoff</u>: The legislature passed bill to create the SWC Commission. A local group in Kansas did get a TIGER grant for track repairs last time so there's talk that it could work again. The capital cost in Colorado is \$24M – there is a Senate bill for \$8.9M in general funds to go toward this, but that's currently in the Appropriations Committee.</li> <li>• <u>Vince Rogalski</u>: The need is to improve the track so that speeds can be maintained.</li> <li>• <u>Barbara Kirkmeyer</u>: Are these three projects currently included in the TIPs, STIP, or SWP?</li> <li>• <u>Ron Papsdorf</u>: Yes, they are. Simba Run is included, but has a \$5M gap. I-70 west is included as a set of projects from I-70 Mountain Corridor record of decision and the Operations Plan, and the I-25 Bus on Shoulder "reversible lane" is recommended by US 36 Mayors and Commissioners Coalition and RTD plans.</li> <li>• <u>Barbara Kirkmeyer</u>: Are these listed by priority?</li> <li>• <u>Ron Papsdorf</u>: No, we are still doing more research to determine that. US DOT prefers that we prioritize them.</li> <li>• <u>Elise Jones</u>: Based on recent visit, there is lots of support for the I-25 Bus on Shoulder project in Washington.</li> <li>• <u>Bentley Henderson</u>: Are there no state funds in these projects currently?</li> <li>• <u>Ron Papsdorf</u>: There would be CDOT money in all of them, but potentially more outside money on I-25. Simba Pass is already in RAMP and I-70 West would likely come from Operations funds.</li> <li>• <u>Herman Stockinger</u>: We're ahead of the game, but still waiting for the NOFA to know for sure what we need to submit the best apps. As STAC requested, we're ahead of it this year. Once we have all the details the list will be finalized and prioritization set by internal group with expertise.</li> <li>• <u>Barbara Kirkmeyer</u>: I-25 N Coalition would probably support this if it included the I-25 "missing miles".</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>Johnny Olson</u>: We are working on this currently with previous TIGER and RAMP funds and our estimates are that they will get us to 136th Ave., so there will be a gap</li> <li>• <u>Herman Stockinger</u>: Filling that gap would be very similar to the past funded TIGER project, so I don't think that the Feds would fund such a similar project in the same place twice. I feel the same about the Southwest Chief application.</li> </ul>	
Statewide Plan Executive Summary Video / Michelle Scheuerman	<ul style="list-style-type: none"> <li>• Michelle Scheuerman presented the final Statewide Transportation Plan Executive Summary video to the STAC.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Norm Steen</u>: We never talk about the "information" piece of the CDOT mission – is that new?</li> <li>• <u>Michelle Scheuerman</u>: One of the components of our Futures Forward Initiative includes new data and technology, and this will be included.</li> <li>• <u>Norm Steen</u>: Does this include Dark Fiber projects not directly related to transportation?</li> <li>• <u>Debra Perkins-Smith</u>: The TSMO Division would know more about that, we can get you more information.</li> </ul>	<b>No action taken.</b>
State Highway Freight Plan / Jason Wallis	<ul style="list-style-type: none"> <li>• Jason Wallis came before STAC to give a presentation on the State Highway Freight Plan.</li> <li>• Taking a Phase I / Phase II approach – trying to get our heads around what Phase II will look like and want some feedback from STAC on this. Trying to integrate all modes together this time.</li> <li>• Phase I looks at the system, intermodal connectors, and brings private sector into the conversation, with a goal to submit to FHWA in May.</li> <li>• Phase II is conversation with other stakeholders, FAC, STAC, TRAC and how they will coordinate and integrate all modes into one piece.</li> <li>• Draft Freight Corridors developed by using data on AVMT and truck percentage of roads, which balances urban and rural areas. Also combined with other factors.</li> <li>• Safety is a big focus for CDOT but we don't have a lot of strategies that are specific to commercial vehicles.</li> <li>• Overview of data comparison between freight and general driving population.</li> </ul>	<b>No action taken.</b>

	<ul style="list-style-type: none"> <li>• Overview of economic issues: imports, exports, freight by mode, freight commodities by value and by weight.</li> <li>• State Highway Freight Plan will be in compliance with MAP-21, other CDOT plans.</li> <li>• Provided timeline of the State Highway Freight Plan development moving forward.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Buffie McFadyen</u>: Concerned that while SH 10 is listed as a freight corridor, SH 96 and SH 350 aren't. All three were previously used for shipping fuel, but Colorado State Patrol is no longer allowing fuel movement on those roads. Don't know exactly why but we're losing business to neighboring states. Is there any push to look at this issue?</li> <li>• <u>Jason Wallis</u>: There is a role for CDOT in hazmat issues and whether these are being enforced properly. We can discuss with Colorado State Patrol to see but ultimately it is their decision.</li> <li>• <u>Buffie McFadyen</u>: Thank you. If you're looking for stakeholders for the FAC I would like to be included. It's a big concern in this region.</li> <li>• <u>Terri Blackmore</u>: Can we have the updated slides? These are out of date.</li> <li>• <u>Tim Kirby</u>: We will send them on Monday.</li> <li>• <u>Debra Perkins-Smith</u>: There will also be a draft freight plan going out on April 10th for the STAC's review.</li> <li>• <u>Barbara Kirkmeyer</u>: Jason has been doing a good job on his own on this but I want to express disappointment that the TPRs were not included in the development of the draft plan. This issue has been brought up repeatedly over the past year. The freight corridor maps don't line up with what we include in our RTPs. I don't know where these needs and issues came from. Weld County represents 80% of the state's oil and gas production and wind energy, it's the #1 county for freight, and the 9 or 10 top producing agricultural counties are in the eastern portion of the state, and we weren't involved at all. Very disappointing. This would've been useful for us to have in the RTP development process. I would like to be involved as a stakeholder, not just through the STAC.</li> <li>• <u>Debra Perkins-Smith</u>: We are still in the very early stages of this process, and so far we have been collecting and analyzing the data. Phase I was about data collection and refinement and now we want to roll up our sleeves</li> </ul>	
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	<p>and get down to work with the stakeholders. We want to know how you want to be involved in this process.</p> <ul style="list-style-type: none"> <li>• <u>Barbara Kirkmeyer</u>: I think you should expand the FAC with our involvement.</li> <li>• <u>Debra Perkins-Smith</u>: Do you want individual STAC members on there? Should it be everyone? We don't want it to be too large.</li> <li>• <u>Barbara Kirkmeyer</u>: I don't think it's a problem for the FAC to be large, I think that's a good thing, it shows interest and involvement.</li> <li>• <u>Debra Perkins-Smith</u>: We can put together a list for next STAC meeting with all of the past participants that have been involved in the development of the other plans and potential future ones so that we may discuss the future composition of the FAC.</li> <li>• <u>Vince Rogalski</u>: Don't hold any FAC meetings between now and then, or inform us if you do.</li> <li>• <u>Doug Rex</u>: Is the FAC only industry at this point?</li> <li>• <u>Debra Perkins-Smith</u>: We started with an industry group and now we're expanding to make it more inclusive.</li> <li>• <u>Vince Rogalski</u>: The first phase was focused on data collection and analysis and the second phase is about deciding what do we do about this?</li> <li>• <u>Barbara Kirkmeyer</u>: And this is a DRAFT plan, right?</li> <li>• <u>Debra Perkins-Smith</u>: Yes, this is a Draft of the Phase I of the plan.</li> <li>• <u>Norm Steen</u>: And there will be a rail component, correct?</li> <li>• <u>Debra Perkins-Smith</u>: Yes, we're bringing all of the various modes together for Phase II.</li> </ul>	
<p>Oil &amp; Gas Impact Study / Jenny Young (FHU) &amp; Janna Raley (BBC)</p>	<ul style="list-style-type: none"> <li>• Before deciding how to address the impact of oil and gas development on the transportation system, we needed to first assess what those impacts are and whether they are serious enough to require action. The SWP provides a good framework for this.</li> <li>• At our STAC retreat you requested that we bring you issues in-process, not just at the end when everything is wrapped up. So this is still a work in progress with some unanswered questions. Now to Jenny.</li> <li>• 4 Key Questions:             <ul style="list-style-type: none"> <li>• How much truck traffic in 2013 was O&amp;G related?</li> <li>• What portion of loads in ESALs was related to the industry?</li> </ul> </li> </ul>	<p><b>No action taken.</b></p>

	<ul style="list-style-type: none"> <li>• Estimated costs to offset these impacts?</li> <li>• Estimated costs on a per-mile basis to offset these impacts?</li> <li>• We will discuss questions 1 and 2 today.</li> <li>• Attempt to isolate damages caused by industry and estimate costs needed to offset them.</li> <li>• Didn't develop a statewide model, so we had to make some generalizations and assumptions.             <ul style="list-style-type: none"> <li>• Trip lengths and roadway characteristics.</li> </ul> </li> <li>• Map indicates clustering of industry activity in certain parts of the state, and highways in these areas are most likely to experience impacts.             <ul style="list-style-type: none"> <li>• Drivability Life ratings on these corridors are slightly better than the state highway average.</li> </ul> </li> <li>• The number of new wells added each year is declining, but production on existing wells continues to increase.</li> <li>• Big difference in transportation impact of opening a new well vs. maintaining and existing well             <ul style="list-style-type: none"> <li>• 9,000 during development, 550 afterwards (yearly)</li> </ul> </li> <li>• Transportation by pipeline is becoming more prevalent in CO.             <ul style="list-style-type: none"> <li>• Primarily in Weld Co.</li> <li>• 60% of new wells are using pipelines, hard to get number for all of them.</li> </ul> </li> <li>• Heavy Vehicle Impacts             <ul style="list-style-type: none"> <li>• A water truck can have 3,500 – 14,000 times the impact of a passenger car.</li> <li>• A rig truck can have 21,000 – 46,000 times the impact of a passenger car.</li> </ul> </li> <li>• Estimated load on the State Highway System generated by O&amp;G development.</li> <li>• Estimated between 3%-10% of system wide ESAL miles.             <ul style="list-style-type: none"> <li>• .5%-2% percent during development phase.</li> <li>• 2.5%-8% percent during production phase.</li> </ul> </li> <li>• Developed an O&amp;G Impact Calculator Tool in Excel             <ul style="list-style-type: none"> <li>• Site-specific, not system-wide.</li> <li>• Variables include surface type, length, development costs, etc.</li> </ul> </li> <li>• For example, 1 mile on SH 14 estimated at \$11,000 impact during</li> </ul>	
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	<p>development and \$700 annually during production.</p> <ul style="list-style-type: none"> <li>• Next step is to apply this cost estimation method from the tool to all ESAL miles on the entire State Highway System.</li> <li>• Will present on that at April STAC meeting.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Mark Dowaliby</u>: Without oil and gas there would be no VMT.</li> </ul>	
<p>Draft FY 2016 – FY 2019 STIP / Jaime Collins</p>	<ul style="list-style-type: none"> <li>• Intro – what is the STIP? To get federal funds a project must be in the STIP</li> <li>• Currently developing STIP for FY 2016 – FY 2019</li> <li>• SWP is high level, 10 YDP is more focused, and then STIP is the 4 year list of projects getting ready to go.</li> <li>• STIP is now evaluated as part of the Cash &amp; Program Management initiatives – not just the budget as in the past.</li> <li>• Trying to make the STIP more flexible and reduce the need for daily STIP amendments, want to do bigger amendments twice yearly instead.</li> <li>• Worked with CDOT staff, FTA, FHWA, and MPOs over the last year to design this.</li> <li>• Looking to include the TIPs by reference.</li> <li>• What you see here is not the public-facing document – we’re going to make that more interactive and searchable web version.</li> <li>• The biggest change is making it a rolling, 4-year STIP rather than 6-year as it is now.             <ul style="list-style-type: none"> <li>• A mini-update will occur each year to add a new year to the end of the STIP.</li> <li>• Every 4th year we will go through the bigger 4P process as we do now.</li> </ul> </li> <li>• The STIP will highlight 3 types of entries: Regionally Significant projects, Programs, and MPO TIPs (by reference).</li> <li>• Approximately \$5.6 billion in projects and programs for FY 2016 – FY 2019.</li> <li>• STIP Performance Measures will link to PD 14.</li> <li>• STIP Approval Timeline:             <ul style="list-style-type: none"> <li>• 3/18 – TC Review of Draft STIP</li> <li>• 3/27 – STAC review of Draft STIP</li> <li>• 4/3 – 5/8 – Public Comment Period</li> </ul> </li> </ul>	<p><b>No action taken.</b></p>

	<ul style="list-style-type: none"> <li>• 4/16 – STIP Public Hearing at TC Meeting</li> <li>• 4/24 – STAC Review of Draft STIP &amp; Public Comments</li> <li>• 5/31 – TC Approval of STIP</li> <li>• 6/1 - 6/30 – FHWA / FTA Approval of STIP</li> <li>• 7/1 – FY 2016 - FY 2019 STIP Effective</li> </ul>	
<p>FY 2016 Budget Update / Louie Barela</p>	<ul style="list-style-type: none"> <li>• FY 2016 budget adopted by TC last month</li> <li>• Three sections: DOT, HPTE, &amp; Bridge Enterprise             <ul style="list-style-type: none"> <li>• Required to break it out this way by the Governor's Office of Management &amp; Budget</li> <li>• Totals at the bottom.</li> </ul> </li> <li>• Includes ½ transfer of SB 228 based on presumed TABOR refund.             <ul style="list-style-type: none"> <li>• 10% to transit projects</li> </ul> </li> <li>• Some changes from November draft:             <ul style="list-style-type: none"> <li>• Increase in administrative line by \$225,000</li> <li>• Reduction in Aeronautics by about \$9m</li> <li>• TC Contingency reduced by about \$300k</li> </ul> </li> <li>• No changes to RAMP allocations from November draft but still included on the attachment.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Vince Rogalski</u>: Important to remember that there's a carry-over of contingency from FY 2015.</li> <li>• <u>Terri Blackmore</u>: Colorado was recently highlighted on Governing.com as 16th nationally for budget transparency. Kudos on that, it's a big improvement.</li> <li>• <u>Norm Steen</u>: How would I discover the amounts for RPP?</li> <li>• <u>Debra Perkins-Smith</u>: It's on Line 41.</li> </ul>	<p><b>No action taken.</b></p>
<p>Stand Up 4 Transportation Advocacy Day / Amy Ford</p>	<ul style="list-style-type: none"> <li>• Collaboration between CDOT, RTD, and CASTA.</li> <li>• Talking about the role of transportation in people's lives, the funding need, what transportation does for them, and how we are continuing to move forward.</li> <li>• Invitation sent to elected officials around the state.</li> <li>• A national effort, more than 100 agencies across the country.</li> </ul>	<p><b>No action taken.</b></p>

	<ul style="list-style-type: none"> <li>• Thursday, April 9<sup>th</sup> – big event at Denver Union Station. <ul style="list-style-type: none"> <li>• Trying to extend this to a whole week leading up to the 9<sup>th</sup>.</li> </ul> </li> <li>• Wednesday, April 8<sup>th</sup> at 10:00 AM – big media event to talk about transportation, big signature projects in each region, etc.</li> <li>• Locations not completely set but we'll send them out: Durango, Grand Junction, Fort Collins, and Colorado Springs. <ul style="list-style-type: none"> <li>• Street teams promoting in the regions.</li> </ul> </li> <li>• <a href="http://www.StandUp4Transportation.org">www.StandUp4Transportation.org</a> for more information.</li> </ul>	
Other Business	<ul style="list-style-type: none"> <li>• Debra Perkins-Smith: Executive Director Bhatt wanted to attend today but is in California for the WASHTO meeting. He is scheduled to attend STAC in April.</li> </ul>	<b>No action taken.</b>
	<ul style="list-style-type: none"> <li>• ADJOURN</li> </ul>	

## APRIL 2015 TRANSPORTATION COMMISSION MEETINGS

**Transportation Commission April 15-16, 2015****Wednesday, April 15, 2015 – Transportation Commission Workshops and Committee Meetings****Program Management Workshop (Richard Zamora, Josh Laipply, Maria Sobota)**

**Action Requested** - None, information only.

The Program Management Office provided a monthly status update on the status of cash balance and major programs (Flood, Responsible Acceleration and Maintenance and Partnerships (RAMP), and Asset Management), with a focus on Asset Management.

**Cash Balance/Cash Plus Cash Equivalents Balance** - The cash balance is approximately \$1,174.3 million, \$204.4 million above the target. Cash decreased compared to same time last year, but is not currently decreasing at the rate set by our target. A related measure is the cash plus cash equivalents balance. The cash plus cash equivalents balance is approximately \$1,500.9 million, \$24.7 million over the target. This balance is now closer to our expectations for this time of year.

**Expenditure Performance Index (XPI)** – CDOT is continuing to monitor program delivery at the statewide level using XPI to evaluate actual construction expenditure performance as compared to planned. This month the cumulative XPI increased to 0.79, a seventh consecutive monthly improvement of XPI as the Department draws nearer to its \$900 million 2015 expenditure goal.

**Schedule Performance Index (SPI)** - The SPI for Flood is at 0.99, and the RAMP Partnership and Operations program has improved to 0.93 overall. See page 10 of the Program Management Packet available at: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/02-prog-mgmt-workshop.pdf>

**Flood Recovery Program** – The Flood Recovery Program is in the process of closing out Emergency Repair (ER) projects and initiating design and construction on the Permanent Repair (PR) projects. \$450 million of FHWA Emergency Relief funds is available, and local or state match is required. Cost estimates continue to be updated as Detailed Damage Inspection Reports (DDIRs) are approved by the FHWA.

CDOT will be able to complete all permanent repair projects, building them back better (and more resilient) than before, with the existing Emergency Relief dollars. However, those funds are not enough to fund the full level of betterments CDOT would like to see on every project. That current planning level estimate is \$595 million. CDOT continually updates its original estimate (\$535 million) as projects advance in both design and construction. This is reconciled with actual costs as projects are completed, and it is expected the final costs will continue to fluctuate.

**RAMP** – The Chief Engineer and Chief Financial Officer have made it a priority that all RAMP partnership projects be managed so that scope and project costs do not exceed their original TC approved project amounts. The RAMP Partnership and Operations program shows steady growth in expenditures and encumbrances as more projects are being budgeted and advertised.

**Discussion:**

- CDOT is anticipating another \$9 million in cost overruns and has \$13 million remaining from the additional funding provided from the Transportation Commission (TC).



## APRIL 2015 TRANSPORTATION COMMISSION MEETINGS

- More specificity was requested regarding how the Department is meeting the drawdown goals. The Chief Engineer suggested a bottom up approach through the identification of which projects are planned and how they get the Department to the goal of \$900 million. Commissioners requested a brief monthly summary going forward.
- Flood program expenditures, and overall program expenditures, have increased by \$8.5 million. CDOT is preparing to move into the permanent recovery phase.
- There is an estimated \$92 million unfunded need (gap) related to the Flood Program. At the request of the TC, the Chief Engineer will create a report that focuses on resiliency. This is in response to the recent local and national focus on the issue.

**RAMP Funding Request; RAMP # 4-5a - I-25: Express Lanes 120th Avenue North**

**Action Requested** - Approve the North I-25 Express Lanes project based on the current scope, schedule, and budget. This will also approve utilizing the remaining RAMP funds from the \$55 million authorized for the I-25 express lanes project to complete preconstruction activities, including ROW acquisition and utility relocation, and the construction of the express lanes project. The Transportation Commission provided concurrence with moving forward, and provided authority to budget up to the full RAMP amount (via approval of the 10<sup>th</sup> Budget Supplement during the regular Transportation Commission meeting.)

The North I-25 corridor was authorized for \$90 million in the RAMP program, with \$35 million north of SH 66 to move toward a public private partnership (P3) and \$55 million for a project from 120th Avenue North to add express lanes. To date, the \$35 million has been approved for north of SH 66 to reconstruct the Crossroads Interchange bridges and adjoining highway. Of the \$55 million authorized for the express lanes, \$8.615 million has been approved for developing the project strategy, design and environmental tasks. The project has advanced past preliminary design, a Field Inspection Review (FIR) was held December 8, 2014, and is in final design and ready for Right of Way (ROW) acquisition with construction anticipated to begin as soon as this fall.

The current estimate for segment 3 to reach to SH 7, the original RAMP application northern terminus, is between \$115 million to \$133 million, including design, environmental, ROW, utilities, and construction. The mitigation options include finding additional funding and revising the logical construction limits. Regions 4 and 1 coordinated to formulate a funding package that best leverages the RAMP funds and extends the project as far north as possible. Construction and ROW estimates are updated to stay current to the prevailing market, with estimates completed by the consultant team and independently reviewed by the cost estimating unit personnel. CDOT pursued funding partnerships from RTD, DRCOG, Local Agencies and developers, and HPTE. The total identified funding is \$73.25 million. The project team is identifying a northern terminus at 136th Avenue as the logical base project for an "A plus B" advertising package. The "+B" packages allows design progress to continue, provides the option to extend the project as far north as funding allows, while allowing the most time to finalize the budget.

**Discussion:**

- CDOT is working with the region to identify ways to reduce the funding gap.
- Concern was expressed regarding the wide range of the estimated costs, and questioned whether the proper scoping had been done.
- The Chief Engineer stated that if the logical project is constructed, then CDOT will be in a good position to leverage the second phase of the project which is a P3.
- It was asked what the termini of the project would be if the current funding gap wasn't filled. The Chief Engineer responded that it would span from about 136<sup>th</sup> - 144<sup>th</sup>
- It was then asked if CDOT is creating an expectation that CDOT will deliver a project that CDOT does not have the money for. The CDOT Executive Director informed the TC that CDOT is working with the FHWA to reduce some of the Federal requirements to get more out of the project.

## APRIL 2015 TRANSPORTATION COMMISSION MEETINGS

- It was noted that this is a very important project, it is important to manage expectations, and develop a project that stands on its own (in terms of funding).

See supporting detailed information regarding the Program Management Workshop at:

<https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/02-prog-mgmt-workshop.pdf>

#### **Asset Management Workshop (William Johnson)**

**Action Requested** – Commission guidance on FY19 Transportation Asset Management (TAM) budgets for planning purposes. The FY19 asset budget will be reviewed again by the TC during the annual budget setting process around March 2018. The Transportation Commission provided concurrence with FY 19 asset budgets for planning purposes.

The Asset Investment Management System (AIMS) was developed to forecast performance curves for asset programs based on investment, perform tradeoff analysis between multiple asset classes, and to perform cross-asset optimization; which optimizes funding in assets to get the greatest possible return on investments. AIMS has informed the asset program allocation recommendations since FY14.

The budget recommendations for FY17 and FY18 were approved by the TC in November 2014.

During the joint TC-AM and TC Statewide Plan Committee (TC-SWP) meeting in January 2015, the performance metrics and targets for the 11 asset programs were approved by the TC-AM Committee. The TC-SWP Committee approved incorporating the performance metrics and targets as an attachment to Policy Directive 14.

In order to provide predictability to the regions and to the industry, the Chief Engineer will publish a 4-year program of asset management candidate projects. The budget recommendation is used to inform development of the 4-year program of candidate projects.

On March 20, staff met in a budget setting workshop convened by the Executive Director to review the projected performance and proposed FY19 Asset Management funding for eleven asset classes. TC guidance and material presented to the TC in previous months informed the staff workshop. The total available budget is \$755 million for FY19, and the total request from the asset managers was \$833 million.

#### **Discussion:**

- It requires human judgement beyond the model to determine what the appropriate level is for a target and achieve the performance measures. There is a need to continue to refine the AIMS model.
- The Chief Engineer outlined that the core benefit of the model is that at different funding levels there are varied outcomes when trying to achieve performance measures. AIMS assists staff in making conclusions and judgements about what the right level of investment should be.
- The question was raised regarding what happens if the funds from TransBond, which are being applied to Asset Management, were to be reduced? It was explained that this scenario has been explored. The findings were there wouldn't be an Asset Management program. The model would recommend directing all the funding toward reactive maintenance.
- A TC member indicated that the AIMS model should include freight and that sentiment was echoed by another TC member.

## APRIL 2015 TRANSPORTATION COMMISSION MEETINGS

See supporting detailed information in the FY 19 Asset Management Budget at:

<https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/03-asset-mgmt-workshop.pdf>

**PD 703.0 Decision Matrix (Maria Sobota)**

**Action Requested** – Guidance regarding the suggested revisions to the appendices (matrix) of Policy Directive (PD) 703.0. Based on TC feedback in April, Department staff will return for final review and adoption. This month, a draft of the revised appendices (Matrix) is being presented to the TC as informational only. Department staff will seek approval of the revised appendices in May 2015.

**Discussion:**

- Information was requested regarding the rationale for treating CDOT bridge and Bridge Enterprise projects separately.
- A concern was raised that the result of this separation would be considerably less TC oversight.
- A question was raised regarding the history behind differing TC approval requirements in the Decision Matrix.
- Answers to these questions will be provided next month, or in a memo to all TC members in the interim.

See supporting detailed information regarding the PD 703.0 Decision Matrix at:

<https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/04-pd-703-0-decision-workshop.pdf>

**Transit and Intermodal Committee (Mark Imhoff)**

**Action Requested** - None, information only.

***Bustang Opening Day*** – CDOT has established the Bustang opening day for July 13, 2015.

***Assignment of Horizon Coach Lines Denver Operation contract to All Aboard America! Holdings, Inc. (AAA!)*** - Horizon is selling their Denver operations; their request is that CDOT assign the Bustang contract to AAA! CDOT has concluded that an assignment to AAA! is acceptable, and a Consent to Assign document has been developed and reviewed by the State Controller.

***Statewide Transit Plan Update*** - Describes the concurrent development of the regional and statewide transit plans. The 30- day comment period for the plans ended on January 4, 2015. Comments included requests for expansion of bus service operations in rural areas as well as implementation of passenger rail service along the Front Range, coordination of intercity bus service with AMTRAK, continued coordination with local and regional transit agencies, and other minor editorial comments. The Division of Transit and Rail (DTR) will begin implementation of strategies and recommendations included in the plans, including the identification of costs, partnerships and a schedule. Other next steps are described in more detail in the Statewide Transit Plan Update memo, including more details on the North I-25 EIS increased cost estimates for Phase 1 from 2009 dollars of \$690 million to \$820 million to account for inflation and an adjustment in 2014 dollars. Accounting for changes in scope, the estimate is up to \$1.2 billion in 2014 dollars.

***North I-25 Commuter Rail Update*** - The North I-25 Environmental Impact Statement was finalized in August 2011, and included a CDOT commitment to preserve right-of-way (ROW) for a future commuter rail line in the same corridor at US 287 and the BNSF Railway's subdivision between Fort Collins and Longmont, then from Longmont east along SH 119 and then south on Weld CR 7 or nearby to connect with RTD's planning North

## APRIL 2015 TRANSPORTATION COMMISSION MEETINGS

Metro rail line at 162<sup>nd</sup> Ave. and Colorado Blvd. The information in this document is generally from 2009. The update includes new information on right-of-way, operating plan, and cost information. The operating plan remains in-tact with 30 minute peak, 60 minute off-peak service envisioned in the long-term, matching every other train of RTD's North Metro Line.

**Transit Town Hall Meetings** - Transit Town Hall meetings were held at a minimum on an annual basis to provide information to Grant Partners and interested citizens with any updates regarding grant coordination for transit grants. Topic areas included the application, evaluation, selection and award of both capital and operating projects, for both FTA and FASTER programs. Discussions covered bus replacement evaluation, municipalities being required to apply for FASTER grants through transit agencies, and CDOT's discouragement of applications for FASTER funds as a match to Federal monies.

**Draft State Highway Freight Plan, Phase I** - This Plan is being developed in accordance with MAP -21 (Moving Ahead for Progress in the 21st Century). A MAP 21 compliant plan is required in order to be eligible for additional Federal funding for freight related projects, which in turn will help the Department meet the vision outlined in the draft Plan. Development of this Plan is a two-phase approach which allows the Department to meet FHWA's May submittal date for a State Highway Freight Plan that is MAP-21 compliant, better positions the Department for future project funding, fosters STAC, TRAC, and FAC collaboration, and builds a foundation for future modal integration activities.

### Discussion:

- Discussion over designated Freight Corridors. It was noted that I-76, US 34, and US 385 are draft Colorado Freight Corridors, and portions of I-76 and US 385 are part of four federally designated High Priority Corridors.
- Recommendation for a full TC freight workshop to review the Draft Freight Plan, Phase 1, next month.
- In Phase 2 of the Freight Plan, all the modes will be brought together: truck, rail, and air.
- Freight funding may be provided in the next Federal transportation bill, and CDOT wants to be able to obtain that funding.
- Support for freight carried by rail rather than truck through the mountains on I-70 was expressed.

See supporting information regarding the Transit and Intermodal Committee agenda items at:

<https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/05-t-and-i-meeting-info.pdf>

### Thursday, April 16, 2015 – Regular Transportation Commission Meeting

See pdf page 65 of the Transportation Commission packet for more details available at:

<https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/april-2015-agenda-packet>

### **Open STIP Public Comment Period for FY 16-19 STIP (Debra Perkins-Smith, and Jamie Collins)**

The public comment period was opened and closed without comment.

### **Audience Participation: Subject Limit: 10 minutes; Time Limit: 3 minutes**

Dan Love, of Granby, Colorado - offered support for promoting a connection between Durango, CO to Chama, NM - the same route that is proposed to be designated as a scenic byway - to preserve history and identify an

## APRIL 2015 TRANSPORTATION COMMISSION MEETINGS

undiscovered area with some economic implications also. It would open this area up to two Native American Tribes to visitors. The area covered in Colorado and New Mexico offers visitors an experience of traveling through time. One can see what developed the west before railroads, lumber and mining – and see Native American and Mexican establishments, along with pre-Columbian sites.

### **Individual Commissioner Comments (Commission Members in Attendance)**

Commissioners commented on topics and expressed appreciation and/or support for following events, and/or projects in their areas.

#### **Executive Director's Report (Shailen Bhatt)**

- Family arrived in Colorado
- Past month was intense with Federal and local issues
- Federal issue – States will run out of transportation funds in 45 days
- Took a trip with the Governor to Washington, DC where Secretary Kerry spoke
- Also attended a select investment summit to meet with owners of large pension funds that are interested in investing in public infrastructure – including transportation
- Meetings with city and local stakeholders indicated people are focused on transportation issues
- Stand Up for Transportation Day was a success
- Remembrance Day was celebrated and is important – recognize staff who work on snowy days like today to keep Colorado's roads safe.

#### **Chief Engineer's Report (Josh Laipply)**

- Region 1 presentation on Shaffer's Crossing went very well. Driver perception at the Crossing is an issue – drivers feel safer than reality would indicate – higher speeds in areas with curves. Anticipate breaking ground for improvements at Shaffer's Crossing in July 2015.
- Asset Management FY 19 budget approval is critical to moving forward with planning and scoping projects for Asset Management and is critical to keep programs operating efficiently.

#### **HPTE Director's Report (Mike Cheroutes)**

- US 36 performance audit with the state legislation went well. Recommendations from the audit are either already in progress or are anticipated for implementation. The report is available on the Colorado Auditor's website at:  
[http://www.leg.state.co.us/OSA/coauditor1.nsf/All/03D76FF34736878087257E14007F395D/\\$FILE/1415P%20-%20US-36%20Public-Private%20Partnership%20\(P3\)%20Project%20Performance%20Audit,%20March%202015.pdf](http://www.leg.state.co.us/OSA/coauditor1.nsf/All/03D76FF34736878087257E14007F395D/$FILE/1415P%20-%20US-36%20Public-Private%20Partnership%20(P3)%20Project%20Performance%20Audit,%20March%202015.pdf)
- The Executive Director expressed that it was very gratifying to see the results of the audit and that this lends credibility for future projects like US 36.
- Chairman Peterson also expressed gratitude.

#### **FHWA Division Administrator's Report (Alicia Nolan)**

- TIGER 7 Grant is out and includes a pre-application process that closes on May 4th
- State Transportation Innovation Council (STIC) – solicitation out for innovation –STIC offers technical assistance and funds — up to \$100,000 per STIC per year — to support the costs of standardizing innovative practices in a state transportation agency or other public sector STIC stakeholder. See <http://www.fhwa.dot.gov/stic/guidance.cfm> for more details.
- SHARP 2 Round 6 announcement is to occur on May 29th.

#### **Discuss and Act on Consent Agenda - Approved unanimously on April 16, 2015**

- Resolution to Approve the Regular Meeting Minutes of March 19, 2015 (Herman Stockinger)
- Resolution to Approve the FY2016 Maintenance \$50,000 to \$150,000 Project List (Kyle Lester)

## APRIL 2015 TRANSPORTATION COMMISSION MEETINGS

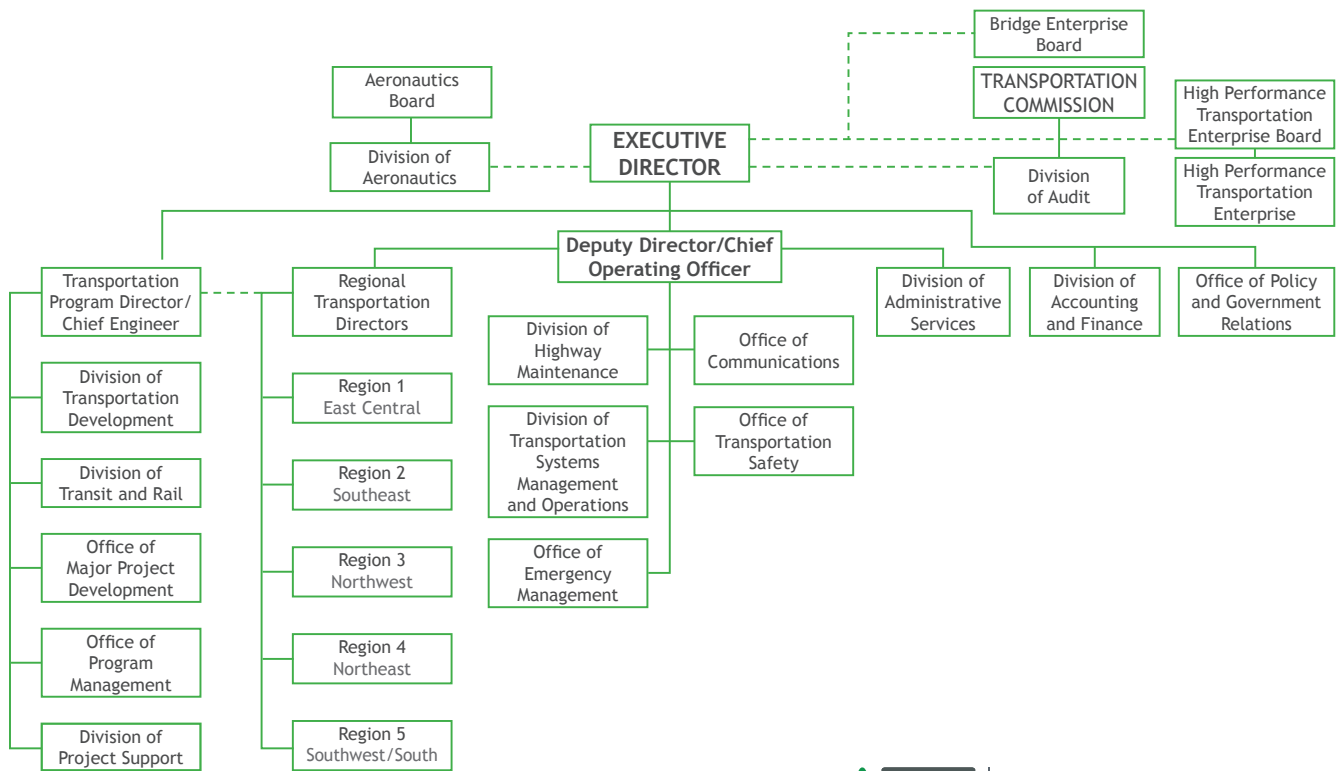
- Discuss and act on TIGER Funding (Herman Stockinger)
- Discuss and act on Scenic Byways (Debra Perkins-Smith)

**Acknowledgements**

The Executive Director stressed the importance of this part of the meeting, and commended Mike Cheroutes on the US 36 audit results, Maria Sobota on aeronautics budget transfer, Amy Ford for the successful Stand Up 4 Transportation Day, and Gary Vansuch for emceeding Remembrance Day. Heidi Humphreys acknowledged the Shumate Building Remediation project team. Gary Vansuch noted that CDOT has been recognized by 2015 Harvard Ash Center as one of 124 selected from over 500 entities for successes experienced using Lean Process Improvements. For example, among quite a few, CDOT is now hiring 17% faster and issuing oversize and overweight permits approximately 34% faster. Executive Director Bhatt noted that CDOT is being recognized by the Engineering News Record as Mountain States Owner of the Year. The article will be released soon. The recognition is based on peak period shoulder running and I-25 widening, among other projects.

# Organizational Chart

Updated December 2014





**COLORADO**  
 Department of Transportation  
 Office of Policy and Government Relations

**MEMORANDUM**

**TO:** STATEWIDE TRANSPORTATION ADVISORY COMMITTEE  
**FROM:** RON PAPSDORF  
**DATE:** APRIL 17, 2015  
**SUBJECT:** TIGER VII GRANT ROUND

**Potential CDOT TIGER VII Applications**

On April 16, 2015 the Transportation Commission authorized the Department to submit up to three (3) applications for the federal Transportation Investments Generating Economic Recovery (TIGER) VII discretionary grant program.

Project	Region	County	Project Cost	TIGER Request	Match	Partners
I-70 West SSMARTT Operational Improvements	1,3	Eagle, Summit, Clear Creek	-\$10 M	-\$6 M	TBD -\$4 M	CMCA, I-70 Coalition
I-70 Simba Run (Vail) Underpass	3	Eagle	\$29 M	\$8 M	CDOT RAMP \$14.6 M CDOT Other \$0.2 M Local \$6 M	Town of Vail
I-25 Bus on Shoulder, US 36 to Downtown Denver (potential co-applicant)	1	Adams, Denver	-\$20 M	-\$13 M	TBD -\$7 M	RTD, US 36 Coalition

the Department will prepare and submit applications for up to three (3) of the projects to the USDOT based on final assesment of project viability and competitiveness. In addition, the Department may provide letters of support to the USDOT Secretary for priority projects submitted for a TIGER VII grant by other Colorado applicants.

**Background**

On March 2, 2015 the U.S. Department of Transportation (USDOT) announced the application process for the TIGER VII discretionary grant program. Once again, TIGER VII is largely similar to previous TIGER grant rounds. Unlike in the previous grant round, there is no Planning Grant Program.

**Submission Timeframe**

Pre-applications are required and must be submitted by May 4, 2015. Final Applications must be submitted through Grants.gov. Submissions may be made beginning May 5, 2015 and received no later than June 5, 2015, at 9:59 p.m. MST.

**Evaluation Factors**

Based on prior TIGER grant rounds, and in analyzing prior successful and unsuccessful applications, the Department weighed the following factors in considering which projects to recommend to the Commission.

**Request Size.** Urban grant and rural grant applications may be no less than \$10 million and \$1 million, respectively. The largest grant received over the last three TIGER grant rounds was \$25.0 million, and a



minority of projects are funded above the \$15 million mark. As such, urban projects in the \$10 million to \$15 million request range are more likely to be successful.

**Percent of Project to be Completed with TIGER Funds.** The minimum match requirement remains the same as in previous rounds - 20 percent local to 80 percent federal. However, in all previous TIGER rounds, for every one TIGER grant dollar awarded, three and one-half dollars were provided as state/local match from the applicant - meaning that projects seeking less than 50 percent of funding from TIGER will be more competitive. Project applications should generally not seek TIGER program funds to provide the full 80% federal match.

**Project Type.** Of the 72 projects awarded funds in the 2014 TIGER VI round, 53 (74%) were primarily bicycle/pedestrian/complete streets projects (21), transit projects (19), or freight projects (13). Traditional roadway and freeway widening projects tend to be less competitive.

**Grant Timing.** USDOT's application process is very detailed and requires significant evaluation criteria and a cost-benefit analysis. With only two months to develop and submit project applications, newer projects lacking existing local match commitments and remaining NEPA hurdles are not ideal applications.

**Non-State DOT Financial Commitment.** CDOT learned from previous unsuccessful applications that USDOT is looking for commitments beyond the state department of transportation and considers whether private sector or local government partners are also committing funds. After a failed North I-25 Managed Lane application under TIGER III with little financial support outside CDOT, local governments came together and committed over \$4 million to the project under TIGER IV, and the application was successful. Projects lacking financial commitment outside the state DOT are less likely to be funded.

#### USDOT Resources

For the 2015 TIGER round, the U.S. Department of Transportation (USDOT) is offering a series of special topic webinars that delve into various aspects of the TIGER application process. These webinars are a great resource for anyone either considering applying to TIGER this year or actually preparing a TIGER application.

##### Wednesday, April 8, 2015 How to Compete for TIGER Discretionary Grants

Presentation Slides (<http://www.dot.gov/tiger/tiger-webinar-482015>)

Recorded Webinar (<https://connectdot.connectsolutions.com/p6r7fao0rxv/>)

##### Tuesday, April 14, 2015 How to Compete for TIGER Discretionary Grants

Presentation Slides (<http://www.dot.gov/policy-initiatives/tiger/tiger-webinar-4142015>)

Recorded Webinar (<https://connectdot.connectsolutions.com/p69u50uxm3q/>)

##### Thursday, April 16, 2015 - 2015 TIGER Summit

Presentation Slides and Recorded Webinar not yet posted to the TIGER web site

##### Thursday, April 23, 2015 1:00-3:00 PM: Preparing a Benefit Cost Analysis (BCA)

Register Here (<https://connectdot.connectsolutions.com/e856psbijyn/event/registration.html>)

##### Tuesday, April 28, 2015 1:00-3:00 PM: How to Compete for TIGER Discretionary Grants

Register Here (<https://connectdot.connectsolutions.com/e4mztn6mq31/event/registration.html>)

#### TIGER VII Grant Summary

The attached Policy Brief summarizes key evaluation criteria, timelines, and requirements provided in the TIGER VII Notice of Funding Availability (NOFA).

As in prior TIGER grant rounds, the CDOT Office of Policy and Government Relations will be available during the application process to offer technical assistance and guidance to other Colorado local governments drafting TIGER applications of their own. For questions, please contact Ron Papsdorf at (303) 757-9105 or [ron.papsdorf@state.co.us](mailto:ron.papsdorf@state.co.us).



April 3, 2015

### Summary

On April 2, 2015, the U.S. Department of Transportation (USDOT) announced the start of a seventh round of “Transportation Infrastructure Generating Economic Recovery” (TIGER) discretionary grants, also referred to as “National Infrastructure Investment” grants. This grant round will be substantially similar to recent grant rounds, with minor changes in evaluation criteria and a lengthier application timeframe. One significant change from 2014 is that there will not be a planning project category. This policy brief summarizes the key components and requirements of the TIGER VII grant round.

### TIGER VII Overview

**Timeline/Deadlines.** Pre-applications are required and must be submitted by May 4, 2015. Final Applications must be submitted through Grants.gov. Submissions may be made beginning May 5, 2015 and received no later than June 5, 2015, at 9:59 p.m. MST.

**Available Funding/Award Ranges.** Under TIGER VII \$500 million is available for project awards - a decrease of \$100 million from the 2014 TIGER VI round. Of this amount, a small percentage will be retained by the USDOT for administration of the program. No state may receive more than \$125 million in total grants. No less than \$100 million may be awarded to projects in rural areas. Grants must be in the \$10 million to \$200 million range. For projects in rural areas, the minimum grant size is \$1 million.

**Applications Cap.** At maximum, an eligible applicant may submit up to three applications. Bundling or combining applications to evade the application cap is not permitted. The applications cap does not apply to organizations that are partnered with a lead applicant.

**Match Requirements.** The match requirement remains the same as in previous grant rounds - a minimum 20 percent state/local match minimum. Priority is given to projects in which TIGER dollars fill the final piece of an overall project financing package. It is important to note that in the previous five TIGER grant rounds, on average, for every one TIGER grant dollar awarded, three and one-half dollars were provided as state/local match from the applicant.

**Eligible Applicants/Eligible Projects.** The following entities are eligible to apply for an award: state governments; local governments; tribal governments; transit agencies; metropolitan planning organizations; state and local government political subdivisions; and multi-state coalitions or groups. Eligible projects are identical to that of all previous TIGER grant rounds. Specific to Colorado’s transportation network, this includes: highway or bridge projects (eligible under title 23 of the U.S. Code and including bicycle and pedestrian related projects); public transportation projects (eligible under chapter 53 of title 49 of the U.S. Code); passenger and freight rail projects; port infrastructure investments (including inland port infrastructure); and intermodal projects. As in prior grant rounds, research, demonstration, or pilot projects that do not result in publicly accessible surface transportation infrastructure are not eligible.

### Evaluation Criteria

USDOT has two levels of selection criteria: (1) primary selection criteria (which will receive more weight during evaluations); and (2) secondary selection criteria. Demonstrated project readiness is also a key component of any application’s evaluation. Successful TIGER projects leverage resources, encourage

partnership, catalyze investment and growth, fill a critical void in the transportation system or provide a substantial benefit to the nation, region, or metropolitan area in which the project is located.

**Primary Selection Criteria.** USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the U.S., a metropolitan area, or a region. Applications that do not demonstrate a likelihood of significant long-term benefits will not be successful. The following types of long-term outcomes are given priority:

**State of Good Repair** - improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs and improve resiliency.

**Economic Competitiveness** - contributing to the economic competitiveness of the U.S. over the medium- to long-term.

**Quality of Life** - increasing transportation choices and access to transportation services to persons in communities across the U.S.

**Environmental Sustainability** - improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions, and benefiting the environment.

**Safety** - improving the safety of U.S. transportation facilities and systems, and the demonstration of quantitative data in support.

**Secondary Selection Criteria.** Secondary consideration will be given for: (1) innovation; and (2) partnership. For innovation, USDOT will give priority to projects using innovative strategies to pursue the long-term outcomes outlined above.

#### **Other Considerations**

**Demonstrated Project Readiness.** Projects must be able to demonstrate that funds will be obligated by September 30, 2017. USDOT will evaluate each application to determine whether a project is likely to meet this deadline, by examining technical feasibility, financial feasibility, project schedule, and assessing project risks and mitigation strategies.

**Priority for Long-term Job Growth for the Middle Class.** Additional weight will be given to projects that contain benefits to strengthen opportunities to expand the middle class and stimulate long-term job growth, particularly in economically distressed areas.

**Project Readiness/Longer Range Projects.** In the previous TIGER rounds, immediate spending ability was critical. In TIGER VII applications that require slightly longer schedules are encouraged, stating that projects must be able to obligate funds by September 30, 2017 and expend such funds by September 30, 2022.

**Co-applicants.** Applications that identify co-applicants or project partners must be signed by not only the lead applicants, but also each co-applicant and/or partner organizations.

For detailed information, the TIGER VII notice of funding availability (NOFA) is available online at <http://www.dot.gov/tiger>. For more information or questions, please contact Ron Papsdorf, CDOT Office of Policy & Government Relations, at (303) 757-9105 or [ron.papsdorf@state.co.us](mailto:ron.papsdorf@state.co.us). This and other Policy Briefs are available on the CDOT Office of Policy & Government Relations website at: <http://coloradodot.info/about/governmentrelations/new-publications/policy-briefs>.

# TIGER Grants Overview

**T**IGER (Transportation Investment Generating Economic Recovery) Grants provide a unique opportunity for the DOT to invest in road, rail, transit, bicycle/pedestrian, port, and multi-modal projects that achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.6 billion for seven rounds to fund competitive projects that have a significant impact on the Nation, a region, or a metropolitan area. Through the TIGER program, DOT has awarded grants to 342 projects in all 50 States, the District of Columbia, and Puerto Rico.

*What makes the TIGER program unique?*

### **Flexibility**

TIGER can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal transportation programs that provide funding to limited groups of applicants (mostly State DOTs and transit agencies). This flexibility allows our traditional partners at the state and local level to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise have limited ways to receive Federal support.

### **Innovative Funding**

TIGER's competitive structure and broad eligibility allow project sponsors to develop multi-modal, multi-jurisdictional projects that may not be eligible for funding through traditional DOT programs. For example, in 2009, the TIGER program partnered with the State of California (Caltrans) and the San Diego Association of Governments (SANDAG)—the regional planning agency that represents 18 cities and county government to award \$20.2 million to the Otay Mesa Port-of-Entry project—the largest freight border crossing between California and Mexico – to provide a direct six-lane highway link and reduce Interstate congestion.

### **Leveraging Resources**

TIGER projects have historically achieved, on average, co-investment of 3.5 dollars (including other Federal, State, local, private and philanthropic funds) for every TIGER dollar invested. The Razorback Regional Greenway TIGER 2010 project successfully leveraged \$15 million from the Walton Family Foundation to support development of this 36-mile bicycle and pedestrian network in Northwest Arkansas.



U.S. Department  
of Transportation

### **Encouraging Partnership**

The TIGER program encourages States and localities to work together to bring more innovative, cross-modal proposals to the table. Priority is given to transportation projects that demonstrate strong collaboration among a broad range of participants, integration of transportation with other public service efforts, and/or projects that are the product of a robust planning process. For example, the Miami Trail/Everglades Restoration project, awarded \$20 million in TIGER 2014, has extensive stakeholder collaboration and support including the National Park Service, the US Army Corps of Engineers, State and local agencies, and numerous conservation advocacy organizations.

### **Rural Investments**

The TIGER program enables DOT to use a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make investments in our Nation's infrastructure that make communities more livable and sustainable, including in rural areas. Since 2009, the TIGER program has provided over \$790 million to 117 projects in rural areas across the United States.



**TIGER**



### Memorial Bridge

The Memorial Bridge on US Route 1 is the only bicycle and pedestrian connection between NH and ME and is located in the heart of downtown Portsmouth. Before a 201X TIGER grant, the bridge had a sufficiency rating of 6 out of 100, safety concerns that resulted restricted bridge traffic to no more than three tons. A \$20 million TIGER grant enabled this bridge to resume normal operations and it was reopened in August 2013.

### CREATE

The Chicago Region Environmental and Transportation Efficiency Program, (CREATE) partners U.S. DOT, the State of Illinois, the City of Chicago, Metra (the region's commuter rail agency), Amtrak, and the Nation's largest freight railroads in an approximately \$1.5 billion program that includes 70 intermodal projects that restructure, modernize, and expand existing rail facilities to improve freight and passenger mobility in and through Chicago while reducing negative environmental and social impacts. The CREATE \$100 million TIGER grant leveraged \$14 million in State and local funding and \$48 million in funding from the private railroads. CREATE adds capacity and reduces delays for trains and motorists using at-grade crossings, and improves roadways and sidewalks.



### Atlanta Streetcar

Born from a relationship between the city, local businesses, and MARTA (the local transit authority), the Atlanta Streetcar project received a \$47.6 million TIGER grant to construct a new east-west streetcar line connecting many of the residential, cultural, educational and historic centers downtown, improving Atlanta's quality of life and providing enhanced transit options. The streetcar, which opened for passenger service in December 2014, provides residents, students and visitors with easy access to jobs and public amenities in the core of downtown Atlanta, and serves an economically distressed area, spurring pedestrian-oriented development and reinforcing development plans.



### US-491 Safety Improvements

US-491 is the primary highway in an extremely rural area of northwest New Mexico, connecting the Navajo Nation to surrounding areas, and is a major trucking route with increasingly high volumes of commercial traffic. Prior to construction, this stretch of highway experienced fatality rates between two and three and a half times the state average. A \$31 million TIGER grant enabled the Navajo DOT to construct two additional lanes and to separate north-south traffic on this corridor, limiting fatal accidents. Additional safety improvements include construction of turn lanes for acceleration and deceleration, and improved intersections, signage, markings, and drainage facilities.





**DATE:** April 17, 2015  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** Jason Wallis, Freight & Planning Analysis Program Manager  
**SUBJECT:** Draft State Highway Freight Plan, Phase I

At the March 27<sup>th</sup> meeting, STAC members were provided an overview of the proposed phased freight planning process.

Development of the Plan is a two-phase approach which allows the Department to meet FHWA's May submittal date for a State Highway Freight Plan that is MAP-21 compliant, better positions the Department for future project funding, fosters STAC, TRAC, and FAC collaboration, and builds a foundation for future modal integration activities. These phases include:

**Phase 1 - Data Collection and Analysis, Industry Collaboration, and State Highway Freight Plan**

- Collect and analyze data on highway freight and freight industry needs
- Engage freight industry to identify needs
- Develop the State Highway Freight Plan to meet MAP-21 requirements

**Phase 2 - Coordination and Collaboration and Integrated Freight Plan Development**

- Develop approach to integrate highway freight planning with freight rail and aviation planning
- Continue to work with key stakeholders and planning partners to incorporate additional input, strategies, and develop an integrated implementation plan
- Re-establish industry engagement via the Freight Advisory Committee (FAC) and expand membership to other key stakeholders and planning partners
- Develop freight strategies integrating highway freight, freight rail, and aviation

The freight planning process for Phase 1 includes STAC review of the Draft State Highway Freight Plan document prior to its submittal to FHWA in May 2015.

The Draft State Highway Freight Plan is now been available for review and can be accessed at:

<https://drive.google.com/folderview?id=0B4pvpu5GvwzifkdicFFRQ1RWaC15eDRaY2dBX3dzYzNEd09uaUN0OW9XRDRqajlSZkhQY1U&usp=sharing>

(Copy and paste into browser or Click to follow the link)

STAC members are invited to submit their comments on the Plan to Tim Kirby, who can be contacted via telephone at: 303-757-9619, or email: [timothy.kirby@state.co.us](mailto:timothy.kirby@state.co.us). Comments can also be provided at the April STAC meeting. Please note that this draft Plan is for review only, and we are requesting STAC members not distribute this Plan beyond the STAC membership at this time.

**Next Steps**

- April 24, 2015 - STAC Freight Workshop - input on draft State Highway Freight Plan
- May 29, 2015 - CDOT submits a State Highway Freight Plan to FHWA. Plan will be placed on CDOT's Statewide Plan web Site [www.colroadotransportationmatters.com](http://www.colroadotransportationmatters.com)
- Summer 2015 - Phase 2 Implementation





**DATE:** April 17, 2015  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development  
 Maria Sobota, Acting Chief Financial Officer, Division of Accounting and Finance  
**SUBJECT:** Public Comment Period for Draft FY 2016-2019 Statewide Transportation Improvement Program (STIP)

The Draft FY 2016-2019 Statewide Transportation Improvement Plan (STIP) is available for review on the CDOT external website: <https://www.codot.gov/business/budget>. Hard copies have been sent to each TPR and MPO office and will also be available at any of the five CDOT Engineering Regions and the Headquarters Complex, as well as at the Colorado offices for the Federal Highway Administration and Federal Transit Administration, and State Depository Libraries. A public hearing was held during the Transportation Commission meeting on April 16, 2015 from 9:00 a.m. to 10:00 a.m.

Contacts for the CDOT Headquarters and Region Offices, as well as FHWA and FTA are as follows:

<b>Headquarters - Office of Financial Management &amp; Budget</b>	Jamie Collins	<a href="tel:303-757-9092">303-757-9092</a>
<b>Headquarters - MPO &amp; Regional Planning Section</b>	Tim Kirby	<a href="tel:303-757-9619">303-757-9619</a>
<b>Region 1 (Aurora)</b>	Julia Spiker	<a href="tel:303-757-9935">303-757-9935</a>
<b>Region 2 (Pueblo)</b>	Wendy Pettit	<a href="tel:719-546-5748">719-546-5748</a>
<b>Region 3 (Grand Junction)</b>	Mark Rogers	<a href="tel:970-683-6252">970-683-6252</a>
<b>Region 4 (Greeley)</b>	Kathy Seelhoff	<a href="tel:970-350-2169">970-350-2169</a>
<b>Region 5 (Durango)</b>	Matt Muraro	<a href="tel:970-385-1433">970-385-1433</a>
<b>FHWA (Lakewood)</b>	Aaron Bustow	<a href="tel:720-963-3022">720-963-3022</a>
<b>FTA (Lakewood)</b>	Dave Beckhouse	<a href="tel:720-963-3306">720-963-3306</a>

Comments on the DRAFT FY2016 - FY2019 STIP may be submitted to Jamie Collins at:

Colorado Department of Transportation  
 Office of Financial Management & Budget  
 4201 E. Arkansas Ave., Room 235  
 Denver, Colorado 80222

[jamie.d.collins@dot.state.co.us](mailto:jamie.d.collins@dot.state.co.us)

Comments will be accepted until Friday, May 8, 2015.

**Attachments**

Attachment A - The Draft FY 2016-2019 Statewide Transportation Improvement Plan (STIP) Public Comment Period Flyer



**CDOT is seeking comments on the  
FY 2016-2019 Statewide Transportation  
Improvement Program (STIP).**

**WHO:** Any member of the public

**WHEN:** April 6–May 8, 2015

**WHERE:** [www.codot.gov/business/budget](http://www.codot.gov/business/budget) or

- CDOT Headquarters and Region Offices
- The Federal Highway Administration
- The Federal Transit Administration
- Transportation Planning Regions offices
- State Depository Libraries

**HOW:** Contact Jamie Collins at **303.757.9092**  
or [jamie.d.collins@state.co.us](mailto:jamie.d.collins@state.co.us) or—

Colorado Department of Transportation  
Office of Financial Management and Budget  
Attn: Jamie Collins  
4201 E. Arkansas Avenue, Room 235  
Denver, Colorado 80222

**WHY:** Your feedback is a critical element for  
governmental transparency & accountability.