



**COLORADO**

Department of  
Transportation

**Statewide Transportation Advisory Committee (STAC)  
December 4, 2015  
9:00 AM – 11:30 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 – Vince Rogalski
- 9:10-9:30** Chief Engineer Items (Informational Update) – Josh Laipply, CDOT Chief Engineer
- 9:30-9:40** Transportation Commission Report (Informational Update) – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:40-10:00** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 10:00-10:15** Freight Advisory Committee (FAC) (Informational Update) – STAC Representatives
- Update from STAC members on the most recent FAC meeting.
- 10:15-10:25** Break
- 10:25-10:45** Federal and State Legislative Report (Informational Update) – Herman Stockinger & Ron Papsdorf, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:45-10:55** Input on the Planning Process (Informational Update) – Jeff Sudmeier, CDOT Division of Transportation Development (DTD)
- Update on plans for upcoming STAC and planning partner discussions on the planning process and lessons learned from 2040 SWP and RTP development.
- 10:55-11:05** Development Program (Informational Update) – Jeff Sudmeier, DTD
- Update on Development Program and STAC input on criteria.
- 11:05-11:15** Budget Update (Informational Update) – Louie Barela, Office of Financial Management and Budget (OFMB)
- Review of the FY 17 CDOT budget.
- 11:15-11:25** STIP Annual Update (Informational Update) – Jamie Collins, OFMB
- Status of the annual STIP update.
- 11:25-11:30** Other Business- Vince Rogalski
- 2016 STAC Schedule
- 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  
October 23, 2015**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** October 23, 9:00 a.m. - 12:00 p.m.

**Chairman:** Vince Rogalski, STAC Chair

**Attendance:** Trent Bushner (Eastern), Peter Baier (Grand Valley), Elise Jones (DRCOG), Doug Rex (DRCOG), Vince Rogalski (Gunnison Valley), Thad Noll (Intermountain), Jan Dowker (NFRMPO), Terri Blackmore (NFRMPO), Norm Steen (PPACG), Craig Casper (PPACG), Scott Hobson (PACOG), Walt Boulden (South Central), Mack Louden (South Central), Jim Baldwin (Southeast), Stephanie Gonzales (Southeast), Edward Box III (Southern Ute Indian Tribe), Kevin Hall (Southwest), Barbara Kirkmeyer (Upper Front Range).

<b>Agenda Items/ Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
<p>Introductions &amp; September Minutes / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> <li>• Review of September STAC Minutes</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• The TPR update for PPACG should say that the I-25 Cimarron project will have no disruptions until Spring 2016, not that it will be complete in Spring 2016. It is not anticipated to be complete until fall 2017.</li> </ul>	<p>Minutes approved.</p>
<p>Administrative Items / Michael Snow (CDOT Division of Transportation Development) &amp; Bill Haas (FHWA)</p>	<ul style="list-style-type: none"> <li>• In consultation with FHWA, we've come to understand that RPA funds must fall under the state travel policy.</li> <li>• CDOT sent a memo explaining this to each of the TPR representatives, alternates, and staff members.</li> <li>• Mileage rates are set yearly by tax year and are 90% of the federal rate (January - December).                             <ul style="list-style-type: none"> <li>○ \$.52 per mile rate in effect until Dec, new one will be set by IRS then.</li> </ul> </li> <li>• Meal rates are set yearly by Federal fiscal year (October - September).                             <ul style="list-style-type: none"> <li>○ Rates recently changed and the list will be sent.</li> </ul> </li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Terri Blackmore</u>: Are there rates available for out of state travel?</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• <u>Michael Snow</u>: I made up a state chart but it's based on the federal table, so I can provide the federal rates for other neighboring states to you as well.</li> <li>• <u>Terri Blackmore</u>: At the last SWMPO we discussed this taking effect with the next CPG contracts, is that right?</li> <li>• <u>Jeff Sudmeier</u>: That's correct.</li> </ul>	
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> <li>• David Spector is the new HPTE Director.</li> <li>• The I-70 East RFP has been released.</li> <li>• The Transportation Commission (TC) discussed and approved the toll rate for the PPSL – license plate rate will not exceed \$10 over the transponder rate.             <ul style="list-style-type: none"> <li>○ High = \$30 (transponder) vs. \$40 (license plate)</li> <li>○ Low = \$3 (transponder) vs. \$6 (license plate)</li> </ul> </li> <li>• No HOV in this lane due to the high average vehicle occupancy.</li> <li>• Telephone Town Hall for US 36 toll rates had 5,000 participants, while the PPSL had 10,000.</li> <li>• About 4,500 transponders already sold and roughly 1,500 new ones being sold per month.</li> <li>• There was also a HOV 3+ discussion that will be covered in a later agenda item.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Jan Dowker</u>: I have a question about why different state agencies have different SB 228 forecasts. Will that be covered in a later agenda item?</li> <li>• <u>Vince Rogalski</u>: Yes, we'll discuss later on that agenda item.</li> </ul>	<p>No action taken.</p>
<p>TPR Reports / STAC Members</p>	<ul style="list-style-type: none"> <li>• <u>Southwest</u>: Not much to report, have a meeting coming up in early December.</li> <li>• <u>Pueblo</u>: Getting ready to release draft of the Long Range Transportation Plan.</li> <li>• <u>GVMPO</u>: GV holding its own Transportation Summit on Monday with elected officials and their new Transportation Commissioner.</li> <li>• <u>CFR</u>: Discussing a new IGA because the old one has some issues. Our TPR vendor has some issues with the reimbursement rates but we're optimistic that we'll fix it.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"><li>• <u>PPACG</u>: Approved a TIP amendment for Mountain Metro vehicle replacement; improved call for projects for 2017-2022 TIP is due in December.</li><li>• <u>Southern Ute</u>: Final draft of the Tribal Traffic Safety Plan and Tribal Transportation Plan due next month; Tribe getting ready to develop more of its land under the Ignacio Area Corridor Access Plan (IACAP).</li><li>• <u>DRCOG</u>: Approved 2016-2017 station area master plan and 2016-2017 travel demand management projects to reduce SOV travel; visit from Executive Director Bhatt to talk about RoadX; DRCOG Board sent letter to the EPA related to new air quality standards to express support but request more consultation among western states on options for compliance.</li><li>• <u>Eastern</u>: I-70 projects near Deer Trail are wrapping up, concerns about quality of resurfacing work done near Stratton a few years ago, might need reconstruction of the underbase; SH 86 west of I-70 towards Castle Rock also needs reconstruction or it might not last the winter.</li><li>• <u>NFRMPO</u>: At the November meeting, the Board will adopt the program of projects and Public Involvement Program, hold a public hearing on VanGo fare increases, kick off a press conference for the Northern Colorado Transportation Agenda and Northern Colorado Transportation Summit.</li><li>• <u>Intermountain</u>: Simba Run frontage road between Vail and West Vail along I-70 is underway now and will hopefully divert a lot of in-town traffic off the highway; met with law and traffic stakeholders to discuss winter operations in the mountains, chain laws for passenger vehicles are already on the books but not well enforced so there will be a campaign to get out the word, this is not a requirement so much as allowing the interstate to remain open to suitable vehicles rather than closing entirely; there will be a chain station staff member to assist drivers and maintain safety in those areas; Gazex system to trigger smaller avalanches that are quicker to clean up; contractors are working on fiber optics in R1 but it's knocking ours out in R3.</li><li>• <u>Southeast</u>: SH 23 from Holyoke to NE project pushed to next year based on Pedal the Plains schedule; Pedal the Plains had higher participation than ever, which is a great thing; discussed funding at last TPR meeting and voted to support any funding mechanism that supports rural Colorado. Stretch from Haslow to Arlington moving along nicely; SRTS project in Las Animas will complete soon and TPR meeting upcoming.</li></ul>	
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	<ul style="list-style-type: none"> <li>• <u>Upper Front Range</u>: US 34 (washed out in 2013 floods) will be completed by end of 2015.</li> <li>• <u>South Central</u>: TPR meeting on October 6, good representation from state, city, and county, reviewed process for coming years including IGA review.</li> <li>• <u>Gunnison Valley</u>: Trying to fix the gap between Montrose and Gunnison; implementation actions discussed, CDOT Budget 101 presentation; elected GV TPR STAC alternate – Katie Sickles; upcoming grant applications: Division of Transit &amp; Rail’s Consolidated Call for Capital Projects, Safe Routes to School, and Federal Lands Access Program.</li> <li>• <u>FHWA</u>: A lot of major forums and seminars coming up next week: Beyond Traffic (Tuesday), Transportation Summit (Wednesday); need a MAP-21 extension by October 27th to keep in business, but we expect it to happen.</li> </ul>	
<p>Chief Engineer Items / Josh Laipply (CDOT Chief Engineer)</p>	<ul style="list-style-type: none"> <li>• Josh provided a brief overview of the PPSL project on I-70 from Idaho Springs to Twin Tunnels.</li> <li>• Will be completely owned and operated by CDOT, no concessionaire involved.</li> <li>• Different from most toll corridors – recreational rather than commuter.</li> <li>• The rates will be as high or low as the market can bear, as long as we’re maintaining the 45 MPH mobility target.</li> <li>• Bustang will also run in that lane which helps the transit side.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Mike Lewis</u>: Can you address the fiber issues that Thad mentioned?</li> <li>• <u>Josh Laipply</u>: We’ve had five or six fiber hits during construction and we recognize what a big deal that is to people. I wish there was an easy answer but we just need to give better data to our contractors and also build in more accountability for to prevent that from happening in the future.</li> <li>• <u>Vince Rogalski</u>: Region 10 received a DOLA grant to work on high speed internet for that part of the state and one thing they’d like is to have a standard that every time we’re digging up a road we put conduit in there to lay fiber down the line.</li> <li>• <u>Mike Lewis</u>: That’s a great point and government doesn’t always coordinate well on those types of things – OEDIT is working on a coordination group for this between agencies.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• <u>Josh Laipply</u>: This is something we might request from the JBC next year and it's also a potentially good use for P3 – we own valuable right of way that telecom companies would love to have access to.</li> <li>• <u>Norm Steen</u>: How are you going to measure “what the market can bear?”</li> <li>• <u>Josh Laipply</u>: At this point it's going to be based primarily on the number of vehicles using that lane, with prices increasing to ensure speeds are maintained.</li> </ul>	
<p>Federal and State Legislative Report / Herman Stockinger &amp; Ron Papsdorf (CDOT Office of Policy and Government Relations)</p>	<ul style="list-style-type: none"> <li>• State Representative Terri Carver addressed the STAC regarding two potential bills she is sponsoring as a member of the Transportation Legislative Review Committee (TLRC).</li> <li>• The final session on November 2nd – members have an opportunity to propose bills for 2016 to be put forth by the committee. I have two that the TLRC will consider.</li> </ul> <p><b>TLRC Bill #1</b></p> <ul style="list-style-type: none"> <li>• Bill #1 is to clarify in Colorado law that the STAC is to advise both the TC and CDOT (as opposed to advising CDOT only). This was the case in practice until recently.</li> <li>• A draft is complete and a few copies are available for each TPR.</li> <li>• When this is presented to the TLRC on November 2, I invite members of the STAC to come speak – for it, against it, or to suggest revisions.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Barbara Kirkmeyer</u>: I think this is a great clarification. There are times when the STAC has a good working relationship with CDOT and the TC, but sometimes we feel snubbed. So this is a good movement.</li> <li>• <u>Peter Baier</u>: How did the process work previously? What's different now in terms of our interactions?</li> <li>• <u>Barbara Kirkmeyer</u>: There's an ebb and flow to it – when the TC likes our comments we're free to comment, when they don't like them the TC is more likely to ignore us.</li> <li>• <u>Vince Rogalski</u>: When I became STAC chair, the TC invited me to report to the TC on a monthly basis but it was not formal. Recently we decided it was better to have STAC report to CDOT and then CDOT report to the TC.</li> </ul>	<p>No action taken.</p>

- Terri Carver: I think the importance is that it would formalize in statute that STAC input on transportation issues is a part of the discussion that occurs in TC meetings.
- Kevin Hall: How will staff functions change as a result of this? Will staff have to come to us prior to going to the TC, in reverse of what has occurred lately?
- Debra Perkins-Smith: We did get out of synch with meetings but have been making an effort to get back on track so that you have input prior to them seeing it. And I have been reporting your comments to the TC even if Vince has not been doing that formally.
- Norm Steen: We rarely have action items on our agenda anymore so maybe that would be a change in terms of making formal recommendations.
- Jan Dowker: This committee brings a lot to the table as the “front line soldiers” in our communities that the TC should be able to access.
- Barbara Kirkmeyer: The way it works in land use issues is that decision makers “shall consider the recommendations” of both staff and the planning commission, and have to provide a comment when going against it. That might be a good model because in the past we have sometimes felt ignored. Maybe add a “shall be considered by TC” to the language.

**TLRC Bill #2**

- TC District Boundaries were first established in 1913 and over time they have been adjusted and changed as the state grew. The last change occurred in 1991.
- The TLRC will consider bill to change TC districts to align with the TPRs – making a total of 15 (rather than the current 11).
- More differing perspectives and concerns on this bill than the previous one, so we will sit down with the TC members to discuss those.
- It’s time to take a fresh look at the TC boundaries, but that’s the only change being proposed. TPRs would have no role in selecting the new TC boundaries or representatives, they would still be appointed by the Governor and still would be charged with making decisions in the best interest of the state as a whole. This would not be a redundant structure to the existing TPRs.

- One alternative would be to do a study of this issue to determine whether it is necessary to adjust the boundaries, examine various approaches, discuss appropriate criteria, etc.
- It is not my intention to skew the voting system and I am aware of the concerns related to population and VMT that this might raise.
- I welcome your perspective on this and would like to work with you between now and November 2nd.

**STAC COMMENTS**

- Elise Jones: DRCOG has not yet taken an official stance on this, but we do have standing policy stating that we support TC districts being drawn based on population. With 51% of the population, 49% of VMT and currently 4 TC representatives we probably won't be able to support that.
- Terri Carver: I recognize those concerns and am hoping to take those factors into account while still building the TC on the foundation of the TPRs.
- Elise Jones: Undertaking a study of how you might marry those concepts together is something we would be potentially interested in.
- Kevin Hall: What are the sentiments of the current TC members related to this, and why is this issue arising now?
- Terri Carver: In my work reaching out to people around the state, these were issues that I heard from the public. No one from the TC requested this. I understand that the current TC members have strong and diverse opinions on this.
- Barbara Kirkmeyer: I think that your concept is intriguing and I agree that 25 years is a good period to reassess. I think it's always good to ensure that there's a statewide focus on transportation.
- Thad Noll: I agree that it's time to take a look at it but I recognize that there could be unintentional consequences to this in terms of regionalism or politicization. However when CDOT realigned the engineering regions to the TPRs a few years back that really was an efficiency gain, so this might be similar. We need to ensure equitable voting and I think this merits a lot of discussion of all the pros and cons.
- Terri Carver: I agree that we have to take population and VMT into account and would never propose DRCOG going from 4 out of 11 representatives to 1 out of 15.

- Gary Beedy: I agree that population is important but sometimes folks in the populated areas don't recognize the importance of the non-populated regions in a statewide transportation system, so we need to find that balance.
- Terri Carver: I grew up in a rural area so I recognize the criticality of that infrastructure.
- Barbara Kirkmeyer: I might recommend some additional criteria such as truck VMT and lane miles to balance the closely related factors of population and VMT.
- Jan Dowker: I think it's very critical that this is being discussed and a study might be a good way to continue the conversation.

**Federal Update**

- Senate passed the DRIVE Act back in July
  - House passed its own version last week called the Surface Transportation Reauthorization and Reform Act of 2015
  - Like the Senate's, it's a 6 year bill with 3 years of funding.
  - \$339 billion in the House versus \$361 billion in Senate.
  - Last three years contingent in coming up with the funding somewhere.
- Bill Contents:
  - Both bills are very similar and clearly based on MAP-21.
  - Creates new \$750 million per year Nationally Significant Freight & Highway Projects Program – a discretionary grant program.
  - No formula freight program in the House bill as was the case with the Senate version.
  - Revises the current STP program to create a new block grant program intended to broaden eligibility and flexibility – use for ferry boats, recreational trails, truck parking, etc.
  - Further reduces the TIFIA program (from \$1 billion to \$200 million per year).
    - This is an area of concern for CDOT.
  - Grants for state research into potential new funding options.
  - Generally tries to streamline environmental process, interagency coordination, etc. but there are differing opinions on whether it's actually an improvement.

	<p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Elise Jones</u>: Does this address the definition of Bus Rapid Transit (BRT) as the Senate bill did?</li> <li>• <u>Ron Papsdorf</u>: I have not noted any content like that. We can look into it.</li> </ul>	
Freight Advisory Council (FAC) Next Steps / Norm Steen (PPACG)	<ul style="list-style-type: none"> <li>• The Freight Advisory Council (FAC) was formed to develop a single overall freight plan, combining the highway, rail, and air modes.</li> <li>• We've met twice and the FAC is developing into something new – an industry-centered forum on transportation policy, technology, and collaboration with a bigger vision than was originally laid out.</li> <li>• There are three representatives from STAC to the FAC: Norm Steen, Barbara Kirkmeyer, and Gary Beedy.</li> <li>• In order to maintain the industry-centered focus, the FAC is looking at changing the draft bylaws to reduce the number of representatives from government agencies (STAC, MPOs, etc.) and increase the industry presence.</li> <li>• The next FAC meeting is on November 12th – we're looking for some input from the STAC on this issue so we can represent your views accurately.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Barbara Kirkmeyer</u>: Regardless of having one representative or three representatives participating on behalf of the STAC, I think we can feel confident that our perspective is heard and will ensure that there's a correlation between the industry needs and our planning processes. Norm, Gary, and I feel that we can work it out between the three of us and keep representing the group for our own common interests.</li> <li>• <u>Norm Steen</u>: Some other ideas discussed were to physically reach out to industry by holding meetings in their facilities, around the state, getting more people in the conversation.</li> </ul>	No action taken.
CMAQ Alt Fuels Colorado (AFC) Program Update / Steve McCannon (Regional Air	<ul style="list-style-type: none"> <li>• Wes Maurer and Steve McCannon provided an update on the progress of the Alt Fuels Colorado (AFC) Program.</li> <li>• Thus far AFC has funded 15 Compressed Natural Gas (CNG) stations for \$7.5 million and 253 vehicles for \$4.5 million.</li> </ul>	No action taken.

<p>Quality Council) &amp; Wes Maurer (Colorado Energy Office)</p>	<ul style="list-style-type: none"> <li>Working to improve the program moving forward, including possible expansion into transit vehicles.</li> <li>The state also runs a technical assistance program to help local communities understand and prepare for alternative fuels adoption.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li><u>Elise Jones</u>: The program seems successful but not as much for EVs. There have been some suggested changes to the program. Should you consider dropping the EV co-location requirement?</li> <li><u>Steve McCannon</u>: We're aware of that, and fixing this transit issue may help.</li> <li><u>Wes Maurer</u>: We agree that the EV market is moving really quickly in Colorado, and we have amped up the Charge Ahead Colorado program in response. Alt Fuels Colorado is more focused on CNG but we're always happy to have those conversations.</li> <li><u>Trent Bushner</u>: Have you reached out to the big trucking companies on this, or maybe interstate shippers?</li> <li><u>Steve McCannon</u>: We work closely with Colorado Motor Carriers Association (CMCA), but the CMAQ requirements limit this vehicle funding to the non-attainment area, so we're stuck in that box to some extent. There are state tax credits available for other fleets outside of the non-attainment area.</li> </ul>	
<p>PD 14 Performance Targets / Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<ul style="list-style-type: none"> <li>Debra Perkins-Smith provided an update on PD 14 performance targets.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li><u>Trent Bushner</u>: How do you address stupidity versus actual safety issues?</li> <li><u>Debra Perkins-Smith</u>: We work through the data to identify patterns in terms of accident type and that gives us a better idea of the causes of crashes.</li> <li><u>Trent Bushner</u>: There are studies now showing that you're just as distracted on a phone, whether it's hands free or not, so how can we ever address that?</li> <li><u>Gary Beedy</u>: We have to be careful about these measures in terms of what is or isn't within CDOT's control and whether we can really impact things</li> </ul>	<p>No action taken.</p>

	<p>by spending money. It's also not realistic to say we're going to keep reducing fatalities as our population continues to grow significantly.</p> <ul style="list-style-type: none"> <li>• <u>Debra Perkins-Smith</u>: Understood, however I will point out that some of our measures are rates rather than total numbers, which shouldn't be impacted by population. This is a good indicator for us and a baseline and in the coming years we'll know whether our actions are working or whether we need to reassess.</li> <li>• <u>Thad Noll</u>: Technology is one way to limit the destructive behavior of certain irresponsible drivers, so I applaud CDOT's continued efforts to pursue that. I also think that our transit goals are really low, not even keeping pace with population growth. This makes it look like we're doing a great job in that area and don't need to invest in it – we need to set a more ambitious goal for ourselves.</li> <li>• <u>Jan Dowker</u>: How are we effectively using Colorado State Patrol data on fatality locations related to transit, or more generally integrating different measures that impact one another – for instance transit use versus safety?</li> <li>• <u>Debra Perkins-Smith</u>: We are starting to take a look at things that way through the Development Program. We now have access to a lot of data that we didn't have before but we're still learning how best to use it. That's where we want to go as an agency, to understand the interrelatedness of these factors in order to make the smartest investments.</li> <li>• <u>Craig Casper</u>: In the future I would suggest that you clearly show which performance measures are federally mandated versus state mandated, and also use spark lines to better show the trends within them.</li> <li>• <u>Norm Steen</u>: Echoing a previous month's presentation, I'd like to request this data by region, if available.</li> <li>• <u>Terri Blackmore</u>: Also please no more black and white print outs in the future.</li> </ul>	
<p>FY 17 Budget Workshop / Maria Sobota (CDOT Chief Financial Officer)</p>	<ul style="list-style-type: none"> <li>• The Division of Accounting and Finance (DAF) is currently preparing a draft budget, will make revisions in March, and submit a final budget in April prior to signing by the Governor.</li> <li>• In the budget office we're working on three separate fiscal years right now: <ul style="list-style-type: none"> <li>○ Closing out FY14 / FY15.</li> <li>○ Presenting surpluses from FY16 (to go into the TC contingency fund).</li> <li>○ Preparing revenue projections for FY17.</li> </ul> </li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• Will be doing this quarterly from now on in alignment with cash management policies</li> <li>• FY17 revenue projections are decreasing due to the fact that an SB 228 transfer will occur in FY16 but is not anticipated in FY17.</li> <li>• Rival forecasts from OSPB and Legislative staff make this a challenge.</li> <li>• SB 228 transfer will go 90% to I-70 East and 10% to transit.</li> <li>• The Asset Management Budget Workshop for FY17 occurred a year ago and numbers were approved by TC at that time.</li> <li>• We don't have any flexibility with pass-through funds.</li> <li>• New items on the FY17 budget:             <ul style="list-style-type: none"> <li>○ Safe Routes to School - \$2.5 million.</li> <li>○ HPTE fee - \$2 million.</li> <li>○ Able to allocate \$25 million to TC contingency fund due to surpluses.</li> <li>○ New line item for staff recommended programs - \$18 million.</li> <li>○ As requested last year, we are providing a second version of the budget which also includes RAMP allocations (normally shown separately).</li> </ul> </li> <li>• Also sharing an update on the cash balance – have decreased by \$450 million since RAMP announcement, now around \$600 million.</li> <li>• We are very mindful of decisions in Washington as we manage the cash balance.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Craig Casper</u>: Can we break out the Federal pie piece by different programs?</li> <li>• <u>Maria Sobota</u>: We'll do that for you.</li> </ul>	
<p>Development Program / Jeff Sudmeier (CDOT Division of Transportation Development)</p>	<ul style="list-style-type: none"> <li>• The Development Program is not a commitment to complete projects, but a tool to capture project needs identified through planning process.</li> <li>• Meant to respond to the issue of scattered and incomplete info outside of the STIP.</li> <li>• Will allow us to estimate identified needs beyond the STIP.</li> <li>• Will also be used as a tool for communicating future priorities to the public.</li> <li>• Eventually it will be integrated into the broader planning process, between the Statewide Transportation Plan (SWP) and STIP.</li> <li>• What the Development Program <i>doesn't do</i>:</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>○ Doesn't program or assign funds.</li> <li>○ Doesn't include all projects (just major ones).</li> <li>○ Doesn't fulfill any federal requirements.</li> <li>○ Doesn't act as a qualification for future inclusion in the STIP.</li> <li>● Next steps are working with Regions to finish compiling data on projects and studies and work with partners on how best to communicate this information and keep it current.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>● <u>Craig Casper</u>: Generally the term programming refers to actual dollars, rather than the high-level planning document you're describing – maybe use a term like “plan” rather than “program”.</li> </ul>	
<p>HOV Policy / Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<ul style="list-style-type: none"> <li>● The TC previously passed a resolution stipulating that as of January 2017, any free HOV lanes in tolled express lanes (new or existing) would become HOV 3+.</li> <li>● The resolution did not, however, indicate when an HOV lane should be included or how to make this determination.</li> <li>● TC passed a revised resolution that states free HOV 3+ should be the starting point, with an assessment completed to determine if that is feasible. Reasons why this may not be feasible include: <ul style="list-style-type: none"> <li>○ If there's a safety issue (haven't seen any cases like this yet but it's a necessary check).</li> <li>○ If the performance goal is made impossible (such as I-70 PPSL).</li> <li>○ If the project financing is made impossible (such as C-470).</li> </ul> </li> <li>● In the specific case of C-470, free HOV 3+ would create a \$40 million revenue gap needed to pay off the bonds, therefore it would make the project impossible.</li> <li>● If these projections are wrong, they can reassess the decision.</li> <li>● The TC also discussed building an assumption of HOV 3+ into future projects so that partners include that as a cost rather than an option at the last minute. This would prevent future recurrences of the same situation.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>● <u>Terri Blackmore</u>: Are there any free HOV options available on that corridor, for instance van pools?</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• <u>Debra Perkins-Smith</u>: No, currently there is nothing.</li> <li>• <u>Norm Steen</u>: How is this enforced? It's easy to visually see two people in the front of a car, but what technology is there to determine if a third person is in the back?</li> <li>• <u>Mike Lewis</u>: The technology is eyeballs – it's just violation enforcement.</li> <li>• <u>Jan Dowker</u>: How do we support van pooling if it's just as expensive as driving alone? Van pooling is already pricing out low-income riders. When everyone is driving, you worsen your air quality issues for everyone.</li> <li>• <u>Doug Rex</u>: I agree with the TC's idea of building HOV 3+ into the project costing and bidding early on, then you don't have to have this conversation so frequently in the future.</li> </ul>	
<p>Non-Metropolitan Local Official Consultation Process and Public Involvement Plan Guidance / Michelle Scheuerman (Division of Transportation Development)</p>	<ul style="list-style-type: none"> <li>• We are in the process of updating the federally mandated Public Involvement Plan and Non-Metropolitan Local Officials Consultation Process document.</li> <li>• Public review comment periods for these documents are 45 and 60 days, respectively.</li> <li>• Requesting STAC review prior to release to the public and hoping for input within two weeks.</li> <li>• Documents will be provided to STAC next week.</li> </ul>	<p>No action taken.</p>
<p>Other Business</p>	<ul style="list-style-type: none"> <li>• Next month's STAC meeting will be held on Friday, December 4<sup>th</sup> and will be a combined meeting for November and December.</li> <li>• One topic discussed will be the Statewide Transportation Plan process – what worked on the last one, how to improve it for the next time around.</li> <li>• Last month some members requested an update on Bustang performance, and though we didn't add that to the agenda the information is being distributed now.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Thad Noll</u>: Speaking of Bustang, we are excited that the West Route will begin weekend service, and that additional buses are also being purchased.</li> </ul>	

**Transportation Commission November 18 - 19, 2015**

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**Wednesday November 18, 2015****Fiscal Year (FY) 2017 Maintenance Level of Service (MLOS) Goal Setting (Kyle Lester, B.J. McElroy)**

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/1-fy17-mlos-goal-setting.pdf> for more details.

**Purpose**

This workshop is intended to provide information to the Transportation Commission (TC) on the work being done by the Division of Highway Maintenance to use a new enhanced-based budget setting process for Fiscal Year (FY) 2016-2017. An in-depth overview on the entire process and the outcomes were provided in the presentation given at the workshop.

**Discussion and Comments**

- A budget workshop on Oct. 16, 2015 brought together Regional Transportation Directors (RTDs), maintenance superintendents, traffic engineers and various division directors to come to a consensus on a projected budget for each of the nine maintenance program areas (roadway surface, roadside facilities, roadside appearance, traffic services, structure maintenance, buildings and equipment, planning and training, snow and ice removal, and tunnels).
- The spreadsheet-based budget modeling tool used for the workshop had MLOS targets set by asset, and emphasized high-priority assets or activities, such as striping to provide more safety and to prepare for connected vehicles.
- The process shifts the focus from dollars spent to outcomes and accomplishments, and allows decision makers to see what would be needed financially to accomplish targets in increments from one to five years.
- Of the nine maintenance program areas, the ones that do not yet have performance-based targets for the model are planning and training, snow and ice removal, and tunnels. Snow and ice removal and tunnels might be performance based later.
- The upshot of the work is that the statewide maintenance budget for FY 2017 is projected at \$262.6 million, with an overall performance rating of C+. Snow and ice removal is expected to attain a B rating in contrast to the other maintenance program areas, which are projected to have ratings of C-, C, or C+.

**Budget Workshop (Maria Sobota)**

See <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/2-budget-workshop.pdf> for more information.

**Purpose**

This workshop is intended to solicit TC review and comment on:

- FY 2014-2015 Revenue Reconciliation and the updated FY 2015-16 Transportation Commission Contingency Reserve Fund (TCCRF) surplus balance reconciliation.
- FY 2016-2017 Annual Budget Line Item Changes.

**Discussion and Comments**

- Staff will present recommendations to the TC regarding funding increases for RoadX requiring TC approval. Currently, Road X has been allocated \$9 million in the FY 2016-2017 budget.
- The FY 2014-2015 unaudited revenue reconciliation showed that:
  - CDOT has a surplus of \$143 million primarily due to higher than forecasted State Highway User Tax Fund revenues and more federal funds for flood recovery than had been anticipated.

## NOVEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

- Colorado High Performance Transportation Enterprise (HPTE) has a \$26 million deficit. This is attributed to a timing issue about when the Regional Transportation District would pay CDOT \$30 million for a portion of its contribution to the US-36 Phase I Project. The project originally was supposed to be completed in FY 2014-2015, but wasn't completed until FY 2015-2016.
- Colorado Bridge Enterprise had a surplus of \$7.1 million due to higher than forecasted Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER) Safety Bridge surcharge revenues.
- The TCCRF has a current balance of \$82.6 million, a balance that is expected to narrow to \$40.8 million by June 30, 2016.
- During FY 2015-2016, CDOT staff will recommend one-time FY 2015-2016 priorities from among a broad list of requests. Criteria used in deciding among requests will include: readiness to spend, spending track record, and leverage of other funds, among others.
- The TC is expected to act on the FY 2016-2017 annual budget this month after reviewing several line item changes. They included changes to the administrative, aeronautics, and safety education line items, for a total net increase of \$4.5 million.
- The TC also will be requested to approve three decision items this month. Funds to fulfill the requests will come from a "staff-recommended programs" line in the proposed budget, which will empty that budget line. The decision items are:
  - \$2.1 million more for the Division of Highway Maintenance Program (deicing tanks and to assume costs that would otherwise need to come from CDOT Region budgets).
  - \$3.2 million more for capital expenditures for RoadX for FY 2016-2017, bringing the total to \$12.09 million.
  - \$4.2 million to the Division of Transportation Systems Management and Operations (TSMO) for toll lane management and operations on the I-25 corridor in metro Denver and the I-70 Mountain corridor and to expand congestion relief operations (chain stations and Traffic Incident Management first responders).

**Program Management Workshop/Grand Avenue Bridge Discussion (Richard Zamora, Josh Laipply, Maria Sobota)**

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/3-program-management-workshop.pdf> for more details.

**Purpose**

The Program Management Workshop provides the TC with an update on the delivery of programs and significant projects. This month there is a focus on safety programs and the Responsible Acceleration of Maintenance and Partnerships (RAMP) program, along with a discussion of the Grand Avenue Bridge project.

**Discussion and Comments**

- Approximately \$700,000 to \$1 million to place back into TC contingency funds.
- CDOT will continue to track progress on I-25 and Simba Run.
- Grand Avenue Bridge:
  - 5 weeks ago at HQ- the local agency, in conjunction with CDOT staff, reduced the scope of work.
  - Went through three Construction Approved Price (CAP) negotiations.
    - CAP negotiations are the agreed upon construction budget.
  - The original cost estimate (an independent cost estimate [ICE]) was below the original budget.
    - Within 3.2% between the ICE and the contractor.
      - CDOT Region 3 has gotten the locals to agree to a price that works for everyone and moves the project forward.
      - Regarding TCCRF – question was raised regarding how the contract is being structured for knowns and unknowns.

## NOVEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

- How firm is the \$105 million estimate?
  - i. Risk on environmental is minimal (404s are in order)
  - ii. Biggest risk is the accelerated bridge construction of 90 days. There will be road closures that will be difficult for the locals.
- TC will receive a supplemental tomorrow for approval of the Grand Avenue Bridge.
- Comments:
  - CDOT is having a very difficult time trying to find comparable land values for right-of-way (ROW) acquisitions.

**SB 228/ Division of Transit and Rail Workshop**

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/4-sb-228-dtr-workshop.pdf> for more information.

**Purpose**

The purpose of this workshop is to seek general acceptance and guidance on the concept for the proposed utilization of the combined FY2016 Senate Bill (SB) 228 and remaining SB 1 dedicated transit funds.

**Discussion and Comments:**

- \$32 million is potentially available for Division of Transit and Rail (DTR) to spend on transit projects (SB 228 – 10% of \$200 million, and residual SB 1 funds of \$12 million).
- Need is identified for rural to urban connections for transit across Colorado.
- DTR evaluates operational costs first and then capital cost needs for areas with transit demands not met – and looks at existing services to determine if they are still viable.
- The rural to urban connections are not being addressed or covered by the private sector at this point.
- There was a request by the TC Chair to show need and incentivize providers/contractors for forming partnerships.
- TC desires a multi-year pro-forma basis to determine impacts to revenue pertaining to operations – to ensure that money won't run out for operations in the foreseeable future.
- A TC member expressed support for subsidizing Greyhound vs. supporting new Bustang service and asked walk on budget item be separated from the FY16 budget amendment.
- Another TC member stated they are against subsidizing private industry as a concept.
- There is a requirement for CDOT to spend 10% of SB 228 funds on transit.
- Staff complied with request for separation of the walk-on item related to Bustang purchase of three new buses.

**Ten-Year Development Program (Debra Perkins-Smith)**

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/5-ten-year-development-program.pdf> for more details.

**Purpose**

To provide additional context on overall purpose and intent of the Ten-year Development Program (TDP), and more specific information on studies and projects identified to date.

**Discussion and Comments**

- Multiple areas within CDOT engaged in the development of the TDP – for example the Regions, TSMO, and DTR, along with DTD.
- The TPD identifies a need of \$7-\$8 billion over the next 10 years for major projects.
- TDP will position CDOT to be able to identify potential projects for new funding sources, competitive processes, etc.

## NOVEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

- Concept of developing a capability to sort the database by criteria, e.g., bridge projects, freight improvements, and/or others.

**Update on the Department's development of Policies and Procedures regarding the FASTER Performance Audit (Joshua Laipply, Herman Stockinger)**

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/6-faster-performance-audit-update.pdf> for more details.

**Purpose**

To provide an update to the TC on CDOT's progress regarding the August 2015 Performance Audit "Collection and Usage of the FASTER Motor Vehicle Fees".

CDOT agrees with each of the eight audit recommendations and is in the process of analyzing the audit in depth as a means of improving its programs and transparency. As a result of the audit findings, the CDOT will complete the following directives and submit them for approval to the TC and Executive Director in January 2016:

- A Policy Directive (PD) pertaining to the criteria and funding allocation for DTR, Safety Mitigation and Asset Management, and includes the Office of Financial Management and Budget (OFMB's) management of FASTER revenues;
- A Policy Directive which pertains only to the Statewide Bridge Enterprise setting for the criteria for Designated Bridges, to be approved by the Bridge Enterprise Board of Directors;
- A Procedural Directive pertaining to Transit Related FASTER Projects;
- A Procedural Directive pertaining to Safety Mitigation FASTER Projects;
- A Procedural Directive pertaining to Asset Management FASTER Projects; and
- A Procedural Directive pertaining to Bridge Enterprise FASTER Projects.

Total = 6 directives (two policy directives / 4 procedural directives)

**Discussion and Comments**

- TC members expressed their support and appreciation for how quickly and comprehensively CDOT staff has and will respond to the FASTER audit findings.

**Thursday, November 19, 2015**

**Roll Call**

- Attendance – All TC members present.

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

- Terri Blackmore of North Front Range Metropolitan Planning Organization (MPO) raised concern over the delay of the execution of a contract with CDOT.

**Comments of Individual Commissioners**

- Various meetings occurred throughout Colorado and were mentioned by TC members.
- A study of TC district boundaries is underway to evaluate adding more TC districts and members.
- TC Chair welcomed Greeley Mayor, Tom Norton.
- Mayor Norton commented on new building and was pleased it is in Greeley; spoke regarding his desire to get more involved in program development.

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

## NOVEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

- Thanked all staff who participated in the very successful Transportation Summit.
- Expressed thanks for those involved in Leadership Forum.
- Herman to share an article related to technology and transportation with TC.
- Remember all those staff out on the road during ice and snow storms – appreciate their work.
- Recognized Region 4 new office space and the potential for staff to gather more easily.

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

- CDOT is now more multimodal in focus – need to track expenditures for other modes (bike and pedestrian); still working to improve this.
- Thanked the Executive Director and Deputy Director for the Leadership Forum.
- Work Groups – Colorado Contractors Association (CCA) and another tactical group are action item focused.

### **High Performance Transportation Enterprise (HPTE) (David Spector)**

- CDOT is a national leader with US 36 and I-70 East occurring in Colorado.
- First snow incident along US 36 – response from concessionaire was good.
- Phase 2 – Flatirons Bus Rapid Transit (BRT) anticipated grand opening in June 2016.
- I-70 Pike Period Shoulder Lane (PPSL) ready to go in December 12<sup>th</sup> – an experiment and there is much optimism for this project.

### **Federal Highway Administration (FHWA) Division Report (John Cater)**

- Acknowledged the very successful Transportation Summit with Secretary Foxx attending, on the cusp of great things in Colorado.
- Federally - House and Senate coming together - hopeful for a Federal Authorization Bill for transportation to pass in December 2015.
- Discussed national trends for improper payment (not spending project dollars quickly enough) – that are not good, but Colorado did well – improper is related to lack of documentation for expenditures.

### **Act on Consent Agenda – Approved unanimously on November 19, 2015.**

- Resolution to Approve the Regular Meeting Minutes of Oct. 15, 2015 (Herman Stockinger)
- Resolution to create Division of Human Resources (Kevin Furman)
- Approval of FY 2016-17 Annual Budget (Maria Sobota)

### **Discuss and Act on New SIB Rate (Maria Sobota) – Approved unanimously on November 19, 2015**

The Office of Financial Management and Budget (OFMB) recommends that the TC maintain the current interest rate at 2.50% for loans originating in the second half of the State fiscal year 2016.

### **Discuss and Act on the 5<sup>th</sup> Budget Supplement of FY 2016 – Approved unanimously on November 19, 2015.**

Request for the TC to approve a resolution authorizing CDOT to execute the Second Amendment to the June 27, 2013 IAA with HPTE to clarify each other's roles and responsibilities as it applies to the oversight of the Concessionaire's operations and maintenance work on US 36.

### **Discuss and Act on Purchasing 3 New Bustang Buses (Mark Imhoff) - Approved with a vote of 10-1 on November 19, 2015.**

### **I -70 East/Central 70 Quarterly Update (Tony Devito)**

- Provided TC with an update on this project.
- DBE will be 12% for construction and 11% for design.
- Short list will be released shortly – and evaluation will occur over the next 6-8 months.

## NOVEMBER 2015 TRANSPORTATION COMMISSION MEETINGS

- This project will create many jobs, approximately 4,000 jobs.

**Other Matters**

- Myron Hora was recognized for his many years of service at CDOT, and his plan to leave CDOT in December was announced.



**COLORADO**  
**Department of Transportation**  
 Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262  
 Denver, CO 80222

**MEMORANDUM**

**TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE**  
**FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)**  
**DATE: DECEMBER 4, 2015**  
**SUBJECT: FY 2016-17 ANNUAL BUDGET**

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**Purpose**

This memorandum summarizes line item changes to the fiscal year (FY) 2016-17 Proposed Budget that the Transportation Commission (TC) adopted in November. Final changes include:

- Administrative (Appropriated) Budget
- Division of Aeronautics Revenue
- Safety Education Funding
- Road X

FY 2016-17 Decision Items are also enclosed in the memorandum.

**Background & Details**

The TC annually adopts the CDOT and Enterprises' proposed budgets each fall before adoption of the final budgets each spring. In October, the TC reviewed FY 2016-17 revenue estimates, the preliminary FY 2016-17 Draft Budget, and the FY 2016-17 Budget Narrative. The TC was presented with the final version of the FY 2016-17 Draft Budget, with minimal adjustments, in November. The FY 2016-17 Proposed Budget (see Attachment A) is included in this memo for review.

In October, the TC reviewed a version of the FY 2016-17 Draft Budget that included comparisons to the FY 2015-16 budget allocations. In November, the TC was shown the Proposed Budget in the format required by OSPB and the JBC for approval. The two primary columns are titled FY 2016-17 Allocations and FY 2016-17 Budget. In addition, minor formatting adjustments have been made. The line items are now numbered for ease of reference. The shading for flexible (TC-directed) and inflexible funds has been updated. In addition, two footnotes have been added regarding FASTER Safety funds and RAMP projects. The HPTE portion of the FY 2016-17 Proposed Budget also includes a footnote.

The FY 2016-17 Proposed Budget is balanced. The TC adopted the Proposed Budget with changes made subsequent to the version included in the October packet. Changes have been made to the Administrative (Appropriated), Aeronautics, and Safety Education line items within the budget. The Road X program has also been added to the Proposed Budget.

**Administrative (Appropriated) Budget**

The Administrative (Appropriated) Budget has been increased to \$29,863,123 (see Line 64 of FY 2016-17 Proposed Budget). As an executive department, CDOT builds its Administration line of



the budget in conjunction with OSPB. This process involves making incremental adjustments through common policies and decision items to the current year base budget. The Governor informed state employees on November 2, 2015 that there are to be no salary and merit pay increases for FY 2016-17. Since October, the Office of Financial Management and Budget (OFMB) has increased the Administration Line due to a Colorado Office of Information Technology cash fund transfer to CDOT in the amount of \$109,411 for the Secure Colorado initiative. The updated Administration line is reflected in the final version of the Proposed Budget.

Since CDOT funds its Administration line with State Highway Fund dollars, any money not appropriated to the Administration line is reverted to the Construction, Maintenance & Operations line of the budget. The balance is included in the TC Contingency line.

#### **Division of Aeronautics Revenue**

Division of Aeronautics revenue projections have been reduced from \$30.0 million in October to \$25.0 million in the November Proposed Budget (see Line 72). This is due to the ongoing suppression of the price of gasoline, which Aeronautics almost solely relies on for revenue.

#### **Safety Education Funding**

OSPB has approved a request by CDOT to increase funding to the “Heat is On” campaign by \$500,000, for a total of \$2.0 million (see Line 40 of FY 2016-17 Proposed Budget). OSPB believes that further allowances to the “Heat is On” campaign will decrease impaired driving due to alcohol, and is a good companion to CDOT’s marijuana safety initiatives, such as the “Drive High/Get a DUI” campaign. This \$500,000 increase is reflected on the Safety Education line of the Proposed Budget.

#### **Road X**

In alignment with the Road X Decision Item, CDOT has added a line item titled, “Road X” under the Maximize category (see Line 43 of FY 2016-17 Proposed Budget). This item will include all funding dedicated to the development of the Road X program initiative led by CDOT.

Besides TC-reviewed Decision Items (summarized below) and the program updates listed above, there were no further changes to the FY 2016-17 Proposed Budget.

#### **FY 2016-17 Decision Items**

The TC, as directed by Policy Directive 703.0, approved three Decision Items in excess of \$1.0 million each:

1. The Division of Highway Maintenance Program requested an increase of \$2.1 million (see Line 61 of FY 2016-17 Proposed Budget).
  - a. Maintenance requested a baseline funding increase of \$1.1 million for Light Fleet, Avalanche Forecast, Avalanche Insurance, and Heavy Fleet AVL. As Maintenance deploys operational and capital improvements to the program, monthly costs to support these improvements continue to increase. This request is to backfill these costs in the Cost Center to avoid operational fund expenditures in the Regions.
  - b. Maintenance also requested a one-time increase of \$1.0 million for deicing tanks. Existing deicing tanks are aging and beginning to fail. This funding would seed the replacement plan for deicing tanks that is currently being developed.



2. The RoadX program requested \$12.1 million to support the capital expenditure of the program (see Line 43 of FY 2016-17 of Proposed Budget). The funds will support numerous improvements to infrastructure to prepare CDOT and the State of Colorado for connected vehicle technology.
3. The Division of Transportation Systems Management and Operations (TSM&O) requested an increase of \$4.2 million.
  - a. TSM&O Requested a \$3.5 million baseline funding increase for toll lane management and operations on the I-25 corridor in Metro Denver and the I-70 Mountain Corridor (see Lines 36 and 37 of FY 2016-17 Proposed Budget).
  - b. TSM&O also requested \$750,000 baseline funding increase to expand Congestion Relief operations: \$500,000 for chain station operations and \$250,000 for Traffic Incident Management first responders (see Line 41 of FY 2016-17 Proposed Budget).

All Decision Items were funded from the “Staff-Recommended Programs” line on the FY 2016-17 Proposed Budget. Since all Decision Items as outlined above are approved and fully funded by the TC, this line no longer exists on the Budget.

**FY 2016-17 Proposed Budget Allocation Plan Narrative**

The Proposed Budget Allocation Plan Narrative was updated from October to reflect new program additions for Road X and High Performance Transportation Enterprise (HPTE) Project Financing. There were also updates in Aeronautics revenue, the Administrative (Appropriated) line, Safety Education, and Road X. Because there were no further changes to the Proposed Narrative Budget, it was not included in the November TC packet.

**Next Steps**

On or before December 15, 2015, DAF will submit the FY 2016-17 Proposed Budget to OSPB and the JBC for approval.

In March 2016, DAF will:

- Update the FY 2016-17 Budget to include new revenue estimates and Common Policy and Legislative decisions, including Capital Development Committee funding, if any.
- Provide an updated FY 2016-17 Budget to the TC for final adoption.

In April 2016, upon adoption of the FY 2016-17 Budget by the TC, the Department will resubmit the Budget to the Governor for approval on or before the 15<sup>th</sup> of the month.

**Attachments**

Attachment A - FY 2016-17 Proposed Budget



Attachment A

Colorado Department of Transportation  
Fiscal Year 2016-17 Proposed Budget Allocations 11-18-15

	Budget Category	Program Area	Directed by	FY2017 Draft Allocations	FY2017 Draft Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Roadway Surface	TC	39,207,301	39,207,301	SH
4		Roadside Facilities	TC	22,031,593	22,031,593	SH
5		Roadside Appearance	TC	8,582,670	8,582,670	SH
6		Structure Maintenance	TC	12,206,661	12,206,661	SH
7		Tunnel Activities	TC	7,181,237	7,181,237	SH
8		Snow and Ice Control	TC	76,064,129	76,064,129	SH
9		Traffic Services	TC	66,254,514	66,254,514	SH
10		Planning and Scheduling	TC	15,584,857	15,584,857	SH
11		Material, Equipment and Buildings	TC	15,487,037	15,487,037	SH
12				262,600,000	262,600,000	
13		Contracted Out Work				
14		Surface Treatment /1 /2	TC	145,125,000	113,859,715	FHWA/ SH/
15		Structures On-System Construction /1 /2	TC	31,268,000	24,531,718	FHWA/ SH/ 09-108: \$7.6M
16		Structures Inspection and Management /1 /2	TC	4,532,000	3,555,640	SH/09-108: \$3.5M
17		Geohazards Mitigation /1	TC	10,000,000	7,845,631	09-108: \$10.0M
18		Highway Safety Investment Program	FR	30,504,717	23,932,874	FHWA / SH
19		Railway-Highway Crossings Program	FR	3,282,636	2,575,435	FHWA / SH
20		Hot Spots	TC	2,167,154	1,700,269	FHWA / SH
21		Traffic Signals /1 /2	TC	11,200,000	8,787,106	FHWA/ SH/ 09-108: \$9.4M
22		FASTER - Safety Projects	TC	57,851,157	45,387,881	09-108
23		Permanent Water Quality Mitigation	TC	6,500,000	5,099,660	FHWA / SH
24		Maintain-Related Indirects/Overhead /2			41,359,940	
25		Maintain-Related CDOT Construction Engineering /2			23,794,794	
26				302,430,664	302,430,664	
27		Capital Expenditure				
28		Road Equipment /1 /2	TC	-	-	SH
29		Capitalized Operating Equipment	TC	3,760,247	3,760,247	SH
30		Property /1 /2	TC	10,000,000	10,000,000	SH
31				13,760,247	13,760,247	
32			Total:	578,790,911	578,790,911	
33	Maximize - Safely Making the Most of What We Have					
34		CDOT Performed Work				
35		TSM&O: Performance Programs and Services	TC	607,619	607,619	SH
36		TSM&O Traffic Incident Management	TC	1,989,156	1,989,156	SH
37		TSM&O: ITS Maintenance /1	TC	27,100,000	27,100,000	SH / 09-108: \$9.5M
38				29,696,775	29,696,775	
39		Contracted Out Work				
40		Safety Education	Comb	12,973,628	11,099,592	NHTSA / SSE
41		TSM&O: Congestion Relief	TC	4,750,000	3,726,675	FHWA / SH
42		Regional Priority Program	TC	48,609,000	38,136,826	FHWA / SH
43		Road X	TC	12,096,525	9,490,487	FHWA / SH
44		Maximize-Related Indirect/Overhead /2			10,141,224	
45		Maximize-Related CDOT Construction Engineering /2			5,834,349	
46				78,429,153	78,429,153	
47		Capital Expenditure				
48		TSM&O: ITS Investments	TC	10,000,000	10,000,000	FHWA / SH
49				10,000,000	10,000,000	
50			Total:	118,125,928	118,125,928	
51	Expand - Increasing Capacity					
52		CDOT Performed Work				
53				-	-	
54		Contracted Out Work				
55		Strategic Projects	SL	-	-	09-228
56		Expand-Related Indirect /2		-	-	
57		Expand-Related CDOT Construction Engineering /2		-	-	
58				-	-	
59			Total:	-	-	
60	Deliver - Program Delivery/Administration					
61		Operations [including maintenance support]	TC	32,738,361	32,738,361	SH
62		Projects Initiatives	TC	1,855,000	1,855,000	FHWA / SH
63		DTD Planning and Research - SPR	FR	13,283,014	13,283,014	FHWA / SH
64		Administration (Appropriated)	SL	29,863,123	29,863,123	SH
65		HPTE Fee for Service	TC	2,080,000	2,080,000	SH
66		FY2016 Common Policy Anticipated Salary Increase		-	-	
67			Total:	79,819,498	79,819,498	
68	Pass-Through Funds/Multi-modal Grants					
69		Aeronautics				
70		Division of Aeronautics to Airports	AB	23,991,181	23,991,181	SA
71		Division of Aeronautics Administration	AB	1,050,000	1,050,000	SA
72				25,041,181	25,041,181	
73		Highway				
74		Recreational Trails	FR	1,591,652	1,591,652	FHWA
75		Safe Routes to School	TC	2,500,000	2,500,000	FHWA
76		Transportation Alternatives Program	FR	12,045,395	12,045,395	FHWA / LOC
77		STP-Metro	FR	49,134,550	49,134,550	FHWA / LOC
78		Congestion Mitigation/Air Quality	FR	45,994,306	45,994,306	FHWA / LOC
79		Metropolitan Planning	FR	8,150,505	8,150,505	FHWA / FTA / LOC
80		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
81		Bridge Off-System - Federal Program	FR	6,285,161	6,285,161	FHWA / SH / LOC
82				128,865,708	128,865,708	
83		Transit				
84		Federal Transit	FR	29,621,237	29,621,237	FTA / LOC
85		Strategic Projects - Transit	SL	-	-	09-228
86		Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
87		Transit and Rail Statewide Grants	TC	5,800,000	5,800,000	09-108
88		Bustang	TC	3,000,000	3,000,000	09-108
89		Transit Administration and Operations	TC	1,200,000	1,200,000	FTA / 09-108
90				44,621,237	44,621,237	
91		Infrastructure Bank				
92		Infrastructure Bank	TC	420,804	420,804	SIB
93			Total:	198,948,930	198,948,930	
94	Transportation Commission Contingency / Debt Service					
95		Permanent Recovery				
96		Permanent Recovery		127,400,000	99,953,335	FHWA
97		Recovery-Related Indirect/Overhead /2			17,423,023	
98		Recovery-Related CDOT Construction Engineering /2			10,023,642	
99				127,400,000	127,400,000	
100						
101		Contingency				
102		TC Contingency	TC	25,000,000	25,000,000	FHWA / SH
103		Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
104				35,000,000	35,000,000	
105		Debt Service				
106		Strategic Projects - Debt Service	DS	128,869,125	128,869,125	FHWA / SH
107		Certificates of Participation-Property	DS	2,364,664	2,364,664	SH
108		Certificates of Participation-Energy	DS	993,850	993,850	SH
109				132,227,639	132,227,639	
110			Total:	294,627,639	294,627,639	
				1,270,312,906	1,270,312,906	

Revenue 1,270,312,906 1,270,312,906

/1 FASTER Safety funds (\$40.0M) 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.

Flexible Funds

Key to acronyms:

LOC=Loc DS= Debt Service Covenants  
SIB=St. AB=Aeronautics Board  
TC=Trans FR=Federal Requirements

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

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 2016-17 Proposed Budget Allocations 11-18-15**

	Budget Category		Program Area	Directed by	FY2017 Draft Allocations	FY2017 Draft Budget	Funding Source
1	Maintain - Maintaining What We Have				B	C	
2		CDOT Performed Work					
3		Contracted Out Work					
4			Maintenance	BEB	250,000	250,000	09-108
5			Scoping Pools	BEB	300,000	300,000	09-108
6					<b>550,000</b>	<b>550,000</b>	
7		Contracted Out Work					
8			Bridge Enterprise Projects	BEB	105,904,096	83,088,443	09-108
9			Maintain-Related Indirects/Overhead /1			14,483,277	
10			Maintain-Related CDOT Construction Engineering /1			8,332,376	
11					<b>105,904,096</b>	<b>105,904,096</b>	
				Total	<b>106,454,096</b>	<b>106,454,096</b>	
12	Maximize - Safely Making the Most of What We Have						
13		CDOT Performed Work					
14		Contracted Out Work					
15							
				Total	-	-	
16	Expand - Increasing Capacity						
17		CDOT Performed Work					
18		Contracted Out Work					
19							
				Total	-	-	
20	Deliver - Program Delivery/Administration						
21			Administration and Legal Fees		1,911,904	1,911,904	09-108
22				Total:	<b>1,911,904</b>	<b>1,911,904</b>	
23	Pass-Through Funds/Multi-modal Grants						
24		Highway					
25							
				Total:	-	-	
26	Transportation Commission Contingency / Debt Service						
27		Contingency					
28			Bridge Enterprise - Contingency	BEB	-	-	09-108
29							
30		Debt Service					
31			Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	FHWA / SH
32					<b>18,234,000</b>	<b>18,234,000</b>	
33				Total:	<b>18,234,000</b>	<b>18,234,000</b>	
					<b>126,600,000</b>	<b>126,600,000</b>	

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Revenue **126,600,000**      **126,600,000**

**Key to acronyms:**  
BEB= Bridge Enterprise Board  
DS= Debt Service Covenants

**High Performance Transportation Enterprise  
Fiscal Year 2016-17 Proposed Budget Allocations 11-18-15**

	Budget Category		Program Area	Directed by	FY2017 Draft Allocations	FY2017 Draft Budget	Funding Source
1	Maintain - Maintaining What We Have				B	C	
2		CDOT Performed Work					
3		Contracted Out Work					
4							
				Total	-	-	
5	Maximize - Safely Making the Most of What We Have						
6		CDOT Performed Work					
7		Contracted Out Work					
8							
				Total	-	-	
9	Expand - Increasing Capacity						
10		CDOT Performed Work					
11			High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	Tolls/Managed Lanes Revenue
12							Tolls/Managed Lanes Revenue
13		Contracted Out Work					
14			High Performance Transportation Enterprise--Projects	HPTEB	5,636,702	4,422,348	Tolls/Managed Lanes
15			Expand-Related Indirect /1			770,866	
16			Expand-Related CDOT Construction Engineering /1			443,487	
17					<b>5,636,702</b>	<b>5,636,702</b>	Tolls/Managed Lanes Revenue
18					<b>5,636,702</b>	<b>5,636,702</b>	
				Total	<b>5,636,702</b>	<b>5,636,702</b>	
19	Deliver - Program Delivery/Administration						
20			High Performance Transportation Enterprise--Administration and Legal Fees		1,178,649	1,178,649	Fee for Service
21				Total:	<b>1,178,649</b>	<b>1,178,649</b>	
22	Pass-Through Funds/Multi-modal Grants						
23		Highway					
24							
				Total:	-	-	
25	Transportation Commission Contingency / Debt Service						
26		Contingency					
27		Debt Service			901,351	901,351	Fee for Service
28				Total:	<b>901,351</b>	<b>901,351</b>	
					<b>7,716,702</b>	<b>7,716,702</b>	

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Revenue **7,716,702**      **7,716,702**

**Key to acronyms:**  
HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment      (2,080,000)      (2,080,000)

Total Consolidated Allocations      **1,402,549,608**      **1,402,549,608**

Total Consolidated Revenue      **1,402,549,608**      **1,402,549,608**



**COLORADO**  
 Department of Transportation  
 Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227  
 Denver, CO 80222

**DATE:** December 4, 2015

**TO:** Statewide Transportation Advisory Committee

**FROM:** Mark Imhoff, Director - Division of Transit & Rail

**SUBJECT:** Implementation of the Statewide Rural Regional Bus Network

Purpose

This purpose of this memo is to present a progress report on recommendations on implementation of the the Statewide Rural Regional Bus Network plan.

Action

Informational only.

Background

The 2014 Statewide Intercity and Regional Bus Network Plan as well as the 2015 Statewide Transit Plan provides planning and needs assessments. A sub-committee of the Transit & Rail Advisory Committee has provided valuable feedback as the implementation plan continues its development. The Transportation Commission has approved the continuation of the planning process and has requested DTR for full report when the plan is complete.

Details

The attached slide show provides background on how the intercity bus network through Colorado contracted its network since 2004 leaving tens of thousands of Colorado rural residents without any alternative transportation choice.

With FTA backing, Washington State DOT launched an innovative 5311(f) solution in 2007, after working with the regional planning organizations and MPO's as well as other stakeholders in identifying viable routes, branding the network, and putting the routes out for competitive bid. It has strengthened Washington State's policy foundation and gets the best performance out of limited dollars. It enhances connectivity to the intercity city bus network for rural residents and addresses unmet regional travel needs for day trips to regional centers.

The DTR plan is to model the Washington State network and the attached power point discusses needs by region. We welcome STAC participation in the development of the final plan. As previously discussed, DTR is recommending purchasing a fleet of 30 -35 foot over-the-road coaches that are restroom and wheelchair lift equipped using some of the old SB-1 and new SB-228 funds.

We request STAC's input on issues raised on the presentation as well as identifying any other routes.

Next Steps

- DTR staff will be available for further review at the January STAC meeting
- Collaboration with all TPR's and MPO's January - March 2016
- Transportation Commission review and approval - April 2016
- Develop timeline and schedule of implementation.

Attachments

STAC Dec 4.pdf





**COLORADO**

**Department of Transportation**

Division of Transit & Rail



**Presentation to STAC – December 4, 2015**

# **STATEWIDE RURAL REGIONAL BUS NETWORK**

*Implementing the Colorado Intercity and Regional Bus Network Plan*



## ***RURAL REGIONAL STATEWIDE BUS NETWORK MISSION***

- **Develop a statewide network of private and public services that addresses both regional & intercity trip needs by combining private unsubsidized market-based services with subsidized services.**
- **Using existing and new services**
- **Offering convenient regional mobility between urban and rural areas, and with connections to the national and international locations.**



## BACKGROUND

- In 2004 the intercity bus companies like Greyhound began shedding over 2,500 rural stops affecting 8.4 million rural residents in an effort to cut losses; states west of the Mississippi River were affected the most.
- To ease the impact under SAFETEA-LU, FTA implemented a pilot program which allowed ICB Companies (Greyhound) to provide unsubsidized operating miles as “in-kind” match toward the local match to entice operators to reinstate the lost rural service
  - Now codified in MAP-21
- MAP-21 requires 15% of FTA 5311 program dollars go to support intercity bus services for rural areas
  - 2016 - \$1.6M is available for Colorado.
- Colorado’s year to year 5311 apportionment is not growing but expenses of the 5311(f) providers are, challenging states to explore for new solutions.



## A BETTER SOLUTION

- **In 2007 WSDOT launched a distinctive solution branded *Travel Washington***
  - Identified and prioritized the routes with Statewide RTPPO & MPO assistance.
  - Purchased the fleet
  - Awarded the 5311(f) funds to itself and put the identified routes out for competitive bid.
  - Meets all conditions of meaningful ICB connections and has broad FTA support

### **The 2014 Statewide Intercity & Regional Bus Network Plan provides the guidance of Colorado's transition to a model like that of *Travel Washington***

- This winter collaborate with TPR's and MPO's to finalize the routes
  - Purchase the fleet of OTR small coaches with old SB-1 & new SB-228 funds
  - Add \$500K of unspent FASTER operating to 5311(f) operating funds.
  - Seek Transportation Commission approval - April 2016
  - Calendar 2018 -implement the Rural Regional Statewide Network
- **The Rural Regional Bus Network will enhance the existing network**
    - Provide a more robust policy foundation to get the best performance out of limited dollars
    - Addresses multiple markets and needs that aren't met today
      - ✓ Enhanced connectivity to the intercity bus network
      - ✓ Addresses regional travel needs for day trips to regional centers



## CREATING THE MOST EFFECTIVE NETWORK

- **Considerations of both markets: Intercity Bus & regional services**
- **Understanding scheduling & operating constraints**
  - Greyhound
  - Bustang
  - Proposed CO Rural Regional statewide services
  - Locally operated regional services
- **Maximize local funding and Greyhound “in-kind” match**
- **Other means of supporting multiple markets - subsidized and profitable routes**
  - Fares & Ticketing
  - Customer information
- **Routes must be prioritized due to funding constraints**



## **PROPOSED NETWORK: EXISTING AND NEW SERVICES BY REGION**

- Southeast - Maps & Schedules
- Northeast - Maps & Schedules
- Southwest - Maps & Schedules
- Northwest - Maps & Schedules
- Many of these services may not meet the priority test but has been identified as a need.

# Southeast

## Existing Services

- Greyhound, Village Tours
- Bustang
- Chaffee Shuttle/BHS and SSCOG (Trinidad – Pueblo)

## Proposed Services

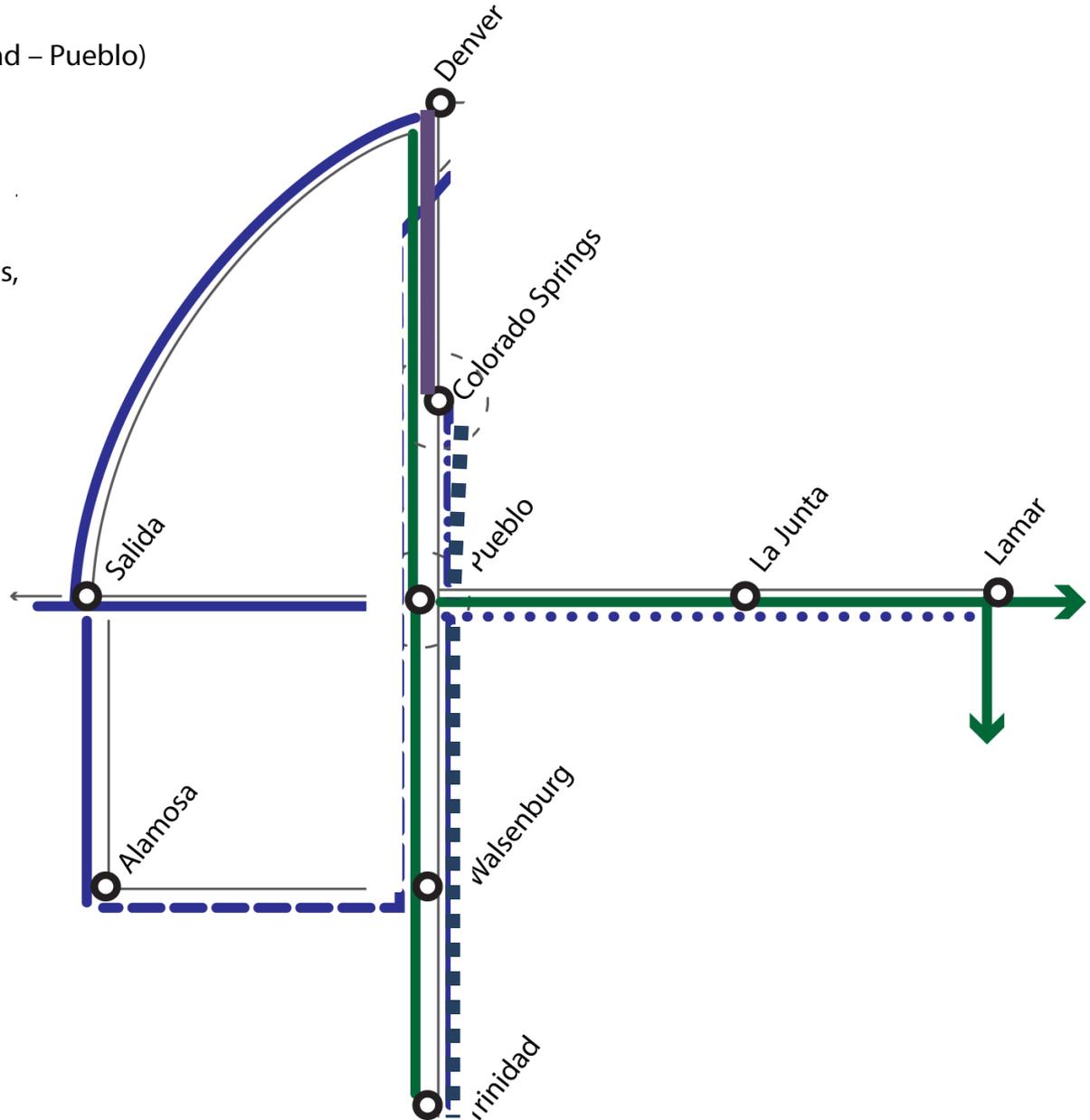
- Trinidad – Colorado Springs  
(extend from Pueblo to Colorado Springs, increase to 5 days/week)
- Lamar – Pueblo

## Pueblo

- Routes meet at 10 AM (NB) and transfer passengers. One bus (now Chaffee Shuttle) does pick up and drop off.
- Routes meet at 3:00 PM (SB) to transfer passengers.

## Colorado Springs

- Routes meet to transfer passengers to Bustang (minor schedule adjustments are needed).
- One bus (from Trinidad) does pick up and drop off.



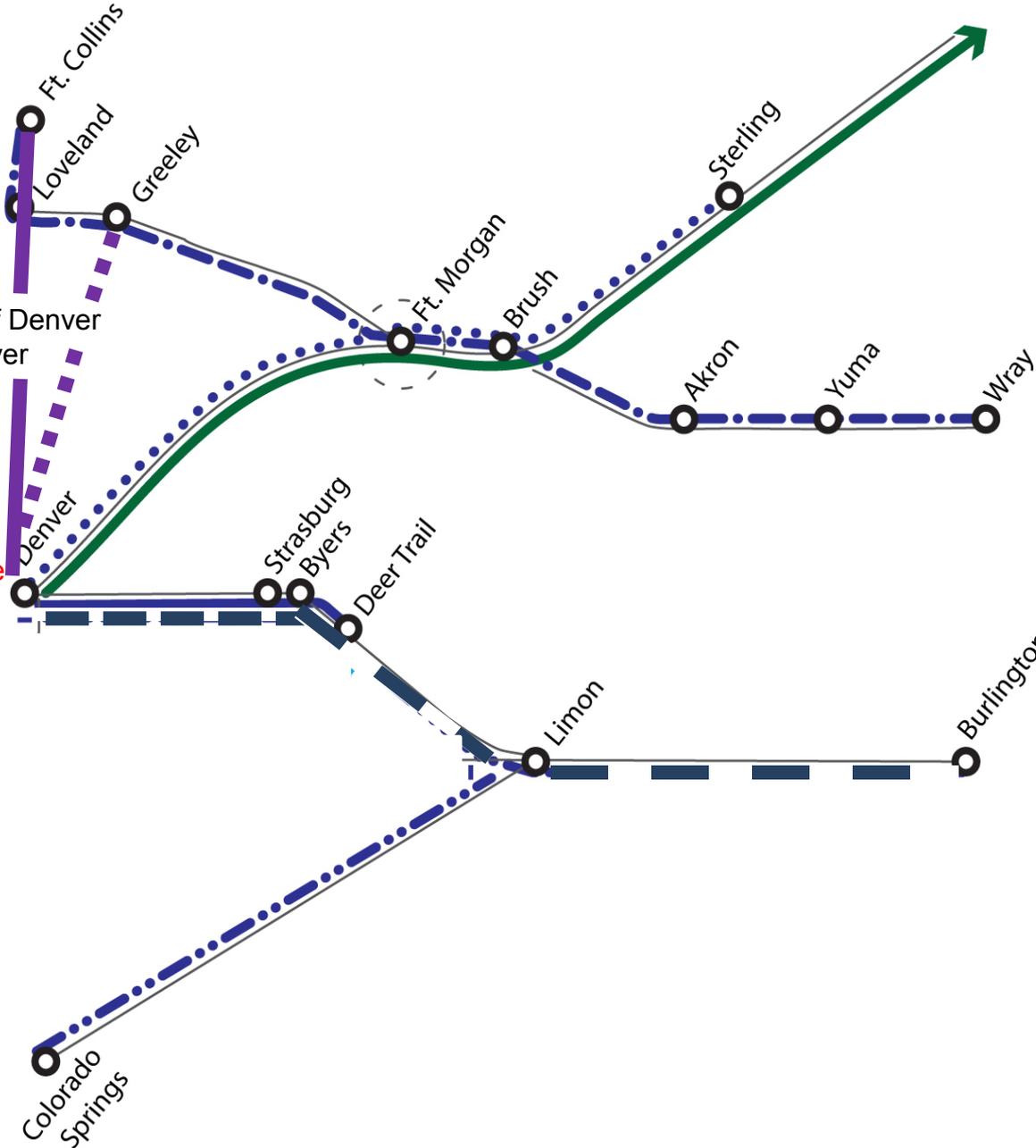
# Northeast

### Existing Services

- Greyhound, Black Hills Stage Lines (additional North to South service also operated on I-25)
- Via service 1 day/week from Byers, Strasburg, Deer Trail to Denver  
Note: Greyhound Operates on I-70 East of Denver but makes no Colorado stops east of Denver

### Proposed Services

- Highway 34: Wray, Loveland and Fort Collins
- I-76: Sterling – Denver
- I-70 East: Burlington – Denver
- US-24: Limon – Colorado Springs **Long Range**
- Bustang
- Future Bustang



# Southwest

### Existing Services

-  Road Runner – Durango – Grand Junction
-  Road Runner – Regional Services

### Proposed Services

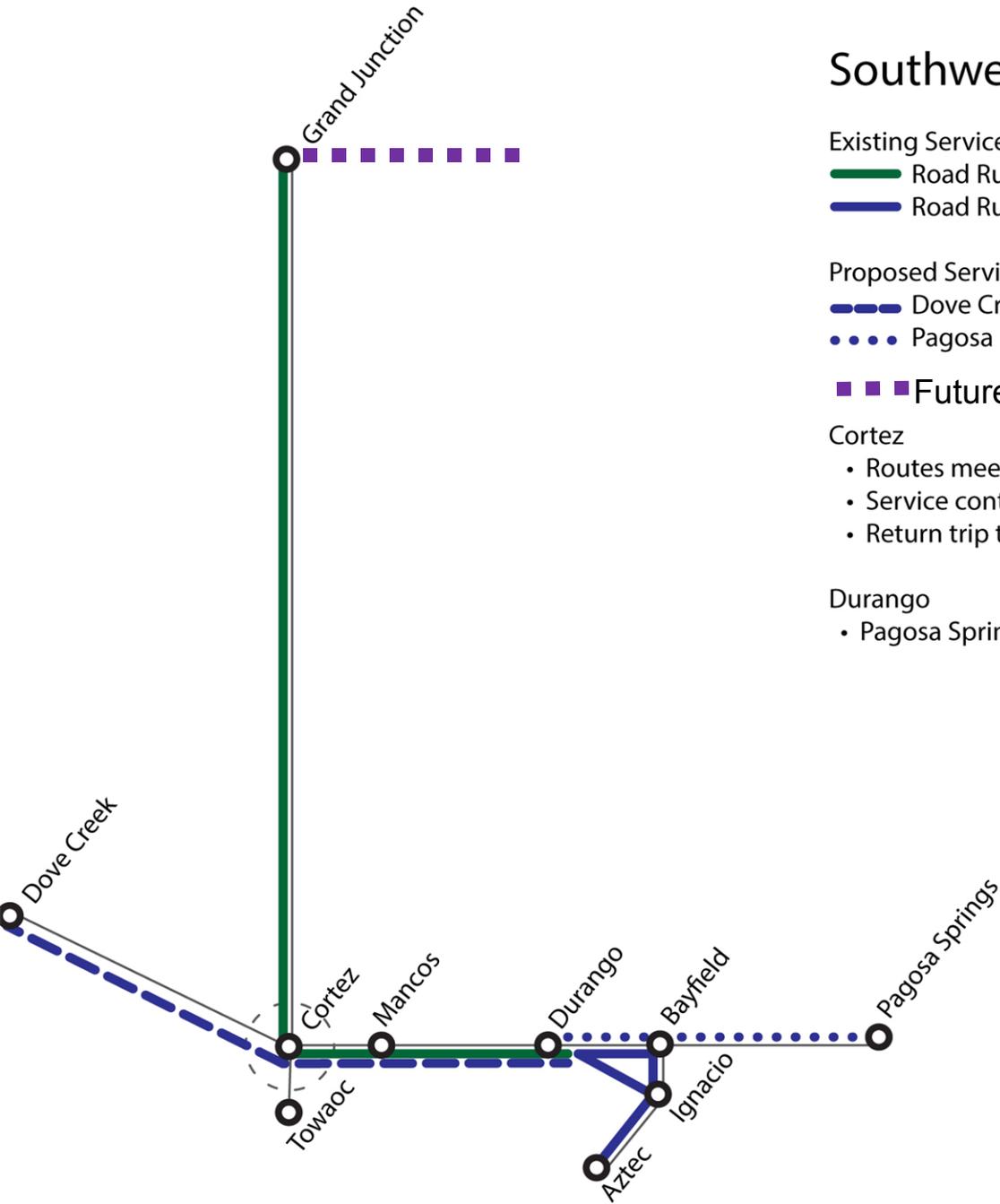
-  Dove Creek – Cortez – Durango
-  Pagosa Springs – Bayfield – Durango
-  Future Bustang

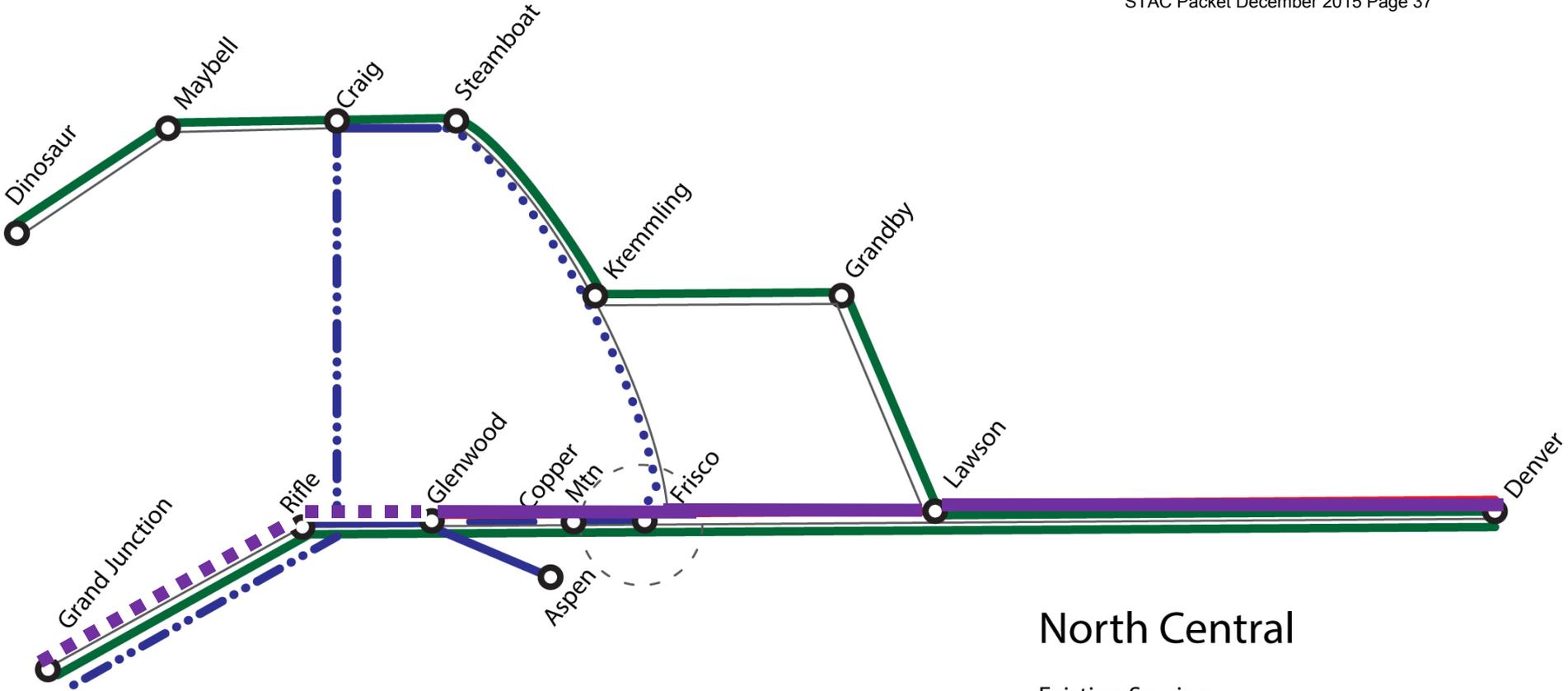
### Cortez

- Routes meet at 7:45 AM to provide transfers to Grand Junction
- Service continues to Durango (8:50 AM arrival)
- Return trip to Cortez

### Durango

- Pagosa Springs route arrives around 8:50-9:00AM





# North Central

- Existing Services**
- Greyhound
  - Bustang
  - Craig – Steamboat
- Roaring Fork Transit Authority:  
Aspen-Glenwood – Rifle
- Eco Transit: Gypsum – Vail
- Summit Stages: Frisco – Copper Mountain

Silverthorne-Frisco  
Service options include

- Extension/addition to Bustang schedule to cover current mid-day Grand Junction to Denver Greyhound service
- Vouchers for service from Steamboat-Frisco, with connections to Craig

- Proposed Services**
- Bustang extension
  - Vouchers: Steamboat – Frisco
  - Craig – Rifle – Grand Junction



## SCHEDULING ISSUES FOR NEW SERVICES

- **To meet needs of rural towns**
  - Can a round trip be made in one day? Some areas are 5-6 hours out of regional centers.
  - Can a trip provide adequate time at regional centers - five hours? Four hours?
  - Given first two points, are resulting schedules convenient to the public?
  
- **To connect and support existing intercity services**
  - Can the service provide ICB connections at Greyhound connecting points within the desired/required window?
  - On common routes, can schedules be designed to complement existing intercity schedules, not compete?

Denver

Grand Junction  
Durango/Cortez

Colorado Springs  
Other?

Pueblo



## OPERATING CONSTRAINTS QUESTIONS

- **Identifying hubs and connection times**
  - How to feed the ICB network?
  - FTA requires a meaningful connection to the national ICB system.
  - Do the meaningful connections make sense for private carriers to offer their in-kind match?
  - What flexibility does each service have?
- **Service to rural communities**
  - Are there any circumstances in which Greyhound would rather avoid serving small towns and let them be served by new local services?
  - In what situations?
- **What is the difference in schedule times that will allow additional service to serve new riders but avoid diverting existing ridership?**
  - Steamboat/Frisco/Denver example



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## FARES

- **Different markets and different types of services operate at different rates:**
  - Intercity bus
  - Airport/resort shuttles
  - Casino transportation
  - Human service providers
  - Regional/commuter carriers
- **Establishing a fare structure for Rural Regional routes**
  - Maximize fare box recovery?
  - Maximize ridership through low fare box recovery?
- **Fare payment/collection systems and role of agents.**



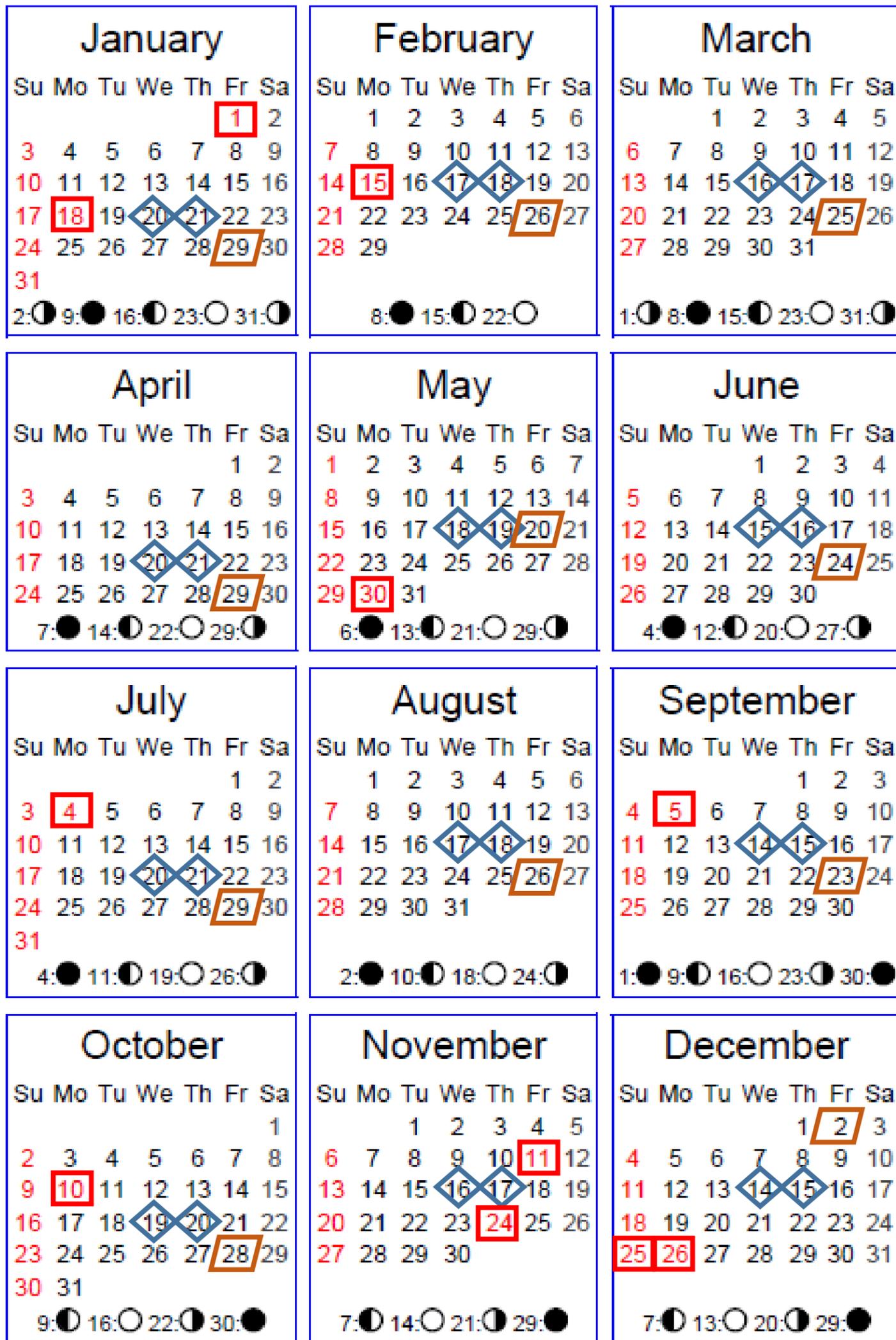
**You may find more information about the  
WSDOT *Travel Washington Intercity Bus*  
program at:**

**<http://www.wsdot.wa.gov/transit/intercity>**

**And view the AARP produced video on *Travel  
Washington, Rural Transit Connects* at:**

**[https://www.youtube.com/watch?v=a5GivxT\\_C44](https://www.youtube.com/watch?v=a5GivxT_C44)**

# 2016 STAC CALENDAR



## Holidays and Observances:

<b>Jan 1</b> New Year's Day	<b>May 30</b> Memorial Day	<b>Nov 11</b> Veterans Day
<b>Jan 18</b> Martin Luther King Day	<b>Jun 19</b> Father's Day	<b>Nov 24</b> Thanksgiving Day
<b>Feb 14</b> Valentine's Day	<b>Jul 4</b> Independence Day	<b>Dec 24</b> Christmas Eve
<b>Feb 15</b> Presidents' Day	<b>Sep 5</b> Labor Day	<b>Dec 25</b> Christmas Day
<b>Mar 27</b> Easter Sunday	<b>Oct 10</b> Columbus Day (Most regions)	<b>Dec 26</b> 'Christmas Day' observed
<b>Apr 13</b> Thomas Jefferson's Birthday	<b>Oct 31</b> Halloween	<b>Dec 31</b> New Year's Eve
<b>May 8</b> Mother's Day	<b>Nov 8</b> Election Day	