



**COLORADO**

Department of  
Transportation

**Statewide Transportation Advisory Committee (STAC)  
February 26, 2016  
9:00 AM – 12:00 PM  
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 January Meeting Minutes – Vince Rogalski
- 9:10-9:20** Transportation Commission Report (Informational Update) – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:45** Traffic Incident Management Program (Informational Update) – Ryan Rice, CDOT Transportation Systems, Management & Operations (TSM&O)
- Overview of the Traffic Incident Management (TIM) program and its benefits to the community.
- 9:45-10:05** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 10:05-10:15** 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 & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:45-11:00** Budget Update (Informational Update) – Louie Barela, CDOT Division of Accounting and Finance (DAF)
- Update on FY2015-16 and FY2016-17 budget topics.
- 11:00-11:15** Senate Bill 228 (Informational Update) – Jeff Sudmeier, CDOT Division of Transportation Development (DTD)
- Update on candidate projects for SB 228 funding.
- 11:15-11:30** FAST Act Freight Program (Informational Update) – Debra Perkins-Smith, DTD
- Review of key FAST Act Freight provisions.
- 11:30-11:45** SWP Lessons Learned (Informational Update) – Michelle Scheuerman, DTD
- STAC and planning partner discussions on lessons learned from 2040 SWP and RTP development.
- 11:45-11:50** Statewide Transportation Improvement Program (STIP) Update (Informational Update) – Jamie Collins, CDOT Office of Financial Management & Budget (OFMB).
- Overview of the STIP annual update process.
- 11:50-11:55** Bicycle and Pedestrian Update (Informational Update) – Betsy Jacobsen, DTD
- Overview of the Governor's 16 in 16 initiative.
- 11:55-12:00** Other Business- Vince Rogalski
- 12:00** Adjourn

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

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

**STAC Meeting Minutes  
January 29, 2016**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** January 29, 9:00 a.m. - 11:30 a.m.

**Chairman:** Vince Rogalski, STAC Chair (GV)

**Attendance:**

In Person: Adam Lancaster (CFR), Gary Beedy (EA), Todd Hollenbeck (GVMPO), Peter Baier (GVMPO), Elise Jones (DRCOG), Doug Rex (DRCOG), Thad Noll (IM), Becky Karasko (NFRMPO), Chuck Grobe (NW), Norm Steen (PPACG), Andy Pico (PPACG), Scott Hobson (PACOG), Buffie McFadyen (PACOG), George Wilkinson (SLV), Mack Loudon (SC), Jim Baldwin (SE), Edward Box III (SUIT), Kevin Hall (SW).

On the Phone: Stephanie Gonzales (SE TPR).

<b>Agenda Items/ Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
<p>Introductions &amp; December Minutes / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> <li>• Review of December STAC Minutes.</li> </ul>	<p>Minutes approved.</p>
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• House Bill 1018, which would allow STAC to advise the TC directly, was approved by its House Committee and will now move to the Senate.</li> <li>• RoadX projects include I-25 smart on-ramps to maintain flow of traffic and I-70 connected vehicle pilot project to gather and share data connecting vehicles and road infrastructure.</li> <li>• HPTE (presented by Thad Noll): So far I-70 express lanes have been very successful, even more than anticipated, and HPTE is now experimenting with pricing schemes to better understand public tolerance. It remains to be seen how well it handles crashes in the express lane. There are currently no updates on the US 36 project but it's moving along and successful so far, and the same goes for the I-25 project.</li> </ul>	<p>No action taken.</p>

<p>TPR Reports / TPR Representatives</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <u>Southwest</u>: Region 5 RTD Kerrie Neet is retiring, also losing Public Information Officer; will be meeting next week for the SW TPR meeting; the Governor’s list of “16 for 2016” trails was announced last week and SW TPR has two, but it’s not clear yet what the implications are; Durango’s transit agency is looking for ways to fund transit but it’s getting harder each year; La Plata County, the City of Durango, and CDOT are working together on a transportation model update with Fehr &amp; Peers, which should take about 6 months in preparation for a new county transportation plan.</li> <li>• <u>Pueblo Area COG</u>: SH 47 repaving project underway; bridge project just to the north of downtown Pueblo is underway and ahead of schedule; I-25 ILEX is underway and on schedule; MPO has extended comment period for the long range transportation plan in order to get more public feedback, now scheduled for Board approval on 2/25; looking at a potential restructuring study for PACOG to start in March; “16 for 2016” has one trail in Pueblo West.</li> <li>• <u>Pikes Peak Area COG</u>: Andy Pico was elected chair of PPACG but Norm will continue as STAC representative; some discussion of the 10 Year Development Program and how it will be prioritized, hope is that work on this list will be ongoing at the staff level rather than just a few STAC check-ins; PPACG takes positions on state legislation and is opposing SB 11, which would move \$15 M in FASTER funds allocated to DTR into road maintenance.</li> <li>• <u>Central Front Range</u>: Working on the reorganization of the TPR; working with Region 2 to develop access control plan; reconstruction of trail head project; pavement repairs on CO-115.</li> <li>• <u>Grand Valley MPO</u>: Had a good meeting with CDOT, City of Grand Junction, and other stakeholders about the road around the Grand Mesa to make it more suitable for road bikers; GVMPO has 2 trails in the “16 for 2016” list; GVMPO would like an update on potential new FASTER policies being developed by CDOT.</li> <li>• <u>San Luis Valley</u>: TPR meeting is scheduled for next week, missed the last one due to weather.</li> <li>• <u>Southern Ute Indian Tribe</u>: The Tribe has completed final drafts for its Long-Range Transportation Plan and Tribal Transportation Safety Plan and are getting ready to present them to Tribal Council for approval; there are two</li> </ul>	<p>No action taken.</p>
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	<p>road projects on the agenda (one with La Plata County); also looking into new tribal housing development that has sparked another project on SH 172 at an intersection identified by the IACAP.</p> <ul style="list-style-type: none"> <li>• <u>Denver Regional Council of Governments</u>: Recent opening of the Flatiron Flyer BRT on US 36 signifies the completion of Phases 1 and 2 of that corridor, a multi-year project that's been very successful so far, now working out the kinks related to tolls and other minor issues, HOV 2+ will become HOV 3+ starting in 2017, the 18-mile bike trail will open in a few more weeks, overall this has been a great collaboration between RTD, CDOT, and many other partners; DRCOG region has 3-5 trails on the "16 for 2016" list; continuing to work on the MetroVision 2040 plan, making progress and Board has adopted 14 outcomes and we expect to have a new regional vision adopted by summer.</li> <li>• <u>North Front Range MPO</u>: NFRMPO has a new chair, vice chair, and STAC representatives; Council has approved the North I-25 legislative agenda and now member counties and municipalities are in discussion about funding contributions; recent staff turnover at the MPO spurs a need for re-staffing; bus service extension to Boulder started last week and is very exciting.</li> <li>• <u>Eastern</u>: Held a TPR meeting on Monday and one point of discussion was funding scenarios (including a sales tax), and the TPR voted to support that as a means of increasing funding, not favorable of bonding without a new revenue source; projects are mostly shut down for the winter; attended Ports-to-Plains meeting in Texas, they are looking to add shoulders to all rural corridors and finding ways to move freight off of the interstates (and onto water, rail, etc.), looking to expand I-27 across the state but won't likely happen too quickly, current Colorado situation is no planned improvements on US 287 and concern is that without these more and more traffic will congregate on I-25, worsening safety and congestion.</li> <li>• <u>Intermountain</u>: Regional Transportation Forum to discuss mobility will be held on 2/5/16, Grand Ave Bridge will be a big topic of discussion, a 3-year project that will be very painful to undertake but has a lot of support; SH 9 Breckenridge - Frisco bids will open on 2/18/16; Simba Run in Vail will take local traffic off of interstates and provide bike/ped/transit options under interstate; "16 for 2016" list includes a grant partnership between the Climax Mine, Lake County, and Summit County that has been in the works for a long time.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>South Central</u>: TPR meeting was held yesterday, got a lot of info about projects on I-25; in the process of negotiating with CDOT, Amtrak, counties, and other stakeholders about potential multimodal improvements, which has been a long process.</li> <li>• <u>Northwest</u>: TPR meeting was held yesterday, a number of projects coming up this summer on SH 131, SH 9, SH 13, and US 40.</li> <li>• <u>Southeast</u>: TPR meeting was held yesterday, included a lot of discussion of the regional “wish list”; had a good conversation about funding transportation in the region via a sales tax; new signage going up south of Lamar to help with weather issues that have happened in the past.</li> <li>• <u>Gunnison Valley</u>: It’s been very cold (-17 to -37), lots of avalanche control going on along US 550 and US 50; Three Rivers Regional Transit Coordinating Council (TRRTCC) working on a local transit implementation plan; San Miguel County (including Telluride and other municipalities) is working on putting together an RTA that may go to the ballot in November.</li> </ul>	
<p>Freight Advisory Council (FAC) Update / Norm Steen &amp; Gary Beedy</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The group is continuing to have good meetings, the last one had between 60-70 attendees.</li> <li>• The group is industry-led, but also has academics and government participants.</li> <li>• The main focus right now is on quick wins and we appreciate the participation of Debra Perkins-Smith and Mike Lewis.</li> <li>• Next meeting will be at University of Denver on February 11<sup>th</sup>.</li> </ul>	<p>No action taken.</p>
<p>Federal and State Legislative Report / Andy Karsian (CDOT Office of Policy &amp; Government Relations)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <u>HB 1008</u>: Would allow CDOT buses to use shoulders along US 36 – needed clarification in statute, moving forward in a bi-partisan way, and has a quick timeframe, opportunities to use this on other corridors in the future, provided that they are designed with that in mind and have local buy-in.</li> <li>• <u>HB 1018</u>: Would allow STAC to advise the TC directly, Vince testified well on behalf of the STAC.</li> <li>• <u>HB 1031</u>: Would have legislative services do a study of whether to modify TC regions to align with STAC, bill would not change them, only study the potential for change.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• <u>HB 1039</u>: Traction bill would require vehicles to have adequate tires or traction devices on I-70 between October and May – passed out of committee and now on to the Senate.</li> <li>• A bill was presented last year with idea of continuing SB 228 until the full amount is transferred, ensuring that it's eventually transferred (rather than expiring after a set time). This bill died last year but has been reintroduced this session, though it still doesn't look like it will pass. The Joint Budget Committee is having a general conversation about some options: <ul style="list-style-type: none"> <li>○ Change nothing and let SB 228 play out as originally designed.</li> <li>○ Use one forecast to determine transfer amounts rather than multiple economic forecasts throughout the year (as is currently done) – not clear how this would work if the chosen forecast proved to be way off.</li> <li>○ Get rid of forecasting and just commit to transfer a set amount each year – likely would be less than the original \$1 billion cap, but would be consistent and more than what CDOT might get under the current scheme. This funding would come out of the general fund.</li> </ul> </li> <li>• <u>SB 11</u>: Would terminate transit fees from FASTER and dedicate to FASTER Safety; passed out of Senate but expected to die in the house; would be a \$15 M hit to CDOT and would harm DTR, Bustang, etc. CDOT opposes this.</li> <li>• There are some other bills in development related to transponders, lane splitting, red light cameras, considering military installations in planning, increasing voting membership of STAC to include the state's two tribes, and motorcycle operator training requirements. There are still a lot of other bills that may come through before the deadlines next week.</li> </ul>	
<p>Fixing America's Surface Transportation (FAST) Act / Ron Papsdorf (CDOT Office of Policy &amp; Government Relations)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• At the last meeting, CDOT gave a high-level overview of the FAST Act and now we have put together a 10-page memo with more detailed information. This is still just a first step and we are soliciting your input via a survey in the packet to get an idea of where we should focus our ongoing efforts in delving into this more deeply.</li> <li>• We have a group working on picking the bill apart but some of this may change given FHWA guidance or other new information that comes to light.</li> <li>• 5-year, \$300 B highway, transit, safety, and rail bill.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>○ Normally rail is separate – a first to include in the surface transportation bill.</li> <li>● The FAST Act continues to distribute 93% of funding based on formula.</li> <li>● Funding levels are increased but mostly on pace with inflation.</li> <li>● Changes Surface Transportation Program (STP), the second largest program, into a block grant program. <ul style="list-style-type: none"> <li>○ A few minor changes go along with this: moves TAP into STP as a set-aside, adds new project eligibilities, retains off-system bridge set-aside, and increases local area sub-allocation from 50% to 55% over the life of the bill.</li> </ul> </li> <li>● <u>Safety</u> <ul style="list-style-type: none"> <li>○ Requires biennial survey of automatic traffic enforcement systems (safety, accountability, transparency, etc.).</li> <li>○ USDOT study on marijuana-impaired driving within 1-year.</li> </ul> </li> <li>● <u>Freight</u> <ul style="list-style-type: none"> <li>○ Overall additional emphasis on freight planning and movement.</li> <li>○ Establishes National Highway Freight Network.</li> <li>○ Requires states to create a State Freight Plan (CDOT has already completed).</li> <li>○ Encourages states to form FAC (already have one).</li> <li>○ New formula freight program created - \$85 M to Colorado.</li> <li>○ New competitive Nationally Significant Freight and Highway Projects Program (only projects above \$100 M, grants of at least \$25 M).</li> </ul> </li> <li>● <u>Transit</u> <ul style="list-style-type: none"> <li>○ Bicycle storage and parking are eligible.</li> <li>○ Plans must identify intercity bus facilities.</li> <li>○ Redefines BRT to include non-exclusive right-of-way systems to be eligible for Small Starts funding.</li> <li>○ Recreates competitive bus and bus facilities grant program.</li> <li>○ Creates innovative coordinated access and mobility pilot program.</li> </ul> </li> <li>● <u>Rail</u> <ul style="list-style-type: none"> <li>○ Amtrak funding separated into Northeast Corridor (\$2.6 B) and National Network (\$5.5 B).</li> </ul> </li> </ul>	
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	<ul style="list-style-type: none"> <li>○ Creates State Supported Route Committee to promote cooperation and planning.</li> <li>● <u>Grants</u> <ul style="list-style-type: none"> <li>○ Consolidated Rail Infrastructure and Safety Improvements.</li> <li>○ Federal State Partnership for State of Good Repair.</li> <li>○ Restoration and Enhancement (only \$20 M per year nationally).</li> <li>○ Amtrak now required to obtain independent recommendations for methods to determine intercity routes and service level decisions.</li> </ul> </li> <li>● <u>Planning &amp; Performance Management</u> <ul style="list-style-type: none"> <li>○ No new national performance measures beyond MAP-21.</li> <li>○ System resiliency and tourism must now be considered in metro area and statewide planning efforts.</li> <li>○ “Private Transportation” should include consideration of intercity bus operators.</li> </ul> </li> <li>● <u>Environmental Review</u> <ul style="list-style-type: none"> <li>○ Includes new streamlining measures.</li> <li>○ Allow states to assume responsibility for project design, plans, specs, estimates, etc. (within reasonable bounds). <ul style="list-style-type: none"> <li>▪ Await FHWA guidance on what that means.</li> </ul> </li> <li>○ Thresholds for categorical exclusions are indexed to inflation.</li> <li>○ Improves process for carrying forward planning level decisions into NEPA process.</li> </ul> </li> <li>● <u>Design &amp; Project Delivery</u> <ul style="list-style-type: none"> <li>○ Can now bundle two or more similar bridge projects into one, within certain criteria.</li> <li>○ States may allow the use of alternative roadway design publication for local jurisdiction projects.</li> </ul> </li> <li>● <u>Innovation</u> <ul style="list-style-type: none"> <li>○ Establishes advanced transportation and congestion management technologies deployment initiative – competitive grants of \$60 M per year.</li> <li>○ Grants to demonstrate user-based alternative revenue mechanisms between \$15 M - \$20 M per year.</li> </ul> </li> </ul>	
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- TRB to conduct study of Future Interstates to consider NHS routes that should be added to interstate system.
- FHWA to develop new datasets and tools to assist MPOs and DOTs in performance management.
- **Financing**
  - TIFIA rising to \$300 M by 2020, and no more redistribution of unused funds.
    - Credit assistance, not new grant money.
  - Eliminates limitations on conversion of interstate HOV lanes to HOT lanes.
  - Over the road buses must have access to toll facilities under same conditions as public transportation.
  - Must consult with MPOs on the placement and amount of tolls on interstate HOV facilities within their boundaries.
- **Miscellaneous**
  - HSIP funds can't be used for automated traffic enforcement (except in school zones).
  - USDOT to designate national electric vehicle charging and hydrogen, propane, and natural gas fueling corridors within one year.
  - A state may relinquish park-and-ride facilities to local government agencies for highway purposes.
  - I-70 from Denver to Salt Lake City is now a "Corridor of High Priority".
    - The meaning of this is still unclear, but could present an advantage in competition with other states.

**STAC Comments**

- Elise Jones: Is there a minimum amount of designated right-of-way for the BRT policy?
- Ron Papsdorf: The language isn't that specific.
- Elise Jones: Is the Recreational Trails program still included? If so, is the flex opportunity retained?
- Ron Papsdorf: Recreational Trails is still there.

- Debra Perkins-Smith: If you don't want to use the money for Recreational Trails then you have to have the Governor opt out. The same rules as before apply, the funds are just in a different place.
- Elise Jones: Is there an assumption that the EV, propane, CNG corridors will be one and the same?
- Ron Papsdorf: The language isn't that specific.
- Adam Lancaster: Is there an additional funding opportunity related to the marijuana impaired study?
- Ron Papsdorf: That item relates to USDOT doing a study, it doesn't include any grant funding for states. But given that we are within a handful of states facing this issue, we as a state may help inform those efforts.
- Adam Lancaster: Isn't Colorado already doing this? We might be able to accomplish this same goal through our own efforts.
- Mike Lewis: I think it's a good idea, we should offer our support.
- Jon Cater: USDOT is making a real effort to have a consistent roll-out of the interpretation for this bill to ensure that there's no confusion. That might mean that it takes a little longer for us to release that interpretation, but hopefully once it's out everything will be very clear.
- Gary Beedy: On the freight corridor issue, are we going to keep working on designating those rather than waiting for the FHWA guidance?
- Debra Perkins-Smith: Yes, we will continue working on that with the FAC and CDOT staff. It might be a challenge if we are limited to 75 or 150 miles, but we have to wait and see. We're not going to leave any money on the table.
- Gary Beedy: When can we see the map of the primary freight network?
- Debra Perkins-Smith: We can send that out to the group.
- Becky Karasko: We would like to bring your FAST Act Summary to our MPO board and get their input on the most important elements.
- Ron Papsdorf: As long as we get the STAC input within 2 weeks that will be useful to us.
- Jon Cater: FHWA is hosting a series of Freight Roundtables around the country and will have one in Denver on April 4, 2016. I'd like to ask the

	<p>STAC to designate a representative for that because it would be good to have your input.</p> <ul style="list-style-type: none"> <li>• <u>Mike Lewis</u>: Any idea of the invitee list?</li> <li>• <u>Jon Cater</u>: Planning for about 30-50 people, including higher-level officials from government, shippers, private companies, academia, etc.</li> <li>• <u>Mike Lewis</u>: The FAC would definitely like to participate so we should put that on the agenda for the next FAC meeting.</li> <li>• <u>Jon Cater</u>: The issue of the freight corridor mileage limit is a good one to raise – it may work in smaller states but doesn't make any sense here.</li> </ul>	
<p>Development Program / Jeff Sudmeier (CDOT Division of Transportation Development)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• We provided an update on the Development Program in October and November. We've been working with the regions to identify major investments based on priorities identified through the planning process and in RTPs. The inventory in your packet includes nearly 100 projects totaling roughly \$8 billion. Focusing on bigger projects, what we're calling "major investments", projects that typically can't be funded through a single existing revenue source, or that we really can't do more than chip away at without new revenue sources.</li> <li>• A draft version was sent out in early December and was cross-checked with all the RTPs to make sure we didn't miss anything. Highlighted items are all those that have been added since the last version. This is more complete but it still might not be 100%.</li> <li>• We're not losing sight of the smaller projects, just tracking them at a lower level of detail given the emphasis here on major investments.</li> <li>• We wanted to share this new version with you and get any feedback, either here or after you've had time to review and discuss with your local groups.</li> <li>• There is now a website set up for the Development Program which we will be keeping current moving forward:</li> </ul> <p><a href="https://codot.gov/programs/planning/projects/development-program">https://codot.gov/programs/planning/projects/development-program</a>.</p> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Elise Jones</u>: How does bike/pedestrian roll into this? While those projects aren't large, they do create a more complete picture of the whole system.</li> </ul>	<p>No action taken.</p>

- Jeff Sudmeier: We've been working with DTR on identifying the transit needs component. We have a line in there for bike/pedestrian needs and the methodology there is still being determined. So we do intend to identify bike/ped needs but haven't gotten there yet.

**Presentation**

- The spreadsheet included in your packet shows some of the types of data that we're collecting in order to understand and filter these projects in the future.
- As I mentioned, these currently total over \$8 billion, which is beyond what we could reasonably expect in the next 10 years even were new funding made available. We'd like to get to a narrower subset of projects in the vicinity of \$2.5 billion. We'd like to get your input on some potential criteria that we could use to get to that smaller list. These may include:
  - Mobility
  - Economic Vitality
  - Safety
  - Asset Life
  - Regional Priority
  - Strategic Nature

**STAC Comments:**

- Craig Casper: I think that the six criteria you mention are all solid – would these be qualitative or quantitative measures?
- Jeff Sudmeier: It would be a mix of qualitative and quantitative given the great variety in projects and what data is available.
- Elise Jones: When we're measuring mobility, I want to double check that we're talking about moving people/freight rather than just moving vehicles. In terms of the regional priority factor, I imagine that there are some priorities and projects that are cross-regional and I'd like us to capture that.
- Jeff Sudmeier: That's a good point, and I want to also clarify that we're not necessarily talking about ranking a list or giving individual project scores, this is more of a sub-set or tiering of projects.

<p>SB 228 Update / Maria Sobota (CDOT Chief Financial Officer) &amp; Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Andy provided updates as part of his legislative update. The most recent forecasts for SB 228 are calling for transfers of about \$106 million in FY 17. We originally forecasted \$0 in FY 17.</li> <li>• We will receive FY 16 transfers in two parts- in April of this year, and in January of 2017.</li> <li>• The FY 16 SB 228 funds were committed to the I-70 Viaduct project. We now have to think about what we'll do with funds for FY 17 and any possible transfers beyond FY 17.</li> <li>• For the original SB 228 list, projects were selected based on mobility and potential economic vitality impact. At the last TC meeting, the group reaffirmed those criteria as their chosen approach.</li> <li>• The original list totaled \$2 billion. Today I'd like to ask the STAC if those are still the right criteria that we should be starting from in narrowing down the list.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Thad Noll</u>: If those criteria are in the SB 228 legislation, then we should probably use them. Are those the same as the transit criteria?</li> <li>• <u>Mark Imhoff</u>: They are the same criteria for transit.</li> <li>• <u>Debra Perkins-Smith</u>: One item that we brought up with TC was the idea of geographic equity. One commissioner suggested putting the funds towards asset management. Others said that they didn't want to rank the projects so much as have tiered groupings.</li> <li>• <u>Vince Rogalski</u>: So we're not developing a new list?</li> <li>• <u>Debra Perkins-Smith</u>: Well that's up to you, if you tell us that we need to emphasize safety then that might be a new list. If you like the original criteria then it's more of an update.</li> <li>• <u>Vince Rogalski</u>: I think it makes sense to use the original list totaling \$2 billion and narrow it down from there rather than starting from scratch.</li> <li>• <u>Jeff Sudmeier</u>: Just to clarify, all the items on the original SB 228 list are included in the Development Program. The SB 228 list is focused on mobility and economic vitality. What we discussed in terms of \$2.5 billion for a subset of the Development Program is more "general purpose" and could include mobility, safety, major reconstruction, etc.</li> </ul>	<p>No action taken.</p>
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	<ul style="list-style-type: none"> <li>• <u>Debra Perkins-Smith</u>: We will return with more information and discussion next month.</li> </ul>	
<p>SWP Lessons Learned and Ongoing Planning Discussions / Michelle Scheuerman (CDOT Division of Transportation Development)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• We are planning to return for a workshop at a future STAC meeting to seek your input on the most recent Statewide Transportation Plan (SWP) development process.</li> <li>• Want to know what went well, what could be improved, and the lessons learned for the next time around.</li> <li>• Question topics will include the parts of the SWP/RTP reviewed by the interviewee, thoughts on the types of media used, plan areas of too much / too little detail, data used and analyzed, overall usefulness, preferred communications, meeting organization and facilitation, outreach methods, etc.</li> <li>• Key participants will include CDOT Executive Management, CDOT Regions, DTD and other CDOT plan owners, FHWA, SWP Committee Chairs, STAC, TPR Chairs, MPO Reps, consultants, etc.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Norm Steen</u>: I'm glad that you're doing this, it improves the process.</li> <li>• <u>Thad Noll</u>: I would include TPR members as well as TPR chairs.</li> <li>• <u>Michelle Scheuerman</u>: That's a good point – we are hoping to send the liaisons to the TPR meetings to get that input.</li> <li>• <u>Todd Hollenbeck</u>: Are you going to follow up with participants who are no longer in their roles, like our ex-TC commissioner?</li> <li>• <u>Michelle Scheuerman</u>: Yes, definitely.</li> <li>• <u>Norm Steen</u>: You will get better results if you provide us with the questions to share and discuss with our organizations and then bring that feedback to you.</li> <li>• <u>Michelle Scheuerman</u>: We were planning to dedicate 90 minutes to this at the next STAC in a workshop format, maybe with breakout sessions. We can do that in March rather than February if it works better for you.</li> <li>• <u>Norm Steen</u>: I think that would be a good approach.</li> <li>• <u>Michelle Scheuerman</u>: Okay, that's what we'll do.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• <u>Doug Rex</u>: And you'll be following up with individual organizations separately, right? Should DRCOG anticipate having our own discussion with you?</li> <li>• <u>Michelle Scheuerman</u>: Yes</li> <li>• <u>Gary Beedy</u>: I sometimes hear from legislators that CDOT has no plan, when of course we do. I think in the future we need to make an effort to get those directly into the hands of the legislators so that they're completely aware of all the work we're doing.</li> </ul>	
<p>Approval of Non-Metro and Public Involvement Plan Guidance Documents / Michelle Scheuerman (CDOT Division of Transportation Development)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The public review period for these two documents is complete and we want to give you a chance to approve them.</li> <li>• Motion, second, no discussion, passes unanimously.</li> </ul>	<p>Plans approved.</p>
<p>Federal Lands Access Program (FLAP) / Scott McDaniel (CDOT Division of Project Support)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Scott McDaniel is one of three Colorado representatives on the Colorado FLAP Program Decision Committee.</li> <li>• Used to be the Forest Land Highway Program, changed to FLAP in MAP-21, and saw only minor modifications in the FAST Act.</li> <li>• FLAP's second call for projects is coming up.</li> <li>• Not a grant program or reimbursement program</li> <li>• New considerations for this second round – more strategic look at project locations and consideration of NEPA status for potential projects (not a requirement but a consideration).</li> <li>• The FLAP webpage is a great resource for applicants: <a href="http://flh.fhwa.dot.gov/programs/flap/">http://flh.fhwa.dot.gov/programs/flap/</a></li> <li>• Schedule: <ul style="list-style-type: none"> <li>○ Call for Projects: 2/15/16</li> <li>○ Deadline: 5/21/16</li> </ul> </li> <li>• Colorado specific page has more details on past project, application link, and more.</li> <li>• Committee members are Scott McDaniel, Ryan Tyler, and Thad Noll. <ul style="list-style-type: none"> <li>• Morgan Malley is the application contact and a good resource.</li> </ul> </li> </ul>	<p>No action taken.</p>

	<p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>• <u>Norm Steen</u>: Can you give us a general idea of what a good project would look like – some general parameters?</li> <li>• <u>Scott McDaniel</u>: In the past we've found that upgrading an existing roadway is a good approach, for example from gravel to pavement. These connect communities and have other benefits.</li> <li>• <u>Thad Noll</u>: The emphasis is on high-use recreation areas with economic benefit, roadway or otherwise. One successful project in the past was adding bike lanes leading up to a national park.</li> <li>• <u>Jon Cater</u>: This program has roughly \$60 M to work with over the course of three years, so there's a lot to work with. Focus on products that when you've finished you have more access than before, rather than a small part of something bigger.</li> <li>• <u>Thad Noll</u>: While working on your application, talk with your local federal lands contacts to ensure that you are aligned with their needs – you'll have a strong application.</li> <li>• <u>Scott McDaniel</u>: There is a map on the website showing all the federal lands in the state so that you can connect the dots and coordinate with the right people to have the greatest success.</li> <li>• <u>Jim Baldwin</u>: Keep in mind that in the case of any upgraded facilities, the ongoing maintenance will still be the responsibility of the owner.</li> <li>• <u>Scott McDaniel</u>: The last time around we had 43 projects apply and only approved 7 of them. Those projects that missed the cut last time around can be resubmitted again this year, and maybe they'll be funded now.</li> </ul>	
<p>Rural Regional Bus Network Plan / Mike Timlin (CDOT Division of Transit and Rail)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The Rural Regional Bus Network is a not a new project – it comes out of the Statewide Transit Plan that was adopted in May 2015. Nor is it meant to replace the 5311f program, but to improve the system to be more passenger- and economy-friendly.</li> <li>• 5311f is currently about 15% of FTA funding to CDOT. It's a valuable program for planning and marketing assistance as well as infrastructure support.</li> <li>• Requirements include: <ul style="list-style-type: none"> <li>○ 7-day-a-week service</li> <li>○ Meaningful connection with national intercity system</li> </ul> </li> </ul>	<p>No action taken.</p>



	<ul style="list-style-type: none"> <li>• The plan is to utilize unused 5311f and FASTER Transit funds to add new routes to the intercity bus network</li> <li>• Next Steps: <ul style="list-style-type: none"> <li>○ Meet with regional bus operators.</li> <li>○ Coordinate with SWP team and other stakeholders.</li> </ul> </li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>• <u>Gary Beedy</u>: Are any federal funds being used to operate Bustang?</li> <li>• <u>Mike Timlin</u>: No, they are all FASTER funds.</li> <li>• <u>Buffie McFadyen</u>: Having been one of the legislators who voted for FASTER, I'm pleased to see how popular Bustang is in El Paso County. Maybe we should remind the current legislators of how successful it's been and how FASTER is benefitting them.</li> </ul>	
Other Business / Vince Rogalski (STAC Chairman)	<ul style="list-style-type: none"> <li>• <u>Vince Rogalski</u>: The March STAC meeting falls on Good Friday, and I'd like to change that to the week before – from 3/25/16 to 3/18/16.</li> <li>• The STAC members agree to this change.</li> </ul>	March STAC date changed to 3/18/16.

**STAC ADJOURNS**

**Wednesday February 17, 2016**

**Note:** Materials for specific agenda items are available at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> by clicking on the agenda item on the schedule provided at this site.

**Joint Transportation Commission (TC) and High Performance Transportation Enterprise (HPTE) Public Private Partnership (P3) Management Manual Workshop (David Spector)**

**Purpose:** The purpose of this workshop was to summarize the draft of the CDOT / HPTE P3 Management Manual, that was recommended for development after a State audit of the US 36 Express Lane Project made the recommendation to establish a project management framework for the P3 program.

It was explained that the P3 Management Manual provides a framework for both HPTE and the Colorado Department of Transportation (CDOT) for the development, implementation, and oversight of P3 projects. The manual addresses P3 program development and management, and walks through the different stages of project development and defined roles and responsibilities to ensure timely and responsive actions between HPTE and CDOT to address common needs of P3 projects. An overview of the manual's purpose and content was presented to the TC.

**Discussion and Comments**

- The proposed Memorandum of Understanding (MOU) in the manual varies from the US 36 MOU, as the current practice for US 36 project is slightly different.
- The document in its current state is a draft and comments from the TC are being requested.
- The TC agreed to review and provide comments; no further discussion occurred during the workshop.

**Program Management Workshop (Mike Keleman, Josh Laipply, and Maria Sobota)**

**Purpose:** The Program Management Workshop provides the TC with an update on the delivery of programs and significant projects. This month there was a focus on the RAMP Partnership & Operations and Safety programs. In addition, a Cash Balance update, and an overview of the XPI risk metric status update were also provided.

**Discussion and Comments**

- Chief Engineer (CE) provided an overview of the status of RAMP projects and expenditures. Some projects are under budget slightly (US 160 from Frisco to Colorado Springs for \$21,000, others this month are on target or within planned budget.
- This month's Expenditure Performance Index (XPI) is now at .97 vs. .77 last month and cumulatively at .96 for the year to date for the target of \$790 million in expenditure.
- Risk metrics are also in alignment with planned expenditures that pertain to pre-awarded projects (displayed in green) and projects currently under construction (displayed in purple) on the XPI bar chart in the presentation.
- The substantial increase in the XPI was the result of adding back in elements of expanded scope of some projects where scope had previously been cut.

**FY 2015-16 and FY 2016-17 Budget Workshop (Maria Sobota)**

This discussion included budget changes regarding the following topics for FY 2015-16 and FY 2016-17:

- Fixing America's Surface Transportation (FAST) Act
- Senate Bill (SB) 09-228 General Fund Transfer Forecasts
- FY 2015-16 Budget Implications and FY 2016-17 Annual Budget

**Action:** The TC is being asked to review changes to the Amended FY 2015-16 and FY 2016-17 Budgets and provide the Division of Accounting and Finance (DAF) with guidance and input on these changes in preparation for the March 2016 TC meeting.

### **Discussion and Comments**

- One typo was noted for page 10 3<sup>rd</sup> paragraph, 2<sup>nd</sup> bullet the amount should be \$17.4 million (vs. \$15.4 million in the packet).
- TC member thanked the Chief Financial Officer (CFO), Maria Sobota, for being diligent regarding the various years for reporting, Fiscal Years 15-16 and 16-17 and calendar year to keep TC informed.
- It was noted that a one-pager highlighting the previous budgets and the changes for comparison was provided for the convenience of the TC.
- One question to discuss was what to do with the increase in federal budget for off-system (locally owned and maintained bridges). The TC has previously supplemented this program with state funds. The question is whether to continue to supplement or in light of additional federal funding to the program or place those supplemental funds in TC Contingency Reserve Fund (TC CRF).
- Off-system bridges include 6,000 in local ownership; CDOT has consistently placed more funds than required in the off-system bridge program.
- Under recommended funding scenario, \$3.2 million would be placed in the TC CRF and the off-system bridge program would still see an increase of \$5.6 million (beginning in FY 16) through increased federal funding. Under this scenario the off-system bridge program would total \$11.9 million in FY 16 (vs. \$15.1 million if the supplemental state funds remained in the program). The pre-FAST Act FY 16 off-system bridge budget was approximately \$9.5 million.
- TC decided they need more information regarding the implications of both options: 1) keeping money in existing program or 2) placing it in the TC CRF, before any final decisions are made.

### **SB 228 Workshop (Debra Perkins-Smith)**

**Purpose:** To review updated candidate SB 228 projects and discuss priorities for additional SB 228 funding. Next steps will include a Statewide Transportation Advisory Committee (STAC) workshop in February and a TC workshop in March to discuss SB 228 priorities further.

### **Discussion/Comments**

- Staff is diligently moving forward with updated SB 228 forecasts – it was noted that varying sources of revenue projections are now in alignment with one another; currently the estimate is \$200 million for FY 2016 and \$106 million for FY 2017.
- An updated list of SB228 projects was distributed to the TC for consideration. The TC was asked if a two projects be either removed or be considered a lower priority for SB 228 funds.
- Two projects discussed for included: US 24 and 8<sup>th</sup> Street Intersection as improvements to Cimmaron have helped issues and delayed the need for the project, and also C-470 Phase II since Phase I is now funded, but has yet to begin construction.
- The existing updated list has criteria associated with it, including shovel readiness based on a 5-year horizon for implementation. Regional Transportation Directors (RTDs) were asked to comment on this planning horizon – R3 RTD commented that a change to 2 or 3-years would change listed items significantly. Staff will leave the horizon year the same for now.
- Another topic discussed was the consideration of additional projects from the Development Program based on the existing SB 228 criteria.
- In addition, the question was raised regarding the amount of project costs that should be represented on the SB 228 project list – currently is \$2.5 billion, but could be narrowed. TC supported further prioritization.
- The current list is not in priority sequence at this time – this needs to be noted. Also the potential to leverage other funding sources with SB 228 should be a consideration.

- Concern was raised regarding the idea of removing projects or adding projects to the list – additional projects must be very strong to consider adding.
- It was noted that the TC prefers to have more information pertaining to these projects before making final decisions for SB 228 funding.
- TC requested that roadway resiliency and redundancy be included as a criterion for all future project selection processes, including SB 228 projects. Noted the recent closure of I-70 due to rock falls. Requested staff to conduct a statewide analysis of the system for this.

### **Asset Management Overview (Debra Perkins-Smith)**

**Purpose:** The TC workshop packet provides an overview of Asset Management efforts at CDOT and sets the stage for more in-depth discussions in future months, ultimately preparing the TC for approval of the FY20 asset management planning budget, thereby continuing the 4-year program of projects. The workshop included an overview of Asset Management efforts at CDOT, including the organizational structure and each assets' current performance measures and targets.

Next steps will occur over the next two months, when Asset Managers will present their asset programs to the TC. In May, William Johnson will present the CDOT Staff Recommendation for the FY20 Asset Management Budget to the TC for approval. Additionally, staff expects to have a discussion with the TC in subsequent months to discuss progress on metrics identified in Policy Directive 14.0 to start the budget process for FY18. Approximately 41.2% of CDOT's budget is for transportation asset management (TAM).

### **Discussion and Comments**

- A projected decrease in the percent of pavement with High/Moderate Drivability Life in the next several years was noted, it will take about 10 years for CDOT to get the pavement back to the target of 80 percent having a Drivability Life of High/Moderate- supported by an infusion of \$167 million annually to asset management after the TransBonds are paid off in 2017.
- CDOT policy is that CDOT must follow the recommendations of the asset management model for surface treatments at least 80% of the time, allowing a 20% deviation for regional preferences, efficiencies with other projects, etc.
- The current FY 2015-FY 2019 asset management planning budgets allow CDOT Regions to anticipate budgets for planning projects, gives the public and potential contractors an understanding of projects on the horizon, and provides metropolitan planning organizations and transportation planning regions with a timetable for projects of interest.
- Commissioners complimented CDOT staff for the asset management program, saying it helps CDOT attain its goal of maintaining the system.
- In March, the TC will discuss maintenance level of service, buildings, signals, ITS, road equipment and geohazards; in April, bridge, walls, culverts, pavement, and tunnels; and in May, the FY 2020 asset management budget.

### **FASTER Audit - Bridges (Herman Stockinger)**

**Purpose & Action:** Provide a "deeper dive" into the actions taken by CDOT to comply with the FASTER Audit recommendations, improve the FASTER program overall, and report on the impact of those actions. This month, the focus will be on the Bridge Enterprise (BE) program.

The Audit findings pertained to lack of strategic prioritization and selection of bridge projects, budgeting projects in a realistic way, and closing projects in a timely manner. They were resolved by the BE Board of Directors' passage of Policy Directive 16.0 in January 2016. Here's what the BE Board did by passing this new Policy:

- Set project eligibility requirements, mirroring statute and current practice, to define the universe of projects. This simply puts current practice and statute into formal BE Policy.

- Clarifies that the Prioritization Plan is a quantitative analysis and is not intended to be the sole source of information to identify strategic funding priorities.
- The Board states in Policy Directive 16.0 that in order to strategically prioritize bridge projects, the analysis must be both quantitative and qualitative, and the Board requires a new document, called an evaluation summary, be provided to the Board at the time of a bridge funding request. The Procedural Directive goes into detail on what considerations are quantitative, and what is qualitative.
- The Procedural Directive 16.1 provides the meat (the process) for implementation Policy Directive 16.0.

### **Discussion and Comments**

- Overall, the new policy requires documentation of why certain projects are selected for funding by the BE Board of Directors, establishes procedures for setting up contingency funds for each project, and outlines how projects should be closed.
- The audit looked at 23 closed BE projects and found that the budgeted amounts exceeded actual expenditures by 19%. The restriction on the percentage of contingency funds, the directive to use future dollars for project contingency funds and to debudget dollars that aren't expected to be used for projects that are nearing completion should reduce that percentage.
- One RTD commented that the TC might be seeing more pleas for funds out of the TC CRF if there is more money available. However, another policy the TC passed outlines under what circumstances it needs to review such requests.

### **Thursday, February 18, 2016**

#### **Roll Call**

- 10 present, with Commissioner Hofmeister excused and Commissioner Hall leaving early to attend her Senate Committee confirmation hearing.

#### **Comments of Individual Commissioners**

- Commended CDOT staff work to respond during the big storm earlier this month and the current rock fall response. It was noted that shoulders are important to have during these types of events.
- TC members reported attending various public meetings with community representatives, local officials, and business community; transportation is important to stakeholders.
- Congratulated new TC members for passing senate hearing confirmation – is not a given.
- Congratulated Executive Director for completing first year of service.
- Kerrie Neet, Region 5 RTD, recognized as exemplary team leader and for her wonderful work, demonstrates calmness and diplomacy during stressful situations.
- Tremendous job done to date on Central 70 to date.
- Herman Stockinger recognized for his contributions as TC Secretary
- TC will be streamed live in the near future
- May 2016 a TC tour is planned for Southwest Colorado SH 13 and SH 131 projects
- I-70 rock fall event has identified need for redundancy and keeping access to areas open.

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

- Thanks for recognizing first year at CDOT completed; we have a great team here at CDOT.
- Denver USDOT applied for Smart City Grant - \$40 million –regarding technology – approaches to propel city into future – this has a CDOT connection via RoadX.
- Glenwood Springs – toured SH 82 bridge project – the most bike and pedestrian used bridge – this is a very exciting project.

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

- I-70 rock fall event– still have rocks unsafe – opening then moving into repair for structure (not just a road issue).
- I-70 Central RFP # 2 coming out next Tuesday on schedule – recognized to Tony DeVito
- Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER Act) Audit – recognized Herman Stockinger's good work on response to audit - testifying Tuesday, Feb 23<sup>rd</sup> to close audit out.
- Recognized Kerrie – Kerrie made the CDOT team stronger.

### **High Performance Transportation Enterprise (HPTE) (Don Marostica - Vice Chair of HPTE Board)**

- Discussed legislation that would potentially prohibit issuing switchable transponders for HOV lanes – will keep TC informed on this during weekly legislative updates.
- HPTE and P3 manual has been drafted and comments from the TC was requested.
- This manual is anticipated to be approved by the TC next month.
- US 36 Project Phase 2 will commence tolling on March 30<sup>th</sup>.

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

- Several new programs identified by Fixing America's Surface Transportation (FAST) Act.
- Freight Program for National State Freight Highway Program is one example.
- Includes \$800 million for discretionary competitive program that will increase each year.
- Smaller projects for rural areas also will be included – but those projects that are sizable, impact freight movement, have benefits to the economy, and can't be constructed without additional federal funds.
- Match for these competitive freight projects is 60% - requiring higher local matches.
- In 2009-2010 economy impacted agencies and loss of staff at FHWA of 15% and CDOT initiated a hiring freeze and salary cap; since then situations have improved, with a lot going on, would like to see salary cap at CDOT removed to assist with accomplishment of multiple ongoing efforts. Staff has adjusted and are doing well, but still should consider removing cap.
- Recognized Kerrie Neet's service at CDOT as Region 5 Regional Transportation Director (RTD).

TC agreed to remove Consent Agenda Item b) First Amendment to HPTE I-70 PPSL Project Intra-Agency Agreement. Motion made and **Approved unanimously on February 18, 2016**

### **Act on Consent Agenda – Approved unanimously on February 18, 2016**

a) Resolution to Approve the Regular Meeting Minutes of Jan. 21, 2016 (Herman Stockinger)

### **State Infrastructure Bank (SIB) Colorado Springs Loan (Maria Sobota)– Approved unanimously on February 18, 2016**

#### **Discuss and Act on the 8<sup>th</sup> Budget Supplement of FY 2016 – Approved unanimously February 18, 2016**

- **Region 4 - \$11,586,458 - I-70 Seibert-East-Surface Treatment-** Additional state funds to increase scope of work on existing project.
- **Division of Highway Maintenance - \$500,000** – transfer from TC contingency for Snow and Ice to the Region 5 Section 3 Maintenance.
- **RoadX - \$1,000,000** – *I-70 West Corridor Connected Vehicles*–and Ethernet/network and Intelligent Transportation System (ITS) device upgrades at multiple locations between mile points 200-260 in Clear Creek, Jefferson and Summit Counties.

**Division of Highway Maintenance (DHM) Report on Emergency Planning and Response (Kyle Lester)**

- Coordination between DHM, Transportation Systems Management and Operations (TSMO), and RTDs occurred to position CDOT to be prepared for major storm events, like the one that occurred between January 30<sup>th</sup> and February 2<sup>nd</sup> this year.
- This particular storm was monitored five days in advance with coordination among National Weather Service (NWS), and National Oceanic and Atmospheric Administration (NOAA).
- Briefings occurred every 24 hours to assess readiness of staff (people), equipment, and materials.
- Logged over 633,000 plow miles, and 38,000 operator hours during this event.
- Introduced the snow plow tracker app.
- Maintained LOS B during this event.
- Storm severity was ranged between 8-10 inches in Denver Metro Area to between 41-48 inches in South Central and Southwest mountain areas.
- Received numerous comments thanking CDOT for their good work during this event from all CDOT Regions.
- Executive Director thanked operators and staff and recognized that plowing is not always safe as one Region 2 operator rolled his truck and was injured, but returned to work to plow 3 days later.
- Executive Director also recognized Kyle for his work to be able to be responsive and flexible with funds, to shift resources and staff to where they were needed most.

## MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE  
FROM: RYAN RICE, CDOT TSM&O DIRECTOR  
CC: MAJOR TIM KEETON, COLORADO STATE PATROL, DISTRICT 3 COMMANDER  
DATE: FEBRUARY 18, 2016  
SUBJECT: TRAFFIC INCIDENT MANAGEMENT (TIM) PROGRAM INTRODUCTION

### **PURPOSE**

This memorandum and the attachments provide an overview of TIM in Colorado and Staff's vision for the future state of the TIM practice in Colorado.

### **BACKGROUND**

CDOT has a long history of implementing strategies aimed at reducing highway users and emergency responders to exposure to traffic risks. A key aspect of minimizing exposure is the practice of Traffic Incident Management (TIM) strategies. TIM is defined as a planned and coordinated program to detect and remove incidents and restore traffic capacity as safely and as quickly as possible. Benefits of TIM include:

saving lives; saving money; and saving time. TIM strategies are frequently associated with high benefit to cost ratios.

Last summer, following a self-assessment exercise facilitated by FHWA, CDOT expanded its TIM Program in partnership with Colorado State Patrol (CSP) to establish a Colorado TIM Committee. The TIM Committee was formed to: recruit support and participation from stakeholders across disciplines and across Colorado; set and pursue meaningful goals; solve current and future issues; cultivate our incident response teams by working and training together; and to find ways to develop dedicated funding to address TIM needs for all. Lead participants include representation from CDOT, CSP, and the fire service.

Unlike many efforts conducted on behalf of highway safety, TIM initiatives involve and require an integration of traffic engineers, traffic operations center personnel, highway maintenance personnel, public works officials, emergency managers, law enforcement, fire, EMS, and emergency dispatchers. Finding and implementing solutions that benefit this broad range of points of view requires a paradigm shift and redefinition of our concept of a project team. Collaborating with CSP has substantially enhanced our ability to communicate with the emergency response community.

Today, Staff will present an overview of the TIM Program for your information.

### **ACTION**

Staff is requesting that STAC provide local leadership and support for the TIM Program. In particular, we are requesting active participation by agencies in corridor and area Standing Program Management Teams (SPMTs); support of staff efforts to establish an inventory of current local TIM related policies, practices, and procedures; and participation in multi-disciplinary TIM training activities.

### **NEXT STEPS**

Staff will continue TIM Program development, conduct TIM inventory activities, and report to STAC in April. At that time, Staff will also present Colorado specific data on program costs, benefits, and future program needs.

### **ATTACHMENTS**

CDOTCSP\_Traffic Incident Management Update STAC 2016, 02-26.pdf





**COLORADO**

Department of  
Transportation



# Traffic Incident Management Program: Introduction & Call to Action



# What is Traffic Incident Management?

Traffic incident management (TIM) is a planned and coordinated program to detect and remove incidents and restore traffic capacity as safely and as quickly as possible. (FHWA)

## Benefits of TIM

- Saves Lives
- Saves Money
- Saves Time

CDOT's Mile High Courtesy Patrol historic B/C is 20:1

Nationally, B/C ranges from 2:1 to 36:1 for TIM program elements



## Our Mission

Work together and establish multi-agency partnerships to advance the delivery of Traffic Incident Management (TIM) services and products by:

- Improving responder safety
- Enhancing safe and quick clearance of traffic incidents
- Supporting prompt, reliable, and interoperable communications
- Reducing secondary incidents



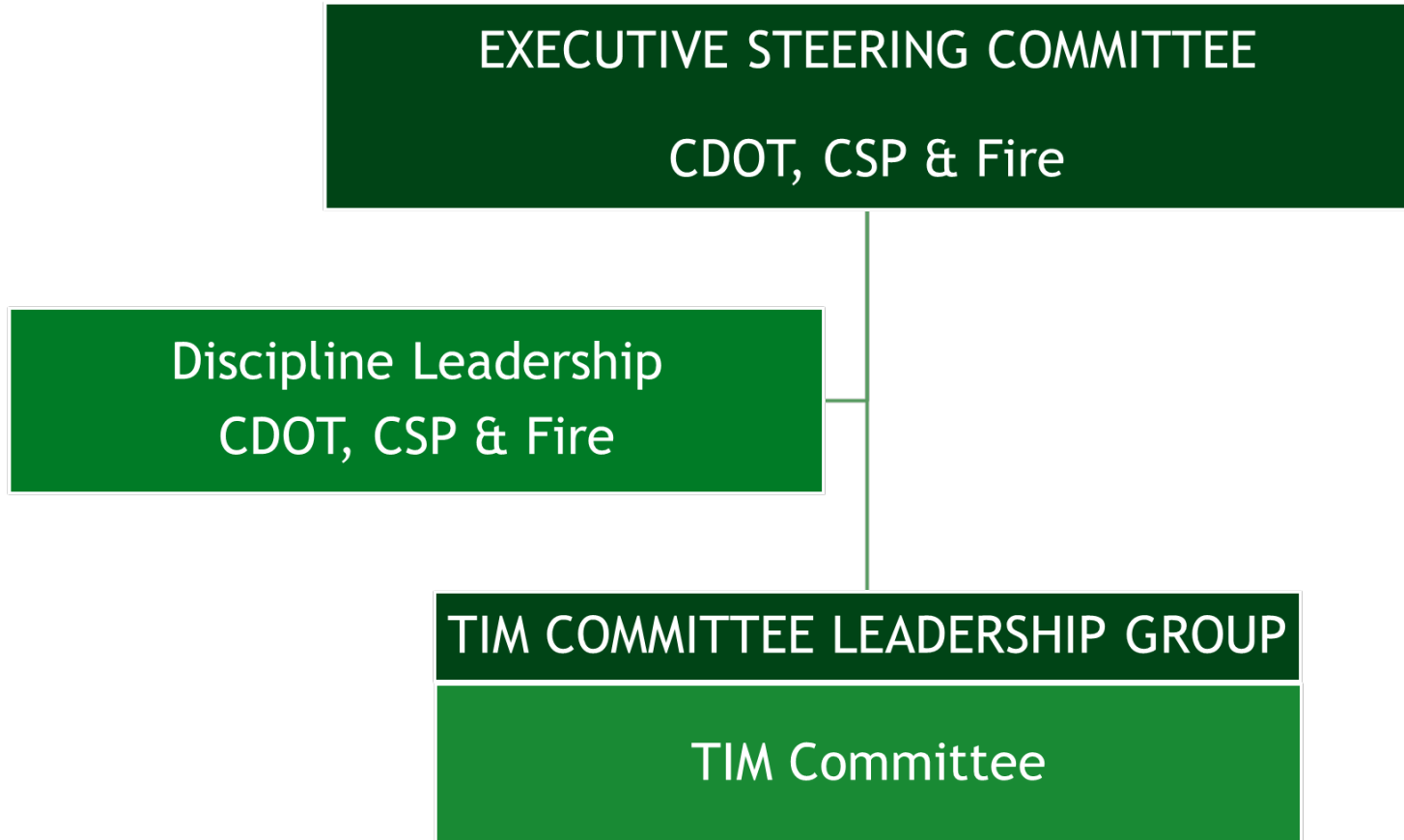
# Promote Safety by Addressing Congestion

- Traffic crashes and struck-by incidents are the leading causes of on-duty injuries and deaths for responders
- 1 minute of incident = +2.8% likelihood of a secondary crash (A 36 minute queue will likely result in a secondary crash)
- 1 minute of blocked lane = 4 minutes of delay (15 minutes of lane blockage = 1 hour to return to pre-incident conditions)



# TIM Organizational Structure

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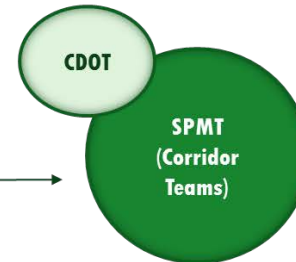
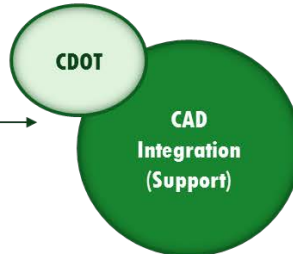
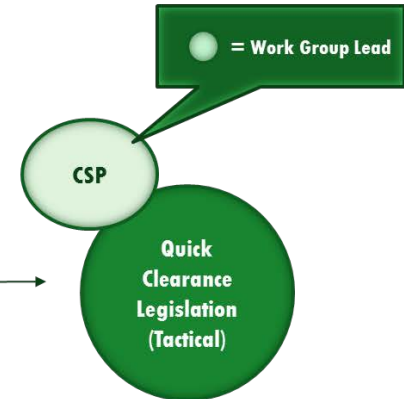
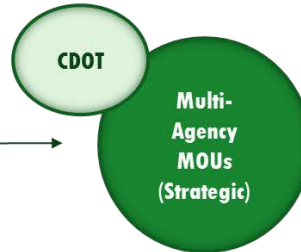
# TIM Workgroups

## Strategic Guidance and Support

## Partner-Driven Action



Community Partners





# Colorado TIM Committee

- Formed in 2015 following FHWA TIM Self-assessment
- Recruit support and participation
- Set and pursue meaningful goals
- Solve current and future issues
- Cultivate our teams and train together
- Develop dedicated funding to address needs for all
- Report on Program Status including performance measures and benefit/cost



# Successful TIM Program at Maturity

- One Scene Culture, One Team Results
- Multi-disciplinary Trust Built on Vision, Competence, and Character
- Common Understanding of Success
- Train Together
- Habit of Continuous Improvement





# Corridor Standing Program Management Teams (SPMTs)

Facilitate a continuing dialog about TIM best practices

Local leadership

Specific to the area and local jurisdictions

Collaboration in:

- Executing mutually beneficial training
- Enhancing communication
- Maintaining current agency contact information
- Training together
- Developing MOUs
- Funding of TIM programs
- Data collection/performance measure tracking



# One Scene Culture

## Northern Colorado Case Study

2012	Today
I-25 TIMP originally developed in 1996	I-25 TIM updated as needed by SPMT
Agencies agree on importance of quick clearance	Active SPMT with prioritized list of objectives for improving corridor outcomes including quick clearance
Each agency has a critical core mission; disciplines work independently to mitigate incidents	Expanded practice of multi-disciplinary team approach to highway incident mitigation
Train together for planned events	Working and training together for everyday events and planned events
Reserve Unified Command for extreme situations and planned events	Operate in Unified Command structure for every multi-discipline incident; can be simple in structure
Multi-disciplinary After Action Reviews for catastrophic events	Multi-disciplinary After Action Reviews Quarterly



# Catalyst for Change

## Northern Colorado Case Study

March 23, 2013

- 3 mile scene
- 60+ vehicles involved - 40 Individual crashes w/54 Tows
- 20 Fire apparatus
- 54 Fire personnel
- 11 patients transported
- Semi-truck fire w/HazMat
- I-25 Closed for approximately 8 hours

[https://www.youtube.com/watch?v=Yt9x3\\_3RErA](https://www.youtube.com/watch?v=Yt9x3_3RErA)



# One Scene Culture

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# Colorado TIM Highlights

- Building partnerships by establishing minimum of one SPMT per CDOT Region by June 30, 2016
- Integrating CDOT TOC systems with CAD systems to improve communication and situational awareness
- Expanding Courtesy Patrol Service and CDOT ICs into Northern Colorado and Colorado Springs areas
- Updating CDOT's training and practices to reflect the current state of TIM
- Actively training on TIM with responders around the state



# TIM Training

## Current Trainings

- FHWA SHRP2 4 hour
- FHWA SHRP2 12 hour (Train-the-Trainer)
- Corridor Specific TIMP Training
- Executive Level Briefings
- Public Safety Conference Presentations

## Paradigm shift

- Multi-disciplinary approach
- Putting training into action



# Upcoming Events

## Standing Program Management Team (SPMT) Meetings

Date	TIMP Area	Location
March 3	I-25 North	Fort Collins
March 16	DRCOG Area	Lakewood
March 23	I-70 High Plains	Limon
April 13	DRCOG Area	TBD
April 27	I-70 High Plains	Limon
April 28	I-25 North	Fort Collins

## Training

Date	Type	Location
March 23-24	FHWA SHRP2 Train-the-Trainer	Colorado Springs
April 28	I-25 TIMP	Fort Collins



**COLORADO**

Department of  
Transportation

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## Contact Us

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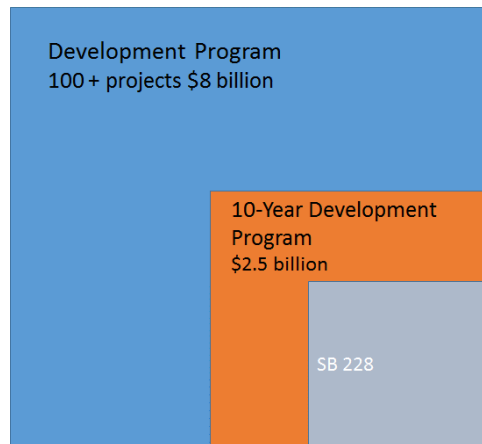
**DATE:** February 19, 2016  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** Jeff Sudmeier, Manager, Multimodal Planning Branch  
**SUBJECT:** Candidate Senate Bill (SB) 228 Projects

Current forecasts from the Office of State Planning and Budgeting (OSPB) and Legislative Council call for SB 228 transfers of roughly \$306 million in FY 16 and 17. Roughly \$200 million is anticipated in FY 16. When the initial draft FY 17 budget was developed this fall, forecasts called for no SB 228 funding in FY 17. More recent forecasts are now calling for approximately \$106 million in SB 228 revenue in FY 17. There are legislative proposals this session which, if successful, may increase the likelihood of SB 228 funding in subsequent years.

Candidate SB 228 projects were initially identified in November, 2014 and have since been included in the Development Program. The evaluation of SB 228 projects focused on two key areas - mobility and economic vitality. In order for an eligible project to compete well, the project needed to demonstrate strong mobility benefits (i.e. reduced congestion, increased reliability, improved connections, etc.) and the ability to significantly affect the economic vitality of the state or region (i.e. facility serves freight, agricultural, energy, or recreation needs, serves key jobs center, provides access to significant inter-/multi-modal facilities, etc.). Additional evaluation criteria included criteria relating to safety and asset life. The emphasis on mobility and economic vitality reflects both the SB 228 focus on strategic projects, as well as the availability of other funding dedicated to asset management and safety. The Central 70 (I-70 East) project was identified by the Transportation Commission (TC) as the priority for the initial SB 228 transfers (assumed \$200 million, with 10 percent for transit), but the TC did not identify specific projects from the candidate list for additional SB 228 transfers. The STAC also discussed and supported the identification of the Central 70 project as the initial priority for SB 228 given its statewide significance.

In January, the TC reaffirmed the previously identified SB 228 criteria and the focus on mobility and economic vitality. The STAC met the week after the January TC meeting and concurred that mobility and economic vitality remain the appropriate focus for this funding source.

January TC and STAC meetings also included discussion of further prioritization of the nearly \$8 billion in major highway projects included in the Development Program in order to identify a smaller subset of projects (i.e. “10 Year Development Program”) with a target of closer to \$2 - \$2.5 billion. This is a related and parallel effort, with further discussion anticipated at subsequent TC meetings. While priorities for SB 228 are focused on mobility and economic vitality, the “10 Year Development Program” will include major projects of all types, including those that are focused on safety or asset life.



## **Highway Projects**

**Attachment A** includes the original candidate SB 228 highway projects, with updates reflecting the most current information on scope, cost, etc. Updates are summarized in column M. Two projects have been identified as now being lower priorities and are shown at the top of Attachment A. Staff reviewed other projects included in the Development Program and the RTDs recommended several projects from the Development Program for further evaluation and consideration of inclusion on the list of candidate SB 228 projects. Fifteen projects have been identified for further consideration and are included in Attachment A under the heading “Potential NEW Candidate SB 228 Highway Projects.” The original projects met eligibility criteria relating to project readiness, strategic nature, and funding, in addition to the evaluation criteria identified above. At their February meeting, the TC directed staff to consider these additional projects further, and review them based on the eligibility and evaluation criteria. Not including the two lower priority projects described previously, candidate SB 228 highway funding needs total roughly \$2.1 billion. The additional projects identified total roughly \$546 million in need.

As noted previously, current projections for FY 17 SB 228 revenues total approximately \$106 million, with the possibility of additional funds in subsequent years (depending on forecasts, and the outcome of proposed legislation). At their February meeting, the TC directed staff to review and evaluate the additional proposed projects, and begin screening or prioritizing projects in a move towards identifying priorities for FY 17 SB 228 funding. The TC also requested that roadway resiliency and redundancy be considered in the evaluation of projects.

Staff requests input to assist in further screening or prioritizing projects. Questions to consider include:

- Should a project or projects be identified only for FY 17 funding (\$106 million), or for a higher amount assuming the possibility of additional SB 228 funding in subsequent years?
- Should there be a project readiness requirement? (The original eligibility criteria required a project be ready for construction within five years of selection).
- Should projects with other options for funding be considered a lower priority?
- How should geographic equity be considered?
- Should there be a focus on funding a very large project or in funding multiple smaller projects?

## **Transit Projects**

Transit projects were also included in the original list of candidate SB 228 projects from November 2014 and are included in Attachment A under the heading “Original Candidate SB 228 Transit Projects.” One project has been removed and is identified at the top of the transit projects in Attachment A. One additional project has been identified for further consideration and is included in Attachment A under the heading “Potential NEW Candidate SB 228 Transit Projects.” With the addition of this project, candidate SB 228 transit funding needs total roughly \$465 million.

Over the last several months the Division of Transit & Rail (DTR) has been working with the Transit & Intermodal (T&I) Committee to update, refine, and scale priorities for transit more in line with available SB 228 funding. Through the evolution of the SB 228 Transit process with the TC and the T&I Committee, DTR has developed a Conceptual Plan for a Rural Regional bus network to be operated with existing, sustainable federal and FASTER funds. The capital requirements (buses and park & rides) for the Rural Regional system, and park & ride deficiencies for the existing Bustang service will utilize the SB 228 Transit funds. Detailed cost estimates are being developed over the winter and spring as the Conceptual Plan comes closer to finalization with stakeholder input. Once finalized, it will be proposed and recommended to the TC that projects be implemented in the order of priority until the available funds are exhausted.

## **Next Steps**

- March - TC Workshop on priorities for SB 228 funding

## **Attachments**

- Attachment A - Updated Candidate SB 228 Projects



Updated Candidate Senate Bill (SB 228) Projects

February 2016

\*PROJECTS NOT IN PRIORITY ORDER\*

A	B	C	D	E	F	G	H	I	J	K	L	M	
SB 228 Project ID	Development Program Project ID	Region	TPR	County	Project	Project Description	Project Limits	Project Type	Total Project Cost (\$ M)	Funding Request (\$ M)	Reason for Selection	Updates	
<b>Original Candidate SB 228 Highway Projects - Lower Priority</b>													
1	16	N/A	2	Pikes Peak	El Paso	US 24 / 8th Street Interchange	Construction of Single Point Urban Interchange at 8th Street	14th St. (MP 303) to I-25 (MP 304)	Interchange Improvements	\$ 72.0	\$ 72.0	Regionally significant corridor. Significant corridor for commuter traffic and recreational traffic as gateway to mountains from Colorado Springs.	Recommended for removal- Improvements being completed as part of the Cimarron Interchange project will significantly delay the need for this project.
2	4	12	1	Greater Denver	Douglas	C-470: Platte Canyon to Kipling	Second phase of C-470 Corridor project. Currently funded first phase adds one tolled Express Lane westbound from I-25 to Wadsworth, and a second tolled Express Lane from I-25 to Colorado. Eastbound, the project adds one tolled Express Lane from Platte Canyon to I-25. The funded first phase also includes auxiliary lanes between select interchanges. The second phase includes the extension of one westbound tolled Express Lane from Platte Canyon to Kipling, and a second westbound tolled Express Lane to Lucent. Eastbound, one tolled Express Lane would be extended to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.	Platte Canyon to Kipling	Widening/ New Capacity	\$ 334.0	\$ 334.0	Regionally significant corridor. Continues important managed lanes project with high mobility and economic benefit.	Updated project description, project cost, and funding request. Recommended for removal-study on this segment is just beginning and construction has yet to begin on the first phase.
<b>Original Candidate SB 228 Highway Projects with Updates</b>													
4	1	9	1	Greater Denver	Denver	I-70 East: I-25 to I-225	Reconstruction of I-70, including the I-70 viaduct. First phase project would include the addition of one tolled Express Lane in each direction from Brighton Boulevard to I-225. Preferred ultimate alternative is expansion and reconstruction of I-70 from Brighton Boulevard to Tower Road with two tolled Express Lanes in each direction. The total project cost includes only the first phase project.	I-25 to I-225	Widening/ New Capacity	\$ 1,117.0	\$ 180.0	Critical project of statewide significance. Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Updated name and project description to extend to I-225 and specify type of managed lanes. Reduced funding request to \$180 M.
5	2	7	1	Greater Denver	Clear Creek	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PPSL) or permanent.	East Idaho Springs (MP 241) to Beaver Brook (MP 246.5)	Widening/ New Capacity	\$ 250.0	\$ 200.0	Major corridor of state and national significance, and major truck route. Project will address severe weekend mobility issues related to recreational traffic. High mobility and economic benefits.	
6	3	4, 5	1	Greater Denver	Adams	I-25 North: TEL Expansion	Expand Tolled Express Lanes from current planned end at E-470 to SH 7. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.	E-470 to SH 7	Widening/ New Capacity	\$ 70.0	\$ 30.0	Completes TELs to originally planned target. Leverages local funds to build new interchange allowing for better functioning TELs, General Purpose lanes and potential transit expansion.	Split into two separate projects with updated name, description, termini, total project cost, and funding request.
7	3	4, 5	1	Greater Denver	Adams	I-25 North: US 36 to 120th	Improvements on I-25 between US36 and 120th. Potential improvements include: I-25/ Thornton Parkway Ramp, Aux lanes, additional lane between 84th Ave and Thornton Parkway and reconstruction of 88th Ave Bridge.	US 36 to 120th	Operational Improvements	\$ 95.0	\$ 50.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Split into two separate projects with updated name, description, termini, total project cost, and funding request.
8	5	1	1	Greater Denver	Douglas	I-25: Monument to Castle Rock	Expand capacity with Managed Lanes from Monument to Castle Rock as outlined in the PEL currently underway. Could be expanded north based on PEL outcomes.	Monument to Castle Rock	Widening/ New Capacity	\$ 270.0	\$ 100.0	Major corridor of state and national significance, and major truck route. Includes PEL and early action items on segment in between completed I-25 work in Denver area and Colorado Springs area.	Total project cost and funding request increased from \$27 M. Updated project description.
9	12	6	1	Greater Denver	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lane (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Empire Junction to Twin Tunnels.	Empire Junction (MP 231) to Twin Tunnels	Operational Improvements	\$ 170.0	\$ 100.0	Major corridor of state and national significance, and major truck route. Project will address severe weekend mobility issues related to recreational traffic. High mobility and economic benefits.	Funding request reduced from \$170 M. Updated project termini.
10	13	2	1	Greater Denver	Denver	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	Santa Fe to Alameda	Interchange Improvements	\$ 30.0	\$ 3.0	Major corridor of state and national significance. High mobility and economic benefits.	Revised funding request from \$30 M to \$3 M to reflect agreement with City and County of Denver. As part of the IGA between CDOT and the City of Denver for the I-70 East project, Denver has agreed to make this project its top priority for TIP funding in the next DRCOG TIP cycle.
11													

	SB 228 Project ID	Development Program Project ID	Region	TPR	County	Project	Project Description	Project Limits	Project Type	Total Project Cost (\$ M)	Funding Request (\$ M)	Reason for Selection	Updates
12	14	13	1	Greater Denver	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	US 6 and Wadsworth	Interchange Improvements	\$ 60.0	\$ 60.0	Regionally significant corridor. Serves major commercial center.	
13	15	15	1	Greater Denver	Adams	US 85: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	I-270 to 62nd Ave.	Interchange Improvements	\$ 35.0	\$ 35.0	Primary alternate to I-70. Critical during I-70 East construction. Significant truck route.	Updated project description and increased total project cost from \$25 M.
14	6	23	2	Pueblo	Pueblo	US 50 West of Pueblo WB	Widening of divided highway westbound from two lanes to three lanes.	Pueblo Boulevard (SH 45) to McCulloch Boulevard	Widening/ New Capacity	\$ 50.0	\$ 50.0	High mobility and economic benefits., as well as safety benefits. Provides access to major employers in area.	
15	7	18	2	Pueblo	Pueblo	I-25: 29th street section	Part of the Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads.	US 50 (MP 99) to SH 47 interchange (MP 101)	Widening/ New Capacity	\$ 52.0	\$ 52.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits. Also provides safety benefits by addressing a narrow bridge and problematic curves.	Total project cost increased from \$50 M.
16	8	25	2	Southeast	Prowers	US 287: Lamar Reliever Route	Construction of new two lane reliever route. A smaller Phase 1 project can be completed for \$30 M.	US 287 (MP 73 to MP 79) and US 50 (MP 433 to 435)	Widening/ New Capacity	\$ 160.0	\$ 160.0	Truck bypass on important Ports to Plains Freight Corridor.	Total project cost increased from \$75 M.
17	17	28	2	Pikes Peak	El Paso	SH 21: Research Parkway Interchange	Construction of new grade-separated interchange at SH 21 and Research Parkway.	North of Woodman Rd. (MP 149) to South of Briargate Parkway (MP 151)	Interchange Improvements	\$ 30.0	\$ 30.0	Only at grade intersection on this section of the SH21 corridor from Woodmen to Old Ranch Road. This will be the only at grade intersection in this section when the Old Ranch road interchange is completed as part of RAMP. High mobility benefits- identified as one of the top benefits in the area.	Total project cost increased from \$25 M.
18	24	N/A	2	Central Front Range	Park	US 285 Fairplay to Richmond Hill	Addition of passing lanes and shoulder widening.	Fairplay (MP 183) to Richmond Hill (MP 234)	Other Mobility Improvements	\$ 15.0	\$ 15.0	Strong mobility need for passing lanes. Corridor serves as alternate route to I-70 in event of closures.	
19	25	N/A	2	South Central	Huerfano	US 160 Mobility Improvements	Addition of passing lanes and shoulder widening at selected locations.	La Veta Pass (MP 278.63) to I-25 (MP 303.5)	Other Mobility Improvements	\$ 15.0	\$ 15.0	Improves mobility and safety on corridor providing connections to several major tourists destinations.	
20	9	30	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	I-70B (MP 4) to 15th St. (MP 6)	Widening/ New Capacity	\$ 20.0	\$ 16.0	Regionally significant corridor. Project will improve access, mobility, and safety. Provides access to major commercial area, and improves connection between I-70 and Colorado Mesa University.	Total project cost reduced from \$37.5 M and scope updated.
21	10	41	3	Northwest	Grand	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	Fraser (MP 226.5) to Winter Park (MP 229)	Widening/ New Capacity	\$ 11.0	\$ 11.0	Regionally significant tourism corridor. Will improve mobility in busy area with new development.	
22	18	34	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Interchange for safety and operations.	Dowd Canyon (MP 170 to MP 174)	Interchange Improvements	\$ 22.0	\$ 22.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits. West of Vail- serves significant tourism traffic as well as commuter traffic. Location has one of highest accident rates along I-70 corridor. Will improve substandard on-ramp at a sharp curve.	Total project cost increased from \$14 M. \$12-13 M for Phase I EB improvements, plus \$5-6 M for Phase II WB improvements, plus \$1.5 M for geohazard work.
23	19	38	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) Interchange including installation of a Diverging Diamond Interchange, extensive paving, curb, drainage. All 4 ramps affected, including new capacity on westbound on ramps.	MP 205 to MP 206	Interchange Improvements	\$ 20.0	\$ 19.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits. Provides access to major ski areas. Will reduce peak period travel times.	\$11 M request originally reported in error. Updated to \$20 M.
24	20	36	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consider addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	MP 202 to MP 203	Interchange Improvements	\$ 6.2	\$ 6.2	Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Total project cost increased from \$4.5 M. If striping only is feasible and bridge widening not required, project would only be \$1.08 M.
25	21	33	3	Intermountain	Eagle	I-70 Edwards Spur Road	Improvements to southern half of the Edwards Spur Rpad starting north of the roadway bridge and ending with connection to US 6 to the south. Improvements anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	I-70 G Spur Rd. (MP 0) to US 6 (MP 0.527)	Interchange Improvements	\$ 35.0	\$ 25.0	Provides connectivity to I-70. Bustang Stop. One of worst interchanges in Eagle/Summit County.	Project increased from \$15 M due to need for additional lane in each direction and \$5 M in multimodal improvements.

	SB 228 Project ID	Development Program Project ID	Region	TPR	County	Project	Project Description	Project Limits	Project Type	Total Project Cost (\$ M)	Funding Request (\$ M)	Reason for Selection	Updates
26	26	35	3	Intermountain	Eagle	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of 3 miles of roadway widening.	MP 180 to MP 195	Other Mobility Improvements	\$ 75.0	\$ 72.5	Major corridor of state and national significance, and major truck route. High mobility and economic benefits. Serves significant tourism traffic.	Total project cost increased from \$50 M.
27	27	37	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	MP 203 to MP 205	Other Mobility Improvements	\$ 11.2	\$ 10.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Total project cost increased from \$8 M.
28	28	45	3	Intermountain	Garfield	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Rifle (MP 4) to Rio Blanco County Line (MP 16)	Other Mobility Improvements	\$ 60.0	\$ 52.0	Adding shoulders will improve truck movement. Strong economic benefits given importance of corridor for freight and energy development.	Funding need reduced from \$60 M.
29	11	52	4	Greater Denver / North Front Range	Adams/ Broomfield/ Weld/ Larimer	I-25 North: SH 7 to SH 14	Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	SH 7 (MP 229) to SH 14 (MP 270)	Widening/ New Capacity	\$ 1,500.0	\$ 350.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Funding request increased from \$200 M. Total project cost increased from \$1,000 M.
30	22	58	4	North Front Range	Weld	US 34 / US85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration of the interchange more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as Spaghetti Junction.	US 85 (MP 112 to MP 114)	Interchange Improvements	\$ 100.0	\$ 99.0	Regionally significant corridor supporting freight, energy, oil, agriculture, and commuter traffic. Will update and reconfigure failing structures and improve mobility and operations.	Total project cost increased from \$75 M.
31	29	72	4	Eastern	Morgan/ Washington/ Lincoln	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	I-70 to Nebraska State Line.	Other Mobility Improvements	\$ 100.0	\$ 100.0	Congressionally designated high priority corridor (Heartland Expressway). Will add shoulders and improve roadway to Super 2. Improvements will attract truck traffic away from I-25 and other corridors.	Updated project description and limits.
32	23	92	5	Southwest	La Plata	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange.	Grandview Interchange south to CR 220 (MP 15.5)	Interchange Improvements	\$ 91.0	\$90 (\$10 M for ROW and design)	Congested corridor improves travel time and access. Connects to new development and hospital.	Total project cost increased from \$90 M.
33	30	94	5	Gunnison Valley	Ouray/ Montrose	US 550: Passing Lanes North of Ridgway	Addition of passing opportunities and mobility improvements to US 550, north of Ridgway. The project includes safety improvements with the addition of shoulder widening, curve corrections, and the installation of a wildlife underpass.	Ridgway (MP 111) to Colona (MP 117)	Other Mobility Improvements	\$ 27.0	\$ 27.0	Regionally significant corridor with heavy truck traffic. Passing lanes will improve mobility and wildlife mitigation will address animal-vehicle accidents in an area with one of the highest animal-vehicle accident rates in the state.	Total project cost increased from \$15 M.
34	31	85	5	San Luis Valley	Mineral	US 160: Wolf Creek Pass East Mobility Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass Environmental Assessment (EA). The design includes the addition of passing opportunities, mobility improvements, and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	Lake Creek (MP 175) to East of Chain Station (MP 180)	Other Mobility Improvements	\$ 45.3	\$ 45.3	Regionally significant corridor accessing Wolf Creek Ski Area. Freight corridor. Improves mobility on mountainous roadway pass.	Total project cost increased from \$35 M.
35	32	83	5	Southwest	La Plata	US 160 Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223, and a two lane bypass around Gem village. The project also includes the following safety improvements: shoulder widening, access consolidation, wildlife underpass and fencing, passing lane extension.	SH 172 (MP 93) to West of Gem Village (MP 101)	Other Mobility Improvements	\$ 21.5	\$ 21.5	Bypass and passing lanes will improve travel times. Connects two major communities in the area.	Updated name from US 160: Durango to Bayfield Passing and Mobility Improvements. Increased total project cost from \$20 M. and increased funding request.
36	33	90	5	Southwest	La Plata	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	MP 8-10	Other Mobility Improvements	\$ 26.6	\$ 26.6	Widening to 4 lanes will improve safety and travel times on congested corridor with no shoulders. Regionally significant corridor, freight route to New Mexico. Provides access to areas of new development.	US 550: New Mexico State Line North to Durango Passing and Mobility Improvements split into two projects- US 550 South: Sunnyside and US 550 South: Gap.
37	33	91	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	MP 9-12	Other Mobility Improvements	\$ 30.0	\$ 27.3	Widening to 4 lanes will improve safety and travel times on congested corridor with no shoulders. Regionally significant corridor, freight route to New Mexico. Provides access to areas of new development.	US 550: New Mexico State Line North to Durango Passing and Mobility Improvements split into two projects- US 550 South: Sunnyside and US 550 South: Gap.

SB 228 Project ID	Development Program Project ID	Region	TPR	County	Project	Project Description	Project Limits	Project Type	Total Project Cost (\$ M)	Funding Request (\$ M)	Reason for Selection	Updates
<b>Potential NEW Candidate SB 228 Highway Projects</b>												
38												
39	46	06	Statewide	Greater Denver Area	Denver, Douglas	I-25 South Metro/Managed Motorway Demonstration Project	The Colorado Managed Motorways project would build upon the Intelligent Transportation Systems (ITS) applications already present in the I-25 corridor, including ramp metering and traveler information systems, to improve the overall average speed and vehicular throughput in the corridor during peak demand (rush hour).	Ridgeway Pkwy. to University Blvd.	Operational Improvements	\$ 7.6	\$ 7.6	
40	47	06	Statewide	Greater Denver Area / Intermountain	Jefferson, Clear Creek, Summit, Eagle	I-70 Mountain Corridor Connected Vehicle (CV) Project	The primary goal of the CV Pilot Program is to maximize safety and mobility on the I-70 mountain corridor through probe data collection, vehicle-to-infrastructure (V2I) communication, and related decision support analysis to enable real-time traffic management and traveler information and safety applications.	C-470 to Vail	Operational Improvements	\$ 11.2	\$ 11.2	
41	34	3	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening.	Santa Fe to Bronco Arch	Widening/ New Capacity	\$ 60.0	\$ 60.0	
42	35	10	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite	Complete NEPA and final design for \$3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	I-25 to Yosemite	Widening/ New Capacity	\$ 60.0	\$ 60.0	
43	36	19	2	Pikes Peak Area	El Paso	I-25: Widening S. Academy to Circle/Lake	Widening of roadway to six lanes.	S. Academy Blvd. to Circle/Lake	Widening/ New Capacity	\$ 35.0	\$ 35.0	
44	37	21	2	Pikes Peak Area	El Paso	US 24 West: 8th Street to 31st St.	Widening of roadway from four to six lanes.	8th St. to 31st St.	Widening/ New Capacity	\$ 55.0	\$ 55.0	
45	38	22	2	Pikes Peak Area	El Paso	US 24 East: Widening Garrett/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett/Dodge Rd. to Stapleton Rd.	Garret/Dodge Rd. (MP 318.3) to Stapleton Rd. (MP 323.6)	Widening/ New Capacity	\$ 28.0	\$ 28.0	
46	39	44	3	Intermountain	Summit	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	MP 84.8 to MP 96	Other Mobility Improvements	\$ 10.0	\$ 9.0	
47	40	53	4	Eastern	Lincoln / Kit Carson	I-70: Seibert-West ASR Replacement	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	MP 402.3 to MP 406.9	Asset Mgmt.	\$ 17.5	\$ 17.5	
48	41	53	4	Eastern		I-70: Arriba-East and West HMA Failure	Overlay/reconstruction of failing Hot Mix Asphalt (HMA) pavement for 15.1 miles.	MP 380.0 to MP 395.1	Asset Mgmt.	\$ 56.5	\$ 56.5	
49	42	53	4	Eastern		I-70: Genoa-East and West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 11.3 miles.	MP 368.7 to MP 380	Asset Mgmt.	\$ 42.5	\$ 42.5	
50	43	53	4	Eastern		I-70: Burlington-West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 8.9 miles.	MP 427.4 to MP 436.3	Asset Mgmt.	\$ 33.5	\$ 33.5	
51	44	53	4	Eastern		I-70: East Spot Repairs- Flagler East and Cedar Point West	Replacement of distressed concrete pavement for 3 miles (Cedar Point West) and 5 miles (Flagler to Kansas State Line).	Flagler and Cedar Point West	Asset Mgmt.	\$ 30.0	\$ 30.0	
52	45	54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan to Brush	Asset Mgmt.	\$ 41.5	\$ 41.5	
53	46	54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan to Brush	Asset Mgmt.	\$ 58.5	\$ 58.5	

SB 228 Project ID	Development Program Project ID	Region	TPR	County	Project	Project Description	Project Limits	Project Type	Total Project Cost (\$ M)	Funding Request (\$ M)	Reason for Selection	Updates	
<b>Original Candidate SB 228 Transit Projects to be Removed</b>													
54	T17	N/A	Statewide	Southeast	Prowers, Bent, Otero, Las Animas	Position Colorado for Federal Funds by Providing a Match for Southwest Chief TIGER Application	Similar to the successful application by Garden City, KS, CDOT would position itself to be eligible for future TIGER grant opportunities. This is consistent with CDOT's State Freight & Passenger Rail Plan goal to be competitive for federal dollars.	Southwest Chief Amtrak line	Rail	\$ 3.0	\$ 3.0	High priority for consideration by the State as evidenced through the creation by the State Legislature of the Southwest Chief Commission. Regionally significant for tourism & economic development.	\$1 M from TC Contingency was a sufficient commitment, with commitments made by other parties, to win a TIGER VII grant. Project is proceeding to contract by June, and construction by first half of 2017.
<b>Original Candidate SB 228 Transit Projects</b>													
55	T02		Statewide	Statewide	Statewide	Bus Operational Improvements to Highway Projects	Includes transit signal priority treatments, bus stop/pullout, queue jump lanes, and bus-shoulder signing/stripping.	Specific locations TBD	Operational Improvements	\$ 16.1	\$ 16.1	Provides significant travel time improvements for minimal investment. "Maximize" budget category. Which strategies used depends upon highway project selection	Total project cost increased from \$15 M.
56	T08		Statewide	Statewide	Statewide	Transit Infrastructure Bank	Creation of Transit Infrastructure Bank providing the opportunity for larger scale regional transit projects to move forward with loan-based project delivery option.	Statewide	Other Mobility Improvements	\$ 10.0	\$ 10.0	Financing mechanism.	
57	T09		Statewide	Statewide	Statewide	Expansion Buses for Interregional, Regional Service	Purchase of buses to allow for the expansion of Bustang potentially to Pueblo, Greeley, or frequency enhancements on base routes. Allows expansion of regional commuter or rural regional service.	Denver to Greeley via SH 85 and Colorado Springs to Pueblo via I-25	Other Mobility Improvements	\$ 8.0	\$ 8.0	Strategic importance identified in Regional Transit Plans.	Total project cost increased from \$7.3 M.
58	T16	T2, T3	1	Greater Denver	Adams	North Metro Rail Line to 162nd Avenue	RTD is completing North Metro DUS to 124th. This project is 124th to 162nd Avenue, and is largely single track, with some double/passing track segments. Stations are initially built for 2-car consists w/ expandability to 4-car.	124th & Claude Ct. to 162nd Ave. and Colorado Blvd.	Rail	\$ 263.0	\$ 263.0	FasTracks completion is first/top rated passenger rail project in State Rail Plan. Required element for 2nd highest rated project, extending up into the North Front Range Region.	Total project cost increased from \$168 M based on RTD estimates.
59	T03		2	Pikes Peak	El Paso	I-25 Monument Interchange Park and Ride	Addition of northbound Park and Ride to I-25 Slip Ramp at Monument Interchange	I-25 and SH 105	Interchange Improvements	\$ 4.0	\$ 4.0	Travel time improvement of several minutes x 30 or more passengers per bus for each bus serving the Monument park and ride.	Total project cost increased from \$3.8 M.
60	T10		2	Pikes Peak	El Paso	I-25: Monument Park and Ride Expansion	Expansion of Park and Ride capacity to include an additional 100-120 spaces. The existing park and ride accommodates approximately 240 cars.	I-25 and SH 105	Transit Facilities	\$ 1.3	\$ 1.3	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from \$1.2 M.
61	T11		2	Pikes Peak	El Paso	I-25: Tejon Park and Ride Expansion and Reconstruction	Expansion of Park and Ride capacity to include up to an additional 100 spaces. The existing park and ride accommodates approximately 100 cars. The project will also improve access/egress for both cars and buses, leverage the site's potential for additional connections with regional and intercity buses, and improve safety and security with lighting and other measures.	I-25 and Tejon St.	Transit Facilities	\$ 1.6	\$ 1.6	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from \$1.5 M.
62	T12	T5	2	Pueblo	Pueblo	I-25 / US 50 Add new Pueblo Park and Ride for Carpools, Vanpools, and for Expansion of Bustang Express Bus	Construction of a 200 space originating Park and Ride on the west side of the I-25 / US 50 interchange at exit 101.	I-25 and US 50	Transit Facilities	\$ 2.2	\$ 2.2	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from \$2 M.
63	T06		3	Intermountain	Pitkin	Grade - Separated Pedestrian Crossing at Buttermilk Ski Base Area, Located at SH 82 / Owl Creek Road	Construction of grade-separated pedestrian crossing to improve mobility and safety for through motorists and transit patrons crossing from the south side of the Buttermilk Ski Area base to the north side SH 82 Bus Rapid Transit (BRT) stop.	SH 82 and Owl Creek Rd.	Other Mobility Improvements	\$ 5.4	\$ 5.4	Regional, state, and nationally-significant transit infrastructure for Colorado. This is a VelociRFTA BRT stop in both directions. This will serve working commuters and tourists/visitors alike.	Total project cost increased from \$5 M.
64	T07		3	Intermountain	Eagle	Grade - Separated Pedestrian Crossing at Town of Basalt	This project will improve speed and safety for through-motorists as well as speed and safety for transit patrons crossing from the southern side of the SH 82 where the park and ride is located to the northern side of SH 82 where the town center is.	SH 82 and Basalt Ave.	Other Mobility Improvements	\$ 5.4	\$ 5.4	Regional, state, and nationally-significant transit infrastructure for Colorado. This is a VelociRFTA BRT stop in both directions. This will serve working commuters, residents of Basalt, and tourists/visitors alike.	Total project cost increased from \$5 M.
65	T01		4	Greater Denver	Boulder	SH 119 Bus Rapid Transit	Bus Rapid Transit (BRT), or a high-quality, high capacity bus-based rapid transit system, along SH 119 between Boulder and Longmont. Components of project include bus pull-out/queue jump lanes, signal improvements, vehicles, and bus station canopies/shelters.	Boulder to Longmont	Operational Improvements	\$ 61.3	\$ 61.3	Highly rated project from RTD and NW Corridor Stakeholders. Strong mobility and economic benefits.	Total project cost increased from \$57.2 M.



	SB 228 Project ID	Development Program Project ID	Region	TPR	County	Project	Project Description	Project Limits	Project Type	Total Project Cost (\$ M)	Funding Request (\$ M)	Reason for Selection	Updates
68	T04		4	North Front Range	Larimer	US 34 / I-25 Interchange Reconfiguration: Add Kendall Parkway transit slip ramps	Addition of four total transit-only ramp components.		Interchange Improvements	\$ 16.1	\$ 16.1	Major corridor of regional/national significance. North I-25 EIS Commitment. Creates room for phased highway improvements. Improves bus operating efficiency and access capacity.	Total project cost increased from \$15 M.
69	T05		4	North Front Range	Larimer	US 34 / I-25 Interchange Reconfiguration: Relocate & expand US 34 (Loveland) Park and Ride	Relocation of 200 parking spaces from current location in northwest quadrant of interchange to one-quarter mile north of the interchange, and increase in parking capacity.		Interchange Improvements	\$ 3.2	\$ 3.2	Major corridor of regional/national significance. North I-25 EIS Commitment. Creates room for phased highway improvements. Improves bus operating efficiency and access capacity.	Total project cost increased from \$3 M.
70	T13	T11	4	North Front Range	Larimer	I-25 Expand Harmony/I-25 Park and Ride for Carpooling, Vanpooling, Local Transit Service and Bustang connectivity	Expansion of Park and Ride capacity to include an additional 200 spaces, possibly in two phases of 100 spaces each. The existing park and ride accommodates approximately 100 cars. This location has so much demand that it will be CDOT's first deployment of paid / managed parking.		Transit Facilities	\$ 3.2	\$ 3.2	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from \$3 M.
71	T14	T14	4	North Front Range	Larimer	Expand and Reconstruct SH 402 Park and Ride for Carpooling, Vanpooling, and Bustang Express Bus Service	This existing park and ride has 75 spaces, some on pavement, some informal on gravel. The project would formalize all the parking, expanding and reconstructing to accommodate 200 spaces, and to improve the access/egress movements for autos and for buses.		Transit Facilities	\$ 3.2	\$ 3.2	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from \$3 M.
72	T15		5	Southwest	San Miguel	Replace Gondola Cabins Used in Public Transportation	Replacement of gondola cabins. This gondola reduces both auto traffic on SH 145 as well as reducing the number of buses that would otherwise be needed to mitigate traffic.		Transit Facilities	\$ 21.4	\$ 21.4	The Telluride-Town of Mountain Village Gondola is a rare example of a gondola system being recognized by the Federal Transit Administration (FTA) as providing public transportation service beyond the more obvious recreation purpose.	Total project cost increased from \$20 M.
73	<b>Potential NEW Candidate SB 228 Transit Projects</b>												
74	N/A		1-5	Statewide	Statewide	Bustang and Rural Regional Park And Ride Enhancements & Additions	Add park and rides for Bustang in "outer ring" of Denver Region plus other locations. Improve park and rides with enhanced access	Statewide	Operational Improvements	\$ 40.0	\$ 40.0	Based on requests received after the opening of Bustang and the release on the original SB 228 List. Under development winter and spring 2016.	



**FAST Act**  
**Summary of Key Freight Provisions**  
**February 11, 2016**

**Freight Program Highlights**

The FAST Act places additional emphasis on freight planning and freight movement. It creates a National Multimodal Freight Policy, to be administered by the US Department of Transportation Undersecretary for Policy, to improve the condition and performance of the National Multimodal Freight Network (NMFN). The NMFN consists of:

- National Highway Freight Network
- Class I freight railroads
- Ports with annual foreign and domestic trade of at least two million short tons
- Inland and Intercostal waterways
- Great Lakes and St. Lawrence Seaway
- Maritime Administration marine highways
- 50 US airports with highest annual landed weight
- Other assets as identified by the Undersecretary of Policy (i.e., short-line railroads)
- States may seek additional assets on the NMFN with the input of various freight stakeholders, including critical rural freight assets.

The Act also establishes a **National Highway Freight Network (NHFN)** consisting of:

- A primary highway freight network (PHFN) of 41,518 miles identified by FHWA. See Table 1 for the PHFN in Colorado. Although not officially adopted there is a high probability these routes will be identified as PHFN in Colorado.
- Critical Rural Freight Corridors
  - Must meet minimum criteria
  - No more than 150 miles in Colorado
- Critical Urban Freight Corridors
  - Designated by MPOs in consultation with the State
  - No more than 75 miles in Colorado
- Any portion of the interstate system not include above

The FAST Act establishes both discretionary grant and formula programs to fund critical transportation projects that would benefit freight movement. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers. \$4.5 billion is authorized over the five years of the Act for the Nationally Significant Freight and Highway Projects discretionary grant program. CDOT will receive approximately \$85 million in formula distributions over the five years of the bill under the National Highway Freight Program.

**Nationally Significant Freight and Highway Projects (Grant) (Sec. 1105)**

*Purpose:* Provide financial assistance for projects of national or regional significance.

*Goals:*

- Improve safety, efficiency, and reliability of the movement of freight and people;
- Generate national or regional economic benefits and an increase in the global economic competitiveness of the US;

- Reduce highway congestion and bottlenecks;
- Improve connectivity between modes of freight transportation;
- Enhance resiliency of critical highway infrastructure and help protect the environment;
- Improve roadways vital to national energy security;
- Address the impact of population growth on the movement of people and freight.

*Funding Levels:*

2016	\$800m
2017	\$850m
2018	\$900m
2019	\$950m
2020	\$1,000m

*Grant Authority:* Except as otherwise provided, each grant shall be at least \$25m.

*Eligible Applicants:* A State or group of states; MPOs with a population over 200,000; local governments or groups of local governments; political subdivisions of a State or local government; special purpose district or public authority; Federal land management agency; tribal government or group of tribal governments; multistate or multijurisdictional group of any of the above entities.

*Eligible Projects:*

- Highway freight project on the National Highway Freight Network;
- Highway or bridge project on the NHS;
- A freight project that is:
  - A freight intermodal or freight rail project, or
  - Within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer or access into or out of the facility, or
  - A railway-highway grade separation project.
- Has eligible project costs reasonably expected to exceed:
  - \$100m, or
  - For a project located in one state, 30% of the federal-aid highway apportionment to the State in the most recent FY, or
  - For a project located in more than one state, 50% of the federal-aid highway apportionment to the State with the largest apportionment in the most recent FY.

*Limitation:* No more than \$500m of the total amount in the program (2016-2020) may be used for a freight project that is an intermodal or freight rail project or within the boundaries of a public or private freight rail, water, or intermodal facility.

*Small Projects:*

- 10% of grant funding is reserved each fiscal year for projects that do not satisfy the minimum project cost thresholds
- Each small project grant shall be at least \$5m.
- In addition to other applicable requirements, the Secretary shall consider:

- The cost-effectiveness of the project, and
- The effect of the proposed project on mobility in the State and region in which the project is carried out.

*Project Requirements:*

- Generate national or regional economic, mobility, or safety benefits;
- Be cost-effective;
- Contribute to accomplishment of one or more of the national goals described in section 150;
- Based on results of preliminary engineering;
- With respect to non-federal financial commitments:
  - One or more stable and dependable sources are available to construct, maintain, and operate the project; and
  - Contingency amounts are available to cover unanticipated cost increases.
- Cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor;
- Project reasonably expected to begin construction no more than 18 months after date of obligation of funds.

*Additional Considerations:*

- Utilization of nontraditional financing, innovative design and construction techniques, or innovative technologies;
- Utilization of non-Federal contributions; and
- Contributions to geographic diversity among grant recipients, including need to balance between rural and urban communities.

*Rural Areas:* The Secretary shall reserve at least 25% of funds (including amount for small projects) each fiscal year for grants in rural areas. Rural area means an area outside an urbanized area with a population over 200,000.

*Federal Share:* The Federal share of a project assisted with a grant under this program may not exceed 60%. Other Federal assistance may be used to satisfy the non-federal (40%) share of a project except that the total Federal assistance may not exceed 80% of the total project cost.

**National Highway Freight Program (Formula) (Sec. 1116)**

In General, formula funds are used “to improve the movement of freight on the National Highway Freight Network.” Each State’s formula distribution is based upon the number of Primary Highway Freight Network (PHFN) miles in that State relative to all PHFN miles. For States whose formula proportion is greater than or equal to two percent, it may obligate funds to any of the NHFN elements except for interstates that are not part of the PHFN. For States whose formula proportion is less than two percent, it may obligate funds to any segment of the NHFN, including all interstates.

Colorado is a “low primary highway freight system mileage” state so is eligible to use funds for projects on any component of the NHFN and not just the PHFN.

A project is eligible for funding if it:

- Contributes to the efficient movement of freight on the NHFN, and

- Is identified in a freight investment plan included in a freight plan
- Is an intermodal or freight rail project (except that a State can only obligate up to 10% of its total freight apportionment to these projects).

Projects may include, among other things:

- Development, engineering, and analytical activities;
- Construction, reconstruction and rehabilitation of infrastructure;
- ITS systems, including freight ITS;
- Rail-highway grade separation;
- Efforts to reduce environmental impacts;
- Truck specific infrastructure (including truck-only lanes, runaway and climbing lanes, and truck parking facilities);
- Electronic Cargo technologies;
- Diesel retrofits; and
- Additional road capacity to address highway freight bottlenecks.

### Other Resources

[US DOT National Highway Freight Program \(NHFP\) FAST Act Fact Sheet](#)

Table 1:

State	Route No	Start Point	End Point	Length (Miles)
CO	I225	I25	I70	12.13
CO	I25	NM/CO Line	CO/WY Line	299.00
CO	I270	I76	I70	4.95
CO	I70	UT/CO Line	CO/KS Line	451.46
CO	I76	I70	12.38 Miles North of I25	12.38
CO	S2	CO12R	I70	0.28
CO	S470	CO22A	I70	7.33
CO	U6	CO11L	I270	0.33
CO	U85	I25	2.08 Miles South of I25	2.08
Total				789.94

## Fixing America's Surface Transportation (FAST) Act Funding Summary for Colorado

Highway Programs	2016	2017	2018	2019	2020	Total
National Highway Performance Program	\$297,705,132	\$304,312,514	\$310,098,755	\$316,507,189	\$323,099,910	\$1,551,723,500
Surface Transportation Block Grant Program	\$137,015,364	\$140,516,942	\$143,558,486	\$146,342,615	\$149,830,157	\$717,263,564
Surface Transportation Block Grant Set-aside	\$10,486,329	\$10,486,329	\$10,703,299	\$10,703,299	\$10,703,299	\$53,082,555
STBGP Set-aside: Recreational Trails Program	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	\$7,958,260
Highway Safety Improvement Program	\$29,431,653	\$30,085,816	\$30,649,742	\$31,201,622	\$31,834,485	\$153,203,318
Railway-Highway Crossings Program	\$3,236,539	\$3,308,462	\$3,380,386	\$3,452,309	\$3,524,232	\$16,901,928
CMAQ Program	\$42,132,383	\$43,067,485	\$43,886,376	\$44,689,751	\$45,597,422	\$219,373,417
Metropolitan Planning	\$5,266,924	\$5,373,578	\$5,486,478	\$5,604,275	\$5,734,725	\$27,465,980
<b>National Freight Program</b>	<b>\$15,546,723</b>	<b>\$14,870,779</b>	<b>\$16,222,667</b>	<b>\$18,250,501</b>	<b>\$20,278,334</b>	<b>\$85,169,004</b>
<b>Total</b>	<b>\$542,414,715</b>	<b>\$553,615,574</b>	<b>\$565,579,859</b>	<b>\$578,345,232</b>	<b>\$592,196,236</b>	<b>\$2,832,151,616</b>
<b>Transit Programs</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
5303: Metropolitan Planning	\$1,807,282	\$1,844,151	\$1,882,878	\$1,922,795	\$1,963,558	\$9,420,664
5304: Statewide Planning	\$372,263	\$379,857	\$387,834	\$396,056	\$404,452	\$1,940,462
5307+5340: Urbanized Area Formula	\$74,345,208	\$75,863,206	\$77,506,323	\$79,505,365	\$81,219,297	\$388,439,399
5329(3): State Safety Oversight Program	\$536,630	\$547,362	\$558,857	\$570,704	\$582,803	\$2,796,356
5310: Enhanced Mobility for Adults and People with Disabilities	\$3,781,419	\$3,857,047	\$3,938,045	\$4,021,532	\$4,106,788	\$19,704,831
5311+5340: Non-urbanized Area Formula	\$11,158,622	\$11,408,398	\$11,674,316	\$11,948,201	\$12,228,030	\$58,417,567
5311(b)(3): RTAP	\$158,456	\$161,625	\$165,019	\$168,518	\$172,090	\$825,708
5311(c)(1): Indian Reservation Formula	\$182,995	\$182,995	\$182,995	\$182,995	\$182,995	\$914,975
High Intensity Fixed Guideway	\$13,880,464	\$14,116,715	\$14,360,514	\$14,607,801	\$14,859,341	\$71,824,835
High Intensity Motor Bus	\$420,108	\$427,258	\$434,634	\$442,121	\$449,735	\$2,173,856
5339: Bus and Bus Facilities Formula	\$6,225,267	\$6,382,263	\$6,550,237	\$6,723,078	\$6,899,443	\$32,780,288
5339: Statewide Allocation	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$8,750,000
<b>Total</b>	<b>\$114,620,730</b>	<b>\$116,922,894</b>	<b>\$119,393,670</b>	<b>\$122,241,185</b>	<b>\$124,820,552</b>	<b>\$597,988,941</b>



**DATE:** February 19, 2016

**TO:** State Transportation Advisory Committee (STAC)

**FROM:** Michelle Scheuerman, Statewide Planning Manager

**Subject:** Statewide Plan Development Lessons Learned Process Update

**Background**

At the January 2015 STAC meeting, staff provided STAC an outline of the process for developing a white paper on lessons learned from the Statewide Plan and Regional Transportation Plan development. STAC members also reviewed a series of potential questions, which are now being used for conducting interviews with plan participants and planning partners. STAC members also requested an opportunity to discuss the lessons learned with the members of their TPR. Under a separate memo, DTD has provided the TPR chairs with a kit of materials to assist with holding lessons learned discussions with their individual TPRs.

**February Lessons Learned Update**

At the February STAC meeting, DTD staff will review the following with STAC, to provide an update on the lessons learned process to-date.

- A high-level summary of the top ten items that have been most frequently mentioned in the approximately 15 lessons learned interviews and small group discussions that will have been held as of the February 26<sup>th</sup> STAC meeting.
- A description of the materials provided to TPR chairs to assist with holding lessons learned discussions with their individual TPRs.
- An update on the lessons learned process per the schedule graphic provided below.

**Next Steps**

**Anticipated Lessons Learned Timetable**

February – Pre-STAC	February – STAC and SWMPO Meetings	March	April
<ul style="list-style-type: none"> <li>• Provide material so TPR STAC reps can conduct their own Lessons Learned Discussions</li> <li>• Conduct internal CDOT Lessons Learned Interviews</li> </ul>	<ul style="list-style-type: none"> <li>• STAC – Review internal Lessons Learned results, Review material provided so TPRs can conduct their own discussions</li> <li>• SWMPO – Conduct a Lessons Learned Small Group Discussion (Staff Level)</li> </ul>	<ul style="list-style-type: none"> <li>• TPRs conducting Lessons Learned discussions as they deem appropriate (liaisons available to help)</li> <li>• STAC Meeting – Review updated Lessons Learned to-date, decide on workshop format for April meeting</li> </ul>	<ul style="list-style-type: none"> <li>• TPRs conclude lessons learned discussions (for inclusion in STAC Workshop)</li> <li>• STAC Workshop on Lessons Learned – Discussion/Prioritization of top Lessons Learned</li> </ul>

\*Please note that any TPR-level information gathered in May will be incorporated in final document.