



**COLORADO**

Department of  
Transportation

**Statewide Transportation Advisory Committee (STAC)  
October 28, 2016  
9:00 AM – 9:50 AM  
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO**

**Regular Meeting - Agenda**

- 9:00-9:05** Welcome and Introductions – Vince Rogalski, STAC Chair
- 9:05-9:10** Approval of September Meeting Minutes – Vince Rogalski
- 9:10-9:15** Transportation Commission Report (Informational Update) – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:15-9:30** FY 18 Budget Workshop (Informational Update) – Maria Sobota, Chief Financial Officer
- Review of the FY 17 CDOT budget.
- 9:30-9:40** Development Program and Project Selection (Informational Update/Discussion) – Jeff Sudmeier, CDOT Division of Transportation Development (DTD)
- Discussion of next steps with the Development Program and project selection for SB 228, new formula freight program, and discretionary grants.
- 9:40-9:50** Multimodal Freight Plan and State Freight and Passenger Rail Plan (Informational Update) – Jeff Sudmeier, CDOT DTD
- Kick-off of freight plan development and overview of approach.
- 9:50-10:00** Adjourn

**STAC Workshop - Agenda**

- 10:00-10:10** Welcome and Purpose of Workshop – Vince Rogalski
- Welcome, introductions, review of agenda and purpose of workshop
- 10:10-10:20** House Bill 16-1018 Purpose and Intent – Rep. Terri Carver, Colorado House District 20
- Comments from Rep. Terri Carver regarding the purpose and intent of House Bill 16-108: Transportation Advisory Committee Procedures
- 10:20-10:30** Transportation Commission and STAC Partnership – Gary Reiff
- Comments from Transportation Commission Chair Gary Reiff regarding the partnership between the STAC and Transportation Commission
- 10:30-11:00** Areas of Advice and Comment
- Discussion of areas of STAC advice and comment. Building on what is identified in House Bill 16-1018, how can this be further defined? What are specific topics?
- 11:00-11:35** Communication Protocols
- Discussion of communication protocols for improved communication with STAC, including communication with the Transportation Commission
- 11:35-11:45** TPR IGAS, Bylaws, and Elections
- Discussion of need for updated TPR IGAs and Bylaws, and TPR annual elections
- 11:45 - 11:55** STAC Elections (Informational Update) – Vince Rogalski
- Election of STAC Chair and Vice-Chair
- 11:55 – 12:00** Wrap Up

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

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



## **Statewide Transportation Advisory Committee (STAC) Future Agenda Topics**

### **December 2, 2016 Meeting**

- **FY 17-18 CDOT Budget**
  - Update on draft FY 17-18 CDOT Budget
- **10-Year Development Program / Project Selection**
  - Continued discussion of next steps with the 10-Year Development Program and project selection, including SB 228, National Highway Freight Program and discretionary grants
- **Development Program Bike and Ped Needs**
  - Discussion of identification of bike and ped needs in the Development Program
- **Workshop Follow Up**
  - Follow up, continued discussion from October STAC Workshop
- **Future Agenda Topics**
  - Based on STAC Workshop discussion on STAC role, areas of advice and comment, discussion of agenda topics and timing for 2017 STAC meetings

**Draft STAC Meeting Minutes  
September 23, 2016**

**Location:** CDOT Headquarters Auditorium  
**Date/Time:** September 23, 9:00 a.m. - 11:30 a.m.  
**Chairman:** Vince Rogalski, STAC Chair  
**Attendance:**

In Person: Vince Rogalski (GV), Terri Blackmore (NFRMPO), Sean Conway (NFRMPO), Jody Rosier (SUIT), George Wilkinson (SLV), Elise Jones (DRCOG), Jacob Riger (DRCOG), John Adams (PACOG), Norm Steen (PPACG), Chuck Grobe (NW), Jim Baldwin (SE), Walt Boulden (SC), Todd Hollenbeck (GVMPO), Turner Smith (PPACG), Craig Casper (PPACG), Peter Baier (GVMPO), Thad Noll (IM), Trent Bushner (EA), Gary Beedy (EA), Barbara Kirkmeyer (UFR).

On the Phone: Kevin Hall (SW).

<b>Agenda Items/ Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
<p>Introductions &amp; August Minutes / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> <li>• Review and approval of August STAC Minutes. No corrections or additions.</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>• CDOT Division of Transit &amp; Rail provided an overview of funding for 5311 funding changes (see packet).</li> <li>• PD 14 was discussed and is on the agenda for later today.</li> <li>• Budget reconciliation for FY15/16 identified surplus of \$85 million, Federal Distribution added another \$48 million.               <ul style="list-style-type: none"> <li>○ No discussion this month but TC approval and decision-making is scheduled for October.</li> </ul> </li> <li>• Resiliency committee emphasized that there is no new funding identified for improvements in this field but identified a pilot study for I-70.</li> <li>• RoadX presentation was given to the TC and will be shared with the STAC at a future meeting.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• Approval given for the Region 2 building location following a long discussion. A site in Pueblo has been selected, as has a design that includes Colorado State Patrol.</li> <li>• Vince Rogalski is serving on the reinstated Efficiency and Accountability Committee, which is currently in the process of evaluating the FASTER motor vehicle fees in terms of how they were collected and documented.             <ul style="list-style-type: none"> <li>○ Held one meeting thus far and will go until December 2016 before going into recess and restarting after the legislative session.</li> </ul> </li> </ul>	
<p>TPR Reports / STAC Representatives</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <u>DRCOG</u>: Metro Vision 2040 public review is occurring with a hearing scheduled for November and final release anticipated in December. Other complementary documents will be distributed thereafter.</li> <li>• <u>GVMPO</u>: Two CNG buses approved for funding from federal program (only system in state to receive them); working with Region 3 on funding for SH 340 project.</li> <li>• <u>NFRMPO</u>: FY 2020 and 2021 projects have been scored by TAC and gone to the planning council and there will be a call for projects in October; will host an EV drive event in Johnstown before the next council meeting; US 34 PEL Loveland to Kersey will announce contractor soon; construction on Berthoud Hill is moving along and we're looking forward to completion in the next 60 days; NFRMPO offices are being reconfigured; I-25 crossroads project is underway; VW settlement public outreach is being developed.</li> <li>• <u>PACOG</u>: US 50 west of Pueblo almost complete; alternatives for West Pueblo Connection have been identified by stakeholders and will host public meeting on 10/20 to discuss; preparing to do a transit feasibility study for potential route restructuring.</li> <li>• <u>PPACG</u>: I-25 Cimarron interchange still on schedule and under budget, completion next fall, recent lane closures went smoothly; some discussion of potential projects in the area to use VW settlement money on; working with local legislators to add Development Program projects to the Transbond I bill.</li> <li>• <u>Central Front Range</u>:</li> <li>• <u>Eastern</u>: Attended the Ports-to-Plains meeting in Texas, I-27 corridor to extend possibly south, maybe link to I-25, will continue conversations on this or maybe consider options to link to I-70, noted that Texas is the 10th</li> </ul>	<p>No action taken.</p>

	<p>largest economy in the world, also that significant freight traffic is shifting from California to Texas as a result of a new bridge build in Mexico.</p> <ul style="list-style-type: none"> <li>• <u>Gunnison Valley</u>: US 50 project east and west of Gunnison is almost finished but experiencing some delays; working to rebuild slipping sections west of Blue Creek Canyon; next year will begin on the east side of Blue Creek Canyon with \$18 million from the FLAP program; last TPR meeting had strong turnout and largely focused on safety issues due to two recent fatalities and CDOT is investigating center lane rumble strips to improve safety in that area and evaluating tradeoffs; at the next TPR meeting crash data will be discussed to help set priorities for the area.</li> <li>• <u>Intermountain</u>: Preparing for winter project shutdown; Vail underpass RAMP project on I-70 continuing work and will not ready until next summer; SH 9 Frisco – Breckenridge making decision on new alignment, will either leave one lane open on new alignment or use the old alignment; TAP grant applications are in and currently being scored, will be reviewed with TPR chairs in the next few weeks, \$3 million available for the region, but \$10 million have been requested.</li> <li>• <u>Northwest</u>: Finishing up some projects in the region, nice to have asphalt all the way along SH 9 at this point.</li> <li>• <u>San Luis Valley</u>: Projects wrapping up in the San Luis Valley including SH 17 shoulder widening, Wolf Creek Pass guard rails and paving; Trout Creek Pass project is also moving along.</li> <li>• <u>South Central</u>: Not much to report, just wrapping up summer projects.</li> <li>• <u>Southeast</u>: US 50 chip seal ongoing; CDOT county meeting was held two weeks ago and went well.</li> <li>• <u>Southwest</u>: TPR will meet two weeks from today; RAMP project dedication will be held on October 13<sup>th</sup>.</li> <li>• <u>Southern Ute Indian Tribe</u>: Region 5 held a tribal coordination meeting and identified a number of good projects for future collaboration.</li> <li>• <u>Federal Highway Administration</u>: End of the fiscal year is approaching on September 30<sup>th</sup> and we're in need of a continuing resolution from Congress, FHWA anticipating multiple extensions in the next 6 months based on the outcomes of the November election.</li> </ul>	
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<p>Policy Directive (PD) 14 Current Performance and Strategies / Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Reviewed goals for performance measures with TC this month and will use this information for budget setting that decides where to direct funding.</li> <li>• Maria will talk afterwards about budget impacts. The main goal areas are safety, infrastructure condition, maintenance, and system performance.</li> <li>• Maintenance goals are currently not being met.</li> <li>• In safety, a third of fatalities are not wearing seat belts and the TC supports a primary seatbelt law; also developing a new measure for bike/pedestrian crashes to help assess locations to identify themes.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Peter Baier</u>: 48% of statewide crashes occur in rural areas despite only 15% - 18% of the public living there, so we need to make sure that the Highway Safety Improvement Plan (HSIP) talks about rural roads and the disparities, such as rural drivers being six times more likely to crash while texting as compared to intoxicated.</li> <li>• <u>Debra Perkins-Smith</u>: Agreed, and distracted driving is being investigated as part of providing better numbers to breakdown crash factors. There are eight emphasis areas in the HSIP and one of them is distracted driving. DTD will send out additional information on this topics to STAC.</li> <li>• <u>John Adams</u>: Are you considering the impacts of autonomous vehicles on these performance targets?</li> <li>• <u>Debra Perkins-Smith</u>: We are definitely hopeful that these will contribute to a decrease in crashes, but we don't yet have enough data to estimate the impacts.</li> <li>• <u>Vince Roglaski</u>: Newer vehicles already have lots to crash prevention technologies and soon will be connected to infrastructure and other vehicles. One key question will be whether driver licenses will be needed in the future.</li> <li>• <u>John Adams</u>: We understand that these vehicles may cut crashes by as much as 80%, and also increase capacity by grouping vehicles closer together.</li> </ul> <p><b>Presentation</b></p>	<p>No action taken.</p>
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	<ul style="list-style-type: none"> <li>• Proposed changes for performance measures in PD14 are highlighted in red on handout. The PTI goal is for 90% of interstates to achieve a 1.05 PTI – currently the figure is 85.4% so there’s work to do there to meet that goal.</li> <li>• RoadX and operations projects will hopefully contribute to meeting the PTI goal.</li> <li>• Instead of making changes to safety targets right now, we have decided to assess how well they are currently being met and wait for new federal rule-making before determining new measures.</li> <li>• Transit ridership data is still forthcoming to help status of meeting performance goals.</li> <li>• The previous infrastructure goal for transit was for each provider to have a transit asset management plan (TAM), but this has been replaced by a statewide goal due to new regulations from FTA. The goal is for 65% of rural transit vehicles to be at fair, good, excellent condition, and actually we’re currently at 81%.</li> <li>• For surface treatment, we are anticipating a big dip in overall condition in the next ten years based on the infrastructure lifecycle, and in response will dedicate an additional \$10 million to surface treatment maintenance projects to help make up the gap.</li> <li>• In terms of bridges we are doing well generally but not meeting performance goals for preventative maintenance, for example addressing scour, unsealed decks, and leaking expansion joints. A proposal to transfer \$15 million in funds from Bridge Enterprise (BE) to preventative maintenance has been recommended to address this.</li> <li>• Also proposing to add funds to Asset Management for other assets, including buildings, ITS, traffic signals, walls, tunnels, etc. that are currently below our goals in terms of condition.</li> <li>• Next month, the TC will be requested via resolution to approve proposed changes to PD 14. None of these changes are major; most are technical changes or changes relating to new federal guidance.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Trent Bushner</u>: Something to consider is that due to our continued growth in population and VMT, CDOT’s statistics may not accurately reflect the true change in crash rates, deaths, and other safety measures.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>Debra Perkins-Smith</u>: CDOT has accounted for this in previous years to show that increases in crashes were not as bad as they might seem due to concurrent population and VMT growth because the overall rate decreased, however this year the crash rate itself has actually increased beyond just population and VMT growth.</li> <li>• <u>Trent Bushner</u>: Does any of this safety change hinge on the legal use of marijuana?</li> <li>• <u>Debra Perkins-Smith</u>: It is difficult to track the instance of drivers under the influence of marijuana because it is harder to test for that than alcohol, so those rates may be underreported.</li> <li>• <u>Sean Conway</u>: My impression is that DUI is still considered the most common contributor to fatalities. Is it still the leading cause?</li> <li>• <u>Jeff Sudmeier</u>: Like with marijuana, distracted driving is difficult to show statistically since it's hard to document at the scene of a crash. Our safety folks are trying to develop better metrics for tracking these types of new challenges.</li> <li>• <u>John Cater</u>: In terms of targets, do you feel that these require further adjustment or are they pretty good as is?</li> <li>• <u>Debra Perkins-Smith</u>: This is only our second year so at this point we're thinking of keeping them in place and assessing how appropriate they are. For instance with the transit goal we didn't have good data before and now find that we're significantly above the target that we set. We're also waiting for some upcoming rulemaking before we change these to make sure they align with that.</li> </ul>	
<p>Revenue and Contingency Reconciliation / Maria Sobota (CDOT Division of Accounting and Finance)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• CDOT's cash balance will be impacted by the schedule of federal continuing resolutions since we would receive our expected funding at various points throughout the year rather than all at once in October as we normally do.</li> <li>• However, for cash balance in general, CDOT has had lots of success this year and the overall cash balance has been reduced over \$800 million in the past 2.5 years. The team has practices and policies in place to ensure that projects continue to be built and to flag areas of risk related to continuing resolutions or other unexpected changes, and currently our</li> </ul>	<p>No action taken.</p>



	<p>model shows only a 1 in 1,000 chance of a project not being completed as a result of this federal funding change.</p> <ul style="list-style-type: none"> <li>• The description of the budget being shared today is for a 3-year horizon. Information will be at a high level, and next month we will come back with a one-page budget and other more detailed documentation.</li> <li>• Updated SB 228 economic forecasts were obtained earlier this week and indicate the following: <ul style="list-style-type: none"> <li>○ CDOT has already received \$199 million for FY15/16 and 10% went to transit.</li> <li>○ CDOT is set to receive \$158 million for FY16/17, with 10% of this transfer also dedicated to transit. At this point it would require new legislation for this transfer to be cancelled. DTD will be discussing SB 228 project selection – we want to demonstrate what projects would be foregone if funding were eliminated.</li> <li>○ The latest forecast from OSPB for FY17/18 is \$100 million (the Legislative Council forecast is for \$200 million) and for FY18/19 is \$100 million (with both forecasts in agreement).</li> </ul> </li> <li>• For FY15/16 CDOT has received a federal redistribution sum of \$48 million in additional federal obligation (the highest we've ever received) – as well as additional state revenues of \$34 million. After subtracting some funds that must be spent on damaged roads, we have about \$75 million in extra funds that we can apply to projects. We have made recommendations to TC about how best to use these funds and will request approval in October.</li> <li>• Debt service payments of \$167 million expire in December 2016, and TC has already approved moving these new funds into asset management to help meet our goals in that area.</li> <li>• Currently the Transportation Commission Contingency Reserve Fund (TCCRF) has approximately \$108 million available from a combination of increased revenue, federal redistribution, roll-forwards, and the like. Requests for how to use this money include: <ul style="list-style-type: none"> <li>○ \$15 million transfer federal funds to Bridge Enterprise with the intention of improving preventative bridge maintenance.</li> <li>○ \$1 million for a striping initiative.</li> <li>○ \$11.5 million for TSMO for projects including cover bottleneck reduction, expanded safety patrol operations in Region 1 and I-25 North, and enhancement of operations and training.</li> </ul> </li> </ul>	
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	<ul style="list-style-type: none"> <li>○ \$13.7 million for RoadX for \$4 million Smart 70 connected vehicle corridor, \$8.5 million for Big Data platform blueprint, \$750,000 to establish statewide broadband office in conjunction with OEDIT, \$500,000 to study bike/pedestrian interface with autonomous vehicles.</li> <li>○ \$12 million for Risk &amp; Resiliency, including required state match for flood repairs.</li> <li>○ \$38 million for monthly emergency set-aside for next fiscal year.</li> <li>○ Also includes funds for significant right-of-way acquisition currently underway.</li> <li>● None of the above items have been approved by the Transportation Commission at this time, but the TC will meet in October to approve or reject these and other staff proposals for the budget.</li> </ul> <p><b>STAC Comments</b>  <u>Craig Casper</u>: For the debt service, what is the color of money?  <u>Maria Sobota</u>: Those are state funds, so very flexible.</p>	
<b>BREAK</b>		
<p>National Highway Freight Program / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>● New FAST Act Freight programs are prompting several new corridor designations: critical urban, critical rural, and national multimodal freight corridors.</li> <li>● A project must be on the National Highway Freight Network in order to be eligible for funding under the new formula freight program, which provides about \$15 million in funding annually.</li> <li>● CDOT is kicking off the Multimodal Freight Plan (MFP) and the State Freight and Passenger Rail Plan (SFPRP), which will identify the long-term process to continue freight programs through that planning process for FY18/19 and beyond.</li> <li>● In order to deploy funds quickly, we'll select projects for FY 16 and FY 17 this fall/winter.</li> <li>● CDOT will try to stretch these formula funds as much as possible and include geographic equity as an important consideration.</li> <li>● A work group has been formed and CDOT region planners and environmental staff are included to help identify criteria that are robust,</li> </ul>	<p>No action taken.</p>

	<p>straightforward, transparent, and easily understood. A broad range of eligibility will be retained to provide flexibility.</p> <ul style="list-style-type: none"> <li>○ Basic eligibility criteria have been identified, three of which are federally required and two that are at the state level.</li> <li>○ A long list of federal activities are eligible for this program.</li> <li>○ Other evaluation criteria are taken from State Highway Freight Plan and Statewide Transportation Plan goal areas, including Safety, Mobility, Maintenance, and Economic Vitality. Others being considered are resiliency and ability to leverage funds.</li> </ul> <ul style="list-style-type: none"> <li>● Next Steps: the working group will focus on criteria refinement and how to measure each, depending on what data is available to do so. Regions will then identify projects from various sources for consideration.</li> <li>● The timeline for completing the process will be from November to December of 2016.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>● <u>Thad Noll</u>: Overall I like the criteria, but I'd advise you to take care regarding the leveraging fund criteria. A lot of the areas on the Eastern Plains that need these types of improvement have less opportunity to contribute. We don't want to establish a "pay to play" system.</li> <li>● <u>Jeff Sudmeier</u>: That's a great point and we've discussed internally with staff that there needs to be some regional context to that criteria given the differences in need and resources throughout the state.</li> <li>● <u>Vince Rogalski</u>: Economic vitality and connectivity are important, and having tools to plan routes is a top goal for drivers.</li> <li>● <u>Norm Steen</u>: Sometimes when we have a dedicated fund for something we consider it taken care of and spend the rest of our money elsewhere. Freight is important to the general economy and transportation system, so we should be sure not to spend this money on freight and then ignore all other funding sources and project needs.</li> <li>● <u>Jeff Sudmeier</u>: Agreed, and CDOT sees the potential to mix and match SB 228 and other funds with these two freight programs to maximize our resources.</li> <li>● <u>Norm Steen</u>: How does this funding of projects align with the designation of specific corridors, and when do those corridor designations change?</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>Jeff Sudmeier</u>: CDOT is planning to conduct the project selection and corridor identification process in tandem, synthesized at a statewide level to identify key projects first and designate corridors thereafter. We're going to be designating more corridors than we'll have money to fund projects for right away. We just want to make sure that corridor designations are consistent with the projects we are considering.</li> <li>• <u>Gary Beedy</u>: It might be a good idea to ensure that corridors seeking designation or funding are maintaining limited access control policies and local zoning that encourage the free and open movement for freight.</li> <li>• <u>Turner Smith</u>: Is CDOT talking to industry leaders about this?</li> <li>• <u>Jeff Sudmeier</u>: Yes, through the Freight Advisory Council (FAC). The next FAC meeting is on October 11<sup>th</sup> and we will have a similar discussion to the one we're having today at STAC. To date, the FAC has provided input on short-term needs such as truck parking and commercial vehicle safety.</li> <li>• <u>Turner Smith</u>: Is the FAC just for trucks or does it include rail and pipelines as well?</li> <li>• <u>Jeff Sudmeier</u>: Rail is included, with BNSF, Union Pacific, and Great West currently represented on the FAC. To date, no pipelines are included in the discussion.</li> <li>• <u>Sean Conway</u>: Please encourage pipeline representatives to be included in the future. Up north there is a lot of truck-to-pipeline traffic occurring and building out that infrastructure also reduces the amount of truck traffic on the roads.</li> </ul>	
<p>10-Year Development Program / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Last winter we started a process to inventory major investment needs using Regional Transportation Plans (RTPs) and other project lists.</li> <li>• In spring we identified an extensive list, without priority, of about \$9 billion.</li> <li>• Needed input to identify higher priority projects to address over the next 10-year window.</li> <li>• Regions, TPRs, and MPOs provided input over the spring and summer.</li> <li>• Now we are down to a Tier 1 list totaling \$2.5 billion and a Tier 2 list of another \$5 billion.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• The yellow projects in the handout are the Tier 1, 10-Year Development Program projects representing some of the highest project priorities. Staff are near finalizing the list.</li> <li>• We are requesting that STAC review the document and submit any additional comments to the region planners over the next few weeks.</li> <li>• Related to the I-25 North project, the TC has pledged \$130 million but the specific source is not identified. Local communities contributed \$30 million to the project.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Terri Blackmore</u>: Is this document showing only the Development Program highway projects, or transit and bike/ped as well?</li> <li>• <u>Jeff Sudmeier</u>: The Development Program will include highway, transit, and bike/ped projects. However, the transit portion is still under development. Please feel free to submit your comments on transit projects to DTR as they work toward the final list, which represents \$500 million for the Tier 1 portion and a total of \$2 billion for all transit projects. Bike/Pedestrian priorities will also be identified. An updated policy and procedural directive will ensure that bike and pedestrian accommodations are provided, when appropriate, on all CDOT projects as a matter of course. We are also conducting an inventory of bike/ped facilities, so staff will add more project information in later based on the results of those two efforts. Additionally, many of the highway and transit projects included here have bike and pedestrian elements.</li> <li>• <u>Debra Perkins-Smith</u>: Additional operations and freight projects have also been identified and are included.</li> </ul> <p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• For SB 228 funds, there are between \$380 and \$490 million that may become available in the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> years of transfers.</li> <li>• A workshop is scheduled for October 2016 to discuss the Development Program and SB 228 with the Transportation Commission and solicit their</li> </ul>	
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	<p>advice on how to use this new tool to identify project priorities for those funds.</p> <ul style="list-style-type: none"> <li>• We're working with the RTDs to identify projects that are shovel-ready by the end of 2018 and strategic in nature. All of the original candidate SB 228 projects are included in the Development Program. Geographic equity will also be a consideration, as will the ability to leverage outside funds and the fulfillment of other statewide goals such as safety, mobility, maintenance, economic vitality, and resiliency.</li> <li>• We would like to ask this group for input on criteria.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Terri Blackmore</u>: Are the yellow areas at the bottom showing the totals? Can those be broken out by area to emphasize the geographic area? And also show a total for all the tiers?</li> <li>• <u>Jeff Sudmeier</u>: We can add that for easier viewing. We'll update it to better show those items.</li> <li>• <u>Terri Blackmore</u>: Please find a way to reflect geographic equity on the table.</li> <li>• <u>Jeff Sudmeier</u>: For Tier 1 we worked with the regions to reflect historical expectations around equity, but Tier 2 was more fiscally unconstrained so it varies a bit more by region there since it's more of an inventory.</li> <li>• <u>Craig Casper</u>: Can we combine the EA segments for PPACG into one project on the Development Program?</li> <li>• <u>Jeff Sudmeier</u>: The Regions, in many cases, tried to break projects into smaller phases to reflect different options to move a project forward at different levels of funding.</li> <li>• <u>Debra Perkins-Smith</u>: The Transportation Commission will hold a SB 228 workshop to discuss this topic further and staff will provide an update to the STAC in October.</li> </ul>	
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<p>Rest Area Study / Joshua Laipply (CDOT Chief Engineer)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• CDPHE has closed the rest area at Deer Trail, which spurred the broader evaluation of rest areas throughout the state.</li> <li>• Rest areas cost \$2.3 million to maintain annually. It would cost \$15 million to bring system conditions up to B+ and upkeep of \$5 million to \$6 million per year. There are in total 27 rest areas.</li> <li>• In the past, CDOT adopted an ad-hoc approach to rest areas maintenance.</li> <li>• Priorities for these facilities include serving as welcome centers that are safe, clean, and comfortable, and those with proximity to scenic areas are a higher priority.</li> <li>• The US Forest Service (USFS) is also working on their rest areas and CDOT is considering opportunities for coordination.</li> <li>• This project is just a rest area assessment with criteria, which will eventually be used to develop a policy for CDOT rest areas.</li> <li>• Current criteria include compliance with federal guidelines, safety, crash data, facility quality, customer service, financial obligations, and environmental and health impacts.</li> <li>• Next steps are to develop a draft policy, integrate with the CDOT truck parking study, finalize evaluation, and develop strategies for all sites.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Joshua Laipply</u>: In terms of criteria, are we missing anything?</li> <li>• <u>Terri Blackmore</u>: Are all rest areas ADA accessible?</li> <li>• <u>Joshua Laipply</u>: Federal requirements are distance based, meaning that we would need about four facilities across the state rather than everything currently on that list. Currently they are not all ADA accessible.</li> <li>• <u>Thad Noll</u>: Is there any way to get concessions at any of these?</li> <li>• Joshua Laipply: That is prohibited by federal law since they would constitute government competition with private business. Exceptions to that rule are only those that were grandfathered in when the policy was made. If a facility is on a tolled roadway then they are permitted, but along state highways only vending machines are allowed.</li> </ul>	<p>No action taken.</p>
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	<ul style="list-style-type: none"> <li>• <u>Gary Beedy</u>: Has there been any coordination with state tourism officials on this?</li> <li>• <u>Mary Jo Vobejda (CH2M Hill Consultant)</u>: CDOT staff met with the Colorado tourism board in an attempt to form partnerships with CDOT and tourism boards and also in some instances with the USFS, who are interested in divesting some fo their own rest stops.</li> <li>• <u>John Cater</u>: Are you looking at usage statistics as well?</li> <li>• <u>Mary Jo Vobejda (CH2M Hill Consultant)</u>: Yes, we used water usage at each rest area to calculate that figure, though the accuracy of that approach may be not be high. Locals will tell you that rest areas are used much more frequently than what our numbers indicate.</li> <li>• <u>Turner Smith</u>: If a rest stop has been closed, may it be sold to commercial operations?</li> <li>• <u>Joshua Laipply</u>: If we can show no transportation need or use, we are allowed to divest from a given rest area. At this point we are focused on assessing the truck parking situation before we consider selling any rest areas, since some of those may have a better use for trucks than as rest stops.</li> <li>• <u>Jody Rosier</u>: I wouldn't expand rest stops in scenic areas since they are protected, but just improve them.</li> <li>• <u>Turner Smith</u>: I recently heard about an app to help truckers locate parking more easily, are we doing anything like that?</li> <li>• <u>Debra Perkins-Smith</u>: There are several Midwestern states testing an app that would help drivers locate truck parking across multiple states Colorado applied for a grant to fund this sort of program but wasn't selected. However, CDOT is pursuing a pilot through its RoadX Program and based on that we will decide whether to expand it more broadly across the state.</li> </ul>	
<p>STAC Workshop – Overview &amp; Purpose / Vince Roglaski (STAC Chair)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Originally planned to host the full STAC Workshop today but scheduling conflict with TC Chair means that he will attend in October. That portion will focus on TC/STAC relations as affected by the new legislation. We need to develop a greater understanding of what that bill means and how it's going to work.</li> </ul>	<p>No action taken.</p>



- Another big topic is how well STAC participants have doing in terms of their contracts and invoicing. We started that process with a webinar earlier in the month.
- The last major item is how well STAC is working together and how we can improve that process. What are some ways to make our meetings more effective?

#### **STAC Comments**

- Terri Blackmore: The memos included in the STAC packet should come earlier and include requested actions or next steps along with when they're expected to go to TC. If you want real, substantive input we need to have time to review and think before the meeting. When it comes at the last minute it looks like you don't really want our input.
- Norm Steen: I'll echo that. We represent larger organizations so we need time to confer with our colleagues before we show up here, and having an idea of how our input fits into the broader process would let us provide more robust input.
- Vince Rogalski: I think that TPR input at this time is working well, we're obtaining good information from the TPRs and we need to continue that.
- Terri Blackmore: It would be helpful to develop an annual schedule for when you expect to bring items to STAC, especially when you expect our input.
- Thad Noll: A year schedule doesn't seem realistic given the limitations in staff to prepare these items. So I would say prioritize those items that you need more input on, and if it's something more informational then feel free to walk it on.
- Todd Hollenbeck: If it is an item that you want input on, set a minimum lead time (such as a week) so that you're not rushing it. If it doesn't come a week in advance, then it may have to wait another month before you bring it to us.
- Vince Roglaski: In the packet is our workshop agenda for next month. Do you want any changes to that or is it alright as is?
- Sean Conway: I think it's pretty clear that the intent of the legislature was to have full collaboration between the STAC and TC, not just the Chair and Vice Chair. I understand they are busy but at least for this first

	<p>meeting I think we should have a real interaction so the impression doesn't go back to the legislature that we're not fulfilling their intent.</p> <ul style="list-style-type: none"> <li>• <u>Herman Stockinger</u>: I understand that concern and I think that we might see some additional TC members in attendance next month. They've also expressed interest in hosting a yearly lunch around budget approval so that TC and STAC can build an annual dialogue.</li> <li>• <u>Vince Rogalski</u>: At this month's TC meeting I extended an invitation for <i>all</i> TC members to attend the workshop, and I will do so again at this month's meeting since it is a week before our workshop.</li> <li>• <u>Barbara Kirkmeyer</u>: Has any discussions the new legislation occurred at the TC, or is it just here?</li> <li>• <u>Herman Stockinger</u>: At this point there hasn't been a lot. I think we're expecting it to pick up after the Chair and Vice Chair report back to the TC.</li> <li>• <u>Barbara Kirkmeyer</u>: I liken it to the role to a Planning Commission, whereby they set expectations on how they would like our input provided to them. Rather than us figuring it out all by ourselves.</li> <li>• <u>Herman Stockinger</u>: I think it goes both ways – they should provide input on how they want to receive your advice but STAC should also be proactive about offering their thoughts to the TC.</li> <li>• <u>Vince Rogalski</u>: In discussions with Representative Terri Carver, it seems to me that the intent was to have greater participation by each body in the work of the other. I think there may be more here than either group realizes.</li> <li>• <u>Terri Blackmore</u>: When you take things to TC, do you bring them an item one month for discussion and then the following month for action?</li> <li>• <u>Debra Perkins-Smith</u>: Usually we do a workshop one month and then follow with a resolution the next. Sometimes when there's a rush we'll combine it into one month, with a workshop one day and the resolution the next.</li> <li>• <u>Terri Blackmore</u>: That would be a good opportunity for us to provide input between the workshop and the final vote, if they give us an indication of what type of advice they would like.</li> <li>• <u>Barbara Kirkmeyer</u>: I think it would be useful to have copies of the statute on hand at the workshop next month so we can all better understand the intent. Also include the fact sheet from Representative Carver to best</li> </ul>	
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	<p>indicate her thoughts. We need a clearer understanding of what we <i>shall</i> provide to them and how they <i>shall</i> consider it.</p> <ul style="list-style-type: none"> <li>• <u>Vince Rogalski</u>: Representative Carver will also be in attendance.</li> <li>• <u>Norm Steen</u>: The TC needs to understand that when they connect with STAC they're connecting with hometown Colorado, understanding the personal needs of our local communities, chambers of commerce, and people. They should be hungry for that information. This shouldn't just be pursued by CDOT staff, but by the Commissioners as well.</li> <li>• <u>Andy Pico</u>: The TC needs more direct input, not filtered through the lens of staff all the time.</li> <li>• <u>Vince Rogalski</u>: When I hear both groups talk there seems to be an "us vs. them" attitude, and I want to move past that sentiment. TC and STAC working together, not at odds, will benefit the public. Hopefully we can do that. Commissioners Rieff and Zink plan on attending the workshop next month.</li> <li>• <u>George Wilkerson</u>: In the past, STAC input has not been effective. TC has acted against the STAC recommendation with no response or explanation.</li> <li>• <u>Vince Rogalski</u>: Representative Carver also produced a bill last year to do study considering the potential for changing number of TC members and districts. This effort is continuing and at some point there will be public meetings throughout the state, but we don't know where and when yet. Representative Carver's original intent was for each TPR to have its own commissioner, totaling fifteen. So we'll see where that ends up going.</li> </ul>	
<p>STAC Elections / Vince Rogalski (STAC Chair)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• It's been two years since our STAC elections, so we will have one next month.</li> <li>• Both Vince and Thad are happy to continue in their current roles as Chair and Vice Chair.</li> <li>• Additional nominations may be submitted in advance or at the next meeting.</li> </ul>	<p>No action taken.</p>
<p>Other Business</p>	<p>The next STAC meeting will be held on Friday, October 28<sup>th</sup>.</p>	<p>No action taken.</p>

**STAC ADJOURNS**

Transportation Commission October 19-20, 2016, CDOT Headquarters Auditorium, 4201 E. Arkansas Ave, Denver, CO 80222

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## Transportation Commission (TC) Workshops Wednesday, October 19, 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.

### **Transit Overview Workshop (Mark Imhoff)**

#### **Purpose**

The purpose of this workshop is to provide the TC with an overview of the Colorado Department of Transportation (CDOT) Transit Program, as requested at the September Transit Overview Workshop, to provide a more descriptive overview of the current transit policies.

- The current CDOT Transit Program is structured around the guiding principles and policy direction given in the following documents:
  - Division of Transit & Rail enabling legislation 9; SB09-094/CRS 43-1-117.5
  - Statewide Transit Plan; adopted March, 2015. The Executive Summary is provided at: <http://coloradotransportationmatters.com/other-cdot-plans/transit/plan-documents/>
  - Policy Directive 14 (Policy Guiding Statewide Plan Development); revised October, 2016 (pending)
  - State Management Plan; revised draft submitted to FTA March, 2016 (approval pending): <https://www.codot.gov/programs/transitandrail/transit/state-management-plan-draft-2015>
  - Colorado State Freight & Passenger Rail Plan, adopted March, 2012: <https://www.codot.gov/projects/PassengerFreightRailPlan/SPRP-Final>

Transit programs and funding sources were summarized in a table outlining the link to the Statewide Transit Plan with Statewide Transit Plan categories, goal/objective, performance measure, CDOT policies, and an explanation of the CDOT Policy Origin.

#### **Discussion and Comments**

- The Division of Transit & Rail (DTR) is in the process of reviewing the FTA funds distribution process. It was suggested that this process should perhaps be expedited.
- There was some discussion about the possibility of providing weekend Bustang service on I-70 to help reduce recreational traffic. DTR staff will come back to the TC at a future date with additional information for further discussion.
- The Bustang service provided to and from a recent Bronco game was so successful that DTR plans to extend the service for the remaining home Bronco games.

### **Project Prioritization – Ten Year Development Program (Debra Perkins-Smith)**

#### **Purpose**

To update the TC on progress of the Development Program and discuss next steps in project selection for Senate Bill (SB) 09-228 and other funding opportunities.

#### **Action**

TC input on next steps.

A summary of Development Program Projects in terms of major investment needs, transit, other transportation needs, and an ongoing bicycle and pedestrian assets inventory was provided. Details on project selection,

availability of funds from different programs – SB 228, the National Highway Freight Program where highlighted and information regarding project selection criteria being developed was summarized in a handout and explained.

### **Discussion and Comments**

- The overall \$9 billion list of projects culled from various sources such as regional transportation plans (RTPs) was reduced to \$2.5 billion for the 10 Year Development Program. The 10-Year Development Program can be used as a starting point or tool in project selection processes for SB 228, the new National Highway Freight Program, and discretionary grants and criteria applied to identify the best projects.
- It should be recognized that what projects get completed often is determined more by what projects are ready, with budgets that fit within funding constraints, versus being high priority projects.
- The CDOT Regions applied knowledge of their areas, and transportation needs to winnow the \$9 billion overall list down to \$2.5 billion, and worked with their planning partners – the rural TPRs and metropolitan planning organizations (MPOs) – to strike a balance between needs and available funding.
- The Transportation Commission requested a second workshop in November to further discuss criteria as well as how to approach SB 09-228 (i.e. should projects be selected as funds are received or should projects be identified up to the full possible amount of transfers, etc.).

### **Budget Workshop (Maria Sobota)**

#### **Purpose(s)**

- To discuss the following FY 2017-18 budget topics: 1) FY 2017-18 Revenue Estimates; 2) FY 2017-18 Annual Draft Budget Allocation; and 3) FY 2017-18 Budget Narrative.
- To summarize the final Fiscal Year (FY) 2015-16 unaudited revenue reconciliation and TC Contingency Reserve Fund (TCCRF) surplus balance reconciliation.
- Last month, the TC asked the DAF to analyze the historical usage of the TCCRF. Attached charts provided a summary information and annual averages over the period (including the first quarter of the current fiscal year). The information provided was intended to support further policy discussion regarding the TCCRF use.

#### **Action(s)**

- The TC was asked to review FY 2017-18 revenue estimates, the FY 2017-18 Program Budget, and the FY 2017-18 Draft Budget Narrative, and to provide feedback to the Department in preparation for the adoption of the FY 2017-18 Draft Annual Budget in November 2016 (TC will be asked to adopt final budget after revenue forecasts are updated in March 2017). The TC is being asked to consider a new line item for “Strategic Projects – Staff Recommendations”.
- The DAF was asking the TC to also review surplus fund balances from FY 2015-16. Funding considerations that are reviewed will be vetted through the normal monthly supplement process.
- In addition, the TC was being asked to engage in a policy discussion regarding the uses of the TCCRF.

### **Discussion and Comments**

- Estimates from the Office of State Planning and Budgeting (OSPB) are that the state FY 2016-2017 budget will have an approximate \$226.5 million deficit due to reduced revenues from sales and use taxes and corporate income tax collections. For that reason, it’s best to wait before deciding how to spend any surplus.
- During the discussion, a representative of a telecom company that has been attempting to permission to cross the state line from Utah into Colorado for a year asked for assistance from the TC. He was referred to CDOT Executive Director Shailen Bhatt and administrative staff.

### **Grand Avenue Bridge Maintenance IGA (Josh Laipply)**

#### **Purpose**

This workshop summarized the terms of the Maintenance Intergovernmental Agreement (IGA) executed between the Colorado Bridge Enterprise (CBE) and the City of Glenwood Springs (COGS or Local Agency) dated December 17, 2015. The Maintenance IGA is associated with the State Highway 82 Grand Avenue Bridge Replacement Project, currently in progress.

#### **Action:**

The CBE staff requested the CBE Board of Directors (BOD) ratify the Maintenance IGA at the November CBE Board meeting. Upon ratification, the CBE will be able to implement the terms of the IGA in adherence with state statutes.

#### **Discussion and Comments**

- Ordinarily, the TC doesn't approve IGAs. This is an exception because Transportation Commission approval is required when CBE gives more than \$750,000 to a local agency. Glenwood Springs will receive \$5.56 million of CBE funds to maintain the bridge.
- The pedestrian bridge also will carry utilities that had to be relocated due to construction of the replacement Grand Avenue highway bridge.
- Transfer of the pedestrian bridge after completion will include not just the structure, but will also include decking, approaches, elevators, and other components.

### **Technology Committee (Peter Kozinski)**

#### **Purpose**

To update and confirm with the TC the two policy directives related to the RoadX program:

1. Autonomous Vehicle Policy
2. Funding Policy

#### **Discussion and Comments**

- Every section of the state has its own unique and specific conditions that may affect what technology will work best. For example, in the southeastern part of the state in Lamar, the dust storms are often so thick that it's almost impossible to read the variable message signs. But drivers and passengers can get messages from cell phones.
- Because of the volume they carry, interstates and then secondary highways such as US 285 are the first candidates for autonomous vehicle infrastructure. Then will come urban arterials and then rural roads.
- One of the challenges is how to entice the private sector to install fiber optics in the public right of way to fill in the gaps. Next month the TC will hear about CDOT options for increasing the percentage of total lane miles covered with fiber optics. Only about 4 percent of the lane miles are so covered today.
- Maybe CDOT could consider a "challenge grant" to help fill in the bandwidth gaps around the state.
- A consultant suggestion was noted that CDOT could potentially embed electric charging stations into the pavement for electric vehicles, one commissioner quipped, "We could charge for the charge."

### **Audit Committee**

The Audit Committee also met to discuss release of the Final Patrol Inventory Audit from June 2016 ARC Committee, and an Audit Division Update. See the link above to the TC October 2016 Packet for more details.

## **Transportation Commission Regular Meeting Thursday, October 20, 2016**

### **Roll Call**

- The newest commissioner, Rocky Scott of Colorado Springs, replacing Nolan Schriener of District 9, wasn't present for his swearing in because of a family emergency. All other TC members were in attendance.

### **Comments of Individual Commissioners**

- CDOT staffers in Region 2 were commended for their response to the devastating fires in Beulah (5,000 acres, as well as structures and homes) and Custer County (17,000 acres burned).
- Government Relations staff was thanked for an excellent presentation on RoadX prepared for the South Lakewood Business Association.
- A framed picture of the SH 9 project, with its wildlife underpasses and overpasses, was shown. Regional Transportation Director (RTD) Dave Eller and his staff were thanked for all their work leading up to a ribbon-cutting this past month. The project is an excellent example of CDOT working closely with Colorado Parks and Wildlife (CPW), FHWA Division Director John Caters said. It also received a write-up in *Colorado Outdoors*, the magazine of CPW.
- Several CDOT managers, including RTD Johnny Olson and CDOT Deputy Director Mike Lewis, met with a business group in Loveland. The group is interested in knowing what it can do advance I-25 North projects. Perhaps some concrete proposals will come from that.
- A ribbon cutting ceremony also took place for the \$10 million Wilson Gulch Road project. Also in the southwest part of the state, the Ute Mountain Ute had its tribal election, electing a new chairman and new council members.

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

- Deputy Director, Mike Lewis, was absent because he was being inducted into the National Academy of Construction, a very prestigious recognition.
- Last week Shailen Bhatt traveled to Salt Lake City for a transportation-focused meeting. He thanked Herman Stockinger of Policy and Government Relations for an excellent presentation that he gave at the meeting. The presentation was on the differences between Utah and Colorado transportation systems and the cause: Utah collects more state revenues.
- Region 2's Roadeo team took third place in a national competition.

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

- Bicyclists can now travel by bicycle along I-70 on a bike path from Golden to Genesee thanks to the completion of the final leg of the bike path.
- CDOT is working on several railroad crossing issues on US 85 north of Denver.
- Scott McDaniel is retiring from his position as head of the Division of Project Support. He will be missed for his dedication to CDOT and for his big laugh.
- CDOT is partnering with the Regional Transportation District on the light-rail line out to Denver International Airport – the A-Line.

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

- The high-occupancy vehicle requirement that requires three riders (driver included) to use the HOV lanes will begin Jan. 1.

- A segment of the North I-25 project has been completed, and seems to be shaving about 15 minutes off the daily commute time.
- State legislators on the Transportation Legislative Review Committee were positive about express lanes at the committee's last meeting.
- Applicants will be sought for a tolling operations manager beginning this week.

**Federal Highway Administration (FHWA) Division Administrator's Report (John Cater)**

- Region 5 RTD, Mike McVaugh and his staff were commended for the successful Tribal Transportation Summit held in September.

**Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski)**

Topics covered at the last STAC meeting included:

- On freight funding, the STAC wanted to make it clear that it did not want a "pay to play" provision that would give the advantage to better funded applicants.
- The STAC is looking forward to meeting with some of the commissioners at a STAC-TC workshop on Oct. 28.

**Act on Consent Agenda – Approved unanimously on October 20, 2016.**

- a) Resolution to Approve the Regular Meeting Minutes of Sept. 15, 2016 (Herman Stockinger)
- b) Policy Directive 14 Resolution (Deb Perkins Smith)
- c) Region 5 Property Disposal (Mike McVaugh)
- d) Region 4 property Exchange (Johnny Olson)
- e) Approval of Committee and Board Membership (Herman Stockinger)

**Discuss and Act on the 4<sup>th</sup> Budget Supplement of FY 2017 (Maria Sobota) - Approved unanimously on October 20, 2016.**

**HQ/Region 1/Region 2 Update (Maria Sobota)**

- Construction of the Region 2 new building will begin in November.
- A contract to sell the current CDOT Headquarters land and building and that of Region 1 has been signed.

**Central I-70 Update**

- Commissioners complimented Tony DeVito during his quarterly report on many of the initiatives that are being taken on the project: workforce development (it took a special FHWA exemption to be able to offer up to 350 jobs to residents, thanks to a \$400,000 federal grant), facilitating a source of healthy food for the neighborhood, and addressing the need for affordable housing.
- The Record of Decision for Central I-70 is expected in early 2017.

**De-Federalization of Locally-Administered Pilot Projects - Approved unanimously on October 20, 2016**

- Commissioners approved a resolution outlining the conditions for locally-administered projects becoming totally state funded, without the various federal requirements.

**Request for condemnation authority for Americo Parcels (Josh Laipply)**

- This was deferred until next month.

**Adopt New Commission Rules - Approved unanimously on October 20, 2016.**

**Efficiency and Accountability Committee (Room 225)**

The Efficiency and Accountability Committee was scheduled to meet after the Regular TC meeting.



**Bridge Enterprise (BE) Committee Meeting**

The BE Committee meeting occurred directly after the Regular TC meeting. See materials posted related to this meeting at: <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> for more details.



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

4201 East Arkansas Avenue, Room 262  
 Denver, CO 80222

**MEMORANDUM**

**TO:** STATE TRANSPORTATION ADVISORY COMMITTEE  
**FROM:** MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)  
**DATE:** OCTOBER 28, 2016  
**SUBJECT:** FY 2017-18 ANNUAL BUDGET

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**Purpose**

This memorandum summarizes information that was discussed during the October TC budget workshop and Transportation Commission meeting, including the following FY 2017-18 budget topics: 1) FY 2017-18 Revenue Estimates; 2) FY 2017-18 Annual Draft Budget Allocation; and 3) FY 2017-18 Budget Narrative.

**Action**

The TC was asked to review FY 2017-18 revenue estimates, the FY 2017-18 Program Budget, and the FY 2017-18 Draft Budget Narrative, and to provide feedback to the Department in preparation for the adoption of the FY 2017-18 Draft Annual Budget in November 2016 (TC will be asked to adopt the final budget after revenue forecasts are updated in March 2017). The TC was asked to consider a new line item for "Strategic Projects - Staff Recommendations".

**Background & Details**

**FY 2017-18 Revenue Estimates**

The FY 2017-18 Annual Draft Budget Allocation is based on updated FY 2017-18 revenue estimates (see Attachment A). There are no significant changes from the forecast presented to the TC in September.

Estimated FY 2017-18 revenue from all transportation funding sources are \$10.5 million higher than current FY 2016-17 projections. A minor growth in gas tax revenue, FASTER funds, and flexible federal revenue is offset by lower Senate Bill (SB) 09-228 forecasts versus the previous year.

- CDOT's FY 2017-18 estimated revenues for next fiscal year's Draft Budget are \$1.455 billion, which is an increase of \$22.1 million, or 1.5%, from current FY 2016-17 revenue estimates. The majority of the increase is driven by flexible Highway User Tax Fund (HUTF) revenue and the temporary suspension of the \$15.0 million transfer to Bridge Enterprise.

The Office of State Planning and Budget (OSPB) and Legislative Council Services (LCS) have both updated their economic forecasts and are now projecting divergent SB 09-228 General Fund transfers in FY 2017-18 and FY 2018-19. OSPB is projecting a 50% transfer (\$109.3 million) in FY 2017-18 and a 50% transfer (\$115.2 million) in FY 2018-19, while LCS is still projecting a full transfer (\$217.7 million) in FY 2017-18 and a 50% transfer (\$114.9 million) in

FY 2018-19.

- Colorado's High Performance Transportation Enterprise (HPTE) FY 2017-18 estimated revenues for next fiscal year's Draft Budget are \$11.2 million, which is an increase of \$5.5 million over FY 2016-17. This is due to a \$2.7 million increase in the Fee-for-Service and a \$2.8 million increase in estimated toll and express lanes revenue on the I-25 North and I-70 mountain corridors.
- Colorado's Statewide Bridge Enterprise (CBE) FY 2017-18 estimated revenues for next fiscal year's Draft Budget are \$112.2 million, which is a decrease of \$14.4 million over FY 2016-17 revenue. The decrease is driven by the temporary suspension of the \$15.0 million of federal revenue to CBE from CDOT for three years beginning in FY 2017-18.

**FY 2017-18 Decision Items**

Beginning with the FY 2016-17 Annual Budget, the Division of Accounting and Finance (DAF) moved to a Work Plan Budget process, whereby each Division/Region within CDOT would submit their own budget allocation plan. For FY 2017-18, DAF has expanded this process to account for all Division/Region Decision Items. Decision Item requests will be summarized and, in accordance with Policy Directive (PD) 703.0, presented to the TC in January 2017 for approval and placement into the Final FY 2017-18 Annual Budget.

**FY 2017-18 Draft Program Allocation Budget**

The FY 2017-18 Draft Annual (One Sheet) Budget is not yet balanced, as DAF awaits direction from the TC for allocation of \$11.3 million in flexible revenues. CDOT, Bridge Enterprise (BE), and the High Performance Transportation Enterprise (HPTE) budgets are developed separately. Enterprise budgets are further detailed in the fall by the respective Enterprise boards. Supporting documents attached to the memorandum include the Department's Public Friendly FY 2017-18 Draft One Sheet Budget (see Attachment C).

Budget amounts for the FY 2017-18 Annual One Sheet Budget are initially based on CDOT's revenue model and asset management plan. Unlike TC-directed programs, programs that receive dedicated revenues (the revenues obtained for a particular program) must be allocated to that program and are based on the current FY 2017-18 revenue estimates. The following criteria will be used to allocate program funds for the Department's FY 2017-18 Proposed One Sheet Budget:

- All revenue specific to a program (i.e. FAST Act and State programs such as Safety Education, FASTER, and Aeronautics) will automatically be adjusted based on the FY 2017-18 revenue estimate.
- All other programs are initially based on the FY 2016-17 budget amounts as approved by the TC in March 2016.

The FY 2017-18 Draft One Sheet Budget reflects several changes from the FY 2016-17 Final Budget. Changes include:

- **Total:** The total Transportation Department's budget is \$1.574 billion, representing a net increase of \$10.5 million from current FY 2016-17 revenue projections of \$1.563 billion, or 0.7%.

- **Maintain (Line 32):** Maintaining current infrastructure is one of CDOT's primary missions. The FY 2017-18 total maintenance budget, including Maintenance Levels of Service (MLOS) and most of Asset Management, equals \$747.2 million. In FY 2017-18, all \$128.9 million of transportation (Trans) bond funding was re-allocated to the following Asset Management categories as directed by the TC in Program Distribution dated February 2014. Reallocation of Trans bond funding maintains spending at previous years' levels (which included RAMP).
  - **Surface Treatment (Line 14):** Due to the Trans bond retirement, this line will increase by \$81.4 million.
  - **Structures on System (Line 15):** Due to the Trans bond retirement and the \$15.0 million temporary suspension of the Bridge Enterprise transfer, this line will increase by \$25.9 million.
  - **Road Equipment (Line 28):** Due to the Trans bond retirement, this line will increase by \$23.0 million.
  - **Property (Line 30):** Due to the Trans bond retirement, this line will increase by \$7.5 million.
- **Highway Safety Improvement Program (HSIP) (Line 18):** CDOT has budgeted an FHWA Section 164 penalty amount into HSIP for FY 2017-18, increasing allocations by \$12.2 million.
- **FASTER Safety (Line 22):** Increases by \$4.7 million due to population increases.
- **ITS Maintenance (Line 37):** Due to the Trans bond retirement, this line will increase by \$8.0 million.
- **Americans with Disability Act (ADA) Compliance (Line 44):** Introduction of ADA Compliance due to federal regulations creates a new \$10.5 million program.
- **Strategic Projects (Including I-25 North) (Line 56):** Due to a reduction in the Senate Bill (SB) 09-228 transfer for FY 2017-18, this line has decreased by \$43.8 million.
- **TC Contingency (Line 103):** The department has recommended a \$16.5 million allocation to the TCCRF for FY 2017-18, similar to last year's allocation.
- **Debt service (Line 107):** After FY 2016-17, the department will have paid off the Trans bond initiative, creating a reduction of \$128.9 million that will be reallocated to Asset Management for FY 2017-18. Staff has also asked that the remaining \$38.9 million from previous years' annual Trans bond payment (totaling \$167.8 million) be allocated to Asset Management for FY 2017-18 and beyond.
- **Bridge Enterprise Projects (Line 7):** The TC has temporarily suspended the \$15.0 million transfer to CBE for three years beginning in FY 2017-18.
- **HPTE Express Lanes Revenue (Line 14):** HPTE has estimated tolling and other express lanes revenue of \$6.4 million on the I-25 North and I-70 Mountain Corridors for FY 2017-18.
- **HPTE Fee for Service increase (Line 20):** An HPTE "Fee-for-Service" charge of \$4.8 million was budgeted for CDOT in FY 2017-18, an increase of \$2.7 million from FY 2016-17.

#### **FY 2017-18 Revenue Surplus**

Department staff is asking the TC for direction on approximately \$11.3 million in flexible, unallocated funding for FY 2017-18. For the FY 2017-18 budget, DAF previously allocated \$16.5 million in flexible revenue to the TCCRF based on an analysis completed that studied the four-year history of TCCRF allocations, including emergency spending (see next memorandum). An average of \$16.5 million was expended for true emergencies over four years. Department staff is recommending that the TCCRF be replenished with this amount for FY 2017-18, with the remaining flexible funding of \$11.3 million to be discussed during the policy discussion of the TCCRF (see below).

**Transportation Commission Contingency Reserve Fund Policy Discussion**

Department staff is asking the TC to discuss potential policy changes and budget line item restructuring of the TCCRF that will enhance presentation and clarification of TC-flexible funds. Specifically, the TC is being asked to consider separating emergency funding versus flexible funding available for program requests in a line titled “Strategic Programs: Staff Recommendations”.

**FY 2017-18 Proposed Budget Allocation Plan Narrative**

The Proposed Budget Allocation Plan (link: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/3-budget-workshop-oct.pdf>) contains current program description and funding detail supporting the Draft Budget. A new program fact sheet for ADA is included in the FY 2017-18 narrative.

**Key Benefits**

The TC is being asked to provide its initial thoughts and recommendations on the FY 2017-18 Draft Program Budget, including direction on \$11.3 million of flexible revenue. DAF compilation of Decision Items for presentation during the January 2017 Budget Workshop will allow the TC to make an informed choice between all submitted Decision Item requests using available flexible revenue.

**Options and Recommendations**

1. TC makes decisions on allocating the entire \$11.3 million revenue surplus for FY 2017-18. TC decides to create a new line for FY 2017-18 for Staff Recommended Strategic Projects---**STAFF RECOMMENDATION.**
2. TC allocates a portion of revenue surplus to the new Strategic Projects line and/or asks for more information before the November adoption of the Draft FY 2017-18 Annual Budget.
3. TC declines to create new line item for Staff Recommended Strategic Projects and puts all flexible revenue in the TCCRF for FY 2017-18.

**Next Steps**

In November 2016, DAF will:

- Update the Administration line item (line 66) based on common policies provided by the Governor’s Office. This update may alter other line items, including Operations (line 63) and flexible revenue available for TC allocation.
- Provide the Draft FY 2017-18 Annual Budget, including changes related to topics discussed during October.
- Ask the TC for adoption of the FY 2017-18 Draft Narrative Budget for submission to the Office of State Planning and Budget (OSPB) on or before December 15, 2015.

**Attachments**

Attachment A - FY 2017-18 Revenue Forecast Comparison

Attachment B - FY 2017-18 Draft Budget Allocation Sources and Use of Funds Chart

Attachment C - FY 2017-18 Draft Annual Budget Comparison (“One Sheet”)



**Attachment A: Colorado Department of Transportation  
FY 2017-18 Revenue Forecast Comparison**

REVENUE SOURCE	FY 2016-17 Revenue Projections	FY 2017-18	Comparison	NOTES
	Updated Adopted Budget (June 2016)	September 2016 Forecast	FY 2017-18 Forecast - FY 2016-17 Budget	
<b>1 STATE FUNDS</b>				
2 HUTF Revenue to CDOT	426,590,727	459,397,270	32,806,543	Result of increased registration fee revenues resulting from growing Colorado population
3 CDOT Miscellaneous Revenue	27,026,368	26,503,188	(523,181)	
4 General Fund Revenue to CDOT	158,500,000	109,800,000	(48,700,000)	Updated with September OSPB/LCS forecasts
5 State Infrastructure Bank	420,804	400,000	(20,804)	
6 State Safety Education Funds	4,274,859	3,870,410	(404,449)	
7 Aeronautics Funds	17,437,440	19,440,000	2,002,560	
<b>8 TOTAL STATE FUNDS</b>	<b>634,250,198</b>	<b>619,410,868</b>	<b>(14,839,330)</b>	
<b>9 FASTER FUNDS</b>				
10 FASTER Safety - State Share to CDOT	107,853,157	112,517,819	4,664,662	Increased as a result of growing Colorado population
11 FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
<b>12 TOTAL FASTER FUNDS</b>	<b>112,853,157</b>	<b>117,517,819</b>	<b>4,664,662</b>	
<b>13 FEDERAL FUNDS</b>				
14 Federal Highway Administration - Flexible	381,485,317	404,286,404	22,801,087	Additional \$15 million in flexible Obligation Limitation resulting from suspension of transfer to BE
15 Federal Highway Administration - Inflexible	117,298,611	122,538,589	5,239,978	Federal apportionments expected to grow from year to year over length of FAST Act
16 Federal Transit Administration	19,401,078	19,798,092	397,014	
17 National Highway Traffic Safety Administration	8,339,629	9,989,439	1,649,810	
18 Federal Aviation Administration	335,657	60,000	(275,657)	
<b>19 TOTAL NON- EMERGENCY FEDERAL FUNDS</b>	<b>526,860,292</b>	<b>556,672,524</b>	<b>29,812,232</b>	
<b>20 LOCAL MATCHING FUNDS</b>				
21 Local Match for FHWA Funding	21,116,465	21,560,307	443,842	
22 Local Match for FTA Funding	10,433,356	10,376,921	(56,435)	
<b>23 TOTAL LOCAL MATCHING FUNDS</b>	<b>31,549,821</b>	<b>31,937,228</b>	<b>387,407</b>	
<b>24 Total Colorado Department of Transportation Revenue</b>	<b>1,305,513,468</b>	<b>1,325,538,439</b>	<b>20,024,971</b>	
<b>ADDITIONAL FEDERAL OBLIGATION AUTHORITY - PERMANENT RECOVERY &amp; REDISTRIBUTION</b>				
25 Federal Highway Administration - Permanent Recovery	127,400,000	129,500,000	2,100,000	Request to FHWA for Permanent Recovery funds has been submitted. CDOT awaiting response from FHWA. This forecast is subject to change.
26 Federal Highway Administration - Redistribution				
<b>27 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY</b>	<b>127,400,000</b>	<b>129,500,000</b>	<b>2,100,000</b>	
<b>28 Total Colorado Department of Transportation Revenue &amp; Obligation Authority</b>	<b>1,432,913,468</b>	<b>1,455,038,439</b>	<b>22,124,971</b>	
<b>Notes:</b>				
Total CDOT Flexible Revenue & Federal Obligation	993,602,412	999,986,862	6,384,449	
Total CDOT Inflexible Revenue & Federal Obligation	439,311,056	455,051,577	15,740,522	

Colorado Statewide Bridge Enterprise FY 2017-18 Revenue Forecast Comparison				
REVENUE SOURCE	FY 2016-17 Revenue Projections	FY 2017-18	Comparison	NOTES
	Adopted Budget (March 2016)	September 2016 Forecast	FY 2017-18 Forecast - FY 2016-17 Budget	
<b>29 STATE FUNDS</b>				
30 Other Enterprise Charges	0	0	0	
31 Interest Income - Exempt	3,500,000	1,711,000	(1,789,000)	Decreased interest income based on decreased forecasted cash balance.
32 Cost Recovery	0	0	0	
<b>33 TOTAL STATE FUNDS</b>	<b>3,500,000</b>	<b>1,711,000</b>	<b>(1,789,000)</b>	
<b>34 FASTER FUNDS</b>				
35 FASTER - Bridge Surcharge	102,100,000	104,630,664	2,530,664	
<b>36 TOTAL FASTER FUNDS</b>	<b>102,100,000</b>	<b>104,630,664</b>	<b>2,530,664</b>	
<b>37 FEDERAL FUNDS</b>				
38 Buy America Bonds Credit	6,000,000	5,900,000	(100,000)	
39 Re-distributed FHWA for BE Projects	15,000,000	0	(15,000,000)	September 2016 TC Decision to suspend in FY 2017-18
<b>40 TOTAL FEDERAL FUNDS</b>	<b>6,000,000</b>	<b>5,900,000</b>		
<b>41 Statewide Bridge Enterprise Revenue</b>	<b>126,600,000</b>	<b>112,241,665</b>	<b>(14,258,335)</b>	

Colorado High Performance Transportation Enterprise FY 2017-18 Revenue Forecast Comparison				
REVENUE SOURCE	FY 2016-17 Revenue Projections	FY 2017-18	Comparison	Comparison
	Adopted Budget (March 2016)	September 2016 Forecast	FY 2017-18 Forecast - FY 2016-17 Budget	March - September
<b>42 STATE FUNDS</b>				
43 Tolling Fee Revenue (Enterprise)	2,719,192	5,268,000	2,548,808	
44 Tolling Violations	0	0	0	
45 Interest Income - Exempt	208,800	200,000	(8,800)	
46 Fee for Service	2,080,000	4,774,500	2,694,500	
<b>47 TOTAL STATE FUNDS</b>	<b>5,007,992</b>	<b>10,242,500</b>	<b>5,234,508</b>	
<b>48 LOCAL CONTRIBUTIONS</b>				
49 Miscellaneous Express Lanes Revenue	695,000	920,000	225,000	
<b>50 TOTAL LOCAL CONTRIBUTIONS</b>	<b>695,000</b>	<b>920,000</b>	<b>225,000</b>	
<b>51 High Performance Transportation Enterprise Revenue</b>	<b>5,702,992</b>	<b>11,162,500</b>	<b>5,459,508</b>	
<b>52 Total Transportation Revenue &amp; Federal Obligation</b>	<b>1,563,136,460</b>	<b>1,573,668,103</b>	<b>10,531,644</b>	

**Notes:**  
 Total FY 2017-18 Revenue is \$4,774,500 less than sum of CDOT, HPTE, & CBE revenue due to Fee for Service from CDOT to HPTE

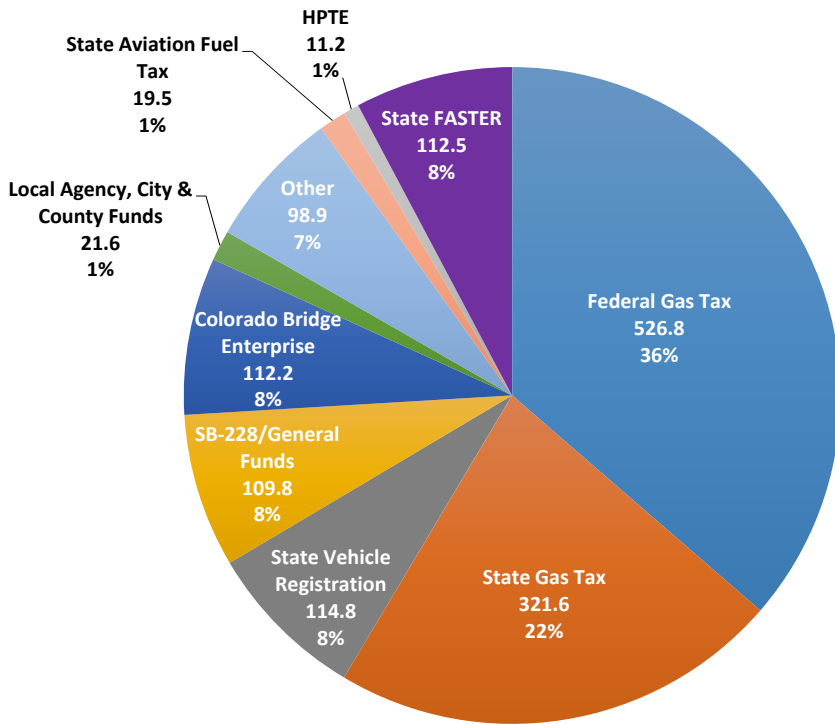


Attachment B:

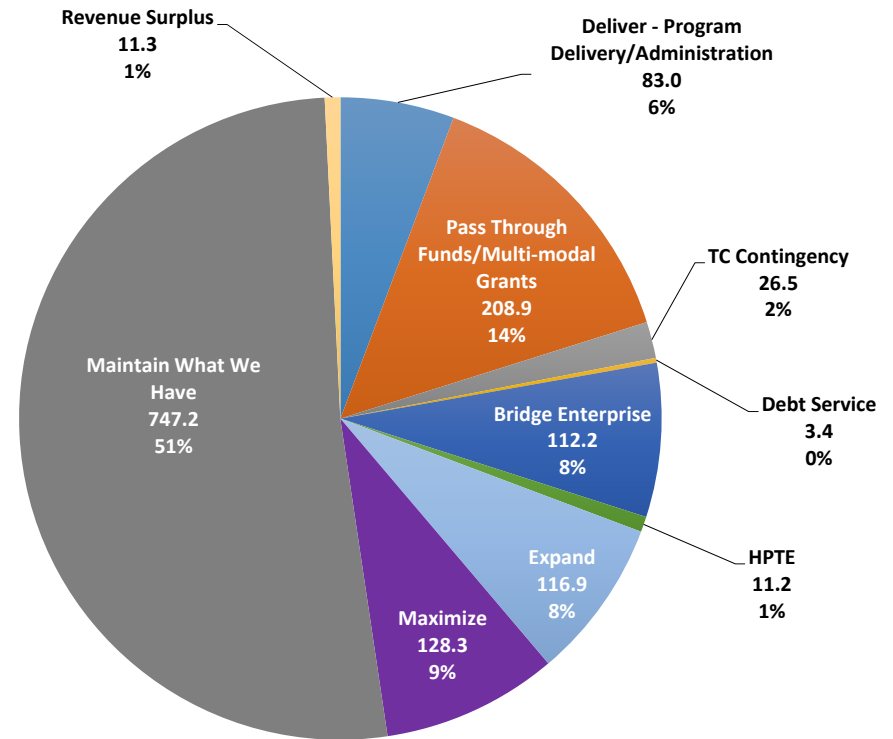
# Fiscal Year 2017-18 Sources & Uses (\$1.44B\*)

State Fiscal Year: July 1 – June 30

**CDOT Sources of Funds**



**CDOT Uses of Funds**



\*Does not include \$129.5 M of Permanent Recovery Funds.



**Attachment C: Colorado Department of Transportation  
FY 2017-18 Draft Annual Budget Comparison**

	Budget Category	Program Area	Directed by	TC Approved FY 2016-17 Budget	FY 2017-18 Allocations	FY 2017-18 Over (Under) FY 2016-17	Funding Source
1	<b>Maintain - Maintaining What We Have</b>						
2		CDOT Performed Work					
3		Roadway Surface	TC	39,207,301	36,527,517	(2,679,784)	SH
4		Roadside Facilities	TC	22,031,593	24,541,847	2,510,254	SH
5		Roadside Appearance	TC	8,582,670	10,703,416	2,120,746	SH
6		Structure Maintenance	TC	12,206,661	6,149,783	(6,056,878)	SH
7		Tunnel Activities	TC	7,181,237	5,984,466	(1,196,771)	SH
8		Snow and Ice Control	TC	76,064,129	79,083,737	3,019,608	SH
9		Traffic Services	TC	66,254,514	65,457,519	(796,995)	SH
10		Planning and Scheduling	TC	15,584,857	17,306,562	1,721,704	SH
11		Material, Equipment and Buildings	TC	15,487,037	17,745,153	2,258,116	SH
12				<b>262,600,000</b>	<b>263,500,000</b>	<b>900,000</b>	
13		Contracted Out Work					
14	Surface Treatment /2	TC	145,125,000	226,525,000	81,400,000	FHWA/ SH/ 09-108: \$0.98M	
15	Structures On-System Construction /1 /2	TC	35,068,000	60,980,000	25,912,000	FHWA/ SH/ 09-108: \$16.12M	
16	Structures Inspection and Management /2	TC	4,532,000	9,080,000	4,548,000	SH	
17	Geohazards Mitigation /1	TC	10,000,000	10,300,000	300,000	09-108: \$10.3M	
18	Highway Safety Improvement Program	FR	30,299,407	42,518,853	12,219,446	FHWA / SH	
19	Railway-Highway Crossings Program	FR	3,275,850	3,347,359	71,509	FHWA / SH	
20	Hot Spots	TC	2,167,154	2,167,154	0	FHWA / SH	
21	Traffic Signals /1 /2	TC	16,900,000	15,545,646	(1,354,354)	09-108: \$12.6M	
22	FASTER - Safety Projects	TC	57,853,157	62,517,819	4,664,662	09-108	
23	Permanent Water Quality Mitigation	TC	6,500,000	6,500,000	0	FHWA / SH	
24	Maintain-Related Indirects/Overhead /2				0		
25	Maintain-Related CDOT Construction Engineering /2				0		
26			<b>311,720,568</b>	<b>439,481,831</b>	<b>127,761,263</b>		
27	Capital Expenditure						
28	Road Equipment /2	TC	-	23,000,000	23,000,000	SH	
29	Capitalized Operating Equipment	TC	3,760,247	3,760,247	0	SH	
30	Property /2	TC	10,000,000	17,500,000	7,500,000	SH	
31			<b>13,760,247</b>	<b>44,260,247</b>	<b>30,500,000</b>		
32			<b>Total:</b>	<b>588,080,815</b>	<b>747,242,078</b>	<b>159,161,263</b>	
33	<b>Maximize - Safely Making the Most of What We Have</b>						
34		CDOT Performed Work					
35		TSM&O: Performance Programs and Services	TC	607,619	607,619	0	SH
36		TSM&O Traffic Incident Management	TC	1,989,156	1,989,156	0	SH
37		TSM&O: ITS Maintenance	TC	17,600,000	25,600,000	8,000,000	SH
38				<b>20,196,775</b>	<b>28,196,775</b>	<b>8,000,000</b>	
39		Contracted Out Work					
40		Safety Education	Comb	12,973,628	14,361,809	1,388,181	NHTSA / SSE
41		TSM&O: Congestion Relief	TC	4,750,000	4,750,000	0	FHWA / SH
42		Regional Priority Program	TC	48,609,000	48,375,000	(234,000)	FHWA / SH
43		Road X	TC	12,096,525	12,096,525	0	FHWA / SH
44		ADA Compliance		-	10,500,000		
45		Maximize-Related Indirect/Overhead /2				0	
46	Maximize-Related CDOT Construction Engineering /2				0		
47			<b>78,429,153</b>	<b>90,083,334</b>	<b>11,654,181</b>		
48	Capital Expenditure						
49	TSM&O: ITS Investments	TC	10,000,000	10,000,000	0	FHWA / SH	
50			<b>10,000,000</b>	<b>10,000,000</b>	<b>0</b>		
51			<b>Total:</b>	<b>108,625,928</b>	<b>128,280,109</b>	<b>19,654,181</b>	
52	<b>Expand - Increasing Capacity</b>						
53		CDOT Performed Work					
54						0	
55		Contracted Out Work					
56		Strategic Projects (including I-25 North)	SL	142,200,000	98,370,000	(43,830,000)	09-228
57		National Freight Program	FR	16,941,535	18,481,674	1,540,139	FHWA / SH
58	Expand-Related Indirect /2		-	-	0		
59	Expand-Related CDOT Construction Engineering /2		-	-	0		
60			<b>159,141,535</b>	<b>116,851,674</b>	<b>(42,289,861)</b>		
61			<b>Total:</b>	<b>159,141,535</b>	<b>116,851,674</b>	<b>(42,289,861)</b>	
62	<b>Deliver - Program Delivery/Administration</b>						
63		Operations [including maintenance support]	TC	32,738,361	31,738,361	(1,000,000)	SH
64		Projects Initiatives	TC	1,855,000	2,455,000	600,000	FHWA / SH
65		DTD Planning and Research - SPR	FR	13,251,519	13,917,775	666,256	FHWA / SH
66		Administration (Appropriated)	SL	29,863,386	30,092,601	229,215	SH
67		HPTE Fee for Service	TC	2,080,000	4,774,500	2,694,500	SH
68			<b>79,788,266</b>	<b>82,978,237</b>	<b>3,189,971</b>		
69	<b>Pass-Through Funds/Multi-modal Grants</b>						
70		Aeronautics					
71		Division of Aeronautics to Airports	AB	16,800,860	18,615,000	1,814,140	SA
72		Division of Aeronautics Administration	AB	972,237	885,000	(87,237)	SA
73				<b>17,773,097</b>	<b>19,500,000</b>	<b>1,726,903</b>	
74		Highway					
75		Recreational Trails	FR	1,591,652	1,591,652	0	FHWA
76		Safe Routes to School	TC	2,500,000	2,500,000	0	FHWA
77		Transportation Alternatives Program	FR	12,023,531	12,375,268	351,737	FHWA / LOC
78		STP-Metro	FR	51,830,022	52,965,458	1,135,436	FHWA / LOC
79		Congestion Mitigation/Air Quality	FR	47,411,168	48,312,652	901,484	FHWA / LOC
80		Metropolitan Planning	FR	8,263,775	8,437,375	173,600	FHWA / FTA / LOC
81		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	0	FHWA / SH / LOC
82	Bridge Off-System - Federal Program	FR	6,286,788	6,287,340	552	FHWA / SH / LOC	
83			<b>133,071,075</b>	<b>135,633,884</b>	<b>2,562,809</b>		
84	Transit						
85	Federal Transit	FR	28,725,739	27,463,231	(1,262,508)	FTA / LOC	
86	Strategic Projects - Transit	SL	15,800,000	10,930,000	(4,870,000)	09-228	
87	Transit and Rail Local Grants	SL	5,000,000	5,000,000	0	09-108	
88	Transit and Rail Statewide Grants	TC	6,000,000	6,000,000	0	09-108	
89	Bustang	TC	3,000,000	3,000,000	0	09-108	
90	Transit Administration and Operations	TC	1,000,000	1,000,000	0	FTA / 09-108	
91			<b>59,525,739</b>	<b>53,393,231</b>	<b>(6,132,508)</b>		
92	Infrastructure Bank						
93	Infrastructure Bank	TC	420,804	400,000	(20,804)	SIB	
94			<b>Total:</b>	<b>210,790,715</b>	<b>208,927,115</b>	<b>(1,863,600)</b>	
95	<b>Transportation Commission Contingency / Debt Service</b>						
96		Permanent Recovery				0	
97		Permanent Recovery		127,400,000	129,500,000	2,100,000	FHWA
98		Recovery-Related Indirect/Overhead /2				0	
99		Recovery-Related CDOT Construction Engineering /2				0	
100			<b>127,400,000</b>	<b>129,500,000</b>	<b>2,100,000</b>		
101	Contingency						
102	TC Contingency	TC	16,858,570	16,500,000	(358,570)	FHWA / SH	
103	Snow & Ice Reserve	TC	10,000,000	10,000,000	0	SH	
104			<b>26,858,570</b>	<b>26,500,000</b>	<b>(358,570)</b>		
105	Debt Service						
106	Strategic Projects - Debt Service	DS	128,869,125	-	(128,869,125)	FHWA / SH	
107	Certificates of Participation-Property	DS	2,364,664	2,366,192	1,528	SH	
108	Certificates of Participation-Energy	DS	993,850	1,056,400	62,550	SH	
109			<b>132,227,639</b>	<b>3,422,592</b>	<b>(128,805,047)</b>		
110			<b>286,486,209</b>	<b>159,422,592</b>	<b>(127,063,617)</b>		
111			<b>Total:</b>	<b>1,432,913,468</b>	<b>1,443,701,805</b>	<b>10,788,336</b>	

Revenue **1,432,913,468** **1,455,038,439** **22,124,971**

Revenue Surplus: 11,336,634 11,336,635

/1 FASTER Safety funds (\$40.0M) were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.

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

**Flexible Funds**

**Key to acronyms:**

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

SH=State Highway funding  
FHWA=Federal Highway  
FTA=Federal Transit  
SL=State Legislation  
Comb=Combination  
SSE=State Safety Education

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

**State Bridge Enterprise  
FY 2017- 18 Draft Annual Budget Comparison**

	Budget Category		Program Area	Directed by	TC Approved FY 2016-17 Allocations	FY 2017-18 Allocations	FY 2017-18 Over (Under) FY 2016-17	Funding Source
1	Maintain - Maintaining What We Have							
2		CDOT Performed Work						
3			Maintenance	BEB	250,000	250,000	-	09-108
4			Scoping Pools	BEB	300,000	750,000	450,000	09-108
5					550,000	1,000,000	450,000	
6		Contracted Out Work						
7			Bridge Enterprise Projects	BEB	105,904,096	91,095,761	(14,808,335)	09-108
8			Maintain-Related Indirects/Overhead /1					
9			Maintain-Related CDOT Construction Engineering /1					
10					105,904,096	91,095,761	(14,808,335)	
11				Total	106,454,096	92,095,761	(14,358,335)	
12	Maximize - Safely Making the Most of What We Have							
13		CDOT Performed Work					0	
14		Contracted Out Work					-	
15				Total	-	-	-	
16	Expand - Increasing Capacity							
17		CDOT Performed Work						
18		Contracted Out Work						
19				Total	-	-	-	
20	Deliver - Program Delivery/Administration							
21			Administration and Legal Fees		1,911,904	1,911,904	-	09-108
22				Total:	1,911,904	1,911,904	-	
23	Pass-Through Funds/Multi-modal Grants							
24		Highway					0	
25				Total:	-	-	-	
26	Transportation Commission Contingency / Debt Service							
27		Contingency						
28			Bridge Enterprise - Contingency	BEB	-	-	-	09-108
29								
30		Debt Service						
31			Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	-	FHWA / SH
32					18,234,000	18,234,000	-	
33				Total:	18,234,000	18,234,000	-	
					126,600,000	112,241,665	(14,358,335)	

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

Revenue **126,600,000**      **112,241,665**

**Key to acronyms:**

BEB= Bridge Enterprise Board  
DS= Debt Service Covenants

**High Performance Transportation Enterprise  
FY 2017- 18 Draft Annual Budget Comparison**

	Budget Category		Program Area	Directed by	TC Approved FY 2016-17 Allocations	FY 2017-18 Allocations	FY 2017-18 Over (Under) FY 2016-17	Funding Source
1	Maintain - Maintaining What We Have							
2		CDOT Performed Work						
3		Contracted Out Work						
4				Total	-	-	-	
5	Maximize - Safely Making the Most of What We Have							
6		CDOT Performed Work						
7		Contracted Out Work						
8				Total	-	-	-	
9	Expand - Increasing Capacity							
10		CDOT Performed Work						
11			High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	-	Tolls/Managed Lanes Revenue
12					-	-	-	Tolls/Managed Lanes Revenue
13		Contracted Out Work						
14			High Performance Transportation Enterprise--Projects	HPTEB	3,614,192	6,388,000	2,773,808	Tolls/Managed Lanes Revenue
15			Expand-Related Indirect /1					
16			Expand-Related CDOT Construction Engineering /1					
17					3,614,192	6,388,000	2,773,808	Tolls/Managed Lanes Revenue
18				Total	3,614,192	6,388,000	2,773,808	
19	Deliver - Program Delivery/Administration							
20			High Performance Transportation Enterprise--Administration and Legal Fees		2,088,800	4,774,500	2,685,700	Fee for Service
21				Total:	2,088,800	4,774,500	2,685,700	
22	Pass-Through Funds/Multi-modal Grants							
23		Highway						
24				Total:	-	-	-	
25	Transportation Commission Contingency / Debt Service							
26		Contingency						
27		Debt Service						Fee for Service
28				Total:	-	-	-	
					5,702,992	11,162,500	5,459,508	

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

Revenue **5,702,992**      **11,162,500**      **5,459,508**

**Key to acronyms:**

HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment      (2,080,000)      **(4,774,500)**      **(2,694,500)**

Total Consolidated Allocations      **1,563,136,460**      **1,562,331,469**      **(804,991)**

Total Consolidated Revenue      **1,563,136,460**      **1,573,668,103**      **10,531,644**



## COLORADO

### Department of Transportation

Division of Transportation Development  
Multimodal Planning Branch  
4201 E. Arkansas Ave, Shumate Bldg.  
Denver, CO 80222

**DATE:** October 21, 2016  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** Jeff Sudmeier, Manager, Multimodal Planning Branch  
**SUBJECT:** Development Program and Project Selection

#### Purpose

To discuss next steps in project selection for Senate Bill (SB) 09-228 and other funding opportunities.

#### Background

The Development Program is an inventory of major investment needs identified through the transportation planning process to support the prioritization of major investment needs for future planning. Staff developed the initial inventory of major investment needs during the winter of 2016 based on the Regional Transportation Plans (RTPs), and other plans and existing project lists. The most current Development Program inventory includes roughly 130 highway projects representing more than \$9 billion in funding need, and roughly 100 transit projects representing more than \$2 billion in funding need. Additional bicycle and pedestrian investment needs will be incorporated in the future. Over the summer, CDOT staff worked with planning partners to further discuss and vet priorities. The result of this outreach is the 10-Year Development Program, a smaller subset of the Development Program, identifying those major investment needs that are a higher priority over the next 10 years. The Development Program is available at: <https://www.codot.gov/programs/planning/documents/plans-projects-reports/projects/draft-2016-development-program-oct-2016.pdf>.

Staff is now looking at next steps, including how to build on the Development Program in identifying priorities for funding with SB 09-228, the National Highway Freight Program (new formula freight program), and discretionary grant programs such as FASTLANE. The 10-Year Development Program provides a solid foundation by focusing in on higher priority projects that have been vetted by planning partners and are consistent with RTPs.

#### Details

It should be emphasized that the focus of current project selection discussion is on highway projects. Transit priorities for SB 09-228 were already identified through a separate process led by the Division of Transit & Rail (DTR) over the summer months (see July and August Transportation Commission packets). Standalone bicycle and pedestrian projects are not eligible under these programs, although bicycle and pedestrian elements of a larger project may be eligible.

Staff has developed some initial draft eligibility and evaluation criteria for SB 09-228 and for the National Highway Freight Program (see Attachments A and B). A variation of these criteria could also be used in identifying priorities for 2017 FASTLANE grants. Although not expressed as criteria, geographic equity is assumed to be a key principle in project selection. The importance of geographic equity in project selection has been expressed on numerous occasions in recent months by the Transportation Commission, STAC, and other planning partners. The two sets of criteria have different eligibility criteria. Evaluation criteria are similar, but with one set of criteria targeting freight more specifically. Evaluation criteria are based on the Statewide Transportation Plan / Policy Directive 14 goal areas of Safety, Mobility, Maintaining the System, and Economic Vitality. Additional criteria have been added based on previous input from the Transportation Commission and STAC and include resiliency and redundancy, and leveraging funds/building on prior funding/phases.

Using the 10-Year Development Program and the draft criteria provided as a starting point, staff proposes to conduct a project selection process over the next several months to identify priorities the National Highway Freight Program, discretionary grants, and possibly SB 09-228. This process would likely include:

- Refinement of project selection criteria and identification of appropriate weighting of criteria with Transportation Commission, STAC, and Freight Advisory Council (FAC) input
- Region-level evaluation and prioritization of 10-Year Development Program projects based on criteria; consideration of need to evaluate any other projects not included in 10-Year Development Program



- Statewide evaluation of projects prioritized at Region level
- Examination of opportunities to combine/leverage funding across sources

#### *Availability of Funds*

The first SB 09-228 transfer, totaling \$199.2 million, was received by CDOT on June 30, 2016. The second SB 09-228 transfer, totaling \$158 million, will be received by CDOT on June 30, 2017, absent new legislation to eliminate or reduce the transfer. An additional \$225 to \$333 million is anticipated in years three and four, depending on the forecast, with an additional \$200 million possible in the fifth and final year. The first year of funding is committed to the Central 70 project. As a reminder, the Transportation Commission previously committed \$130 million in state or federal funding to I-25 North as part of the I-25 North TIGER application (see March and April Transportation Commission packets). Although the commitment did not specify a source, there are limited options beyond SB 09-228 for fulfilling such a large commitment.

The National Highway Freight Program provides approximately \$15 million annually to Colorado, beginning in FY 16. Beginning in December 2017, projects must be identified in a State Freight Plan in order to be eligible for funding. The Multimodal Freight Plan and State Freight Passenger Rail Plan, both currently in development, will identify a long-term freight investment strategy and project priorities. However, given that these plans will not be complete until the end of 2017, staff is recommending that projects be identified for the first two years of funding as part of the process described here.

Staff further recommends that priorities be identified for FY 17 FASTLANE grants. States are allowed to submit up to three applications. Since a large match commitment is required in order to be competitive, it is likely that priorities for FASTLANE grants will follow from SB 09-228 and/or National Highway Freight Program priorities, and leverage those funds as match.

#### *Input to Date*

The 10-Year Development Program was reviewed with STAC at the September meeting. STAC also discussed criteria for SB 228 and the National Highway Freight Program at the August and September meetings.

The 10-Year Development Program and next steps in project selection were the subject of an October 19 Transportation Commission Workshop. The Transportation Commission provided general concurrence with approach and requested a follow up workshop in November to further discuss criteria as well as how to approach SB 09-228 (i.e. should projects be selected as funds are received or should projects be identified up to the full possible amount of transfers, etc.).

#### **Input Requested**

Staff is requesting STAC input on next steps in project selection, including feedback on draft criteria (see Attachments A and B). Questions to consider include:

- Does the 10-Year Development Program provide a good foundation for moving forward with these project selection processes?
- Do the proposed criteria provide a good framework for project selection? Are there criteria that should be added or modified?

#### **Next Steps**

Staff will refine approach and criteria based on input from the Transportation Commission and STAC. The Freight Advisory Council (FAC) is also providing input on priorities for the National Highway Freight Program. A second Transportation Commission workshop is planned for November. In the meantime, staff will continue to prepare in anticipation of moving forward with project selection later this fall.

#### **Attachment**

- Attachment A: SB 09-228 Draft Eligibility and Evaluation Criteria
- Attachment B: National Highway Freight Program Draft Eligibility and Evaluation Criteria



**Senate Bill 228  
Draft Eligibility and Evaluation Criteria  
October 2016**

<b>Eligibility Criteria</b>				
E1. Is a "strategic" project (a project of regional or statewide significance serving regional or statewide travel needs, recognized as a high priority at the regional or statewide level, and representing a significant cost or long-term investment.)				
E2. Is identified in the 10-Year Development Program (i.e. is Tier I)				
E3. Is identified as a high priority at the project or corridor level in a Regional Transportation Plan or other Plan (i.e. State Highway Freight Plan, Transit Plan)				
E4. Is ready to go to advertisement by December 2018.				
<b>Evaluation Criteria</b>				
<b>Criteria and Measures</b>	<b>Low Score</b>	<b>Medium Score</b>	<b>High Score</b>	<b>Weighting</b>
<b>1. Safety</b>				
1.1 Fatalities reduced	Number of fatalities reduced per year			TBD
1.2 Serious injuries reduced	Number of serious injuries reduced per year			
1.3 Property damage only reduced	Number of property damage only reduced per year			
<b>2. Maintaining the System</b>				
2.1 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved			TBD
2.2 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.			
2.3 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	
<b>3. Mobility</b>				
3.1 Reliability or Travel Time	Project provides little or no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit	TBD
3.2 Modal choice	No modal choices provided by project	Project provides some modal choice for two of pedestrian, cycling, or transit modes	Project provides excellent modal choice for pedestrian, cycling, AND transit	
3.3 Connectivity and Accessibility	No improved accessibility or connectivity provided by project	Project provides some improved accessibility or connectivity to regionally-important centers	Project provides substantially improved accessibility or connectivity to regionally-important centers	
<b>4. Economic Vitality</b>				
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)			TBD
<b>5. Other Considerations</b>				
5.1 Resiliency	Project does not improve the resiliency of transportation infrastructure.	Project will somewhat improve the resiliency of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resiliency of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	TBD
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy	
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, or leverages other funds	Project builds on recent prior phases or corridor investments and leverages other funding.	
<b>6. Estimated Project Cost</b>				

**National Highway Freight Program  
Draft Eligibility and Evaluation Criteria  
October 2016**

<b>Eligibility Criteria</b>				
E1. Is on the National Highway Freight Network (NHFN) or is a freight intermodal or freight rail project (federal requirement)				
E2. Is identified as a freight need and project area in the State Highway Freight Plan (federal requirement, begin Dec 2017)				
E3. Is an eligible activity under the National Highway Freight Program (federal requirement - see Eligible Activities)				
E4. Is on a Colorado Freight Corridor or other facility with evidence of significance to freight				
E5. Is able to receive federal funding authorization by September 1, 2017 (see Project Readiness)				
<b>Evaluation Criteria</b>				
<b>Criteria and Measures</b>	<b>Low Score</b>	<b>Medium Score</b>	<b>High Score</b>	<b>Weighting</b>
<b>1. Safety</b>				
1.1 Fatalities reduced	Number of fatalities reduced per year for commercial motor vehicle crashes			TBD
1.2 Serious injuries reduced	Number of serious injuries reduced per year for commercial motor vehicle crashes			
1.3 Property damage only reduced	Number of property damage only reduced per year for commercial motor vehicle crashes			
<b>2. Maintaining the System</b>				
2.1 Freight Focus	General asset life improvements with no freight specific design features or freight specific benefits.	General asset life improvements with some freight specific design features or freight specific benefits.	Freight focused asset life improvements designed to address a specific freight need.	TBD
2.2 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved			
2.2 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.			
2.4 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	
<b>3. Mobility</b>				
3.1 Reliability or Travel Time	Project provides little to no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit	TBD
3.2 Truck AADT	Truck AADT			
3.3 % Truck	% Truck Off-Peak			
<b>4. Economic Vitality</b>				
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)			
4.2. Intermodal connections	Project does not support connections between freight modes, nor the promotion of multiple transportation choices, and does not directly impact access to an intermodal facility	Project generally supports connections between freight modes, and promotes some transportation choices and, indirectly impacts access to an intermodal facility	Project enhances and creates workable connections between freight modes, promotes multiple transportation choices, and directly impacts access to an intermodal facility	TBD
<b>5. Other Considerations</b>				
5.1 Resiliency	Project does not improve the resiliency of transportation infrastructure.	Project will somewhat improve the resiliency of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resiliency of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	TBD
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy	
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, or leverages other funds	Project builds on recent prior phases or corridor investments and leverages other funding.	
<b>6. Estimated Project Cost</b>				



## COLORADO

### Department of Transportation

Division of Transportation Development  
 Multimodal Planning Branch  
 4201 E. Arkansas Ave, Shumate Bldg.  
 Denver, CO 80222

**DATE:** October 21, 2016  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** Michelle Scheuerman, Statewide Planning Manager  
**SUBJECT:** Multimodal Freight Plan Coordination and Engagement

#### Purpose

To provide a high-level overview of the coordination structure and stakeholder engagement opportunities and methods related to the development of the Multimodal Freight Plan.

#### Background

Development of the Multimodal Freight Plan and updated State Freight & Passenger Rail Plan is beginning and will include significant involvement from the Freight Advisory Council (FAC), STAC, and Transit and Rail Advisory Committee (TRAC). The State Freight & Passenger Rail Plan is an update to the 2012 plan, and a federal requirement. The Multimodal Freight Plan will build upon the State Highway Freight Plan completed in 2015, and provide an integrated freight plan for the state, considering all modes of freight movement in Colorado. The Multimodal Freight Plan will also meet new FAST Act requirements for state freight plans.

#### Input Requested

Staff is requesting STAC feedback on the overall approach to coordination and stakeholder engagement. In particular, please focus on the Multimodal Freight Plan Working Group membership and provide any thoughts if additional membership is warranted or if you desire to sit on the Plan Working Group. Please keep in the mind that the Multimodal Freight Plan Working Group will be involved in many of the details regarding plan development and will require a large time commitment due to the desire to have the Plan completed by December, 2017.

***Please note that a comparable presentation will be given to the Transit Rail and Advisory Committee on the same day in the afternoon to discuss membership of the State Freight and Passenger Rail Plan Working Group.***

#### Next Steps

- Finalize membership of the Multimodal Freight Plan Working Group. The first meeting will be held on November 8 from 1:30-3:30.
- Finalize membership of the Joint Project Advisory Committee (JPAC). The first meeting will be held on December 7 from 1:00 -3:30.

#### Attachment

- Presentation





# Multimodal Freight Plan and State Freight and Passenger Rail Plan Development



Statewide Transportation Advisory Committee



October 28, 2016





# Agenda

- ▶ **Coordination**
- ▶ **Engagement**
- ▶ **Schedule and Milestones**
- ▶ **Questions/Feedback**

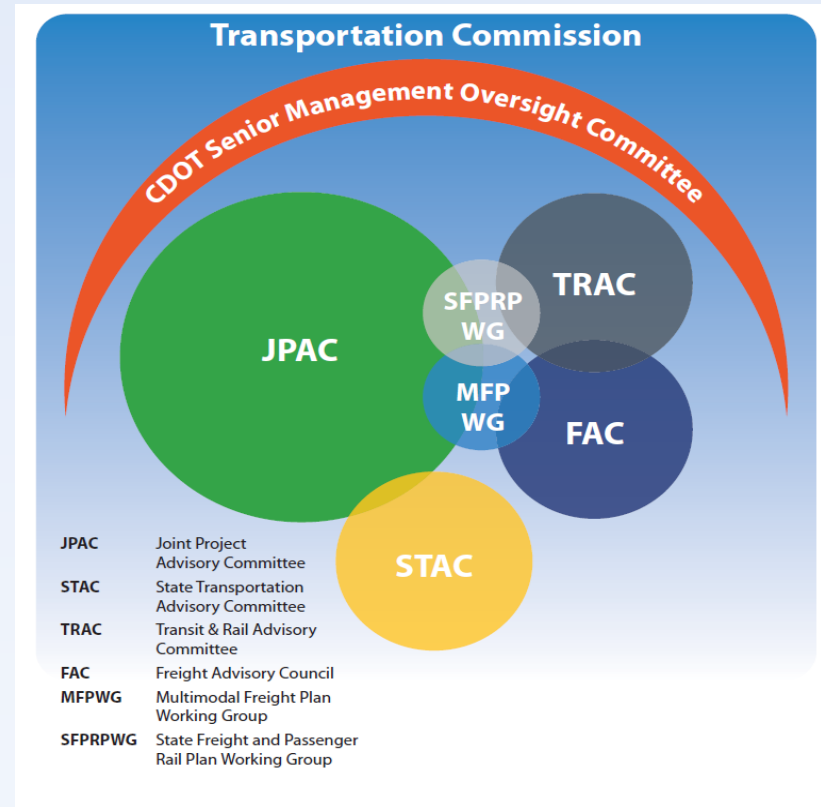


# Coordination



# Joint Project Advisory Committee

- ▶ Advisory committee of public and private stakeholders
- ▶ Responsible for guiding plan development
- ▶ Multi-modal, regional, and connected to CDOT standing committees
- ▶ **JPAC** will meet throughout plan development to:
  - Develop strategic direction, vision, and goals
  - Review plan methodologies and approaches
  - Act as liaisons and public champions



# JPAC Members\*

- ▶ Motor Carriers/FAC Chair – Jenyce Houg
- ▶ Freight Rail/TRAC & FAC – Pete Rickershauser
- ▶ Passenger Rail/TRAC – Jim Souby
- ▶ Air Cargo/FAC – Brandon Howes
- ▶ Shipping/FAC – Don Grambusch
- ▶ Shipping – Jake Killgore
- ▶ Eastern Colorado/STAC & FAC – Gary Beedy
- ▶ Western Colorado/FAC – Tim Rich
- ▶ NFRMPO – Terri Blackmore
- ▶ DRCOG – Doug Rex
- ▶ COEDIT – Jeff Kraft
- ▶ FHWA – Aaron Bustow
- ▶ FRA – Karla Bloch
- ▶ CDOT DTD – Debra Perkins-Smith
- ▶ CDOT DTR – Mark Imhoff

*\*List of invited members*



# Plan Development Working Groups

- ▶ **Plan Development Working Groups will support JPAC and committees to:**
  - Provide input to CDOT, project team, JPAC and connections to committees
  - Address ongoing issues, data challenges, and other items
  - Support stakeholder outreach with industry and constituents



# Multimodal Freight Plan Working Group – *FAC Steering Committee\**

- ▶ Motor Carriers/FAC Chair – Jenyce Houg
- ▶ Motor Carriers/FAC – Greg Fulton
- ▶ Freight Rail/TRAC – Pete Rickershauser
- ▶ Passenger Rail/TRAC – Jim Souby
- ▶ Eastern Colorado/STAC & FAC – Gary Beedy
- ▶ Eastern Colorado/FAC – Joe Kiely
- ▶ Weld County /STAC & FAC – Barbara Kirkmeyer
- ▶ Short Line Rail/ TRAC & FAC – Mike Ogborn
- ▶ Cheyenne County/FAC – Ron Pelton
- ▶ Western Colorado/FAC – Tim Rich
- ▶ CDOT – Jason Wallis
- ▶ CDOT Deputy Executive Director – Mike Lewis

*\*List of invited members*



# Engagement



# Engagement Opportunities

- ▶ **Conduct stakeholder interviews and stakeholder focused telephone town halls/webinars**
  - Identify key individuals and groups
  
- ▶ **Organize issues workshops**
  - Coordinate with organizations on themed focus groups
  
- ▶ **Launch partner and business surveys**
  - Partner to push out survey and leverage Together We Go
  
- ▶ **Present at standing meetings and events**
  - e.g. TRAC/STAC/FAC, CMCA and AAR Research annual meetings

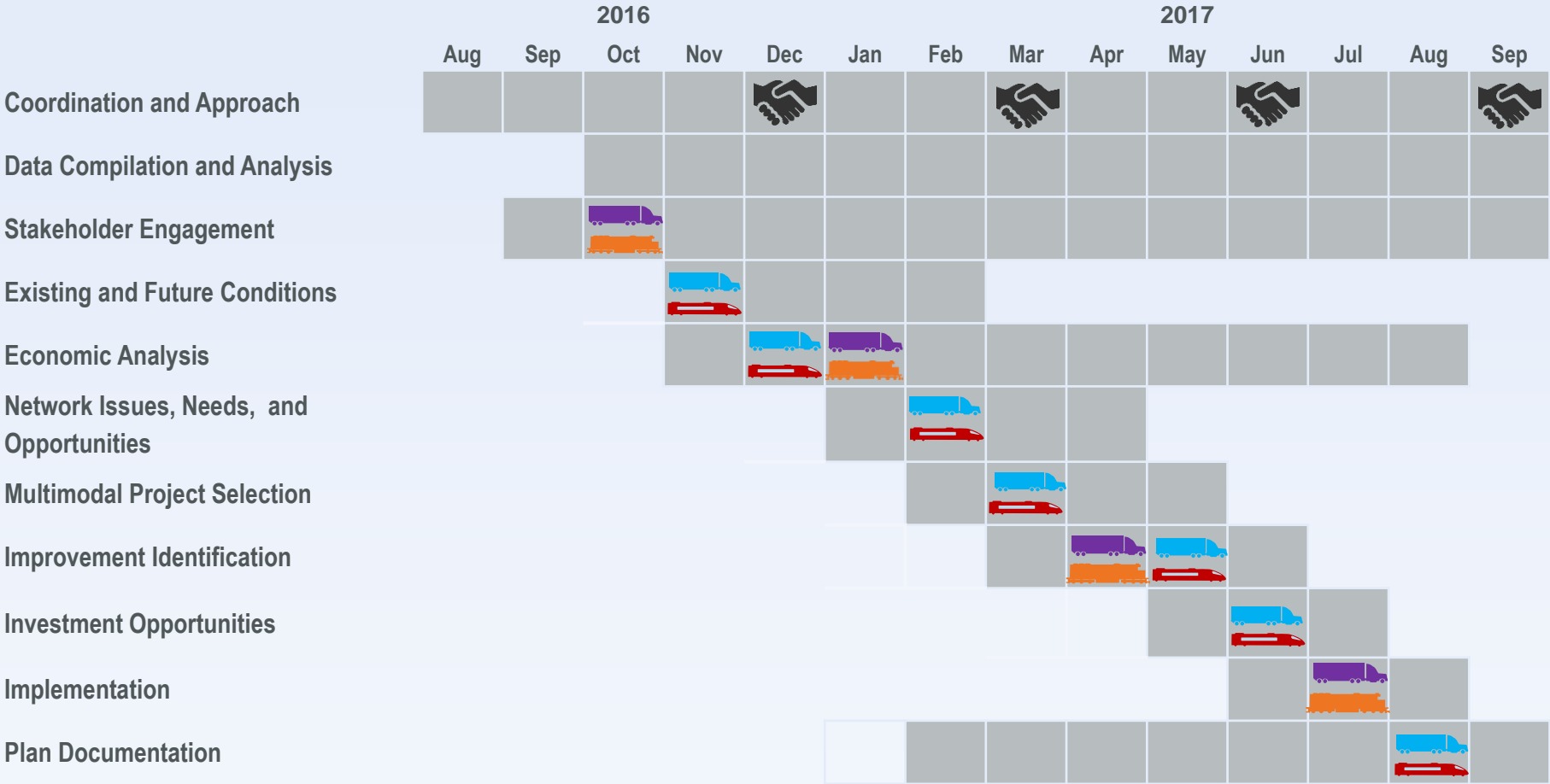




# Schedule



# Plan Schedule and Milestones



# What will we be doing and when?

## ▶ **Fall 2016**

- Help set vision and goals
- Assist with outreach and engagement
- Vet methodologies and data approaches

## ▶ **Winter 2016**

- Identify existing issues and future opportunities
- Input on economic analyses
- Review initial synthesis and forecasts

## ▶ **Spring 2017**

- Review selection and investment recommendations

## ▶ **Summer 2017**

- Review and comment on draft plan components

## ▶ **Fall 2017**

- Approve MFP/SFPRP plans
- Plan for implementation



# Questions and Feedback



# Multimodal Freight Plan

Project Manager

**Michelle Scheuerman**

michelle.scheuerman@state.co.us

# State Freight and Passenger Rail Plan

Project Manager

**Sharon Terranova**

sharon.terranova@state.co.us





## COLORADO

### Department of Transportation

Division of Transportation Development  
 Multimodal Planning Branch  
 4201 E. Arkansas Ave, Shumate Bldg.  
 Denver, CO 80222

**DATE:** October 21, 2016  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** Jeff Sudmeier, Manager, Multimodal Planning Branch  
**SUBJECT:** STAC Workshop

#### Purpose

To provide a brief overview of the upcoming STAC Workshop.

#### Background

The first 50 minutes of the October 28 STAC agenda will include regular STAC business. This will be followed by a two hour STAC Workshop that will include discussion of House Bill 16-1018 "Transportation Advisory Committee Procedures," the partnership between the STAC and the Transportation Commission, areas of STAC advice and comment, and communication protocols. The workshop will conclude with the election of the STAC Chair and Vice-Chair.

Your packet includes a handout summarizing some communication issues discussed at recent STAC meetings, and some staff proposed strategies to help address.

#### Input Requested

The workshop is an opportunity for STAC to discuss the implementation of House Bill 16-1018 with the bill's sponsor and the Transportation Commission. It is also an opportunity to discuss more broadly STAC's role and how STAC can be made more effective through improved communication. Staff requests input on the staff proposed communication strategies, as well as on other ways staff can more effectively support STAC.

#### Next Steps

- Further discussion at upcoming STAC meetings, as needed
- Implementation of communication strategies
- Development of calendar of upcoming STAC agenda topics

#### Attachments

- Attachment A: House Bill 16-1018
- Attachment B: Areas of Advice and Comment / Communication Issues and Staff Proposed Strategies



# An Act

HOUSE BILL 16-1018

BY REPRESENTATIVE(S) Carver and Mitsch Bush, Brown, Coram, Duran, Esgar, Fields, Ginal, Hamner, Lee, Lontine, Pabon, Rosenthal, Windholz, Winter;  
also SENATOR(S) Todd, Donovan, Garcia, Heath, Jones, Kefalas, Merrifield.

CONCERNING A REQUIREMENT THAT THE STATEWIDE TRANSPORTATION ADVISORY COMMITTEE PROVIDE ADVICE AND COMMENTS REGARDING TRANSPORTATION-RELATED MATTERS TO BOTH THE DEPARTMENT OF TRANSPORTATION AND THE TRANSPORTATION COMMISSION RATHER THAN TO THE DEPARTMENT ONLY.

*Be it enacted by the General Assembly of the State of Colorado:*

**SECTION 1.** In Colorado Revised Statutes, 43-1-1104, **amend** (2) as follows:

**43-1-1104. Transportation advisory committee.** (2) The committee shall provide advice to BOTH the department AND THE COMMISSION on the needs of the transportation systems in Colorado, INCLUDING BUT NOT LIMITED TO BUDGETS, TRANSPORTATION IMPROVEMENT PROGRAMS, THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM, TRANSPORTATION PLANS, AND STATE TRANSPORTATION POLICIES, and shall

*Capital letters indicate new material added to existing statutes; dashes through words indicate deletions from existing statutes and such material not part of act.*

review and PROVIDE comment TO BOTH THE DEPARTMENT AND THE COMMISSION on all regional transportation plans submitted for the transportation planning regions. The activities of the committee shall not be construed to constrain or replace the county hearing process.

**SECTION 2. Act subject to petition - effective date.** This act takes effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly (August 10, 2016, if adjournment sine die is on May 11, 2016); except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or part will not take effect unless



approved by the people at the general election to be held in November 2016 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.

---

Dickey Lee Hullinghorst  
SPEAKER OF THE HOUSE  
OF REPRESENTATIVES

---

Bill L. Cadman  
PRESIDENT OF  
THE SENATE

---

Marilyn Eddins  
CHIEF CLERK OF THE HOUSE  
OF REPRESENTATIVES

---

Effie Ameen  
SECRETARY OF  
THE SENATE

APPROVED \_\_\_\_\_

---

John W. Hickenlooper  
GOVERNOR OF THE STATE OF COLORADO

## Areas of Advice and Comment

1. The committee shall **provide advice on the needs of the transportation system in Colorado**, including but not limited to:
  - o Budgets
  - o Transportation Improvement Programs
  - o Statewide Transportation Improvement Program
  - o Transportation Plans
  - o State Transportation Policies

## Communication Issues and Staff Proposed Strategies

### How can communication between STAC and the Transportation Commission be strengthened?

1. **STAC Representative / Transportation Commissioner Communication** – STAC representatives are encouraged to reach out to their respective Transportation Commissioner and, if they have not already done so, identify opportunities to communicate and coordinate (i.e. monthly phone call, quarterly meetings, touch base at TPR meetings, etc.). Transportation Commissioners are encouraged to attend the TPR meetings in their District to better understand the local perspective on key transportation issues.
2. **Annual Meeting** – STAC and the Transportation Commission should meet formally on an annual basis, perhaps on a Thursday following normal TC business in a month following the election of a new Transportation Commission Chair (typically July).
3. **Meeting Minutes** – Staff will continue to prepare summaries of the most recent Transportation Commission meeting for inclusion in the STAC packet. In the future, minutes of the most recent STAC meeting will also be included in the Transportation Commission packet. Additionally, staff will start providing Draft STAC Minutes within one week of a STAC meeting rather than waiting to include in the following month's packet.

### How can STAC input and formal positions be more clearly presented to the Transportation Commission?

1. **STAC Chair Report Out** – The STAC Chair will continue to provide a report of the most recent STAC meeting to the Transportation Commission, and a report to STAC of the prior Transportation Commission meeting.
2. **CDOT Transportation Commission Memos** – Staff will add a line to Transportation Commission Memos to report positions of Advisory Committees, including STAC, FAC, and TRAC.
  - a. This will encourage CDOT staff to obtain STAC input prior to the Transportation Commission.
  - b. This can build on, or differ with, a CDOT staff recommendation.

### How can we support STAC in better soliciting input from the TPRs and providing input to CDOT and the Transportation Commission?

1. **STAC Calendar**- Staff will maintain a prospective calendar of STAC agenda items so that STAC representatives can anticipate what will be on the agenda when.
  - c. Calendar to be developed after workshop, based on STAC input on appropriate STAC topics and may relate to agenda items that are expected to come before the Transportation Commission that STAC may potentially like to provide advice to the Transportation Commission on
  - d. Calendar will be at least a quarterly look forward

- e. Subsequent discussions may follow workshop to dig deeper into specific items to identify STAC role (i.e. Budget 101 Workshop, followed by discussion of how STAC should weigh in on budget)
2. **STAC Input** – Staff will clarify the type of input being sought from STAC on specific agenda items (i.e. discussion, recommendation, approval, etc.) and articulate what specifically is being asked for (i.e. input on criteria).
3. **STAC Packet** – Staff will begin requiring that, whenever possible, materials for which STAC discussion, recommendation, or approval is sought, be included in the STAC packet sent out to STAC representatives a week in advance. Information only materials should also be included in advance, whenever possible.