



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
September 23, 2016
9:00 AM – 12:00 PM
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO
Agenda**

- 9:00-9:05** Welcome and Introductions – Vince Rogalski, STAC Chair
- 9:05-9:10** Approval of August Meeting Minutes – Vince Rogalski
- 9:10-9:20** Transportation Commission Report (Informational Update) – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:35** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:35-9:50** Policy Directive (PD) 14 Current Performance and Strategies (Informational Update/Discussion) – Debra Perkins-Smith, CDOT Division of Transportation Development (DTD)
- Review of current performance in areas of safety, infrastructure condition, system performance, and maintenance, and strategies to meet objectives.
- 9:50-10:05** Revenue and Contingency Reconciliation (Informational Update/Discussion) – Maria Sobota, CDOT Division of Accounting and Finance (DAF)
- Update on reconciliation of FY 2015-16 revenues and FY 2016-17 Transportation Commission Contingency Reserve Fund.
- 10:05-10:15** Break
- 10:15-10:30** National Highway Freight Program (Informational Update/Discussion) – Jeff Sudmeier and Jason Wallis, CDOT DTD
- Update and discussion on approach and criteria for new formula freight program
- 10:30-10:45** 10-Year Development Program (Informational Update/Discussion) – Jeff Sudmeier, CDOT DTD
- Update on 10-Year Development Program, Senate Bill (SB) 228, and discussion of next steps
- 10:45-11:00** Rest Area Study (Informational Update) – Joshua Laipply, CDOT Chief Engineer
- Update and overview of CDOT Rest Area Study
- 11:00-11:05** STAC Workshop - Overview and Purpose – Vince Rogalski
- Overview of agenda for two-part (September and October) STAC Workshop.
- 11:05 - 11:45** STAC Meetings – Vince Rogalski
- Ways to make meetings more effective
 - Agenda/workshop topics
 - Schedule
- 11:45 - 11:55** STAC Elections (Informational Update) – Vince Rogalski
- Discuss upcoming elections for STAC Chair and Vice Chair.
- 11:55 – 12:00** Wrap Up

Future Agenda Topics

- STAC Workshop – Part II

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

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

**Draft STAC Meeting Minutes
August 26, 2016**

Location: CDOT Headquarters Auditorium
Date/Time: August 26, 9:00 a.m. - 11:30 a.m.
Chairman: Thad Noll, STAC Vice-Chair
Attendance:

In Person: Gary Beedy (EA TPR), Peter Baier (GVMPO), Todd Hollenbeck (GVMPO), Elise Jones, Doug Rex (DRCOG), Thad Noll (IM TPR), Sean Conway, Terri Blackmore (NFRMPO), Chuck Grobe (NW TPR), Norm Steen, Craig Casper (PPACG), John Adams (PACOG), George Wilkinson (SLV TPR), Walt Boulden (SC TPR), Jim Baldwin, Stephanie Gonzales (SE TPR), Jody Rosier (Southern Ute), Kevin Hall (SW TPR), Barbara Kirkmeyer (UFR TPR).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions & July Minutes / Thad Noll (STAC Vice-Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Review of July STAC Minutes. • Minutes approved. 	<p>Minutes approved.</p>
<p>Transportation Commission Report / Debra Perkins-Smith (Division of Transportation Development)</p>	<p>Thad Noll</p> <ul style="list-style-type: none"> • <u>Thad Noll:</u> Members are directed to see the TC report in the packet for further information on the August TC meeting. • <u>Debra Perkins Smith:</u> Making members aware that there was a presentation of Road Usage Charge (RUC) given to the TC. There will also be a presentation on RUC given at the August STAC meeting. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Gary Beedy:</u> Headquarters funding has been approved by TC. Where does all that funding come from? • <u>Mike Lewis:</u> The amount to maintain our current Headquarters building was greater than the value of the building itself. Using Certificates of Participation (COPs) to fund the HQ, Region 2 and Region 4 buildings allows us to fund these new buildings now without taking away from our current highway funding. When looking at locations, we wanted to stay in 	<p>No action taken.</p>

	<p>the Denver Metro area, have access to bike routes, mass transit and highways. A dozen sites were examined; three finalist locations were selected for full analysis. This was the second desired site, but was selected based on negotiated benefits to CDOT and to Denver City & County as it will act to spur redevelopment in the area.</p> <ul style="list-style-type: none"> • <u>Josh Laipply</u>: COP stretches out payment over time so it doesn't go beyond our current building maintenance budget or take away from the current program. This development also consolidates 14 buildings in the Denver area, resulting in a big net gain. • <u>Gary Beady</u>: Will there be parking fees for Mile High stadium users? • <u>Mike Lewis</u>: On game days, stadium employees will park in the facility. • <u>Norm Steen</u>: How do we fund COPs? • <u>Josh Laipply</u>: COPs are funded with our existing maintenance operating funds. 	
<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>SW TPR</u>: Kevin Hall - Mike King presented Together We Go at our August 5 TPR meeting. We spent a significant amount of time talking about that, the freight programs and Development Program. There has been a good amount concern expressed in our area over potential reallocation of transit funding. Durango's transit program is really robust, due in part to CDOT's support, so any changes impacts those services heavily. We look forward to robust conversation later in this meeting on that agenda item. • <u>GVMPO</u>: Peter Baier – We had an excellent Statewide MPO meeting on August 9. The biggest topic was a discussion on public outreach, including lessons learned by each MPO. We also had freight discussion with chambers of commerce. We learned we have lots of small manufacturers, so we're looking for how to facilitate growth that supports those businesses. • <u>PACOG</u>: John Adams – We're finishing up projects on US50 the 3-lane widening and on I-25/Dillon there was a hiccup but that's moving along; Dillon/Eden interchange has been paved. Today is the first day of the State Fair. • <u>PPACG</u>: Norm Steen – We just completed two amendments of our TIP. We're also looking at our TIP cycle. We're facilitating really good collaboration within our MPO member governments, particularly with our five military installations. In particular, we're conducting a Joint Land Use Study (JLUS) – a federally funded project, allowing us to work positively 	<p>No action taken.</p>

	<p>and collaboratively with our five military installations in the area to address issues where conflict results. Military are seen as good neighbors in our area. We're also working on High speed internet along US24 up through Woodland Park, expecting 75% of costs to be funded through Federal funds by way of collaboration with eight member governments and state agencies.</p> <ul style="list-style-type: none"> • <u>CFR</u>: Adam Lancaster – Our TPR has postponed working on our IGA and bylaws while CDOT has been helping to put together some guidance. We now hope to make some progress on that in the near future. We have several TAP applications from our area, not all likely to be funded. Several projects underway: US24 PEL study is moving along; US50 RAMP project at Dozier beginning; US50 ped crossing study underway with a scoping meeting; One Off-system bridge had only one bidder at almost double the budget, so we're going to re-bid in springtime. The Together We Go presentation was provided at our August 15 TPR meeting – we felt it needed serious updating of outdated project information before it was ready to be shared elsewhere. • <u>SLV TPR</u>: George Wilkinson – Construction season is nearing its end. The chip seal is complete on Sand Dunes Road, which was part of the Federal Lands Access program; Hwy17 project is wrapping up. Our TPR meeting on August 4 included the Together We Go presentation and discussion, which we felt was an excellent discussion. Thad Noll – Are you seeing increased traffic due to the Sand Dunes being designated National Park? George Wilkinson – we saw over 300,000 visitors to Sand Dunes last year and we've already exceeded that this year, showing what a really important contributor it is to our economy. Grain harvesting is increasing freight movements at this time of year. Unfortunately, we're also seeing about 1 -2 roadway deaths a week, usually due to operator error. • <u>DRCOG</u>: Elise Jones – approved funding contribution to for Mobility Choice Blueprint Initiative, contingent upon a governance structure and scope of study agreeable to CDOT and RTD to protect public sector funding. This was kicked off Denver Metro Chamber and former CDOT Director Don Hunt, which seeks to take advantage of technology advances in transportation. CDOT and DRCOG have approved their contributions. RTD will consider their contribution at the September Board meeting. DRCOG is we're doing more to support small communities, including a Hot 	
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	<p>Topics event on September 15 for small communities covering a range of identified priorities including economic development, comprehensive planning, as well as getting needs met for transportation. See Doug Rex for information for further information on that.</p> <ul style="list-style-type: none"> • <u>Southern Ute</u>: Jody Rosier – We’ve completed our Long Range Plan, which shows 37% of accidents are due to collisions with bear and elk, so we’re glad to see CDOT completing a wildlife crossing along US160. We also found some guardrail funding and are making improvements in areas where people are missing curves. • <u>NFRMPO</u>: Sean Conway – Wanted to note CDOT is already working to fix the blacktop on Berthoud Hill along I-25. Thanks to CDOT and Johnny Olson’s team in Region 4 for getting onto that quickly. We’ve initiated our 2040 RTP amendment to include north I-25 to SH56 for eligibility for the TIGER grant. That should be completed by May 2017. We’ve issued our 2020-2021 call for projects on CMAQ, TAP, STP project. Call for projects ends on September 9; We’re working to identify critical freight corridors and Alternative Fuel Corridors. The North I-25 Coalition was given the Bravo Award for cooperation with area governments by Business West. NFR wants to also acknowledge CDOT for their role in that collaboration. <u>Terri Blackmore</u>: The NFR Chair sat down with governor to discuss how money from Volkswagon 2.0L settlement will be distributed throughout the state. NFR sent a letter recommending the approximate \$61 million coming to the state be distributed based on where the dirty vehicles were located. She has a list of the vehicle numbers by county and also the eligible project criteria. If anyone’s interested, they may contact her for that information. Funding from this settlement will likely come to the state at the end of 2017. <u>Deb Perkins-Smith</u>: The Governor’s office is working to submit a request to be an eligible beneficiary of the program. There will be future discussions to come up with the required plan for use of these funds. Some states may or may not complete these eligibility requirements, so there is some possibility Colorado is awarded even more than the estimated amount. CDOT is advising the Feds to keep MPOs, TPRs and local governments involved in discussions and updates on the program. • <u>UFR TPR</u>: Barb Kirkmeier – An Exec Committee was held yesterday to discuss CMAQ funding. We will be giving our funding to Estes Park for 	
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	<p>messaging for congestion mitigation. We're continuing our fleet conversion to CNG.</p> <ul style="list-style-type: none"> • <u>EA TPR</u>: A meeting of the TPR was held this week to discuss alt fuels and national freight network. Completed Hwy 23 to Nebraska; last RAMP project scheduled for Aug, delayed by Century Link issues paused till this Spring; Discussed with Johnny Olson idea to study Hwy 71 for a possible Super 2 project. The Hwy71 study would be to determine costs and potential improvements for a better alternative freight corridor. • <u>SC TPR</u>: Walt: half of projects done; paving 350; bids for rock fall on I-25 Raton Pass; crosswalk improvements downtown, going out for more bids; great meeting yesterday, thx for CDOT Region 2 for attending and supporting conversation on design options of exit 11; We had productive TWG and freight corridor conversations as well. • <u>NW TPR</u>: Chuck Grobe – The concrete overlay on Hwy13, requiring 24 hour flagging for concrete drying is a new challenge with residential access issues. We had lots of discussion on that. • <u>SE TPR</u>: Jim Baldwin: Together We Go this weeks meeting; Hwy 96 overlay project underway; the same contractor will then go to Hwy350 for additional overlay there. This Tuesday we're hosting CDOT staff for county meeting in Otero County. Stephanie Gonzales – we're discussing needed update of our IGA after discovering our RPC/TPR membership needs updating. We hope that effort improves participation. • <u>IM TPR</u>: Two RAMP projects underway I-70 Vail underpass and Iron Springs on Hwy9. This July, three weekends were the three highest traffic volumes ever on I-25. The mountain express lanes have dramatically changed the congestion; we and public are very pleased with the results after seeing reduced travel times despite the large increases in traffic. 	
<p>Chief Engineer Update / Josh Laipply (CDOT Chief Engineer)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Rest Areas: We have 37 throughout state while we do not have enough funding to maintain them. By statute, only one at Vail pass is required. Next month we'll discuss the CDOT Rest Area Study, currently in progress, and next steps. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Kevin Hall</u>: Rest stops in our area are well maintained; Forest Services rest areas have no restroom facilities. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • <u>Adam Lancaster</u>: What about co-location options? Perhaps maintenance facilities in local areas can be joined with rest area facilities. • <u>Sean Conway</u>: Can we consider revenue generating options? Mike Lewis – There are statutory limitations to what we can do there. • <u>Gary Beedy</u>: Trucks have to park on on/off ramps because rest areas are full. This is a safety issue. 	
<p>Jeff Sanders – DTR, FTA 5311 distribution</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Distribution of 5311: CDOT recently began a process to evaluate the distribution of the 5311 funding program for rural transit. Although CDOT is the very early stages of brainstorming ideas for a revised distribution methodology, the City of Durango wrote CDOT a letter criticizing the process for distribution/allocation of these funds. • Background: 5311 is federal transit funds that provides funds for rural transit operations and capitals (i.e. buses, vehicles, and facilities). \$7.5m was provided to 30 agencies throughout state last year. • CDOT has been contacted by at least 6 other agencies inquiring as to how they may be able to obtain a grant. That led CDOT to ask the question of how it would accommodate these new entities looking for funding. • The central goal of evaluating the 5311 funding program was to make the distribution of funds more equitable and provide an opportunity for new transit providers. • CDOT hopes to make the formula, and accompanying process, as transparent as possible. That means creating a formula that is user friendly. • CDOT would like to reflect the diversity of transit services that exist within the state. Transit service providers in Colorado range from extremely large to very small (call-n-rides services). • Transit partners from around the state have indicated that they value stable funding streams. That is a major consideration for CDOT as we continue to evaluate the distribution of 5311 funds. • <u>Process</u>: The evaluation process started in December of 2015 through a series of four Transit Town Halls. Although there were a number of topics covered during the town halls, this process was a major topic of discussion. CDOT also discussion the process at the Colorado Association of Transit Agencies (CASTA) conference in May of 2016. 	

- In July of 2016, CDOT began the analysis/brainstorming portion of the process. This consists of a series of three focus groups, composed a series of transit stakeholders from across Colorado.
- September of 2016 CDOT will return to CASTA and present the findings from the focus groups.
- The policy development is set to begin in September and will include gathering input from CASTA, STAC, TRAC, and finally the TC. The goal of arriving at a distribution policy by August 2017. Awards under the new distribution methodology will begin in January 2018.
- Focus Groups: The focus groups have the intended purpose of identifying which factors should be used for the distribution methodology. There are some stakeholders who view the current funding distribution as unfair, so identifying the proper factors can help with the fairness of the funding formula.
- Developed four scenarios and demonstrating how each would affect the distribution of 5311 funds. Each of the scenario had a different factor and demonstrated how those factors would affect the current model and funding recipients. For example, scenario A used land, low income population, and miles (based off the national formula). CDOT heard that “land area” is not a good criteria since transit agencies only use a portion of a given land area.
- Currently, CDOT is still early in process, the brainstorming stage. Over the coming months, CDOT will continue to engage statewide transit stakeholders before moving into the policy development phase.

STAC Comments

- Trent Bushner: During the presentation the term, “new providers” was mentioned. Can you explain what is meant by this? Jeff- There are two types: 1) an area in state that doesn’t have a current service or 2) a transit agency that is currently operating, but paying for the service themselves.
- Trent Bushner: Some transit agencies, like County Express, struggle because they can’t afford to pay the drivers which leads to high rates of turnover. This makes 5311 funding very important. We need to create a more efficient system that allows transit agencies to pay people what they are worth. CDOT needs to make sure that smaller transit agencies, such as County Express, are a part of the conversation because 5311 funds are incredibly important to them. Jeff- we initially thought three focus groups

	<p>would be enough, but now we see the need to make sure that all of the transit agencies have their voices heard.</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: Have we studied public need? We need to ask where is ridership required as it relates to the user's needs. As there been any thought as to using public surveys or doing a study? Jeff- The 5304 program is geared toward planning studies. For those agencies that are planning to apply for 5311 funds, they need to come to CDOT with documentation that demonstrates the need for services. This is where the 5304 funds are utilized. • <u>Norm Steen</u>: What is your definition of performance? Jeff- One of the goals of this effort is to reward good performance. The effort has been to include a performance measure, but the challenge is the diversity of services offered throughout the state. We have been trying to identify efficiency factors that treat all transit service providers equally. • <u>Terri Blackmore</u>: It is inevitable that existing agencies will be impacted; are you providing the smaller transit agencies assistance to become more efficient? Jeff- We provide 5310 funds for mobility management in select portions of the state. Mobility managers do a great job of making transit agencies more efficient. CDOT is trying to determine how transit agencies are going to transition after there is a change in funding. This includes those agencies that will be receiving less funding and those who are receiving new or additional funding. • <u>Barbara Kirkmeyer</u>: CDOT should stipulate that agencies need a 10-year business plan. It will be a bad situation if we are taking funding away from successful operators and give it to new operator that could fall after a couple years. The 10-year business plan will force new operators to detail how they plan to use the funds. • <u>Kevin Hall</u>: Is STAC going to participate in the recommendations? Will it come back to STAC before it goes to TC? Mark Imhoff- Yes, probably multiple times. CDOT needs to get to a point where there is consensus around the factors amongst stakeholders, but then will return to STAC. • <u>Thad Noll</u>: Advised all STAC members to get their transit agencies to the CASTA conference on September 21. 	
BREAK		

<p>STAC Retreat Agenda / Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Commissioners prefer for TC Chair Reiff and TC Vice-Chair Zink to meet with STAC first on behalf of the TC, with intention of identifying issues and processes first. • TC Chair Reiff will be on vacation during the week of the scheduled STAC Workshop in September. There are two options: hold the workshop as scheduled in September and do a separate meeting with TC representatives before or after, or hold the entire workshop one month later in October. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: The intent of the legislation is for all of the transportation commissioners to come and participate as a means of improving communications with STAC; how do we have this conversation without all commissioners? • <u>Norm Steen</u>: I agree - this isn't just a STAC initiative but state legislation; its law and should be treated seriously. • <u>Barbara Kirkmeyer</u>: The commissioners aren't the only ones who are busy – we all are. Now we're being asked to have two or three meetings to accommodate their schedules? • <u>Thad Noll</u>: The question on the table is do we wait till October to have the full retreat and workshop so they can all attend? Or can we use September to cover other business items, non-TC items? • STAC representatives agreed to use September STAC meeting to cover non-TC agenda items and then hold the other meeting in October to allow for TC attendance. 	<p>No action taken.</p>
<p>FAST Act Alternative Fuels Corridors / Elise Jones (DRCOG)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • We established a STAC working group along with staff from CDOT, CEO, and RAQC to respond to FHWA's call for alternative fuel corridor nominations. Remember there is no funding at this time and we only had a month to do this. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • The group identified and nominated 15 alternative fuel corridors (in two tiers and 3 fuel types) and prepared nominations including population demographics, VMT, existing and planned infrastructure, and more. We will learn about FHWA’s selected designations by December 1st and will have opportunities in the future to update and amend this list on a regular basis. • The full nomination packet will be emailed to the group. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: I recognize that this process was a bit rushed, but we’ve noticed an omission that should be added in the next update of the map. The US 287 corridor should be added from Denver all the way up to the Wyoming border, not just the southern portion going down to Oklahoma. When it’s an appropriate time to amend this list of corridors we would like that to be included as both an EV and CNG corridor. 	
<p>National Freight Networks (Informational Update/Discussion) – Jeff Sudmeier and Jason Wallis, DTD</p>	<p>Jeff Sudmeier</p> <ul style="list-style-type: none"> • We’ve discussed various freight related elements of the FAST Act with you in recent months. The FAST Act established two different, but related systems- the National Multimodal Freight Network and the National Highway Freight Program. It also created the new formula freight funding program- the National Highway Freight Program. • The National Multimodal Freight Network established by USDOT includes Class I Railroads, significant public ports and waterways, 50 airports with the highest annual landed weight, and other strategic freight assets. • It will also include additional Critical Rural Freight Facilities or Corridors based on recommendations from the States. There is some ambiguity in terms of how many miles states can recommend as well as when and how, but to be safe we are working on providing this input as part of comments due on September 6, which I’ll talk more about shortly. • The National Highway Freight Network established by FHWA serves as the basis for the highway component of the National Multimodal Freight Network. It includes the Primary Highway Freight System and Intermodal Connectors, already identified by FHWA, and other interstates not on the Primary Highway Freight System. It will also include Critical Rural and Urban Freight Corridors, designated by the States and MPOs up to 	<p>No action taken.</p>

	<p>mileage limits imposed by FHWA. In Colorado that is 80 miles for rural corridors and 160 miles for urban corridors.</p> <ul style="list-style-type: none"> • The Critical Rural Freight Facility or Corridors part of the NMFN are not tied to funding. The Critical Rural and Urban are tied to funding in that highway projects funded through the NHFP need to be on the NHFN. The Regions have been working with the MPOs and TPRs to solicit input on freight investment needs to support the identification of Critical Rural and Urban Freight Corridors and we are aiming to make some initial designations with FHWA later this fall. • The Interim NMFN in Colorado currently includes all of the Class I Railroads, Denver International Airport, and the National Highway Freight Network as designated by FHWA to this point. In general, it's the interstate system, and some small segments of other facilities and intermodal connectors in the Metro Denver area. • There is currently a public comment period on the National Multimodal Freight Network which is open through September 6. We are coordinating with AASHTO on comments, as well as preparing our own comments to USDOT. • CDOT's comments include: Highway elements significantly underrepresented on National Multimodal Freight Network (NMFN); NMFN does not include many important freight corridors/routes and the highway miles on the NMFN should be significantly expanded; Congressional High Priority Corridors should be included on NMFN; Apportionment of Critical Rural and Urban Freight Corridor miles on National Highway Freight Network (NHFN) to Western States is too limited; Corrections and suggested changes to existing NHFN and Interim (NMFN); Recommended additions for Critical Rural Freight Facilities or Corridors. <p>Jason Wallis</p> <ul style="list-style-type: none"> • At last month's STAC we discussed that Colorado had the opportunity to recommend up to 600 additional miles as Critical Rural Freight Facilities or Corridors on the National Highway Freight Network during the public comment period ending September 6. Since that time there's been a lot of discussion between US DOT, State DOTs, and AASHTO on the National Multimodal Freight Network with AASHTO and some DOTs planning only 	
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to comment that USDOT should significantly expand the NMFN, and ask for the additions only after this significant expansion. It's still unclear how this will play out, but with September 6 fast approaching we want to be prepared and are moving ahead.

- Last month we brought you potential corridors based on the minimum criteria above- 500 AADTT or \geq 10% truck with a minimum of 100 trucks per day. At that meeting we talked about some important factors to consider including identification of a corridor in Regional Transportation Plans, importance of federally designated corridors, and multistate connectivity. CDOT also had a meeting of the FAC Steering Committee where they emphasized the importance of multi-state connectivity and recommended using a threshold of 750 AADTT and 10% truck to further prioritize.
- Since there is some ambiguity at this point as to how many additional miles USDOT will add, CDOT broke down the remaining corridors into tiers.
- Given that this a national network, the first two tiers are multi-state corridors. CDOT has been in contact with other States and several of these will also be recommended by our neighboring states. The first tier is differentiated from the second tier in that these corridors carry a higher volume of freight traffic. The third tier are all the remaining criteria outlined above, but are intrastate rather than interstate corridors.
- CDOT did look at the Regional Transportation Plans and verified that each of the corridors being recommended as Tier 1 or 2 are identified as priorities in the Plans.
- CDOT DTD discussed with DTR, TRAC, and the FAC whether there were any rail facilities that should also be added. It was recommended that Great Western Rail Road operating in Larimer and Weld Counties be added as it connects to both BNSF and UPRR and provides a critical connection between local industries to the Class I Railroads, and between the Class I Railroads.

	<p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: If the criteria is 500 AADTT or >= 10% truck with a minimum of 100 trucks per day, why is US 50, SH 9 to Montrose on the list when there is only 361 and 8%? Jason- This example is the one exception to the rule that CDOT had to make for connectivity purposes (Kansas is going to emphasize US 50 as well). • <u>Terri Blackmore</u>: It seems like there are three segments that terminate in the middle of nowhere. Jason- From a connectivity standpoint, US 550 is going to be highlighted by New Mexico US 491 is critical in Utah. US 40 stops abruptly because that is where freight disbursts and goes off to a particular destination • <u>Barbara Kirkmeyer</u>: It is important to remember that we included the piece on the intrastate, those areas that experience significant freight movement within regions, that are truly regionally significant. • <u>Craig Casper</u>: Has CDOT looked at the value of shipments that are happening on these corridors? Jason- we have access to that data, but it seems unreliable from a routing perspective. • <u>Debra Perkins-Smith</u>: It is important to remember that this includes highway and rail miles. This proposal went before TRAC to make sure that there weren't any significant rail lines that were being excluded. • <u>Gary Beady</u>: Was the UP line that runs adjacent to I-70 looked at and considered? That line is very significant to agriculture community. Jason- That line was reviewed, but wasn't elevated. 	
Freight formula program	<p>Jeff Sudmeier</p> <ul style="list-style-type: none"> • Update on identifying Critical Rural and Urban Freight Corridors, which are the other set of corridors limited to 240 miles and tied to funding. • CDOT is starting to develop the project selection process for the new formula freight program. We need to make decisions on first two years of funding this fall. CDOT is planning to conduct a process this fall focused on FY 16 and FY 17. • Kicked off the long term strategy and approach as part of the development of the Multimodal Freight Plan and State Freight and Passenger Rail Plan in 2017. • Staff work group that is working on developing the process and criteria and we'll be seeking STAC input in September and October, and we anticipate doing project selection later this fall or winter. 	

	<ul style="list-style-type: none"> • As we go through that process we'll need to refine, and align with what we've developed as Critical Corridor designations to make sure that our designations are in alignment with where we want to fund projects. • TPRs and MPOs, as well as individuals, will have the ability to provide comments. The comments are due on September 6, 2016. CDOT is willing to share the letter it is drafting if that will be helpful. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: We are looking to be supportive of CDOT efforts. What is the best way to do that? Jeff- submitting a letter of support directly to FHWA is the best way to demonstrate support. • <u>Pete Bair</u>: How do pipelines fit into this conversation? Jason- there are a number of intermodal connections, which include pipeline connections. 	
<p>Colorado Road Usage Charge Pilot Program / Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Road Usage Charge (RUC) is a concept for an alternative funding system for transportation to be used in place of the existing gas tax system. Rather than a set number of cents per gallons purchased, this system would use a set number of cents per mile driven. The concept is to treat roadways like utilities. • In 2008 a statewide panel looked at potential funding sources for transportation in Colorado and out of 39 possibilities considered they highlighted 5 as potentially feasible. A RUC was identified as a sixth option that was not yet feasible but should be investigated further. • Inflation and growing fuel efficiency, combined with the flat gas tax rate, combine to produce shrinking revenues. • In Colorado's overall fleet, 5% of vehicles currently get 40 mpg or more, but within 25 years they will constitute 30% of the fleet. That works out to a significant loss in fuel tax revenue, which means less funding to spend on the roadways. A growing number of vehicles won't use <i>any</i> fuel in the future. • As population and VMT continue to grow in Colorado, needs will keep rising at the same time that revenues are declining. • The fuel tax is no longer sufficient to meet our transportation funding needs. RUC is one idea on how to replace it with a better alternative. • Some misconceptions that RUC is a new, additional tax on the public. However, this isn't true – it's conceived as a better replacement for the 	<p>No action taken.</p>

existing system. Another concern is privacy being compromised, but there are ways of designing a system that avoids this.

- The Colorado RUC pilot study is intended identify issues, explore feasibility and acceptability of various mileage reporting methods, and solicit feedback from participants for system design. It's a sand box approach – we want to try things and learn about “the good, the bad, and the ugly.”
- The study will last 4 months, from December 2016 to April 2017 and will have 100 participants including transportation leaders, officials, media and the general public.
- Participants will be able to choose between three mileage reporting options: odometer readings, GPS enabled device, or non-GPS enabled reporting device. The exchange of money will be simulated, not real.
- We will also coordinate with other states to identify inter-state implications. Oregon, California, Hawaii, and Utah are all in various states of pilot as well.
- In the end it would be up to the legislature to decide on whether a system like this ever becomes reality, but at this stage we're trying to gather information on how it might function.

STAC Comments

- Trent Bushner: Will the participants be paid?
- Debra Perkins-Smith: No, they would not. Strictly volunteer.
- Adam Lancaster: Do you have any vehicle manufacturers lined up to participate in this?
- Debra Perkins-Smith: No, not at this time.
- George Wilkinson: Does this only apply to Colorado residents? How would we gather revenue from visitors passing through the state?
- Debra Perkins-Smith: This pilot only applies to Colorado residents but I think we would need to do some sort of multi-state follow up to figure out how that would work. But that's similar to today – you might buy your gas in one state but drive mostly in another that you're not paying taxes to.
- Walt Boulden: Will this analyze the difference between this revenue and how much participants currently use in gasoline, CNG or EV fuels?
- Debra Perkins-Smith: Yes, there will be a comparison.
- Norm Steen: Who will make the final decision on this – the governor, legislature?

	<ul style="list-style-type: none"> • <u>Debra Perkins-Smith</u>: In other states, the legislature has been the group that has to act to change the gas tax system, so we're keeping legislators involved in this since ultimately they'd be responsible. • <u>Doug Rex</u>: Have you established a standard meeting time for steering committees? • <u>Tim Kirby</u>: We haven't set one yet – rather than creating arbitrary quarterly meetings we want to link those to key deliverables and points of decision – our next meeting is on October 6th and then we'll fill out the rest of the calendar. • <u>Debra Perkins-Smith</u>: Next week we will be posting information on the website for those who would like to register as potential participants. Even those who don't participate can register for updates. 	
<p>Meet & Greet / Congresswoman Diana DeGette</p>	<p>Executive Director Bhatt</p> <ul style="list-style-type: none"> • Congresswoman DeGette is visiting us today to discuss issues of transportation, air quality, greenhouse gas emissions, and other regional challenges. <p>Congresswoman DeGette</p> <ul style="list-style-type: none"> • Thank you for having me here today. I am a senior member of the House Energy & Commerce Committee and have recently worked on issues including the Volkswagen settlement. • The “Brown Cloud” is a good example of a regional environmental challenge that Coloradans have made a lot of progress in mitigating, but we have others to tackle as well – including the rapidly growing population, a lack of EPA ozone standard attainment, and the transition to new transportation technologies and fuels. I think it's great that this group has taken a leading role in addressing these challenges, and we need to continue to do that – specifically through the support of a robust EV charging network across the state. • I'm happy to learn that you've already dedicated \$30 million of CMAQ funds to support the development of alternative fuels networks statewide, and I think that shows a lot of foresight by this group. • Anything that I can do to support that effort at the federal level I am happy to do – including working to develop a Colorado congressional delegation letter in support of the FAST Act Alternative Fuel Corridors nominations recently submitted by CDOT. 	<p>No action taken.</p>

Other Business	<ul style="list-style-type: none">• The next STAC meeting will be held on Friday, September 23rd.	No action taken.

STAC ADJOURNS

Transportation Commission September 14 - 15, 2016, CDOT Headquarters Auditorium, 4201 E. Arkansas Ave, Denver, CO 80222

Transportation Commission (TC) Workshops Wednesday, September 14, 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. A follow-on workshop is planned for the October TC meeting.

Discussion and Comments

- DTR is reviewing how FTA 5311 transit operating funds are allocated to transit grant partners. This hasn't been done for about 10 years, and needs to be reviewed now that new operators are requesting funding.
- The TC raised concerns over transit operations funding going to support businesses (ski resort areas) that have their own resources to provide transportation services versus funding going to services that provide access to medical centers, hospitals and other key human services in rural areas.
- The TC would like to see the process of reviewing and evaluating the allocation of FTA 5311 come to a conclusion sooner than summer of 2017, which was targeted by DTR.
- Four sample scenario criteria for FTA 5311 funds distribution were presented to the TC for discussion, and will also be presented to the Colorado Association of Transit Agencies (CASTA) for review and comment.
- The TC also requested additional information on the scenarios and how they will impact existing transit grant partners.
- Commissioner Peterson noted that the transit grant program overall has seen a substantial improvement over the past year with the COTRANS tool and other process changes in terms getting invoices paid and keeping transit projects moving.
- The TC requested additional discussions over the next three months or so regarding DTR policy and guidance that informs the transit grants (mainly the FTA 5311 operations grant application selection process).

Policy Directive 14 Workshop (Debra Perkins-Smith)

Purpose

To report on progress made towards meeting the objectives in Policy Directive (PD) 14 in the areas of Safety, Infrastructure Condition, System Performance, and Maintenance, and review suggested changes.

Discussion and Comments

- A color-coded table outlining PD 14 performance metric status was distributed, and it was noted that CDOT is not currently meeting several of the PD 14 goals in the areas of safety, system performance (mobility – e.g., Planning Time Index [PTI]), and Infrastructure Condition (e.g., Geohazards and Transit).
- Safety goal has not been met; a primary seat belt law would help significantly, as approximately 33% of fatalities are due to not wearing seat belts.
- CDOT is also evaluating locations where bicycle/pedestrian serious injuries/fatalities have occurred to identify strategies and improvements to increase safety.

- Several proposed changes to metrics were highlighted and rationales for the proposed changes were explained – for example, the PTI goal for System Performance/Mobility was changed due to CDOT moving from use of HERE data to INRIX data.
- Staff recommendations on how to address not meeting specific performance goals, based on projected revenues and revised program investments, are outlined in the Budget Workshop following this workshop.
- The TC did not have comments or questions regarding the proposed performance measure changes outlined.
- No TC action is required today. Next month (October) these revisions to PD 14 proposed will be brought to the TC for formal approval via a resolution.

Budget Workshop (Maria Sobota)

Purpose(s)

- Summarize the preliminary Fiscal Year (FY) 2015-16 revenue reconciliation and FY 2016-17 Transportation Commission Contingency Reserve Fund (TCCRF) surplus balance reconciliation
- Discuss Transit Asset Management (TAM) request for additional Funding FY 2016-17 and Ongoing, and temporary suspension of federal funds transfer to Bridge Enterprise (BE)
- Summarize the FY 2017-18 revenue projections in preparation for the TC review of the FY 2017-18 Draft Annual Budget in October.
- Present information about the first amendment to the Fiscal Year (FY) 2016-17 Fee for Service Intra-Agency Agreement (IAA), including an expanded scope of work (SOW), between CDOT and the High Performance Transportation Enterprise (HPTE).

Discussion and Comments

- FY 2015-16 revenues came in higher than estimated, resulting in a surplus of \$85.8 million.
- CDOT will receive \$48.0 million in FY 2015-16 federal redistribution.
- Estimated rollover from the FY 2015-16 Transportation Commission Contingency Reserve Fund (TCCRF) is \$80.1 million.
- In response to PD 14 performance goals staff is recommending that \$15 million federal funds transfer to the Bridge Enterprise for FY 2017-2018 through FYI 2019-2020 be temporarily suspended to use the money for preventative bridge maintenance instead.
- The TC discussed several possible uses for surplus funds, identified by staff. The possible uses support the achievement of mobility and asset management performance objectives, which are not currently being met. These include:
 - RoadX - \$13.75 million to support upcoming initiatives including a Big Data Platform, and the Smart 70 corridor project
 - TSMO - \$11.5 million to support additional traffic management and operations activities, including bottleneck reduction, traffic incident management, and statewide traffic management centers
 - Asset Management – Additional funds for currently underfunded high risk assets including \$1.8 million for Geohazards, \$2.9 million for Tunnels, \$0.9 million for Culverts, and \$4.4 million for Walls.
- It is anticipated the TC will formally approve recommendations for surplus revenues in a FY 2016-2017 monthly budget supplement in October.
- Additional revenues available for the FY 2017-18 budget will include \$167 million of debt service, which is being retired, and FY 2017-18 SB 228 transfers of \$158 million.

- The TC was very impressed with the presentation and had no specific comments on the staff recommendations anticipated for formal approval in October 2016.
- Next steps include determining the appropriate amount of emergency funds for the TC to keep on hand in the TCCRF vs. what should be spent elsewhere in other programs.
- The TC requested a three-year history of emergency projects that have been funded from the TCCRF to get an idea on past expenditures to inform the amount to have available for emergency reserves.
- This information will be discussed more at the next TC meeting.
- The HPTE/CDOT IAA discussion was tabled at the workshop and moved for discussion at the TC Regular Meeting.

Resiliency Committee (Josh Laipply and Lizzie Kemp)

Purpose

Provide a briefing on the upcoming I-70 Risk and Resiliency Pilot project. The goal of the pilot is to quantify and improve system resilience in advance of future events to better prepare CDOT and reduce future losses. Moving Ahead for Progress in the 21st Century (MAP-21 §1106; 23 USC 119) legislation mandates transportation agencies develop and apply risk-based asset management processes to preserve or improve the performance of the road systems they own. This project will assist CDOT to advance how it complies with the directive and also help inform future maintenance and project selection processes.

Discussion and Comments

- There is no new funding identified for resiliency, but CDOT is conducting a pilot study to assess all of the I-70 corridor in Colorado for risk and resiliency.
- The TC also stressed the importance of redundancy of corridors in assessing roadways.
- Risk and resiliency may not be a specific program but it is anticipated at least to be an eventual project selection criteria.
- This topic is on the minds of key transportation organizations and agencies such as Transportation Research Board (TRB), American Association of State Highway and Transportation Officials (AASHTO), and federal transportation agencies.
- This pilot project will include all regions and identify risks for CDOT assets and assess how quickly they can rebound from a natural, civil, or dependency/proximity (e.g., utility) threats or hazards.
- Lizzie Kemp of CDOT Region is the Co-Project Manager along with Heather Paddock from CDOT Region 4.
- Consultant is Applied Engineering Management Corporation (AEM). Consultant project lead is Aimee Flannery.
- A Working Group with region representatives has been formed and is anticipated to help with eventual implementation of strategies identified during the pilot study.
- Project has a 1 year time frame and started in August 2016.
- There will be four all-day workshops with the Working Group and report outs to TC will occur shortly after each workshop.
- TC was comfortable with this approach and is very interested in this pilot project.
- An Oversight Committee has also been established with executive/senior management to direct and guide the project process as needed.
- The first Working Group is scheduled for September 27th.
- This project will build off of the Risk-based Asset Management Plan and the Colorado Resiliency Working Group efforts.

- Risk Analysis Methodology for Critical Asset Protection (RAMCAP) model will be used to assist with risk identification. It is a seven step process, and is a repeatable and defensible process to assess risk and resiliency of transportation infrastructure.
- TC stressed the importance of being proactive with these types of potential occurrences of damage.
- Assessment includes likelihood or probability to an event – so it considers weather events, even though the extent of climate change is an uncertainty.
- Project will also evaluate redundant paths to service I-70.
- A TC member stressed the need for CDOT to be prepared for emergency response and evacuation that is another aspect of being proactive, but not the same as risk and resiliency planning and assessment activities.
- TC member stressed the importance to not necessarily silo these two related efforts (risk and resiliency assessment and emergency response).

Technology Committee (Peter Kozinski)

Purpose

To inform the TC and the Transportation Sub-Committee on Technology about progress the RoadX Program has made to date and a vision for how CDOT becomes a leader in integrating innovative technologies into Colorado's transportation system.

Discussion and Comments

- Projections indicate that up to 80% of all crashes could be avoided with anticipated vehicle technology – connected vehicles, autonomous vehicles, and/or automated isolated vehicle applications (like adaptive cruise control).
- Anticipate vehicle and infrastructure technology may also provide up to 50% more roadway capacity with vehicles able to safely travel closer together in queues.
- The true initiation of connected vehicle technology will occur when the National Highway Safety Administration (NHTSA) mandates Dedicated Short Range Communications (DSRC) in all vehicles – this will require transportation infrastructure to support this technology.

RoadX Projects

- Commuting project - Managed Motorway is now named Smart I-25 Ridgeway to University; smart ramps are currently successfully deployed in Australia.
- No sustainability projects yet, but evaluating some.
- Transport project - working with National Renewable Energy Lab (NREL) and the Colorado Office of Economic Development and International Trade (OEDIT). OEDIT is assisting with promoting broad band communication infrastructure installation.
- Another RoadX Transport project pilot is to test truck parking technology at six locations in Colorado (truck drivers are alerted in advance of where available truck parking exists).
- Safety – Smart Pavement – related to CDOT's Division of Transportation Systems Management and Operations (TSMO) and striping and/or embedded LED lights in pavement (eventually embedded digital roadway markers in pavement could replace road striping)
- Smart Roads – use big data (HERE data) to monitor traffic flows – seeking funds for building a big data platform.
- Smart I -70 Golden to Vail using HERE data and testing some DSRC technology.
- Eventually will need to work with the state legislature to ensure regulations do not impede initiation of key technologies. California legislation mandated a licensed driver to be behind the wheel of a vehicle at all times that conflicts with implementation of autonomous vehicle technology.

Disadvantaged Business Enterprise (DBE) Committee

- **The DBE Committee held a meeting after the TC September Workshops.** For more details see the workshop agenda tab of the TC Agenda website at: <https://www.codot.gov/about/transportation-commission/meeting-agenda.html>

Transportation Commission Regular Meeting Thursday, September 15, 2016

Roll Call

- Commissioner Barry was excused. All other nine Commissioners were in attendance (with Commissioner Gilliland on the telephone).

Comments of Individual Commissioners

- Extended an invitation to the 25th Wine Fest in Grand Junction; Club 20 Weekend in western Colorado occurred last week; Colorado House and Senate candidates visited the western slope area, and US Senate candidates conducted their first debate.
- Numerous county meetings were attended across the state; one breakfast meeting with the Mayor of Aurora was noted.
- Overall CDOT staff is well respected and received at county meetings.
- Jefferson County Transportation Monthly meeting was attended; heard about CDOT projects and a presentation on a new light rail station; key topics were transportation funding and safety.
- TC member attended I-70 Coalition meeting and another attended the International Bridge Tunnel and Turnpike Association (IBTTA) meeting held in Denver; heard about the latest news and technology related to tolling; a key issue is providing seamless transitions between varying types of lanes (general purpose vs. toll lanes) and this is true across state lines too.
- Maria Sobota's presentation on needs and available funds was very impressive.

Executive Director's Report (Shailen Bhatt)

- Purpose of CDOT is to save lives and make lives better
- Bridge Strike on US 6 was a serious situation, but was well handled by CDOT staff. Acknowledged work done by the CDOT team for their responsiveness.
- CDOT awards:
 - American US Chamber of Commerce and American Road and Transportation Builders Association (ARTBA) for I-70 Mountain Express and US 6 Bridge Project for coming in under budget.
- The Truck Rodeo held in Poncha Springs was fun.

Chief Engineer's Report (Joshua Laipply)

- Work Safety Zones have experienced flaggers hit; CDOT Regions are conducting independent reviews and looking at strategies to improve safety longer-term in work zones. TC requested findings of reviews and research on work safety zones be brought back to them for consideration and for an update.
- Local Hiring Grant Award – Conducted a workforce development meeting to determine how to spend this grant money – hoping grant to cover tasks or identify processes beyond the I-70 Central Project.
- Mark Imhoff and David Krutsinger were recognized and received an award for the 2016 Amtrak Presidential Service and Safety Award.

High Performance Transportation Enterprise (HPTE) (David Spector)

- Attended the IBTTA meeting with HPTE Board Chair – Commissioner Gilliland.

- A special meeting of the HPTE Board has been set for 11:30 a.m., Wednesday Sept. 21, 2016, at the E-470 Public Highway Authority Headquarters, 22470 E. 6th Parkway, Aurora 80018.
- Over 100,000 switchable transponders have been registered.

Federal Highway Administration (FHWA) Division Administrator’s Report (Alicia Nolan for John Cater)

- End of fiscal year is September 30th.
- Congress is to act on authorization of funding by September 30th – most likely a continuance will occur if deadline is not met.
- FHWA still has funds to stay in operation due to the Fixing America’s Surface Transportation (FAST) Act.
- Several projects are starting, and Colorado received Transportation Investment Generating Economic Recovery (TIGER) award for I-25 North.
- Increase in crashes has occurred nationwide and in Colorado – safety will be a primary focus at FHWA.

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

Topics covered at the last STAC meeting included:

- A presentation on FTA 5311 (operations) funding program was provided – as a result, the STAC would like to see transit agencies across the state educated on this funding source, its opportunities and limitations. STAC also recommends DTR develop a 10-year business plan to lessen the impact of potential changes being considered for the FTA 5311 program. DTR also needs to develop appropriate performance measures for transit agencies. STAC encourages all transit agencies to attend the next Colorado Association of Transit Agencies (CASTA) meeting to learn more about the FTA 5311 program to be held in Snow Mass at the end of next week.
- A STAC workshop is planned for October and would like to have all TC members to attend; TC Chair noted that both the TC Chair and Vice-chair will be in attendance.
- Alt Fuel Corridor recommendations have been compiled and reviewed by STAC, prior to being submitted to USDOT.

Act on Consent Agenda – Approved unanimously on September 15, 2016.

- a) Resolution to Approve the Regular Meeting Minutes of Aug. 18, 2016 (Herman Stockinger) with minor edit (correct reference to state representative vs. state senator)
- b) Region 4 Maintenance Facility (Karen Rowe)
- c) Disposal of Abandoned Woodland Park Maintenance Facility (Karen Rowe)
- d) Property Disposal: SH 287 in Lafayette
- e) Property Disposal: 4th Street Bridge Field Office, Pueblo (Karen Rowe)
- f) Repeal of Policy Directive 387.0 (Herman Stockinger)
- g) Repeal of Policy Directive 500.0 (Herman Stockinger)

Discuss and Act on C-470 Interagency Agreement (IAA) Approval – Approved unanimously on September 15, 2016.

Discuss and Act on Disposal of Properties Associated with the Relocation of Region 4 Headquarters (Johnny Olson) – Approved unanimously on September 15, 2016.

Discuss and Act on Disposal of Properties Associated with the Relocation of Region 1 and Statewide Headquarters (Josh Laipply) – Approved unanimously on September 15, 2016.

Review and Approve 1st Amendment to HPTE 2016/17 Scope of Work/Fee for Service (David Spector) Approved unanimously on September 15, 2016.

Discuss and Act on the 3rd Budget Supplement of FY 2017 (Maria Sobota) - Approved unanimously on September 15, 2016.

Larimer County Parcel #15010-00-017 – Approved unanimously on September 15, 2016.

Approval of R2 HQ (David Fox, Maria Sobota) – Approved with a vote of six to two with Commissioners Thiebaut and Hofmeister not supporting the majority vote.

Safety Update (Darrel Lingk and Charles Meyer)

- Downward trend for work related injury claims; slight increase from 2015 to 2016, but between 2014 and 2015 a downward trend of 25% was recorded.
- Fatalities – NHSTA reported a substantial increase in fatalities between 2015 and 2016. Colorado has seen a 6% increase in fatalities from last year at this time; a Safety Summit was held to discuss strategies to address this fatality increase. As a result of the summit – action steps in the State Highway Safety Plan have been reprioritized. Numbers are 286 fatalities in 2015 for this time of year vs. 296 fatalities that occurred this year (2016). NHSTA reports that 96% of all crashes involve some human error.
- It is estimated (and believed to be under reported) that distracted driving accounts for 10-12% of the crash fatalities. CDOT is conducting evaluations of the crashes and conducting many public awareness campaigns to discourage distracted driving. In addition other factors for the increases in fatalities include the increase in vehicle miles traveled in the U.S. with international travel considered less safe due to recent terrorist attacks abroad, and also the low cost of fuel.
- Executive Director also pointed out that collaboration with Colorado State Patrol (CSP) is a major effort occurring to improve safety and reduce fatalities on the roads.

Recognition – Glenwood Canyon Rock Fall Emergency Response

David Eller, Region 3 Regional Transportation Director (RTD), recognized all the staff and other contributors (FHWA, CSP, and Union Pacific Railroad) to responding and quickly resolving the major Glenwood Canyon Rockfall event that disrupted travel and closed I-70. CDOT staff recognized included Region 3 maintenance and administrative staff, project managers, engineering and design, along with staff from Geohazards, contracts, etc. at HQ and others involved.

Recognition –Commissioner Connell for Service as Previous TC Chair

Commissioner Connell was recognized for her service as the previous Chair and given a gavel as a commemorative token from the TC.

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.

Efficiency and Accountability Committee (Room 225)

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



STAC Workshop Agenda and Schedule October 28, 2016

9:00-10:00	Regular STAC Agenda
10:00-10:10	Break
10:10-10:20	Overview/Analysis of House Bill 16-1018: Transportation Advisory Committee Procedures – CDOT Staff
10:20-10:35	Intent of recent STAC and Transportation Commission Legislation – Rep. Terri Carver <ul style="list-style-type: none">• House Bill 16-1018: Transportation Advisory Committee Procedures
10:35-11:35	Discussion of STAC and Transportation Commission Relationship <ul style="list-style-type: none">• STAC's role in advising the TC• Coordination and communication between STAC and the TC• Discussion on the Transportation Commission perspective and identification of next steps.
11:35-11:45	TPR IGAs, Bylaws, and Elections <ul style="list-style-type: none">• Discuss need for updated TPR IGAs and Bylaws, and TPR annual elections
11:45-12:00	STAC Elections <ul style="list-style-type: none">• Election of STAC Chair and Vice-Chair



September 6, 2016

Re: Docket No. DOT-OST-2016-0053, Establishment of Interim National Multimodal Freight Network

The Colorado Department of Transportation (CDOT) appreciates the opportunity to provide input to the U.S. Department of Transportation (USDOT), Office of the Secretary and other relevant agencies for Docket No. DOT-OST-2016-0053, *Establishment of Interim National Multimodal Freight Network*.

CDOT agrees with USDOT that freight movement plays a significant role in the United States economy and that a well-functioning, reliable, multimodal freight system is essential. CDOT encourages USDOT to designate a Final National Multimodal Freight Network (NMFN) which promotes the goals of (1) improving network and intermodal connectivity; and (2) using measurable data as part of the assessment of the significance of freight movement, including consideration of points of origin, destinations, and linking components of domestic and international supply chains.

With these goals in mind, CDOT respectfully submits the following comments:

1. CDOT joins other states in expressing concern with the extent of the highway mileage included in the Interim NMFN. At 51,000 miles, the highway portion of the Interim NMFN is only slightly larger than the interstate system, representing less than 1.5% of the nation's more than 4 million miles of public roads. Such a limited network excludes a significant amount of highway freight movement. This stands in contrast to other modes, where the Interim NMFN captures the majority of freight movement. The limited extent of Interim NMFN highway mileage is especially recognizable in large western states such as Colorado, with significant distances between the highway facilities included in the Interim NMFN.
 - Western highways are fewer and farther between and therefore carry a greater need for reliability and resiliency. These highways are critical for the connectivity of metropolitan and urban areas, as well as rural areas which supply the nation with necessary commodities.
 - Although freight volumes on north/south facilities in the west are lower than east/west facilities, greater north/south connectivity should be included on the Final NMFN in western states. These corridors are important for regional, interstate, and international freight movement; specifically with two of our most important trading partners; Canada and Mexico.

CDOT recommends that the Final NMFN include significantly more highway mileage than the 51,000 miles currently included in the Interim NMFN, and more than the 65,000 miles included in the draft Multimodal Freight Network released in October 2015. CDOT recommends that state DOTs be given the flexibility in deciding which and/or how many facilities and/or corridors to propose as additions to the network. By removing the 20 percent limitation, states would have the flexibility to add facilities and corridors to the network that serve not only national interests, but statewide and regional interests as well, while promoting a seamless multimodal network.

CDOT recommends, at a minimum, including Congressional High Priority Corridors (Attachment A) in the designation of the Final NMFN. Specifically, in Colorado these include:

- The Heartland Expressway (Corridor 14)
- The Ports-to-Plains Corridor (Corridor 38)
- The High Plains Corridor (Corridor 48)

In addition to the Congressional High Priority Corridors, the following corridors are critical connections between Colorado and our neighboring states that should also be included in the Final NMFN:

- Tier 1 (Attachment B)



- US 85, WY Border to I-76
- US 287/SH 14 WY Border to I-25
- US 491, (160) NM Border to UT Border
- Tier 2 (Attachment C)
 - US 34, NE Border to I-76
 - US 40, SH 131 to UT Border
 - US 385, I-76 to US 40
 - US 550, US 160 to NM Border
 - SH 13, WY Border to US 40

Additionally, the following intrastate corridors provide important access from agricultural, mining, or energy areas to the Interstate system (Attachment D). CDOT recommends that these also be included in the Final NMFN:

- US 24, I-70 (MP 359) to I-25 (MP 135)
- US 34, I-76 to I-25
- US 50, I-25 to SH 9
- US 50, SH 9 to US 550
- US 50, US 550 to I-70
- US 85, I-25 (MP 207) to Titan Road
- US 85, Titan Road to I-25 (MP 184)
- US 160, I-25 to US 285
- SH 14, I-76 to I-25
- SH 52, I-76 to I-25

2. Shortline railroads play an important role in connecting Class 1 Railroads to freight hubs. CDOT recommends that greater emphasis be placed on shortline railroads and their importance to the multimodal freight system. Specifically, CDOT recommends the inclusion of the following shortline railroads in the Final NMFN:

- Great Western Railway (Attachment E)
The Great Western Railway is located in the highest production agricultural area of Colorado. It connects to both Class 1 Railroads in the state and is critical to farm-to-market operation in the region and the nation.
- Kyle Railroad (Attachment F)
The Kyle Railroad is located in Eastern Colorado and is a key connection to Kansas and its vast rail and agricultural facilities. It also connects to the Union Pacific Railroad (UPRR) in Colorado.

3. CDOT has identified some facilities on the interim NMFN in Colorado in need of correction and recommends the following corrections be made prior to the designation of the Final NMFN:

- E-470 be replaced with Pena Boulevard (Attachment G)
The route identified in the Primary Highway Freight System (PHFS) as S470 from CO22A to I70 with a distance of 7.33 miles is known as E-470. This segment was intended to connect I-70 to Denver International Airport. E-470 is public highway authority and collects tolls to use the facility. E-470 has virtually no freight movement as the cost of the toll is financially prohibitive. Commercial carriers choose to use Pena Boulevard to access Denver International Airport (DIA) as there is little or no additional mileage and no toll. CDOT recommends the designation of E-470 be removed and Pena Boulevard be designated in its place. The City of Denver and DIA are in agreement with this change and are providing similar comments.
- Remove Boulder Branch (Attachment H)
The rail line known as the Boulder Branch was formerly owned by UPRR, a Class 1 railroad. However, the line is now owned by the Regional Transit District (RTD), a transit authority in the Denver metropolitan area. This line will no longer be used for freight service but rather for passenger service. CDOT recommends the removal of this line from the Final NMFN.



4. USDOT did not specifically request comments on the Intermodal Connectors identified as part of the National Highway Freight Network (NHFN), however CDOT believes this a critical element of a multimodal freight network. The Intermodal Connectors identified as part of NHFN were produced using out-of-date information and contain numerous inaccuracies. CDOT recommends USDOT conduct a thorough review of the Intermodal Connectors with opportunity for state review. These updated Intermodal Connectors should be included in the Final NMFN and replace the dated information in the NHFN. Specifically, CDOT recommends the following changes to the Intermodal Connectors:

- Facility ID CO12R (Attachment I)

In recent years many infrastructure improvements have been made in order to directly improve truck access to a rail intermodal facility at York Street and 40th Avenue. Trucks now have improved access to I-70 at the York/Josephine Exit, rather than traveling more than double the miles along 40th Avenue. CDOT recommends Intermodal Connector CO12R be replaced with York Street from I-70; south to 41st Avenue; east to Josephine Street; North to I-70.

Materials in support of our comments are attached and include maps corresponding with the recommendations above (Attachments A through I), and Attachment J, which provides additional information on each of the recommended corridor additions. Questions can be directed to jason.wallis@state.co.us.

Thank you for the opportunity to comment.

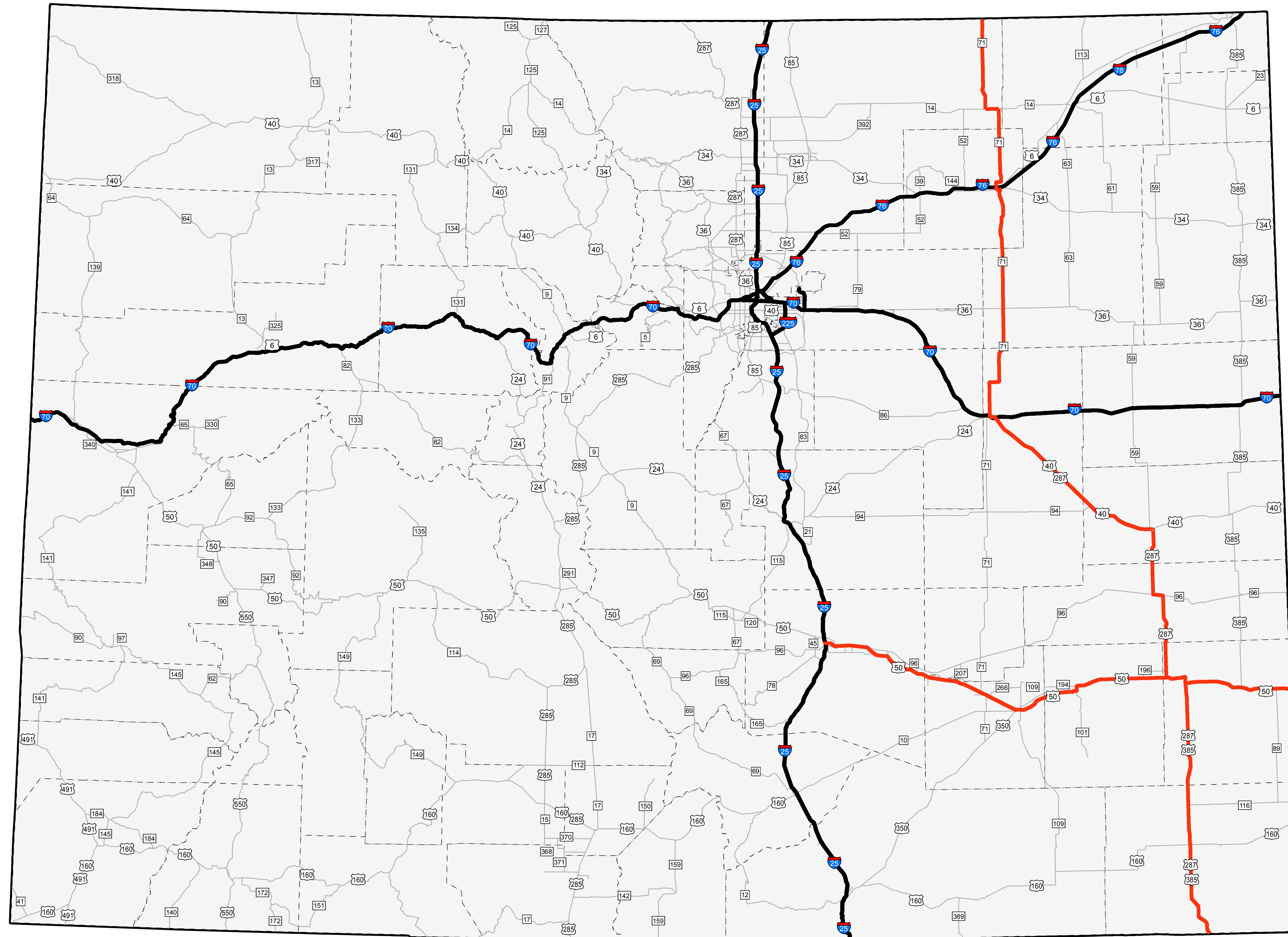
Sincerely,



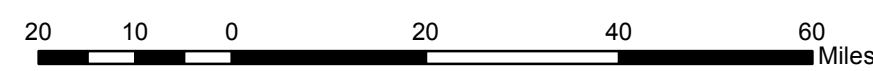
Debra Perkins-Smith
Director, Division of Transportation Development



Attachment A - Congressionally Designated High Priority Corridors



- Congressional High Priority Corridors
- National Primary Freight Network
- Highways
- Counties

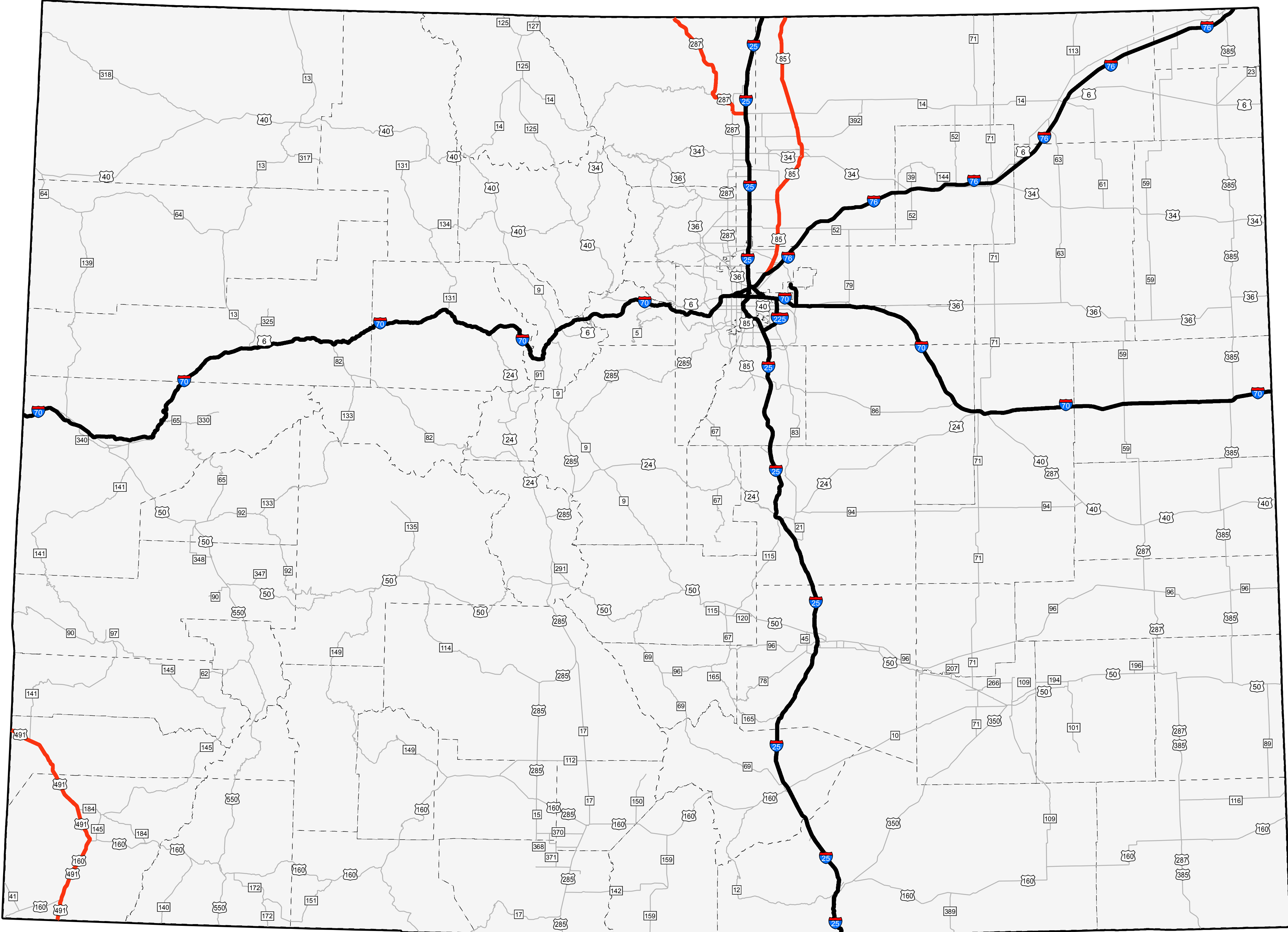


Data Source: CDOT 2015
 Created: September 2016
 WWW.CODOT.GOV

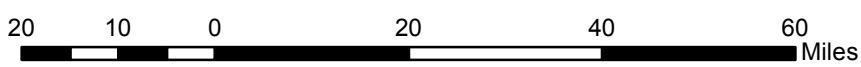


The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Attachment B - Multistate Significance Corridors, Tier 1



- Tier 1
- National Primary Freight Network
- Highways
- - - Counties

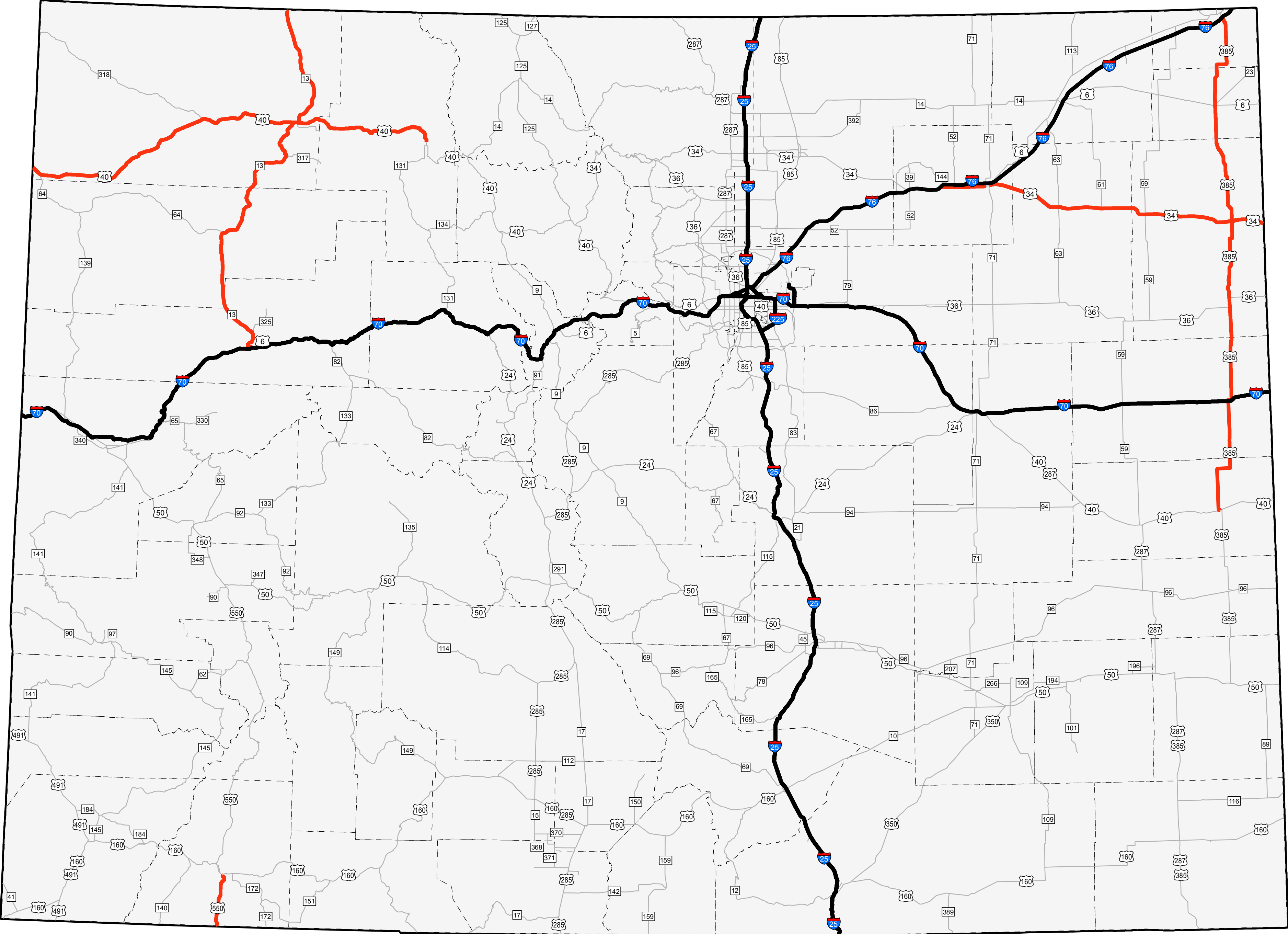


Data Source: CDOT 2015
 Created: September 2016
 WWW.CODOT.GOV



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Attachment C - Multistate Significance Corridors, Tier 2



- Tier 2
- National Primary Freight Network
- Highways
- - - Counties

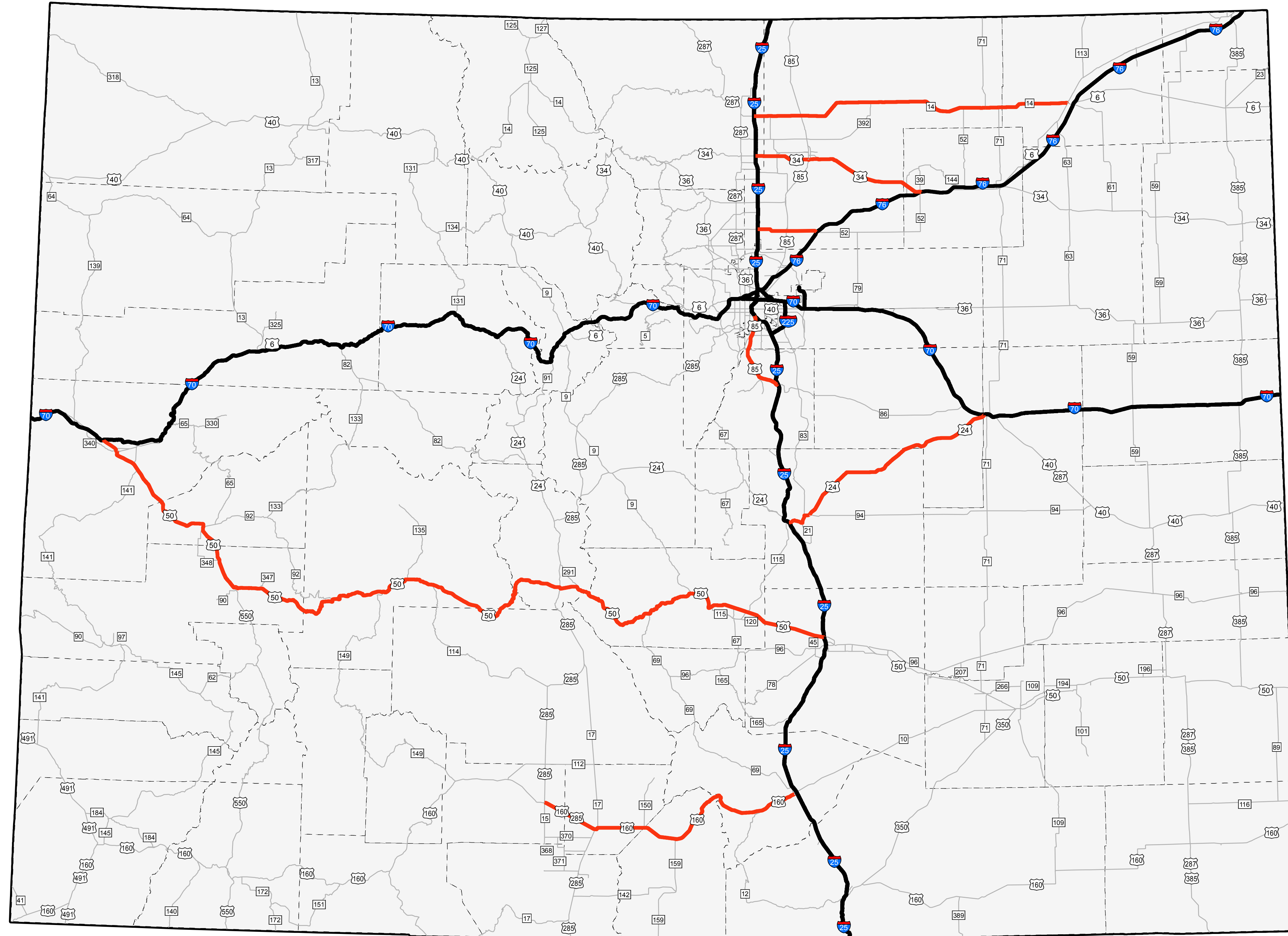
20 10 0 20 40 60 Miles

Data Source: CDOT 2015
 Created: September 2016
 WWW.CODOT.GOV

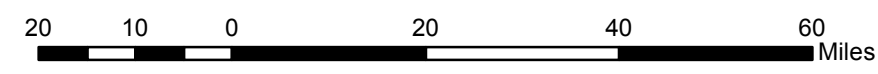


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Attachment D - Intrastate Significance Corridors



- Intrastate Significance Corridors
- National Primary Freight Network
- Highways
- Counties

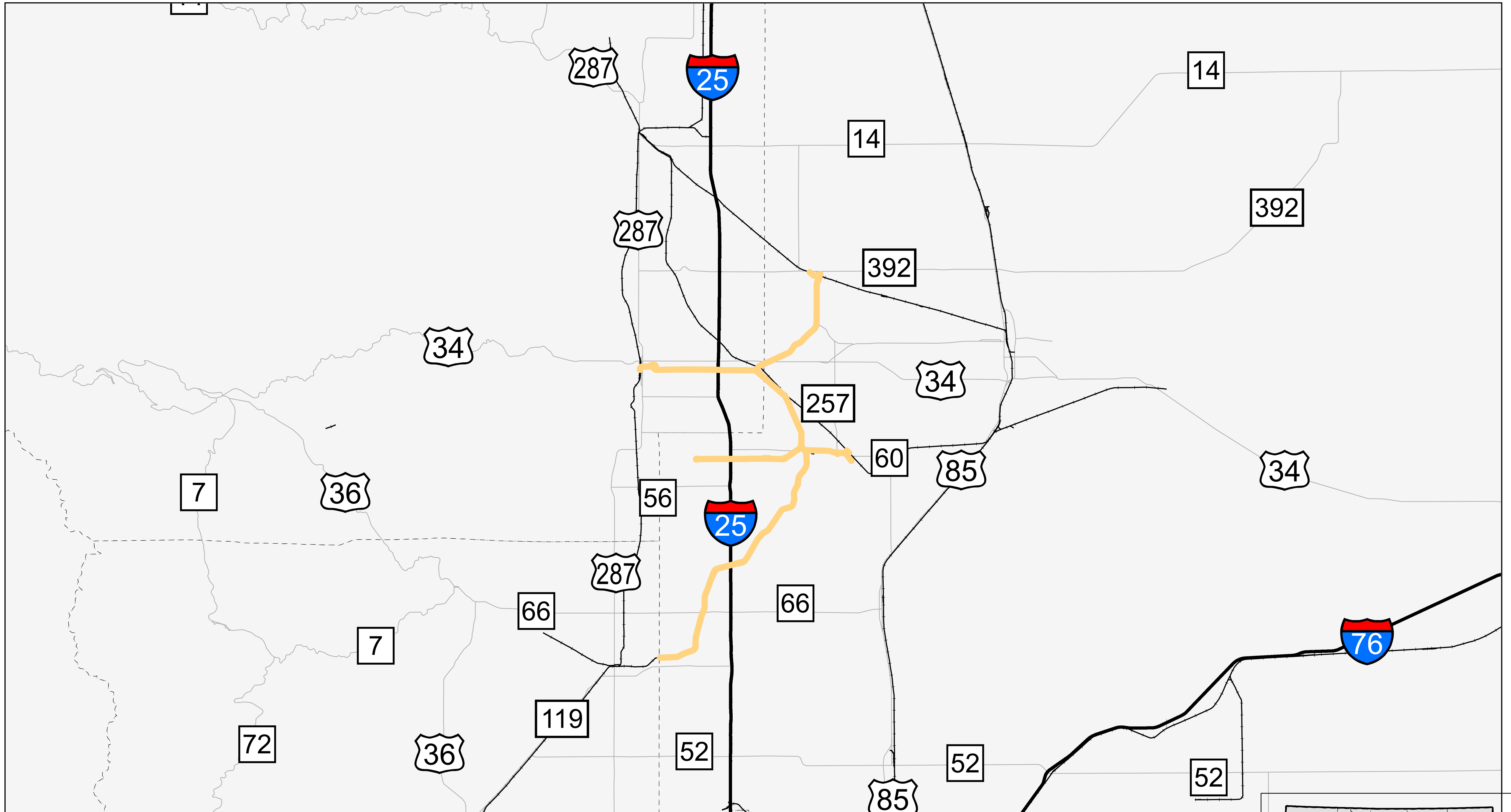







Data Source: CDOT 2015
 Created: September 2016
 WWW.CODOT.GOV

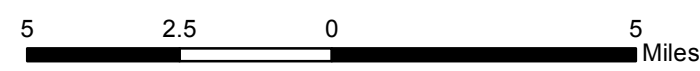


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Attachment E - Great Western Railway

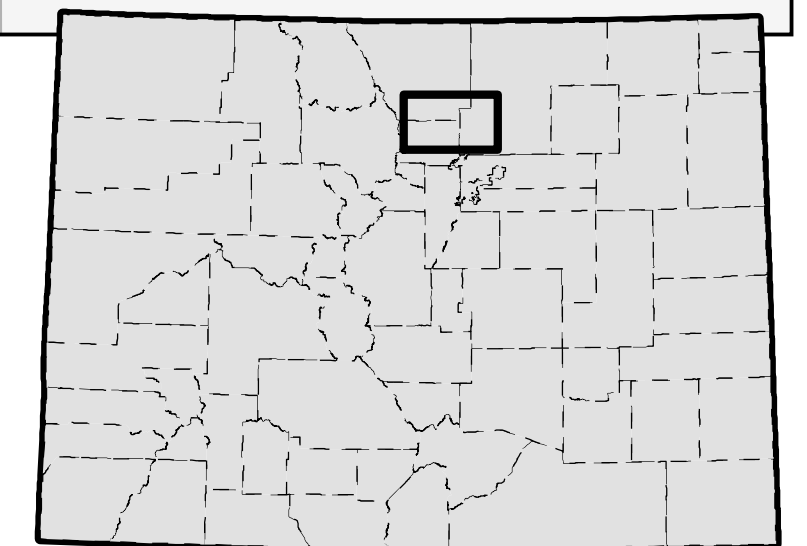


-  Great Western Railway
-  Railroads
-  National Primary Freight Network
-  Highways
-  Counties




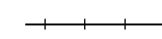



Data Source: CDOT 2015
 Created: September 2016
 WWW.CODOT.GOV

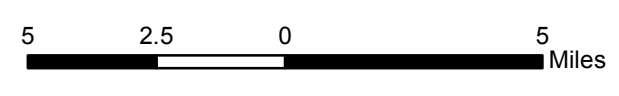
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Attachment F - The Kyle Railroad

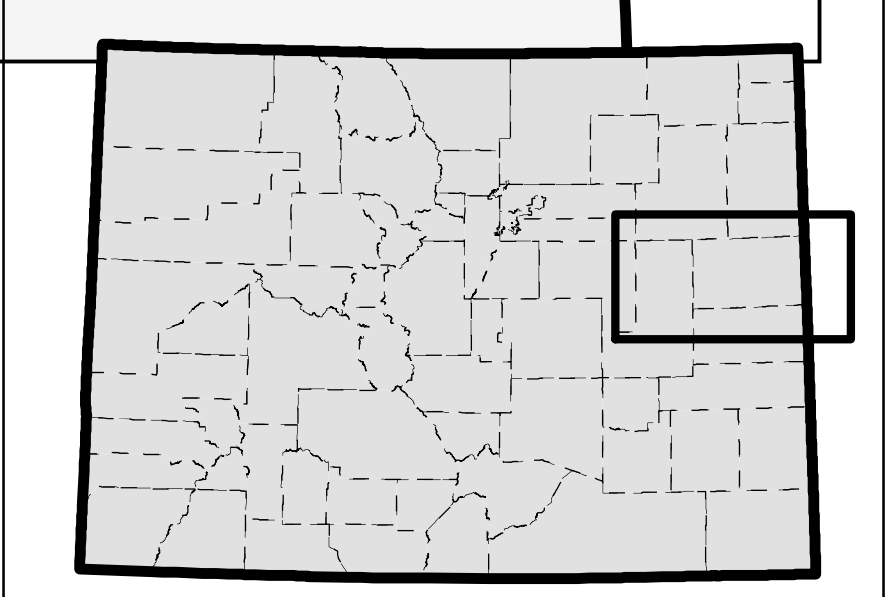


-  Kyle Railroad
-  Railroad
-  National Primary Freight Network
-  Highways
-  Counties

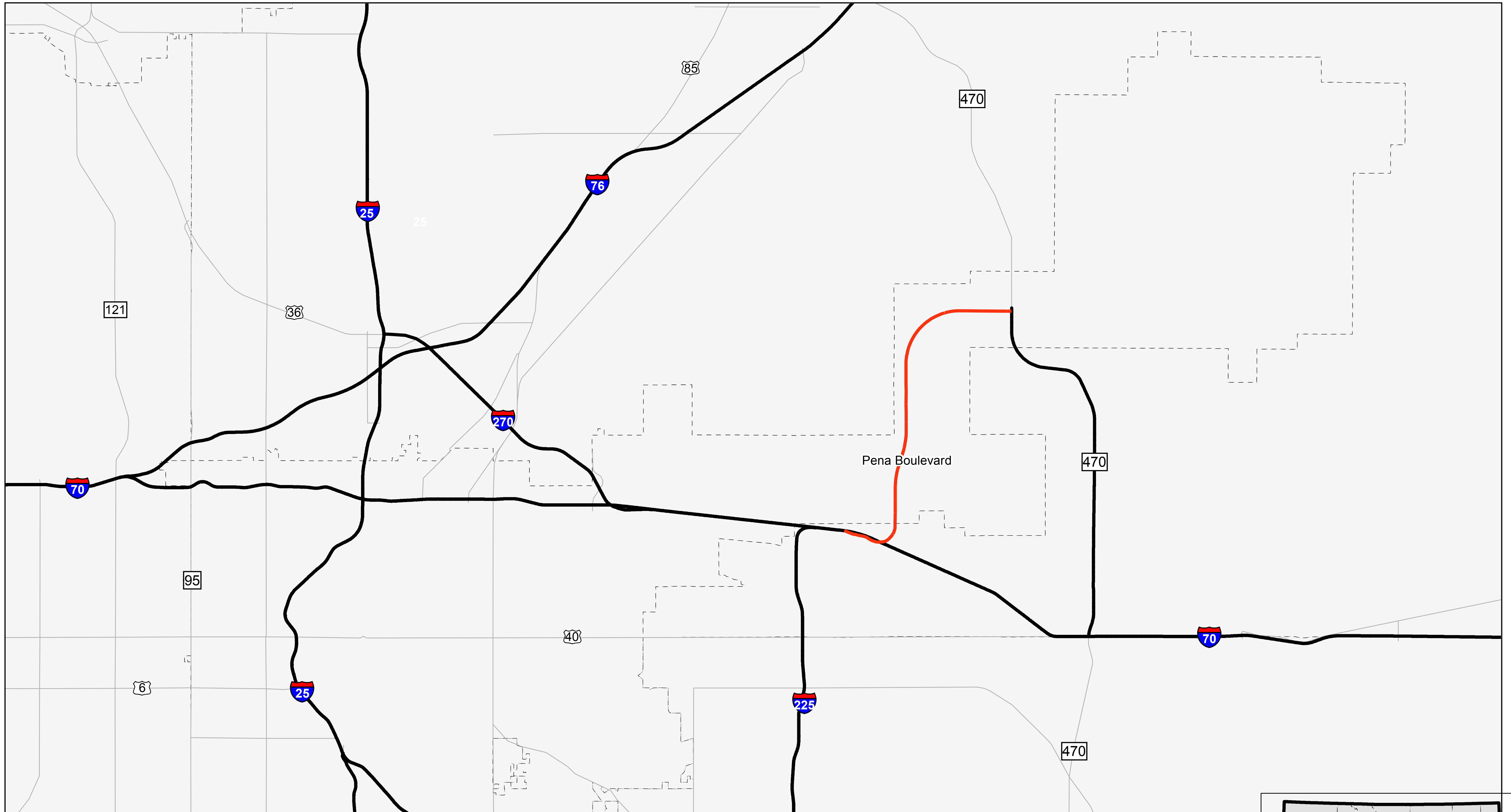


Data Source: CDOT 2015
 Created: September 2016
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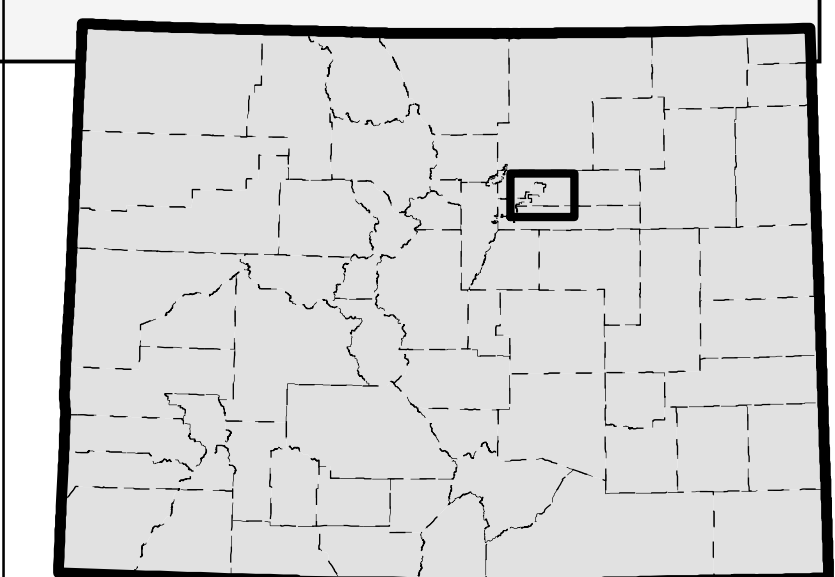
Attachment G - Pena Boulevard



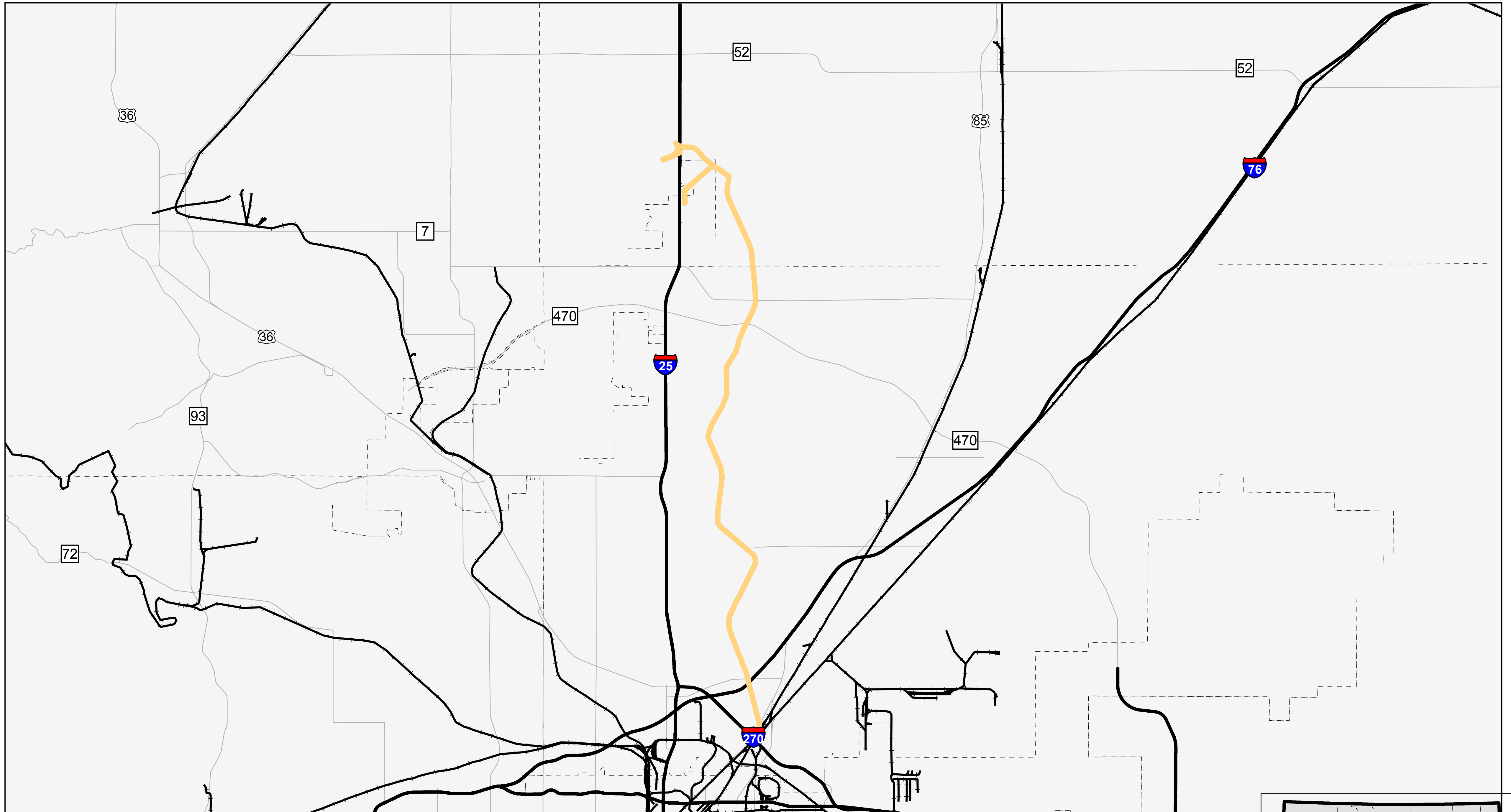
2 1 0 2 Miles
Data Source: CDOT 2015
Created: September 2016
WWW.CODOT.GOV


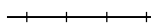



- Pena Boulevard
- National Primary Freight Network
- Highways
- Counties

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Attachment H - Boulder Branch

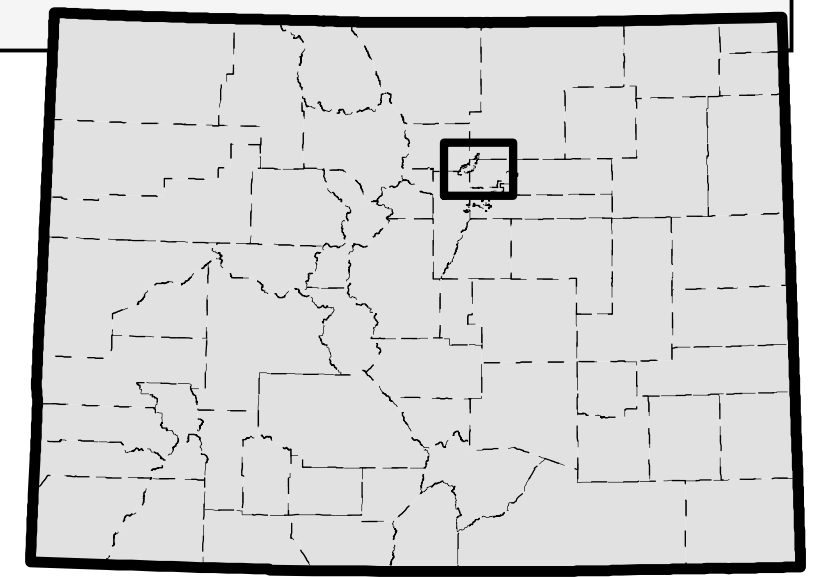


-  Boulder Branch
-  Railroads
-  National Primary Freight Network
-  Highways
-  Counties

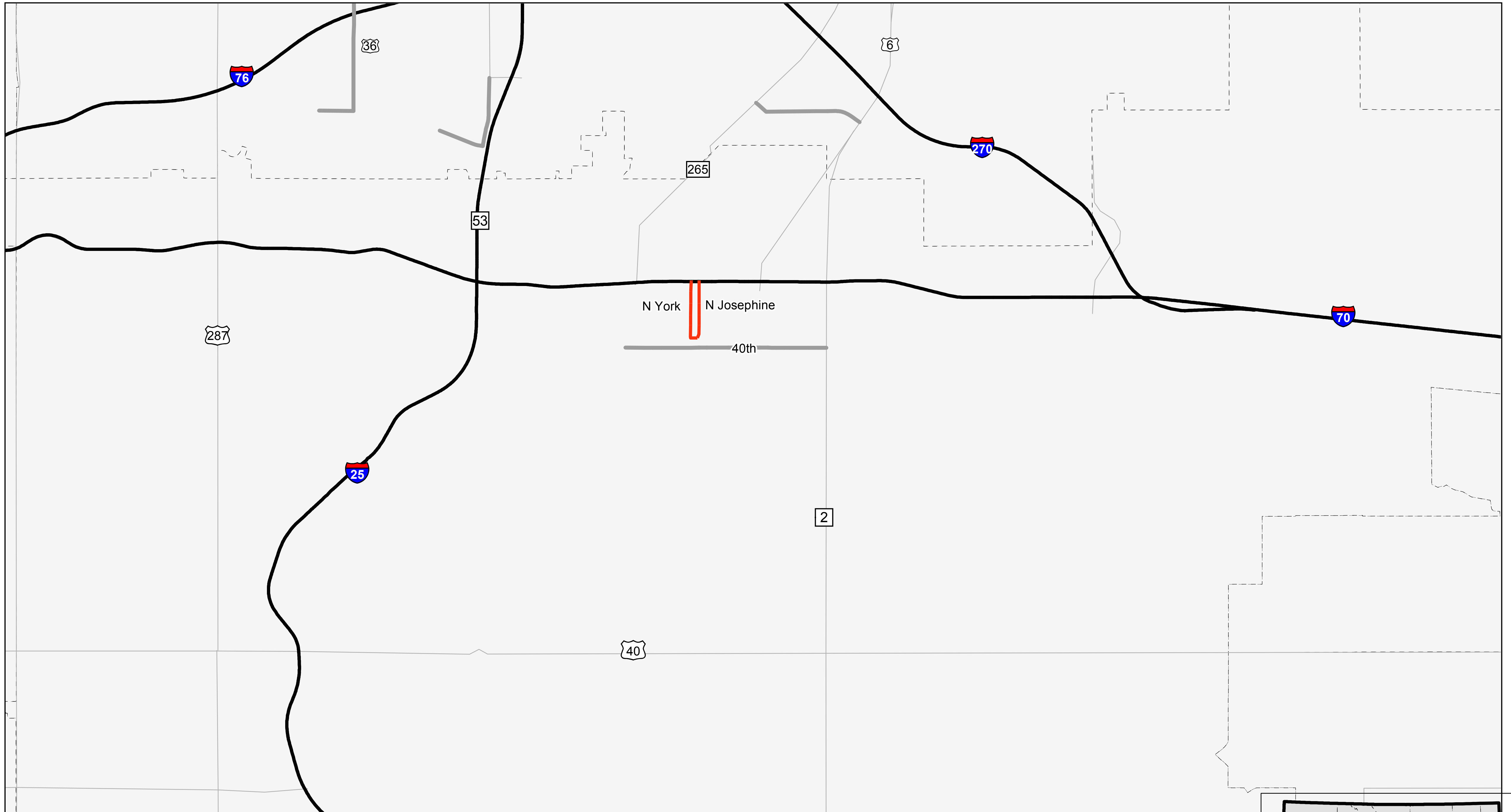
2 1 0 2 Miles

Data Source: CDOT 2015
 Created: September 2016
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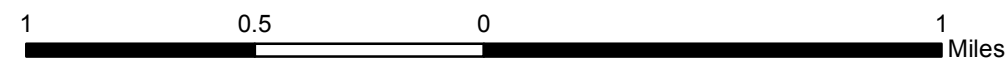
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Attachment I - Facility ID COR12



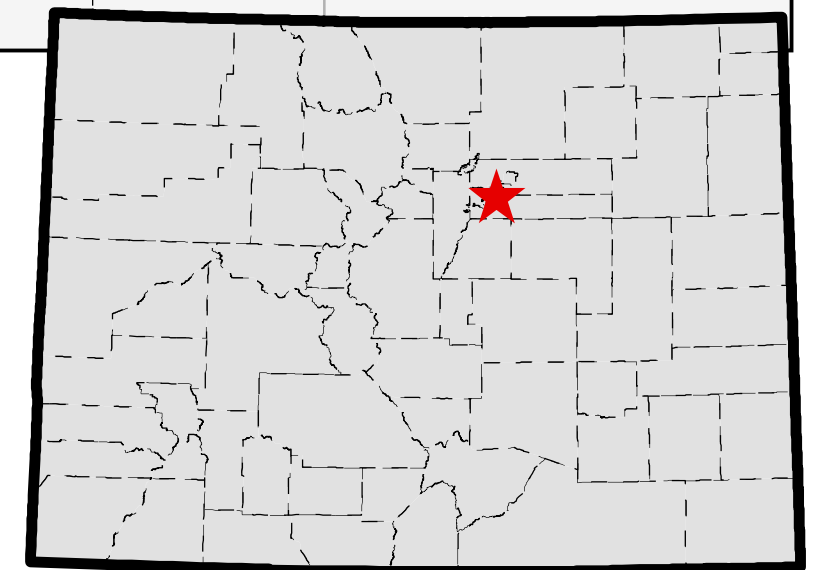
COLORADO
Department of
Transportation



Data Source: CDOT 2015
Created: September 2016
WWW.CODOT.GOV

- Proposed Intermodal Connector
- Current Intermodal Connectors
- National Primary Freight Network
- Highways
- Counties

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Attachment J: List of Recommended Highway Additions and Tier Criteria

	Corridor	Weighted AADTT	Weighted Percent Truck	Miles
Congressionally Designated High Priority Corridors				
	The Heartland Expressway (Corridor 14)	263	21%	130.46
	The Ports-to-Plains Corridor (Corridor 38)	1,575	45%	185.74
	The High Plains Corridor (Corridor 48)	1,121	11%	151.95
Multi-State Significance, Tier 1				
<ul style="list-style-type: none"> •Multistate Connectivity, and •Min 750 AADTT, and •Min 10% Truck 	US 85, WY Border to I-76	1,591	10%	82.46
	US 287/SH 14 WY Border to I-25	839	11%	43.05
	US 491, (160) NM Border to UT Border	758	14%	69.35
Multi-State Significance, Tier 2				
<ul style="list-style-type: none"> •Multistate Connectivity, and •Min 750 AADTT, or •Min 10% Truck 	US 34, NE Border to I-76	671	17%	101.2
	US 40, SH 131 to UT Border	304	12%	136.28
	US 385, I-76 to US 40	222	18%	160.97
	US 550, US 160 to NM Border	577	5%	16.36
	SH 13, WY Border to US 40	323	11%	130.40
Intrastate Significance				
	US 24, I-70 to I-25	550	7%	69.73
<ul style="list-style-type: none"> •Min 500 AADTT, or •Min 10% Truck with min 100 AADTT 	US 34, I-76 to I-25	581	18%	97.63
	US 50, I-25 to SH 9	893	4%	45.32
	US 50, SH 9 to US 550	361	8%	176.50
	US 50, US 550 to I-70	1,258	9%	53.31
	US 85, I-25 (MP 207) to Titan Road	1,349	2%	12.52
	US 85, Titan Road to I-25 (MP 184)	782	4%	18.13
	US 160, I-25 to US 285	629	10%	89.62
	SH 14, I-76 to I-25	1,881	2%	4.09
	SH 52, I-76 to I-25	729	4%	60.08