



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)
April 28, 2017
9:00 AM – 11:15 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 February 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.
- 9:35-9:45** **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 9:45-10:15** **Ballot Initiative Update (Informational Update)** – Herman Stockinger, OPGR
- Update on recent activity associated with HB 17-1242.
- 10:15-10:25** **Break**
- 10:15-10:30** **TransPlanning Partnership (Informational Update)** – Tim Kirby and Michelle Scheuerman, Division of Transportation Development (DTD)
- Overview and discussion of the upcoming TransPlanning Partnership.
- 10:30-10:45** **Safety Performance Measures Target Setting (Informational Update)** – Charles Meyer, Traffic and Safety Engineer Branch
- Overview of CDOT's efforts to establish Safety Performance Measures.
- 10:45-10:55** **5311 Program Update (Informational Update)** – Jeff Sanders, Division of Transit and Rail (DTR)
- Review of recent Transportation Commission action regarding the 5311 Program.
- 10:55-11:10** **Bustang Outrider Program (Informational Update)** – Michael Timlin, Division of Transit and Rail (DTR)
- Overview of the CDOT Bustang Outrider program.
- 11:10-11:15** **Other Business**- Vince Rogalski
- 11:15** **Adjourn**

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

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

**Draft STAC Meeting Minutes
March 24, 2017**

Location: CDOT Headquarters Auditorium
Date/Time: March 24, 2017, 9:00 a.m. - 11:30 a.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Todd Hollenbeck (GVMPO), Doug Rex (DRCOG), Elise Jones (DRCOG), Jody Rosier (SUIT), Sean Conway (NFRMPO), Terri Blackmore (NFRMPO), Bentley Henderson (SW), Chuck Grobe (NW), Walt Boulden (SC), Thad Noll (IM), Barbara Kirkmeyer (UFR).

On the Phone: Norm Steen (PPACG), Andy Pico (PPACG), Keith Baker (SLV), Elizabeth Relford (UFR).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions & February Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of February STAC Minutes. No corrections or additions. 	<p>Action: <i>Minutes approved.</i></p>
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • <u>High Performance Transportation Enterprise (HPTE)</u> <ul style="list-style-type: none"> ○ CDOT is looking to hire a Tolling Manager and is currently reviewing applications and doing interviews. ○ The Central 70 RFP went out on March 6th, expecting to select an applicant by the summer. An open house on the project was recently held and I recommend participating if they have another. ○ Improvements to the I-70 West corridor are being discussed in terms of different segments (Floyd Hill – Twin Tunnels – Idaho Springs – Eisenhower Tunnel) including a potential expansion of the mountain express lanes. ○ Communication on HOV 3+ seems to have gone well, without any public resistance. • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ FTA 5311 program update given at the last meeting with several Transportation Commissioners expressing concern and CDOT staff making adjustments as appropriate. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ The Safe Routes To School program was approved for next year, with \$2 million for infrastructure projects and \$500k for non-infrastructure projects. ○ The annual STIP update was presented and no issues identified. ○ Region 3 RTD Dave Eller presented on the topic of workforce housing. There are several areas of the state where the cost of housing is too high for potential maintenance employees to live. This is an emerging problem to be addressed, and the Commissioners discussed potential solutions. ○ There was also an update on the RoadX Program, including information on: <ul style="list-style-type: none"> ▪ <i>Smart 25 Pilot</i> – pilot of variable ramp metering using in-highway sensors to smooth traffic flow. ▪ <i>Panasonic Partnership</i> – developing a connected transportation data platform. ▪ <i>Hyperloop Application</i> – international competition to build a 700 mph travel system (in Colorado’s case, from DIA to Greeley). ▪ <i>Inductive Charging</i> – pilot to test the viability of electric vehicle charging while driving on the highway. 	
<p>Federal and State Legislative Report – Andy Karsian (CDOT State Legislative Liaison)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Federal</u>: <ul style="list-style-type: none"> ○ The President’s proposed budget has been released. Usually this varies significantly from the final budget adopted by Congress, but in its current version it includes: <ul style="list-style-type: none"> ▪ Elimination of long-haul Amtrak routes (such as the Southwest Chief and California Zephyr). ▪ Elimination of the New Starts and Small Starts programs. ▪ Elimination of subsidized air service to Pueblo, Alamosa, and Cortez through the Essential Air Services (EAS) program. <ul style="list-style-type: none"> ❖ This would likely also impact DEN given its status as a hub for rural airports. ▪ Elimination of the TIGER grant program from 2018 onward. ○ It is not clear yet whether Congress will adopt a new budget or do a continuing resolution for the next year. 	<p>No action taken.</p>

- State:
 - HB 1242
 - A sales tax increase to be referred to the ballot, if approved by state legislature.
 - Would raise approximately \$702 million per year.
 - ❖ \$300 million “off-the-top” to CDOT for project bonding
 - ❖ 30% of the remainder to a Multimodal Transportation Options account
 - ❖ 35% of the remainder to cities
 - ❖ 35% of the remainder to counties
 - Would eliminate some existing CDOT funding sources:
 - ❖ SB 228
 - ❖ FASTER fees
 - ❖ Existing bond payments
 - The bill passed out of Committee last Wednesday, with some changes:
 - ❖ Excludes aviation fuel from tax increase
 - ❖ Increases share of revenue going to CDOT from \$300 million to \$375 million per year
 - ❖ Clarifies that the \$50 million rapid response fund can also be used on routine maintenance
 - ❖ Adds and tiers match requirement for the Multimodal Transportation Options fund
 - ❖ Eliminates the FASTER late registration fee (which generates \$20 million per year)
 - ❖ Allows cities and counties to return funds to treasurer to avoid their TABOR limits
 - The bill now goes to the House Finance Committee, then the House Appropriations Committee, then the House floor before moving to the Senate committees and floor vote. There is a long road ahead.

STAC Comments

- Sean Conway: The plan is to have this out by the end of this session for the ballot this November?
- Andy Karsian: That’s correct. It’s important to note that the bill would require CDOT to release a specific list of projects to be bonded using the

	<p>CDOT funds within 30 days of the passage of the bill. That list would be included in the Blue Book that accompanies the ballot.</p> <ul style="list-style-type: none"> • <u>Debra Perkins-Smith</u>: To develop that list we are starting with the Tier I projects on the 10 Year Development Program and, based on a lesson learned from RAMP, we're doing an updated cost, scope, and schedule assessment including a risk assessment. We're fine tuning the cost estimates and will come back to have a larger discussion about what projects should be on that list, as well as other items that may not be on that list but that we should consider from a programmatic perspective. For example, the build-out of broadband across the state. Those are just concepts at this point and will need to be vetted but we already were planning to have TSMO come and talk to the STAC in May about their broadband efforts so that lines up well. We're also developing project-specific info sheets like we made for SB 228 for those who want information on those. • <u>Joshua Laipply</u>: We're really working to put our best foot forward so that at the end of this process we can deliver everything on-time and on-budget. • <u>Sean Conway</u>: I know the inevitable question that we will get from CCI and others is "How will we ensure that all the projects on the list are actually funded?" We had issues with that in the past and it impacts the public's perception of how well we've delivered on our promises. • <u>Johnny Olson</u>: We also need to balance these concerns with avoiding a flood of the market with a whole lot of projects at once that drive up costs. • <u>Sean Conway</u>: My understanding is that this list will come back to STAC for review prior to being finalized? • <u>Debra Perkins-Smith</u>: That is the intent. I think that this group should make a formal recommendation to the TC following a review of the proposed list. • <u>Joshua Laipply</u>: I think that we should have that list ready for this group's review within a month so the STAC has time to make such a recommendation. • <u>Executive Director Bhatt</u>: I've been seeing a number of news stories about the broad, statewide support for transportation funding and I want to thank the STAC for their role in that. We've been working together on this and we're going to continue working together throughout the process. 	
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	<ul style="list-style-type: none"> • <u>Sean Conway</u>: I want to thank you for taking time out of your busy schedule last week to come address the counties on this topic. That type of outreach really is appreciated and I think it helps us garner that statewide support. • <u>Andy Karsian</u>: There are also some assumptions built into the 10 Year Development Program about local match that we should talk about with local partners in the near future and make sure that we're on the same page before including those projects on the list. • <u>Joshua Laipply</u>: We also need to consider that FASTER Safety funds were also assumed in some projects, but based on the proposed bill we might not be able to rely on those anymore. • <u>Norm Steen</u>: There is a lot of trust that has been invested in that Tier I 10 Year Development Program list so I caution CDOT to be very careful about making any changes to that list for this ballot measure. Whatever changes may occur need to be very open, transparent, and vetted through the legislature to prevent any mistrust or backlash. • <u>Sean Conway</u>: I would second that and encourage you to downgrade project to alternates status rather than eliminating them outright, so that people understand that their project is still going to happen at some point and there isn't a perception of going around the public process. 	
<p>Rest Area Policy Guidance – Marissa Gaughan (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • CDOT-owned rest areas are aging and in need of significant investment. • Before we can determine how to invest, close, or re-open the rest areas that we have, we need to develop a clear vision of what we want to accomplish with this program. • Phase I: <ul style="list-style-type: none"> ○ CDOT Property Management completed an inventory and needs analysis of all existing rest areas. • Phase II: <ul style="list-style-type: none"> ○ Development of Policy Guidance and vision of the program. • Phase III: <ul style="list-style-type: none"> ○ Policy implementation with site specific recommendations, incorporating the findings of the Truck Parking Study. • Today we want to bring some policy questions to the STAC for your guidance and input: <ul style="list-style-type: none"> ○ What is the purpose of the Rest Area Program? 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ What is the role of rest areas in supporting safety? ○ How can rest areas support truck parking needs? ○ Is there a connection between rest areas, tourism, and economic vitality? ○ What should the visitor experience be at Colorado rest areas? ○ Should rest areas be “branded” in a unified manner? ○ To what extent should CDOT be in the rest area business? ○ What should the standards be for rest areas? ○ How can we sustainably provide for and maintain the rest areas that we want? ○ What opportunities exist for partnerships with other entities? ○ Are there best practices for rest areas that we should adopt? <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Terri Blackmore</u>: Not all rest areas are CDOT facilities. Is that a decision we need to make in terms of whether CDOT should take over all rest areas, or will they be owned by different state entities? You also mentioned coming up with the vision first, then recommendations, then funding, but you might want to start at the funding question before making grand visions that we can't afford. • <u>Norm Steen</u>: We had a discussion 6 months ago about putting commercial vendors at CDOT rest areas. At the time the answer was that we couldn't because federal rules prohibit it, but I think we should return to that question. There's so much that vendors could offer and I think we should explore that. • <u>Marissa Gaughan</u>: Yes, we're just starting this effort and have developed a list of groups that should be involved in the discussion. We want to start with the identification of the base federal standards and then decide whether we want to meet or exceed those standards. • <u>John Cater</u>: Also those federal restrictions apply to the interstates, not other highways. So there might be different approaches to each type. • <u>Sean Conway</u>: What are the specific prohibitions on interstates? We might be able to speak with our federal representatives about getting those relaxed. • <u>John Cater</u>: The most significant item is the prohibition of vendors (excluding machines) on the interstate system. A lot of states are pushing 	
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	<p>the envelope on this because it's a need throughout the country. This stems from the original construction of the interstate system in the 1950s and 1960s.</p> <ul style="list-style-type: none"> • <u>Bentley Henderson</u>: What was the original reasoning behind it? • <u>John Cater</u>: The original justification was that allowing vendors on the interstate right-of-way would undercut local businesses with the support of the federal government, so it was prohibited. • <u>Walt Boulden</u>: In the case of Trinidad, the location of the rest stop is the issue – it discourages stopping in town and restricts the expansion of the town's economic activities. Is moving the rest stop an option that would be examined in this process? • <u>Marissa Gaughan</u>: I think that would definitely be a component – once we've developed an understanding of the impact of rest areas on local economies and tourism, and then developed a vision for what we want to accomplish via this program, I think that we would overlay those with our existing situation and make recommendations that might include something like a re-location for certain rest stops. • <u>Joshua Laipply</u>: I think that there are two parts to this – let's develop the best plan we can but also be realistic about what we can feasibly fund. The funding may come along later but at least we'll know what it is we'd like to see as an end state. • <u>Walt Boulden</u>: Is this something that we should be discussing at our local level now and potentially putting it into our next Regional Transportation Plans? • <u>Debra Perkins-Smith</u>: Yes, I think this is a great time to develop that vision, not be constrained by what we have today, and then explore opportunities to partner or leverage funds to achieve our vision down the line. • <u>Jeff Sudmeier</u>: As Terri pointed out, there are other operators in the state that we can potentially partner with to achieve a shared vision for the entire state. • <u>John Cater</u>: There are other models, like the one used in Georgetown that keeps the rest area near the interstate but not on it, thereby avoiding the restrictions. A similar approach may make sense in Trinidad or elsewhere. 	
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	<ul style="list-style-type: none"> • <u>Sean Conway</u>: What I'm hearing from John is that there are other states looking to potentially change the legislation and explore new funding sources, and I think we need to be a part of that effort. • <u>Norm Steen</u>: I think we also need to consider WiFi and broadband as a part of this discussion to support safety and traveler information for truckers and other rest area users. <p>Presentation</p> <ul style="list-style-type: none"> • We will be forming a working group to delve into these topics more deeply, so please reach out to me if you would like to be involved in that. • We anticipate that this group will meet monthly with the goal of having the policy guidance developed during summer 2017 and then moving on to the implementation phase after that. • I will check in with the STAC periodically to update you on the progress of the working group. • Gary Beedy has already been added to the working group and other STAC members are invited to participate as well. 	
<p>National Highway Freight Program (NHFP) Update – Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • We want to go over the staff recommendation for the FY16 and FY17 National Highway Freight Program project list and, if you are so inclined, get a recommendation from the STAC. • Started with some programmatic investments such as: <ul style="list-style-type: none"> ○ truck ramp restorations ○ mobile ports of entry (5 of 15 identified as high priority) <ul style="list-style-type: none"> ▪ identified as a safety issue by Colorado State Patrol and truckers ○ truck parking <ul style="list-style-type: none"> ▪ identified by the FAC as a critical issue ▪ location improvement on I-70 ▪ Truck Parking Information Management System (TPIMS) ▪ Truck parking study (identify needs for future project years) • Included six construction projects: <ul style="list-style-type: none"> ○ US 85: Louviers to Meadows ○ US 50: Little Blue Canyon ○ US 160: Wolf Creek Pass Safety Improvements ○ Region 5 Mountain Chain Stations ○ SH 14: Sterling S-Curve 	<p>Action:</p> <p><i>STAC recommends approval of the NHFP project list as proposed.</i></p>

- US 85: Corridor Improvements
- Also funding advancement of pre-construction on future priority projects:
 - US 85 / Vasquez: I-270 to 62nd Ave.
 - I-25 Pueblo: City Center Dr. to 29th St.
 - US 287 Lamar Reliever Route
 - I-70 West: Vail Pass Auxiliary Lanes
- Finally, funding a PEL study to include the replacement of two low-vertical clearance bridges on I-25 in Denver.
- We appreciate any input from the group and, if you are inclined, a STAC recommendation to the TC. We plan to brief the TC in April and expect a final vote in May.

STAC Comments

- Todd Hollenbeck: The majority of the projects on this list are only partially-funded. Are they going to be able to complete those projects with that level of support?
- Jeff Sudmeier: We only provided partial funding in cases in which the region indicated the ability to cover the balance through other funding sources. One example is US 50: Little Blue Canyon. So we are confident that in those cases we will be able to make the projects whole.
- Debra Perkins-Smith: In some cases those are also pre-construction focused. Also, the FAC seemed to like the idea of spreading the funds among more projects rather than funding a few entirely.
- Jeff Sudmeier: Yes, and I think that has to do in part with visibility so they're able to "sell" the effectiveness of what we're doing and demonstrate the value of the freight community's involvement in transportation planning.
- Doug Rex: In regards to the US 85 projects in the DRCOG area, are you anticipating brining these to the DRCOG Board for their review?
- Jeff Sudmeier: The National Highway Freight Network automatically includes the interstates and major multimodal connectors, but we are also able to designate other portions of highway as being on that network so that we can apply these funds to it. Inside their boundaries the MPOs have a role in requesting that designation, so we will need to work with DRCOG and the other MPO boards to request their support on that effort.
- Norm Steen: I'm excited to see some great projects here. This list will work through the TIP / STIP process, right?

	<ul style="list-style-type: none"> • <u>Jeff Sudmeier</u>: Yes, like any other project this will need to go through the TIP review and approval process at each of the MPOs. • <u>Norm Steen</u>: If at that stage the MPO wishes to move the project from partial funding to full funding, can they still do that. • <u>Jeff Sudmeier</u>: Yes, that would be possible and welcomed! <p>Action</p> <ul style="list-style-type: none"> • <u>Barbara Kirkmeyer</u>: Moves to recommend approval of the NHFP project list as presented. • <u>Sean Conway</u>: Seconds the motion. • Unanimous approval by the STAC. 	
<p>Bicycle & Pedestrian Program Update – Ken Brubaker (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Here to provide an overview of what the Bicycle/Pedestrian/Scenic Byways/SRTS section does: <ul style="list-style-type: none"> ○ Increase opportunities to bike and walk in Colorado and travel the state's Scenic Byways. ○ Improve data and knowledge around biking and walking. ○ Provide technical assistance and guidance to CDOT and its partners. • The TC renewed the Bike/Ped Policy (PD 1602) in January 2017. <ul style="list-style-type: none"> ○ Incorporated an exemption for asset management projects. ○ Working with Project Development to issue a design bulletin / form 464-BP. ○ Requires staff documentation and an approved exemption when Bike/Ped needs cannot be accommodated. <ul style="list-style-type: none"> ▪ Requires identification of high priority bicycle corridors to help focus limited resources. • Region 2 Inventory Pilot <ul style="list-style-type: none"> ○ Used the OTIS Windshield app and Google Earth to identify the existing inventory of biking and walking facilities and rate their level of service (LOS) from 1-4. ○ This will help identify gaps in the network and pinpoint the high priority bicycle corridors. ○ Will now roll out the same approach to the other 4 CDOT regions and hope to complete a state inventory by the end of the year. • Non-Motorized Monitoring Program <ul style="list-style-type: none"> ○ One of the first DOTs to install automated count collection equipment. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ Currently have 25 around the state. ○ Looking to relocate underutilized counting sites. ○ Working to publish through OTIS so you can check them online like you can with traffic counts. ● Strava Metro Data <ul style="list-style-type: none"> ○ Takes cycling data from the personal fitness app Strava, anonymizes it, and then displays it as origin/destination information for streets, intersections, time of day, etc. ○ Can help identify commuting versus recreation, seasonal usage, develop total use estimates, tourist counts (via user zip code). ○ Colorado has roughly 120,000 unique Strava users (79,000 of whom are cyclists). ○ Will also get a small sample of pedestrian data to see if that's useful. ○ More than 3,000,000 trips statewide. ● Downtown Streets Guide <ul style="list-style-type: none"> ○ Collaborated with DOLA to develop and promote this. ○ A tool for smaller communities to support good street design along state highways that are also Main Streets. ● Scenic & Historic Byways <ul style="list-style-type: none"> ○ Completed a strategic plan in January 2017 <ul style="list-style-type: none"> ▪ Will shift more responsibility onto the Scenic Byways Commission (and off of CDOT staff) to create a more sustainable program. ○ Completed an Economic Data Analysis in 2016 <ul style="list-style-type: none"> ▪ Showed that \$4.8 billion between 2009 and 2014 along Scenic Byways routes statewide. ▪ This study is available on the Scenic Byways webpage: https://www.codot.gov/travel/scenic-byways ● Partnerships <ul style="list-style-type: none"> ○ Supporting the Colorado Beautiful Initiative and Colorado Pedals Project. <ul style="list-style-type: none"> ▪ The economic impact of biking and walking were found to be \$1.6 billion (for biking) and \$3.2 billion (for walking) statewide. ○ Working with CSP to plan and manage the upcoming Colorado Classic Bike Race. <p>STAC Comments</p> <ul style="list-style-type: none"> ● <u>Thad Noll</u>: Will the Strava data that you get be available to local agencies, or is it proprietary? 	
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	<ul style="list-style-type: none"> • <u>Ken Brubaker</u>: Local agencies will have to sign a sub-licensee agreement, but they will have access to it. We plan to set up a users' group to walk potential users through the process of accessing that data once it's available. • <u>Terri Blackmore</u>: What is the limited walking data that you're going to have? • <u>Ken Brubaker</u>: It won't be limited geographically, it will be limited to the summer months. • <u>Mike Lewis</u>: Thanks to Ken and Betsy for all of the work they've done on this. We've also assigned a Bike/Ped Coordinator in each of the regions that you can contact directly with any needs that you have. We're trying to build a culture that is multimodal throughout the organization and at all staff levels, and this is part of that effort. • <u>Norm Steen</u>: Is there a retail or commercial group that we can coordinate with to help advance these Bike/Ped efforts throughout the state? • <u>Ken Brubaker</u>: The best venue might be the Colorado Pedals Project, which is run by Bicycle Colorado. They are an advocacy group that is mostly composed of cyclists, though they may also include retail members as well. <u>Mike Lewis</u>: We will share their contacts with you so you may reach out to those advocates if you so choose. 	
<p>Safe Routes to School (SRTS) – Leslie Feuerborn (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Here to provide an update on where SRTS currently is and get your input on the program. • CDOT has distributed about \$20.8 million over the years through this program but we also fund only a small percentage of what is requested (38% overall). • We award both infrastructure and non-infrastructure projects, though the ratio has changed over the years. • Dedicated federal funding for SRTS was eliminated under MAP-21, though the program continued. States were given discretion to manage the program as desired. In Colorado, it has stayed independent rather than being rolled into TAP. • We have a lot of rural support for SRTS – in the past the funding was limited to 25% to rural areas, but now there is greater flexibility. Over the years, 29% has gone to TPRs and 71% to MPOs. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • In September 2015, the TC committed to support the SRTS at a rate of \$2.5 million per year. <ul style="list-style-type: none"> ○ \$2 million for infrastructure and \$500,000 for non-infrastructure. • This funding consistency has benefitted the program by allowing for longer-term planning and re-application of un-awarded projects. • The SRTS Advisory Committee made up of: <ul style="list-style-type: none"> ○ 2 MPO representatives ○ 2 TPR representatives ○ 1 pedestrian representative ○ 1 bicycle representative ○ 1 parent representative ○ 1 educator representative ○ 1 law enforcement representative • In the current round, 6 of 8 non-infrastructure projects are being recommended for TC approval in April. <ul style="list-style-type: none"> ○ A total funding amount of \$280,708. ○ Requested TC permission to roll the remaining non-infrastructure amount into the infrastructure side. TC approved this use of funds. • In the current round, funding 8 of 14 infrastructure projects for a total of \$2,129,291. • SRTS Advisors have been developing a 5-year strategic plan to assess current state and future goals for the program. <ul style="list-style-type: none"> ○ Also reaching out to other states for best practices. ○ The plan will be complete by June and we will review with the STAC when it's ready. • Support and promotion of the SRTS program by STAC members in their local areas is always welcome and appreciated. 	
<p>Section 5311 Funding Analysis Update – Jeff Sanders (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • DTR staff presented to the TC last week and there was some concern about some of the details of the 5311 approach presented at that time. We've revised the memo to include all the information and justification that the TC requested, and the memo in your packet reflects those changes. We will be sending this same document to the TC today. 	<p>Action:</p> <p><i>STAC recommends adoption of the TRAC Subcommittee's proposed 5311 distribution as presented.</i></p>

- DTR convened a TRAC Subcommittee to develop an approach to redistributing the limited 5311 funds to a growing number of statewide agencies, and their approach will be presented to you today.
- TRAC Subcommittee members working on this effort included:
 - CASTA
 - STAC
 - Greeley
 - RFTA
 - Durango Transit
 - Via Mobility Services
 - All Points Transit
 - Steamboat Springs Transit
 - South Central Council of Governments
- The TRAC Subcommittee has reached a consensus on how to distribute Section 5311 funds moving forward that is different from our past approach.
- This change is necessary because:
 - The size of the pot is shrinking (due to inflation).
 - The number of agencies requesting funds is increasing.
 - Agencies have limited alternatives for other funding support.
- The TC established five principles to guide the TRAC Subcommittee in this effort:
 - Fair and Equitable: The methodology should be fair and equitable.
 - Transparent: The methodology should be documented, clear, and understandable.
 - Stable: The methodology should allow transit operators to plan for future revenues.
 - Available to All Eligible Providers: The methodology should account for current and new agencies.
 - Reward Performance: The methodology should promote good performance.
- The methodology developed by the TRAC Subcommittee is as follows:
 - Divided all 30 agencies into “peer groups”.
 - Assigned a grant budget factor to each group, ranging from 49% of total agency budget to 3-4% of total agency budget depending on agency size.
 - Keeps certain agencies whole or allow a higher percentage acceptance due to their unique circumstances:
 - Wet Mountain

- Canyon City
- East Central COG
- Prowers County
- South Central COG
- SUCAP
- All Points Transit
- Established a Transition Plan for agencies moving from one budget category to another:
 - Yearly grant decreases of 3%, 3%, 5%, 6%, 7% respectively.
- Next Steps:
 - Staff would like a recommendation from the STAC endorsing the approach developed by the TRAC Subcommittee.
 - Hoping to hold a TC workshop and receive approval in April.
 - CY18 applications will be available in late April.
 - Awards will be made in August.
 - CDOT contracts will be in place by January 2018.

STAC Comments

- Vince Rogalski: Everyone came into this process hoping to find a fair way of reallocating the funds, but we realized that we needed to limit our factors. We settled on budget as the central consideration. One of the groups that was most hard-hit by this approach is Durango, but they were participants in the process. This was a hard process and it's not over.
- Doug Rex: We reached out to the two agencies within the DRCOG region and they both felt that the process was acceptable, even though they are seeing small decreases.
- Bentley Henderson: Was one of the goals to bring every transit agency into this program?
- Mark Imhoff: Yes, all the agencies that are eligible and want to be in the program.
- Thad Noll: I agree with the idea of getting a transparent formula process to determine this distribution, but I feel that the results are illogical. How can the larger agencies be getting less money than the smaller ones? There's a disincentive to spend more on transit.
- Jeffrey Sanders: I hear that concern, but one of the things that we talked about a lot in the TRAC Subcommittee was the issue of equity. Those small agencies often provide very basic service, and as an agency grows they are

able to provide a greater match. The consensus among the participants is that we should prioritize those smaller agencies.

- Mark Imhoff: We did consider employing caps as a part of this system but we felt that the budget factor took care of that issue. Maybe it didn't do it effectively enough. There may be a manner of gaming the system in the way you describe, but our experience with transit agencies in Colorado is that they don't behave that way. It would also soften the blow to have that 5-year transition period built in to avoid a big jolt.
- Thad Noll: I agree with that but I still think the final results are a bit bizarre.
- Jody Rosier: This is the same issue all over the country and similar to the affordable housing issue discussed earlier – poor individuals rely on these services but the President is talking about cutting these funds nationwide. We need more funding overall for transit in this country.
- Josh Laipply: Then the pie would grow and there wouldn't have to be winners and losers.
- Walt Boulden: I've looked at some statistics for our local area and it shows that 43% of trips are to work and 33% are to medical appointments. These are core needs that we need to fund. The issue is not to divide the pie in a new way, it's to grow the funds available.
- Joshua Laipply: HB 1242 may help with that issue.
- Elena Wilken (Co-Executive Director of CASTA and TRAC Subcommittee Chair): We've been working on this a long time and we are dealing with the politics of scarcity, so we in support of this approach (albeit grudgingly) while we continue to focus our main efforts to increase transit funding.
- Thad Noll: As much as my complaints about the final result, I'm all for getting every transit agency into this program straightaway. I think this is moving in the right direction.
- Mike Lewis: A lot of work and deliberation has gone into developing this approach. There are concerns that a delay in adoption could have really negative effects for many communities. The TC values your input and would like to know if there is support from the staff, STAC, and the stakeholders and participants in this process.

Action

	<ul style="list-style-type: none"> • <u>Sean Conway</u>: Moves for STAC to recommend TC adoption of the TRAC Subcommittee’s proposed 5311 redistribution approach, in spite of some concerns about the specifics of the fund distribution, but in recognition of the critical transit needs that this program fulfills for communities across Colorado and the potential damage that a delayed adoption might produce. • <u>Walt Boulden</u>: Seconds the motion. • Unanimous approval by the STAC. 	
Draft FY 2018-2021 Statewide Transportation Improvement Program (STIP) – Jamie Collins (CDOT Division of Accounting and Finance)	<p>Presentation</p> <ul style="list-style-type: none"> • The Draft STIP is now available for review on the CDOT website. • Comments will be accepted until April 28th. • Staff will return to the TC in May for adoption of the STIP. 	No action taken.
Other Business – Vince Rogalski (STAC Chair)	<p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: The I-25 Crossroads project is on-budget and on-time, so I would like to commend Region 2 RTD Johnny Olson. Also, in reference to HB 1242, I would point out that the critical interchange in the North I-25 project is going to include \$18.5 million in local match (coming from Fort Collins, Timnath, and a private developer) <i>in addition</i> to the \$25 million local contribution to the project as a whole. This level of partnership is what helps to get projects done. 	No action taken.

STAC ADJOURNS

Transportation Commission Workshops were held on Wednesday, April 19, 2017. The Regular Transportation Commission Meeting was conducted and was hosted at CDOT HQ Auditorium on Thursday, April 20, 2017.

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. For the full agenda of workshops and sessions see the link presented above.

Transportation Commission Committee Meetings Wednesday, April 19, 2017

Right of Way Acquisition Workshop (Josh Laipply)

Purpose: The purpose of the workshop is to discuss right-of-way acquisition (negotiations), and condemnation documents.

Action: Approve resolutions for right-of-way acquisition, and condemnation.

Projects with property acquisition requests for April 2017 include:

- Federal Blvd ITS (Bellevue to Radcliff)
- SH 12 Critical Scour Bridges
- US 24 Battle Mountain Pass Rockfall
- PR US 34 Big Thompson Canyon
- US 287 (SH1 to LaPorte Bypass)
- US 160/SH 17 Alamosa Intersection Improvements
- I-70 Central Project – 3 parcels

Project with proposed authorization for condemnation proceedings to move forward for April 2017 include:

- US 160 McCabe Creek Culvert Replacement

Discussion:

- For the US 24 project regarding acquisition, it was noted by the Region 3 Transportation Director that the developer was agreeable with the acquisition proposal, but another contends that the developer is not the formal owner of the property.
- It was decided that the Commission take more time to discuss the property proposed for condemnation, which is related to the US 160 McCabe Creek Culvert Replacement project that is in downtown Pagosa Springs.
 - CDOT has already paid the owner \$62,250.00 based on the fair market value of the property.
 - Counter offers to acquire the parcel in full have been \$250,000.00.
 - Issue is land needed covers the access easement to property which is the only access to piece of property with occasional use.
 - Property is located in the 100-year floodplain and the best options is to acquire the entire property.
 - Email received from one of the property owners, Mr. Wilsey, was received and distributed to Commission members in attendance.
 - It was noted that the Commission is not being requested to decide on condemning the property via eminent domain at the regular meeting, but to move forward with condemnation proceedings which will include a public hearing with a final decision by jury where the Commission will serve as the plaintiff.

- The Commission expressed that they were comfortable with making a decision to move forward with condemnation proceedings at the regular meeting.
- Commission prefers to see detailed presentations when discussing properties being considered for condemnation.

Freight Workshop (Debra Perkins-Smith)

Purpose: To review the staff recommendations for funding for the first two years of the National Highway Freight Program (NHFP).

Action: None. Transportation Commission input on the staff recommendation, with action requested in May.

- This project list of freight projects for FY 15-16 and 16-17 are a culmination of several workshops to obtain Commission approval and direction regarding freight funds of \$36 million for the first two years of the NHFP five-year program.
- Received input from the Statewide Transportation Advisory Committee (STAC) and the Freight Advisory Council (FAC).
- FAC input included emphasizing a focus on freight safety, truck parking, mobility – including low clearance bridges, leveraging funding sources, and balanced projects that are both construction and other types of improvements.
- The STAC expressed the importance of considering geographic equity.
- The list submitted today for review was approved by the FAC Steering Committee and will be presented to the Full FAC scheduled to meet next week – with no substantial changes anticipated due to the approval of the STAC Steering Committee.
- A total of 14 projects are provided on the list; costs ranges from \$ 1 million to \$7.5 million.
- Some project costs in the list are zero, due to being identified for State Planning and Research (SPR) funds provided by FHWA.
- Projects are as follows: 3 truck parking, 4 freight safety, 2 freight mobility, 4 advance FASTLANE projects, and 1 is a Planning and Environmental Linkage study that includes low clearance bridges.

Discussion:

- The Division of Transportation Development (DTD) Director pointed out the format of the May resolution for the NHFP project list takes a different tact that leaves room for flexibility to add dollars to project budgets as no project costs are included.
- The issue of assuming local matches in project funds was discussed.
- If sources of local matches become unavailable, possibility to tap into funds from future years of this program is possible.
- Project budgeting occurs after all funding sources are confirmed.

5311 Distribution Update (Mark Imhoff)

Purpose: The purpose of the workshop was to describe and discuss the recommended methodology that CDOT will use to distribute the FTA Section 5311 program operating funds to rural transit providers for calendar year (CY) 2018.

Action: Approve the attached resolution to establish a FTA 5311 distribution methodology, and authorize the CY 2018 distribution; future years to be further evaluated before TC authorization occurs to distribute funds.

Discussion:

- The Commission thanked the Division of Transit and Rail (DTR) Director for listening to concerns last month, and for responding to requests.
- The Chief Engineer thanked the Commission for their valid comments.
- Two key users of transit in Colorado support:
 - Tourism/State Economy
 - Social equity/Essential services
- A future consideration is establishing policies on how to use transit funds to support both user types adequately.
- A Commissioner noted that essential services type transit in rural areas should be a primary focus and that research resulted in learning that call-a-ride type services are substantially higher (in rural areas in District 11 - Eastern Colorado - from rural areas to Sterling costs can be \$75 and to Denver \$380).
- The other type of tourism/economy supporting services (ski resorts) also support commuters getting to work.
- The DTR Director recapped the proposed process (based on agency size category and a budget factor), and changes in the process that changed after receiving Commission comments in March.
- Since March, an additional meeting with subcommittee occurred, and outreach engaged all transit providers impacted by Section 5311 (f) funding.
- Revised approach was approved unanimously by the subcommittee. Further guidance and details will be worked out more.
- Three key issues to continue to address/consider include:
 - Balance and Equity of Service for Essential Services
 - Multi-County Agencies – How to fairly consider them (not penalize them for being a larger entity)
 - Historical events (e.g., Durango [the most negatively impacted by the new distribution method] receiving Job access/reverse commute funds for a program that no longer exists – this funding was taken off their budget and this allowed for Durango to receive an increased amount of funds)
- Request for Commission approval applies to only the first year of CY 2018 funds, as the process is refined with more discussions of the subcommittee.
- A request was made for a Transportation Commission member to join the subcommittee to directly address any potential concerns of the Commission and to provide understanding to all the considerations that occur during subcommittee decision making.
- The 50% local match required for Section 5311 (f) funds normally is at the limit for smaller transit provider agencies.
- A good discussion for subcommittee to have is how to define equity.
- Would like to obtain more information regarding ridership demographics so comparisons between rural transit providers can be made regarding the type and level of service rendered. A Commissioner suggested getting more qualitative elements covered in decision made for distributing Section 5311 funds.

Ballot Measure and Development Plan (Josh Laipply)

Purpose: To review the requirements of HB 17-1242 and detail to the Transportation Commission the steps necessary to meet anticipated deadlines for the development of a project list to be submitted to Legislative Council within 45 days of passage of HB 17-1242.

Action: None. Transportation Commission to provide input on staff direction, with action anticipated in May and June.

Discussion:

- Baseline for ballot initiative project list is the Ten-year Development Program – but projects in it are at varying levels of development.
- A refined project list with consistent cost estimation and risk analysis overseen by the Chief Engineer and the Program Management Office (PMO) is anticipated to be presented to the Commission in May for their consideration and comment.
- Workshops with Regions and lots of internal coordination has occurred to date with the last Region to meet tomorrow; serious attempts have been made to understand the “known unknowns” of the project list.
- Lessons learned from the Responsible Acceleration of Maintenance and Partnerships (RAMP) process is serving as the foundation of approaches for this project list development process including:
 - A statewide consistent and Region-specific cost estimation process
 - Project risk assessments for both the schedule and budget
 - Adequate engagement with communities where projects are to occur
 - Coordination with CCA and ACEC to ensure enough supplies and staff are available to work on projects in a timely manner without raising costs.
- A key consideration is that the project list resonates with the public
- Key component of analysis is cutting scope and costs from the existing Development Program.
- The next 60 days this project list will be a key focus of the Commission and a special meeting, via conference call, may be required.
- CDOT will have 45 days after the legislation passes (if it does pass) to deliver the project list. The ballot initiative, if passed through the legislature, will go to a public vote in November 2017.
- The quickest the legislation would pass would be eight to 10 days from today with the legislative session ending on May 10th.
- Commissioners are invited to also listen in on May 2017 STAC meeting to gain an understanding of STAC comments prior to approving a list in June; it was noted the STAC meeting in May is earlier due to the Memorial Day holiday, May 19th.
- Now the list is 74 projects and approximately 20 are NEPA ready.
- A map of projects listed was requested by the Commission and is already under development by staff.
- A cost probability curve that identifies the percentage of likelihood the project will be completed within budget will be part of the project analysis. Also identifying how many seasons are required to complete projects.
- Will assume funding sources for local matches only if provided in writing from the entity providing the match.
- Currently in the process of preparing project cost estimates now; projects with no construction component initially will add some construction component.

Bike/Pedestrian Workshop (Debra Perkins-Smith)

Purpose: To provide an overview of current bicycle and pedestrian activities.

Action: None. Informational update.

Updates for Bike/Pedestrian activities included an abbreviated discussion on:

- Bicycle and Pedestrian Policy Update
- Identification of High Priority Bicycle and Pedestrian Corridors
- Acquisition of STRAVA data – bicycle trip data collected via a smart phone app in an effort to identify a Bicycle Miles Traveled for the state.
- Information on other activities are provided in the Commission Packet.

Discussion:

- The cost of the STRAVA data - \$67,000 was expressed as a concern by the Commission; it was explained that other smaller agencies desired to purchase this data, CDOT stepped in to pay one fee for all trip information to then share with other agencies in the way that would be more efficient and cost effective vs. multiple purchases conducted by a number of smaller entities. In addition this data, is being paid for by FHWA funds under their SPR program.
- The bicycle/pedestrian policy directive (PD) 1601.0 was approved by the Commission, as would all future revisions to the policy.
- It was also noted that the STRAVA data can make the distinction between commuter travel and recreational travel when asked by a Commissioner.
- A discussion of who pays for bicycle and pedestrian trails ensued; the DTD Director noted that most trails are built by the local communities. CDOT maintains approximately 9-10 trails, but future trails are handed over to local communities to maintain if built by CDOT.
- A Commissioner noted that a primary focus for bicycle facilities should be providing shoulders in rural areas where they are only 2.5 feet wide. Also this Commissioner is of the opinion that cyclists generally prefer to stay on the roadway vs. travel on an off-road facility. In addition this Commissioner expressed concern over a non-recreational entity, such as CDOT, paying for an activity, cycling, that is mostly recreational.
- The Chief Engineer noted that CDOT is currently a multimodal agency.
- The DTD Director also noted that federal regulations also require CDOT to consider and support a multimodal transportation system that includes bicycle and pedestrian travel modes. In addition, safety is of the highest importance and a key rationale for off-road bicycle facilities at some locations.
- The Commission requested a future bicycle/pedestrian workshop when there is more time for discussion.
- A Commissioner expressed appreciation for the bike/pedestrian discussion anticipated to occur today, but noted that appropriate time for discussion was not possible today.

Transit and Intermodal (T&I) Committee (Mark Imhoff)

Purpose: Provide the Transportation Commission and update of Division of Transit and Rail activities.

Action: None. Information only.

Topics covered in the T&I Packet and/or discussed at the workshop included:

- Bustang Outrider/Regional Bus Planning
- FAST Act Colorado 5311(f) Apportionment
- Year summaries of Bustang Outrider (FY 2016-17, FY 2018-19 and future)
- Bustang Local Partnerships
- Major Next Steps for interregional bus service that includes:
 - Manufacture 6 Outrider buses
 - Potential June 2018 launch of Outrider with planned service to:

- Gunnison – Denver
- Alamosa - Pueblo
- Lamar – Pueblo
- Trinidad – Pueblo
- SB 228 – Year 2 Transit Project Development
- Multimodal Freight Plan and State Freight and Passenger Rail Plan Update
- Bustang Quarterly Report
- Transit Grants Quarterly Report
- SB 228 Transit Quarterly Report

Discussion:

- A Commissioner stressed the need for rural connectors that are timed adequately (not passing through in the middle of the night).
- The policy and guidelines that established the initial Bustang Service was the desire to provide connections to the six major transit providers in the state.
- The focus on I-25 was primarily commuter service; whereas the primary focus for I-70 was essential services (trips to medical facilities and other important services). The Inter-Regional Bus Study conducted in 2015 identified the need for these transit services between municipalities.
- The question was raised by a Commissioner as to how performance of the Bustang service is measured and which routes are addressing the travel demand.
- Several routes were noted and identified as performing well.
- Bustang is in the process of evaluating the provision of additional stops, and existing routes will be converted into the Bustang Outrider service program.
- A recent development is an interline agreement between Bustang and Greyhound to allow riders to buy one ticket that covers trips on both bus lines.
- One Commissioner noted a private enterprise conflict with Bustang, as a private service provider's plans for expanding their existing service was considered stifled by Bustang service.

Resiliency Committee (Josh Laipply, Lizzie Kemp)

Purpose: Provide the Transportation Commission an update on the I-70 Risk and Resiliency Assessment Pilot.

Action: Request for Transportation Commission approval on the final proposed model for identifying CDOT's most critical assets from a resiliency standpoint.

The pilot is following a seven-step process called RAMCAP+ (Risk Analysis and Management for Critical Asset Protection).

- Using RAMCAP+ the project team will:
- Inventory and value system assets.
- Identify which assets are most critical to system operations.
- Identify which threats are appropriate to consider.
- Calculate the probability of events occurring that could compromise those assets.
- Estimate consequences of probable events and the vulnerability of affected assets.
- Estimate the cost of resulting damage.
- Suggest alternative approaches for maintenance or improvement of those assets to increase resiliency and redundancy of our system in a way that is more cost-effective over the long term.

The project Working Group (WG), Executive Oversight Committee (EOC) and this Subcommittee previously agreed to use the following six variables for modeling asset criticality, reflecting the economic, social and environmental benefits provided by our transportation system:

- Traffic volume
- Roadway classification
- Tourism (\$ value)
- Freight (\$ value)
- Social Vulnerability Index (SOVI)
- System redundancy

The team believes the model effectively identifies those assets most critical to CDOT system operations from a usage, economic, social and environmental perspective. This model has the full support of the project WG and EOC.

Discussion:

- Resiliency considers how important a segment of highway is for movement people, goods and services – what elements of society is impacted if the roadway is closed for travel.
- Risk considers the probability of a roadway being damaged from severe weather or other hazard events.
- Risk and resiliency do not always occur together; a road with high risk for damage may not have a high resiliency impact and vice versa, a roadway with high resiliency importance may not be at high risk for damage or closure.
- Commissioners noted that the redundancy map – need clearer depiction of alternate routes for key corridors; it was also noted that the redundancy analysis may be refined in the future.
- It was also noted that criticality was completed for the entire state and mapped, along with region level maps to provide more detail.
- Several iterations of weighting for the six variables occurred and it was determined that equal weighting of the variables produced the most reasonable results for criticality across the state.
- Commissioners expressed the need to convey the results of the criticality and risk assessment down to a level that is easier to understand; the consultant and project manager are working on how to convey all of this information in a clear and friendly manner.
- It was noted that the Risk assessment will only occur for I-70 for this pilot project; conducting a risk assessment on all corridors statewide is a future consideration.
- A Commissioner asked where CDOT stood with other state DOTs in identifying criticality and risk for corridors; it was noted that after the 2013 Floods, CDOT was recognized nationally for their efforts to consider risk for assets and resiliency and using risk analysis for eventual decision making.
- A Commissioner noted CDOT's desire to be more proactive vs. reactive (consider the *it is not if, but when* mentality).
- The Chief Engineer also noted that risk and resiliency also include aspects related to operations and maintenance activities.
- A Commissioner discussed the concept of taking this analysis to the state legislature to inform them of this analysis and stress the importance of considering risk and resiliency for transportation infrastructure. Wants to spread the word about risk and resiliency concerns.

- The third of four all-day workshops is scheduled for May 9, 2017, where the Working Group will review results of the vulnerability and consequences modeling, and initiate calculation of CDOT's risk (in terms of dollar cost) related to potential future physical threat events.
- The next step is to do a deeper dive on three to five segments of I-70 to assess benefit/cost analysis on resiliency improvements at key areas.
- Will return to the Commission in October 2017; the plan is anticipated to be finalized in November 2017.

Transportation Commission Regular Meeting Thursday, April 20, 2017

Call to Order, Roll Call

- Commissioners Reiff, Zink, Thiebaut, Hofmeister, Gilliland, Peterson, Connell, and Scott were in attendance with other Commissioners excused.

Open STIP Public Hearing (Maria Sobota)

The Commission Chair formally opened the STIP Public Hearing. No comments were raised.

Audience Participation (10 minutes – Three minutes per person)

- Mr. and Mrs. Kammerzell testified their concerns with design of the SH 60 project on their property.
- The Commission Chair noted that the Transportation Commission does not approve project design decisions, but that it was appropriate to hear the concerns of the property owners.
- The Kammerzells were accompanied by Dr. Robert Ettema, a civil engineer from Colorado State University (CSU) with a specialty in river hydrology and mechanics, who also has recommendations for design of the project impacting the Kammerzell property.
- The Kammerzells were recommended to speak more with the Region 4 Transportation Director and the CDOT Chief Engineer regarding any design concerns they have.

Comments of Individual Commissioners

- Commissioners noted the importance of Remembrance Day ceremonies that occurred this month.
- A Commissioner noted at County Commission meetings occurring in Region 5, CDOT staff received compliments for their work. Local newspaper thanked CDOT for completing Americans with Disabilities Act (ADA) ramps on Main Avenue on US 550 in Durango.
- Meeting in Douglas County with CoPIRG went well discussing rural issues, and the Commission Chair appreciated staff work.
- Commissioner Gilliland explained how various counties and cities have contributed significant funds to transportation projects in her District and recognized each community and their contributions. In summary, over the past 12-14 years communities have contributed over \$80 million to transportation projects.
- The Commission Chair recognized Commissioner Gilliland for her participation in making all the partnerships possible.

Executive Director's Report (Shailen Bhatt)

- Echoed the importance of Remembrance Day events; thanked John Cater of FHWA for attending the Remembrance events.
- Yesterday visited Denver Metro South Chamber of Commerce with State Senator Grantham and State Representative Mitsch-Bush to discuss transportation funding, and last night traveled to Lamar with the

Governor to discuss how to build resilience for communities in terms of economic development and other factors.

- Denver Post noted that bill for transportation funding is on life support.
- Was on a call with the White House to discuss opportunities to accelerate processes for project approvals for environmental clearance – was a good discussion.
- Made trip to D.C. with AECOM staff, and received kudos for being one of 35 finalists for the HyperLoop One global challenge.
- A new Audit Director, Frank Spinelli, was recently hired, a great addition to the team.

Chief Engineer's Report (Josh Laipply)

- Thanked the Kammerzells for making the trip to CDOT to discuss their concerns. Will gladly go over their concerns with them.
- CDOT now has a new Chief Data Officer, Barbara Cohn, previously the Chief Data Officer of New York City.
- Program Management Office – expenditures were low recently, but anticipate catching up to Expenditure Performance Index (XPI) goals, but the Schedule Performance Index (SPI) may fall short of goals.
- Recently signed many construction authorizations.
- Project List for HB 1242 is taking a lot of time – how to spend \$3.1 billion with the best cost estimates in one month- this is a monumental task.
- Chief Engineer feels a good plan is in place to come up with the list.
- Two Transportation Commissioners concurred.
- The Executive Director noted how challenging this project list task is in terms of protecting from and planning for the unknowns. Appreciates the effort underway and the patience being displayed by staff.

HPTE Director's Report (Nick Farber)

- April 5th announced switchable transponder is available for free if placed in HOV mode/carpools.
- Use on the Mountain Express Lane (MEXL), E-470 and Northwest Parkway the switchable transponders are not free; but drivers are eligible for a \$15 refund under this program.
- I-70 Central one-on-one meetings obtained good comments.
- MEXL is winding down won't be open this weekend. It will open again this summer.
- RFPs in progress for I-25 South and C 470, beginning work on I-70 West-bound.
- David, Nick and Tony spoke at the Urban Land Institute (ULI) and Transportation Symposium.
- Nick spoke at Project Management Institute.

Federal Highway Administration (FHWA) Director Report (John Cater)

- A Title VI complaint for I-70 East project – underwent review and resulting in a Finding of No Discrimination which was good news.
- CDOT submitted an ADA transition plan on how to spend \$85 million to come into ADA compliance. The plan was submitted to FHWA Headquarters and an approval is anticipated. It is also anticipated that this plan will serve as a national model for other state DOTs.
- Remembrance Day is tied to Work Zone Safety week – this type of event is not done on a national basis. CDOT does a good job with remembrance and it also serves as a reminder to be safe during the construction season.

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

- The STAC has no comments on the STIP
- Supports the bill but wanted to note not to make significant changes to Development Program projects
- HB 1242 and the project list:

- The Commission is invited to listen in on the next STAC meeting to hear and discuss directly comments on the project list prior to final approval anticipated to occur in June.
- The May STAC meeting is earlier than usual, May 19th, due to the Memorial Day Holiday.
- Provide the STAC the opportunity to review the list prior to approval.
- Rest Area Policy Guidance – FHWA is restricted to vendors at rest areas; STAC would like to investigate options to relax this restriction.
- National Highway Freight Program – visible progress is needed – approving the FY 2105-2016 and FY 2016-2017 freight projects will serve as visible progress. STAC recommends the Commission adopt the NHFP project list.
- Bike/Ped Program – STRAVA data monitors bicycle travel – STAC has requested access to this data; would like to be able to distribute data to other stakeholders.
- Section 5311 Funding – Two weeks ago STAC recommended approval to distribute funds – STAC will support all changes discussed at the workshop yesterday. STAC provided a unanimous vote to move forward.

Act on Consent Agenda (Herman Stockinger) – Approved unanimously on April 20, 2017.

1. Resolution to Approve the Special Meeting Minutes of March 3, 2017 (Herman Stockinger)
2. Resolution to Approve the Regular Meeting Minutes of March 16, 2017 (Herman Stockinger)
3. Resolution to Approve the Safe Routes to Schools Grants for FY 2017 (Debra Perkins-Smith)
4. Resolution to Approve Property Disposal on I-70 (Dave Eller)
5. Resolution to Reaffirm Abandonment of SH 265 (Paul Jesaitis)
6. Resolution to Approve Maintenance Projects (Kyle Lester)

Discuss and Act on the 10th Budget Supplement of FY 2016-17 (Maria Sobota) – Approved unanimously on April 20, 2017.

Revisions include:

1. Region 1 - \$1,174,594– *Sheridan Resurfacing Hampden to Arizona* - Surface Treatment Program - this project will be for curb ramp replacement and paving operations on Sheridan Blvd between Hampden and Arizona.
2. Region 3 -\$1,897,109 – *Glenwood Canyon Variable Speed Limit Signing* – RAMP – Operations - Request to utilize RAMP Operations Contingency funds to re-initiate previously shelved RAMP project.
3. Division of Highway Maintenance (DHM) - \$747,000 – Staff is requesting a transfer from the *Transportation Commission Contingency for Snow and Ice* to the Durango, Alamosa maintenance sections along with the Durango Traffic sections.
4. Region 3 - \$1,500,000 – Frost Heave Remediation on Vail Pass – Staff is requesting a transfer from the *Transportation Commission Contingency Reserve Fund* to the Region 3 TCC pool. In recent years frost heaves on the west side of Vail Pass have progressively worsened over the years in winter creating a huge safety issue.
5. TCCRF Returns \$500,000- TCCRF- Correction to February reported FY17 Capital Construction funds. These funds were previously accounted for in the FY 2016-2017 Budget and should not be recorded as additional funds.

Approve Request for Administrative Appeal Hearing on Access Permit Denial (Ryan Rice) – Approved unanimously on April 20, 2017.

- A landowner is requesting an administrative hearing on the CDOT’s denial of an access permit application. The appeal request stems from a decision by the Region 3 access permit unit to deny an

application for direct access to State Highway 131. Region 3 asserts the reason for denial of the permit application to be the property's existing and historical access to Routt County Road 14D, which intersects with SH 131, and is deemed reasonable access by the Routt County Engineer as well as CDOT.

Discuss and Act on 5311 Transit Methodology (Mark Imhoff) – Approved unanimously on April 20, 2017.

- Authorizing year one of the transition plan (CY 2018) for distribution.

Discuss and Act on Right-of-Way Acquisition Approvals (Josh Laipply) – Approved unanimously on April 20, 2017.

Discuss and Act on Right-of-Way Condemnation Approvals (Josh Laipply) – Approved unanimously April 20, 2017.

STIP Public Hearing Closure (Commission Chair)

- An opportunity for attendees to comment on the STIP was provided. No comments were raised. The STIP Public Hearing was closed by the Commission Chair.



COLORADO

Department of Transportation

Division of Transportation Development

Multimodal Planning Branch
4201 E. Arkansas Ave. Shumate Bldg.
Denver, CO 80222-3400

TO: Statewide Transportation Advisory Committee

FROM: Michelle Scheuerman, Statewide Planning Manager, and Tim Kirby, Manager, MPO & Regional Planning Manager

DATE: April 21, 2017

SUBJECT: TransPlanning Partnership

Purpose:

The purpose of this memo is to provide a high-level overview of the TransPlanning Partnership.

Action: Staff is requesting that STAC consider the following questions as you review this memo and listen to the presentation to be provided by staff at the April meeting.

- Should CDOT move forward with this overall concept to advance the planning process?
- What should be STAC's level of involvement?
- Are there non-traditional stakeholders that we should include?
- Are there topics that you want to ensure are discussed?

Background: This memo provides an overview of the TransPlanning Partnership effort that Multimodal Planning Branch (MPB) is developing in order to enhance coordination and consensus building with the Transportation Planning Regions (TPRs) and other stakeholders in the months leading up to the kick-off of the development of the 2045 Statewide Transportation Plan and TPR plans.

Details:

As a result of the Statewide Plan (SWP) Lessons learned exercise that STAC and other key stakeholders participated in, three key themes resonated.

- Engage TPR and MPO members earlier in the process to establish the framework and requirements for the next Statewide Transportation Plan
- Increase opportunities for collaboration and input on technical areas, e.g. the development of methodologies and approaches
- Provide additional educational outreach that can be tailored to the needs of various technical and planning groups

As a result of this and additional feedback received from STAC and others, MPB is proposing the creation of the TransPlanning Partnership. Initial thoughts on this effort include:

- Form a diverse Statewide Plan Steering Committee to help guide early work to be done leading to the kick-off of the development of the 2045 Statewide Transportation Plan



- Form Technical Working Groups of experts to help develop the approach and direction for key topics and elements that will be covered in the 2045 Statewide Transportation Plan and possibly the Regional Transportation Plans. Examples include but are not limited to: New Technology (autonomous vehicles, alternative fuels), Scenario Planning, Performance Measures, and Environmental Issues and Mitigation
- Conduct an educational series (named the Transportation Planning Toolkit) that covers targeted informational topics surrounding key elements of planning process and essential CDOT business. This series would have the goal of creating a baseline of knowledge for planning stakeholders around critical planning topics in preparation for Regional Transportation Plan and Statewide Transportation Plan development
- More specifically, the Transportation Planning Toolkit would include five core curriculum along with three to four electives to be selected by TPRs. A website repository would provide one central location for all toolkit materials - fact sheets, manuals, presentations, videos, etc.

What are the benefits of the TransPlanning Partnership?

The benefits of the TransPlanning Partnership would include:

- Increased buy-in for the overall planning process
- Opportunity to identify ways to improve efficiency and streamline communications
- Ability to share ideas and best practices across the TPRs and MPOs
- Opportunity to engage stakeholders earlier in the process on selected items
- Shared technical resources/expertise in specific areas
- Creating a baseline of understanding across Colorado's 10 TPRs and 5 MPOs
- Tailoring educational outreach efforts meeting specific needs of planning partners
- Quicker and more informed decision-making

What are the next steps?

At the April STAC meeting, staff will present the TransPlanning partnership concept and ask for feedback pertaining to the questions in this memo.

In May, staff will provide greater details and make adjustments based on STAC feedback and discuss next steps. *At their May meeting STAC will be asked to select the STAC representatives to serve on the Statewide Plan Steering Committee and to prioritize the top working group focus areas.*





TransPlanning Partnership

*Educating and Collaborating for Informed
Decisions*

Presentation to STAC

April 28, 2017



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We Heard You

- Feedback from SWP Lessons Learned exercise included:
 - Engage TPR and MPO members earlier
 - Increase opportunities for collaboration and input on technical areas
 - Provide additional educational outreach





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Continuous Planning


- TransPlanning Partnership - *Educating and Collaborating for Informed Decisions*
- Leading to Statewide and Regional Transportation Plan Updates Beginning Early Summer of 2018
- This effort will include:
 - Statewide Planning Steering Committee
 - Technical Working Groups
 - Transportation Planning Toolkit (Education Series)



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Benefits

- **Statewide Planning Steering Committee**
 - Increased buy-in
 - Identify ways to improve efficiency
 - Ability to share ideas and best practices
 - Opportunity to engage stakeholders earlier



Possible STAC
Representation





Benefits

- **Technical Working Groups**
 - Shared technical resources/expertise
 - E.G. Performance Measures, Technology, Environment, Alt. Fuels, Freight, Scenario Planning
 - Opportunity to establish long-term relationships
 - Ability to identify innovative solutions/approaches



Menu of Potential Working Groups

Scenario Planning	Technology	Environment
Performance Measures	Plan Integration	Energy/ Alternative Fuels
RTP Development	Data and Modeling	Needs and Gap
TPR Project Prioritization	Public Engagement	????



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Transportation Planning Toolkit



- Overview
 - Targeted informational topics
 - **GOAL:** Create a baseline of knowledge
 - The curriculum will be delivered through various mediums
 - These materials also will be made available through CDOT's website



Core Modules

- In order to establish a unified baseline of understanding across Colorado, we are recommending that TPRs adopt the following:
 - Core Module #1: Idea
 - Asset Management
 - Project Development (plan integration)
 - Stakeholder Involvement
 - Core Module #2: Planning
 - Governance
 - Public Engagement
 - Regional Transportation Plans
 - Statewide Plan
 - Core Module #3: Funding
 - Formula Funding Sources
 - Discretionary Grants
 - Funding Challenges
 - Investment Priorities
 - Core Module #4: Selection
 - Performance Based
 - Development Program (project based)
 - STIP
 - PD14
 - Core Module #5: Improvements
 - Design
 - Implementation
 - Construction
 - Operations/Maintenance
- ***Recommendation: TPRs adopt these core modules as presented.***



Elective Modules

- During the Statewide Plan Lessons Learned TPR members told CDOT that they wanted to individualize their Regional Transportation Plans
- ***TPRs will be asked to prioritize the following elective modules:***
 - **Elective Module: Technology**
 - Scenario Planning
 - Statewide Travel Model
 - RUC
 - Connected/Autonomous Vehicles
 - Alternative Fuels
 - **Elective Module: Environmental**
 - Resiliency Planning
 - Environmental Processes (NEPA, PEL)
 - Air Quality
 - Climate Change
 - Land Use Integration
 - **Elective Module: Economic Vitality**
 - Economic Cost of Congestion
 - Land Use Patterns (urban/rural)
 - Energy Programs
 - Freight Programs
 - **Elective Module: Bicycle and Pedestrian**
 - High Priority Bicycle Corridors
 - Specific Bike/Ped Funding Opportunities
 - Safe Routes to School
 - **Elective Module: Planning Tools**
 - C-Plan
 - Transportation Matters Website
 - CDOT Project Locator
 - Your CDOT Dollar
 - **Elective Module: Freight**
 - Freight Advisory Council
 - Multimodal Freight Plan
 - Rest Area Guidance/Truck Parking
 - FAST Act Grant Opportunities



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Timeline

2017

- **Q2** – Introduction and Topic Selection
- **Q3** – Core Module #1: Idea
- **Q4** – Core Module #2: Planning

2018

- **Q1** – Core Module #3: Funding
- **Q2** – Core Module #4: Selection
- **Q3** – Core Module #5: Improvement
- **M7/8** – Elective Topic #1:
- **M9/10** – Elective Topic #2:
- **M11/12** – Elective Topic #3:

2018 Webinar Schedule

- Elective Topic
- Elective Topic
- Elective Topic



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Benefits

- Transportation Planning Toolkit
 - Creates a baseline of understanding
 - Tailors educational outreach efforts meet specific needs
 - Provides on demand access to a variety of planning information
 - Allows for quicker and more informed decision-making

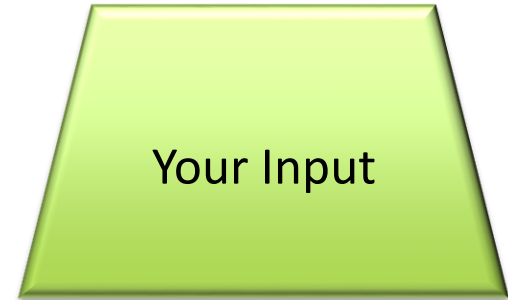




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Next Steps

- April STAC Meeting
 - Review and comment
 - Endorse general concept
- May STAC Meeting
 - Select STAC Steering Committee Representatives
 - Prioritize top working group focus areas





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ZERO
DEATHS

FHWA Safety Performance Measures

Setting Targets for Colorado

April 18, 2017





Summary

- Purpose
- Process and Requirements
- Trends
- Statistical Analysis
- Target Setting
- Target Reporting



Why Targets?

- Vision
- Aspirational / Objectives
- Long term / short term
- SMART - Measurable, Accountable, Realistic
- Federally Required



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Requirements

- FHWA issue Final Rule effective April 14, 2016 (Final Rule FHWA-2013-0020); Now codified in 23 CFR 490
- 5 Measures - to be collaboratively set, 3 identically for FHWA and NHTSA
 - Fatalities
 - Fatality Rate
 - Serious Injuries
 - Serious Injury Rate
 - Non-motorized Fatalities
- Definitions
 - VMT, serious injury defined
 - 5 year averages
 - Target - 2014-18 five year average
 - Baseline - 2012-16 five year average
- Compare actual to target, then to baseline;
- must meet or show significant progress compared to baseline in 4 out of 5
- Consequences - full use of HSIP obligation authority, HSIP improvement plan



Roles

- MPO Role - CFR 490.209
- Establish performance targets
 - Within 180 days of state establishes and reports to FHWA
 - Report to DOT, who reports to FHWA
 - Establish targets:
 - Contribute toward the accomplishment of the State DOT target OR
 - Commit to target for the MPO
 - Report VMT used for the MPO
 - Applicable to all public roadways
 - Coordinated with the DOT, 23 CFR 450
- DOT role - CFR 490.209
 - DOT establish targets, identical to SHSO
 - “performance outcomes” expected for the calendar year for all public roadways
 - Report to HSIP
 - May report additional targets - urbanized, non-urbanized, etc.
 - Evaluate progress and report to HSIP



2017 (and annual) Process

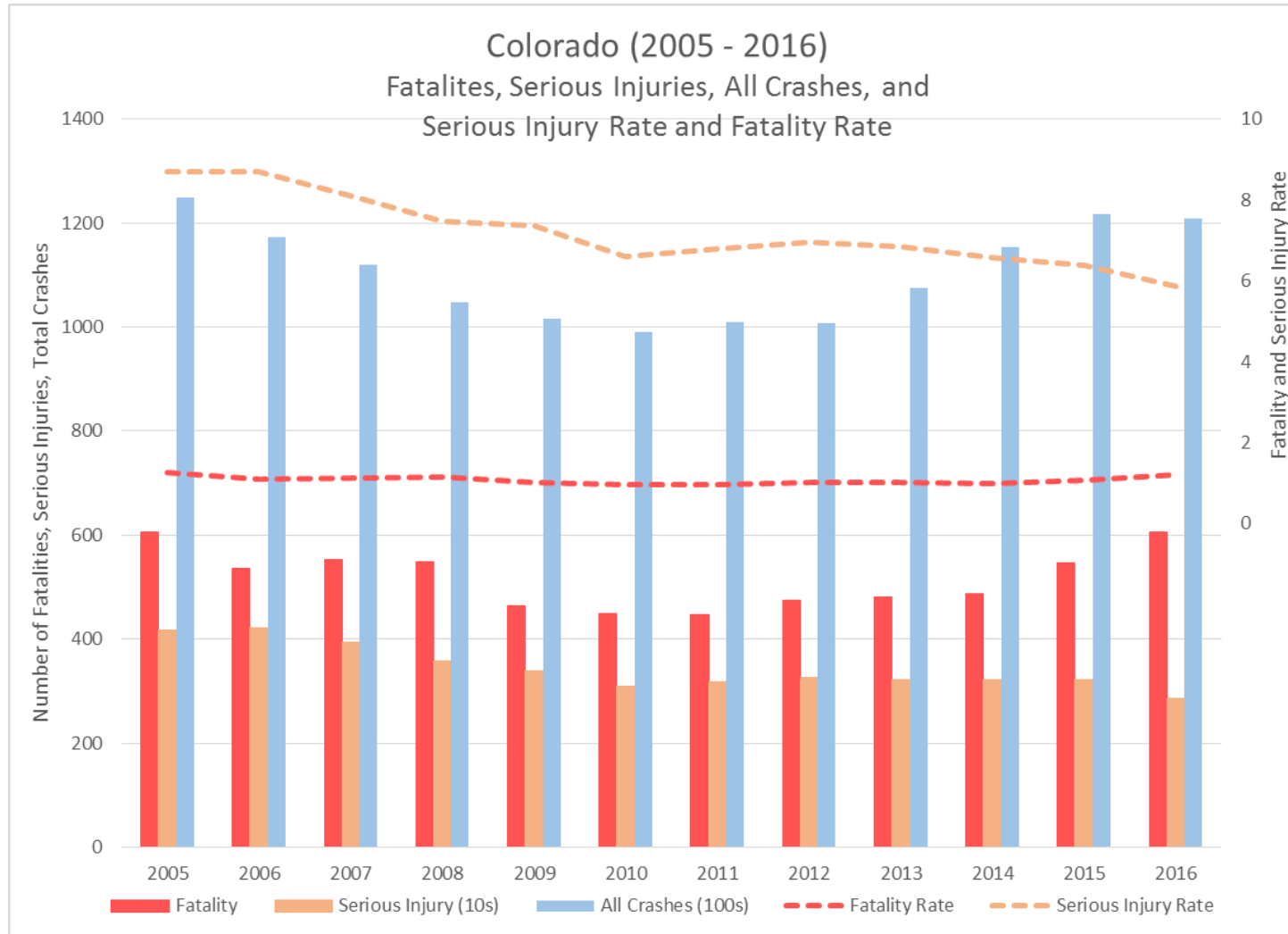
- 2017
 - Analysis, coordination, reporting
 - coordination between SHSP, HSIP, HSO, MPO
 - June 1 - Report to NHTSA
 - August 1 - establish 2018 Targets
- Feb 2018 - MPO set targets (180 days after DOT)
- Dec 2019 - Data available for PM assessment by FHWA
- Mar 2020 - Notifications sent from FHWA



Crash Trends in Colorado

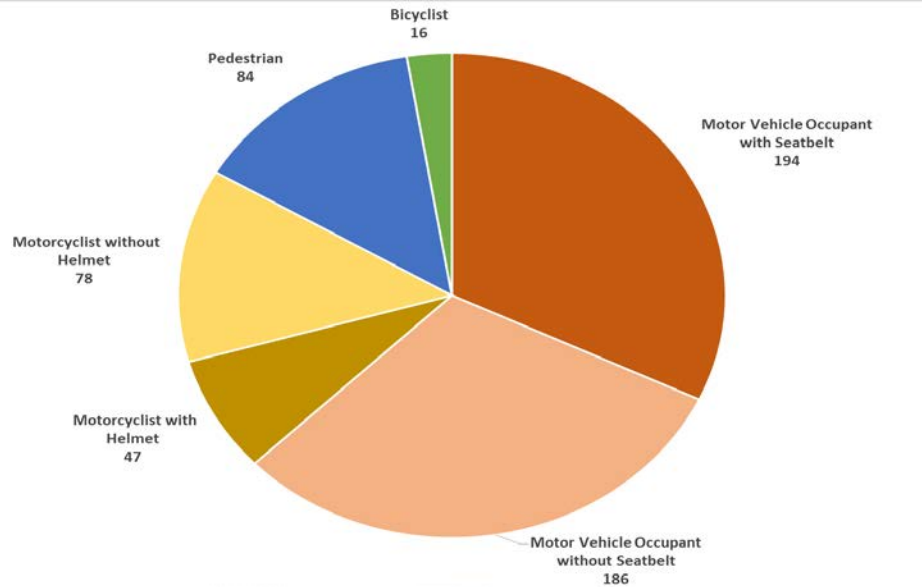


Fatalities Overview

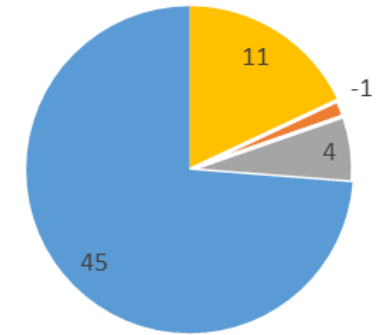




Who is dying?

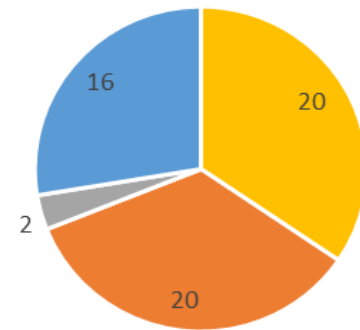


Colorado
Increase in fatalities from 2014 to 2015



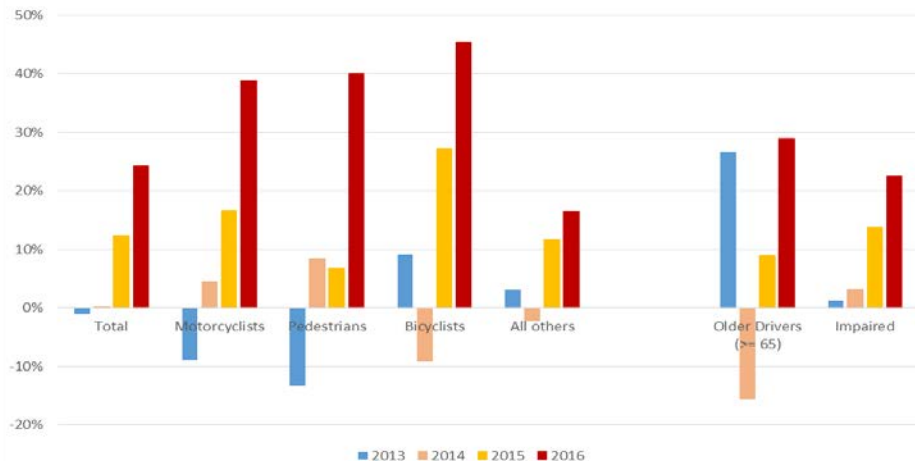
Motorcyclists Pedestrians Bicyclists All others

Colorado
Increase in Fatalities from 2015 to 2016



Motorcyclists Pedestrians Bicyclists All others

Colorado % Change in Fatalities from 5/10 year Averages



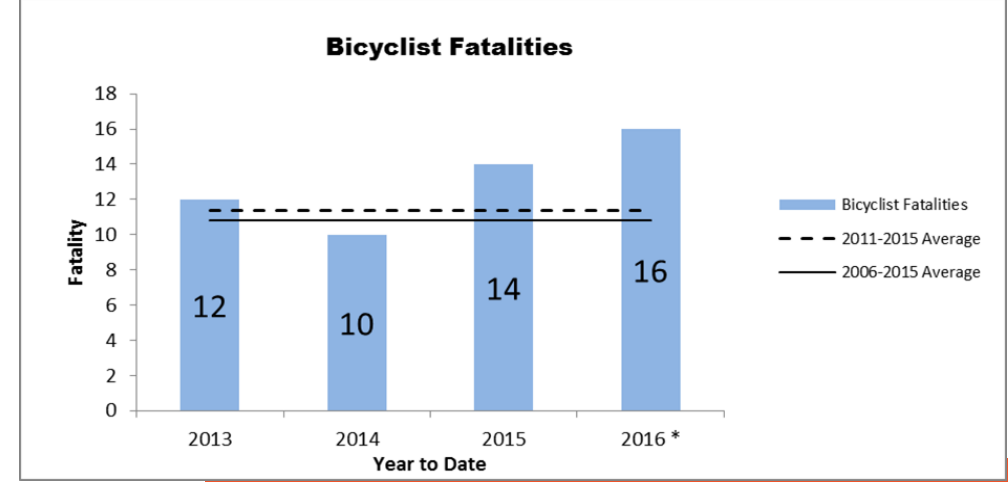
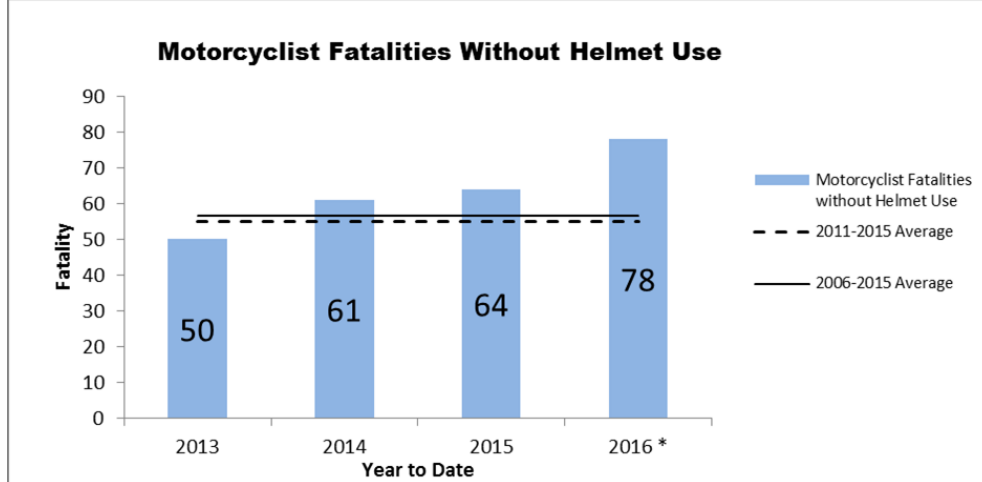
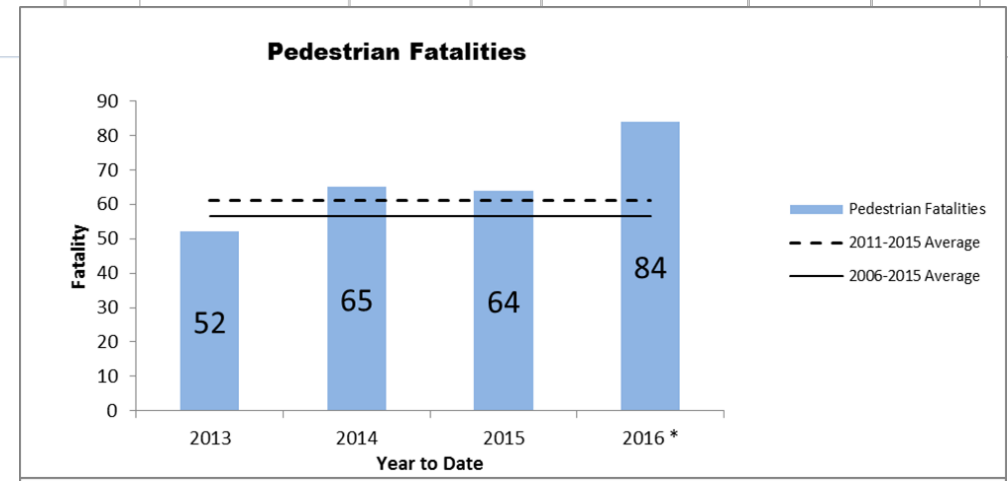
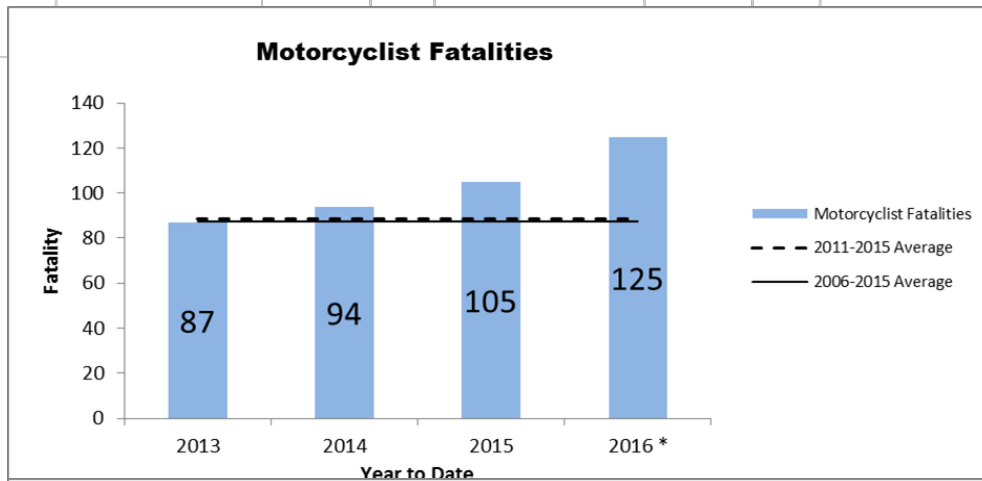


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ZERO
DEATHS

Colorado Fatalities Year-to-Date Monthly Summary Report

As of 12/31/2016
(* 2016 Data is Preliminary)

Traffic and Safety Engineering Branch





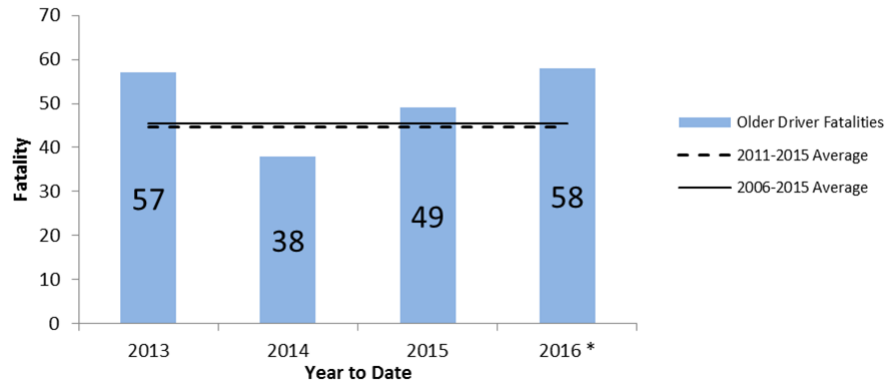
MOVING TOWARDS
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Colorado Fatalities Year-to-Date Monthly Summary Report

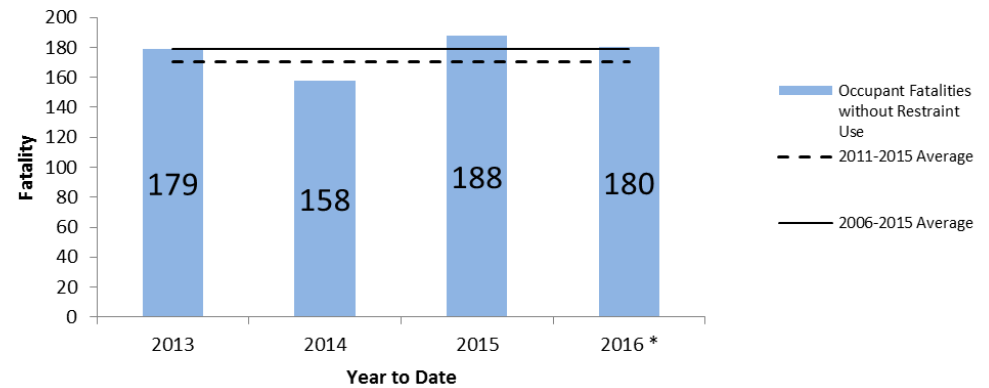
As of 12/31/2016
(* 2016 Data is Preliminary)

Traffic and Safety Engineering Branch

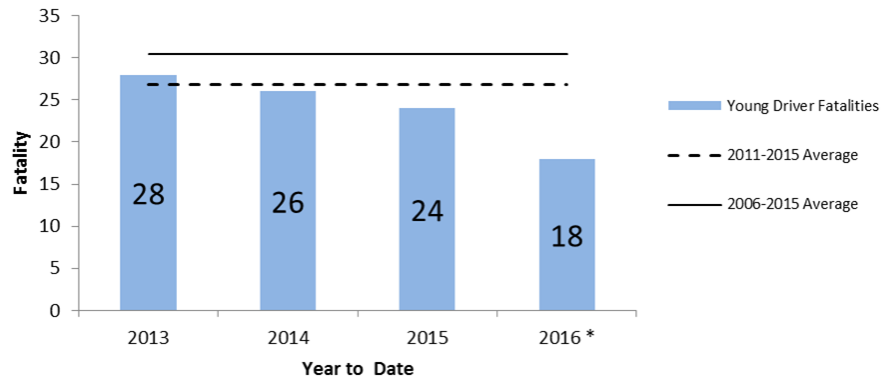
Older Driver Fatalities (Age ≥ 65)



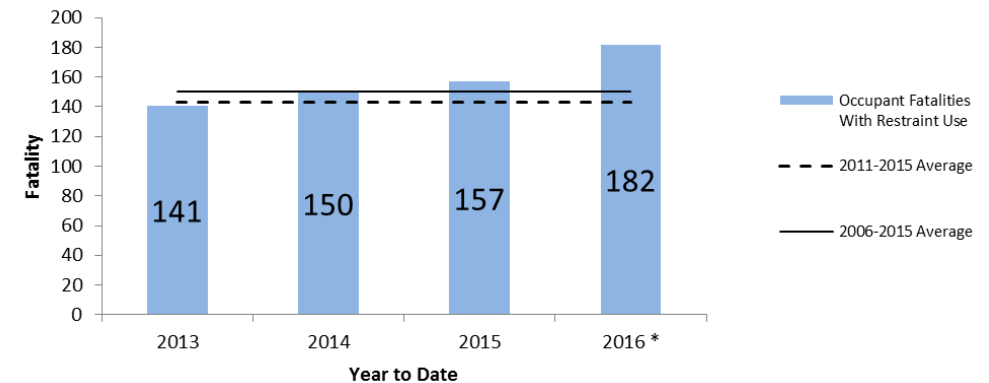
Passenger Vehicle Occupant Fatalities Without Restraint Use



Young Driver Fatalities (15 ≤ Age ≤ 20)



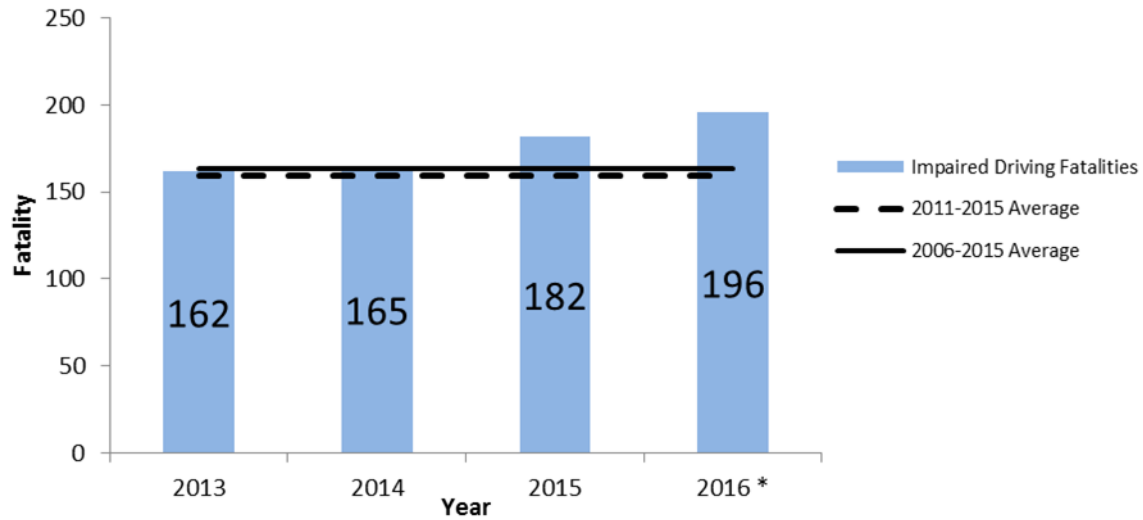
Passenger Vehicle Occupant Fatalities With Restraint Use



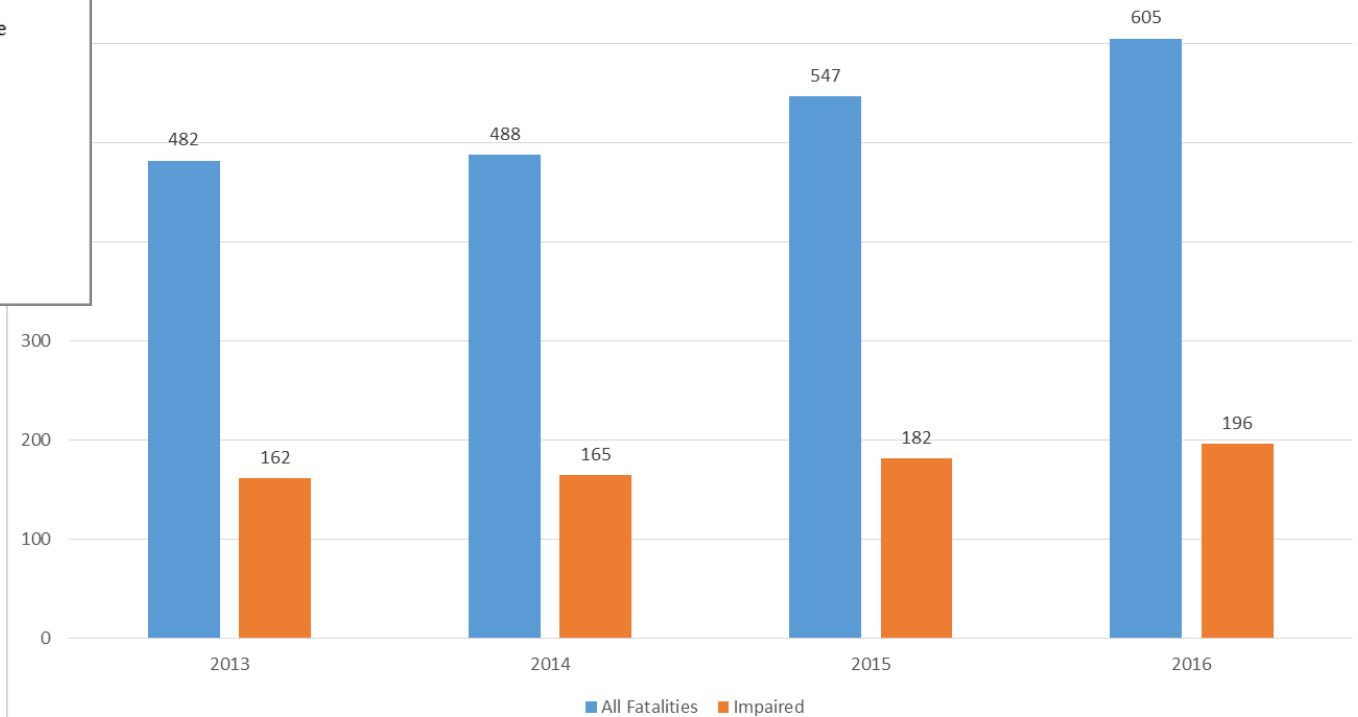


Impaired Fatalities

Impaired Driving Fatalities



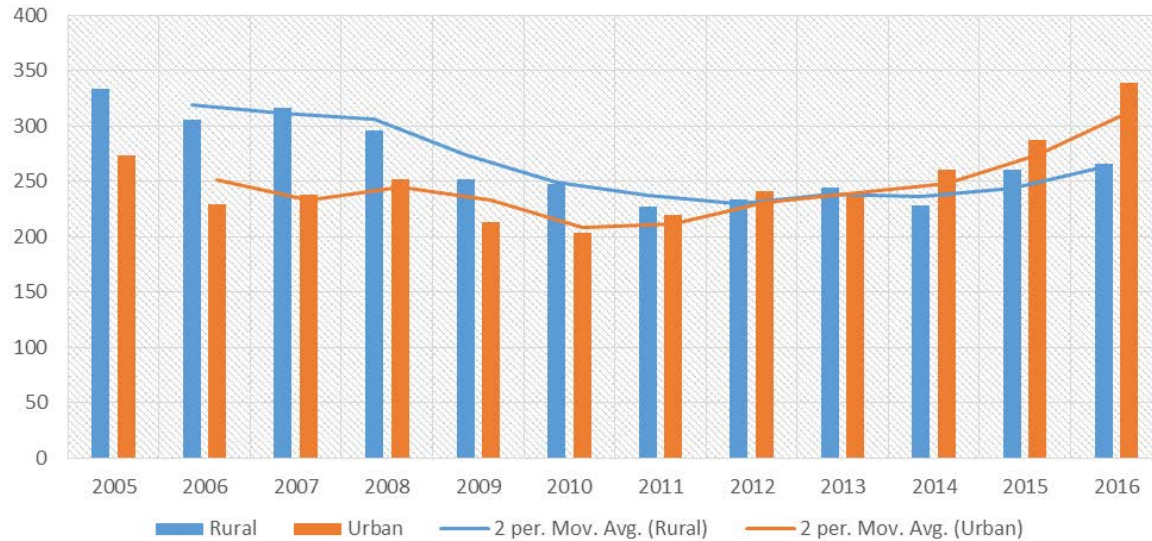
Colorado Fatalities Total compared to Impairment



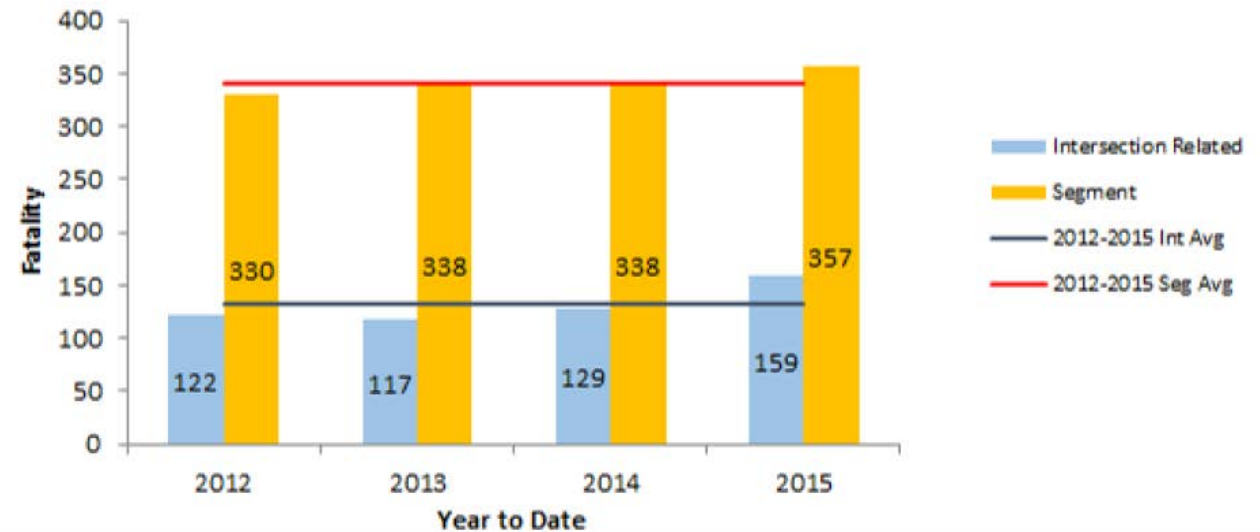


Urban and Rural

Colorado Fatalities by Urban & Rural (2005 - 2016)

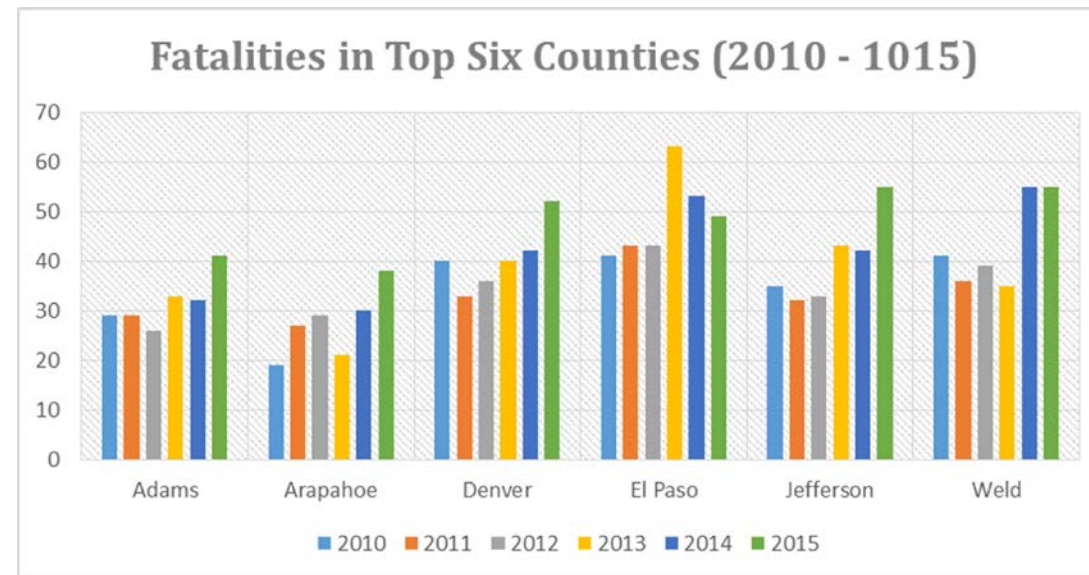
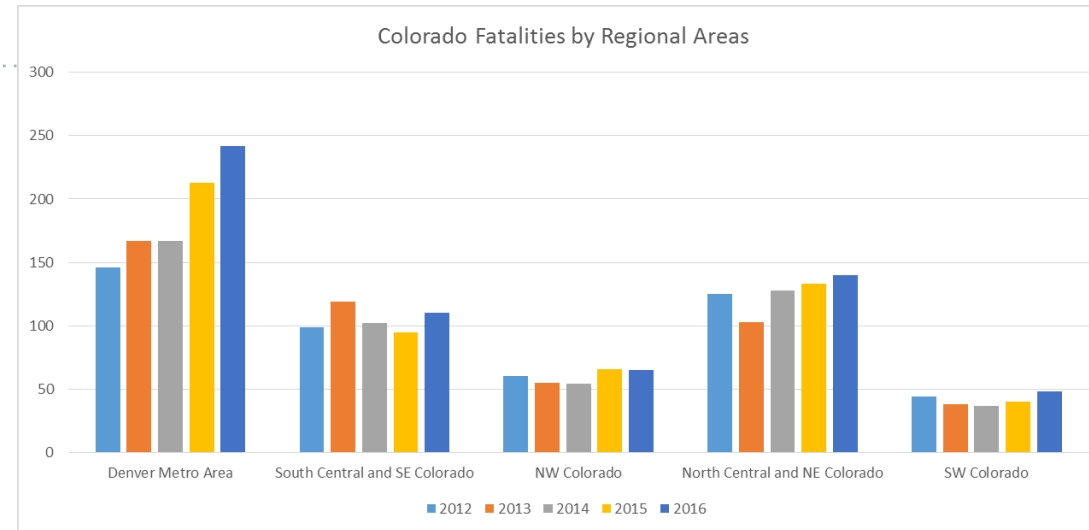
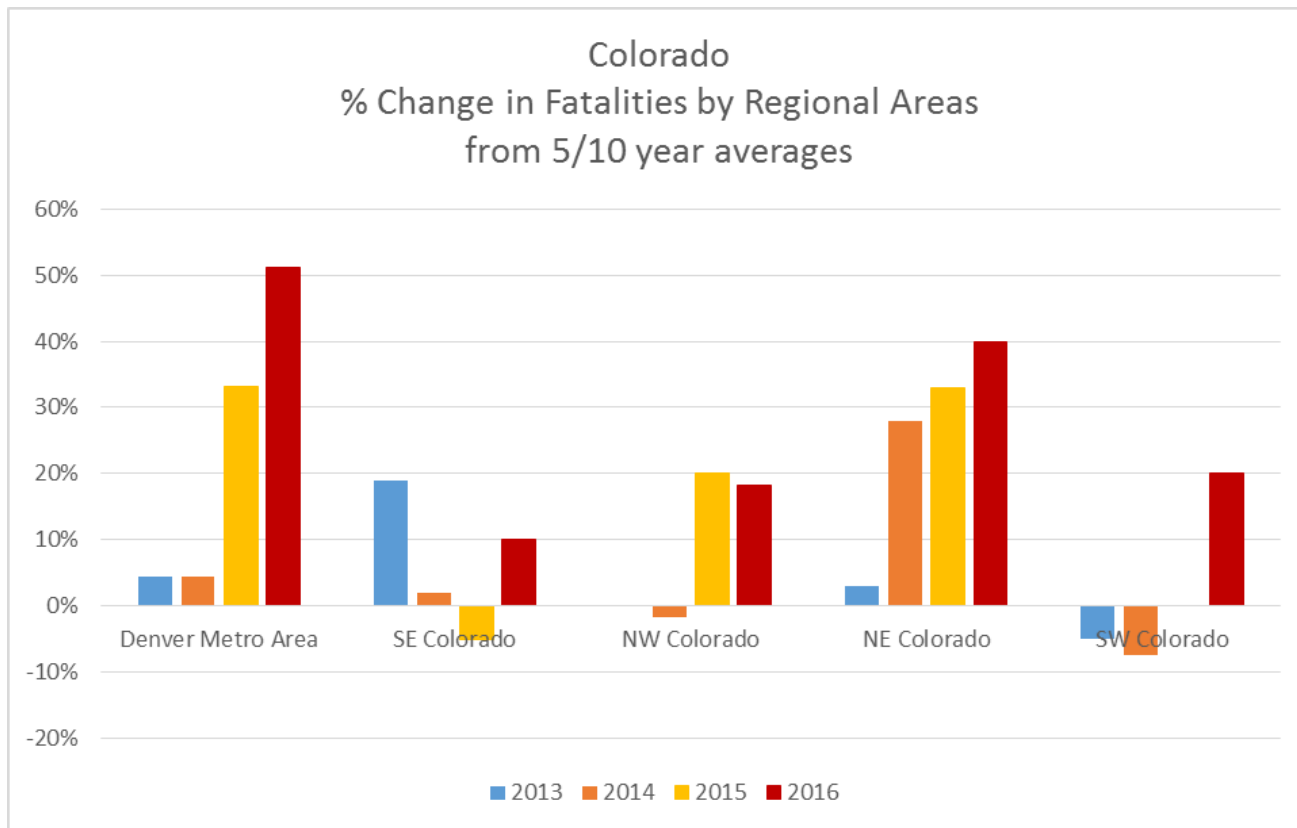


Intersection vs Segment Fatalities



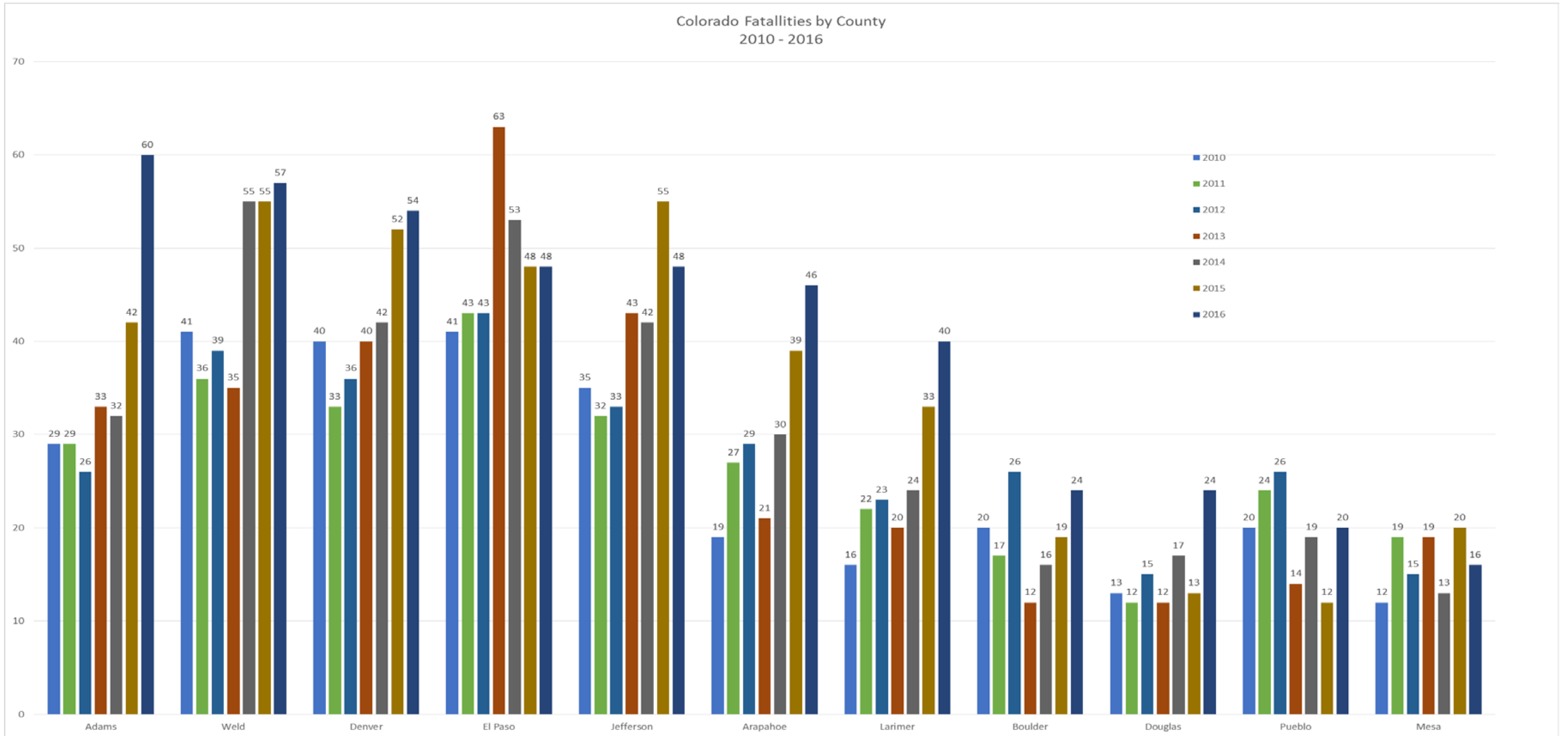


Where?



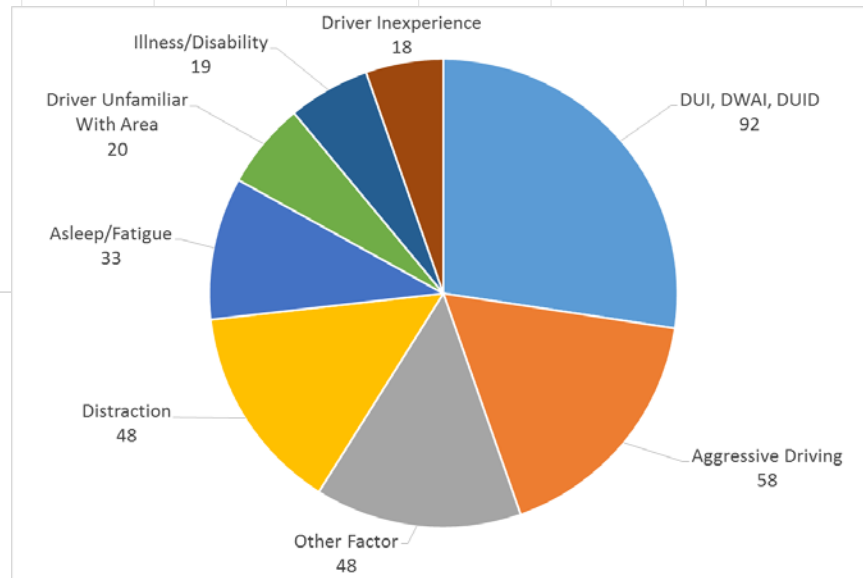
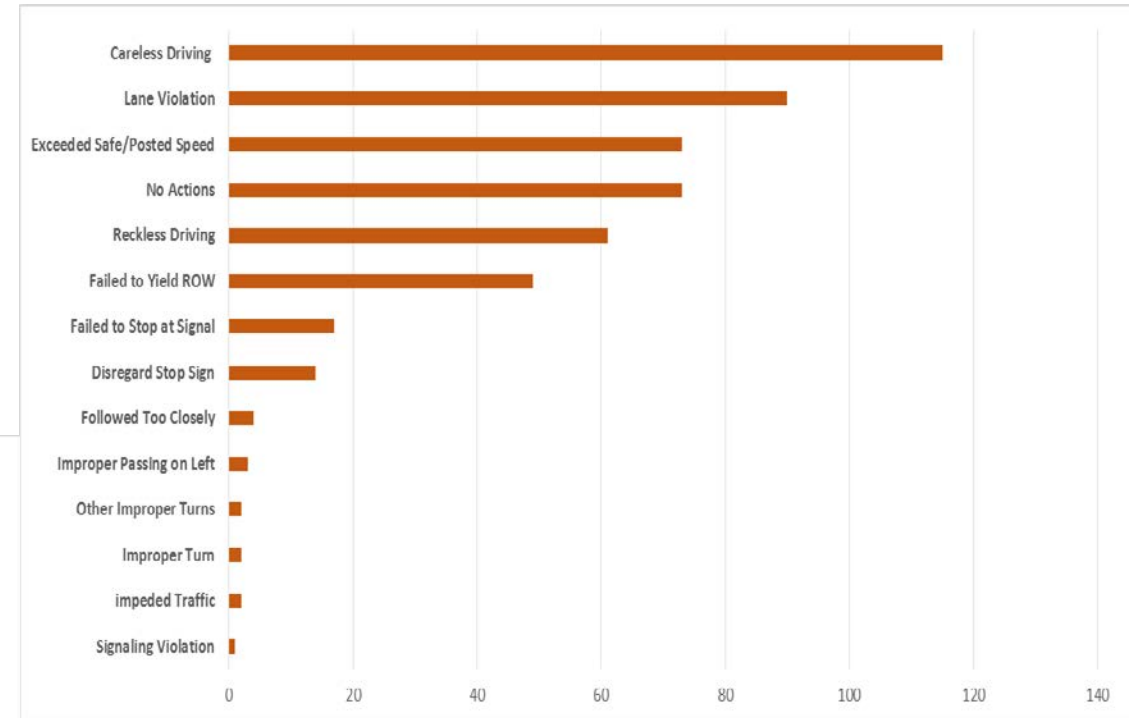
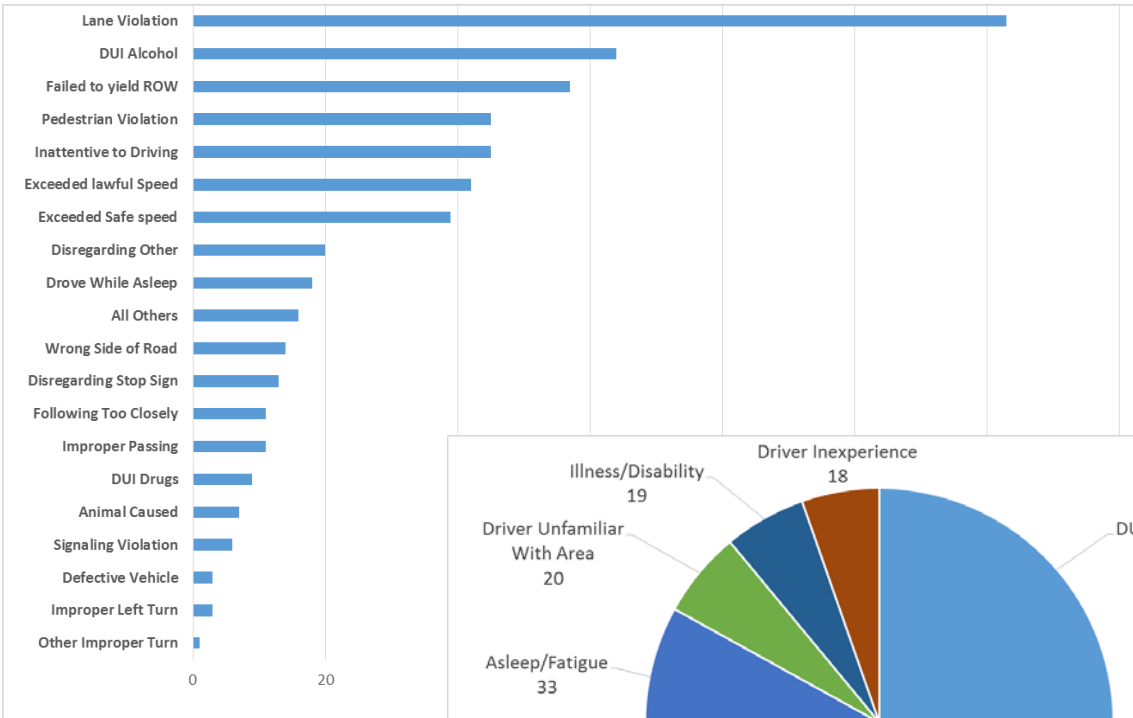


Fatalities by Counties



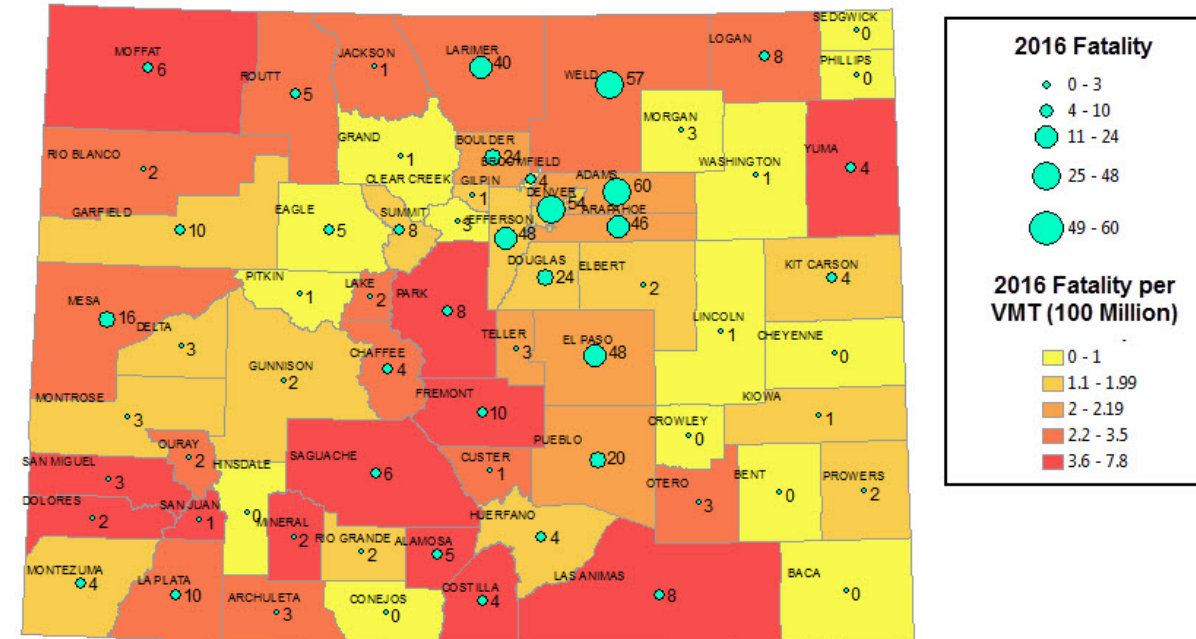
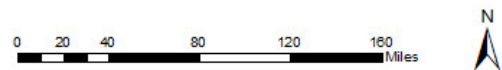
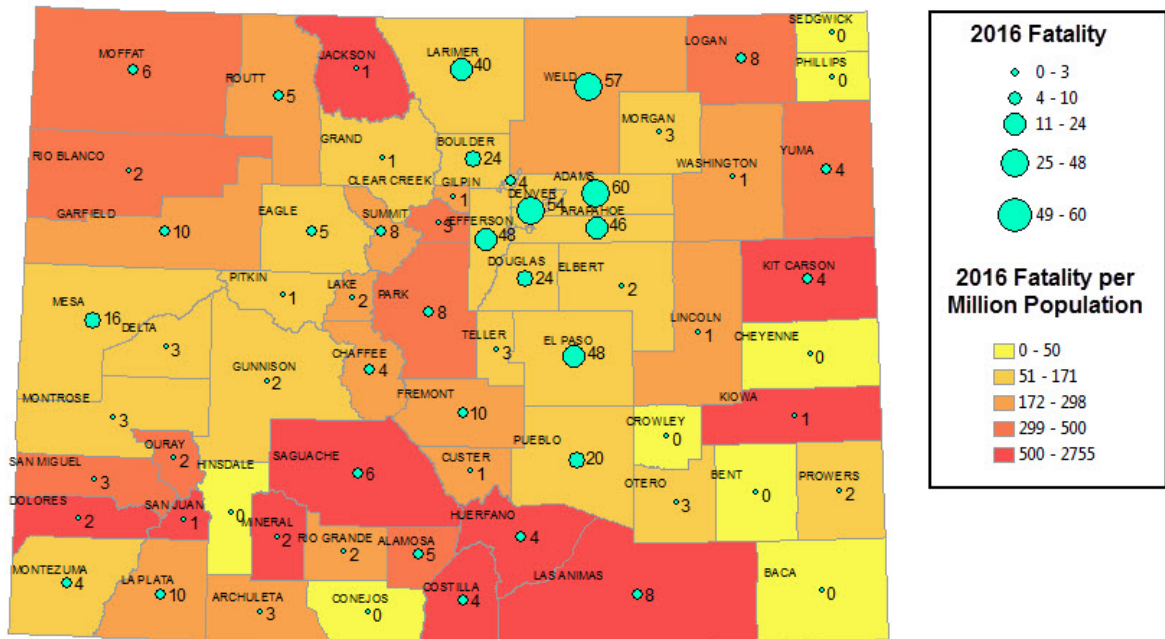


Causal, Driver Action, Contributing Factors





Rates by Population and VMT



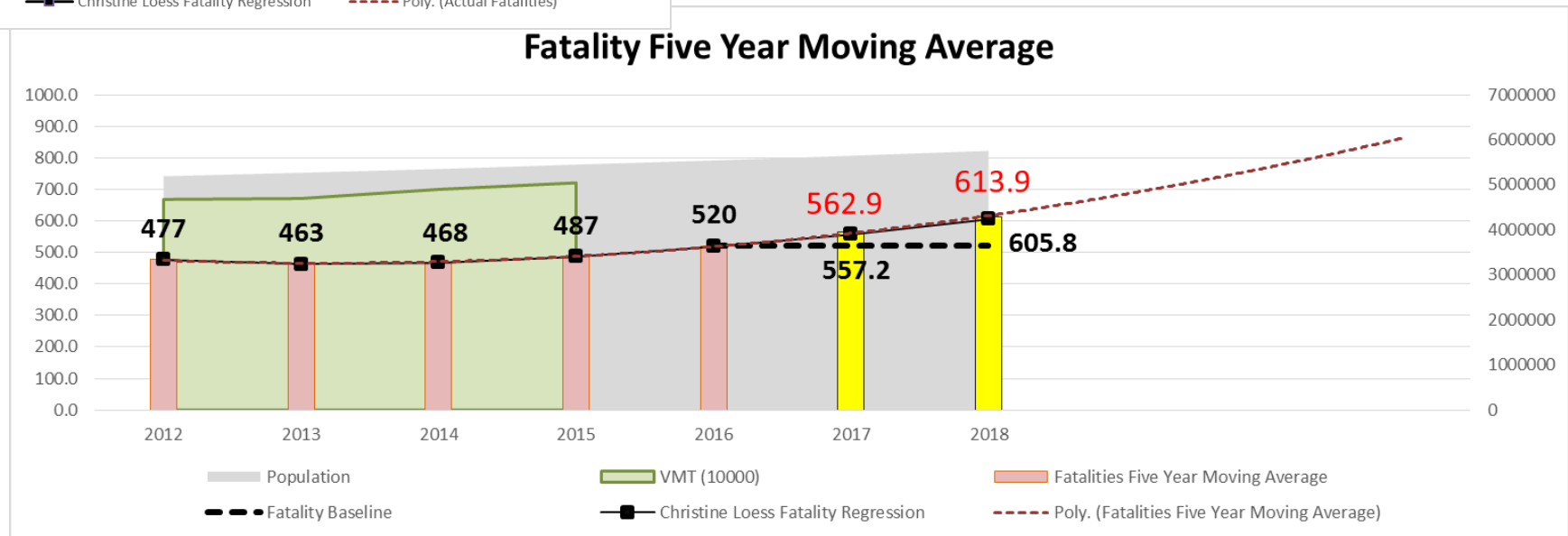
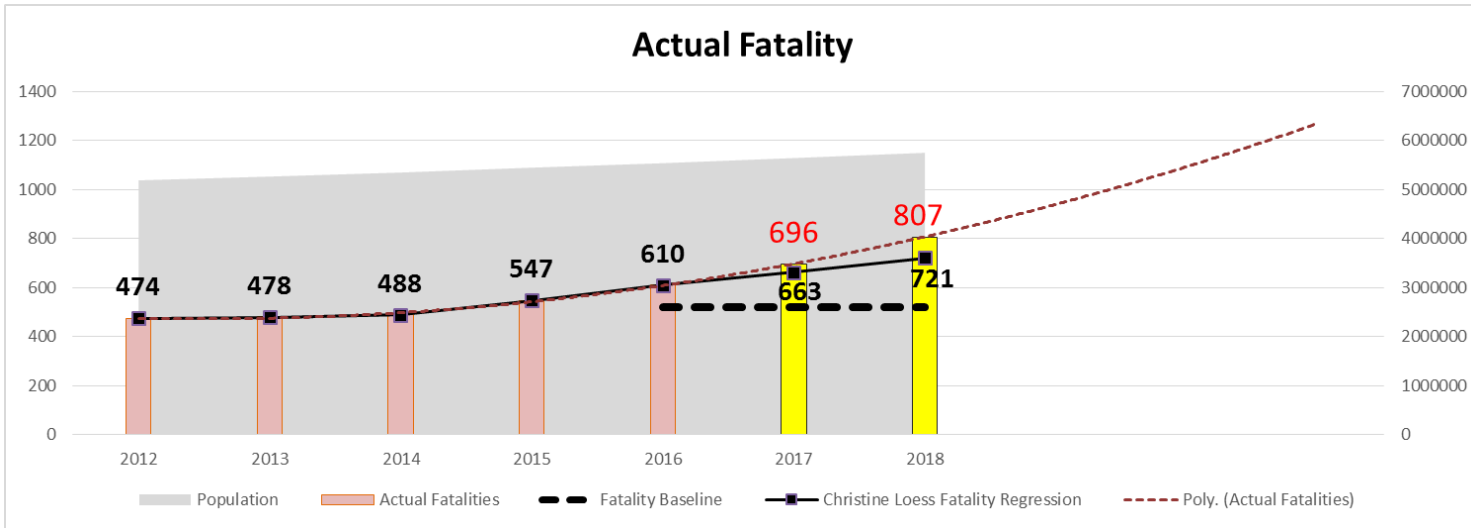


Statistical Analysis

- Team - CDOT and CDPHE
- Various Statistical Models
- Data scope and history
- Data limitations - element of guesswork for 2016, 2017, 2018



Statistical Analysis





Target Setting

- Statistical Models
- Extenuating factors - economy, population, density, legislation, funding, law enforcement
- Trends

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2014 – 2018 ^A	ACTUAL 2014 – 2018 ^B	BASELINE 2012 – 2016 ^C			
Number of Fatalities	465	472.4	474	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	



Target Reporting

- NHTSA
 - Common Measures - Fatalities, Fatality Rate, Serious Injuries
 - Additional Measures -
 - Due - June 1, 2017
- FHWA
 - Common Measures - Fatalities, Fatality Rate, Serious Injuries
 - Additional Measures - Serious Injury Rate, Pedestrian and Bike Fatalities and Serious Injuries
 - Due - August 1, 2017



2018 Targets

- Proposed Targets
 - Co-established by SHSO, DOT
 - Previewed by Executive Director, Deputy, Division Directors
 - Next steps - review by MPOs, Regions
 - Continue refining data

- Fatalities - 610
- Fatality Rate - 1.2
- Serious Injuries - 3350
- Serious Injury Rate - 6.79
- Non-motorized Users Fatalities - 586



Conclusion

- Welcome your discussion



MOVING TOWARDS
ZERO
DEATHS



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Department of Transportation

Division of Transit & Rail
4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: April 28, 2017
TO: Statewide Transportation Advisory Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: FTA 5311 Distribution Methodology Recommendation

Purpose

The purpose of this memo is to provide the recommended FTA 5311 distribution methodology

Action Requested

Informational Only. The TC approved this methodology on April 20th, 2017.

Background

FTA Section 5311 funds are an important source of funds allocated, currently, to thirty rural general public transportation agencies across the state. The majority of the funds, nearly 70 percent, are used for annual transit operations. The remainder are used for capital projects, intercity transportation, and CDOT administration.

In response to an increasing demand for federal operating funds, CDOT staff, in conjunction with CASTA, formed a 5311 Subcommittee of the Transit & Rail Advisory Committee (TRAC) in October 2016 to assist in creating a new methodology for distributing Section 5311 operating funds. The Subcommittee consists of ten members from around the state and is chaired by the Co-Executive Director of the Colorado Association of Transit Agencies (CASTA). A full roster is provided in Attachment A, with notes on the relevance of their participation and indicating those that represent agencies that will experience reductions in funding. No agencies that are slated for increases, nor new agencies, were represented on the Subcommittee.

Transportation Commission established policies, as reviewed with the TC at the October Transit Policy Workshop, have guided the development of a funding distribution methodology. These policies include:

- Fair and Equitable: The funding methodology should be fair and equitable.
- Transparent: The methodology should be documented, clear, and understandable.
- Stable: The methodology should allow transit operators to plan for future revenues.
- Available to All Eligible Providers: The methodology should account for current and new transit providers.
- Reward Performance: The methodology should promote good performance.

The Subcommittee had several general findings as listed below:

- Grants funding has become skewed and disproportional over time.
- Equity is an important and primary value. The Subcommittee gave equity serious consideration, however, the recent input suggests equity deserves further consideration. The recommendation attempts to fund the first year's distribution, and continue the equity evaluation to identify acceptable provisions for future year distributions.
- The categorization framework is useful to group transit agencies with like characteristics.

The Subcommittee evaluated several alternatives over the course of their meetings:

- Base funding plus "Bonus Points" for performance, coverage or funding characteristics.
- Level of Service; operating metrics, vehicle miles and hours.
- Percent of budget by size category. This is the framework for the recommended distribution methodology.
- Percent of budget plus "Bonus Points": This option is a combination of options 1 and 3. Again, the Subcommittee found it unrealistic and non-transparent to identify and quantify additional factors.

The Subcommittee has reached consensus, and CDOT staff concurs, on the distribution methodology for Section 5311 operating funds, one year (2018) of distribution, and monitoring by the Subcommittee to occur for the CY 2018 distribution, and further modification recommendations for 2019 and beyond. The methodology presented at



the March 15 TC Workshop has been modified based upon input received at the Workshop and input received after a supplemental memo of March 24. CDOT needs to have the new funding distribution methodology finalized in April to ensure local agency contract execution by January 1, 2018: call for projects; application period; review evaluate and award; contract preparation and execution.

Details

The Subcommittee came to resolution in early March on a recommended methodology for the distribution of annual FTA 5311 operating funds. This recommendation was presented to the TC at a March 15th Workshop, the TRAC on March 17th, and STAC on March 24th. In the days following additional discussions and input suggested that the methodology had not adequately addressed a couple significant circumstances that should be rectified and/or incorporated into distribution methodology. The Subcommittee met again on April 5, discussed the items below, and has modified the recommendation accordingly. They also recommend on-going deliberations over the coming months to delve deeper into these elements and report back to the TC with its findings and recommendations for incorporation in future year's distribution.

The elements for further evaluation include:

- The balanced equity relationship between very rural areas that focus on “essential service” transportation (e.g. medical visits), and larger mountain communities with recreational based economies that put a significant focus on employee commuter service and recreational trips.
 - This was discussed by the Subcommittee throughout the process. The Percent of Budget approach was felt to address this issue with large agencies getting smaller percentages of their budget covered by 5311 funds, and smaller agencies getting larger percentages of their budgets covered. However, the recent input received indicates there continues to be unease with the methodology results related to equity. The Subcommittee acknowledges and agrees to look further into equity fairness and report back to the Transportation Commission.
- Transit organizations/agencies that serve a multi-county region. These organizations provide more comprehensive service, and realize economies of scale in coverage, fleet and funding. By nature, grouping counties together increases the size of the umbrella organization, versus multiple individual counties. The recommended 5311 distribution methodology assigns categories by size, thus the multi-county organizations potentially would receive less funding as a result. The Subcommittee feels this aspect should be explored further and deeper, and that a fair and equitable solution can be found within the overall framework of the recommended distribution methodology.
 - NECALG is a multi-county agency and would experience one of the largest decreases in annual funding under the earlier recommended distribution methodology. The Subcommittee is now recommending that NECALG be “held harmless” for at least year one (2018) as a multi-county agency, allowing time for the Subcommittee to further evaluate and recommend how multi-county agencies in general should be covered in the distribution methodology in future years. In this way the Subcommittee will define and recommend a multi-county provision that is fair and equitable to all agencies, and that encourages and does not penalize multi-county agencies for the 2019 distribution methodology and beyond.
- Historical events that have added to an agency's current funding level. The Subcommittee feels that if extenuating circumstances exist they should be explored for remedy, but that strict oversight is needed, and only extreme circumstances should be granted.
 - Durango Transit is an organization where historical events have added to their current funding level, and an exception is recommended. Under SAFTEA-LU (2005) the FTA had a formula funding pool for each state titled Job Access Reverse Commute (JARC). The program was restrictive to providing job access for low income areas, and very few Colorado transit agencies applied for the funds. Durango saw an opportunity to expand service to their new Mercy Hospital through low income parts of La Plata County and adjacent to the Southern Ute Reservation. They received an \$87,500 JARC grant in 2015. The MAP-21 Act (2012) eliminated the JARC program, although “grandfathered” grants carried forward for several years, which funded the Durango 2015 JARC grant. If CDOT had eliminated the funding stream to Durango in 2016, they would have had to eliminate the service. Instead CDOT increased the Durango 5311 grant to compensate. The Subcommittee is sensitive to the size of Durango's potential loss of funds under the 5311 distribution methodology, and has opted to recognize the Durango JARC/Mercy Hospital dilemma. The Subcommittee recommendation is to include the Durango Mercy Hospital service with the “hold harmless” designation. The result is that \$87,500 is “held harmless”, and the Durango Transit base which would be subject to reductions is decreased by \$87,500, thus easing the impact/decrease which will occur through the 5311 Distribution Methodology 5-year transition period.



5311 Distribution Methodology Subcommittee Recommendation

Taking into account last month’s TC Workshop on the 5311 methodology, and resulting continued analysis of the policies behind the recommended methodology, staff requested the TC approve the attached resolution with a revised recommendation to establish an updated 5311 Distribution Methodology, and authorize the CY 2018 distribution only, with future years to be further evaluated before TC authorization to distribute. Details of the Subcommittee recommendation follow:

- The Subcommittee recommended FTA 5311 Distribution Methodology framework of Percent of Budget by Size Category.
 - Categorize Agencies by Size: Agencies will be assigned to one of five categories (see table below) based on a combination of four factors: vehicle miles, vehicle hours, ridership, and budget size of agency.
 - Percentage of Budget: Each category will be assigned a budget factor which is multiplied by the operating budget of each agency within the category to determine the grant level. The table below shows the five categories and their associated budget factors. As shown in the table, agencies in the Very Small category will receive a grant equal to 50 percent of their operating budget, while agencies in the Very Large category will receive a grant equal to 3 to 4 percent of their budget (3 percent up to \$10M, 4 percent over \$10M).

Category	Budget Factor
Very Small	50%
Small	45%
Medium	21%
Large	14%
Very Large	3-4%

- Include a transition plan to ease the impact on transit agencies ultimately receiving increases or decreases in funding; the Subcommittee suggests a five year transition plan with 3%, 3%, 5%, 6%, 7% increases or decreases each year.
- “Hold harmless” a subset of seven (7) agencies or programs, and maintain their current funding levels. These agencies serve areas with a high level of low-income population or other extenuating circumstances such as very low levels of service, covering a large area or a previous JARC grant. Because they are so small, these accommodations have little effect on other agencies. In addition, hold NECALG harmless for at least one year until a provision can be defined addressing multi-county agencies.
- Authorize one year of funding (2018) with the first year of the transition plan (+/-3%) for distribution.
- Require the Subcommittee and staff to monitor the 2018 5311 distribution process and potential improvements. Appoint one Transportation Commissioner to join the Subcommittee for continuing deliberations to include, but not be limited to:
 - Balance equity relationships; see above.
 - Multi-county organization provision beginning in year two (2019); see above.
 - Historical events affecting funding; see above.
- Report back from the Subcommittee on the 2018 process and results, and any further recommendations for 2019 and beyond; first quarter 2018.
- Authorize 2019 5311 Distribution Methodology with any modifications by April 2018.

The tables in Attachments B & C portray the recommended methodology. Attachment B provides a table showing the effects of the recommended methodology, based upon the current FY 2017 funding level:

- The first two columns of Attachment B show the five categories of agencies (Very Small to Very Large), the percent of their budget that would be covered by a 5311 Award, and the Organizations included in each category. The color coding depicts "new" systems expected to enter the program (blue), and those systems that are "held harmless" at their current level or guaranteed a modest increase up to the category budget level (orange).
- Column 3, Attachment B, provides the latest verifiable operating cost by organization (2015 National Transit Database). This column adds context since the methodology is based on Annual Budget.



- Column 4, Attachment B, shows the actual CY 2017 Award; under current operation.
- Columns 5 & 6, Attachment B, show the awards that the proposed methodology would generate for "Year 1" of the five year transition plan, and the difference from the actual CY 2017 award.
- Columns 7 & 8, Attachment B, (watermarked as "To Be Determined" to reflect the need to revisit and update as necessary for 2019 and beyond), show the awards that the proposed methodology would generate for "Year 6" (the first year after the conclusion of the five year transition plan), and the difference from the actual CY 2017 award. Year 6 depicts the award levels that would carry forward.

Attachment C further depicts the effects of the transition period:

- Attachment C presents the full five year transition plan by agency, including Year 6; years 2-6 are watermarked "To Be Determined" to reflect the need to revisit and update as necessary for 2019 and beyond.
- The final column in Attachment C identifies the "Cliff", up or down, that each agency would experience at the end of the transition period in Year 6.
- The bottom row of Attachment C identifies the funds (decreasing over time) that would be needed from the 5311 capital pool (\$1M/year) to fund the five year transition plan.

Next Steps

- CDOT to release CY 2018 FTA Section 5311 Operating Call for Projects - late April.
- Subcommittee to meet over the summer to address outstanding items. Any material modifications or additions will come back to the TC for consideration.
- Execute contracts for CY 2018 operations by January 1, 2018.

Attachment

Attachment A: TRAC Subcommittee Roster

Attachment B: Draft Methodology Results

Attachment C: Draft Transition Plan



Attachment A: 5311 Distribution Methodology - TRAC Subcommittee Members

✓ **Note: Unanimous support for the recommended methodology.**

- Ann Rajewski - Subcommittee Chair; TRAC Chair; and Co-Executive Director of the Colorado Association of Transit Agencies (CASTA)
 - ✓ Note: CASTA held Member briefings after each Subcommittee meeting to brief and give a forum for further input.
- Will Jones - TRAC Member; CASTA Vice President; and Transit Manager for City of Greeley
 - ✓ Note: Greeley currently is not a 5311 recipient, but is exploring future rural service that potentially could be eligible.
- Vince Rogalski - TRAC Member; and STAC Chair
 - ✓ Note: STAC represents the general view point of the TPRs and MPOs.
- Larry Worth - TRAC Member; Rural Transit Advocate
 - ✓ Note: Mr. Worth brings insight to the Subcommittee regarding small rural organizations. He is the former Executive Director for NECALG.
- Amber Blake - CASTA President; and Director of Transportation & Sustainability for Durango City
 - ✓ Note: Durango will experience the largest reduction.
- Dan Blankenship - CEO, Roaring Fork Transportation Authority (Glenwood Springs)
 - ✓ Note: RFTA is the largest rural transit agency in the country, the largest Colorado 5311 recipient, and an agency that will experience a small reduction.
- Frank Bruno - CEO, Via Mobility Services (Boulder)
 - ✓ Note: Via Mobility is one of the larger reduction organizations.
- Jonathan Flint - Transit Manager, Steamboat Springs Transit
 - ✓ Note: Steamboat Springs Transit is one of the larger reduction agencies.
- Nate Vander Broek - Transit Director, South Central Council of Governments (SCCOG)
 - ✓ Note: SCCOG is a small transit agency that is being “held harmless” due serving a low income area.
- Sarah Curtis - Executive Director, All Points Transit (Montrose)
 - ✓ Note: All Points Transit is a medium agency that is being “held harmless” due serving a low income area.

ATTACHMENT B: METHODOLOGY RESULTS

Blue font are anticipated new systems.

Orange font are systems it is recommended the current funding levels at a minimum be maintained.

	Organization	Operating Budget*	2017 Current Award	Proposed Methodology			
				Year 1 Award	Difference from 2017	Proposed Year 6 Award	Proposed Difference from 2017
Very Small (50%) \$320,000	Dolores Co. Seniors	\$134,415	\$35,680	\$36,750	\$1,070	\$67,000	\$31,320
	Archuleta County	\$150,000	\$0	\$75,000	\$75,000	\$75,000	\$75,000
	City of La Junta	\$171,216	\$68,950	\$71,019	\$2,069	\$86,000	\$17,050
	Montezuma Co. Seniors	\$181,283	\$64,190	\$66,116	\$1,926	\$91,000	\$26,810
		\$636,914	\$168,820	\$248,885	\$80,065	\$319,000	\$150,180
Small (45%) \$2,100,000	Durango - Mercy Hospital	\$175,000	\$87,500	\$87,500	\$0	\$87,500	\$0
	Neighbor-to-Neighbor (Salida)	\$199,235	\$100,000	\$97,000	-\$3,000	\$90,000	-\$10,000
	Teller Senior Coalition	\$200,000	\$100,000	\$97,000	-\$3,000	\$91,000	-\$9,000
	East Central COG	\$249,961	\$182,190	\$182,190	\$0	\$182,190	\$0
	Lake County	\$264,000	\$95,000	\$97,850	\$2,850	\$120,000	\$25,000
	Clear Creek County	\$300,000	\$90,000	\$92,700	\$2,700	\$136,000	\$46,000
	Prowers County	\$331,120	\$173,100	\$173,100	\$0	\$173,100	\$0
	Upper Arkansas Area COG	\$384,000	\$192,900	\$198,687	\$5,787	\$230,000	\$37,100
	South Central COG	\$439,181	\$293,630	\$293,630	\$0	\$293,630	\$0
	Cripple Creek	\$445,324	\$158,620	\$163,379	\$4,759	\$202,000	\$43,380
	Via Mobility (Boulder)	\$540,913	\$333,380	\$323,379	-\$10,001	\$245,000	-\$88,380
	Seniors Resource Center	\$549,617	\$291,880	\$283,124	-\$8,756	\$249,000	-\$42,880
	SUCAP (Ignacio)	\$555,487	\$163,222	\$163,222	\$0	\$163,222	\$0
		\$4,633,838	\$2,261,422	\$2,252,760	-\$8,662	\$2,262,642	\$1,220
Medium (21%) \$1,400,000	SRDA (Pueblo)	\$588,206	\$68,200	\$70,246	\$2,046	\$122,000	\$53,800
	Black Hawk / Central City	\$646,000	\$0	\$134,000	\$134,000	\$134,000	\$134,000
	Gunnison Valley RTA	\$729,837	\$187,100	\$181,487	-\$5,613	\$151,000	-\$36,100
	Glenwood Springs	\$1,071,999	\$246,170	\$238,785	-\$7,385	\$222,000	-\$24,170
	All Points Transit (Montrose)	\$1,121,513	\$238,000	\$238,000	\$0	\$238,000	\$0
	Northeastern Co ALG	\$1,270,472	\$487,200	\$487,200	\$0	\$263,000	-\$224,200
	Crested Butte	\$1,332,854	\$228,200	\$235,046	\$6,846	\$276,000	\$47,800
		\$6,760,881	\$1,454,870	\$1,584,764	\$129,894	\$1,406,000	-\$48,870
Large (14%) \$2,000,000	San Miguel Co	\$1,020,214	\$110,000	\$113,300	\$3,300	\$142,000	\$32,000
	Durango	\$2,140,324	\$826,300	\$801,511	-\$24,789	\$299,000	-\$527,300
	Winter Park	\$2,400,000	\$150,000	\$154,500	\$4,500	\$335,000	\$185,000
	Breckenridge	\$2,456,003	\$159,240	\$164,017	\$4,777	\$343,000	\$183,760
	Snowmass	\$3,118,323	\$238,450	\$245,604	\$7,154	\$435,000	\$196,550
	Steamboat Springs	\$3,189,504	\$537,290	\$521,171	-\$16,119	\$445,000	-\$92,290
		\$14,324,368	\$2,021,280	\$2,000,103	-\$21,177	\$1,999,000	-\$22,280
Very Large (3-4%) \$1,900,000	Eagle County	\$9,046,026	\$309,000	\$318,270	\$9,270	\$362,000	\$53,000
	Summit County	\$9,405,640	\$482,040	\$467,579	-\$14,461	\$376,000	-\$106,040
	Mtn Village Tram & Bus	\$4,067,368	\$150,100	\$154,603	\$4,503	\$163,000	\$12,900
	RFTA (Glenwood Springs)	\$29,200,650	\$1,014,550	\$984,114	-\$30,437	\$976,000	-\$38,550
		\$51,719,684	\$1,955,690	\$1,924,565	-\$31,125	\$1,877,000	-\$78,690

*Based on 2015 National Transit Database

To Be Determined

Attachment C: Transition Plan

Grant Size in Year:

<u>Service</u>	<u>2017 Current</u>	<u>Proposed</u>	<u>Size</u>	<u>Grant Size in Year:</u>						<u>"Cliff" in Year 6</u>
	<u>Award</u>	<u>Year 6 Award</u>	<u>Category</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	
Dolores Co. Seniors	\$35,680	\$67,000	Very Small	\$36,750	\$38,588	\$41,289	\$45,005	\$49,956	\$67,000	\$17,044
Archuleta County	\$0	\$75,000	Very Small	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$0
Montezuma Co. Seniors	\$64,190	\$91,000	Very Small	\$66,116	\$69,421	\$74,281	\$80,966	\$89,873	\$91,000	\$1,127
City of La Junta	\$68,950	\$86,000	Very Small	\$71,019	\$74,569	\$79,789	\$86,000	\$86,000	\$86,000	\$0
Cripple Creek	\$158,620	\$202,000	Small	\$163,379	\$171,548	\$183,556	\$200,076	\$202,000	\$202,000	\$0
Durango - Mercy Hospital	\$87,500	\$87,500	Small	\$87,500	\$87,500	\$87,500	\$87,500	\$87,500	\$87,500	\$0
Lake County	\$95,000	\$120,000	Small	\$97,850	\$102,743	\$109,934	\$119,829	\$120,000	\$120,000	\$0
Teller Senior Coalition	\$100,000	\$91,000	Small	\$97,000	\$94,090	\$91,000	\$91,000	\$91,000	\$91,000	\$0
Neighbor-to-Nighbor (Salida)	\$100,000	\$90,000	Small	\$97,000	\$94,090	\$90,000	\$90,000	\$90,000	\$90,000	\$0
East Central COG	\$182,190	\$182,190	Small	\$182,190	\$182,190	\$182,190	\$182,190	\$182,190	\$182,190	\$0
Upper Arkansas Area COG	\$192,900	\$230,000	Small	\$198,687	\$208,621	\$223,225	\$230,000	\$230,000	\$230,000	\$0
Clear Creek County	\$90,000	\$136,000	Small	\$92,700	\$97,335	\$104,148	\$113,522	\$126,009	\$136,000	\$9,991
Prowers County	\$173,100	\$173,100	Small	\$173,100	\$173,100	\$173,100	\$173,100	\$173,100	\$173,100	\$0
Seniors Resource Center	\$291,880	\$249,000	Small	\$283,124	\$274,630	\$260,898	\$249,000	\$249,000	\$249,000	\$0
South Central COG	\$293,630	\$293,630	Small	\$293,630	\$293,630	\$293,630	\$293,630	\$293,630	\$293,630	\$0
Via Mobility (Boulder)	\$333,380	\$245,000	Small	\$323,379	\$313,677	\$297,993	\$277,891	\$252,192	\$245,000	-\$7,192
SUCAP (Ignacio)	\$163,222	\$163,222	Small	\$163,222	\$163,222	\$163,222	\$163,222	\$163,222	\$163,222	\$0
Gunnison Valley RTA	\$187,100	\$151,000	Medium	\$181,487	\$176,042	\$167,240	\$151,000	\$151,000	\$151,000	\$0
SRDA (Pueblo)	\$68,200	\$122,000	Medium	\$70,246	\$73,758	\$78,921	\$86,024	\$95,487	\$122,000	\$26,513
Black Hawk / Central City	\$0	\$134,000	Medium	\$134,000	\$134,000	\$134,000	\$134,000	\$134,000	\$134,000	\$0
All Points Transit (Montrose)	\$238,000	\$238,000	Medium	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$0
Glenwood Springs	\$246,170	\$222,000	Medium	\$238,785	\$231,621	\$222,000	\$222,000	\$222,000	\$222,000	\$0
Crested Butte	\$228,200	\$276,000	Medium	\$235,046	\$246,798	\$264,574	\$276,000	\$276,000	\$276,000	\$0
Northeastern Co ALG	\$487,200	\$263,000	Medium	\$487,200	\$472,584	\$449,955	\$417,528	\$379,950	\$263,000	-\$116,950
Breckenridge	\$159,240	\$343,000	Large	\$164,017	\$172,218	\$184,273	\$200,858	\$222,952	\$343,000	\$120,048
San Miguel Co	\$110,000	\$142,000	Large	\$113,300	\$118,965	\$127,293	\$138,749	\$142,000	\$142,000	\$0
Durango	\$826,300	\$299,000	Large	\$801,511	\$777,466	\$753,592	\$686,891	\$625,071	\$299,000	-\$326,071
Winter Park	\$150,000	\$335,000	Large	\$154,500	\$162,225	\$173,581	\$189,203	\$210,015	\$335,000	\$124,985
Steamboat Springs	\$537,290	\$445,000	Large	\$521,171	\$505,836	\$480,259	\$446,641	\$445,000	\$445,000	\$0
Snowmass	\$238,450	\$435,000	Large	\$245,604	\$257,884	\$275,936	\$300,770	\$333,854	\$435,000	\$101,146
Eagle County	\$309,000	\$362,000	Very Large	\$318,270	\$334,184	\$357,576	\$362,000	\$362,000	\$362,000	\$0
Summit County	\$482,040	\$376,000	Very Large	\$467,579	\$453,551	\$430,874	\$400,713	\$376,000	\$376,000	\$0
Mtn Village Tram & Bus	\$150,100	\$163,000	Very Large	\$154,603	\$162,333	\$163,000	\$163,000	\$163,000	\$163,000	\$0
RFTA (Glenwood Springs)	\$1,014,550	\$976,000	Very Large	\$984,114	\$976,000	\$976,000	\$976,000	\$976,000	\$976,000	\$0
AWARD TOTALS	\$7,862,082	\$7,863,642		\$8,011,077	\$8,007,120	\$7,991,331	\$7,951,084	\$7,913,001	\$7,863,642	
DIFFERENCE FROM BUDGET				-\$61,077	-\$57,120	-\$41,331	-\$1,084	\$36,999	\$86,358	



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5311 Funding Distribution
April 28, 2017



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5311 Reassessment

- Methodology Framework (reflect TC policies)
 - Fair and equitable
 - Transparent
 - Stable funding source
 - Available to all eligible providers
- Results (actual allocations/make sure it works)
 - Transition plan
 - Hold harmless provision
 - Test by funding only 2018
 - Verification/Additional modifications for 2019 and beyond
- Process
 - Transparent and inclusive
 - Developed with CASTA
 - TRAC Subcommittee plus stakeholders
 - More work to do



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Activity Since March Workshop

- March 5311 Workshop
 - Identified need to clarify recommendations and provide additional information
- Provided supplemental memo
 - Received good constructive input
- Held Subcommittee meeting April 5
 - Considered recent input
 - Modified and enhanced recommendation



Additional Policy Guidance

- Consideration of balanced equity
 - Very rural “essential services”
 - Larger mountain communities w/ recreation based economies
 - Resorts
- Multi-county agencies
 - More comprehensive service
 - Economies of scale: coverage, fleet, funding
 - Should encourage, not penalize
- Historical events affecting funding levels
 - Remedy for extenuating circumstances



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Modified Subcommittee Recommendation

- 5311 Distribution Methodology framework
 - Categorize by size (5 categories)
 - Apply operating budget factors
 - Very Small agencies have large (up to 50%) budget factors
 - Very Large agencies have small (as low as 3%) budget factors



Modified Subcommittee Recommendation (continued)

- “Hold Harmless” those that need assistance most
 - Low-income populations
 - Very low levels of service/large coverage area
 - Extenuating circumstances/historical funding events
 - ❖ Durango Mercy Hospital service/JARC grant
 - ✓ Subcommittee revised recommendation
 - Seven (7) agencies held harmless



Modified Subcommittee Recommendation (continued)

- Transition Plan to soften impact
 - Five (5) year transition
 - +/- 3% for 2018
 - +/- 3%, 5%, 6%, 7% in years 2-5 (pending)
- Tap 5311 capital pool to cover any funding gap created by the transition plan
 - \$61k for 2018
 - Represents 0.35% of \$17M annual capital program (including \$1M from 5311)



Modified Subcommittee Recommendation (continued)

- Authorize one year (2018) of the transition plan for distribution
 - ✓ Subcommittee revised recommendation
- Subcommittee to monitor 2018 process and results
 - Further recommendations for 2019 & beyond
 - Report back to the TC
- Appoint a Transportation Commissioner to Subcommittee to bring TC perspective and provide TC guidance
 - ✓ Subcommittee revised recommendation



Modified Subcommittee Recommendation (continued)

- Subcommittee also to address provisions from additional policy guidance
 - Consideration for balanced equity
 - Multi-county agencies
 - Historical events affecting funding levels
 - ✓ Subcommittee revised recommendation
- Report back to the TC with additional provision recommendations
- Hold harmless NECALG for one year
 - Pending new multi-county agency provision
 - ✓ Subcommittee revised recommendation



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ATTACHMENT B: METHODOLOGY RESULTS

Blue font are anticipated new systems.
 Orange font are systems it is recommended the current funding levels at a minimum be maintained.

	Organization	Operating Budgets	2017 Current Award	Proposed Methodology			
				Year 1 Award	Difference from 2017	Proposed Year 8 Award	Proposed Difference from 2017
Very Small (50%) \$320,000	Dolores Co. Seniors Archuleta County City of La Junta Montezuma Co. Seniors	\$134,415 \$150,000 \$171,215 \$181,253	\$35,580 \$0 \$68,950 \$54,190	\$36,750 \$75,000 \$71,019 \$66,115	\$1,200 \$75,000 \$2,069 \$1,928	\$67,000 \$75,000 \$86,000 \$91,000	\$31,320 \$75,000 \$17,050 \$36,810
Small (45%) \$2,100,000	Durango - Mercy Hospital Neighbor-to-Neighbor (Solida) Teller Senior Coalition East Central COG Lake County Clear Creek County Prowers County Upper Arkansas Area COG South Central COG Cripple Creek Via Mobility (Boulder) Seniors Resource Center SUCAP (Ignacio)	\$638,914 \$175,000 \$199,235 \$200,000 \$249,991 \$264,000 \$300,000 \$331,120 \$384,000 \$439,181 \$445,324 \$540,913 \$549,517 \$555,487	\$156,820 \$87,500 \$100,000 \$100,000 \$182,190 \$95,000 \$90,000 \$173,100 \$192,900 \$293,630 \$158,820 \$333,380 \$291,880 \$193,222	\$248,685 \$87,500 \$97,000 \$97,000 \$182,190 \$97,650 \$92,700 \$173,100 \$198,687 \$293,630 \$163,379 \$323,379 \$283,124 \$163,222	\$80,065 \$0 -\$3,000 -\$3,000 \$0 \$2,850 \$2,700 \$0 \$5,787 \$0 \$4,759 -\$10,001 -\$8,756 \$0	\$319,000 \$87,500 \$90,000 \$91,000 \$182,100 \$120,000 \$136,000 \$173,100 \$230,000 \$293,630 \$202,000 \$245,000 \$248,000 \$163,222	\$150,180 \$0 -\$10,000 -\$9,000 \$0 \$25,000 \$46,000 \$0 \$37,100 \$0 \$43,380 -\$88,380 -\$42,880 \$0
Medium (21%) \$1,900,000	SRDA (Pueblo) Black Hawk / Central City Dunbar Valley RTA Glenwood Springs All Points Transit (Montrose) Northeastern Co ALG Crested Butte	\$4,633,638 \$588,208 \$949,000 \$729,837 \$1,071,999 \$1,121,513 \$1,270,472 \$1,332,854	\$2,281,422 \$86,200 \$0 \$187,100 \$246,170 \$238,000 \$487,200 \$228,200	\$2,252,790 \$70,248 \$124,000 \$181,487 \$238,785 \$238,000 \$487,200 \$235,048	-\$8,662 \$2,048 \$134,000 -\$5,613 -\$7,385 \$0 \$0 \$6,846	\$2,292,642 \$122,000 \$134,000 \$151,000 \$222,000 \$238,000 \$283,000 \$276,000	\$1,220 \$53,800 \$134,000 -\$36,100 -\$24,170 \$0 -\$224,200 \$47,800
Large (14%) \$2,200,000	San Miguel Co Durango Winter Park Breckenridge Snowmass Steamboat Springs	\$5,790,681 \$1,020,214 \$2,140,324 \$2,400,000 \$2,458,003 \$3,118,323 \$3,189,504	\$1,454,870 \$110,000 \$283,300 \$150,000 \$159,240 \$238,450 \$537,290	\$1,584,754 \$113,300 \$601,511 \$154,500 \$164,017 \$245,604 \$521,171	\$129,894 \$3,300 -\$24,789 \$4,500 \$4,777 \$7,154 -\$16,119	\$1,405,054 \$142,000 \$299,000 \$335,000 \$343,000 \$435,000 \$445,000	-\$48,870 \$32,000 \$527,700 \$185,000 \$183,760 \$196,550 -\$92,290
Very Large (3-4%) \$1,900,000	Eagle County Summit County Mtn Village Tram & Bus RFTA (Glenwood Springs)	\$14,224,268 \$2,040,026 \$9,405,640 \$4,067,368 \$29,200,650	\$2,031,590 \$309,000 \$482,040 \$150,100 \$1,014,550	\$2,020,103 \$318,270 \$487,579 \$153,603 \$964,114	-\$21,477 \$9,270 -\$14,461 \$4,503 -\$30,437	\$1,599,026 \$302,000 \$376,000 \$163,000 \$978,000	-\$22,280 \$53,000 -\$109,040 \$12,900 -\$38,550
		\$51,719,684	\$1,955,890	\$1,924,565	-\$31,125	\$1,877,000	-\$78,680

*Based on 2015 National Transit Database

To Be Determined



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Attachment C: Transition Plan

Service	2017 Current Award	Proposed Year 8 Award	Size Category	Grant Size in Year:						"CMT" in Year 8
				1	2	3	4	5	6	
Dolores Co. Seniors	\$35,680	\$67,000	Very Small	\$36,750	\$38,588	\$41,289	\$45,005	\$49,956	\$57,000	\$17,044
Archuleta County	\$0	\$75,000	Very Small	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$0
Montezuma Co. Seniors	\$64,190	\$91,000	Very Small	\$66,116	\$69,421	\$74,281	\$80,966	\$89,873	\$91,000	\$1,127
City of La Junta	\$68,950	\$86,000	Very Small	\$71,019	\$74,369	\$79,789	\$86,000	\$86,000	\$86,000	\$0
Cripple Creek	\$158,620	\$202,000	Small	\$163,379	\$171,548	\$183,556	\$200,076	\$202,000	\$202,000	\$0
Durango - Mercy Hospital	\$87,500	\$87,500	Small	\$87,500	\$87,500	\$87,500	\$87,500	\$87,500	\$87,500	\$0
Lake County	\$95,000	\$120,000	Small	\$97,850	\$102,743	\$109,804	\$119,029	\$120,000	\$120,000	\$0
Teller Senior Coalition	\$100,000	\$91,000	Small	\$97,000	\$94,090	\$91,000	\$81,000	\$91,000	\$91,000	\$0
Neighbor-to-Neighbor (Salida)	\$100,000	\$90,000	Small	\$97,000	\$94,000	\$90,000	\$80,000	\$90,000	\$90,000	\$0
East Central COG	\$182,190	\$182,190	Small	\$182,190	\$182,190	\$182,190	\$182,190	\$182,190	\$182,190	\$0
Upper Arkansas Area COG	\$192,900	\$230,000	Small	\$198,687	\$208,621	\$223,225	\$230,000	\$230,000	\$230,000	\$0
Clear Creek County	\$90,000	\$136,000	Small	\$92,700	\$97,335	\$104,148	\$113,822	\$126,000	\$136,000	\$9,991
Prowers County	\$173,100	\$173,100	Small	\$173,100	\$173,100	\$173,100	\$173,100	\$173,100	\$173,100	\$0
Seniors Resource Center	\$291,880	\$249,000	Small	\$283,124	\$274,630	\$250,886	\$219,000	\$219,000	\$249,000	\$0
South Central COG	\$293,630	\$293,630	Small	\$293,630	\$293,630	\$293,630	\$293,630	\$293,630	\$293,630	\$0
Via Mobility (Boulder)	\$333,380	\$245,000	Small	\$323,379	\$313,877	\$297,893	\$252,000	\$252,192	\$245,000	-\$7,182
SUCAP (Ignacio)	\$163,222	\$163,222	Small	\$163,222	\$163,222	\$163,222	\$163,222	\$163,222	\$163,222	\$0
Gunnison Valley RTA	\$187,100	\$151,000	Medium	\$181,487	\$176,042	\$167,240	\$151,000	\$151,000	\$151,000	\$0
SRDA (Pueblo)	\$68,200	\$122,000	Medium	\$70,246	\$73,798	\$78,821	\$84,024	\$85,487	\$122,000	\$26,513
Black Hawk / Central City	\$0	\$134,000	Medium	\$134,000	\$134,000	\$134,000	\$134,000	\$134,000	\$134,000	\$0
All Points Transit (Montrose)	\$238,000	\$238,000	Medium	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$0
Glenwood Springs	\$246,170	\$222,000	Medium	\$238,785	\$231,621	\$222,000	\$222,000	\$222,000	\$222,000	\$0
Crested Butte	\$228,200	\$276,000	Medium	\$235,046	\$246,790	\$266,000	\$276,000	\$276,000	\$276,000	\$0
Northeastern Co ALG	\$487,200	\$263,000	Medium	\$487,200	\$472,387	\$436,000	\$417,526	\$379,850	\$263,000	-\$116,950
Breckenridge	\$159,240	\$343,000	Large	\$164,017	\$172,216	\$184,000	\$200,806	\$222,852	\$343,000	\$120,048
San Miguel Co	\$110,000	\$142,000	Large	\$113,300	\$118,985	\$127,290	\$136,749	\$142,000	\$142,000	\$0
Durango	\$826,300	\$299,000	Large	\$801,511	\$777,488	\$730,592	\$686,091	\$625,071	\$299,000	-\$326,071
Winter Park	\$150,000	\$335,000	Large	\$154,500	\$162,391	\$173,881	\$189,208	\$210,018	\$335,000	\$124,985
Steamboat Springs	\$537,290	\$445,000	Large	\$521,171	\$505,191	\$480,289	\$446,041	\$445,000	\$445,000	\$0
Snowmass	\$238,450	\$335,000	Large	\$245,604	\$257,884	\$275,936	\$300,770	\$333,854	\$435,000	\$101,146
Eagle County	\$309,000	\$362,000	Very Large	\$318,270	\$334,184	\$357,576	\$362,000	\$362,000	\$362,000	\$0
Summit County	\$482,040	\$376,000	Very Large	\$467,579	\$453,551	\$430,874	\$400,713	\$376,000	\$376,000	\$0
Mtn Village Tram & Bus	\$150,100	\$163,000	Very Large	\$154,603	\$162,333	\$163,000	\$163,000	\$163,000	\$163,000	\$0
RTA (Glenwood Springs)	\$1,014,550	\$976,000	Very Large	\$984,114	\$976,000	\$976,000	\$976,000	\$976,000	\$976,000	\$0
AWARD TOTALS	\$7,862,082	\$7,863,642		\$8,011,077	\$8,007,120	\$7,991,331	\$7,951,084	\$7,913,001	\$7,863,642	
DIFFERENCE FROM BUDGET				-\$61,077	-\$57,120	-\$41,331	-\$1,084	\$36,999	\$86,358	

To Be Determined

Attachment C: Transition Plan

Grant Size in Year:

<u>Service</u>	<u>2017 Current</u>	<u>Proposed</u>	<u>Size</u>	<u>Grant Size in Year:</u>						<u>"Cliff" in Year 6</u>
	<u>Award</u>	<u>Year 6 Award</u>	<u>Category</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	
Dolores Co. Seniors	\$35,680	\$67,000	Very Small	\$36,750	\$38,588	\$41,289	\$45,005	\$49,956	\$67,000	\$17,044
Archuleta County	\$0	\$75,000	Very Small	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$0
Montezuma Co. Seniors	\$64,190	\$91,000	Very Small	\$66,116	\$69,421	\$74,281	\$80,966	\$89,873	\$91,000	\$1,127
City of La Junta	\$68,950	\$86,000	Very Small	\$71,019	\$74,569	\$79,789	\$86,000	\$86,000	\$86,000	\$0
Cripple Creek	\$158,620	\$202,000	Small	\$163,379	\$171,548	\$183,556	\$200,076	\$202,000	\$202,000	\$0
Durango - Mercy Hospital	\$87,500	\$87,500	Small	\$87,500	\$87,500	\$87,500	\$87,500	\$87,500	\$87,500	\$0
Lake County	\$95,000	\$120,000	Small	\$97,850	\$102,743	\$109,934	\$119,829	\$120,000	\$120,000	\$0
Teller Senior Coalition	\$100,000	\$91,000	Small	\$97,000	\$94,090	\$91,000	\$91,000	\$91,000	\$91,000	\$0
Neighbor-to-Neighbor (Salida)	\$100,000	\$90,000	Small	\$97,000	\$94,090	\$90,000	\$90,000	\$90,000	\$90,000	\$0
East Central COG	\$182,190	\$182,190	Small	\$182,190	\$182,190	\$182,190	\$182,190	\$182,190	\$182,190	\$0
Upper Arkansas Area COG	\$192,900	\$230,000	Small	\$198,687	\$208,621	\$223,225	\$230,000	\$230,000	\$230,000	\$0
Clear Creek County	\$90,000	\$136,000	Small	\$92,700	\$97,335	\$104,148	\$113,522	\$126,009	\$136,000	\$9,991
Prowers County	\$173,100	\$173,100	Small	\$173,100	\$173,100	\$173,100	\$173,100	\$173,100	\$173,100	\$0
Seniors Resource Center	\$291,880	\$249,000	Small	\$283,124	\$274,630	\$260,898	\$249,000	\$249,000	\$249,000	\$0
South Central COG	\$293,630	\$293,630	Small	\$293,630	\$293,630	\$293,630	\$293,630	\$293,630	\$293,630	\$0
Via Mobility (Boulder)	\$333,380	\$245,000	Small	\$323,379	\$313,677	\$297,993	\$277,891	\$252,192	\$245,000	-\$7,192
SUCAP (Ignacio)	\$163,222	\$163,222	Small	\$163,222	\$163,222	\$163,222	\$163,222	\$163,222	\$163,222	\$0
Gunnison Valley RTA	\$187,100	\$151,000	Medium	\$181,487	\$176,042	\$167,240	\$151,000	\$151,000	\$151,000	\$0
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Crested Butte	\$228,200	\$276,000	Medium	\$235,046	\$246,798	\$264,574	\$276,000	\$276,000	\$276,000	\$0
Northeastern Co ALG	\$487,200	\$263,000	Medium	\$487,200	\$472,584	\$449,955	\$417,528	\$379,950	\$263,000	-\$116,950
Breckenridge	\$159,240	\$343,000	Large	\$164,017	\$172,218	\$184,273	\$200,858	\$222,952	\$343,000	\$120,048
San Miguel Co	\$110,000	\$142,000	Large	\$113,300	\$118,965	\$127,293	\$138,749	\$142,000	\$142,000	\$0
Durango	\$826,300	\$299,000	Large	\$801,511	\$777,466	\$753,592	\$686,891	\$625,071	\$299,000	-\$326,071
Winter Park	\$150,000	\$335,000	Large	\$154,500	\$162,225	\$173,581	\$189,203	\$210,015	\$335,000	\$124,985
Steamboat Springs	\$537,290	\$445,000	Large	\$521,171	\$505,836	\$480,259	\$446,641	\$445,000	\$445,000	\$0
Snowmass	\$238,450	\$435,000	Large	\$245,604	\$257,884	\$275,936	\$300,770	\$333,854	\$435,000	\$101,146
Eagle County	\$309,000	\$362,000	Very Large	\$318,270	\$334,184	\$357,576	\$362,000	\$362,000	\$362,000	\$0
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Mtn Village Tram & Bus	\$150,100	\$163,000	Very Large	\$154,603	\$162,333	\$163,000	\$163,000	\$163,000	\$163,000	\$0
RFTA (Glenwood Springs)	\$1,014,550	\$976,000	Very Large	\$984,114	\$976,000	\$976,000	\$976,000	\$976,000	\$976,000	\$0
AWARD TOTALS	\$7,862,082	\$7,863,642		\$8,011,077	\$8,007,120	\$7,991,331	\$7,951,084	\$7,913,001	\$7,863,642	
DIFFERENCE FROM BUDGET				-\$61,077	-\$57,120	-\$41,331	-\$1,084	\$36,999	\$86,358	



COLORADO
Department of
Transportation

Presentation to STAC
April 28, 2017



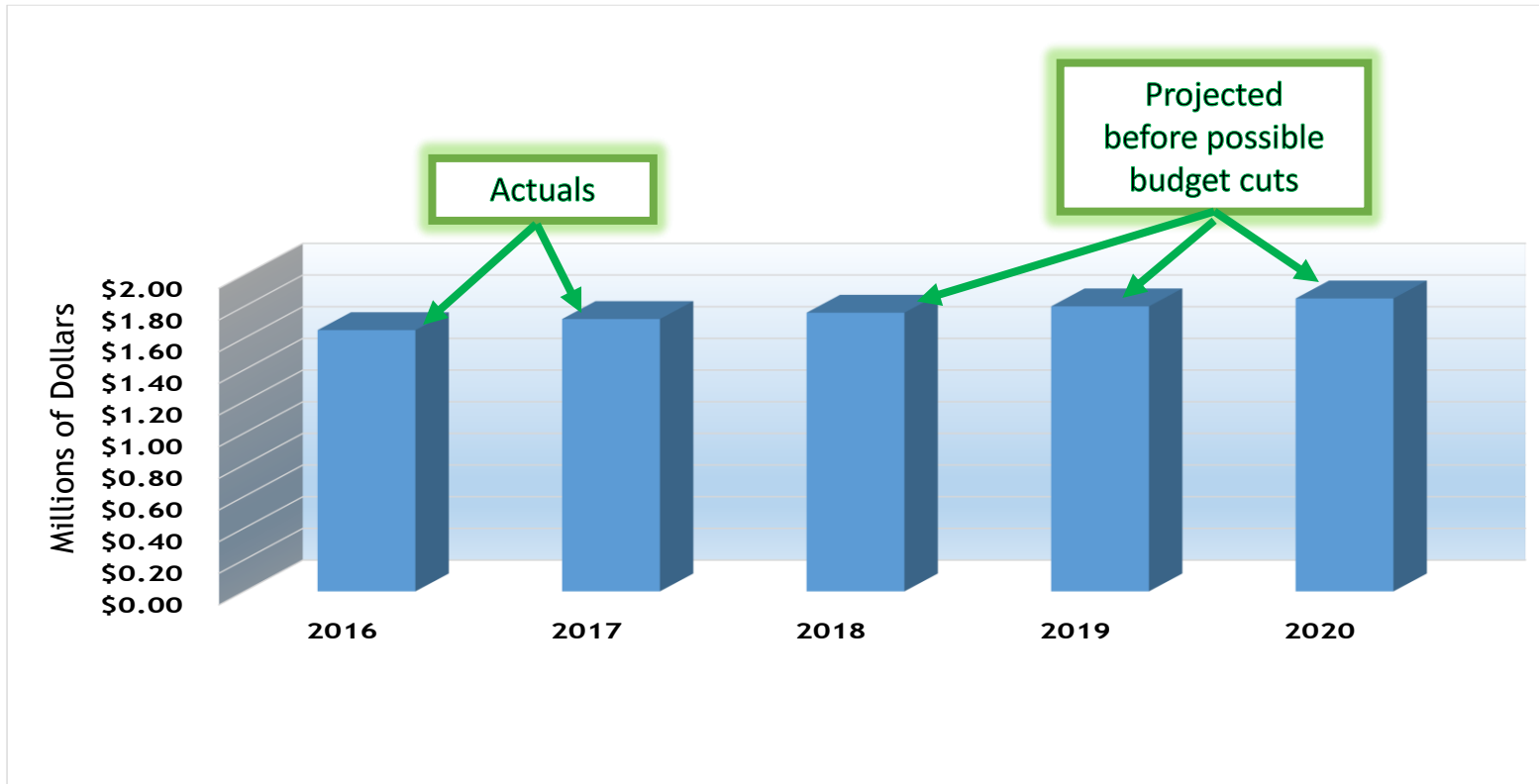
Bustang Outrider Background

- **Outrider is the re-branding of the current intercity bus rural regional 5311(f) program administered by CDOT for several years.**
- **This fiscally constrained effort will result in a marketed state-wide service with prioritized routes solicited with stakeholder and TPR/MPO input**
- **Funded with FTA \$5311(f)**
 - **May use unallocated FASTER Operating funds later**
- **The Outrider bus network will enhance the existing network**
 - **Provide CDOT owned fleet with the latest amenities and comfort**
 - **Provide a more robust policy foundation**
 - **Fix the current inconvenient time tables**
 - **Addresses multiple markets and needs not met today**
 - ✓ **Requires connectivity to the intercity bus network**
 - ✓ **But flexed to provide travel needs for day trips to regional centers**



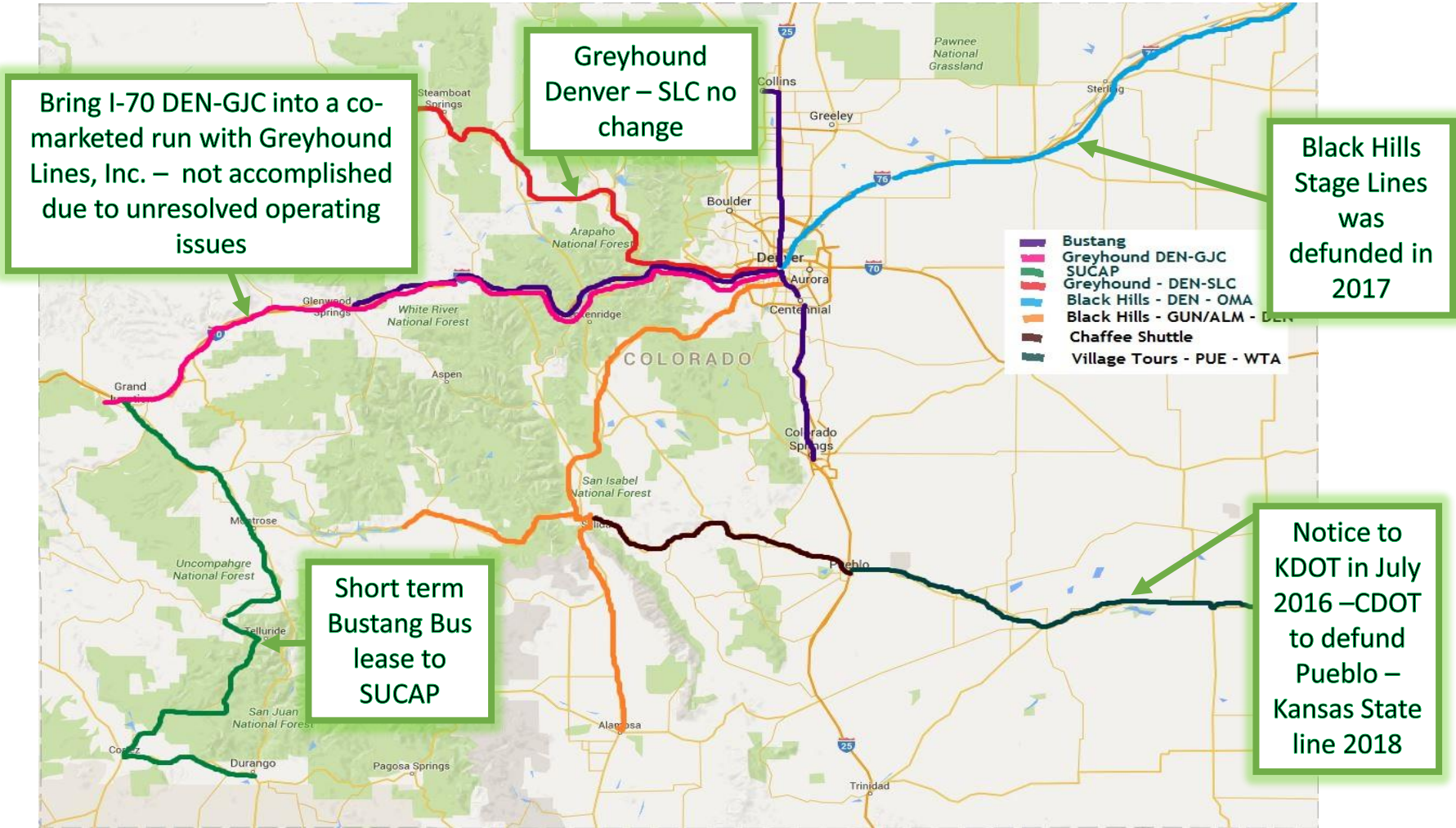


FAST ACT Colorado 5311(f) Apportionment



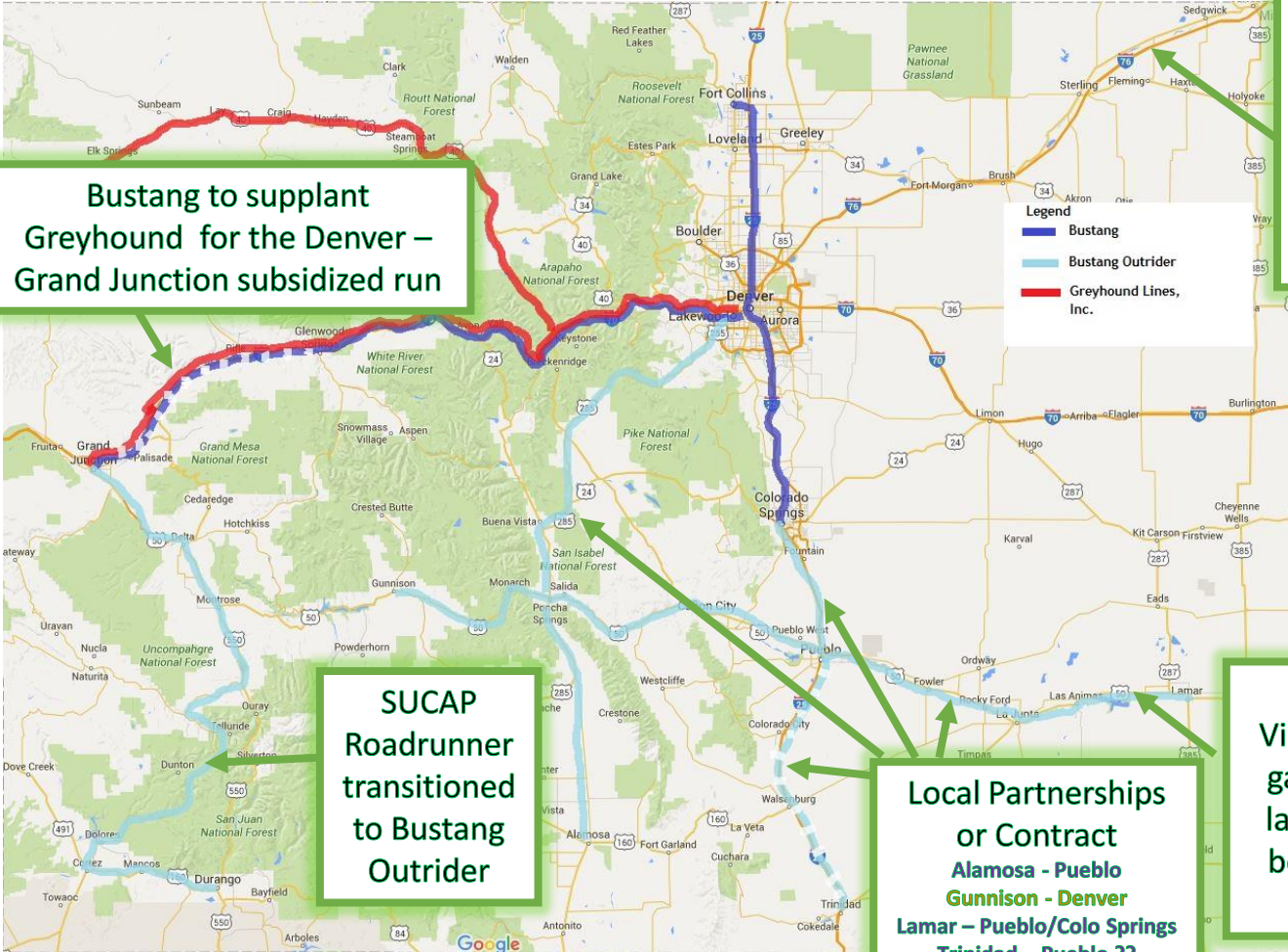


FY 2016-17 Bustang Outrider





FY 2017-18 Bustang Outrider



Bustang to supplant Greyhound for the Denver – Grand Junction subsidized run

Black Hills Stage Lines continue to operate route without subsidy

SUCAP Roadrunner transitioned to Bustang Outrider

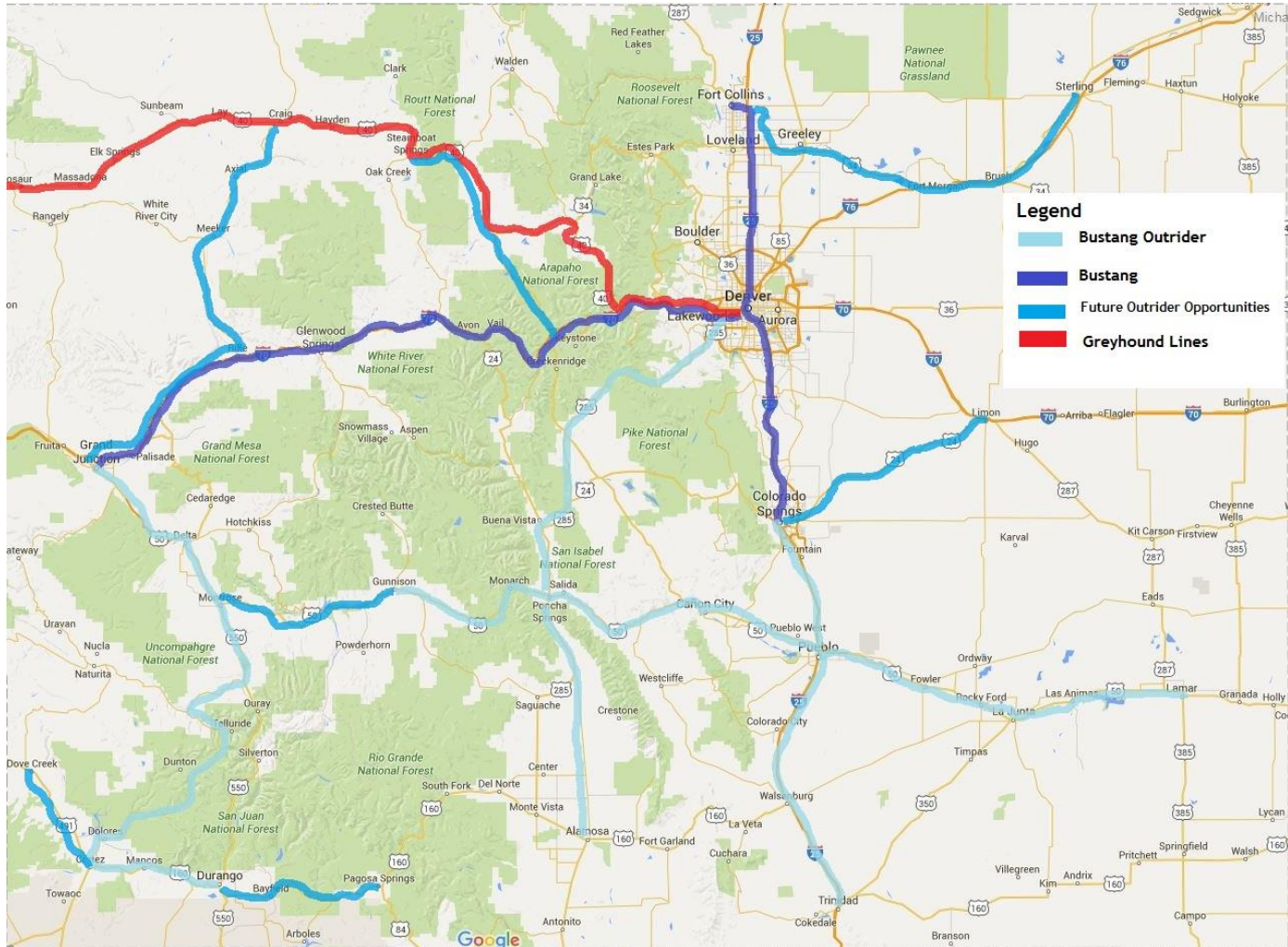
Local Partnerships or Contract
Alamosa - Pueblo
Gunnison - Denver
Lamar - Pueblo/Colo Springs
Trinidad - Pueblo ??

KDOT & Village Tours gave notice last trip will be June 30, 2017-





Future Bustang Outrider Network





Bustang Outrider - Local Partnerships

- **CDOT will provide rolling stock (SB 228) - 35 ft coaches**
- **CDOT will provide 5311(f) and in-kind match**
- **CDOT will assist in securing FMCSA operating authority**
- **CDOT will assist in securing National Bus Traffic Association membership (required by the ICB industry).**
- **If agency operated - public partner must provide \$5M in comp auto liability**
 - **Feds will not accept self insurance**
 - **Feds will not accept insurance pools**





NEXT STEPS

- **Select Outrider Bus Manufacturer - 6 buses**
- **Offer to Local Partners or Advertise RFP for projected June 2018 launch**
 - Gunnison - Denver
 - Alamosa - Pueblo
 - Lamar - Pueblo & Colorado Springs
 - Trinidad - Pueblo (pending funds availability)
- **Prioritize next phase city pair partnerships**





QUESTIONS?

Thank you!





COLORADO Department of Transportation

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

DATE: April 19, 2017
TO: Statewide Transportation Advisory Committee
FROM: Michelle Scheuerman, Statewide Planning Manager
SUBJECT: Multimodal Freight Plan Update

Purpose

The purpose of this memo is to provide the STAC with an update on development of the Multimodal Freight Plan (MFP).

Action Requested

This memo is informational only; no action is required.

Background

As a reminder, the MFP is being developed concurrently with the State Freight and Passenger Rail Plan (SFPRP). This is a joint planning effort between the Division of Transportation Development (DTD) and the Division of Transit and Rail (DTR). Freight rail information and key stakeholder engagement results from the SFPRP will be included in the MFP. This memo provides an informational progress report on the development of the development of the MFP. The Plan is in active stakeholder engagement and outreach phases with an emphasis on individual interviews, agency coordination, and online surveys of stakeholder organizations. Committee involvement and technical data and analyses is ongoing for both plans. Significant engagement and outreach activities completed and planned in the coming quarter are summarized here.

Details

Plan Development Committees

The Joint Project Advisory Committee (JPAC) met for their second quarterly meeting on March 8, 2017. The purpose of this public-private executive steering committee is to provide direction on significant plan elements, including strategies, education, and implementation. The JPAC March meeting focused on developing key educational messages and prioritization of robust decision-making strategies to account for future uncertainties. The MFP and SFPRP will be built around the following key messages:

- *Made in Colorado, Shipped to the World.* Colorado's multimodal freight and rail systems link people and businesses in Colorado and across the globe, create jobs, and play a critical role in Colorado's economic competitiveness.
- *The Road To The Future Is Not Only a Road.* Colorado's multimodal freight and rail systems connect Colorado's communities, provide diverse work opportunities and living choices, and enable technology and innovation that benefits our state.
- *Colorado Delivers.* Colorado's multimodal freight and rail systems benefit our daily lives by delivering the goods we order and the things we need and depend on, on time, every day, no matter where.

Working groups have been organized for each plan and continue to meet monthly. Working group members include key representatives from the FAC, TRAC, and STAC as well as public planning partners and private freight and rail industry representatives. Working groups are charged with developing and vetting key plan elements and analyses. These groups are instrumental in identifying issues and needs and prioritizing opportunities and recommendations. As the plans progress, working groups will develop investment plans and implementation ideas. CDOT staff continue to provide periodic briefings to standing committees including TRAC, FAC, and STAC.



Agency Coordination

CDOT and the Colorado Office of Economic Development and International Trade (OEDIT) are collaborating on these planning efforts and identifying opportunities for future partnership. The first area of cooperation will center on a joint survey of all regional economic development organizations across the state. CDOT is continuing discussions with OEDIT to better engage economic development partners in transportation planning. Other state agencies involved in this planning effort include the Colorado Tourism Office, Colorado Department of Agriculture, and the Public Utilities Commission.

Stakeholder Interviews

Individual interviews are currently being completed with public and private organizations across a broad spectrum of stakeholder interests. These interviews provide valuable first hand insights into Colorado's freight and rail challenges and opportunities. To date, completed interviews have yielded future collaboration and engagement opportunities, anecdotes and individual business profiles, additional data sources, and ideas for recommendations and implementation activities. An initial list of interviewees is included as an attachment to this memo. These organizations represent various geographies and interests across the state.

Stakeholder Surveys

CDOT is undertaking a comprehensive effort to distribute online surveys to specific audiences and stakeholder organizations. The topic of these surveys vary, but are intended to provide input on connections between freight and rail and the economy and to confirm data analyses and plan conclusions. The first survey was distributed on behalf of CDOT by the Economic Development Council of Colorado (EDCC) and the Office of International Trade and Economic Development (OEDIT). As of April 1, 2017, this survey has gathered over 300 responses from regional, public, and private economic development organizations across the state.

A second survey is currently under development and will be distributed by the Colorado Farm Bureau to all county farm bureaus in the state. Additional surveys will be developed to target rail stakeholders, trucking companies, and the public. Survey results will be incorporated into each plan and demonstrate support for freight and rail investments, reinforce the importance of transportation to economic competitiveness, and collect anecdotes and examples that will be included within each plan.

Next Steps

The MFP and SFPRP plan development process will be completed in September of 2017 with final approvals in December of 2017. An overview of significant engagement and technical activities is included below.

	April	May	June	July	August	September
Key Plan Development Activities						
	– Existing and future conditions analysis	– Strategies and opportunities discussion	– Prioritization of strategies and implementation ideas	– Funding and investment decisions – Performance Measures	– Implementation framework and recommendations	– Draft plans prepared
Committee Meetings and Briefings						
JPAC			✓			✓
Working Groups	✓	✓	✓	✓	✓	✓
STAC			✓	✓	✓	
TRAC	✓		✓	✓		
FAC	✓			✓		

Staff will provide a full presentation at the May STAC meeting.



Attachments

- Attachment A: Planned Freight and Rail Stakeholder Interviews
- Attachment B: Freight and Rail Economic and Employment Analysis



Attachment A: Planned Freight and Rail Stakeholder Interviews

- Economic Development Council of Colorado
- Colorado Competitiveness Council
- Adams County Economic Development
- Upstate Colorado
- Miller/Coors
- New Belgium Brewing
- Rocky Mountain Chocolate Factory
- Colorado Farm Bureau
- Colorado Department of Agriculture
- Western Dairy Association
- Colorado Mining Association
- Colorado Petroleum Marketers Assoc.
- Albertsons/Safeway
- Amazon
- Oliver Manufacturing
- Reynolds Polymer Technology
- Vestas Blades
- Colorado Tourism Office
- ColoRail
- RTD
- Amtrak
- Union Pacific
- BNSF
- Iowa Pacific/San Luis Rio Grande
- Omnitrax
- Genesee and Wyoming
- Celadon Group Inc
- Tri-State Commodities
- UPS
- 10-4 Systems
- Denver International Airport
- Federal Express
- DHL Airways
- United Parcel Service



Attachment B: Freight and Rail Economic and Employment Analysis

CDOT is compiling quantitative and qualitative information to better illustrate the connection between freight and rail and Colorado's economy. Quantitative data includes numbers on employment and economic impact in trade and transportation industries. Qualitative information is drawn from surveys and interviews and will highlight businesses and industries that rely on Colorado's freight and rail systems. Presented below are preliminary results from this economic analysis.

- ***How many jobs are supported by freight and rail?***
 - **1 in 6 jobs** in the Colorado economy are reliant on freight transportation. This includes jobs in industries such as agriculture, construction, and natural resources that depend on goods movements as a core, daily business function. In total, over 341,462 jobs and 27,026 businesses were reliant on freight transportation in 2015.
 - **40,765 jobs and 16,529 businesses** were tied directly to freight and rail transportation industries in 2015. Another 17,591 additional owner-operator jobs (sole proprietor businesses) were supported in transportation industries in 2014.

- ***How much do the freight and passenger rail systems matter to Colorado's economy?***
 - **1/3 of Colorado's economy**, or \$155.8 billion in gross state product, was generated by freight and freight-reliant industries in 2015.
 - Freight and rail entities make ongoing investments in Colorado's infrastructure that provide significant benefits to the state and local economies. Denver International Airport estimated the annual economic impact of air cargo operations at \$5.4 billion in 2013. RTD Fasttracks invested over \$5.3 billion in the Denver Metro area between 2004 and 2016. Together, Union Pacific and BNSF generated over \$707.1 million in direct payroll, spending, and investment in Colorado in 2015. Amtrak generated over \$52 million in direct payroll, investment, and indirect tourist spending in Colorado in 2016.
 - \$7.55 billion in international exports were produced in Colorado in 2016, including over \$1.7 billion in agricultural exports. Nearly, 5,700 Colorado companies export internationally and 87% of those exporters are small businesses.

- ***What role does transportation play in business decisions and economic development?***
 - Transportation ranks as the 2nd most important factor in business location decisions according to national surveys. The CDOT-OEDIT survey results reflect a similar importance of transportation connections and service to Colorado businesses.
 - A growing number of innovative manufacturing companies have recently located or expanded in Colorado to leverage transportation infrastructure, including freight rail and interstate highway access. A sampling of these companies included: Vestas, Arrow Electronics, Smuckers, InStl, American Gypsum, and Rocky Mountain Bottling.
 - Nationwide, Charles Schwab, Toastmasters, IQ Navigator, among others have recently located or expanded in Colorado due in large part to the availability of light rail transit and accessibility of south metro Denver.

