



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
March 24, 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.
- 9:35-9:50** 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.
- 9:50-10:00** Rest Area Policy Guidance (Informational Update) – Marissa Gaughan, Division of Transportation Development (DTD)
- Background and overview of CDOT's Rest Area Study.
- 10:00-10:10** Break
- 10:10-10:25** National Highway Freight Program (Discussion/Recommendation) – Debra Perkins-Smith and Jeff Sudmeier, DTD
- Review and consider recommendations for funding.
- 10:25-10:40** Bicycle and Pedestrian Update (Informational Update) – Ken Burbaker, DTD
- Update on CDOT Bicycle/Pedestrian activities.
- 10:40-10:50** Safe Routes to Schools (Informational Update) – Leslie Feuerborn, DTD
- Review Fiscal Year 17 Safe Routes to School projects.
- 10:50-11:05** 5311 Funding Analysis Update (Informational Update) – Jeff Sanders, Division of Transit and Rail (DTR)
- An update on the effort to evaluate and propose a new distribution process for the FTA Section 5311 program.
- 11:05-11:10** Draft FY 2018 - 2021 Statewide Transportation Improvement Program (STIP) (Informational Update) – Jamie Collins, Office of Financial Management and Budget (OFMB)
- Notification and information on the recent release of FY 2018 – FY 2021 STIP for public review and comment.
- 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 Statewide Transportation Advisory Committee (STAC) Meeting Minutes
February 24, 2017**

Location: CDOT Headquarters Auditorium
Date/Time: February 24, 2017, 9:00 a.m. - 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Todd Hollenbeck (GVMPO), Michael Yohn (SLV), Jody Rosier (SUIT), Sean Conway (NFRMPO), Becky Karasko (NFRMPO), Bentley Henderson (SW), Chuck Grobe (NW), Walt Boulden (SC), Doug Rex (DRCOG), Jim Baldwin (SE), Turner Smith, (PPACG), Andy Pico (PPACG), Elizabeth Relford (UFR), Mark Dowaliby (CFR).

On the Phone: Thad Noll (IM), Elise Jones (DRCOG), Gary Beedy (EA), Stephanie Gonzelz (SE), and Pete Baier (GVMPO)

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions & January Minutes / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> • Review and approval of January STAC Minutes. No corrections or additions. 	<p>Minutes approved.</p>
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>High Performance Transportation Enterprise (HPTE)</u> <ul style="list-style-type: none"> ○ A special meeting is scheduled for I-70 Central Project's Request for Proposal (RFP) on March 3rd; received the Record of Decision (ROD). ○ C-470 Discussed with Corridor Coalition and agreed upon allocation of RAMP funds originally proposed for removal from the project. ○ Received very little pushback on the HOV 3+ changeover, which is a testament to good communications work; however, there's a bill in the legislature to force a return to HOV 2+. ○ An HPTE audit had no findings. • <u>Transportation Commission (TC)/STAC Lunch</u> <ul style="list-style-type: none"> ○ TC report is in your STAC packet. ○ One item of interest is on funding needs – Transportation Commission approved allocation of some Transportation Commission Contingency Reserve Funds (TCCRF): \$20 million for project design, \$20 million for 	<p>No action taken.</p>

	<p>asset management, \$10 million for maintenance/resurfacing, and \$13.5 million for RoadX.</p> <ul style="list-style-type: none"> ○ Feedback from the TC and STAC members on the February STAC/TC Lunch was very positive – any comments from the group? <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: I agree it was very positive and one result of that event is that the TC Chair indicated plans to attend the next Colorado Counties Incorporated (CCI) Transportation Committee meeting in March – a first. Also, the TC Chair has asked about doing the same for the Colorado Municipal League (CML). A few of the TC Commissioners also wanted to come to the April CCI meeting. I believe that this type of meeting was exactly what the sponsors of the bill last year had in mind. • <u>Turner Smith</u>: One of the things that I came away with was the candor and openness that the TC members expressed on several issues – they have taken a position of leadership and did it in a way that was cooperative and could build good communication. I was really taken by the honest conversation that we had to help us all move forward together. It was a snapshot of where we’ve been and where we hope to go. • <u>Vince Rogalski</u>: The commissioners all appreciated the event as well and are looking forward to our next meeting in July. • <u>Debra Perkins-Smith</u>: I would also add that the TC extended an open invitation for the STAC to come talk to them in the future. 	
<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: Approved new officers for the coming year, new DRCOG Chair is Bob Roth is from Aurora; looking for ways to be more efficient and equitable in the next 2018 Transportation Improvement Program (TIP) process, so we’ve set up a working group to explore new models; set a public hearing for the 2017-2021 TIP; Executive Director, Jennifer Schaufele, is retiring and we’re looking for a new person to take the role. • <u>GVMPO</u>: Feels like the calm before the storm, waiting for projects to get started in the spring. • <u>NFRMPO</u>: Council recently adopted the 2016 Non-Motorized Plan and 2040 RTP air quality conformity amendment on 2/2/2017. An update on the Crossroads Bridge project was provided, with kudos raised to Region 4 staff 	<p>No action taken.</p>

(Karen & Johnny) which should have a big impact locally and is due to finish by the end of the year. A draft RFP for North I-25 project was released in January and ROD expected to be released in March, really looking forward to getting that project done; US 34 PEL \$2.1 million study from Loveland to Kersey has completed all their local community meetings and results of those will be shared on March 2nd. CH2M has been doing a great job alongside Region 4, cutting the timeframe down from 18 to 12 months; former CDOT Director Tom Norton (now mayor of Greeley) will be the new chair of the US 34 Commission, which will provide some great technical expertise in that group.

- PPACG: Continuing progress on the Cimarron interchange, on time and on budget; currently short-handed in terms of staff, looking for a new MPO Director and Transportation Director.
- Central Front Range: Hoosier Pass situation is ongoing, CDOT is asking for Regional Priority Program (RPP) funding to be contributed to the fix, but TPR considers it a geohazard responsibility and an emergency need that should be covered by CDOT; that said, the maintenance on Hoosier Pass this winter has been truly incredible and we greatly appreciate the work of CDOT maintenance crews on that.
- Eastern: TPR meeting to be held next week. Need to address cracking issues on SH 86 in the Eastern TPR; also I understand there is a dollar limit to a project that CDOT does itself, and I'm wondering if that can be raised to account for inflation – otherwise it really hamstring CDOT, I understand the inclination to use contractors, but I think we're taking it a bit far and losing efficiency.
- Josh Laipply: That dollar amount is set by statute as a way of getting work out to contractors instead of keeping it within CDOT, and it was set a while ago, but we would need a statute change to address that. We can work some analysis of this issue into our Asset Management presentation to the TC next month.
- Gunnison Valley: Snow is falling and CDOT is cranking along and clearing the roads; Region 10 Economic Development is working on broadband issues, collaborating with CDOT and some of the industry players, Delta and Montrose will be lit up first in March-May timeframe and then build out from there; TPR meeting on March 9th and will discuss the Intergovernmental

	<p>Agreement (IGA) and Memorandum of Understanding (MOU) update before the June deadline.</p> <ul style="list-style-type: none"> • <u>Intermountain</u>: No big update from the TPR; we're in the same IGA and bylaw update process, to establish more consistency and bring them up to date; those who were shortlisted on the Federal Lands Access Program (FLAP) applications should be hearing soon from Central Federal Lands soon that their project was brought forward to the final list – they're all moving forward with some minor modifications. • <u>Northwest</u>: Like the rest of the Western Slope we're waiting for the winter to end so we can get some projects moving; also working on the Regional Planning Commission (RPC) IGA update like many others here. • <u>San Luis Valley</u>: Commissioner Michael Yohn's first STAC meeting; project on US 160 and SH 17 keeps getting pushed back even though it's a priority project in the TPR, which is a concern, even without the high traffic volumes the SLV TPR still has a lot of agricultural, forestry, and other needs in the area. • <u>South Central</u>: Our RPC IGA is out for signature and we're reaching out to a few non-participating communities to see if we can get them more involved. • <u>Southeast</u>: SE TPR meeting was held on Wednesday; contractors working on Main Street in Lamar (US 287), so we're excited that's underway. • <u>Southwest</u>: Like GVMPO, we're snowed in and waiting for projects to start in the spring. • <u>Southern Ute Indian Tribe</u>: Working together with CDOT, FHWA, and Bureau of Indian Affairs (BIA) to get projects on Tribal Safety Plan list so we can work on wildlife crossing issues along US 160. 	
<p>Federal and State Legislative Report – Ron Papsdorf</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>State</u>: A number of bills have been introduced: <ul style="list-style-type: none"> ○ SB 59 failed (would have not required turn signals in roundabouts). ○ SB 73 failed (would have allowed for a rolling stop by bicyclists at stop signs and traffic lights). ○ SB 27 passed out of committee with amendments (increases texting and driving fine from \$50 to \$300) and will proceed. ○ HB 1018 passed (extends voter approval window for Regional Transportation Authority (RTA) mill levy increases by 10 years). 	<p>No action taken.</p>

- HB 1031 was sent to House appropriations (would require five regional CDOT meetings per year).
- SB 153 passed the Senate and is going to the House (would extend role of Southwest Chief Commission to include high speed rail in the Front Range).
- HB 1153 was introduced (would prioritize two segments of I-25 for funding and revert HOV 3+ back to HOV 2+).
 - Would significantly cut into the amount of funding available for statewide maintenance needs for about five years.
- **Funding:**
 - HB 1171 is basically a new Transbond proposal that would dedicate a new sales tax to a specific project list.
 - Different concepts are being discussed but bills are being held back at present as House and Senate leadership continue to negotiate; both Speaker Duran and President Grantham are expressing optimism that a solution will be found and seem to agree that new funding sources are needed and that local governments should have flexibility in terms of project priorities, while the Governor has urged them to have a solid proposal prepared by March so that there is time to discuss it thoroughly.

STAC Comments

- Mark Dowaliby: As a rural TPR, we're barely getting by with current levels of funding. Maintenance is critical. If you're talking about diverting funds away from maintenance and putting it towards other projects, that will only make the issue worse.
- Ron Papsdorf: I think that the bill sponsors are thinking in terms of a new federal funding source, but we don't necessarily agree that this is the best approach to selecting projects.
- Jody Rosie: If bill passes, there will be more of an argument for maintenance.
- **Federal:**
 - Congress is starting conversations about a federal transportation /infrastructure package through committee hearings, including one at which Executive Director Bhatt testified, emphasizing the limits of

	<p>public private partnerships (PPPs) and tax credits in comparison to actual funds distributed directly to states through existing channels so we can meet our local needs effectively – funding, not just financing.</p> <ul style="list-style-type: none"> ○ Starting to get feelers from federal representatives about different types of priorities that might be addressed, but any lists circulating are unofficial, we don't anticipate there will be a final list for a federal funding package, whenever that may be finalized. ○ Executive Director Bhatt and TC Commissioners Reiff and Zink will be visiting American Association of State Highway Transportation Officials (AASHTO) next week to communicate needs and priorities for the state. ○ Presidential Executive Order saying that Governor of each state can request Council on Environmental Quality (CEQ) designation of a project as a high priority and potentially streamline the federal review processes - this might potentially benefit projects getting underway on I-25 and I-70 by shortening their environmental review processes, which are expected to be underway by late 2017/early 2018. ○ White House says that the President will address infrastructure needs in his address to Congress next week; meanwhile some news sources are reporting that the infrastructure effort may be postponed to 2018 to make time for other high priorities this year. 	
<p>Central 70 Project Update – Tony DeVito</p>	<p>Presentation</p> <ul style="list-style-type: none"> ● ROD released in January, culminating a 14 year environmental clearance process – a huge milestone. ● Appreciate the great collaboration with FHWA, DRCOG, and others on this. ● Phase 1 of the Project extends from I-25, past I-225, to Chambers Rd. ● Total cost is \$1.2 billion: <ul style="list-style-type: none"> ○ \$850 million Bridge Enterprise (BE) ○ \$180 million SB 228 ○ \$50 million DRCOG ○ \$37 million from City and County of Denver (CCD) ● PPP “Design-Build-Finance-Operate-Maintain” (DBFOM) model with a 30-year contract 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • CDOT maintains ownership of the highway and ensures the vendors compliance with all maintenance and operational performance obligations and Incorporates: <ul style="list-style-type: none"> ○ Milestone Payments for construction (4 plus substation completion) • Working through RFP process with multiple teams in competition: <ul style="list-style-type: none"> ○ Front Range Mobility Group ○ Kiewit/Meridian ○ 5280 ○ I-70 Mile High Partners • Final RFP will be released in March • Developer Selection in summer 2017 • Financial / Commercial Close in late 2017 • Construction to begin early 2018 <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Andy Pico</u>: As you complete each of the five segments, will the public be able to use those? • <u>Tony DeVito</u>: As we complete segments the public will be able to use them, though the tolled expressed lane may need to wait for project completion. • <u>Turner Smith</u>: What's the total length? • <u>Tony DeVito</u>: Just about 10.5 miles. • <u>Turner Smith</u>: Will this be a tolled segment or no? • <u>Tony DeVito</u>: There will be a tolled express lane that operates like the others throughout the state. There will still be a free option – only the new lane will be tolled for those who choose to use it. 	
FY 2017-2018 Budget Update – Maria Sobota	<p>Presentation</p> <ul style="list-style-type: none"> • <u>TC Contingency Reserve Fund (TCCRF)</u>: <ul style="list-style-type: none"> ○ Due to excess revenues, the TCCRF grew beyond its target, which is good news. ○ Requests were made to dedicate these excess funds to specific areas: <ul style="list-style-type: none"> ▪ \$20 million for preconstruction (based on approved project list) - split equally between the 5 Regions ▪ \$20 million for Asset Management ▪ \$10 million to backfill the surface treatment fund ▪ \$10 maintenance / surface treatment 	No action taken.

	<ul style="list-style-type: none"> ▪ \$13.75 million for RoadX ▪ \$200,000 for a strategic communications initiative, including Transportation Commission Town Halls & Telephone Town Halls ▪ Loan to Region 4 for I-25 N right-of-way acquisition (to be repaid when other funds come available) <ul style="list-style-type: none"> ○ All requests were approved. <ul style="list-style-type: none"> • <u>Draft FY 17-18 Budget:</u> to be submitted to the Transportation Commission in March for adoption prior to Governor's signature in June; <ul style="list-style-type: none"> ○ One-page version in your packet includes a comparison with previous version. ○ Change in SB 228 transfer assumptions and other changes driven by policy are outlined. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Jim Baldwin:</u> Is the maintenance funding going to be distributed evenly among the regions? • <u>Josh Laipply:</u> It was a statewide request, but Kyle Lester may be able to give us more detail on the intended distribution among the regions. • <u>Bentley Henderson:</u> I know that a few years back the Division of Aeronautics had some challenges – are they in a position to offer their funding support again? • <u>Maria Sobota:</u> Yes, thanks to Michael Krochalis and others who have been working on this, the Division of Aeronautics is back on track and building a reserve fund for the grants (per the audit recommendation) so they're staying cautious as they build that back up. 	
<p>Alternative Fuels Program – Michael King, CDOT, Wes Maurer, Colorado Energy Office (CEO), and Steve McCannon, Regional Air Quality Council (RAQC)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Purpose of presentation is to provide an update on alternative fuels programs. Will cover the common goals, philosophy of programs. This group will return STAC in future months for further input and guidance on the individual projects. • Programs discussed today are: Alt Fuels Program (stations and vehicles), Alt Fuels Corridors (Fixing America's Surface Transportation [FAST] Act), Charge Ahead Colorado, National Renewable Energy Laboratory (NREL) Electric Vehicle Corridor Analysis, and the Volkswagen Settlement – 	<p>No action taken.</p>

	<p>although each have different timelines, partners and requirements all of the programs have common goals and common philosophies behind them and are in alignment (promoting alternative fuel use for transportation).</p> <ul style="list-style-type: none"> • Primary partners will the Alt Fuels program include: STAC, NREL, Colorado Energy Office (CEO), and the Regional Air Quality Council (RAQC). • Alt Fuels Colorado has \$32 million - \$15 million for infrastructure, \$15 million vehicles and \$2 million for school buses from Nobile Energy. Goal to incentivize purchase of class 2-8 Original Equipment Manufacturer (OEM), Compressed Natural Gas (CNG), CNG bi-fuel, electric and propane vehicles. <ul style="list-style-type: none"> ○ Stations – \$7.2 million awarded with \$200,000 for 2 co-located sites, and \$7.7 million remaining ○ Vehicles – \$8.5 million awarded with \$6.5 million remaining ○ Map of statewide fueling network for CNG presented <ul style="list-style-type: none"> ▪ 14 CNG stations awarded within 4 funding rounds ▪ 6 stations currently open to public ▪ Rolling bid through end of 2017 for CNG fueling stations ▪ Electric corridor request for applications (RFA) to be released based on STAC recommendation ○ Fleets in specific Colorado counties are eligible for vehicle funding. <ul style="list-style-type: none"> ▪ Three application rounds for vehicles to occur in 2017. • Wes Maurer of the CEO presented on the Alt Fuels Program Infrastructure - Stations <ul style="list-style-type: none"> ○ Displayed map of stations, their fuel types, and their status for Colorado ○ Recognized the STAC Advisory Subcommittee that is working with Alt Fuels to provide input on these programs – members include: <ul style="list-style-type: none"> ▪ Barbara Kirkmeyer ▪ Elise Jones ▪ Norm Steen ▪ Thad Knoll ▪ Terri Blackmore • Steve McCannon of RAQC described the Alt Fuels vehicle program. <ul style="list-style-type: none"> ○ 604 Vehicles ○ 33 Fleets 	
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	<ul style="list-style-type: none"> ○ 56 projects ○ \$8.5 million has been awarded out of the \$15 million of funds ○ The private sector is heavily involved ● Steve McCannon of RAQC provided an overview of the NREL Electric Vehicle Corridor Analysis process: <ul style="list-style-type: none"> ○ NREL in partnership with CDOT, RAQC, CEO, CCD, and SWEEP and a company named BCS is working to analyze EV charging corridors in Colorado for location fueling stations. ○ NREL to use its BLAST-V model to help map optimum DC Fast Charger locations that allows fueling EVs in 20 minutes. A report will be released by April/May 2017. ● Mike King of CDOT presented on Alt Fuel Corridors <ul style="list-style-type: none"> ○ FAST Act – August 22nd due date for alt fuel corridor nominees announced on July 22, 2016. ○ 15 corridor profiles were developed with 2 tiers with limited guidance from FHWA. A state map of Alt Fuel corridors were designated by tier – dotted lines are tier 2, and solid lines tier 1, with fuel types identified by color. ○ On November 2, 2016 FHWA identified I-25, I-70, and I-76 as the National Fuel corridors in Colorado for all fuel types (EV, CNG, LNG, propane, and hydrogen. The corridors that were designated nationally are highlighted on the statewide map. ○ No additional funds are received from FHWA for corridor designations. ○ Signage templates developed by FHWA may be used at the discretion of the state and signage readiness was noted, based on existing infrastructure along corridors. ○ All state corridors identified are still a priority for Colorado. ○ CDOT and CEO coordinating among a tri-state network between NV, CO and UT to address EV “range anxiety” by developing a framework for complementary EV network plans. ○ Volkswagen (VW) settlement announced in October 25, 2016 - VW providing: <ul style="list-style-type: none"> ▪ \$10 Billion to buy back vehicles. ▪ \$2 billion over 10-years to support zero emission vehicle infrastructure. 	
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- \$ 2.7 billion distributed directly to the states to mitigate help extra NOx emissions.
- Colorado to receive approximately \$68 million.
 - CDPHE is the lead agency, working with CDOT and CEO, and led a large public involvement campaign in fall 2016 to collect comments.
 - Still accepting comments at cdphe.commentsapcd@state.co.us
 - Up to 15% of the \$68 million is allowed to go to EV charging infrastructure.
 - Colorado will:
 - Develop program and application process and solicit applications in summer 2017.
 - File a beneficiary mitigation plan and will request funds in fall 2017.

STAC Comments

- Turner Smith: Counties with most alternative vehicle registrations regardless of air quality should be considered; PPACG invested in air quality improvements and air is good now. If money given to others there would be uncertainty as to whether or not they know how to spend money effectively. PPACG has proven this ability.
- Andy Pico: PPACG is losing CMAQ funding – don't mind we did would what needed to improve air quality; PPACG doesn't want to be penalized by this program for being within attainment, as registered alternative fuel vehicles for its area is high.
- Debra Perkins-Smith: Non-attainment areas will be a consideration, but areas with high registration of alternative fuel vehicles will also be considered. There is still time to submit comments.
- Andy Pico: PPACG already provided their comments regarding the VW settlement.
- Greg Fulton, Colorado Motor Carriers Association (CMCA): Asking for flexibility here; those with small fleets (3 trucks) making a trip to Lamar – consider clean diesel – use funding to take older trucks off the roads with the highest emissions and replace with newer vehicles. Also will increase safety as older vehicles lack safety technology provided by newer vehicles.
- Mike King: Program is also considering leveraging funds of existing programs to get the biggest benefits from expenditures.

	<ul style="list-style-type: none"> • <u>Elise Jones</u>: There is a silver lining of the VW incident. • <u>Debra Perkins-Smith</u>: There was only a one-month turn-around time to submit alt fuels corridor candidates. Thank you to STAC members who participated in making the submittal possible. Colorado was able to respond. Also thank you to our CEO, RACQ, and NREL partners – Steve, Wes, Ken, and thank you to Mike King for all their efforts. 	
National Highway Freight Program – Debra Perkins-Smith	<p>Presentation</p> <ul style="list-style-type: none"> • We’ve talked a lot about this in the past few months and gotten great feedback from STAC and other groups. • Just a reminder we’re only looking at the first 2 years currently but that will help us build the program longer-term. • One of the comments from the last STAC meeting was that the FAC should provide their recommendation / priorities on the specific projects. • The FAC Steering Committee met last week and discussed some key principles that are laid out in the memo in your packet. • They then went through and looked at the individual projects based on how well they aligned with those identified principles. • While recognizing that all the projects are good in their way, they singled some of them out as a higher priority. • <u>Gary Beedy</u>: Generally the group was looking for projects that show a direct freight aspect and focus on those that these funds can leverage rather than replacing other potential funding types. The idea is to show the freight community the direct impact of their collaboration with us. • We will return at next STAC meeting with a recommended funding scenario, prior to Transportation Commission review. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Doug Rex</u>: is this a representation of the full FAC, or just the Steering Committee? • <u>Gary Beedy</u>: This is just the FAC Steering Committee, and the expectation is that we’d be going back to the full group for their feedback. 	No action taken.
Traffic Incident Management – Ryan Rice / Tim Keeton	<p>Presentation</p> <ul style="list-style-type: none"> • Presenting today with Major Tim Keeton of the CSP 	No action taken.

- Today we'll be giving you an update on the TIM approach – benefits, progress made, and an upcoming survey we'll be running.
- TIM is a planned and coordinated program to detect and remove incidents and restore traffic capacity as safely and quickly as possible (FHWA definition) with the following benefits:
 - Saves lives, saves money, saves time
 - TIM is the lowest cost, highest value safety / reliability improvements in transportation.
 - Traffic crashes and struck-by incidents are the leading causes of on-duty injuries and deaths for first responders
 - One minute of incident = +2.8% likelihood of a secondary crash (a 36 minute queue will likely result in a secondary crash)
 - Compounds the danger to first responders
 - Tow truck drivers are injured and killed at an even higher rate
 - One minute of a blocked lane = four minutes of delay (15 minutes of lane blockage = one hour to return to pre-incident conditions)
- Accomplishments so far:
 - Eight Standing Program Management Teams (SPMTs) have been established and are operating around Colorado
 - Exceeded FHWA's goal of 20% of first responders trained in SHRP2 TIM training
 - Expanded Safety Patrol Service
 - Obtained PlanWorks grant from FHWA to integrate TIM into transportation planning process
 - Collaborated with NHTSA and FHWA to deliver Move Over Event on February 7th, 2017
- Upcoming:
 - 2017 Colorado TIM Survey is intended to assess current state of agency readiness, partnerships, and TIM adoption
 - Will be sent out to Local Agencies today, February 24th.
- STAC Role:
 - Encourage agencies to participate in the 2017 Colorado TIM survey
 - Encourage agencies to participate in SPMTs
 - Encourage everyone to promote responder safety, especially the Move Over Law and the Move It Law

	<ul style="list-style-type: none"> ▪ Need to change the culture • CDOT will be participating in a number of upcoming events to continue this effort and spread awareness. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Mark Dowaliby</u>: There is a role for physical improvements as well. On a lot of our passes we have no shoulder, there's no place for a responder to stand or for a vehicle to be pushed. • <u>Major Keeton</u>: I am often asked if this is an interstate-only approach or for all highways, and I believe it can apply anywhere, albeit adapted based on the specific situation. In general I advise my officers to move off the highway as much as possible, but in some places that's not easy. • <u>Bentley Henderson</u>: How and to whom will these surveys be distributed? • <u>Ryan Rice</u>: We will use our existing Local Agency distribution list as well as by Local Technical Assistance Program (LTAP) and the American Public Works Association to their contacts. If you have anyone that you think wouldn't be reached by those lists then please let us know and we'll make sure to include them. 	
Bicycle and Pedestrian Update – Ken Brubaker	<p>Presentation</p> <ul style="list-style-type: none"> • Postponed until next month. 	No action taken.
Rest Area Study – Marissa Gaughan	<p>Presentation</p> <ul style="list-style-type: none"> • We will present the full update next month, but I wanted to let you know what we're going to be forming a working group to help develop a vision for the study. • Please let me know if you're interested in participating. • We're hoping to have our first work group meeting by the end of March and then work through the policy guidance by mid-summer. 	No action taken.
Other Business – Vince Rogalski	<p>Presentation</p> <ul style="list-style-type: none"> • CDOT has developed a draft CDOT Planning Manual that talks about the planning process, funding, and project selection. It's a great overview and you should be receiving it within the next month or so. 	No action taken.

STAC ADJOURNS

Transportation Commission Workshops were held on Wednesday, March 15, 2017. The Regular Transportation Commission Meeting was conducted and was hosted at CDOT HQ Auditorium on Thursday, March 16, 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, March 15, 2017

Right of Way Acquisition Workshop (Josh Laipply)

Purpose: The purpose of the workshop is to discuss right-of-way acquisition (negotiations), settlement and condemnation documents Post-Amerco Real Property Acquisitions and Purchases.

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

The two projects involving condemnation include the TC District 5 - PR US 34 Big Thompson Canyon, Unit 2, and the TC District 8 - US 160 McCabe Creek Culvert Replacement.

Discussion:

- An ad hoc subcommittee of the Commission has been formed to outline right-of-way procedures in more detail and is being led by Commissioners Thiebaut and Zink.
- Regarding the Kammerzell property for SH 60 project, there are issues. The issues where CDOT has jurisdiction have been discussed and resolved; other issues related to mitigation of flooding are not CDOT's responsibility (removal of sediment in the stream/under a bridge – these are Army Corps of Engineers issues). Recommend to move forward with right-of-way acquisition/negotiation proceedings for this project.
- LePlatt Property – for SH 12 Critical Scour Bridge – recommend to pull right-of-way acquisition for this project due to receiving a new email from the property owners pertaining to this project.
- No comments were raised for right-of-way Settlements.
- For right-of-way condemnations – US 160 McCabe Creek project will be pulled due to new information obtained regarding this project.
- US 34 Big Thompson Canyon project right-of-way condemnation – several parcels were pulled – related to landowners being deceased no heirs listed; one heir was found and this heir requested condemnation that will allow CDOT to obtain the property and quiet title. Need to complete more steps before approval is requested from the Commission for condemnation of these pulled parcels.

5311 Distribution Update (Mark Imhoff)

Purpose: The purpose of the workshop was to describe 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: Preparation for an April 2017 resolution to approve the newly recommended FTA Section 5311 operating funds distribution methodology for CY 2018.

- A TRAC subcommittee with CDOT staff have come to consensus on how Section 5311 funds should be distributed for CY 2018. Process is primarily based on previous funding awards received and includes:
 1. Categorize Agencies by Size (Very Small, Small, Medium, Large, and Very Large).

2. Each category will be assigned a budget factor (ranging from 50% for Very Small down to 4% for Very Large), which is multiplied by the operating budget of each agency within the category to determine the grant level.
- A transition plan will phase in funding changes over a five-year period.
 - Next steps include presenting this new method to STAC and TRAC in March with the TC approving the new method in April 2017.
 - Propose a call for projects to occur in late April 2017.
 - Subcommittee will conduct further deliberations in summer 2017.

Discussion:

- The Commissioners expressed concern regarding the timeline for required approvals and requested more information regarding the impacts of the proposed process change and how recipients will be effected.
- Also concern related to the process not accounting how previous funding was spent effectively by recipients or based on merit; this process is considered a “backfill” process by several Commissioners.
- DTR provided a table outlining the changes identified for the next 5 years under the proposed transition plan; membership of the TRAC subcommittee that worked to develop and obtain consensus on the new process were also described.
- The new process proposed was publicized and most recipients have been informed of the impacts of the new process; no more or less change than 3% for first the two years, 5% for the third year, 6% for the fourth year, and 7% for the 5th year of transition.
- The rationale was explained for why an April approval date is being requested by DTR, as it was requested by the Commission; time is needed for the application, review, and award procedures all to be completed by January 2018.
- Commissioners agreed to review a table highlighting recipient impacts under the new Section 5311 funding distribution process; Commission will discuss the new process at the breakfast tomorrow and work with DTR to get an approval on the Section 5311 distribution process on a timely basis and may take until May if necessary.
- The same subcommittee is to work on 5311 more over the summer; Commission requested monitoring of the new process to ensure process is equitable.
- Commission would like to see an efficiency measure be developed regarding how funds are spent by recipients. A desire for STAC input on the process was also expressed.
- CDOT Executive Director promised to get information to the Commission for them to be comfortable with proposed changes in the distribution process for Section 5311.
- Same evaluation of Section 5310 to occur over the next three years.

Safe Routes to School (Jeff Sudmeier and Leslie Feuerborn)

Purpose: Provide an overview of Safe Routes to School (SRTS) projects recommended for funding for FY 2017.

Action: Review recommended Safe Routes to School (SRTS) projects for FY 2017 as selected by the SRTS Advisory Committee, with Commission approval to follow in April 2017.

- For FY 2017, the SRTS Advisory Committee recommends funding six non-infrastructure and eight infrastructure projects, for a total of 14 recommended projects.
- Staff requests direction from the Transportation Commission, leading to formal approval of FY 2017 SRTS projects in April 2017, more specifically regarding how to address the balance of \$219,292 of unallocated non-infrastructure funds. Options include: 1) apply to FY 17 Loveland infrastructure project; 2) conduct a

second call for non-infrastructure projects for the remaining balance; 3) roll remaining funds into FY 2018 non-infrastructure projects; 4) return the balance and not spend the \$219,292; and/or 5) allow flexibility to spend between infrastructure and non-infrastructure projects by modifying the 2015 TC resolution. Staff recommendation is option number 1.

Discussion:

- The Commission expressed support for both the first option and also option 5 that would change policy to allow more flexibility for funds to be transferred between infrastructure and non-infrastructure projects, and avoid the need to check in with the Commission when situations like this occur in the future.
- Commission Chair requested a resolution be drafted to change the 2015 policy to permit flexibility related to transferring funds between non-infrastructure and infrastructure projects for SRTS when appropriate.

STIP Annual Update Workshop (Maria Sobota, Jamie Collins)

Purpose: To share information with the Transportation Commission regarding the Statewide Transportation Improvement Program (STIP) development methodology to comply with federal planning regulations and how the development of the Draft FY2018 - FY2021 STIP allows CDOT to maintain compliance and implement cash management principles. Also, staff will review the upcoming schedule of STIP milestones and request that the Commission release the Draft STIP for public review and comment as requested on the March Consent Agenda.

Action: Department staff requests the Commission release the Draft FY2018 – FY2021 STIP for public review and comment as part of the March Consent Agenda.

Proposed FY 2018 – 2021 STIP Timeline for Approval:

- March - Review Draft STIP and approve release for public comment period
- March / April – Minimum 30-day public comment period
- April - STIP Public Hearing with Transportation Commission
- May - Transportation Commission approval of STIP
- June - FHWA / FTA Approval of STIP
- July 1 - FY2018 – FY2021 STIP effective

Discussion:

- New STIP drops FY 2017 and adds FY 2021.
- Central 70 moving forward.
- C-470 to close on TIFIA loan.
- I-25 North moving forward.
- Will add RoadX FY 2018 funds to the STIP prior to requesting approval to release the FY 2018-2021 STIP to the public for comment.
- An internal subcommittee has been formed with members from: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), CDOT's – Division of Accounting and Finance (DAF), Division of Transportation Development (DTD), and Division of Transit and Rail (DTR) and will work with Regions on any relevant issues.
- Commission expressed no concerns related to the approval for release of Draft 2018-2021 STIP to public for comment.

CDOT Workforce Housing Study (Dave Eller)

Purpose: Provide an overview of a CDOT workforce housing study in Region 3 and discuss various approaches identified to address a lack of affordable housing in the areas of Pitkin County, Eagle County and Summit County. The study was prompted by CDOT having difficulty with filling maintenance positions in Region 3 and mountain communities throughout the state.

Action: None, for information only.

Study Findings:

- Lack of housing inventory remains a major issue CDOT Region 3 and rural areas of the state.
- CDOT Compensation Committee is also looking at increasing stipends, of approximately \$500 per month, in certain hard to fill areas, but stipend alone will not address housing inventory shortage.
- Guidance from Transportation Commission on CDOT ownership of housing and/or partnerships with Agencies and Developers, possibly using High Performance Transportation Enterprise (HPTE) to facilitate Public Private Partnerships (P3)/development opportunities.
- After guidance, CDOT will further explore options and then request approval for individual locations or a larger statewide program (through HPTE or other mechanism).

Discussion:

- There exists a 10% vacancy rate for maintenance positions in Region 3.
- Two options for CDOT – get into the home building/home owner market or partner with other entities – developers, cities, counties or other state agencies to provide housing for low income CDOT staff.
- Cost of homes in mountain areas evaluated are 2.5 times higher than those found in Denver.
- Housing costs of for an average income that can afford \$1,300.00 per month are not sustainable.
- Land is available now, but may not be in the future; mobile home parks are not a solution either – although in some instances they are being used to provide staff with housing now.
- Commission expressed desire to work with partners and third parties if it is decided to take action to find adequate housing for maintenance staff. CDOT should not get into the housing business alone.
- Working through the HPTE was described as a possible alternative for finding funding sources and forming partnerships.
- An ad hoc subcommittee of Commission was recommended, and will be formed to discuss CDOT's options more; members recruited include: Commissioners Gifford, Connell, Scott and Hall.

Operational Awareness – How the System is Functioning (Ryan Rice)

Purpose: To inform the Commission on current performance of Safety and System Performance (Planning Time Index), the purpose of the Division of TSM&O, and current main efforts and accomplishments of the Division to improve safety and mobility.

Action: None, for information only.

Since 2013 TSM&O has developed 10 new robust programs that previously did not exist at CDOT since its founding in 2013:

- Statewide Traffic Signal & Ramp Meter Program;
- Traffic Incident Management;
- Operations Policy & Support;
- Planning, Performance, & TDM;

- I-70 Corridor Operations;
- I-25 Corridor Operations;
- Statewide Traffic Management Centers Program;
- TSM&O Evaluation;
- COBRA Program; and the
- Connected & Autonomous Technologies Program.

TSM&O Budget Request for additional FY 17 is \$3.2 million to continue ongoing projects for FY 2017.

Discussion:

- Trend of fatalities increasing over past few years is where TSM&O has potential to make the biggest impact in terms of increasing safety.
- Cost of fatalities in Colorado are estimated to be \$14 billion.
- Another focus is on broadband expansion – the backbone of connected vehicle (CV) technology. Will work with partnerships to finance expansion projects.
- Commission requested if TSM&O has performance measures to present benefits of all their projects and work; the answer was yes approximately 12 key indicators exist, and that a future workshop to cover and explain all the benefits of TSM&O projects will answer this question in detail.
- CDOT is contracting out to a consultant to ensure chain laws are enforced; these expenses used to be paid by the maintenance budget.
- Commissioner asked what the original budget of TSM&O was for this fiscal year; approximately \$56 million.
- Commissioners wondered why additional funds are needed at this specific time.
- There are not enough funds to continue ongoing projects until the end of FY 2017 (June 30, 2017); CDOT has been conservative with funding TSM&O projects and CDOT Executive Director expressed the need for these additional funds.

Technology Committee – (Amy Ford, Peter Kozinski)

Purpose: To inform the Transportation Commission & Technology Committee on progress of:

- RoadX
- Workforce of the Future
- Chief Data Officer

Action: None, for information only.

Discussion:

- CDOT is partnering with Panasonic to build an eco-system (platform) to link vehicles to infrastructure to promote connected vehicle (CV) technology.
- Idea is the phase development and create interest from other state DOTs to develop their platforms after seeing Colorado's platforms.
- CDOT as first participant will obtain a lifetime license for all updates and improvements to the CV eco-system. Panasonic has experience building similar type platforms in Japan, and is a tier 1 supplier that has access to all vehicles with connected vehicle technology produced "off the lot".
- Interoperability between states is the desired outcome for the Panasonic platform for CVs.
- Smart Truck Parking is another project underway to help with increasing efficiency for truck drivers to find parking space – takes roughly 45 minutes for trucks to find parking – causes more wear and tear on

the roads and increases delivery costs – smart truck parking alerts drivers hours in advance of parking space availability.

- Executive Director noted he is the Chair of the National Operations Center of Excellence which ties into all of the technology work CDOT is doing.
- CDOT is retained a consultant firm to serve as in the capacity of CDOT's Chief Data Officer. The firm retained is Xentity.

Transportation Commission Regular Meeting Thursday, March 16, 2017

Call to Order, Roll Call

- Nine Commissioners in attendance, with Commissioner Hofmeister excused, and the District 4 Commissioner vacancy remaining.

Audience Participation (10 minutes – Three minutes per person)

- A Mr. Clark, representing his own interests, expressed his concern and opposition to the 70 Central project and the need for CDOT to focus funds more on transit vs. highway improvements. Believes the opposition to the 70 Central project could serve as an obstacle to passing any ballot initiative that identifies additional transportation revenue for CDOT. Prefers HUTF or something similar over the sales tax concept. We need a revenue source that is long-term and reliable.

Comments of Individual Commissioners

- Commissioner Gifford to attend Denver committee this evening to discuss list of projects for this fall.
- Commissioners recognized CDOT Region staff for their support and thanked members of the public who made the trip to attend today's meeting to make comments.
- Several Commissioners attended the CoPIRG Foundation meeting – a White Paper produced is interesting reading; discussed how to get populations without vehicles or means of travel to key services across the state (e.g. the elderly).
- Recognized the SH 9 wildlife improvements – no kills after installation of improvements – hope to see an emphasis of this program in other areas – great partnership between CDOT, and rancher and was a Responsible Acceleration and Maintenance and Partnerships (RAMP) project.
- Great article regarding Central 70 project interviewing the Executive Director Bhatt in 5280 magazine – recommended reading.
- Hyperloop technology is a proposed mode of passenger and freight transportation that would propel a pod-like vehicle through a near-vacuum tube at more than airline speed using mag lev technology. The tubes could also go above ground on columns or underground, eliminating the dangers of grade crossings. It is hoped that this type of system will be highly energy-efficient, quiet and autonomous with potential speeds ranging from 600 mph up to 760 mph.
- CDOT Executive Director and Amy Ford, Communications Officer will be presenting to FHWA to compete with approximately 34 other states to become a location for a hyperloop demo potentially from DIA to Greeley.
- Commissioner Gilliland recognized and thanked Commissioner Gifford for attending an Upper Front Range TPR meeting – meant a lot to the TPR and they were impressed with interest expressed from others outside their area.
- Several meetings were attended by Commissioners: Colorado Springs Chamber, I-25 Castle Rock PEL meeting, Weld County, Club 20, Efficiency and Accountability Committee.
- Weld County building a 4 lane highway between SH 14 and Kersey to take pressure off of US 85.

- Monument Gap project on I-25 work is progressing but a funding source is needed to implement this project.
- Commissioners Reiff and Zink joined the Executive Director and other staff to meet with Colorado congressional delegates – trip resulted in good conversations regarding transportation needs.

Executive Director's Report (Shailen Bhatt)

- Recognized Amy for her assistance in getting the 5280 article accomplished.
- Thanked Ron and Mickey for their help with the D.C. trip and thanked Commissioners for attending.
- Does not see any D.C. infrastructure bill being the solution for Colorado's transportation issues due to the level of private funding sources anticipated – 40:1. Healthcare is taking prominence over transportation infrastructure at this time.
- Appreciated the civil discourse of Mr. Clark who commented on Central 70 project; it is a 14 year effort, there are people that want this project completed, but understand importance of addressing 70 Central concerns prior to a push forward with a ballot to obtain a positive outcome.

Chief Engineer's Report (Josh Laipply)

- US 34 is a permanent recovery project as a result of the 2013 floods, and is a Construction Manager/General Contractor (CM/GC) project. Phasing this project and learning things – e.g. blasting production – evaluating efficiencies and attempting to reduce roadway closure times – will take schedule for this to the public.
- Grand Avenue Bridge Project – is a shining example of a community coming together to make things work during the closure of the bridge. Businesses coalescing around project detour and actively promoting bicycle and pedestrian mobility through town. Although the closure of the bridge planned for August will be difficult, the community is working to make the best of it.
- Brett Johnson, Director of the Office of Major Project Development, has resigned to become CFO of the Aurora School District. Brett was recognized for his major contributions to CDOT related to innovative ideas under his leadership.
- David Spector also recognized Brett for his support of the HPTE.

HPTE Director's Report (David Spector)

- HPTE Board approved the budget and the C-470 direct agreement (being submitted to the Commission for their approval today).
- Public engagement activities for Central 70 and US 36 were discussed.
- HOV2 to HOV 3 – CDOT recognized for their smooth transition due to a successful public outreach campaign alerting the public of the change. Recognized at International Bridge, Tunnel and Turnpike conference for this work too.
- Look for a public/private partnership (P3) 101 document later this year, being produced by a third party – the intent is to educate, legislature and Commission on P3s.
- E-470 Express Toll service provider is retiring – Stan Koniz – was recognized for this service.

Federal Highway Administration (FHWA) Director Report (Bill Haas)

- FHWA FY 2018 proposed budget released this AM; it proposes eliminating the TIGER program.
- FHWA is conducting its annual risk assessment; working with CDOT on this; the top risk currently is safety with the increase of fatalities occurring.

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

- STAC members expressed concern for potential diverting of needed maintenance funds from projects as a result of use of Commission contingency funds spent for design and other programs; however, noted that contingency funds expended to date have been distributed equitably.
- Glad to hear the Aeronautics Division is back on track and building reserves.
- Alternative Fuels program has \$30 million to spend over 5 years – CNG service, but what about electric?
- Was able to turn around request to designate Alt Fuels corridors in one month – impressive; STAC desires to be kept informed of any further decisions regarding alternative fuels and related programs.
- National Freight Highway System – as a result of FASTER legislation – working with the Freight Advisory Council (FAC), but have only heard from the FAC Steering Committee – prefer to hear from full FAC prior to making recommendations.
- Traffic Incident Management – concept is to clear crashes ASAP to avoid secondary crashes that can occur due to primary crash slowing/stopping traffic. Identified the need for shoulders, so all crashes can be moved completely off the road, especially in rural areas – eastern plains and western slope.
- Move Over law discussed – either move over one lane when a crash occurs or emergency vehicles are on the scene – need to work to get message out about this law.
- \$68 million settlement from Volkswagen – there is a focus on non-attainment areas – considering the number of alternative fuel registered vehicles in a given area was also raised by STAC members as another important criteria.
- Recommended to the Commission to read the new planning manual that will be out soon – very informative document that explains how projects are identified and eventually constructed and implemented.
- Executive Director thanked Vince for making mention of the Aeronautics Division and their making a comeback earlier than anticipated. It is a very positive story.

Act on Consent Agenda (Herman Stockinger) – Approved unanimously on March 16, 2017.

1. Resolution to Approve the Regular Meeting Minutes of Feb. 16, 2017 (Herman Stockinger)
2. Updated Policy Directive 1604.0: Construction Public Notification Policy (Herman Stockinger)

Discuss and Act on the 9th Budget Supplement of FY 2016-17 (Maria Sobota) – Approved unanimously on March 16, 2017.

See the Transportation Commission packet for details on the budget supplement. Items not discussed during the workshop that Maria highlighted included:

- Division of Highway Maintenance \$7.1 million from contingency.
- TSM&O – \$3.2 million.
- Regions 2 and 4 requests due to increased scopes of work.

Discuss and Act to Release Draft of the FY 2017-2018 Annual Budget (Maria Sobota) – Approved unanimously on March 16, 2017.

- One change pertaining to safety education program since last month.

Discuss and Act to Release Draft of the FY 2018 -2021 STIP for Public Comment (Maria Sobota) – Approved unanimously on March 16, 2017.

Adopt Proposed Changes to Oversize/Overweight Rules, 2 CCR 601-4 – (Herman Stockinger) – Approved unanimously on March 16, 2017.

Discuss and Act on Right-of-Way Settlement Approvals (Josh Laipply) – Approved unanimously on March 16, 2017.

Discuss and Act on Right-of-Way Acquisition Approvals (Josh Laipply) – Approved unanimously on March 16, 2017.

- Mr. and Mrs. Kammerzell, landowners of right-of-way for SH 60 project testified to the Commission regarding their concerns related to major past flooding on their property that caused loss of cattle and close call for Mr. Kammerzell. Many pictures of flooding were shared with the Commission.
- Mrs. Kammerzell stressed the need to get agreements and understandings nailed down.
- Executive Director thanked Kammerzells for their polite urgency and agreed to have staff work with them and potentially engage other agencies who are likely to have jurisdiction over resolving flood mitigation concerns.
- Chief Engineer noted that a new hydrological model for the area is now available and may be used to assess flood impacts and potential mitigation practices. Fewer peers with a new bridge structure on or near their property would also provide a betterment.
- To clear the sediment a Section 404 permit would be required and be the responsibility of the Army Corps of Engineers.
- Commission approved the right-of-way acquisitions that permit negotiations to occur.

Discuss and Act on Right-of-Way Condemnation Approvals (Josh Laipply) – Approved unanimously on March 16, 2017.

Approval of HPTE Scope of Work/Fee for Service IAA Amendment (David Spector) – Approved unanimously on March 16, 2017.

Discuss and Act on C-470 Project Direct Agreement (David Spector) – Approved unanimously on March 16, 2017.

HQ/R1/R2 Update (David Fox)

- CDOT made the decision to sell both properties (HQ and Region 1) to the City and County of Denver.
- The anticipated move in dates according to the Executive Dashboards for HQ/Region 1 is April 19, 2018 and for Region 2 is May 1, 2018. Details regarding the budget status for the HQ/Region 1 and Region 2 buildings are available in the Commission packet. Due to conservative estimates used for the budget it appears money will be returned that is not spent.

Discuss and Act on R2/R4/Aurora COP Issuance (Maria Sobota) – Approved unanimously on March 16, 2017.

- Approve the not to exceed Parameters Resolution for the issuance of the Certificates of Participation (COPs) for the Region 2/Region 4 HQ building projects, expected to close in April 2017, which include:
 - Par Amount - \$65,000,000
 - Max Annual Lease Payments - \$4,750,000
 - Final Term of COPs - June 15, 2046

Other Matters: Discussion of HB 17-1242 (Herman Stockinger)

- Increase the rate of the state sales by 0.62 cents and use tax for 20 years beginning in 2018; it is anticipated to raise between \$667 million to \$702 million annually.
- \$300 million annually (non-fluctuating) to the state highway fund for use by the department of transportation (CDOT) to pay back bonds for strategic projects; and of the remaining new revenue:

- 70% (approximately \$140 million for each) to counties and municipalities in equal total amounts; and
- 30% (roughly \$120 million) to a newly created multimodal transportation options fund that would be geared towards transit – with separate management agency, and requires 25% of the funds to go to bicycle and pedestrian improvements (like TAP funds). Transportation Commission decide how percentages are split.
- Requires CDOT to spend \$50 million of its existing funds first to obtain the remaining \$300 million. Bill states CDOT shall bond \$3.5 billion up to \$5 billion.
- If no \$350 million in bonds to repay in a given year – first \$50 million non-bond payments set aside for may be spent for rapid response fund for emergencies, and the remaining revenue not used for bonds, may be spent on qualified (STIP) projects, priority list projects (Development Program), or maintenance projects.
- Bill will reduce Faster Safety surcharge funds by approximately \$79 million annually (CDOT believes it to be lower than this), and would eliminate anticipated 2018 -2020 CDOT SB 228 transfers.
- The first hearing is scheduled for next Wednesday, with the Executive Director testifying.
- Will be sure to keep the Commission informed of any and all updates related to this bill.
- 30 days after enactment of the bill, need to submit a project list from the Commission to the legislature.



0.62% Sales Tax Increase

+\$702,200,000

CDOT Existing Revenue

CDOT (State Highway Fund)

LOCAL GOVERNMENTS

**(\$50M/year)
Existing CDOT
Revenue
Diverted to
Bond Payments**

**\$300M
(off the top)
Bond Payments**

**30%
(after off the top)
Multimod. Trans Options Act**

**35%
(after off the top)
Cities**

**35%
(after off the top)
Counties**

**(\$79M/year)
FASTER Road
Safety Surcharge
CDOT Share
Eliminated**

\$300M / 43%

\$120M / 17%

\$141M / 20%

\$141M / 20%

**\$50M
(Remainder \$)
Rapid Response
Maintenance**

**25-75%
(of 30% Share)
Pedestrian and
Active Trans.
Account**

**25-75%
(of 30% Share)
Transportation
Options Account**

**(\$0 - \$200M)
SB 228 Transfers
Eliminated**

**Remaining Revenue
for
Qualified Projects**
• STIP
• Priority List
• Maintenance

HB 17-1242
Distributions to
highways, local roads, and multi-modal options

CDOT Rest Area Policy Guidance

STAC March 2017



Background

- CDOT owned rest areas are aging and in need of significant investment.
- Before we can determine if and how to invest at our rest areas, we need to establish policy guidance that establishes our **vision** for the Colorado Rest Area Program.
- What should this **vision** look like?



Burlington Rest Area and Colorado Welcome Center

What are we trying to accomplish?

- Phase 1: Data Collection and Needs Analysis
 - Property Management led a rest area study to assess the condition, function, and needs of CDOT rest areas.
- **Phase 2: Development of Policy Guidance**
 - **Vision for the CDOT Rest Area Program.**
- Phase 3: Policy Implementation
 - Development of site specific recommendations based on data and needs analysis from Phase 1, and policy guidance from Phase 2.
 - Findings from parallel Truck Parking Study will also be considered.



The purpose of Phase 2 is to:

- Set the high-level vision
- Provide strategic direction on what we want to accomplish with the CDOT Rest Area Program

Policy Questions

What is the vision of the CDOT Rest Area Program?



Shaw Creek Rest Area

Purpose:

- What is the purpose of the CDOT Rest Area Program? What are we trying to achieve?

Safety:

- Safety is a key element of CDOT's mission. What is the role of rest areas in supporting the safety of the system?
- How can rest areas help to address truck parking needs?

Visitor Experience:

- Is there a connection between rest areas, tourism and economic vitality?
- What should the visitor experience be like at Colorado rest areas?
- Should rest areas be "branded" or leave visitors with a certain image of Colorado?

Policy Questions

What is the vision of the CDOT Rest Area Program?

CDOT's Role:

- To what extent should CDOT be in the rest area business?
- What should standards be for where we provide rest areas?

Funding and Partnerships:

- How can we sustainably provide and maintain the CDOT Rest Area Program we desire?
- What opportunities exist for partnerships with other entities?
- Are there best practices CDOT can use to establish rest area partnerships with municipalities, chambers of commerce, etc.



Edwards Rest Area

Who will be involved?

- STAC
- MPOs / TPRs
- FAC
- Colorado Tourism Office
- OEDIT
- Colorado Motor Carriers Association
- Colorado State Patrol
- US Forest Service
- AAA
- FHWA

Rest Area Policy Guidance Working Group

- Interested persons from these groups are welcome to participate in a smaller working group to develop the Rest Area Policy Guidance and solicit input from stakeholders.
- The working group will report back to these larger audiences for further feedback and vetting.

Timeline

- Summer 2017 – Target end date to develop and vet Rest Area Policy Guidance
- Working Group will meet monthly, starting in March
- How often would STAC like to see updates?



Fruita Rest Area / Welcome Center

Contact Information



El Morro Rest Area

Marissa Gaughan

CDOT MPO and Regional Planning
303-512-4235

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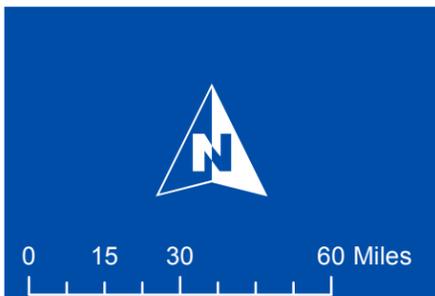
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Rest Area Study

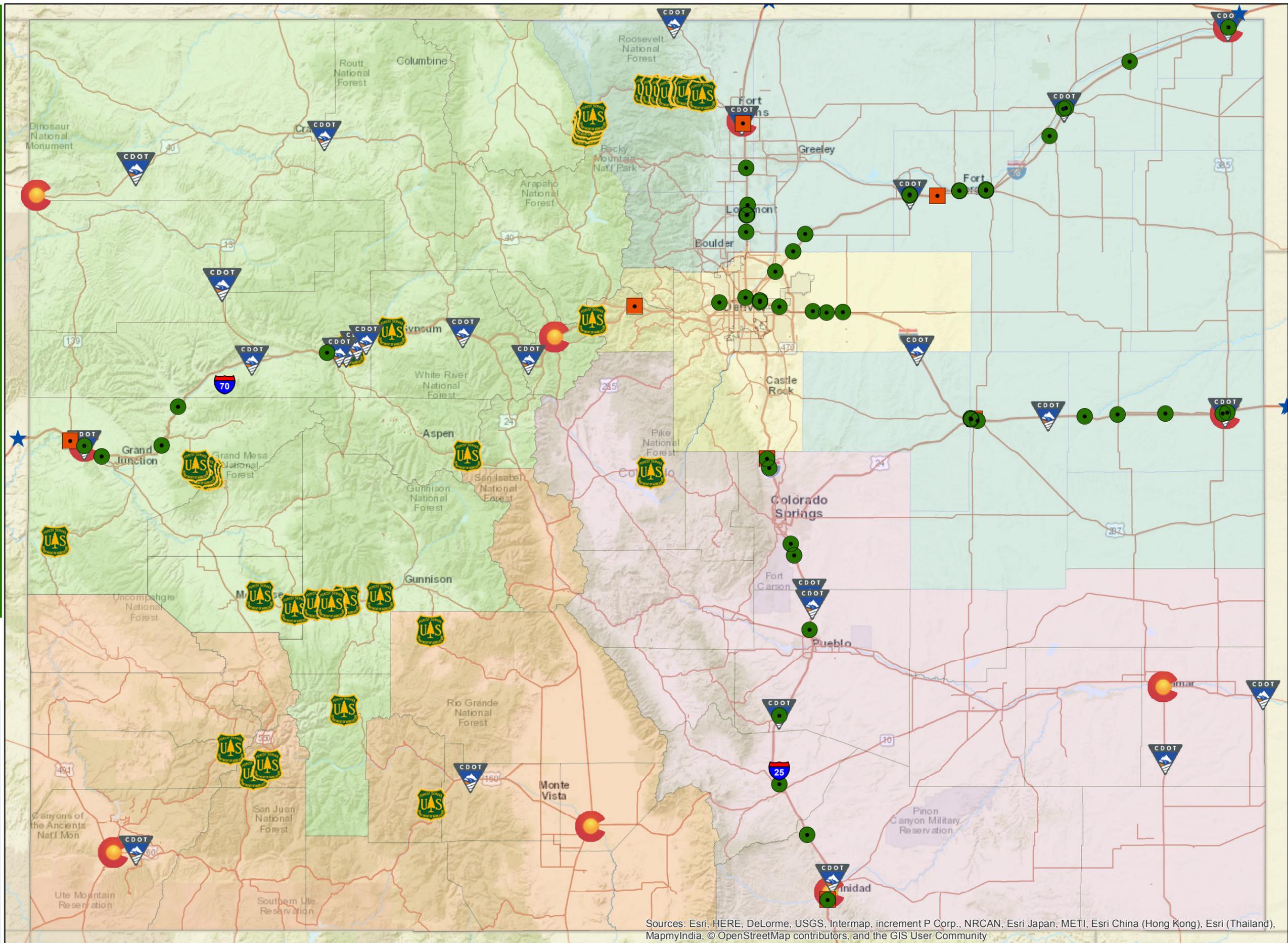
Colorado Rest Areas and Welcome Centers

-  CDOT Rest Area Facilities
-  USFS Rest Area Facilities
-  Colorado Tourism Board Welcome Centers
-  Private Parking and Services
-  Rest Areas in Surrounding States

Prepared for:
 **COLORADO**
Department of
Transportation



DRAFT
September 2016



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



COLORADO Department of Transportation

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

DATE: March 17, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jeff Sudmeier, Manager, Multimodal Planning Branch
SUBJECT: National Highway Freight Program Project Selection

Background

The National Highway Freight Program is a new formula freight program created under the FAST Act. The National Highway Freight Program provides approximately \$15 million (federal) annually to Colorado, beginning in FY 15-16. A project selection process is currently in progress to identify recommended projects for the first two years of funding (FY 15-16 and FY 16-17). Beginning in December 2017, projects must be identified in a State Freight Plan in order to be eligible for funding. The Multimodal Freight Plan and State Freight and Passenger Rail Plan, both currently in development, will identify a long-term freight investment strategy for subsequent years of funding. It is anticipated that this subsequent process will take a more targeted, programmatic approach to identifying priorities focused on specific types of freight needs such as truck parking, shoulders, truck signal prioritization, etc.

FY 15-16 and FY 16-17 Project Selection Process

Eligibility and evaluation criteria for the initial National Highway Freight Program project selection process were developed in the fall with input from the Statewide Transportation Advisory Committee (STAC), Freight Advisory Council (FAC), and Transportation Commission. In December staff from the Regions and DTD used the eligibility and evaluation criteria and planning partner input to identify and evaluate candidate projects. Based on the results of evaluation, and input from the STAC and FAC, Region and DTD staff developed several different project selection scenarios. Scenarios were reviewed with STAC, FAC, and the Transportation Commission in January and February. The FAC Steering Committee provided further input by developing a series of “project selection principles” (Attachment A) and identifying a likely level of support for each project based on how well it appeared to align with these principles. Highlights of the input provided over the last few months include:

- Freight focus. The FAC advocated strongly that projects should have a clear freight focus or benefit. The FAC expressed strong support for truck parking projects and freight safety projects as well as for smaller, more programmatic investments that target specific freight issues.
- Need for clear wins for freight. The FAC has discussed the need to identify some clear, quick-to-move forward projects to demonstrate what can be done with dedicated freight funding.
- Need to prepare for other funding opportunities. The RAMP program cleared out many of the “shelf” projects ready for construction in each Region. This limits our ability to respond to new funding opportunities, including discretionary grant programs such as TIGER or FASTLANE. The Regions have expressed a strong need for investment in preconstruction activities to advance projects, and the Transportation Commission in recent meetings has indicated the importance of being “ready” with high priority projects, should additional funding become available.
- Geographic equity. Recent discussions of the Transportation Commission and the STAC have included recognition of the need to strongly consider geographic equity in project selection processes.
- Balanced approach. Three scenarios were developed for discussion purposes- one with a focus on construction projects, one focused on advancing projects to prepare for other funding opportunities, and one focused on statewide programs. A hybrid scenario was also developed. Support was generally expressed for a balanced, hybrid approach.

Staff Recommendation

Seeking to balance input received, DTD and Region staff developed a staff recommendation for funding (Attachment B). Projects are organized into three categories: Truck Safety, Truck Parking, and Freight Mobility. The recommended projects total approximately \$36 million, and leverage roughly \$6 million in additional new commitments provided through a recently created Preconstruction Pool and through activities planned with State Planning and Research (SPR) funds. Highlights of the staff recommendation include:



- Leverages SPR funds **to identify and assess truck safety needs**, including commercial vehicle crash hot spots and truck ramps, and provide foundation for expanded investment in subsequent years of the National Highway Freight Program.
 - Projects: Truck Ramp Restoration (SPR); Truck Ramp Technology Implementation (SPR); Truck Safety (SPR)
- Provides funding for **improvements to approximately five Mobile Ports-of-Entry (POE) / Highway Pullouts** throughout the state.
 - Projects: Port-of-Entry (POE) Mobile Site Improvement / Highway Pullouts
- Provides funding to **begin addressing Colorado's truck parking needs** through truck parking improvements on I-70, and Truck Parking Information Management Systems (TPIMs). Leverages SPR funds to initiate truck parking inventory and analysis and provide foundation for expanded investment in truck parking in subsequent years of the National Highway Freight Program.
 - Projects: I-70 Truck Parking; Truck Parking Information Management Systems (TPIMs); Truck Parking/Region 5 Rest Area Improvements for Truck Parking (SPR)
- Provides funding for **four truck safety construction projects**, ready to proceed in the next year.
 - Projects: US 85: Louviers to Meadows; US 50: Little Blue Canyon; US 160 Wolf Creek Pass Safety Improvements; Region 5 Mountain Pass Chain Up Stations and Critical Safety Needs
- Provides funding for **two freight mobility construction projects**, ready to proceed in the next year.
 - Projects: SH 14 Sterling "S" Curve; US 85: Corridor Improvements
- Provides funding to **advance two urban and two rural projects as possible future submittals under the FASTLANE grant program**, supplementing additional funding recently committed through the creation of a new Preconstruction Pool program.
 - Projects: US 85/Vasquez: I-270 to 62nd Ave. Interchange; I-25: City Center Dr. to 29th St.; US 287 Lamar Reliever Route; I-70 West: Vail Pass Auxiliary Lanes
- Provides funding to initiate a **Planning and Environmental Linkages study that will include replacement of two low-vertical clearance bridges** on I-25.
 - Projects: I-25: Valley Highway Phase 3.0

STAC Input

Staff requests STAC review of the staff recommendation for funding, and STAC consideration of an action to recommend approval to the Transportation Commission. Possible options available to STAC include:

- 1) Recommend Transportation Commission adoption of the staff recommendation
- 2) Recommend Transportation Commission adoption of the staff recommendation with changes
- 3) Do not recommend Transportation Commission adoption of the staff recommendation

Next Steps

- March/April - STAC and FAC review and recommendation
- April - Transportation Commission workshop on staff recommendation
- May - Transportation Commission approval of projects
- April - December - Development of Freight Investment Plan for subsequent years of funding as part of the Multimodal Freight Plan

Attachments

- Attachment A: FAC Key Principles for Project Selection
- Attachment B: National Highway Freight Program: FY 16 - FY 17 Project Selection - Staff Recommendation



Freight Advisory Council (FAC)

National Highway Freight Program - Key Principles for Project Selection

February 2017

- Support National Highway Freight Program Goals*
- Support Colorado Freight Goals – safety, mobility, economic vitality, maintenance, sustainability/environmental impacts**
- Projects should have a clear freight focus to improve the movement of goods, where:
 - Improvement directly impacts freight-related or freight-reliant jobs or industry in Colorado, or
 - Goods movements is the primary driver and direct beneficiary of the improvement
- In general, projects should improve the safety, mobility, or condition the Colorado Freight Corridors to improve commercial transportation on a broader regional or interstate level
- Projects should clearly demonstrate how freight funds can be used to address immediate freight issues
- The Colorado Freight Advisory Council has identified these high-priority focus areas
 - Safety
 - Truck parking
 - Emergency pullouts and shoulders
 - Low clearance infrastructure, specifically bridges

***National Highway Freight Program Goals:**

- Invest in infrastructure improvements and to implement operational improvements on the highways of the United States that:
 - strengthen the contribution of the National Highway Freight Network to the economic competitiveness of the United States
 - reduce congestion and bottlenecks on the National Highway Freight Network
 - reduce the cost of freight transportation
 - improve the year-round reliability of freight transportation
 - increase productivity, particularly for domestic industries and businesses that create high-value jobs
- Improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas
- Improve the state of good repair of the National Highway Freight Network
- Use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network
- Improve the efficiency and productivity of the National Highway Freight Network
- Improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity
- Reduce the environmental impacts of freight movement on the National Highway Freight Network

****Colorado Freight Goals:**

- Improve the safety of the Colorado freight system
- Improve the mobility of the Colorado freight system
- Improve economic vitality through freight investment, programs, and initiatives
- Improve maintenance of the Colorado freight system
- Improve sustainability and reduce environmental impacts of freight movement.

Region	TPR	Project Name	Project Description	NHFP Request Amount	NHFP Staff Recommended Funding Amount	Comments
RECOMMENDED PROJECTS						
TRUCK SAFETY						
Statewide	Statewide	Truck Ramp Restoration	Truck ramps currently have no dedicated source of funding for maintenance. Over time, as the materials settle the ramps will become less and less affective in slowing a commercial vehicle. NHFP funds would be used for ongoing maintenance and improvements to truck ramps.	\$ 2.00	\$ -	Support expressed by FAC Steering Committee. Staff recommends that Phase 1 to be funded with State Planning and Research (SPR) funds, with implementation funding to follow in Phase 2, funded in year 3 or 4 of the program.
Statewide	Statewide	Truck Ramp Technology Implementation	Implementation of newer truck arrestor technologies and speed warning systems to reduce the need to use truck ramps.	\$ 2.50	\$ -	Support expressed by FAC Steering Committee. Staff recommends that Phase 1 to be funded with State Planning and Research (SPR) funds, with implementation funding to follow in Phase 2, funded in year 3 or 4 of the program.
Statewide	Statewide	Truck Safety	Improve identified Commercial Vehicle Crash Hotspots, using appropriate strategies unique to the location. Address other targeted truck safety issues, including less than 2' shoulders.	\$ 4.00	\$ -	Support expressed by FAC Steering Committee. Staff recommends that Phase 1 to be funded with State Planning and Research (SPR) funds, with implementation funding to follow in Phase 2, funded in subsequent years. Several locations will also be addressed in construction projects recommended for funding below.
Statewide	Statewide	Port-of-Entry (POE) Mobile Site Improvement / Highway Pullouts	POE Mobile Sites are used by CSP-POE to conduct temporary or random commercial vehicle inspections, or as pullout for emergency use or temporary truck parking. Currently, most of these sites are nothing more than compact soil with little or no improvements. This project would improve sites by adding a level pavement surface and/or barriers to separate the site from the highway. CSP has identified 14 high priority POE mobile sites with an estimated cost to of \$2.8 M to improve.	\$ 2.80	\$ 1.00	Support expressed by FAC Steering Committee. Staff recommends partial funding, with additional funding reconsidered in subsequent years. \$1 million will fund approximately 5 sites.
1	Greater Denver Area	US 85: Louviers to Meadows Widening	Full project includes reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Total project cost of \$31 M with \$20 M in funding already identified and a funding need of \$11.1 M. NHFP funding will provide for shoulder widening on corridor that serves industrial area including a railroad auto transfer facility. Also serves as alternative to I-25 between Denver and Castle Rock. Project includes a commercial vehicle crash hot spot.	\$ 11.10	\$ 6.10	Support expressed by FAC Steering Committee. Staff recommends partial funding more closely aligned with freight project elements including widened paved shoulders. Region indicates that it expects to be able to identify additional sources of funds to meet remaining \$5 M need or reduce scope or both so that project can proceed without delay.

Region	TPR	Project Name	Project Description	NHFP Request Amount	NHFP Staff Recommended Funding Amount	Comments
1	Greater Denver Area	US 85/Vasquez: I-270 to 62nd Ave. Interchange	Full project includes reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation. Total project cost of \$82 M. NHFP funding of \$10 M will complete design and ROW. Important freight, energy, and industrial corridor with significant safety, geometric and mobility issues affecting freight movement. Project includes a commercial vehicle crash hot spots. See: https://www.codot.gov/library/studies/vasquez-peI-study/assets/freight-focus-summary-oct-17-2016.pdf	\$ 10.00	\$ 4.00	Possible support expressed by FAC Steering Committee. Staff recommends partial funding at \$4 M level to support possible future advancement as an urban FASTLANE grant. Some preconstruction activities identified for funding through the recently created Preconstruction Pool. Coupled with Preconstruction Pool funds, \$4 M in freight funds will clear project through NEPA, initial design (up to 30%), and initial ROW.
3	Gunnison Valley	US 50: Little Blue Canyon	NHFP funding will complete a funding package for the project, which will reconstruct and widen US 50 to improved geometric design standards and improve safety, drainage and access in this corridor. Total project cost of \$33 M. The project includes the addition of passing lanes, shoulders, and mitigation of a land-slide within the project limits. Project includes a commercial vehicle crash hot spot.	\$ 4.00	\$ 2.00	Possible support expressed by FAC Steering Committee. Staff recommends partial funding at \$2 M level, which will bring project very close to a complete funding package for construction. Region indicates that it expects to be able to utilize \$2M of RPP and FASTER Safety funds in FY 18-19 so that project can proceed without delay.
5	San Luis Valley	US 160 Wolf Creek Safety Improvements	Implementation of safety measures recommended by FHWA as part of the US 160 Wolf Creek Pass Road Safety Audit. Project improvements include improving the roads curvatures, rumble strips, addition of crash barrier, widen shoulders in pull-out locations, informational signing, highway re-striping, and VMS specifically targeting freight traffic to improve safety.	\$ 1.60	\$ 1.60	Support expressed by FAC Steering Committee. Staff recommends full funding.
5	Region wide	Region 5 Mountain Pass Chain Up Stations and Critical Safety Needs	Lengthening and widening of chain up stations to improve capacity and add a safety buffer between live traffic. Overhead LED lighting will be added to both sides of each truck chain up station. Sub-standard road closure gates will be replaced with gates meeting federal standards.	\$ 2.55	\$ 2.55	Support expressed by FAC Steering Committee. Staff recommends full funding.
TRUCK PARKING						
Statewide	Statewide	Truck Parking	Implementation of findings of Truck Parking Study, including possible improvements to existing facilities or development of new facilities.	\$ 5.00	\$ -	Support expressed by FAC Steering Committee. Staff recommends that Phase 1 to be funded with State Planning and Research (SPR) funds, with implementation funding to follow in Phase 2, funded in year 3 or 4 of the program.

Region	TPR	Project Name	Project Description	NHFP Request Amount	NHFP Staff Recommended Funding Amount	Comments
Statewide	Statewide	Truck Parking Information Management System (TPIMS)	TPIMS informs drivers of available parking either through in-dash communications or roadside signs. CDOT has already committed \$1 M to this project and will begin by connecting I-70 East to a TPIMS system in Kansas.	\$ 9.00	\$ 1.00	Support expressed by FAC Steering Committee. Staff recommends small initial funding to supplement existing project. Existing project currently funded with approximately \$1 M through RoadX. Recommend additional funding in year 3 or 4 of the program, in tandem with additional truck parking implementation.
3	Region wide	I-70 Truck Parking	NHFP Funding will establish up to four truck parking locations along I-70 in the vicinity of Glenwood Springs.	\$ 2.70	\$ 2.00	Support expressed by FAC Steering Committee. Staff recommends funding at \$2 M level, which will fund two parking locations in West Glenwood between US 6 and I-70, and potentially a third location.
5	San Luis Valley, Southwest	Region 5 Rest Area Improvements for Truck Parking.	Expansion of truck parking at the Sleeping Ute (MP 46.5) and Shaw Creek (MP 191.4) Rest Areas on US 160. This project will expand the Sleeping Ute truck parking from 2 to 6 spaces and expand the Shaw Creek truck parking from 4 to 10 spaces.	\$ 2.22	\$ -	Support expressed by FAC Steering Committee. Staff recommends funding in year 3 or 4 of the program as part of expanded implementation following completion of Truck Parking Study.
FREIGHT MOBILITY						
1	Greater Denver Area	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Full Phase 3.0 project includes replacement of bridges and interchanges and roadway widening. Construction cost estimated at \$60 M, including \$40 M for bridges. NHFP funding will add NEPA and design for the 23rd and Speer bridges to an upcoming Planning and Environmental Linkages (PEL) study. These are low vertical clearance bridges which serve as a significant impediment to freight movement and are frequently hit.	\$ 2.00	\$ 1.00	Support expressed by FAC Steering Committee. Staff recommends funding at \$1 M level so that low-vertical clearance bridges can be included as part of planned I-25 Central Planning and Environmental Linkages study, with possibility of additional funds for NEPA and design in subsequent years.
2	Pueblo Area	I-25: City Center Dr. to 29th St.	Remaining projects of Phase 1 of the New Pueblo Freeway EIS. Initiate design for I-25 improvements in Pueblo to the north of City Center Dr. Improvements include complete reconstruction and widening of I-25 between 29th St. and City Center Dr., construction of a split-diamond interchange, additional exit ramps near 6th St., and construction of one-way frontage roads between ramps. Upgrades to current design standards will improve freight mobility and safety. Project includes a commercial vehicle crash hot spot.	\$ 2.00	\$ 2.00	Support expressed by FAC Steering Committee. Staff recommends full funding to support possible future advancement as an urban FASTLANE grant. Some reconstruction activities identified for funding through the recently created Preconstruction Pool. Coupled with Preconstruction Pool funds, \$2 M in freight funds will fund ROW plans, advanced strategic ROW acquisitions, preliminary design (30%) of design-bid-build segments, and RFP for design-build project development.
2	Southeast	US 287: Lamar Reliever Route	Phase I of the Reliever Route includes the realignment of US 50 to the South - needed for future US50/US 287 Interchange. NHFP funding will complete design for Phase I.	\$ 1.00	\$ 1.00	Support expressed by FAC Steering Committee. Staff recommends full funding to support possible future advancement as a rural FASTLANE grant. Some reconstruction activities identified for funding through the recently created Preconstruction Pool. Coupled with Preconstruction Pool funds, \$1 M in freight funds will fund preliminary design (30%) of the US 287 Reliever Route. ROW Plans (30%), and advanced strategic ROW acquisitions for the East Interchange and US 50 realignment.

Region	TPR	Project Name	Project Description	NHFP Request Amount	NHFP Staff Recommended Funding Amount	Comments
3	Intermountain	I-70 West: Vail Pass Auxiliary Lanes	The I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) identified west Vail pass as a priority segment for installation of auxiliary travel lanes. Motor carriers and other heavy vehicles must travel slowly both uphill and downhill causing substantial speed differences with other vehicles. This speed differential causes lane changes, back-ups, and crashes. Construction cost estimated at \$75 M. NHFP funding of \$7 M will complete NEPA and preliminary engineering.	\$ 7.00	\$ 2.00	Staff recommends partial funding at \$2 M level to support possible future advancement as a rural FASTLANE grant. Some preconstruction activities identified for funding through the recently created Preconstruction Pool. Coupled with Preconstruction Pool funds, \$2 M in freight funds will advance the project to FIR level plans, complete a template Environmental Assessment, develop scope, schedule, and budget, and a strategy to phase the project and design of future Plan, Specification, and Estimates (PS&E) packages.
4	Eastern	SH 14: Sterling "S" Curve	NHFP funds will complete funding package for project, which will re-align SH14 to an "S" curve alignment in order to connect to I-76 while eliminating 90 degree turns which are difficult for large trucks to navigate. SH 14 provides a connection between I-76 and I-25 and serves as an alternative to commercial motor vehicles wanting to bypass the metro area.	\$ 9.50	\$ 7.50	Possible support expressed by FAC Steering Committee. Staff recommends partial funding at \$7.5 M level. Region indicates that it expects to be able to identify additional sources of funds so that project can proceed without delay.
4	Upper Front Range, North Front Range, Greater Denver Area	US 85: Corridor Improvements	Safety, intersection and interchange improvements as identified in US 85 PEL study. This is a significant highway/rail freight corridor and was a 2016 and 2017 FASTLANE grant submittal. Project is very scalable, with multiple different freight improvements possible at different levels of funding.	\$ 7.00	\$ 2.00	Support expressed by FAC Steering Committee. Staff recommends partial funding at \$2 M level. If project is not selected for FASTLANE grant, then smaller project can be undertaken. Project is very scalable, and funding can supplement additional sources identified and included in recent FASTLANE grant application.
TOTAL - RECOMMENDED PROJECTS (REQUESTED)				\$ 87.97	\$ 35.75	
TOTAL - RECOMMENDED PROJECTS (FUNDING RECOMMENDED)						

Region	TPR	Project Name	Project Description	NHFP Request Amount	NHFP Recommended Funding Amount	Comments
OTHER PROJECTS CONSIDERED						
TRUCK SAFETY						
3	Grand Valley	I-70: Palisade to Debeque	Full project includes reconstruction with realignment of curves and other safety improvements. NHFP funding will complete design and ROW. The project will correct a sharp curve at the western entrance to Debeque Canyon that has resulted in numerous crashes involving commercial motor vehicles.	\$ 3.00	\$ -	Support expressed by FAC Steering Committee. Some preconstruction activities identified for funding through the recently created Preconstruction Pool. Since initial request Region has largely identified sufficient funding to move forward with completion of design and ROW.

Region	TPR	Project Name	Project Description	NHFP Request Amount	NHFP Staff Recommended Funding Amount	Comments
FREIGHT MOBILITY						
Statewide	Statewide	Minor Freight Improvement Projects Program	The Minor Freight Improvement Program would be used for small projects which could potentially have a large impact on the transportation system. Such items could be improved signage specific to commercial vehicles or minor infrastructure improvements. NHFP funds would be used to establish a pool of funds that could be utilized for minor freight improvements as they come up. Criteria would be established for evaluating and approving requests.	\$ 3.00	\$ -	Possible support expressed by FAC Steering Committee. Staff suggests more targeted and specific applications rather than a general improvement pool.
Statewide	Statewide	Multimodal Connection Improvement Bank	A revolving loan program to service multimodal connections. This program could be used by local agencies, industry, railroads, or others to make capital improvements of a multimodal nature. Short term loans are issued at a low interest rate. Similar programs have been successful in other states, specifically focusing on rail projects.	\$ 1.50	\$ -	Possible support expressed by FAC Steering Committee. Staff suggests additional research be completed prior to consideration for funding. Suggest also identifying possible specific, targeted intermodal or freight rail projects. Up to 10% of NHFP funds can be applied to surface transportation projects that improve the flow of freight into and out of a freight intermodal or freight rail facility.
Statewide	Statewide	Signal Prioritization Program	Signal Prioritization systems on a freight heavy corridor can detect the movement of commercial vehicles through various types of technology. When a commercial vehicle is approaching a signalized intersection, the system can extend the green light to prevent a rapid deceleration or the vehicle moving through a red light.	\$ 2.00	\$ -	Possible support expressed by FAC Steering Committee. Staff suggests identifying specific corridor applications and consider for funding at a later date.
1	Greater Denver Area	I-25 North: US 36 to 120th	Full project includes improvements on I-25 between US 36 and 120th including auxiliary lanes, additional lane between 84th Ave and Thornton Parkway and reconstruction of 88th Ave Bridge. NHFP funding will complete NEPA, design, and construction of 88th Ave. bridge. This is a frequently hit, low vertical clearance bridge.	\$ 11.00	\$ -	FAC Steering Committee indicated reluctance to support for freight funding. Bridge is not currently low-vertical clearance and will only become so as a result of additional roadway improvements which will raise the roadway.
1	Greater Denver Area	I-70 West: Floyd Hill	Full project includes reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels- either Peak Period Shoulder Lanes (PPSL) or permanent. NHFP funding will allow Tier II NEPA to proceed and advance projects.	\$ 5.00	\$ -	FAC Steering Committee indicated reluctance to support for freight funding at this time. Staff suggests consideration of funding at a later date when project is further developed and more is known regarding specific freight improvements.
2	Pikes Peak Area	US 24 West: I-25 to Woodland Park	Construct drainage improvements on US 24 between MP 293.0-294.0. Needed as a result of the Waldo Canyon Fire. Improvements will improve safety and mobility and are needed to ensure the roadway remains open during weather events.	\$ 5.00	\$ -	FAC Steering Committee indicated reluctance to support for freight funding, considering project more of a general mobility need than a freight need. Not a major truck route, low percent truck and no specific freight improvements.

Region	TPR	Project Name	Project Description	NHFP Request Amount	NHFP Staff Recommended Funding Amount	Comments
2	Pikes Peak Area	SH 21: Research Pkwy. Interchange (Phase of the SH 21 Woodmen to SH 83 EA)	Complete design of the SH 21/Research interchange, which is currently an at-grade signalized intersection. The corridor is the second busiest in the Pikes Peak Region, and planned as a limited access freeway. Corridor serves significant retail, as well as four military bases, and the Colorado Springs Airport.	\$ 1.00	\$ -	FAC Steering Committee indicated reluctance to support for freight funding, considering project more of a general mobility need than a freight need. Low percent truck and no specific freight improvements. Some preconstruction activities identified for funding through the recently created Preconstruction Pool.
2	Pikes Peak Area	SH 85 / Charter Oaks Rd	Full project will widen Santa Fe Rd (SH 85) and pave and upgrade Charter Oaks Rd. to standard. NHFP funding will advance the project to RFP stage for design-build. SH 85 provides access to small industrial park and for truck traffic to Fort Carson at Gate 19 using Charter Oaks Rd.	\$ 6.30	\$ -	FAC Steering Committee indicated reluctance to support for freight funding, citing importance to Fort Carson but recognizing more limited freight applicability. Low percent truck and no specific freight improvements. Primarily an off-system facility. Staff suggests investigation of other funding sources, including Federal Lands Access Program (FLAP).
2	Pueblo Area	US 50: West of Pueblo (Phase of the US 50 West EA)	Widening of US 50 Westbound from MP 307.6-311.2. This is a congested corridor primarily zoned for retail and industrial use. Widening will reduce traffic congestion and improve freight movement.	\$ 12.00	\$ -	FAC Steering Committee indicated reluctance to support for freight funding, considering project more of a general mobility need than a freight need. Low percent truck and no specific freight improvements. Some preconstruction activities identified for fun
2	Pueblo Area	SH 47 and Fountain Creek Stabilization	Realignment of Fountain Creek and bank stabilization to protect SH 47 from high water events. SH 47 provides alternative to US 50 and I-25, provides access to retail businesses, and alternative access to the Pueblo Airport, and adjacent industrial park including a Target distribution center.	\$ 2.00	\$ -	FAC Steering Committee indicated reluctance to support for freight funding, considering project more of a general maintenance need than a freight need. Low percent truck and no specific freight improvements.
3	Intermountain	SH 13 Rio Blanco South	Reconstruction of NHS route and important energy corridor to add shoulders, and game fence. There are two final projects in this corridor.	\$ 13.00	\$ -	Support expressed by FAC Steering Committee. Staff suggests consideration of funding at a later date.
4	Eastern	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Project includes shoulders and other safety improvements to enable passage for Oversize / Overweight trucks. US 385 is the eastern most North/South roadway that provides suitable access from I-70 to I-76 and I-80 in Nebraska. Narrow lane widths coupled with little to no shoulder in locations makes for unsafe driving conditions. Project is very scalable, with multiple different freight improvements possible at different levels of funding.	\$ 10.00	\$ -	Support expressed by FAC Steering Committee. Staff suggests consideration of funding at a later date.
4	Upper Front Range, Eastern	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration from Limon to Brush, and Brush to Nebraska Stateline. The project will construct 12' travel lanes, 8'-10' shoulders, and other safety treatments designed to accommodate large trucks, including Oversize / Overweight permitted trucks. NHFP funding will provide for design to 30%, enabling design/build.	\$ 6.00	\$ -	Possible support expressed by FAC Steering Committee. Staff suggests consideration of funding at a later date. Some preconstruction activities identified for funding through the recently created Preconstruction Pool.

Attachment B: FY 16 - FY 17 Project Selection

National Highway Freight Program
 FY 16 - FY 17 Project Selection - Staff Recommendation
 3/20/2017

Region	TPR	Project Name	Project Description	NHFP Request Amount	NHFP Staff Recommended Funding Amount	Comments
4	Upper Front Range	SH 52 Interchange in Hudson	NHFP funds will complete funding package for reconstruction of interchange. Sight distance issues mix with unsafe turning movements in a confined area. Unclear turn movement restrictions means vehicles tend to take chances on illegal turns. Poor visibility from one side of the bridge to the other causes problems. Project will improve turning movements, sight distance and access points that are causing conflicts.	\$ 20.00	\$ -	FAC Steering Committee indicated reluctance to support for freight funding, considering project more of a general mobility need than a freight need. Low percent truck and no specific freight improvements.
5	Southwest	US 160: Towaoc Passing Lanes	Construction of new, 12-foot passing lanes for approximately 6,000 feet in both directions. The project also includes full depth reclamation and flattening of slopes, the installation of 3 box culverts as well as new signage and guardrails, shoulder widening, and access improvements. US 160 is a significant freight route in this part of the state, with over 700 trucks per day, representing more than 10% of AADT.	\$ 9.10	\$ -	Possible support expressed by FAC Steering Committee. Staff suggests consideration of funding at a later date. Some preconstruction activities identified for funding through the recently created Preconstruction Pool.
5	Southwest	US 550/US 160 Connection - Finalize Pre-Construction	This phase of the US 550/US 160 Connection project will finalize pre-construction. This final phase will purchase ROW required for US160-CR302, complete the final design for the connection and prepare the project for advertisement.	\$ 10.50	\$ -	FAC Steering Committee indicated reluctance to support for freight funding, considering project more of a general mobility need than a freight need.
TOTAL - OTHER PROJECTS (REQUESTED)				\$ 113.90	\$ -	
TOTAL - OTHER PROJECTS (FUNDING RECOMMENDED)				\$ -	\$ -	



COLORADO

Department of
Transportation



Bicycle/Pedestrian/Scenic Byways/SRTS

“Provide leadership and resources to support the development of travel by bicycle, by walking, and along Colorado’s scenic byways”



2016/17 Focus Areas



- Increase opportunities to Bike/Walk in CO & travel along the Scenic Byways
 - ✓ Administer SRTS
 - ✓ Policy Support
 - ✓ Engineering Technical Assistance & Guidance

- Improve Data & Knowledge
 - ✓ Non-Motorized Monitoring Program
 - ✓ R2 Pilot Inventory
 - ✓ Economic Impact Assessments

- Provide Technical assistance & guidance
 - ✓ CO Downtown Streets Guide
 - ✓ Scenic Byways



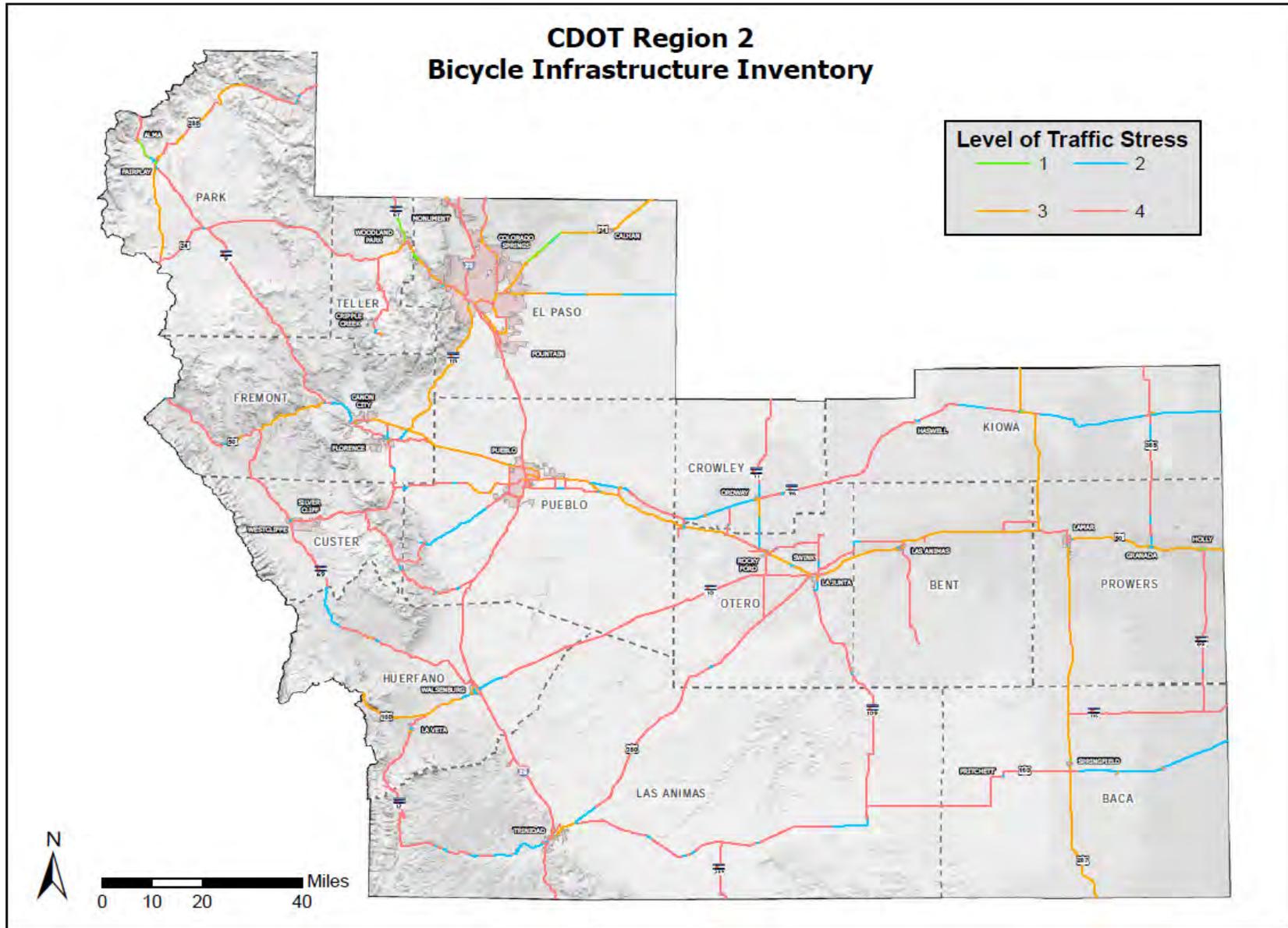
Policy & PD 1602



- Transportation Commission approved minor changes to Policy in January
 - Incorporated exemption for asset management projects
- Policy Office has finalized PD 1602.1
- Working with Project Development to issue a design bulletin/form 464-BP
- Requires staff document an approved exemption when bike/ped cannot be accommodated



Region 2 Inventory Pilot

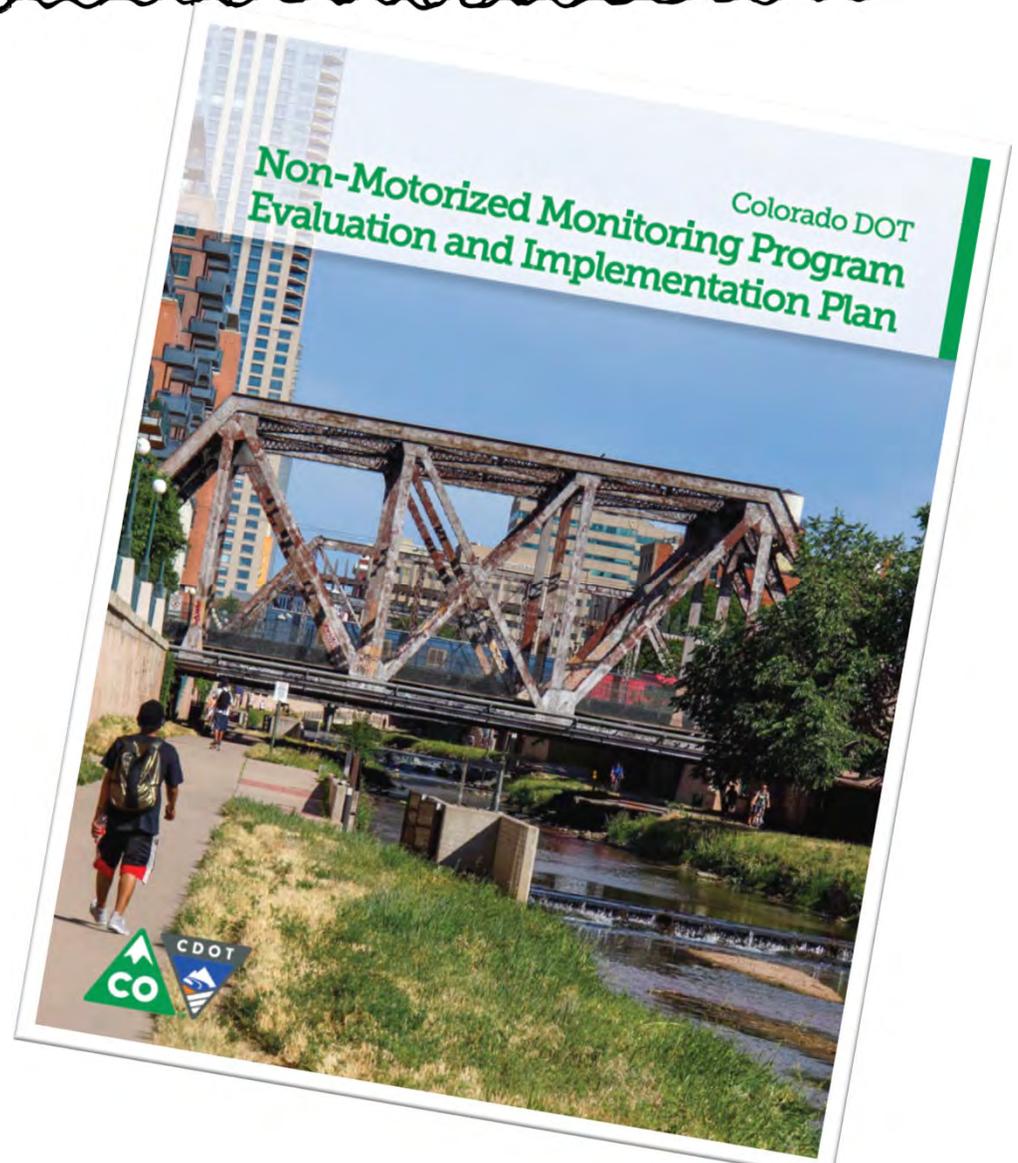




Non-Motorized Monitoring Program

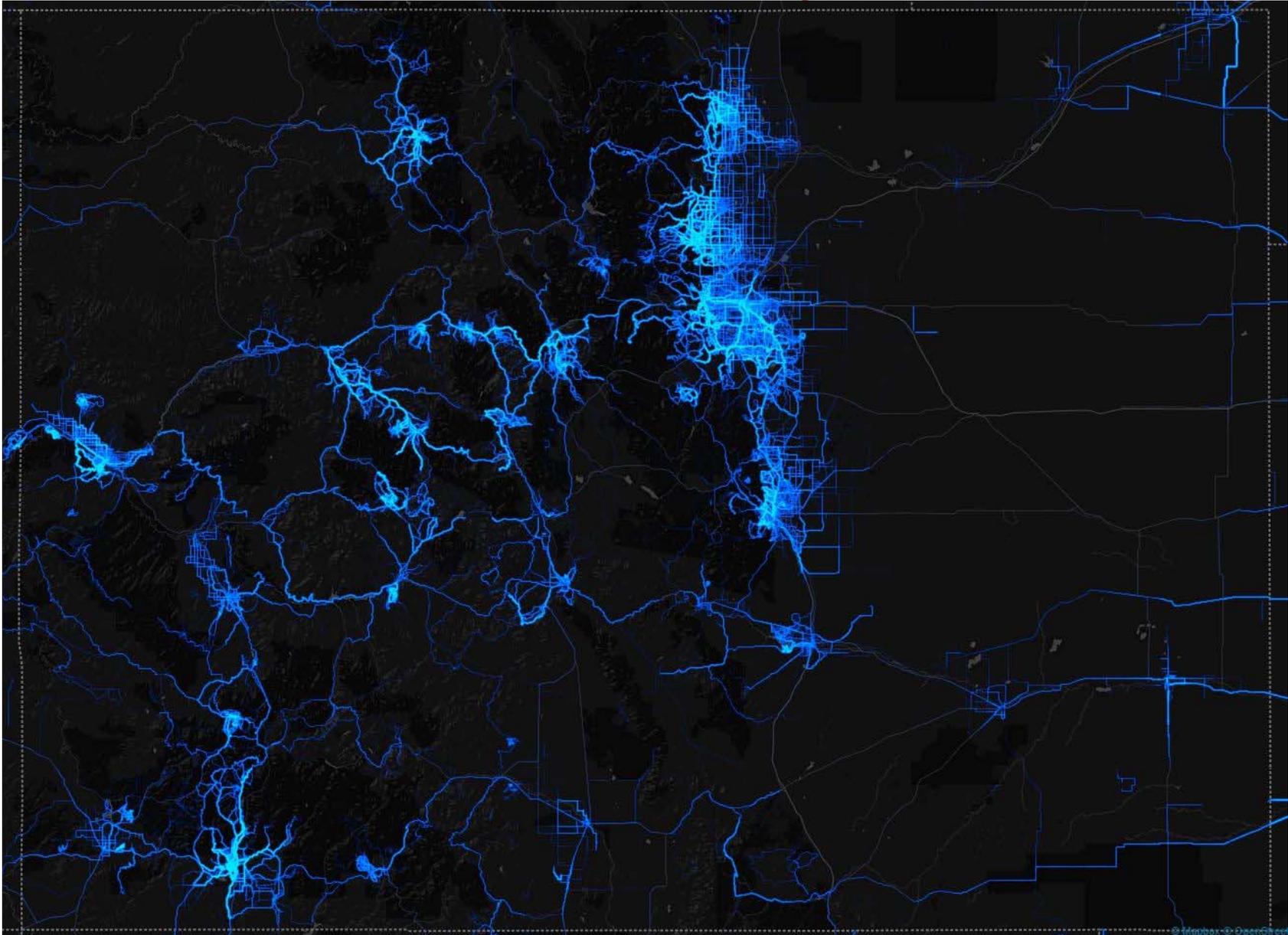


- Completed Strategic Plan
- Relocate underutilized counting sites
- Work to publish data through OTIS
- Investigate alternative data sources





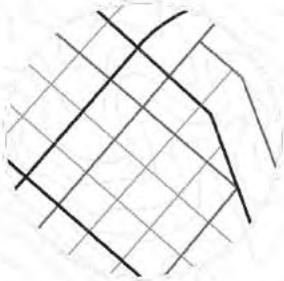
Non-Motorized Monitoring **STRAVA** | METRO





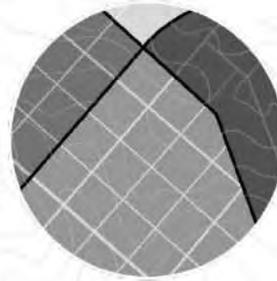
Non-Motorized Monitoring **STRAVA** | METRO

How it Works



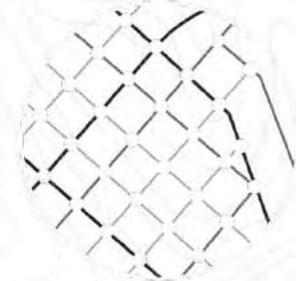
Streets

Minute-by-minute activity counts
across your entire network



Origin / Destination

Understand activity starting
and ending points, by region



Intersections

Activity counts and wait
times at every intersection



Non-Motorized Monitoring **STRAVA** | METRO

State of Colorado – By the numbers

Cycling:

- Unique users: 79,641
- Trips: 1,880,479
- Commute Trips: 543,966

Pedestrians: (hikers, walkers, runners)

- Unique users: 72,699
- Trips: 1,172,527

Total:

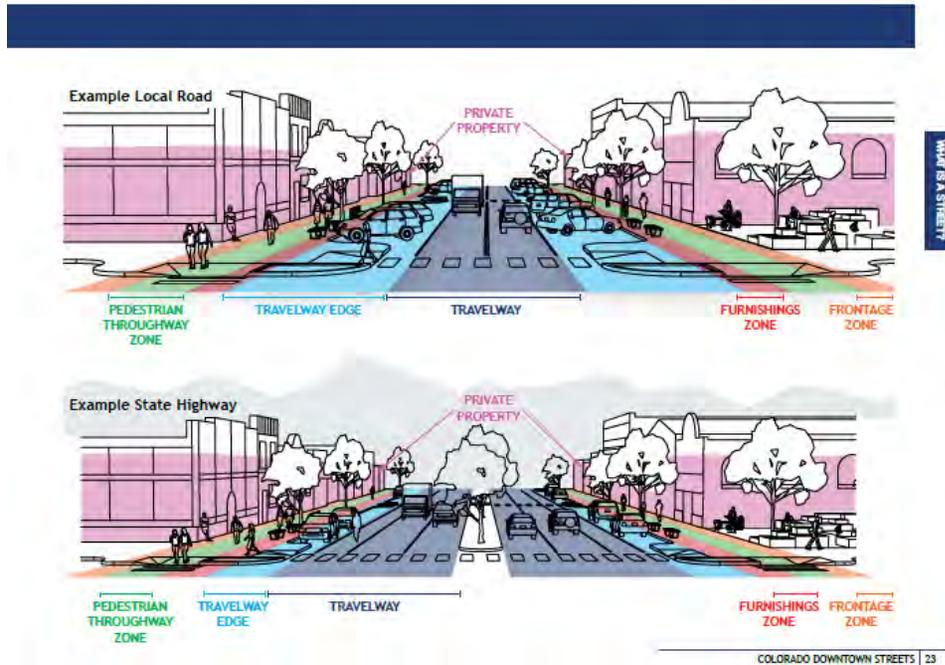
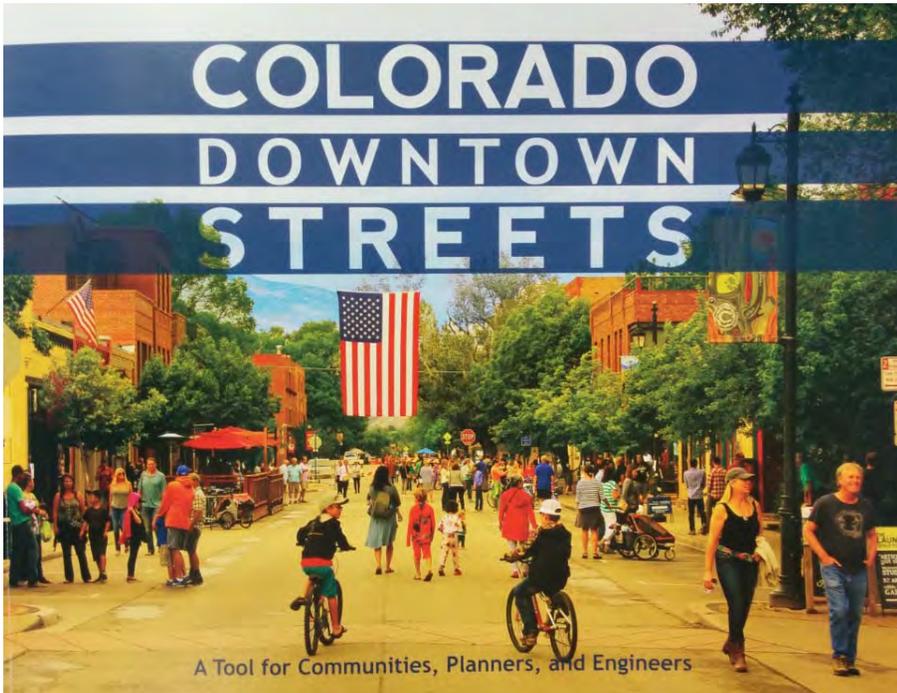
- Unique users: 120,727
- Trips: 3,136,467



Downtown Streets Guide & Roadshows



- Distributed copies to CDOT staff, TPR's, MPO's
- Additional copies being distributed through DOLA
- Roadshows to 5 communities (One in each Region)



<https://www.colorado.gov/pacific/dola/main-street-resources>

Scenic & Historic Byways



- Completed Strategic Plan (2017)
- Economic Data Analysis (2016)

Lenore Bates

<https://www.codot.gov/travel/scenic-byways/links-resources.html>



Partnerships



COLORADO PEDALS PROJECT



16 in 2016 Trails



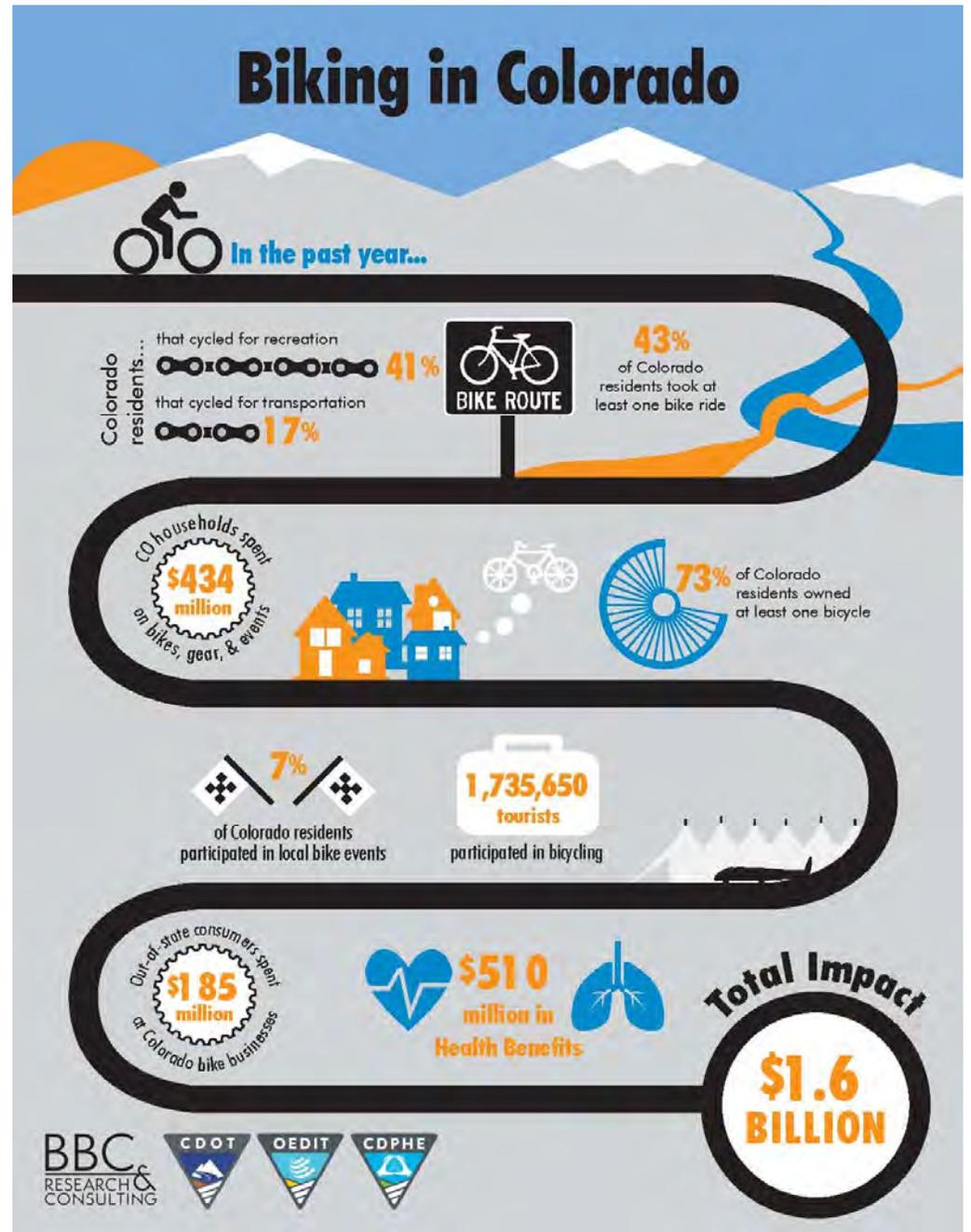
COLORADO PEDALS PROJECT

Partnership with OEDIT,
CDPHE, Pedals Project

Biking had a \$1.6B Total
Impact in CO

Walking had a \$3.2B Total
Impact

73% of Colorado residents
own at least one bicycle





RELEASE MEMORANDUM

To: All CDOT Employees

From: Debra Perkins-Smith / Herman Stockinger

Re: Updated Policy Directive 1602.0 "Elevating Bicycle and Pedestrian Opportunities in Colorado"

Date: January 25, 2017

-
1. Name of Policy Directive: "Elevating Bicycle and Pedestrian Opportunities in Colorado"
 2. Date of Policy Directive this Directive Supersedes: May 19, 2016
 3. Executive Summary: Policy Directive 1602.0 was last adopted by the Commission on May 19, 2016, and established the following criteria for when bicycle and pedestrian accommodation may be exempted:
 - 1) Bicyclists and pedestrians are prohibited by law from using the roadway; or
 - 2) The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. (Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.); or
 - 3) Where scarcity of population or other factors indicate an absence of need.

Since then, in the process of updating the accompanying Procedural Directive 1602.1, it was determined that two new exemption criteria needed to be added to Policy Directive 1602.0. The only changes to this updated PD 1602.0 are the two new exemption criteria which concern resurfacing projects, and they are:

- 4) In a resurfacing project on a state highway, if the only means of accommodating bicycle and pedestrian needs is adding a shoulder, the project shall be automatically exempted on the grounds that under CDOT's current asset management guidelines, resurfacing money cannot be used for shoulders; or
 - 5) If the resurfacing project on a state highway runs through a town, consideration must be given to restriping that portion within the town to accommodate bicyclists and pedestrians. If the accommodation cannot be made, an exemption must be documented.
4. Office to Contact with Questions: Division of Transportation Development, Bicycle and Pedestrian Program
 5. Effective Date of Updated Policy Directive: January 19, 2017

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Elevating Bicycle and Pedestrian Opportunities in Colorado		Number 1602.0
Effective 01.19.17	Supersedes 05.19.16	Originating Office Division of Transportation Development Bicycle and Pedestrian Program

I. PURPOSE

The Transportation Commission supports the Colorado Department of Transportation (“CDOT” or “Department”) in elevating the needs of bicyclists and pedestrians in the planning, design, and operation of transportation facilities as a necessary component of all projects. The Department will promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system. This includes all aspects of accommodating pedestrians and bicyclists, from planning, programming, design, construction, to operation, maintenance and education.

II. AUTHORITY

Transportation Commission pursuant to § 43-1-106(8)(a), C.R.S.

§ 43-1-120, C.R.S. (requiring that exemptions be documented)

See Appendix “A” for additional authority

III. APPLICABILITY

This Policy Directive applies to all branches, divisions, regions and offices of CDOT and consultants working for CDOT. All projects overseen by CDOT or within CDOT right-of-way shall adhere to this Policy Directive.

IV. POLICY

A. In conformance with § 43-1-120(2)(c), C.R.S., FHWA Guidance, and Procedural Directive 1602.1, the Department shall include the needs of bicyclists and pedestrians in the planning, design, operation and maintenance of transportation facilities as a necessary component of all programs and activities.

B. Any decision of the Department to not accommodate the needs of bicyclists and pedestrians in the planning, design, and operation of transportation facilities shall be documented prior to finalizing the decision. The decision must be based on at least one or more of the following

exemption criteria herein established by the Commission:

1. Bicyclists and pedestrians are prohibited by law from using the roadway; or
 2. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. (Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.); or
 3. Where scarcity of population or other factors indicate an absence of need; or
 4. In a resurfacing project on a state highway, if the only means of accommodating bicycle and pedestrian needs is adding a shoulder, the project shall be automatically exempted on the grounds that under CDOT's current asset management guidelines, resurfacing money cannot be used for shoulders; or
 5. If the resurfacing project on a state highway runs through a town, consideration must be given to restriping that portion within the town to accommodate bicyclists and pedestrians. If the accommodation cannot be made, an exemption must be documented.
- C. The Department shall follow the requirements of the bicycle and pedestrian program set forth more specifically in Procedural Directive 1602.1.

V. IMPLEMENTATION PLAN

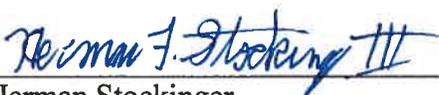
This Policy Directive shall be effective upon signature.

The Office of Policy and Government Relations shall post this Policy Directive on the CDOT intranet as well as on the CDOT public announcements.

This Policy Directive applies to all projects scoped after the effective date. The Division of Transportation Development Bicycle and Pedestrian Program shall provide a copy of this Policy Directive to applicable CDOT personnel.

VI. REVIEW DATE

This Policy Directive shall be reviewed on or before January 2022.



 Herman Stockinger
 Transportation Secretary

1-19-17

 Date of Approval

Appendix "A"**Authority Pertaining to CDOT's Bicycle and Pedestrian Program**

Fixing America's Surface Transportation Act ("FAST Act"), Pub. L. No. 114-94, 129 Stat. 1312 (2015).

Moving Ahead for Progress in the 21st Century Act (MAP-21), 2012, 23 U.S.C. 127

23 U.S.C. 104 (Federal funds)

23 U.S.C. 109 (existing routes)

23 U.S.C. 134 and 135 (planning for all modes)

23 U.S.C. 217 (due consideration for bicycles/pedestrians)

23 U.S.C. 402 (highway safety)

23 U.S.C. 652 (bicycle/pedestrian accommodation in projects)

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, March 11, 2010

Federal Highway Administration "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach"

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

Federal Highway Administration: "Bicycle and Pedestrian Provisions of Federal Transportation Legislation"http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/guidance_2015.cfm#bp4

§ 43-1-120, C.R.S. (requiring that exemptions be documented)

Resolution # TC-17-1-6

Updated Policy Directive 1602.0 "Elevating Bicycle and Pedestrian Opportunities in Colorado"

Approved by the Transportation Commission on Jan. 19, 2017.

WHEREAS, under § 43-1-106(8), C.R.S., the Transportation Commission of Colorado has the statutory responsibility to set policies for the Colorado Department of Transportation ("CDOT"); and

WHEREAS, § 43-1-120, C.R.S. requires the Department to include the needs of bicyclists and pedestrians in the planning, design, operation and maintenance of transportation facilities as a necessary component of all programs and activities; and

WHEREAS, the Transportation Commission has authority under § 43-1-120(2)(c), C.R.S. to set exemption criteria by which the Department will determine and document that the needs of bicyclists and pedestrians not be included in a given project; and

WHEREAS, in Policy Directive 1602.0 adopted on May 19, 2016, the Transportation Commission established three such exemption criteria; and

WHEREAS, two additional exemption criteria are needed to clarify whether bicycle and pedestrian needs can be included in resurfacing projects carried out by the Department; and

WHEREAS, updated Policy Directive 1602.0 includes the two additional exemption criteria set by the Transportation Commission under § 43-1-120(2)(c), C.R.S., thereby establishing a total of five exemption criteria;

NOW THEREFORE BE IT RESOLVED, the Commission herein adopts updated Policy Directive 1602.0 "Elevating Bicycle and Pedestrian Opportunities in Colorado."



Herman Stockinger
Transportation Secretary



Date of Approval

COLORADO DEPARTMENT OF TRANSPORTATION		<input type="checkbox"/> POLICY DIRECTIVE <input checked="" type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Elevating Bicycle and Pedestrian Opportunities in Colorado		Number 1602.1
Effective 03/03/2017	Supersedes 02/04/2010	Originating Office Division of Transportation Development (DTD) Multimodal Planning Branch Bicycle and Pedestrian Section

I. PURPOSE

The purpose of this Procedural Directive is to comply with § 43-1-120, C.R.S. and relevant federal regulations which require the Department to incorporate Bicycle and Pedestrian facilities in CDOT projects. The Colorado Department of Transportation (“CDOT” or “Department”) shall include the needs of bicyclists and Pedestrians in the planning, design, and operation of all transportation facilities. As a means of fulfilling this requirement, the Department will promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system. This includes accommodating pedestrians and bicyclists during planning, programming, design, construction, operation and maintenance as well as providing education to motorists, bicyclists and Pedestrians.

II. AUTHORITY

Executive Director pursuant to § 43-1-105, C.R.S.

§ 43-1-120, C.R.S. (requiring that exemptions be documented)

See Appendix “A” for additional authority

III. APPLICABILITY

This Procedural Directive applies to all branches, divisions, regions and offices of CDOT and consultants working for CDOT. All projects overseen by CDOT or within CDOT right-of-way shall adhere to this Procedural Directive.

IV. DEFINITIONS

“Bicycle” shall mean a vehicle having two wheels, propelled solely by human power, upon which any person or persons may ride.

“Bike Lane” shall mean a portion of the Roadway designated for preferential or exclusive use by bicyclists through pavement markings and, if used, signs.

Subject Elevating Bicycle and Pedestrian Opportunities in Colorado	Number 1602.1
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“Bike Route” shall mean a system of Bikeways designating a preferred route for Bicycle travel along which Bicycle guide signs may provide direction or distance information.

“Bikeway” shall mean a generic term for any road, street, or path, which in some manner is specifically designated for Bicycle travel, regardless of whether such a facility is designated for the exclusive use of Bicycles or is to be shared with other transportation modes. These include but are not limited to Bike Lanes, Bike Routes, shoulders and multi-purpose paths.

“Commuter Route” shall mean a transportation facility that provides a reliable, regularly used, continuous route ordinarily structured for access to work, school or other destinations.

“Context Sensitive Solution” shall mean a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

“Department” (also known as “CDOT”) shall mean the Colorado Department of Transportation pursuant to § 43-1-105, C.R.S.

“Exemption Criteria” shall mean the criteria established by the Transportation Commission in Policy Directive 1602.0 that describes the minimum values or ranges required to meet design standards.

“Exemption” shall mean the same as “exception or variance” and shall mean the Region Transportation Director’s approval of a request for a Bicycle & Pedestrian exemption based on the Exemption Criteria set forth in Policy Directive 1602.0. See CDOT Form 464BP.

“High Priority Bicycle and/or Pedestrian Corridor” shall mean an on-system Roadway or multi-purpose path, identified for its significance to Bicycle and Pedestrian mobility, as well as to resource planning.

“Multi-Purpose Path” (also known as “Trail”) shall mean a paved or unpaved path physically separated from motorized vehicular traffic by an open space or barrier, and specifically designated as being open to non-motorized users.

“Pedestrian” shall mean any person traveling afoot or using a wheelchair.

“Region Bicycle and Pedestrian Representative” shall mean an employee who is designated by the CDOT Regional Transportation Director to act as the region representative and resource in support of Bicycle and Pedestrian related topics within a CDOT region.

“Roadway” shall mean the portion of a highway, including shoulders, intended for vehicular use.

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Elevating Bicycle and Pedestrian Opportunities in Colorado	1602.1

“Seasonal Path” shall mean a multi-purpose path that is not accessible 12 months of the year due to weather conditions. See Appendix A.

“Sidewalk” shall mean the paved portion of the Roadway right-of-way, beyond the curb or edge of Roadway pavement, which is intended for use by Pedestrians.

V. PROCEDURE

A. General Requirements

1. In conformance with Policy Directive 1602.0, § 43-1-120(2)(c), C.R.S., and FHWA Guidance, the Department shall include the needs of bicyclists and Pedestrians in the planning, design, operation and maintenance of transportation facilities as a necessary component of all programs and activities.

2. As stated with greater specificity below, any decision of the Department not to accommodate the needs of bicyclists and Pedestrians shall be documented prior to finalizing the decision. The decision must be based on Exemption Criteria established by the Commission in Policy Directive 1602.0 which states at least one or more of the following must apply:
 - a) Bicyclists and Pedestrians are prohibited by law from using the Roadway; or

 - b) The cost of establishing Bikeways or walkways would be excessively disproportionate to the need or probable use (Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.); or

 - c) Where scarcity of population or other factors indicate an absence of need; or

 - d) In a resurfacing project on a state highway, if the only means of accommodating bicycle and pedestrian needs is adding a shoulder, the project shall be automatically exempted on the grounds that under CDOT’s current asset management guidelines, resurfacing money cannot be used for shoulders; or

 - e) If the resurfacing project on a state highway runs through a town, consideration must be given to restriping that portion within the town to accommodate bicyclists and pedestrians. If the accommodation cannot be made, an Exemption must be documented on Form 464BP.

3. The Chief Engineer and the Multimodal Planning Branch Bicycle and Pedestrian Section will oversee the implementation of this Procedural Directive, as well as lead the development of strategy, programs, policies, plans, and initiatives to support Bicycle and Pedestrian activity.

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4. To comply with the Statewide Bicycle and Pedestrian Plan, and to inform decisions regarding resources, the Multimodal Planning Branch Bicycle and Pedestrian Section shall convene and lead a group of stakeholders to determine and make recommendations on High Priority Bicycle and Pedestrian Corridors based on but not limited to the following criteria:

- a) Connectivity of the facility;
- b) All-season facility; and
- c) User data (if available) indicates high use by bicyclists and/or Pedestrians.

The Multimodal Planning Branch Bicycle and Pedestrian Section shall communicate the recommendations to a management review panel comprised of the Deputy Executive Director, the Chief Engineer, the Director of the Division of Highway Maintenance, and the Director of the Division of Transportation Development, who shall approve or deny recommendations.

5. To further support implementation of Policy Directive 1602.0, and the Statewide Bicycle and Pedestrian Plan, each Regional Transportation Director shall identify a Region Bicycle and Pedestrian Representative for the region. Said Representative will act as a point of contact for Pedestrian and/or Bicycle related issues within the region, as well as provide information on project design, operation and maintenance of work zones to accommodate Pedestrians and bicyclists. These responsibilities will be identified in the Representative’s Position Description Questionnaire (PDQ).

6. The Multimodal Planning Branch Bicycle and Pedestrian Section will oversee and update, as needed, the Colorado Statewide Bicycle and Pedestrian Plan to provide direction and goals for improving biking and walking throughout Colorado.

B. Department Responsibilities

1. Responsibilities of the Chief Engineer

(a) The Chief Engineer shall:

- (1) Ensure that the Regional Transportation Directors (“RTDs”) identify a Region Bicycle and Pedestrian Representative for each CDOT Region.
- (2) Ensure that all Region Bicycle and Pedestrian Representatives, Region Traffic Engineers and Design Engineers complete the Bicycle and Pedestrian Facility Design trainings at least once every five years.
- (3) Review and comment on quarterly Bicycle and Pedestrian design Exemption reports provided by the Multimodal Planning Branch Bicycle

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and Pedestrian Section.

2. Responsibilities of the Region Transportation Directors (“RTDs”)

(a) The Region Transportation Directors (“RTDs”) shall:

- (1) Identify an employee working within the region to serve as the Region Bicycle and Pedestrian Representative.
- (2) Ensure that processes to identify and address the needs of Pedestrians and bicyclists are being followed within the region, specifically in project initiation, planning, budgeting, scoping, preliminary and final design activities.
- (3) Review and accept/reject bicycle and pedestrian variance requests as presented by the Program Engineer on CDOT Form 464BP. A response shall be provided to the requestor within 30 days of the date the request was received.

3. Responsibilities of the Region Program Engineers, Resident Engineers and Project Engineers

(a) The Region Program Engineers, Resident Engineers and Project Engineers shall:

- (1) Consult with the Region Planner and the Region Bicycle and Pedestrian Representative to ensure that Context Sensitive Solution practices are utilized when working with local communities to identify the most practicable and feasible solution to a transportation need.
- (2) Ensure that Bicycle and Pedestrian accommodation is included in both design scoping meetings and scoping summaries.
- (3) Ensure that Bicycle and Pedestrian accommodation is considered in project characteristics, as well as Field Inspection Review (FIR) and Final Office Review (FOR) meetings and notes.
- (4) Work with the Region Bicycle and Pedestrian Representative, and the Multimodal Planning Branch Bicycle and Pedestrian Section Engineer or Manager to confirm that any decision to exempt Bicycle and Pedestrian accommodation from a project is based on the Exemption Criteria established by the Commission in Policy Directive 1602.0, § 43-1-120(2)(c), C.R.S., and the CDOT Project Development Manual.
- (5) Document Exemptions on Form 464BP (Bicycle/Pedestrian Design

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Exemption Request) any decision not to accommodate Bicyclists and Pedestrians in a project.

(6) Ensure that Bicycle and Pedestrian accommodation is included in the safety analysis of state Roadways.

(7) Follow recommended and required standards, manuals, guidance, and procedures to maximize the mobility and safety of Pedestrians and bicyclists, including, but not limited to:

- The applicable Federal Highway Administration (“FHWA”) and American Association of State Highway and Transportation Officials (“AASHTO”) Design guides and manuals;
- The Manual on Uniform Traffic Code Devices (“MUTCD”);
- CDOT Roadway Design Guide, Chapter 14; and
- Industry-recognized best practices (National Association of City Traffic Officials (“NACTO”), Institute of Transportation Engineers (“ITE”), etc.).

(8) During project construction, ensure that reasonable accommodations and access for bicyclist and Pedestrian use have been made, including signed detour routes or alternate transportation for the length of the project.

(b) The Program Engineers, Resident Engineers and Project Engineers shall refer all Bicycle and Pedestrian Exemptions to the RTD for final determination.

4. Responsibilities of the Region Bicycle and Pedestrian Representative

(a) The Region Bicycle and Pedestrian Representative shall:

(1) Receive training in Pedestrian and Bicycle accommodation and serve as the de facto Pedestrian and Bicycle subject matter expert in the region.

(2) Be the point of contact for Pedestrian and/or Bicycle related issues within the region.

(3) Act as a region resource to provide guidance on project design, operation, and maintenance of work zones which accommodate Pedestrians and bicyclists.

(4) Follow recommended and required standards, manuals, guidance, and

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procedures to maximize the mobility and safety of Pedestrians and bicyclists, including, but not limited to:

- The Federal Highway Administration (“FHWA”) and American Association of State Highway Traffic Officials (“AASHTO”) Design Manuals and Guidance;
- The Manual on Uniform Traffic Control Devices (“MUTCD”);
- CDOT Roadway Design Guide, Chapter 14; and
- Industry-recognized best practices such as National Association of City Transportation Officials (“NACTO”), Institute of Transportation Engineers (“ITE”), etc.

(5) Distribute information and best practices regarding Bicyclist and Pedestrian accommodation to region staff.

(6) Work with the Region Program Engineer, the Resident Engineer, the Project Engineer, and the Multimodal Planning Branch Bicycle and Pedestrian Section Engineer or Manager, to review any Exemption request regarding Bicycle and Pedestrian accommodation on CDOT Form 464BP (Bicycle/Pedestrian Design Exception Variance Request).

(7) Collect quarterly region exemption data from Form 464BP and distribute it to the Multimodal Planning Branch Bicycle and Pedestrian Section.

(8) Work in collaboration with the Multimodal Planning Branch Bicycle and Pedestrian Section, the Maintenance Superintendents (or their designees), the Region Planners and other stakeholders to develop criteria for and the selection of High Priority Bicycle and Pedestrian Corridors and Seasonal Paths. Selected corridors and paths will be identified and tracked in Appendix B.

5. Responsibilities of the Division of Highway Maintenance

(a) The Division of Highway Maintenance shall:

(1) Pursue providing budget support for maintenance activities with CDOT’s Chief Financial Officer. This would be part of the Maintenance Level of Service (MLOS) System for CDOT-owned Multi-Purpose Paths.

(2) Include consideration of Bicycle and Pedestrian mobility and safety when resurfacing and/or restriping a road.

(3) Include Bicycle and Pedestrian facilities in developing annual level of

Subject Elevating Bicycle and Pedestrian Opportunities in Colorado	Number 1602.1
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service plans. This shall include, but not be limited to:

(a) Multi-Purpose Paths owned by the state and designated by CDOT management review panel as a High Priority Bicycle and Pedestrian Corridor, shall be designated a level of service category 10 (the same as highway category 10) following the end of a snow storm.

(b) Bikeways within the right-of-way of state highways will be maintained by the Department, except where a maintenance agreement provides otherwise. Where new projects are being considered, maintenance agreements shall be in place prior to construction.

(c) All Bikeways other than those defined above will not be the responsibility of CDOT.

(4) Work in collaboration with the Multimodal Planning Branch Bicycle and Pedestrian Section, the Region Bicycle and Pedestrian Representatives, the Region Planners, and other stakeholders to develop criteria for and the selection of High Priority Bicycle and Pedestrian Corridors and Seasonal Paths. Selected corridors and paths will be identified and tracked in Appendix B.

(5) Ensure that Bicycle and Pedestrian training is included in the Maintenance Academy curriculum.

6. Responsibilities of the Multimodal Planning Branch Bicycle and Pedestrian Section

(a) The Multimodal Planning Branch Bicycle and Pedestrian Section shall:

(1) Provide administration of CDOT Bicycle and Pedestrian programs and initiatives and oversee implementation of this Procedural Directive.

(2) Oversee the “Share the Road Program” together with the Office of Transportation Safety in order to support education for motorists, bicyclists, Pedestrians and law enforcement personnel.

(3) Provide annual Bicycle and/or Pedestrian facility design training to internal and external engineers, designers, planners and interested parties.

(4) Provide Bicycle and Pedestrian technical support and education assistance to the Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) to ensure Bicycle and

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Pedestrian accommodations are included in all planning efforts.

(5) Review Exemption requests and make a recommendation to the Program Engineer as to whether the Exemption shall be granted or denied. A response shall be provided to the requestor within 30 days of the date the request was received.

(7) Work in collaboration with the Maintenance Superintendents (or their designees), the Region Bicycle and Pedestrian Representatives, the Region Planners, and other stakeholders to facilitate the development of criteria for and the selection of High Priority Bicycle and Pedestrian Corridors and Seasonal Paths. Selected corridors and paths will be identified and tracked in Appendix B.

(8) Publish a Colorado Bicycle Manual and Colorado Bicycle and Scenic Byways Map.

(9) Utilizing the information provided by the Region Bicycle and Pedestrian Representative, summarize Exemption requests, and after reviewing, compiling, and storing, disseminate the information on a quarterly basis to the Chief Engineer.

(10) In conjunction with other CDOT divisions and offices, facilitate the development of a tracking system to monitor Bicycle and Pedestrian investments on all projects.

(11) Inform staff, local agencies, and stakeholders of available funding sources, programs and mechanisms which can be used to address Bicycle and Pedestrian accommodation.

7. Responsibilities of the Multimodal Planning Branch and Region Planners

(a) The Multimodal Planning Branch and Region Planners shall:

(1) Ensure Bicycle and Pedestrian needs and considerations are addressed in the Statewide Transportation Plan, the Regional Transportation Plans, and in Policy Directive 14.0.

(2) Work in collaboration with the Multimodal Planning Branch Bicycle and Pedestrian Section, the Region Bicycle and Pedestrian Representatives, the Maintenance Superintendents (or their designees), and other stakeholders to develop criteria for and selection of High Priority Bicycle and Pedestrian Corridors and Seasonal Paths. Selected corridors and paths will be identified and tracked in Appendix B.

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(b) Region Planners will work with Region Engineers to ensure any Bicycle and Pedestrian improvements from MPO and TPR plans are incorporated into new projects.

8. Responsibilities of the Division of Project Support

(a) The Division of Project Support shall:

(1) Support the Multimodal Planning Branch Bicycle and Pedestrian Section in the development and implementation of a cost-tracking mechanism for Bicycle and Pedestrian facility investments.

9. Responsibilities of the Office of Transportation Safety

(a) The Office of Transportation Safety shall:

(1) Promote CDOT’s goal of zero deaths or injuries on all facilities, including Bikeways and Sidewalks, through collaboration with the Colorado State Patrol.

10. Responsibilities of the Division of Traffic Systems Management and Operations (“TSM&O”)

(a) The TSM&O Division shall:

(1) Include bicyclist and Pedestrian safety accommodation as part of the Strategic Highway Safety Plan.

(2) Include consideration of Bicycle and Pedestrian mobility when conducting all duties and responsibilities assigned to the TSM&O Division, including, but not limited to, analyzing, selecting, and programming TSM&O projects.

(3) Ensure that the TSM&O evaluation process is properly accommodating the needs of bicyclists and Pedestrians in accordance with Policy Directive 1602.0.

(b) The Region Traffic Engineer shall:

(1) Ensure that the Region Bicycle and Pedestrian Representative is consulted on all matters related to Bicycle and Pedestrian accommodation, including signing, striping, signals, signal timing, markings, striping, school zones, speed limits, work zones, etc.

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(2) Include consideration of Bicycle and Pedestrian mobility and safety when restriping roads.

(3) When striping and marking roads, ensure that any project has undergone the TSM&O evaluation process which will include compliance requirements with state and federal laws and governing documents.

(4) Ensure that projects undergo the TSM&O Evaluation process, including a review of compliance with Pedestrian and Bicycle related laws, policies, and guidance.

11. Responsibilities of the Division of Transit and Rail

(a) The Division of Transit and Rail shall:

(1) Include consideration of the mobility of bicyclists and Pedestrians in its Statewide Transit Plan and in Regional Transit Plans.

VI. DOCUMENTS REFERENCED IN THIS PROCEDURAL DIRECTIVE

Bicycle/Pedestrian Design Exception Variance Request (Form 464BP)

CDOT Roadway Design Guide (*See* Chapter 14)

National Association of City Transportation Officials (NACTO) “Urban Bikeway Design Guide”

National Association of City Transportation Officials (NACTO) “Urban Streets Design Guide”

Manual on Uniform Traffic Control Devices (MUTCD)

American Association of State Highways and Transportation Officials (AASHTO) Roadside Design Guide

Appendix A “Authority Pertaining to CDOT’s Multimodal Planning Branch Bicycle and Pedestrian Section”

Appendix B “CDOT High Use Bicycle and Pedestrian Corridors and Seasonal Paths”

VII. IMPLEMENTATION PLAN

1. This Procedural Directive shall be effective upon signature.
2. This Procedural Directive applies to all projects scoped after the effective date.

Subject Elevating Bicycle and Pedestrian Opportunities in Colorado	Number 1602.1
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- 3. The Multimodal Planning Branch Bicycle and Pedestrian Section, in conjunction with Region Bicycle and Pedestrian Representatives, will develop a tracking system to record all projects exempted pursuant to the process set forth above.
- 4. The Chief Engineer and the Multimodal Planning Branch Bicycle and Pedestrian Section will oversee the implementation of this Procedural Directive, including reporting annually to executive management on the status of the Procedural Directive’s implementation and Exemption reports.
- 5. The Multimodal Planning Branch Bicycle and Pedestrian Section will distribute this Procedural Directive to all involved employees and stakeholders within three weeks of its effective date.
- 6. The Office of Policy and Government Relations shall post the Procedural Directive on the Directive webpage within one week of the effective date.

VIII. REVIEW DATE

This directive shall be reviewed on or before March 2022.

Shailen P. Bhatt
Executive Director

Date of Approval

Subject Elevating Bicycle and Pedestrian Opportunities in Colorado	Number 1602.1
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Appendix “A”

Authority Pertaining to CDOT’s Multimodal Planning Branch Bicycle and Pedestrian Section

Fixing America's Surface Transportation Act (“FAST Act”), Pub. L. No. 114-94, 129 Stat. 1312 (2015).

Moving Ahead for Progress in the 21st Century Act (MAP-21), 2012, 23 U.S.C. 127

23 U.S.C. 104 (Federal funds)

23 U.S.C. 109 (existing routes)

23 U.S.C. 134 and 135 (planning for all modes)

23 U.S.C. 217 (due consideration for bicycles/pedestrians)

23 U.S.C. 402 (highway safety)

23 U.S.C. 652 (Bicycle/pedestrian accommodation in projects)

[United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#), March 11, 2010

Federal Highway Administration “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach”
http://www.fhwa.dot.gov/environment/Bicycle_pedestrian/guidance/design.cfm

Federal Highway Administration: “Bicycle and Pedestrian Provisions of Federal Transportation Legislation”
http://www.fhwa.dot.gov/environment/Bicycle_pedestrian/guidance/guidance_2015.cfm#bp4

§ 43-1-120, C.R.S. (requiring that exemptions be documented)

Subject Elevating Bicycle and Pedestrian Opportunities in Colorado	Number 1602.1
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Appendix “B”

CDOT High Priority Bicycle and Pedestrian Corridors and Seasonal Paths

This Appendix B will be routinely updated as needed by the Multimodal Planning Branch Bicycle and Pedestrian Section Manager and the Region Bicycle and Pedestrian Representatives, with input from the Chief Engineer, the Regional Transportation Directors, the Maintenance Superintendents, the Traffic Engineers, and other Department stakeholders.

High Priority Bicycle and Pedestrian Corridors

C-470 Trail

Seasonal Paths

Vail Bike Path (from the Summit west to the boundaries of the town of Vail)

Glenwood Canyon Trail

Beaver Tunnel Trail



COLORADO Department of Transportation

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

DATE: March 17, 2017
TO: State Transportation Advisory Committee (STAC)
FROM: Leslie Feuerborn, Program Manager, Bike/Ped/Scenic Byways section
SUBJECT: Safe Routes to School (SRTS) FY 2017 Projects

Purpose

This memo summarizes information about the Safe Routes to School (SRTS) projects recommended for funding for FY 2017.

Action Requested

Review of recommended SRTS projects for FY 2017 as selected by the SRTS Advisory Committee established in state statute, with approval by the Transportation Commission to follow in April. Request assistance regarding application submission for next round of projects and recruitment of SRTS Advisory Committee members.

Background

Established in 2005 by the federal Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), CDOT's SRTS program has distributed \$20.7 million state and federal funds. The program's purpose is to enable and encourage more children K-8 to walk and bike to school through both infrastructure improvements and education. Since the beginning of the program, requests for funding have exceeded \$54 million.

While the program is still recognized and encouraged by the Federal Highways Administration (FHWA), the designated funding allocation to SRTS was eliminated with the passage of MAP-21. In September 2015, the Transportation Commission expressed its commitment to the program by passing a resolution (see Attachment A) that approved annual funding for the program with \$2 million for infrastructure projects and \$0.5 million for non-infrastructure projects, beginning in FY 2016.

Details

FY Projects

For FY 2017, total requests equaled \$3,944,888 - exceeding the amount available by \$1,444,888. A total of 22 qualified applications were received. Seventeen applications were from MPO areas and five from rural TPRs. For the first time in the history of SRTS, there were fewer non-infrastructure project requests than the \$0.5 million funds available - leaving a balance of \$219,292. Projects came from all five CDOT regions.

The applications were reviewed and scored by the SRTS Advisory Committee (see Attachment B), which, by statute, consists of representatives of MPOs, TPRs, educators, pedestrians, bicyclists, law enforcement, and parents (See Attachment C). The Committee spends hours reading and scoring every project, and then comes together for a full day to discuss, evaluate and determine the very best projects for funding. The Committee also ensures all budget items are eligible and appropriate to the project. In a few cases where items are ineligible, they are removed from the application and the award amount is reduced.

For FY 2017, the SRTS Advisory Committee recommends funding six non-infrastructure and eight infrastructure projects. Attachment C identifies the projects submitted, with the 14 recommended projects highlighted.

Highlights of projects that are being recommended for funding include:

- 198 schools will benefit from these projects; 59% have greater than 50% free- and reduced-lunch eligible student populations
- Seven are first-time recipients of a SRTS grant
- Examples of infrastructure projects include:
 - Constructing four improved intersections with bulb outs and signage to reduce speed within school zones by an urban school



- Connecting three neighborhoods to an elementary school where sidewalks and bicycle infrastructure does not exist
- Constructing a ten-foot wide multi-use path at an elementary school that currently discourages walking and biking to school because of lack of infrastructure
- Constructing two crosswalks and adding a pedestrian median refuge near a state highway in a rural mountain community
- Examples of non-infrastructure projects include:
 - Connecting a city's Toward Vision Zero initiative with safety education in elementary schools
 - Providing pedestrian and bicycle safety education and encouragement to students
 - Developing, in a partnership between a school district and county health department, a district-wide campaign to encourage active transportation to and from school
 - Engaging parents in activities that promote walking and bicycling to school

Staff recently requested from the Transportation Commission, and was approved to have a variance in how funds could be distributed based on applications received and recommended for funding. Specifically, staff requested Transportation Commission direction on how to address the balance of funds resulting from more limited non-infrastructure project requests this year. Options to consider included:

1. Approve applying the remaining \$219,292 non-infrastructure funds to this year's infrastructure project list, and approve the projects as put forth by the Advisory Committee? If approved by the TC, the additional \$219,291 from non-infrastructure projects will be added to infrastructure projects. The City of Loveland will be contacted to verify that project is scalable to adjusted \$298,850 award and they are willing to accept partial award. If not, the next project for which funds are sufficient will be awarded.
2. Approve the non-infrastructure projects and the infrastructure projects up to \$2 million as put forth by the Advisory Committee, and conduct a second call for the remaining \$219,992 non-infrastructure funds?
3. Approve the non-infrastructure projects and the infrastructure projects up to \$2 million as put forth by the Advisory Committee, and roll the remaining \$219,292 non-infrastructure funds into FY 2018 SRTS non-infrastructure projects?
4. Approve the non-infrastructure projects and the infrastructure projects up to \$2 million as put forth by the Advisory Committee, and return the remaining \$219,292 non-infrastructure funds? CDOT would not spend the unallocated funds and they would also not roll forward to next year.
5. Modify the 2015 Transportation Commission Resolution providing annual funding to allow flexibility between infrastructure and non-infrastructure projects for the current and future year project selection, and approve the projects as put forth by the Advisory Committee?

CDOT Staff and the SRTS Advisory Committee believe in the value of non-infrastructure projects and the importance of ensuring non-infrastructure projects continue to be emphasized alongside infrastructure, but also feels that funding dedicated each year should be spent within the year of allocation. The SRTS Advisory Committee and CDOT staff recommend the first option as there are more worthy infrastructure projects than we have funding for this year and we would like to put the money to work as soon as possible. We requested an exception to the resolution for this year. For the FY 2018 call for projects CDOT staff and the Advisory Committee will undertake efforts to increase awareness of the availability of non-infrastructure funding. If next year's applications again show a shortage of non-infrastructure projects, then modification of the Transportation Commission resolution can be reconsidered.

SRTS Advisory Committee

The Colorado Safe Routes to School program (CRS 43-1-1601) statutorily requires that an advisory committee of no more than nine people be appointed by the CDOT Executive Director to develop and implement the program. The committee is responsible for Safe Routes to School project selection and making recommendations for funding, policies, and program goals.

Two members of the committee represent the Metropolitan Planning Organizations (MPOs) and two members represent the rural Transportation Planning Regions (TPR). In addition to MPO and TPR representatives, our state rules require representation from law enforcement, parents, educators, pedestrians, and bicyclists. Advisory committee members serve a two year term on a rotating basis. This fall one MPO and one TPR position will rotate off the committee.

Grant Applications

Safe Routes to School typically issues application requests each fall using a number of methods to get information out about their availability including direct mail and email to local agencies and school



districts. We provide in-person training on the application process in each of the five CDOT Engineering regions. Those considering applying for infrastructure projects also meet with region planners and local agency coordinators to review local agency requirements using Federal dollars on a project as well as reviewing budget and timelines. Any sub-section of the state (e.g., town, city, county, school district, transit agency, or tribal government) are eligible to apply. A 20 percent cash match is required on all SRTS grants.

Key Benefits:

Colorado continues to see a positive impact from SRTS. According to a National Center for Safe Routes to School report, Colorado's parents are 50% more likely than parents nationwide to say that walking and bicycling to school is "healthy" or "very healthy" and "fun" or "very fun" for their children. Since parents are the ultimate decision-makers, these results indicate a positive trend in enabling and encouraging more children to walk and bike to school and to reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Colorado communities continue to create innovative programs to encourage and enable more children to walk and bike to and from school. As an example, the City of Fort Collins has leveraged CDOT-SRTS funds to require every elementary student to receive bicycle and pedestrian education on a three-year rotation. Additionally, sixth graders are annually receiving bicycle education every year. The city now has local dedicated funds that are supporting the SRTS program.

Next Steps:

- Transportation Commission approval of FY 2017 SRTS projects in April
- Recommend MPO and TPR representatives for the SRTS Advisory Committee
- Request assistance from STAC on getting the right cities, town, counties, and school districts to apply for a grant for FY 2018 projects (application to be released in August 2017)
- Staff to announce approved projects in April, 2017
- Implement projects

Attachments

- Attachment A: 2015 TC Resolution
- Attachment B: 2016-17 SRTS Advisory Committee members
- Attachment C: FY 2017 SRTS Projects List
- Attachment D: Slides



Attachment A

Resolution # TC-15-9-8

Funding for Safe Routes to School

Approved by the Transportation Commission on Sept. 17, 2015

WHEREAS, in 2004, C.R.S. 43-1-1604 required the Transportation Commission of Colorado to establish and the Colorado Department of Transportation (CDOT) to administer a Safe Routes to School (SRTS) program to distribute funds to eligible projects that enable and encourage children K-8 to bicycle and walk to school; and

WHEREAS, since 2005, Colorado has been a national leader in SRTS; funding programs that have reached more than 790 schools and more than 300,000 students statewide; and

WHEREAS, a study of Colorado schools found SRTS programs or projects increased the number of students walking and biking to school from 21% to 25%; and

WHEREAS, schools with SRTS programs have also demonstrated a drop in the number of children arriving at school by car from 49% to 45% as compared to an increase nationally from 51% to 55%; and

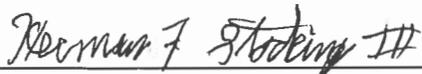
WHEREAS, successful SRTS programs are designed around the 5 Es of engineering, education, encouragement, enforcement, and evaluation; and

WHEREAS, SRTS has been a strong component of CDOT's commitment to multi-modal transportation; and

WHEREAS, SRTS equitably supports the diverse transportation needs of Colorado youth at all abilities, income levels, races and national origins.

WHEREAS, SRTS contributes to Colorado's quality of life through healthier lifestyles, expanded commuting options, and easier access to schools and neighborhoods; and

NOW THEREFORE BE IT RESOLVED, the Transportation Commission approves the continuation of the SRTS program by committing to fund the program with \$2 million for infrastructure projects and \$0.5 million for non-infrastructure projects annually, beginning in FY 2016.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

Attachment B
2016-17 SRTS Advisory Committee Reviewing & Recommending FY 2017 Projects

FirstName	LastName	Representing	Agency
Currently	Vacant	MPO	
Becky	Karasko	MPO - North Front Range	Regional Transportation Planner, North Front Range MPO (NFRMPO)
Marilyn	Russell	TPR - South Central	La Veta Town Board of Trustees President, La Veta Trails
Tom	Jankovsky	TPR - Intermountain	County Commissioner Garfield County
Julie	George	Pedestrian Representative	Director, HEAL Cities & Towns Campaign LiveWell Colorado
Bevin	Barber-Campbell	Parent Representative	Parent, Ouray, CO
Deputy Sam	Sala	Law Enforcement	Deputy Sheriff, Arapahoe County Sheriff's Department
Sarah	Harter	Educator Representative	School Wellness Coordinator St. Vrain Valley Schools & LiveWell Longmont
Cate	Townley	Bicyclist Representative	Built Environment Specialist, Colorado Dept of Public Health & Environ.

Attachment C
Safe Routes to School FY 2017 Recommended Projects
as Put Forth by SRTS Advisory Committee on 2/10/2017

INFRASTRUCTURE - Total Funding Available - \$2M

Applicant	Project Title	Total Project Cost	Funded?	Amount of CDOT Funding	Cash March (20%)	Running Total - \$2M	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK	
City of Lafayette	Sanchez ES/Peak to Peak ES Connector Trail Project	\$ 372,910	Y	\$ 298,328	\$ 74,582	\$ 1,701,672	4	MPO	I	89.000	1	Recommended for Funding
City & County of Denver - Public Works - Trans. & Mobility	DPS-Cole Arts & Science Academy Multimodal Improvements	\$ 437,500	Y	\$ 350,000	\$ 87,500	\$ 1,351,672	1	MPO	I	86.875	2	
Jefferson County Government	Fairmount ES & Cornerstone Montessori School Ped & Bicycle Safety Improvements	\$ 331,316	Y	\$ 265,053	\$ 66,263	\$ 1,086,619	1	MPO	I	85.500	3	
City of Canon City	Canon City Lincoln School Partnership	\$ 363,200	Y	\$ 290,560	\$ 72,640	\$ 796,059	2	TPR	I	85.375	4	
Town of Fraser	Fraser SRTS US Hwy 40 Safety Improvements Infrastructure Project	\$ 437,500	Y	\$ 350,000	\$ 87,500	\$ 446,059	3	TPR	I	83.875	5	
Town of Frederick	Thunder Valley K-8 Multipurpose Trail Project	\$ 379,375	Y	\$ 303,500	\$ 75,875	\$ 142,559	4	MPO	I	81.500	6	
City of Durango	Signage for Safe School Zones	\$ 78,750	Y	\$ 63,000	\$ 15,750	\$ 79,559	5	TPR	I	81.375	7	
City of Loveland ¹	West 4th Street Bicycle & Pedestrian Safety Improvements	\$ 437,500	?	\$ 350,000	\$ 87,500	\$ (270,441)	4	MPO	I	78.875	8	?
City of Woodland Park	Gateway Sidewalk Improvements	\$ 300,072	N	\$ 240,058	\$ 60,014	\$ (510,498)	2	MPO	I	78.375	9	Not Funded
City of Thornton	Westgate Community School Sidewalks	\$ 391,972	N	\$ 313,578	\$ 78,394	\$ (824,076)	1	MPO	I	74.250	10	
Pueblo West Metropolitan District	Swallows Charter Academy Trail Connection	\$ 249,700	N	\$ 199,760	\$ 49,940	\$ (1,023,836)	2	MPO	I	71.625	11	
City of Glenwood Springs	Glenwood Springs Intersection Improvements	\$ 67,805	N	\$ 54,244	\$ 13,561	\$ (1,078,080)	3	TPR	I	63.625	12	
City of Arvada	Alkire Street Sidewalk Project	\$ 371,288	N	\$ 297,030	\$ 74,258	\$ (1,375,110)	1	MPO	I	60.500	13	
Town of Larkspur	A Safe Route from Larkspur ES to Larkspur Community Park	\$ 221,055	N	\$ 176,844	\$ 44,211	\$ (1,551,954)	1	MPO	I	51.375	14	
TOTAL RECOMMENDED FOR FUNDING (1 - 8)¹					\$ 2,129,291							

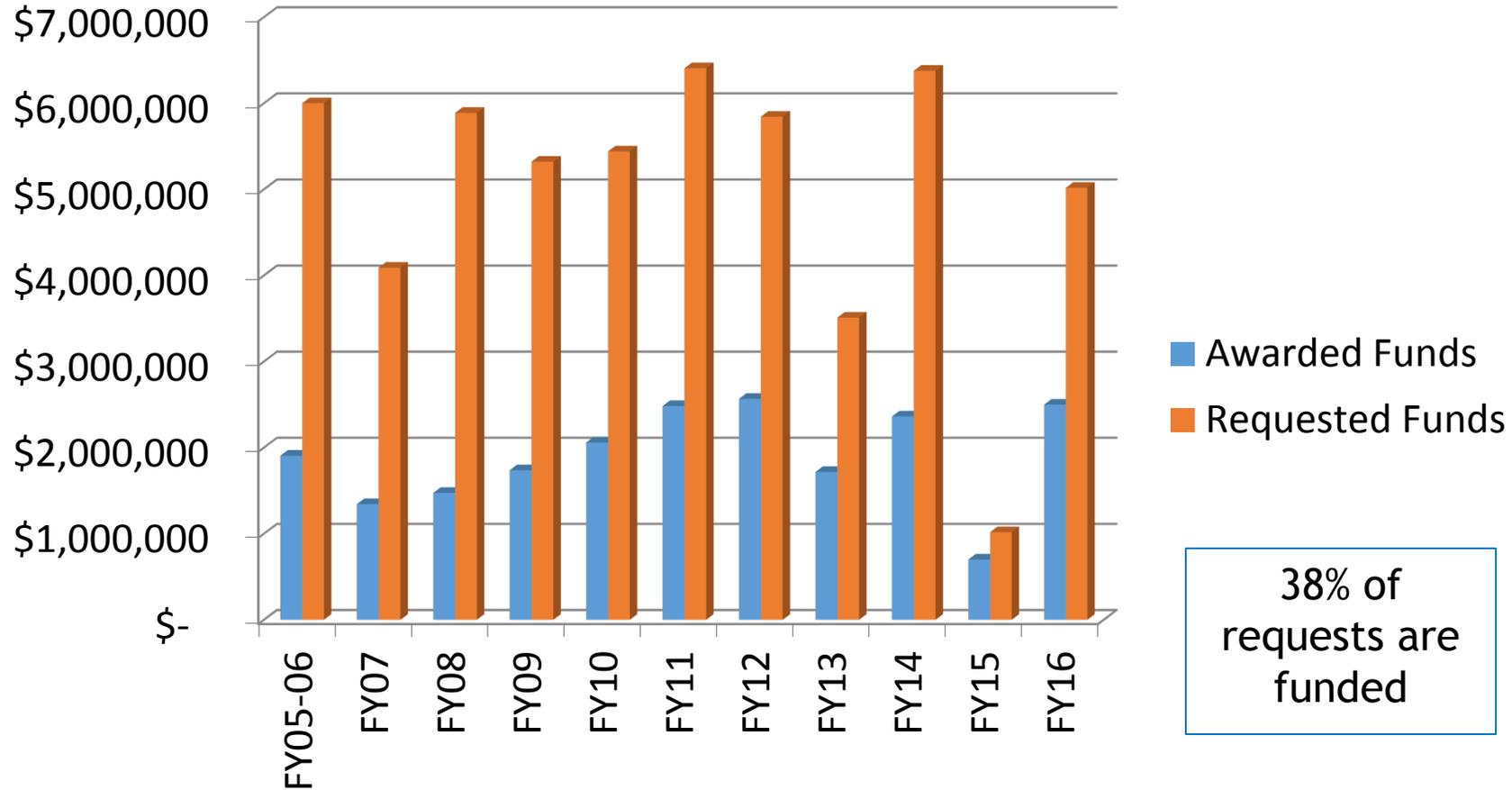
¹ If approved by the TC, the additional \$219,291 from Non-Infrastructure projects will be added to infrastructure projects. City of Loveland will be contacted to verify that project is scalable to adjusted \$298,850 award and they are willing to accept partial award. If not, the next project for which funds are sufficient will be awarded.

NON-INFRASTRUCTURE - Total Funding Available - \$500K

Applicant	Project Title	Total Project Cost	Funded?	Amount of CDOT Funding	Cash March (20%)	Running Total - \$500,000	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK	
Boulder County Transportation	Trip Tracker Trends	\$ 87,204	Y	\$ 69,763	\$ 17,441	\$ 430,237	4	MPO	NI	87.857	1	Recommended for Funding
Jefferson County Public Health	Healthy Jeffco SRTS	\$ 72,569	Y	\$ 58,055	\$ 14,514	\$ 372,182	1	MPO	NI	82.500	2	
City of Boulder	Safe Schools Boulder	\$ 42,200	Y	\$ 33,760	\$ 8,440	\$ 338,422	4	MPO	NI	82.250	3	
Steamboat Springs School District	Steamboat Springs SRTS	\$ 12,500	Y	\$ 10,000	\$ 2,500	\$ 328,422	3	TPR	NI	81.875	4	
Cherry Creek School District #5	CCSD SRTS through Educaion, Encouragement, & Engagement	\$ 36,414	Y	\$ 29,131	\$ 7,283	\$ 299,290	1	MPO	NI	78.875	5	
Denver Public Schools	CommuteDPS Communications Campaign	\$ 99,999	Y	\$ 79,999	\$ 20,000	\$ 219,291	1	MPO	NI	71.125	6	
Global Village Academy - Aurora	GVA Safe Walking & Biking Education	\$ 10,895	N									Not Funded
City of Fort Collins	Phase II of Camps/Clubs/Field Trips and Expansion of Middle-School Bike PE	\$ 45,580	DQ									
TOTAL RECOMMENDED FOR FUNDING (1 - 6)					\$ 280,708							

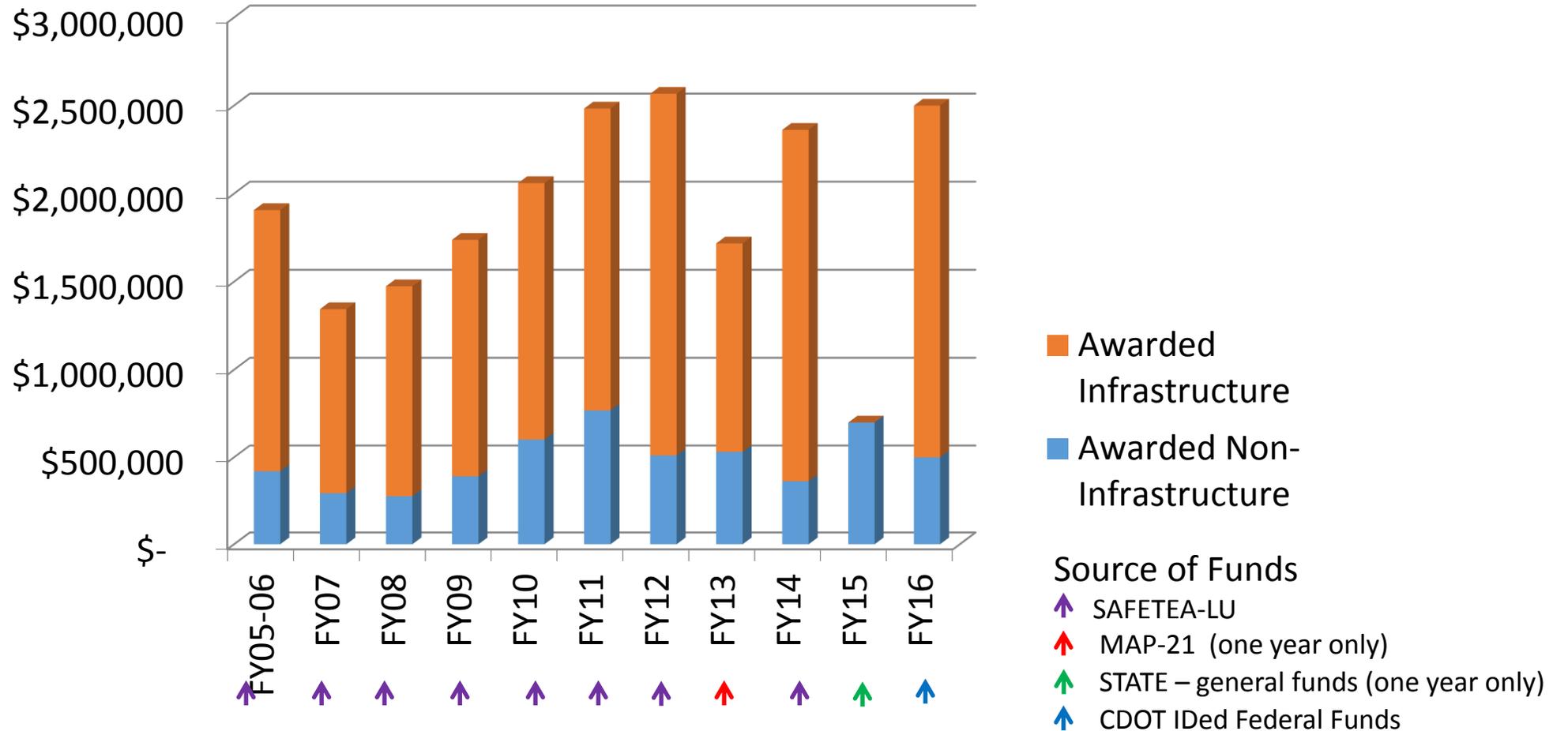


SRTS Awards – Requested vs Awarded



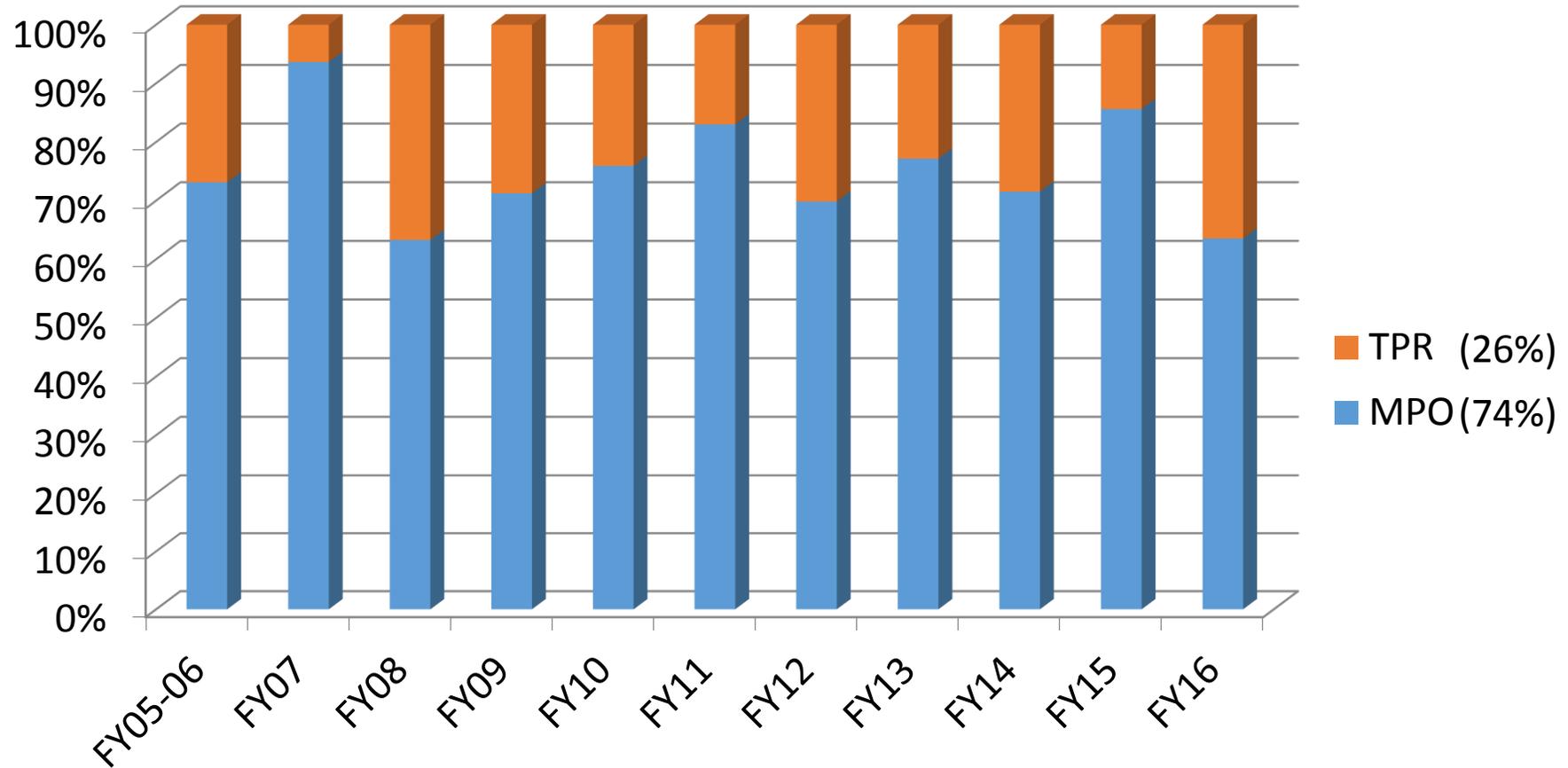


SRTS Awards by Year

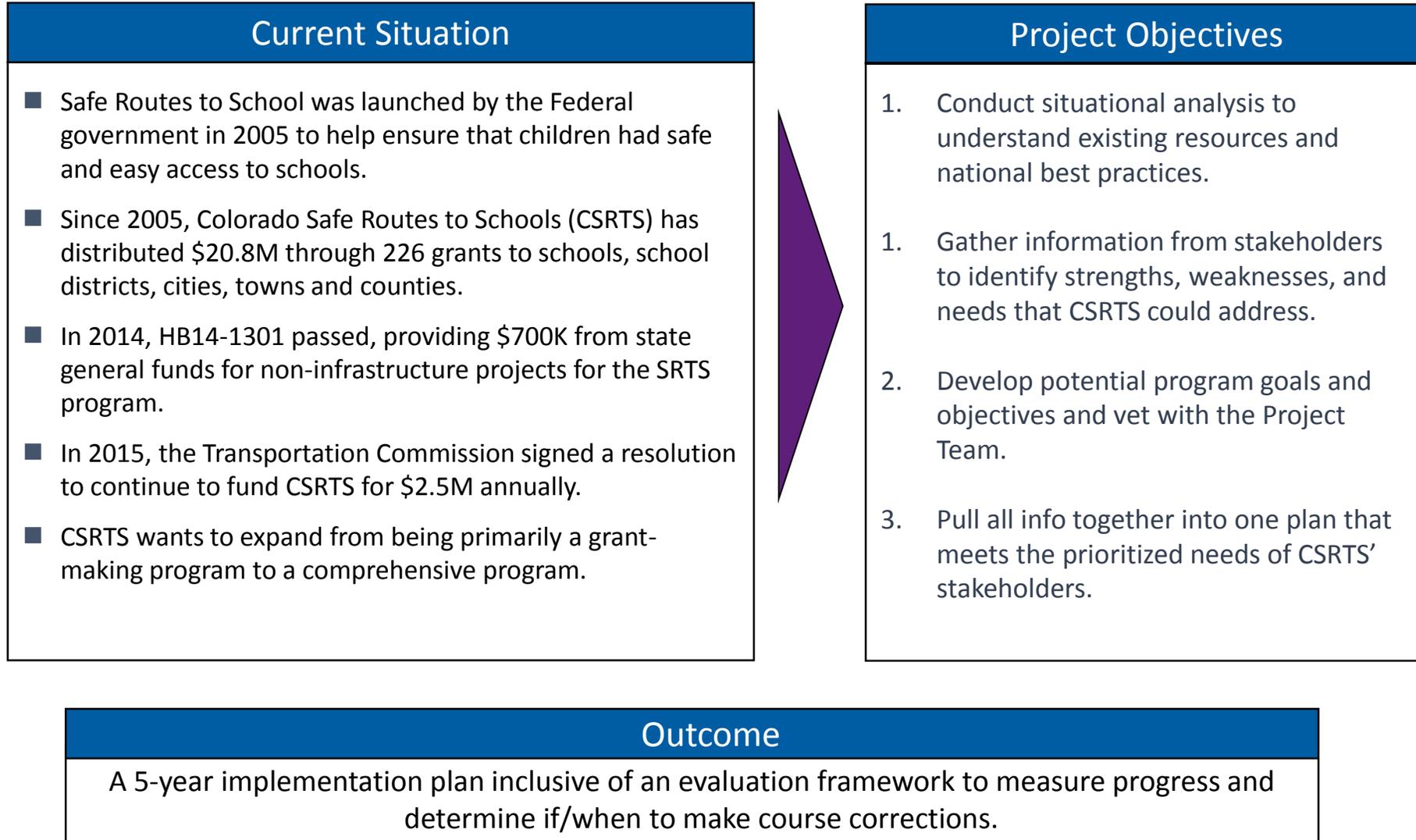




SRTS Awards by TPRs versus MPOs



SHG Advisors has been engaged to develop a 5-year strategic plan to promote more children biking and walking to and from school.





COLORADO

Department of Transportation

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

DATE: March 24, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jeff Sanders, Manager, Transit Planning and Infrastructure Unit
SUBJECT: FTA 5311 Distribution Policy

Purpose

The purpose of this memo is to describe the methodology recommended by the TRAC that CDOT will use to distribute the FTA Section 5311 operating funds for CY 2018 and to seek a recommendation from the STAC for the methodology.

Background

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 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). Vince Rogalski, STAC Chair, was also on the Subcommittee. A full roster is provided in Attachment A.

The Transportation Commission established policies to guide the development of a funding distribution methodology. These policies include:

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

CDOT staff and the Subcommittee have reached consensus on how to distribute the Section 5311 operating funds for CY 2018. The new methodology meets the policy guidelines established by CDOT. CDOT needs to have the new funding distribution methodology finalized to ensure local agency contract execution by January 1, 2018: call for projects; application period; review evaluate and award; contract preparation and execution.

Details

This section will discuss the major findings of the Subcommittee, the alternatives it evaluated, provide details about the Subcommittee's recommended funding methodology, and highlight how the proposed methodology meets the guiding principles described above.

Subcommittee Findings

1. Grants Have Become Skewed Over Time: An analysis of the 5311 distribution shows that operating grants have become skewed over time. For example, three of CDOT's grantees are similar in terms of their operating characteristics, clientele, and size. However, the grants CDOT distributes to each are quite different with no recognizable pattern. These results and others are due to a number of reasons. One explanation is that the federal government significantly increased the Section 5311 funding through the 1990s and early 2000s. During that time, CDOT was more willing to fund a greater percentage of an agency's operating costs to take advantage of the funds. However, as the federal funds declined over the past decade, CDOT could only fund a smaller portion of the agencies' operating costs that joined the program during that time.



2. **Equity Is an Important Value:** Equity means treating each agency justly and fairly. It does not mean treating every agency the same in the sense that every agency gets an equal slice of the pie. The Subcommittee agrees that areas of the state with certain characteristics should have some funding preference. For example, very rural areas that struggle to provide a very basic level of service should receive preferential treatment. Similarly, agencies that serve populations with a higher level of transit dependency, such as low income, should also receive preferential treatment.
3. **Categorization Framework is Useful:** Colorado’s public transportation agencies are a diverse set of agencies in terms of size, modes of transportation, and operating characteristics. The Roaring Fork Transportation Authority (RFTA) in Glenwood Springs, for example, is the largest rural transit agency in the nation. CDOT works with nine agencies whose budget is less than 1 percent of RFTA’s. Given this diversity, a categorization framework is useful in guiding and supporting decisions regarding equity and fairness.

Alternatives Evaluated

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

1. **Base Funding plus “Bonus Points”:** Under this option, CDOT divided agencies into four peer groupings and assigned a base level of funding to each agency. Each agency was also eligible for “bonus” points if it met certain characteristics, such as serving multiple jurisdictions or providing a high degree of local funds. The Subcommittee expressed a desire for a numerically driven method for establishing the base and was concerned about the complexity associated with identifying and quantifying additional factors.
2. **Level of Service:** This option used two operating metrics, vehicle miles and hours, as a means to allocate funds. The Subcommittee found the method unsatisfactory since it did not take into consideration the cost of doing business in different areas of the state that operate under different conditions. For example, it’s unfair to compare fixed route service to demand response services under this option. While these metrics may be useful to categorize agencies, they do work well in determining funding decisions.
3. **Percent of Budget:** Under this option, CDOT creates categories of similar agencies and assigns each category a budget factor (e.g., 50 percent) which is multiplied by the operating budget of each agency within the category to determine the grant level. Categories with smaller agencies have higher budget factors while larger agencies have smaller budget factors. The option has drawbacks; for instance, what if an agency grows beyond its category and suddenly finds that its grant has significantly reduced because it’s in a different category? Nonetheless, as described below, the Subcommittee forwarded this option as its preferred methodology.
4. **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.

Recommended Methodology

Staff and the Subcommittee have agreed on a recommended methodology. While some individual members are not pleased with the outcome, they agree that the process was open, thorough, and fair. The recommended methodology is the Percent of Budget option described above with more details below:

- **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 49 percent of their operating budget, while agencies in the Very Large category will receive a grant equal to 3 percent of their budget (3 percent up to \$10M, 4 percent over \$10M).

Category	Budget Factor
Very Small	49%
Small	48%
Medium	20%
Large	14%
Very Large	3-4%



- CDOT will identify several agencies that will be “held harmless” and not be negatively affected by changing 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 and covering a large area. Because they are so small, these accommodations have little effect on other agencies.
- Transition Plan: Transit agencies that will be affected by the new methodology have requested several years to adjust to the new funding levels associated with the methodology. This applies to all agencies, regardless of whether their funding levels will go up or down. The consensus of the Subcommittee is to incorporate a transition plan that will phase in the funding changes over five years.

Recommended Methodology Reflects CDOT Policies

The new methodology reflects the guiding principles identified at the outset of the effort.

1. Fair and Equitable: This methodology incorporates the idea that as an agency grows, it should rely less on federal funds. Six agencies will be “held harmless” (no reduction in funding) due to the low income nature of the areas they serve and other extenuating circumstances.
2. Transparent: Funding is based on a documented methodology and is numerically driven. Funding allows some discretion to accommodate special circumstances, but that discretion is small so decisions do not become overly subjective.
3. Stable: The methodology will lead to predictable funding levels. Of all the methodologies described, the recommended methodology causes the least amount of change.
4. Available to All Eligible Providers: New agencies will have access to Section 5311 funding. New agencies will be “vetted” to ensure they do not pose a substantial risk.
5. Reward Performance: The Subcommittee struggled to identify performance measures that could be fairly applied to all agencies. An extensive evaluation was performed with the conclusion that all agencies receiving funds exhibit good performance, and adding additional performance measures complicated the methodology with minimal or no impact on the funding distribution. CDOT will continue to expect good performance from its grant partners and will provide technical assistance to agencies not meeting a certain level of productivity or efficiency. CDOT staff will continue to examine refinements to the methodology as future planning efforts identify opportunities to include performance measures.

Input Requested

Staff requests the STAC consider the TRAC Subcommittee’s recommended methodology and provide a positive recommendation that will be conveyed to the Transportation Committee when it considers the methodology for approval in April.

Next Steps

The Subcommittee will continue to meet over the summer to monitor the process, and to address a few outstanding items needed to confirm (or modify) the distribution methodology for future years. The Subcommittee will also evaluate the distribution methodology of a companion program, FTA Section 5310, which provides transportation services for seniors and individuals with disabilities. Section 5310 is primarily a capital program with an established distribution methodology, however, it is a companion program to 5311 and deserves a fresh assessment, including the interface with the 5311 program.

- Recommended distribution methodology approval by TC - April 20; (discussion at T&I Committee Quarterly meeting if desired).
- 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.

Attachment

- Attachment A: TRAC Subcommittee Roster
- Attachment B: Draft Methodology Results
- Attachment C: Draft Transition Plan



Attachment A: 5311 Distribution Methodology - TRAC Subcommittee Members

Ann Rajewski - Subcommittee Chair; TRAC Chair; and Co-Executive Director of the Colorado Association of Transit Agencies (CASTA)

Will Jones - TRAC Member; CASTA Vice President; and Transit Manager for City of Greeley

Vince Rogalski - TRAC Member; and STAC Chair

Larry Worth - TRAC Member; Rural Transit Consultant (formerly Transportation Director for NECALG)

Amber Blake - CASTA President; and Director of Transportation and Sustainability for Durango City

Dan Blankenship - CEO, Roaring Fork Transportation Authority (Glenwood Springs)

Frank Bruno - CEO, Via Mobility Services (Boulder)

Jonathan Flint - Transit Manager, Steamboat Springs Transit

Nate Vander Broek - Transit Director, South Central Council of Governments

Sarah Curtis - Executive Director, All Points Transit (Montrose)

DRAFT METHODOLOGY RESULTS

DRAFT DOCUMENT: FOR STAC REVIEW ONLY							
Blue font are anticipated new systems (although Teller County is in the 5310 program.)							
Orange font are systems it is recommended the current funding levels be maintained.							
Category			Proposed Base	2017 Award	"Base" less Last Award	Budget - 2015 NTD	Percent
Very Small \$500,000	Wet Mountain - 60%	Very Small	\$58,000	\$39,400	\$18,600	\$96,900	40.7%
	Dolores Co. Seniors	Very Small	\$67,000	\$35,680	\$31,320	\$134,415	Maximum 50%
	Canyon City GAC	Very Small	\$172,000	\$153,500	\$18,500	\$287,100	53.5%
	Archuleta County - Mtn Exp 2	Very Small	\$75,000	\$0	\$75,000	\$150,000	Maximum 50%
	Montezuma Co. Seniors	Very Small	\$91,000	\$64,190	\$26,810	\$181,283	Maximum 50%
	City of La Junta	Very Small	\$86,000	\$68,950	\$17,050	\$171,216	Maximum 50%
				\$549,000	\$361,720	\$187,280	\$1,020,914
Small \$1,700,000	Teller County (was 5310)	Small	\$97,000	\$100,000	-\$3,000	\$200,000	
	City of Cripple Creek (↓)	Small	\$216,000	\$158,620	\$57,380	\$445,324	
	Neighbor-to-Neighbor	Small	\$96,000	\$100,000	-\$4,000	\$199,235	
	ECCOG	Small	\$182,190	\$182,190	\$0	\$249,961	72.9%
	Prowers County (↓)	Small	\$173,100	\$173,100	\$0	\$331,120	52.3%
	SRC* (plus 5310)	Small	\$266,000	\$291,880	-\$25,880	\$549,617	
	SCCOG	Small	\$263,509	\$293,630	-\$30,121	\$439,181	66.9%
	Via	Small	\$262,000	\$333,380	-\$71,380	\$540,913	
	SUCAP (plus 5310)	Small	\$163,222	\$163,222	\$0	\$555,487	29.4%
			\$1,719,021	\$1,796,022	-\$77,001	\$3,510,838	48%
Medium \$1,500,000	SRDA	Medium	\$120,000	\$68,200	\$51,800	\$588,206	
	Estes Park	Medium	\$122,000	\$0	\$122,000	\$600,000	
	Black Hawk / Central City	Medium	\$132,000	\$0	\$132,000	\$646,000	
	GVTA	Small	\$149,000	\$187,100	-\$38,100	\$729,837	
	All Points Transit (↓)	Medium	\$238,000	\$238,000	\$0	\$1,121,513	21.2%
	Glenwood Ride	Medium	\$218,000	\$246,170	-\$28,170	\$1,071,999	
	CB Mountain Express	Medium	\$272,000	\$228,200	\$43,800	\$1,332,854	
	NECALG (↓)	Medium	\$259,000	\$487,200	-\$228,200	\$1,270,472	
			\$1,510,000	\$1,454,870	\$55,130	\$7,360,881	20%
Large \$2,000,000	Town of Breckenridge (↑)	Large	\$339,000	\$159,240	\$179,760	\$2,456,003	
	San Miguel Co. (To RTA ↑)	Large	\$141,000	\$110,000	\$31,000	\$1,020,214	
	Durango T	Large	\$319,000	\$913,800	-\$594,800	\$2,315,324	
	Town of Winter Park	Large	\$331,000	\$150,000	\$181,000	\$2,400,000	
	Steamboat Springs Transit	Large	\$440,000	\$537,290	-\$97,290	\$3,189,504	
	Snowmass	Large	\$430,000	\$238,450	\$191,550	\$3,118,323	
			\$2,000,000	\$2,108,780	-\$108,780	\$14,499,368	14%
\$1,900,000	ECO	Very Large	\$362,000	\$309,000	\$53,000	\$9,046,026	
	Summit Stage	Very Large	\$387,000	\$482,040	-\$95,040	\$9,669,640	
	Mtn Village Tram & Bus**	Very Large	\$163,000	\$150,100	\$12,900	\$4,067,368	
	RFTA**	Very Large	\$976,000	\$1,014,550	-\$38,550	\$29,200,650	
			\$1,888,000	\$1,955,690	-\$67,690	\$51,983,684	4% up to \$10 m; 3% over \$10 m

DRAFT: FOR STAC DISCUSSION ONLY
Proposed Transition Plan

Grant Size in Year:

<u>Service</u>	<u>2017 Award</u>	<u>Future Award Eligibility</u>	<u>Size Category</u>	<u>Grant Size in Year:</u>					<u>Additional Adjustment Needed at Year 5</u>
				<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	
Wet Mountain - 60%	\$39,400	\$58,000	Very Small	\$40,582	\$42,611	\$45,594	\$49,697	\$55,164	\$2,836
Dolores Co. Seniors	\$35,680	\$67,000	Very Small	\$36,750	\$38,588	\$41,289	\$45,005	\$49,956	\$17,044
Canyon City GAC	\$153,500	\$172,000	Very Small	\$158,105	\$166,010	\$172,000	\$172,000	\$172,000	\$0
Archuleta County - Mtn Exp 2	\$0	\$75,000	Very Small	\$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	\$1,127
City of La Junta	\$68,950	\$86,000	Very Small	\$71,019	\$74,569	\$79,789	\$86,000	\$86,000	\$0
Teller County (was 5310)	\$100,000	\$97,000	Small	\$97,000	\$97,000	\$97,000	\$97,000	\$97,000	\$0
Neighbor-to-Neighbor	\$100,000	\$96,000	Small	\$97,000	\$96,000	\$96,000	\$96,000	\$96,000	\$0
ECCOG	\$182,190	\$182,190	Small	\$182,190	\$182,190	\$182,190	\$182,190	\$182,190	\$0
Prowers County (▼)	\$173,100	\$173,100	Small	\$173,100	\$173,100	\$173,100	\$173,100	\$173,100	\$0
SRC* (plus 5310)	\$291,880	\$266,000	Small	\$283,124	\$274,630	\$266,000	\$266,000	\$266,000	\$0
SCCOG	\$293,630	\$263,509	Small	\$284,821	\$276,276	\$263,509	\$263,509	\$263,509	\$0
Via	\$333,380	\$262,000	Small	\$323,379	\$313,677	\$297,993	\$277,134	\$262,000	\$0
SUCAP (plus 5310)	\$163,222	\$163,222	Small	\$163,222	\$163,222	\$163,222	\$163,222	\$163,222	\$0
GVTA	\$187,100	\$149,000	Small	\$181,487	\$176,042	\$167,240	\$155,533	\$149,000	\$0
SRDA	\$68,200	\$120,000	Medium	\$70,246	\$73,758	\$78,921	\$86,024	\$95,487	\$24,513
City of Cripple Creek (▼)	\$158,620	\$216,000	Small	\$163,379	\$171,548	\$183,556	\$200,076	\$216,000	\$0
Estes Park	\$0	\$122,000	Medium	\$122,000	\$122,000	\$122,000	\$122,000	\$122,000	\$0
Black Hawk / Central City	\$0	\$132,000	Medium	\$132,000	\$132,000	\$132,000	\$132,000	\$132,000	\$0
All Points Transit (▼)	\$238,000	\$238,000	Medium	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$0
Glenwood Ride	\$246,170	\$218,000	Medium	\$238,785	\$231,621	\$220,040	\$218,000	\$218,000	\$0
CB Mountain Express	\$228,200	\$272,000	Medium	\$235,046	\$246,798	\$264,074	\$272,000	\$272,000	\$0
NECALG (▼)	\$487,200	\$259,000	Medium	\$472,584	\$458,406	\$435,486	\$405,002	\$368,552	-\$109,552
Town of Breckenridge (▲)	\$159,240	\$339,000	Large	\$164,017	\$172,218	\$184,273	\$200,858	\$222,952	\$116,048
San Miguel Co. (To RTA ▲)	\$110,000	\$141,000	Large	\$113,300	\$118,965	\$127,293	\$138,749	\$141,000	\$0
Durango T	\$913,800	\$319,000	Large	\$886,386	\$859,794	\$816,805	\$759,628	\$691,262	-\$372,262
Town of Winter Park	\$150,000	\$331,000	Large	\$154,500	\$162,225	\$173,581	\$189,203	\$210,015	\$120,985
Steamboat Springs Transit	\$537,290	\$440,000	Large	\$521,171	\$505,536	\$480,259	\$446,641	\$440,000	\$0
Snowmass	\$238,450	\$430,000	Large	\$245,604	\$257,884	\$275,936	\$300,770	\$333,854	\$96,146
ECO	\$309,000	\$362,000	Very Large	\$318,270	\$334,184	\$357,576	\$362,000	\$362,000	\$0
Summit Stage	\$482,040	\$387,000	Very Large	\$467,579	\$453,551	\$430,874	\$400,713	\$387,000	\$0
Mtn Village Tram & Bus**	\$150,100	\$163,000	Very Large	\$154,603	\$162,333	\$163,000	\$163,000	\$163,000	\$0
RFTA**	\$1,014,550	\$976,000	Very Large	\$984,114	\$976,000	\$976,000	\$976,000	\$976,000	\$0
AWARD TOTALS	\$7,677,082	\$7,666,021		\$7,914,477	\$7,895,161	\$7,853,882	\$7,793,021	\$7,769,136	
DIFFERENCE FROM BUDGET				\$314,477	\$295,161	\$253,882	\$193,021	\$169,136	



COLORADO

Department of Transportation

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

DATE: March 24, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jeff Sanders, Manager, Transit Planning and Infrastructure Unit
SUBJECT: Transit Grant Selection and Awards

Purpose

The purpose of this memo is to provide information and results for CDOT Division of Transit & Rail's annual grant competition for transit capital funds.

Background

In October 2016 CDOT issued a Notice of Funding Availability (NOFA) to state and local government authorities, nonprofit organizations, operators of public transportation or intercity bus service, and other transit groups. The NOFA solicited proposals for transit capital projects that are eligible for funding through federal and state programs that CDOT administers. This competitive process combines funds from relevant Federal Transit Administration programs (5310, 5311, and 5339) and the Colorado FASTER Transit program into a single application process.

Details

DTR received over 70 applications totaling over \$36 million in grant requests. Unfortunately, CDOT has less than \$17 million available in funds, so there were a number of unfunded projects. Nonetheless, we were able to fund a large percentage of the highest priority projects.

The applications were reviewed and scored by a team made up of representatives from various organizations within CDOT including the Division of Transit & Rail, Division of Transportation Development, Office of Policy and Governmental Relations, and Office of Civil Rights. The criteria used in the evaluation for FASTER projects were established by CDOT's Transportation Commission and are documented in CDOT Policy Directive 1608.1. These criteria include considerations such as age, mileage, and special considerations for vehicle projects. Facility project applications were evaluated against criteria that included considerations such as need, readiness, project purpose, and special considerations. Similar criteria for FTA-funded projects are documented in CDOT's State Management Plan. The Director of CDOT's Division of Transit & Rail has approved this set of projects.

Input Requested

Informational item

Next Steps

CDOT staff looks forward to working with its transit grant partners to quickly move these projects to completion. Staff will soon begin working with grantees to develop a grant agreement and to procure the transit assets. CDOT reserves the right to remove grant funds if we determine the project is not proceeding at a reasonable pace (e.g., unreasonable delays in executing the grant agreement, delays in procuring the equipment, etc.). This action would be preceded by at least one formal written warning.

Attachments

The projects chosen for FTA funding are found in the attached Tables A through F. The projects chosen for FASTER funding are in Tables G through I. Tables J lists each of the projects not chosen for funding, or only for partial funding, along with the rationale for their lower score or reason they were not selected.



Funding Awards for FTA FY17: February 21, 2017

Table A: FTA Section 5310 Rural Capital Awards				
Applicant	Project	No. Vehicles	Project Type	Grant Award
All Points Transit*	Accessible Minivan Replacements	2	Vehicle Replace	\$76,800
Dolores County	Accessible Minivan Replacement	1	Vehicle Replace	\$34,400
Grand County Council on Aging	Cutaway Replacement	1	Vehicle Replace	\$52,794
Horizons Specialized Services	Van Replacement	1	Vehicle Replace	\$31,248
Huerfano/Las Animas Area COG*	Cutaway Replacement	1	Vehicle Replace	\$64,000
Prowers County*	Cutaway Replacement	1	Vehicle Replace	\$51,200
Southern Ute Community Action Programs, Inc*	Cutaway Replacement	1	Vehicle Replace	\$58,609
Teller Senior Coalition	Accessible Minivan Replacement	1	Vehicle Replace	\$41,600
Total				\$410,651

* Project uses FY18 FASTER as match

Table B: FTA Section 5310 Small Urbanized Capital Awards				
Applicant	Project	No. Vehicles	Project Type	Grant Award
Easter Seals (Greeley)	Van Replacement	1	Vehicle Replace	\$45,926
Family Health West (Grand Valley)	Van Replacement	1	Vehicle Replace	\$39,354
Greeley-Evans Transit (Greeley)	Cutaway Replacement	1	Vehicle Replace	\$83,365
Senior Resource Development Agency (Pueblo)	Cutaway Replacement	1	Vehicle Replace	\$52,410
Via Mobility Services (Boulder)	Accessible Minivan Replacements	2	Vehicle Replace	\$81,548
Total				\$302,603

Table C: FTA Section 5310 Large Urbanized Capital Awards				
Applicant	Project	No. Vehicles	Project Type	Grant Award
Seniors' Resource Center (Arapahoe County)	Cutaway Replacements	2	Vehicle Replace	\$124,160
Seniors' Resource Center (Adams County)	Cutaway and Sedan Replacements	3	Vehicle Replace	\$152,600
Total				\$276,760

Table D: FTA Section 5311 Capital Awards				
Applicant	Project	No. Vehicles	Project Type	Grant Award
Cripple Creek	Service Truck	1	Equipment	\$25,000
Mountain Express	Bus Replacements	2	Vehicle Replace	\$299,200
Seniors' Resource Center (Jefferson County)	Cutaway Replacement	1	Vehicle Replace	\$66,080
Steamboat Springs Transit	Cutaway Replacement	1	Vehicle Replace	\$82,000
Summit County	Bus Replacements	2	Vehicle Replace	\$743,552
Total				\$1,215,832

Table E: FTA Section 5339 Rural Capital Awards

Applicant	Project	No. Vehicles	Project Type	Grant Award
Durango	Intelligent Transportation System Software	N/A	Equipment	\$100,000
Eagle County	Bus Replacements	3	Vehicle Replace	\$1,143,000
Gunnison Valley RTA	Bus Replacement	1	Vehicle Replace	\$571,200
Mountain Express	Bus Replacement	1	Vehicle Replace	\$120,800
Total				\$1,935,000

Table F: FTA Section 5339 Small Urbanized Capital Awards

Applicant	Project	No. Vehicles	Project Type	Grant Award
Greeley-Evans Transit	Bus Replacements	1	Vehicle Replace	\$459,564
Mesa County	Replacement Bus	1	Vehicle Replace	\$392,000
Via Mobility Services	Electric Charging Station	N/A	Equipment	\$120,000
Total				\$971,564

Funding Awards for FASTER FY18: February 21, 2017

Table G: FASTER Urban Area Set-asides				
Applicant	Project		Project Type	Grant Award
Mountain Metropolitan Transit	Cutaway Replacements	24	Vehicle Replace	\$700,000
Regional Transportation District	US36 and Sheridan PnR	N/A	Facility	\$1,500,000
Regional Transportation District	Rider Alert System	N/A	Equipment	\$350,000
Regional Transportation District	Downtown Track and Switches	N/A	Equipment	\$1,150,000
Transfort	Vehicle Lift	N/A	Equipment	\$200,000
Total				\$3,900,000

Table H: FASTER Local Pool				
Applicant	Project	No. Vehicles	Project Type	Grant Award
All Points Transit	Accessible Minivan Replacements - FASTER match	2	Vehicle Replace	\$15,360
All Points Transit	Strategic Operating Plan	N/A	Planning	\$32,000
Cripple Creek	Shop Equipment	N/A	Equipment	\$28,000
Disability Services, Inc	Cutaway Replacements	2	Vehicle Replace	\$112,000
Discover Goodwill of Southern and Western CO	Cutaway Replacements	2	Vehicle Replace	\$112,000
Durango	Bus Stop Improvements	N/A	Facility	\$300,000
Glenwood Springs	Replacement Bus	1	Vehicle Replace	\$458,384
Greeley-Evans Transit	Bus Yard Concrete Maintenance	N/A	Facility	\$160,000
Huerfano/Las Animas Area COG	Cutaway Replacement - FASTER match	1	Vehicle Replace	\$12,800
Kiowa County	Accessible Minivan Purchase	1	Vehicle Replace	\$36,000
Mountain Express	Bus Replacement	1	Vehicle Replace	\$149,600
Mountain Village	Gondola Cabin Refurbishment - Phase 4 of 6	10	Vehicle Rebuild	\$132,000
Mountain Village	Gondola Cabin Refurbishment - Phase 5 of 6	10	Vehicle Rebuild	\$132,000
Mountain Village	Gondola Haul Rope Replacement	N/A	Equipment	\$520,000
Prowers County	Cutaway Replacement - FASTER match	1	Vehicle Replace	\$10,240
Routt County	Replacement Cutaway	1	Vehicle Replace	\$68,800
Snowmass Village	Van Replacements	2	Vehicle Replace	\$100,000
Southern Ute Community Action Programs, Inc	Cutaway Replacement - FASTER match	1	Vehicle Replace	\$11,723
Steamboat Springs	Overhead Crane	N/A	Equipment	\$96,000
Steamboat Springs	Transit Stop Improvements	N/A	Facility	\$96,000
Vail	Replacements Buses	2	Vehicle Replace	\$704,000
Via Mobility Services	Bus Replacement	1	Vehicle Replace	\$490,400
Winter Park	Bus Replacements	3	Vehicle Replace	\$849,544
Total				\$4,626,851

Table I: FASTER Statewide Pool				
Applicant	Project		Project Type	Grant Award
Colorado Springs	Minivan Vanpool Replacements	11	Vehicle Replace	\$293,744
Fort Collins	Bus Replacements (FLEX)	2	Vehicle Replace	\$960,000
Roaring Fork Transit Authority	Bus Replacements	4	Vehicle Replace	\$1,686,400
Total				\$2,940,144

Subtotal, FASTER Awards	\$11,466,995
Subtotal, FTA Awards	\$5,112,410
Total, All Awards	\$16,579,405

Table J: Unfunded and Partially-Funded Projects

Applicant	Project	No. Vehicles	Project Type	Request	Rationale
All Points Transit	IT Upgrades	N/A	Equipment	\$20,000	CDOT policy that minimum grant amount must exceed \$25,000
Colorado State University	Foothills Transit Station	N/A	Facility	\$2,642,556	While not required of state agencies, CDOT looks favorably on multiple funding partners, particularly for large requests like this. This project does not provide other funding partners. Also, construction schedule may be unrealistic if state or federal were involved due to contracting and NEPA requirements.
Community Intersections	Cutaway Replacement	1	Vehicle Replace	\$52,499	Vehicle does not meet minimum age/mileage requirements for replacement.
Cripple Creek	Service Truck	1	Equipment	\$54,400	Partially funded project using FTA 5311 funds.
Durango	ADA Transition Plan			\$891,165	Partially funded project using FASTER Local funds. CDOT requested to narrow scope of project to transit elements
Durango	Trolley Replacement	1	Vehicle Replace	\$132,000	Vehicle does not meet minimum age/mileage requirements for replacement.
Eagle County	Bus Replacement	1	Vehicle Replace	\$381,000	Equity considerations and limited funding availability
Family Health West	Scheduling Software	N/A	Equipment	\$5,861	CDOT policy that minimum grant amount must exceed \$25,000
Fort Collins	Bus Replacements (FLEX)	2	Vehicle Replace	\$960,000	Equity considerations and limited funding availability
Glenwood Springs	Bus Replacement	1	Vehicle Replace	\$458,384	Equity considerations and limited funding availability
Greeley	Bus Replacement	1	Vehicle Replace	\$459,564	Equity considerations and limited funding availability
Gunnison Valley RTA	Bus Replacement	1	Vehicle Replace	\$571,200	Equity considerations and limited funding availability
Horizons Specialized Services	Sedan Replacement	1	Vehicle Replace	\$18,076	CDOT policy that minimum grant amount must exceed \$25,000
Loveland	Regional Transfer Facility	N/A	Facility	\$1,600,000	Concerns that project is not ready since the City has not finalized land purchase. Applicant needs to make a more compelling business case that it can pay for ongoing maintenance and operations of the facility.
Metro Taxi Denver	Accessible Minivan Purchase	10	Expand Fleet	\$403,760	The applicant demonstrated financial commitment and capacity but CDOT determined it is not an eligible recipient for Section 5310 funds since it does not provide "shared ride taxi service to the general public on a regular basis." Also, the applicant may not be prepared for federal requirements associated with a federal grant such as civil rights plan.
Neighbor to Neighbor	Cutaway Purchase	1	Expand	\$45,600	Project is not identified in intercity planning efforts. Applicant didn't discuss business plan for operating expanded services.
Northwest Colorado COI	Accessible Minivan Purchase	1	Expand Fleet	\$40,000	Applicant did not make compelling case for need and did not discuss business plan to address increased operational costs associated with larger fleet.
Regional Transportation District	DUS Wayfinding Signs	N/A	Facility	\$550,000	Given the private partner relationship with DUS, the committee would have preferred to see more local contribution to the project. No benefit/cost documentation.
Regional Transportation District	Bike and Ride	N/A	Facility	\$520,000	Applicant provided evidence of project need, but didn't provide maintenance plan and didn't provide other funding partners or letters of support from nearby communities.
Roaring Fork Transit Authority	Bus Replacements	7	Vehicle Replace	\$2,951,200	Equity considerations and limited funding availability
Silver Key Senior Services	Van Replacements	2	Vehicle Replace	\$72,000	Applicant has not fully executed awards granted in previous years
Southwest Colorado COI	Accessible Minivan Purchase	1	Expand Fleet	\$34,720	Applicant did not make compelling case for need - 26 trips in 2015. Applicant did not discuss coordination efforts with the other several providers in the area that provide trips for seniors and disabled.
Summit County	Bus Replacement	1	Vehicle Replace	\$371,776	Equity considerations and limited funding availability
Summit County	Frisco Transit Center, Phase 3a	N/A	Facility	\$352,000	The project is not yet designed and a grant for Phase 3 is premature. Applicant didn't provide information documenting benefits of project. Applicant didn't provide written business plan.
Teller Senior Coalition	Camera System	N/A	Equipment	\$7,540	CDOT policy that minimum grant amount must exceed \$25,000
Telluride	Cutaway and Bus Replacement	2	Vehicle Replace	\$405,600	Vehicles do not meet minimum age/mileage requirements for replacement.
Trinidad	Depot Hall Renovation	N/A	Facility	\$750,000	Project doesn't appear to be part of a long-term planning effort connected with the transportation region. The project is not ready in terms of environmental review or written commitments from other participating transit agencies. CDOT has general questions about several issues such as land ownership, development of other pieces of the project, and other funding partners.
Vail	Bus Replacements	5	Vehicle Replace	\$1,760,000	Equity considerations and limited funding availability
Vail	Bus Stop Enhancements	N/A	Facility	\$2,080,000	Applicant didn't provide increased ridership information to justify improvements. CDOT may consider participating in future grants if request is smaller and targeted to stop(s) with greatest effect and/or with regional/interregional connections.
Via Mobility Services	Bus Replacements	2	Vehicle Replace	\$980,800	Equity considerations and limited funding availability
Via Mobility Services	Cutaway Rebuild	1	Vehicle Replace	\$9,394	CDOT policy that minimum grant amount must exceed \$25,000
Total				\$19,581,095	



COLORADO

Department of Transportation

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

DATE: March 24, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Maria J. Sobota, Chief Financial Officer
Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Draft FY 2018 - FY 2021 Statewide Transportation Improvement Program (STIP)

Purpose

To share information with STAC regarding the Statewide Transportation Improvement Program (STIP) development methodology to comply with federal planning regulations and how the development of the Draft FY 2018 - FY 2021 STIP helps allow CDOT to maintain compliance and implement cash management principles. Also, staff has provided an informational PowerPoint presentation in the March 2017 STAC Packet.

STAC Input

Staff requests STAC acknowledge the release of the Draft FY 2018-FY 2021 STIP for public review and comment by the Transportation Commission. Members are encouraged to provide comments on the draft during the public review and comment period, which begins on March 17, 2017 and ends of April 28, 2017.

Background

The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs), and is required for projects to be eligible for funding under both Title 23 and Title 49, Chapter 53, of the US Code.

Federal regulations require that the STIP be updated at least every four years. The current FY 2017 to FY 2020 STIP was adopted by the Transportation Commission (TC) in May 2016, and became effective on July 1, 2016. As part of CDOT's continuing implementation of cash management, an updated four year STIP must be approved by the TC and approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) no later than June 30, 2017. This updated STIP will maintain CDOT's flexibility of funding projects with a full four year plan approved by FHWA and FTA. The updated STIP is also required to be subject to a minimum 30 day public review and comment period, and is also subject to a public hearing. The intent of Department Staff is to release the Draft FY 2018 - FY 2021 STIP for public review and comment beginning on March 17, 2017 and continuing through April 28, 2017. A public hearing will be held on April 20, 2017 with a request for TC adoption of the STIP (anticipated in May 2017). The Draft FY 2018 - FY 2021 STIP documentation will be available at <https://www.codot.gov/business/budget> beginning March 17.

Details

Public notice of the review and comment period is provided through a variety of means, including through the CDOT website, e-mail announcement, and GovDelivery. Hard copies of the Draft FY 2018 - FY 2020 STIP will also be available at CDOT Region and HQ offices, FHWA Colorado Division and FTA Region 8 offices, Transportation Planning Region offices, and at Colorado Depository Libraries.

Key Benefits

Public review and comment of the Draft FY 2018 - FY 2021 STIP aligns CDOT with federal requirements and provides an important level of transparency.

Next Steps

- Public Hearing with TC for Draft FY 2018 - FY 2021 STIP (April 2017)
- TC adoption of the FY 2018 - FY 2021 STIP (May 2017)
- FHWA/FTA approval of the FY 2018- FY 2021 STIP (June 2017)





COLORADO

Department of
Transportation



Overview of the STIP Development Process and the Annual STIP Update

March 2017



Workshop Objectives

- **Provide an overview of the Statewide Transportation Improvement Program (STIP) and the planning process.**
- **Provide detail on the purpose and content of the Annual STIP Update.**
- **Identify upcoming tasks for STIP review and adoption.**



Background on STIP

- **The Statewide Transportation Improvement Program (STIP):**
 1. Is a Federally Required document (23 U.S.C. 134, 135 and 450, and 23 CFR, Part 450);
 2. Is fiscally constrained;
 3. Contains a statewide listing/program of transportation projects;
 4. Is developed every four years in concurrence with the Long-Range Statewide Plan, and is updated annually to maintain four federally recognized years of programming; and
 5. Maintains consistency with the Long-Range Statewide Plan, regional transportation plans, and Transportation Improvement Programs (TIPs).





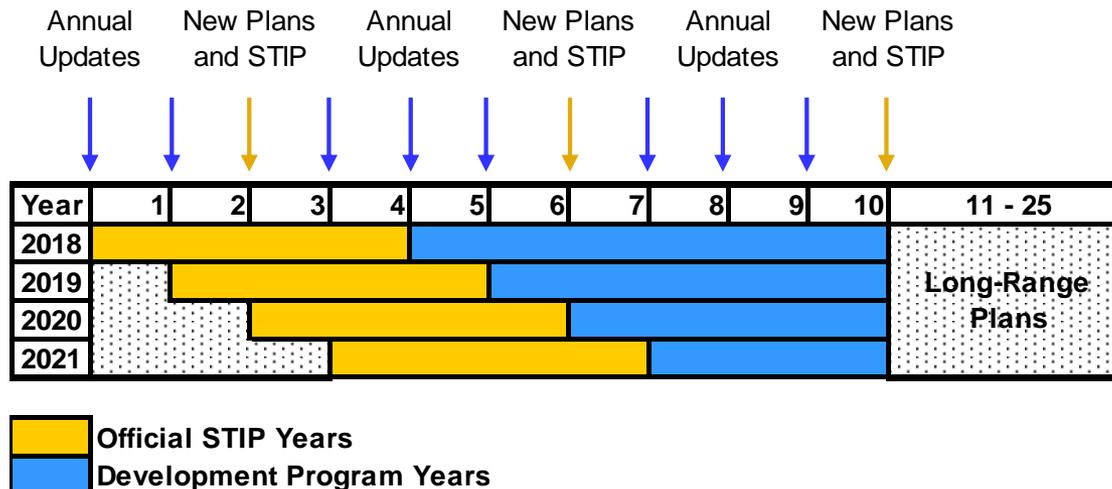
STIP Development Process / 4P

- **The STIP is developed through the continuing, cooperative, and comprehensive statewide multimodal transportation planning process CDOT carries out with the 15 TPRs.**
- **The process includes:**
 - Identification of transportation conditions and needs, forecasted revenues, performance objectives, and policies;
 - The development of long-range multimodal Regional Transportation Plans (RTPs);
 - The development of the long-range multimodal Statewide Transportation Plan (SWP); and
 - The Project Priority Programming Process (4P).
- **This process provides the foundation for the creation of the STIP.**



What is the Annual STIP

- **What is the Annual STIP:**
 - STIP updated once per year to maintain official four years of programming recognized by FHWA and FTA;
 - Full update (4P process) once every four years to coincide with development of the long-range Statewide Transportation Plan and Program Distribution;
 - STIP amendment schedule semi-annually;
 - Administrative modifications will be conducted more often and as needed.
 - Expenditure-based as opposed to the budget-based.





The Draft FY2018 – FY2021 STIP

- **What is included in the Draft FY2018 – FY2021 STIP:**
 - Regionally Significant Projects that may continue into, or are scheduled to begin in, FY2021;
 - RPP projects that may continue into, or are scheduled to begin in, FY2021;
 - Funding allocations for various Asset Management programs, such as Surface Treatment, Bridge, and FASTER Safety, will be reflected in Regional STIP Program Pools;
 - Asset Management project lists for FY2021 will be approved during the summer of CY2017 and amended into the STIP at that time.



The Draft FY2018 – FY2021 STIP

- **What is requested of the Transportation Commission regarding the Draft FY2018 – FY2021 STIP:**
 - Release the Draft FY2018 – FY2021 STIP for public review and comment.
 - This item is included on the Consent Agenda for March.



STIP Approval Timeline and Next Steps

Timeline:

- March - Review Draft STIP and approve release for public comment period
- March / April – Minimum 30-day public comment period
- April - STIP Public Hearing with Transportation Commission
- May - Transportation Commission approval of STIP
- June - FHWA / FTA Approval of STIP
- July 1 - FY2018 – FY2021 STIP effective

