



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
May 19, 2017
9:00 AM – 11:30 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 April Meeting Minutes – Vince Rogalski (Pages 2-16)
- 9:10-9:25** 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.
- 9:25-9:45** Refining the 10-Year Development Plan (Informational Update) – Jeff Sudmeier, Division of Transportation Development (DTD) (Pages 17-18)
- Discussion of the timing and staff progress on the development of a project list related to the new legislation.
- 9:45-9:55** Transportation Commission Report (Informational Update) – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:55-10:10** TransPlanning Partnership (Informational Update) – Michelle Scheuerman, DTD (Page 19)
- Overview and discussion of the upcoming TransPlanning Partnership.
- 10:10-10:20** Break
- 10:20-10:40** Multimodal Freight Plan Update (Informational Update) – Norm Steen, Teller County Commissioner and Evan Enarson-Hering, Cambridge Systematics (Pages 20-34)
- Update on current activities associated with the development of the Multimodal Freight Plan.
- 10:40-10:55** Bustang Outrider Program (Informational Update) – Michael Timlin, Division of Transit and Rail (DTR) (Pages 35- 43)
- Overview of the CDOT Bustang Outrider program.
- 10:55-11:10** Technology Infrastructure Expansion (Informational Update) – Ryan Rice, Transportation Systems Management & Operations (TSM&O) (Pages 44-55)
- Overview of the growing urgency to expand CDOT’s technology infrastructure network to support future technology.
- 11:10-11:25** TPR Reports (Informational Update) – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 11:25-11:30** Other Business- Vince Rogalski
- 11:30** Adjourn

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

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

**STAC Meeting Minutes
April 28, 2017**

Location: CDOT Headquarters Auditorium
Date/Time: April 28, 2017, 9:00 a.m. - 11:30 a.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Mark Arndt (UFR), Michael Yohn (SLV), Terry Hart (PACOG), John Adams (PACOG), Todd Hollenbeck (GVMPO), Peter Baier (GVMPO), Adam Lancaster (CFR), Doug Rex (DRCOG), Roger Partridge (PPACG), Bentley Henderson (SW), Jody Rosier (SUIT), Terri Blackmore (NFRMPO), Sean Conway (NFRMPO), Luis Lopez (SC), Walt Boulden (SC), Gary Beedy (EA), Thad Noll (IM), Chuck Grobe (NW), Jim Baldwin (SE), Stephanie Gonzales (SE), Sallie Clark (PPACG), Becky Karasko (NFRMPO), Barbara Kirkmeyer (UFR), Elizabeth Relford (UFR), Andy Pico (PPACG), Norm Steen (PPACG).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions & March Minutes / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> • Review and approval of March STAC Minutes. No corrections or additions. 	<p>Action: <i>Minutes approved.</i></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"> ○ Ongoing discussion of the Central 70 re-route option. ○ Working to hire a Tolling Manager – normally there is a requirement to hire someone in-state but no one applied, so a variance was needed to allow a wider candidate search, two good candidates were identified but low salary caused them both to withdraw, a new search is starting now. ○ C-470 Wadsworth to I-25 project is awaiting TIFIA approval to get going at the federal level, the staff is there but no leadership is appointed, so the project is on hold until we find out whether a federal loan will be forthcoming. • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ HB 1242 was discussed and we will talk about it later in the agenda. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ A workshop was held to discuss the recommended NHFP projects – there was no disagreement so they are likely to be approved next month. ○ A STIP public hearing was held but no comments were received. ○ The FTA 5311 Program was discussed, and the new funding approach was approved for one year pending further discussion of concerns. 	
<p>TPR Updates / TPR Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> ● <u>DRCOG</u>: Adoption of 2040 MetroVision and 2018-2021 TIP; Doug Rex recognized for his great coordination of the COG members (among other staff); Tom Clark also awarded for his great work in fostering regionalism, as was Betsy Jacobsen of CDOT. ● <u>GVMPO</u>: 2018-2019 UPWP out for review and should be adopted in June; TIP also adopted for 2019-2021; bids opened on I-70 Business Loop project; continue to watch the Legislature to see what that will mean for our region. ● <u>NFRMPO</u>: Ready to adopt next RTP amendment that will add the last piece of I-25 North; RFP for North I-25 went out last Friday and due June 28th, hoping for selection by August, and a start shortly after; local communities now up to \$55 million in local contributions to the TIGER project including Prospect Interchange and US 34 overpass widening and 402 overpass; reconstruction of Crossroads is on schedule and should be ready by the end of the year; final paving of the climbing lane near Berthoud is scheduled for May and should be done this summer, improving flow; US 34 PEL from Loveland to Kersey will kick off May 2nd in Loveland and May 3rd in Evans. <ul style="list-style-type: none"> ○ <u>Comment by Vince Rogalski</u>: We should recognize that local contribution, it's vitally important and is nearly \$80 million when you include the ROW donated for the project. ● <u>PACOG</u>: Most recent meeting was yesterday, received a report from CDOT on Pueblo Blvd reconstruction efforts set for start in June; also reported that US 50 bids have come in lower than anticipated, hence some discussion of utilizing other money for other projects; TIP was approved for 2019-2021; also discussed a transit study that will be finished by early summer and includes restructuring and possible expansion of service to Pueblo West. ● <u>PPACG</u>: Cimarron project still on time and on budget, some discussion of where leftover funds might be applied; last PPACG meeting held 2 weeks ago and TIP amendment was approved, largest was a developer 	<p>No action taken.</p>

	<p>contribution of \$34 million on a specific project to tie Powers Blvd to I-25; internal discussion and amendments with R2 on the projects on the Tier I of the Development Program and have met with TC rep to discuss; in the process of hiring a new Executive Director for PPACG and have many good candidates both within and outside of CO. Also, compliments on the great job that CDOT has done in managing and communicating around the I-25 Cimarron project.</p> <ul style="list-style-type: none"> • <u>Central Front Range</u>: Haven't had a meeting in a few months but in Canon City our PPP for US 50 is complete, another SRTS project in to CDOT for clearance and just found out we've received another SRTS award; vendors in the area are too busy to bid for some projects; SH 9 overlay project out for bid and should get going this summer. • <u>Eastern</u>: Not much to report at this time; looking to do a speed study on I-70 through Limon; also discussed the use of Big Data at the last FAC meeting to identify congestion points and wondering whether this type of data could be applied to a speed study rather than the traditional approach. <ul style="list-style-type: none"> ○ <u>Comment by Terri Blackmore</u>: One way might be to do both of them concurrently and then compare to get an idea of how representative the data is compared to actuals. • <u>Gunnison Valley</u>: Two big projects going on are both through FLAP, Cottonwood Pass (Buena Vista - Taylor Park Reservoir) paving on the west side (currently unpaved), important to note that Cottonwood Pass will be closed for the summer; second project is US 50 Blue Creek Canyon, R3 is trying to put together the last few million dollars to tackle that one. Also working on an updated IGA and MOU for the TPR and working to encourage all the member communities to come to the table in preparation for the next long-range SWP. <ul style="list-style-type: none"> ○ <u>Comment by Thad Noll</u>: I would like to point out that these were both really good examples of multiple agencies combining multiple projects to leverage funds and get more out of less. A very innovative approach. • <u>Intermountain</u>: Meeting that was scheduled for last week moved to a later date; projects preparing to start, ski areas mostly closed at this point, though it keeps snowing which is delaying the kick-off of several projects in the region; one note on the latest TC Minutes is that many folks in the region are 	
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	<p>excited about the purchase of Strava bike and ped data by CDOT that can be shared with regional partners for their own planning purposes.</p> <ul style="list-style-type: none"> • <u>Northwest</u>: Keeps snowing and slowing down projects; TPR meeting delayed so no other updates. • <u>San Luis Valley</u>: County Road in Alamosa County seeking assistance to access Great Sand Dunes National Park has received a FLAP grant; opinion that we need to find new revenue sources to support CDOT; one other concern is SH 17 and US 160 project that continues to be pushed back and commercial traffic being diverted into a nearby neighborhood, which creates other safety and congestion issues. • <u>South Central</u>: Rockslide mitigation now in full gear south of Trinidad on I-25; in putting together our updated IGA we reached out to a number of communities that haven't participated in the past and as a result we're nearly doubling the number of participants in the RPC. • <u>Southeast</u>: Lamar Main Street project is in full swing, slowing traffic but citizens are happy to see the progress; still advocating to receive funding for Lamar Reliever Route as well as US 50 to Kansas Line; TPR meeting upcoming. • <u>Southwest</u>: Projects starting to pick up in the Southwest, including installation of fiber on the east side of Wolf Creek Pass which will connect the Southwest to the Denver metro and provide a lot of benefit for CDOT and travelers; continue to look at opportunities for wildlife mitigation projects, including underpasses; big project in downtown Pagosa Springs and running into some condemnation issues, especially in light of the recent CO Supreme Court decision on the topic; saw a great presentation on the history of CDOT avalanche mitigation at the last TPR meeting that is highly recommended. • <u>Southern Ute Indian Tribe</u>: Participated in the Colorado Main Streets workshop in Cortez with a number of stakeholders and the event was very valuable. • <u>Upper Front Range</u>: US 85 PEL is wrapping up after nearly 2 years and will be finalizing in June. 	
Federal and State Legislative Report –	Presentation <ul style="list-style-type: none"> • <u>State</u>: 	No action taken.

Andy Karsian and
Ron Papsdorf (CDOT
Office of Policy and
Government
Relations)

- *Funding Bills*
 - HB 1242: The bill died in the Senate Finance Committee along a party-line vote; passed out of the Transportation Committee; demise of the bill was disappointing to many throughout the state including local governments, county commissioners, etc.; main reason for defeat was the argument by opponents that funding through come of existing state revenues rather than asking voters to approve new ones.
 - HB 267: Mostly deals with Hospital Provider Fee and K-12 education funding and is currently sitting in the Senate Appropriations Committee awaiting continued negotiations, specifically surrounding potential lowering of the TABOR cap; with the death of HB 1242 the importance of this bill to transportation has been increased; CDOT would potentially receive a portion of \$1.7 billion in Certificates of Participation (COPs) if this bill were to pass.
 - SB 303: Introduced by Senate Republicans last night; would take 10% of sales tax revenues and divert them to the HUTF, with 10% of that going to transit; includes a project list up to a total of \$3.5 billion; general feeling is that it doesn't have a strong prospect of moving forward at this time but that may change.
- *Other Bills*
 - Southwest Chief Rail Commission expanded to look at what it would take to develop a passenger rail system along the Front Range. A lot of that study has already been done but this continues the conversation.
 - Transportation Legislative Review Committee (House and Senate Trans Committees) meets between Legislative sessions and will look at the TC District study we did last year and bring it around the state for discussion with the public. TLRC also wants to combine this with a statewide discussion on transportation funding, including any ballot measures that might be appearing in November. There will be at least 5 meetings around the state to do this.

STAC Comments

- Norm Steen: Is there any transportation funding included in the Long Bill?
- Andy Karsian: Not at this time.
- Norm Steen: What is your gut feeling about the likelihood of any new funding for transportation this year?

	<ul style="list-style-type: none"> • <u>Andy Karsian</u>: I think we're all waiting to see. HB 1242 was the most substantive conversation around transportation in years and had some bipartisan support, so it was very disappointing to see that go down. HB 267 seems the mostly likely to produce something positive at this point but that bill also touches a lot of other areas that may not have room for transportation to be incorporated. There is also a danger that any half-measure solution gives the public a false impression that the issues is resolved, when really it isn't. • <u>Terri Blackmore</u>: You said that they were looking to lower the TABOR cap – does that mean it would be a lower ceiling at which they would send out refunds? • <u>Barbara Kirkmeyer</u>: Yes, it would slow the growth of government and limit how much you could increase your mill levies. <p>Presentation</p> <ul style="list-style-type: none"> • <u>Federal Update</u>: <ul style="list-style-type: none"> ○ The federal government is operating on a continuing resolution and needs to extend that before developing a long-term funding bill moving forward. ○ With help from members of the CO delegation, the council met last week to discuss our TIFIA application and we expect formal word on that next week. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: We were in DC the same time that you were and heard from several folks that we shouldn't expect word on federal funding until late FY 2018. Your thoughts on that? • <u>Ron Papsdorf</u>: It's uncertain, but with Congress focused on health care reform and tax reform, it seems like we might not see real consideration of a federal infrastructure program until late fall of this year at the earliest. 	
<p>Ballot Initiative Update – Herman Stockinger (CDOT Office of Policy and</p>	<p>Presentation</p> <ul style="list-style-type: none"> • While the failure of HB 1242 is a disappointing set-back, there are still other potential funding sources in the future so we need to stay prepared. A few years ago DTD began work on compiling the Development Program of priority projects without identified funding. CDOT Regions, DTD, DAF and 	<p>No action taken.</p>

<p>Government Relations) and Jane Fisher (CDOT Program Management Office)</p>	<p>others have started refining the projects in that list to hone in on how much those individual projects will really cost, with the goal of getting to a \$3.5 billion list by the June TC meeting. If there is a ballot question later this year, we'll be able to give that list to the appropriate folks and that will let them have specific project discussions across the state.</p> <ul style="list-style-type: none"> • CDOT is working through different bonding scenarios based on the amount of funding available as well as the potential future interest rates that we might have to work with. Up to this point we have been using a target of \$3.5 billion but that would have to be adjusted based on any specific funding source or ballot measure. • The Development Program is a resource to support planning, comparison, and selection of unfunded statewide priority projects. It has been used to feed into STIP updates as well as other funding opportunities, such as the NHFP. • Ballot List development entails 4 steps: <ul style="list-style-type: none"> ○ <u>Initial Project List Review</u> (complete) – identifying T1 projects to drop and T2 projects to advance. ○ <u>Scope Refinement</u> (in progress) – Review and refine project scopes as initially identified, updating scopes to add construction where previously design-only. ○ <u>Cost Refinement</u> (in progress) – Develop updated, risk-based cost estimates reflecting refined scope. ○ <u>Schedule Refinement</u> (in progress) – Develop risk-based estimated delivery schedule for each project. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Terri Blackmore</u>: To be clear, when you talk about “removing” projects, you really mean that they won’t be advanced to the Ballot List, not that they’d be removed from the Development Program. • <u>Herman Stockinger</u>: Correct, that’s a good clarification. • <u>Barbara Kirkmeyer</u>: When will STAC be involved in this process? After the list has been established? • <u>Debra Perkins-Smith</u>: Once we have updated the scope, cost, and schedule refinements we will bring them to TC and STAC for review in May. We would hope for TC action in either June or July. A number of the TC members are planning to stay in Denver for the May STAC meeting so they can be hear for that initial conversation. 	
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- Norm Steen: I can't overemphasize the importance of getting this group's buy-in on any ballot list since we will be the ones needed to support this effort in our local communities. If the perception is that this is a CDOT list, rather than a Colorado list, then any ballot measure is likely to fail.
- Doug Rex: I certainly appreciate the CDOT staff's effort to work through this joint consultation effort and give us the ability to support these types of efforts at the local level. But I want to emphasize that we need to have that list as early as possible so we can make sure our member communities are able to support it as well.
- Thad Noll: I want to remind the group that the purpose of the Development Program is that those are the projects that came up through the planning process, so making major changes to it is something we should be hesitant about. Also we need to recognize that CDOT staff are scrambling to give the group something meaningful to react to, so we need to have patience on that.
- Barbara Kirkmeyer: I want to emphasize that this is a political process and we need to keep in mind the emphasis on what can get passed, not just what the planning needs are from the perspective of the Region Directors. We need to be engaged at the beginning of the process, not after the list has been developed.
- Paul Jesaitis: I would point out that the Tier I list is already public, it's not any different from what it was before, we're just going through and updating the scopes, costs, and readiness for those projects, but we're not talking about starting from scratch with a new list.
- Adam Lancaster: I think a ballot list is a mistake and that's what keeps us from getting something passed. We had a similar experience at the local level, where the list is usually used against the effort rather than in favor of it, with people cherry picking projects that are bad from their perspective and saying that's why we're voting no. It also sets you up to disappoint people if you fail to deliver, which goes against you the next time. When we keep the request more general you get better results.
- Andy Pico: I disagree, we've had the opposite experience of having a specific list improves your ability to get the measure passed. To share a list, deliver it on time and on budget, and execute what you promised, that

builds trust. This is what we've found in Colorado Springs, which is one of the most anti-tax areas you're going to find.

Presentation

- We have been charged by Executive Director Bhatt to ensure that anything we put on a list can be delivered – otherwise our credibility is at stake. Risk Workshops will be used to help identify those projects that are of greater concern in this area. This is a lesson learned from the RAMP Program. We are using a statistical analysis to identify risk levels for individual projects and the program as a whole.
- We are doing a similar assessment on schedule, under the assumption that we want all these projects delivered within 7 years. We are using historic data to compare how past programs have worked as well.

STAC Comments

- Bentley Henderson: So if you find that a given project has a higher risk of delay or cost overrun, what happens to it? Does it move down the ranking, get removed from the list, or what?
- Debra Perkins-Smith: Not at this time. To be clear, that type of project would be brought to the attention of the STAC and TC for their input, but we wouldn't make any decisions prior to that.
- Todd Hollenbeck: What regional distribution are you using? It is an existing formula or something new?
- Debra Perkins-Smith: We're using the Tier I list from the Development Program, so when we developed that we used the RPP formula.
- Herman Stockinger: I wouldn't expect that the final Ballot List would be based on a strict regional percentage breakdown but rather based on the projects that this group and the TC feel give us the best chance of passage.
- Barbara Kirkmeyer: What do you think about potentially presenting this draft list to CML and CCI at their summer meetings? No matter how much the commissioners sitting around this table explain to the broader group about the planning process, they often feel that they are excluded from the identification of project priorities.
- Herman Stockinger: I think that's a great idea and I'm already in contact with both groups about potentially presenting on this and other topics.

<p>Safety Performance Measure Target Setting / Charles Meyer (CDOT Traffic and Safety Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Why targets? <ul style="list-style-type: none"> ○ Safety is our #1 goal ○ It's federally required ○ Specific, Measureable, Accountable, Realistic, Time-Based • Currently the only national PF law in place – others on hold by new administration. • 5 Measures that we need to set targets for: <ul style="list-style-type: none"> ○ Fatalities ○ Fatality Rate ○ Serious Injuries ○ Serious Injury Rate ○ Non-Motorized Fatalities & Serious Injuries • Definitions provided in the Rule <ul style="list-style-type: none"> ○ VMT ○ Serious Injury ○ 5-Year Averages ○ Target: 2014-2018 five-year average ○ Baseline: 2012-2016 five year average • Compare actual to target, then to baseline <ul style="list-style-type: none"> ○ Must meet or show significant progress compared to baseline in 4 of 5 • MPO Role <ul style="list-style-type: none"> ○ Must also establish local targets within 180 days of state target setting ○ Can be the same or different ○ This is an ongoing annual process that we will repeat from here on out, unless instructed differently • Schedule: <ul style="list-style-type: none"> ○ June 1 – report to NHTSA ○ August 1 – report to FHWA on 2018 targets ○ February 2018 – MPOs set targets (180 days after DOT) ○ December 2019 – Data available for PM assessment by FHWA ○ March 2020 – Notifications sent from FHWA (evaluation of results) • Crash Trends in Colorado 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ Crashes have increased over the years, but leveling a bit in 2016 ○ Fatalities are unfortunately increasing ○ Fatality rate is also increasing ○ Serious injuries have been decreasing at the same time ○ Serious injury rate is declining slightly ○ Seeing the greatest fatality increase in the “vulnerable user” category – motorcyclists, cyclists, and pedestrians ○ Fortunately we are not seeing an increase in fatalities for young drivers ○ Not seeing any significant uptick on impaired driving related to marijuana legalization, though the short time frame and lack of detailed data make it hard to judge at this point. ○ 55% of fatalities are rural, despite population distribution ○ Contributing factors include: <ul style="list-style-type: none"> ▪ Distracted driving ▪ Impaired driving ● Statistical Analysis <ul style="list-style-type: none"> ○ CDOT and CDPHE team used various statistical methodologies, within the data limitations, and in light of the data scope and history <ul style="list-style-type: none"> ▪ There is an element of guesswork involved ● Future Trends <ul style="list-style-type: none"> ○ Anticipating nearly 700 fatalities in 2017 and nearly 800 in 2018 <ul style="list-style-type: none"> ▪ Equivalent to a 2018 5-year average of 613.9 ○ Extenuating factors such as seatbelt legislation, population growth, funding levels, etc. do not imply a significant trend change in the near future. ● 2018 Proposed Targets <ul style="list-style-type: none"> ○ Fatalities: 610 ○ Fatality Rate: 1.2 ○ Serious Injuries: 3350 ○ Serious Injury Rate: 6.79 ○ Non-Motorized Fatalities & Serious Injuries: 586 <p>STAC Comments</p> <ul style="list-style-type: none"> ● <u>Sean Conway</u>: Can you break this data down based on AADT to account for counties or regions with more interstate travel? ● <u>Charles Meyer</u>: Yes, we can break it down many ways and normalize it to account for those types of factors. 	
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- Herman Stockinger: I'd also be interested to know if there's a correlation with county seat belt use rates.
- Charles Meyer: We have a number of ways to bring this data down to the local level to help develop specific interventions.
- Gary Beedy: Have you looked at whether the increase in Non-Motorized User Fatalities might be linked to the encouragement and expansion of bike lanes and use?
- Charles Meyer: We are looking at how to measure that by using an equivalent to Bicycle VMT to make that comparison. Unfortunately that type of data doesn't really exist at this point, so we're working to develop it.
- Barbara Kirkmeyer: Where are we this year 1st quarter versus last year 1st quarter?
- Charles Meyer: We are up by about 10% over last year, which is the same from 2014-2015 and 2015-2016.
- Norm Steen: Is there a way to connect this data to specific infrastructure, such as shoulders, wildlife, congestion so that we can link it to specific project funding?
- Charles Meyer: We find that the majority of crashes *begin* with driver behavior that may then be affected by the surrounding infrastructure. Signal timing and visibility might be a good example of a way to do that. Usually the causal factor is the driver, but the level of "forgiveness" in the infrastructure may then affect the final outcome.
- Mike Lewis: This is the raw data that we're sharing today, but we can provide that more granular level of detail to anyone in the state that wants to dig deeper in their local area. We had a discussion in-house about how to process and message this data to the public and our partners. I will never give up on the goal of Zero Deaths, but we have to recognize that currently we're nibbling around the edges of these broader trends when what we really need to do is shift the paradigm.
- Sean Conway: I think we also need to have a recognition of population increase as a factor that impacts this but is largely out of our control. Technology improvements, including driverless cars, is another element that may significantly help or hurt us moving forward.

	<ul style="list-style-type: none"> • <u>Terri Blackmore</u>: I thought that your statistical analysis gave you a target of 614, but what you recommend at the end is 610. I think that you're going to be hard-pressed to achieve that higher number, so why did you lower that? • <u>Charles Meyer</u>: I showed one of several analyses that we employed, and when we looked at them all together we landed on 610 as the most reasonable number. 	
<p>FTA 5311 Program Update / Jeff Sanders (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • We talked to this group about our proposed methodology last month, but following TC approval we have a few changes to that methodology that we want to bring to this group. • Feedback was received from the TC in three areas: <ul style="list-style-type: none"> ○ Consideration of balanced equity <ul style="list-style-type: none"> ▪ Very rural essential services ▪ Larger mountain communities with recreation based economies ○ Multi-county agencies <ul style="list-style-type: none"> ▪ More comprehensive service ▪ Avoid disincentive for these types of agencies ▪ Economies of scale: coverage, fleet, funding ○ Historical events affecting funding levels <ul style="list-style-type: none"> ▪ Remedy for extenuating circumstances • Review of the Distribution Formula <ul style="list-style-type: none"> ○ Categorize by size into 5 Peer Groups ○ Apply operating budget factors for each category <ul style="list-style-type: none"> ▪ 50% for Very Small, 3% for Very Large ○ "Hold Harmless" those in need of most assistance <ul style="list-style-type: none"> ▪ Low-income populations ▪ Low levels of service ▪ One particular route in Durango added to this list by TC, which helps Durango Transit. ▪ NECALG will also be held harmless for one year to better assess the questions around multi-county agencies. • Transition Plan to soften impact <ul style="list-style-type: none"> ○ 5 year transition ○ TC change: only implementing first year of the plan while continuing to assess future options. 	<p>No action taken.</p>

- DTR staff requesting that a member of the TC to participate in the Subcommittee moving forward.
- Subcommittee will continue meeting to address issues moving forward. Will report back to the TC over the course of the next year.
- The STAC Packet contains the adjusted funding levels for 2018 and the 5-year transition plan, albeit with the last 4 years TBD based on TC approval of 1 year only.

STAC Comments

- Terri Blackmore: You keep a pattern of decreasing funding percentages with increasing agency budgets throughout, except at the top tier. Why is that?
- Jeff Sanders: The way that works is that it's 4% up to a \$10 million agency budget and 3% over that amount.
- Terri Blackmore: Your memo says the opposite – 3% then 4%.
- Mark Imhoff: That's a typo – good catch.
- Norm Steen: What agencies really want is predictability, so giving them the ability to look ahead and know what to expect is crucial. Even with your transition plan, year 6 is a moving target.
- Jeff Sanders: Yes, we certainly recognize that and we think that while the limitation on federal funds is a big issue, from the perspective of year to year changes we don't anticipate them to fluctuate much.
- Terri Blackmore: What are you going to do if you get more agencies applying? Do you have a plan for that?
- Jeff Sander: Yes, we are anticipating a few more to apply this year and more in the years after that. We think that this methodology can accommodate new entrants, but of course each time that happens the pie will be shrinking given the limited on federal funding.
- Mark Imhoff: Also, our experience over the years is that the federal funds tend to increase by 1%-2% each year, so hopefully new entrants will fit within that margin.

<p>Other Business / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Lisa Streisfeld (CDOT Division of TSMO)</u>: In the interest of time we will be sending out an announcement and NOFO on the ATCMTD grant. Applications are due June 12th and we're happy to coordinate with you on any applications you may want to submit. • The next STAC Meeting will be held on Friday, May 19th. The TC meeting is the day before and they are planning a short field trip to some project areas at 11:30 am on Thursday the 18th that STAC members are welcome to join if they are interested and available. Please let Tim Kirby know if you would like to take part in that. 	<p>No action taken.</p>
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STAC ADJOURNS



DATE: May 18, 2017
TO: Joint Memo to the Transportation Commission & State Transportation Advisory Committee
FROM: Josh Laipply, Debra Perkins-Smith, Jane Fisher, Herman Stockinger
SUBJECT: Refining the 10-Year Development Plan and Legislative Update Workshop

Purpose

To update the Transportation Commission and State Transportation Advisory Committee (STAC) on the results of the recently completed legislative session, review the provisions of SB 17-267, and discuss the timing and staff progress on the development of a project list related to the new legislation.

Action

Transportation Commission and Statewide Transportation Advisory Committee (STAC) discussion and guidance on refinement of the Development Plan into projects for SB 17-267.

Background: Legislative/Ballot Progress

As noted last month, based on pending legislation at the time (HB 17-1242) staff began work on refining the current 10-Year Development Plan into a list of about \$3.5 billion in projects statewide, with a plan for STAC and Commission participation in the process scheduled for May and June. It was expected that the Commission would need to adopt a project list by June 15 in order to meet the deadlines in HB 17-1242.

However, HB 17-1242 was Postponed Indefinitely and SB 17-267 was approved. The bill, among other things, authorizes the execution of lease-purchase agreements on state facilities totaling \$2 billion, to be issued in equal amounts over four years, beginning Fiscal Year '18-'19 (which begins July 1, 2018). CDOT will be the recipient of \$1.8 billion of those proceeds, with the remainder dedicated to controlled maintenance and capital projects on state buildings. 10% of CDOT's proceeds will be dedicated to transit projects.

Proceeds to CDOT may be used for projects that are in the STIP that are designated for Tier 1 funding in the Ten-Year Development Plan. The bill further requires at least 25% of the funds to be expended for projects in counties with populations of 50,000 or fewer as of July, 2015.

After the state covers payments for the capital construction proceeds, CDOT is responsible for the first \$50 million in lease payments related to state highway projects, with the remainder being paid by the General Fund "or any other legally available source." After four years of lease-purchase agreements are executed, the repayment is expected to reach approximately \$150 million per year. Each lease-purchase agreement would have a term of twenty years.

Additionally, SB 228 transfers for FY '18 (\$79 million) are unaffected, but transfers in FY '19 and '20, each \$160 million, are eliminated.

While a ballot question is still possible, and CDOT must be prepared to respond with a list of projects should a petition effort begin, there is no longer the urgent legislative requirement that a project list be produced and provided to legislative staff in June, 2017.

Refining the Scope, Schedule, and Costs for the Development Plan

CDOT's starting point for development of a list of projects begins with the Tier 1 portion of the 10-Year Development Plan. This plan, vetted with transportation planning partners, stakeholders, STAC and the Commission over the last year, has been referenced many times in legislation and public conversations.

The Tier 1 projects on the Development Plan include 74 highway projects totaling about \$3.1 billion (including \$2.5 billion in unmet needs and \$600 million in potential matches from toll revenue, local partners, and existing CDOT programs such as RPP and FASTER Safety). This plan is a great guide as we consider competitive federal grant opportunities and help the department track the highest priority unfunded projects in the state. As a construction list (as opposed to a planning list), however, there were several refinements that were needed. The list below details the refinements in using the Development Plan as the construction list, and how staff is addressing each issue.

- Design Only: Some projects included in the Development Plan are for “design only”. While appropriate for a planning-level Development Plan, we wouldn’t want a list that went to the ballot to have a project that was only designed but not constructed. However, given that the lease-purchase proceeds under SB 17-267 do not go to a vote of the people, the Transportation Commission could designate funds for design only to ready some projects for future construction.
 - Resolution: Regions added minimal construction phases to all design only projects, and adjusted the costs accordingly in preparation for a \$3.5 billion ballot question, but will now move back to some projects having design only funds in Tier 1, and the minimal construction phases of those projects will be used to adjust Tier 2 funding needs.
- Scope Uncertainty: Some corridors do not yet have defined projects, or have not started the NEPA process. The costs associated with some of those projects were simply educated guesses. Again, the estimates are appropriate for the Development Plan, but projects preparing for construction need more certainty.
 - Resolution: Regions worked to better define probable scope for those projects and adjusted the costs accordingly. However, project scopes for a \$3.5 billion plan are different than for a \$1.8 billion plan. Staff will now need to adjust scopes to accommodate a smaller plan of projects.
- Cost Estimating and Scheduling: The Development Plan was created over a year ago, and included cost estimates with various levels of refinement. Additionally, the time delay in constructing a project was not factored into the costs (a project built three years from now will cost more than if it were built today). Furthermore, based on lessons learned from the RAMP program, it is now appropriate to move towards a probabilistic risk-based cost and schedule estimating approach as a means to improve consistency and enhance accuracy.
 - Resolution: Regions have worked with the HQ Project Management Office to refine scope, schedule, and budget to take the various factors into account (to the degree possible) and adjusted the costs accordingly.

Refining the Project List

Naturally, the steps listed above resulted in the \$3.1 billion list growing significantly, to well over the original \$3.5 billion target. Staff had been focused on providing a refined \$3.5 billion proposed project list to the Commission and STAC in May, but it is no longer necessary to do so, and with SB 17-267 just being approved on May 10, staff has not had time to re-think or refine the project list with the new target. There is no legislative deadline to provide a list related to the lease-purchase proceeds, and no immediate deadline for selecting projects from the Development Plan to receive proceeds from the lease-purchase agreements.

Next Steps

In June, staff will present a refined Development Plan with updated cost estimates to the Transportation Commission and STAC, and seek guidance on the timing and process for selecting projects from the Development Plan to receive lease-purchase proceeds.



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Department of Transportation

Division of Transportation Development

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

TO: Statewide Transportation Advisory Committee
FROM: Michelle Scheuerman, Statewide Planning Manager, and Tim Kirby, Manager, MPO & Regional Planning Manager
DATE: May 12, 2017
SUBJECT: TransPlanning Partnership

Purpose: The purpose of this memo is to provide an overview and update on the TransPlanning Partnership.

Action: Staff is requesting that STAC take the following actions at the May STAC meeting.

- Based on the results of the STAC survey, finalize the 3-4 Working Groups.
- Provide feedback on the proposed plan for forming the Statewide Plan Steering Committee.
- Select STAC representatives to the Statewide Planning Steering Committee.

Background:

This memo provides an update on developing the TransPlanning Partnership. This effort is being developed in order to enhance coordination and consensus building with the Transportation Planning Regions (TPRs) and other stakeholders in the months leading up to the kick-off of the development of the 2045 Statewide Transportation Plan and TPR plans which is anticipated in Summer of 2018. This topic was on the April STAC agenda, however, it was tabled due to time constraints. In an effort to facilitate a hearty discussion and decision making at the May STAC meeting, STAC members were asked to complete a brief survey between May 8th through May 15th. The details of the survey are below.

Details:

A memo in the April STAC packet introduced the TransPlanning Partnership and its key elements. These include:

- A Statewide Plan Steering Committee to help guide early work to be done leading to the kick-off of the development of the 2045 Statewide Transportation Plan.
- Technical Working Groups of experts to help develop the approach and direction for key topics and elements that will be covered in the 2045 Statewide Transportation Plan and possibly the Regional Transportation Plans.
- An educational series (named the Transportation Planning Toolkit) that covers targeted informational topics surrounding key elements of planning process and essential CDOT business.

STAC members were asked to provide feedback via a survey that covered the following:

- The overall TransPlanning Partnership concept.
- Recommendations for potential Technical Working Group topic areas.
- Ideas for potential stakeholder groups that should be involved with the Statewide Plan.
- Potential involvement by STAC members with Technical Working Groups.
- Other ideas and questions.

Next Steps:

After the May STAC meeting, staff will work on the formation of the Statewide Plan Steering Committee including development of a potential membership list, invitations, and an initial information packet. Staff will also refine recommendations for potential Technical Working Groups for Steering Committee consideration.



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Department of Transportation

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

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

Purpose

The purpose of this memo is to provide an update on development of the Multimodal Freight Plan.

Action Requested

This memo is informational only; no action is required.

Background

This memo provides an informational progress report on the development of the Multimodal Freight Plan (MFP). The MFP has been focused on active stakeholder engagement and outreach with an emphasis on individual interviews, agency coordination, and online surveys of key stakeholder organizations. In addition, on-going technical data and analyses is being conducted.

Details

Guidance from the Freight Advisory Committee (FAC) and Joint Project Advisory Committee (JPAC) has focused the MFP update on three critical items, including messaging and communications; reaching stakeholders and engaging decision makers; and, connecting freight and economic development partners. The May presentation to STAC provides an overview of significant activities in these three focus areas.

Messaging and Communications

Acting on guidance from the FAC and JPAC and responding to issues raised by stakeholders, a key recommendation of the MFP will be to strengthen CDOT's external messaging and communications efforts. This will occur as a component of implementation activities as well as through continual planning activities. Stakeholders have expressed a clear need to better communicate and educate the public and decision makers on the importance of goods movement to local economies.

Reaching Stakeholders and Engaging Decision Makers

CDOT is undertaking a comprehensive effort to distribute online surveys to freight stakeholders. These surveys are intended to provide input on connections between freight and rail and the economy and to confirm data analyses and plan conclusions. The first survey was distributed on behalf of CDOT by the Economic Development Council of Colorado (EDCC) and the Office of International Trade and Economic Development (OEDIT). As of April 2017, this survey has gathered over 300 responses from regional, public, and private economic development organizations across the state. A second survey is currently in the field and was distributed by the Colorado Farm Bureau to all county farm bureaus in the state. As of May 2017, this survey has gathered 50 responses from agricultural businesses and organizations across the state. Additional surveys will be developed to target rail stakeholders, trucking companies, and the public. Survey results will be incorporated into the plan and demonstrate support for freight and rail investments, reinforce the importance of transportation to economic competitiveness, and collect anecdotes and examples that will be included within the plan.

Connecting Freight and Economic Development

CDOT and the Colorado Office of Economic Development and International Trade (OEDIT) are collaborating on these planning efforts and identifying opportunities for future partnership. The first area of cooperation centers on a joint

survey of all regional economic development organizations across the state. CDOT is continuing discussions with OEDIT to better engage state, regional and local economic development partners in transportation planning. The MFP will also provide detailed economic and employment information on the impact of trade and transportation to the state's economy.

Next Steps

At the June STAC Meeting: A presentation on significant findings to date and an overview of preliminary strategies and implementation recommendations will be provided to STAC for input and feedback.



Multimodal Freight Plan Development



Statewide Transportation Advisory Council



May 19, 2017

May 2017 STAC Packet Page 22



Update

- ▶ **Welcome**
- ▶ **Plan Direction**
- ▶ **Stakeholder Outreach Results**
- ▶ **Transportation and Colorado's Economy**
- ▶ **Questions**

Plan Direction



Plan Direction

▶ Prior Plans

- State Highway Freight Plan – 2015
- State Freight and Passenger Rail Plan - 2012

▶ FAC and JPAC Guidance

- *Messaging and Communications*
- *Reaching Stakeholders and Engaging Decision Makers*
- *Connecting Freight and Economic Development*

Messaging and Communications

Key Messages

- *Made in Colorado, Shipped to the World*
- *The Road to the Future is Not Only a Road*
- *Colorado Delivers*

Communicating to the Public

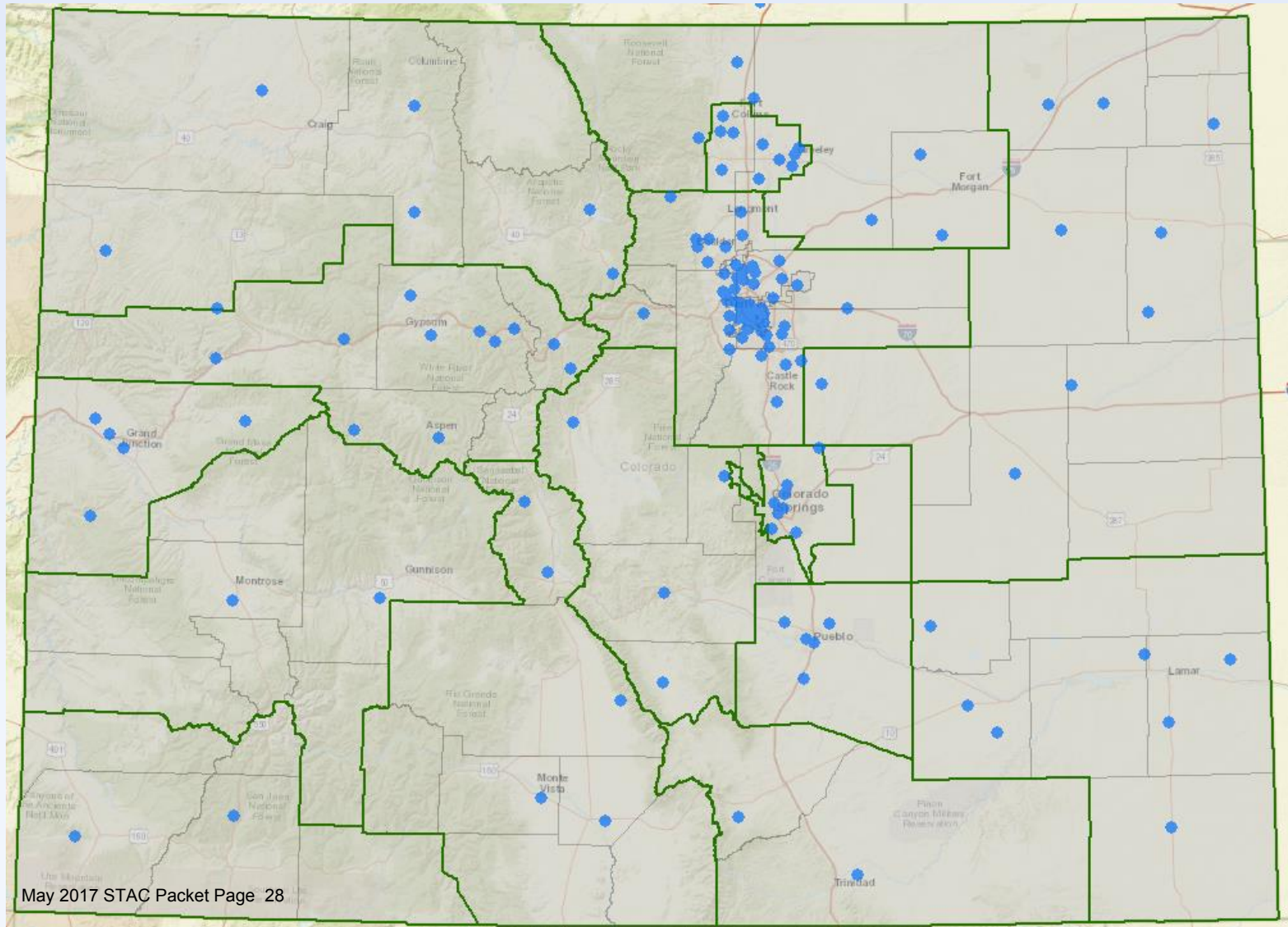
- *Products, packages, stuff, supplies, deliveries, staples*
- *Trains, planes, trucks, shipments, inventories*
- *Access, necessities, choices, connections*

Reaching Stakeholders

- **Purpose** - engage key stakeholders, business, and organizations in plan development
- **Audience** – regional and local economic development organizations, chambers of commerce, private businesses, elected officials, and regional and local government
- **Response** – over 350 survey responses in spring of 2017 from all regions of the state and a wide variety of stakeholders
- **Results** – survey and interviews responses will be integrated into each plan and directly inform priorities and recommendations



Statewide Survey Responses

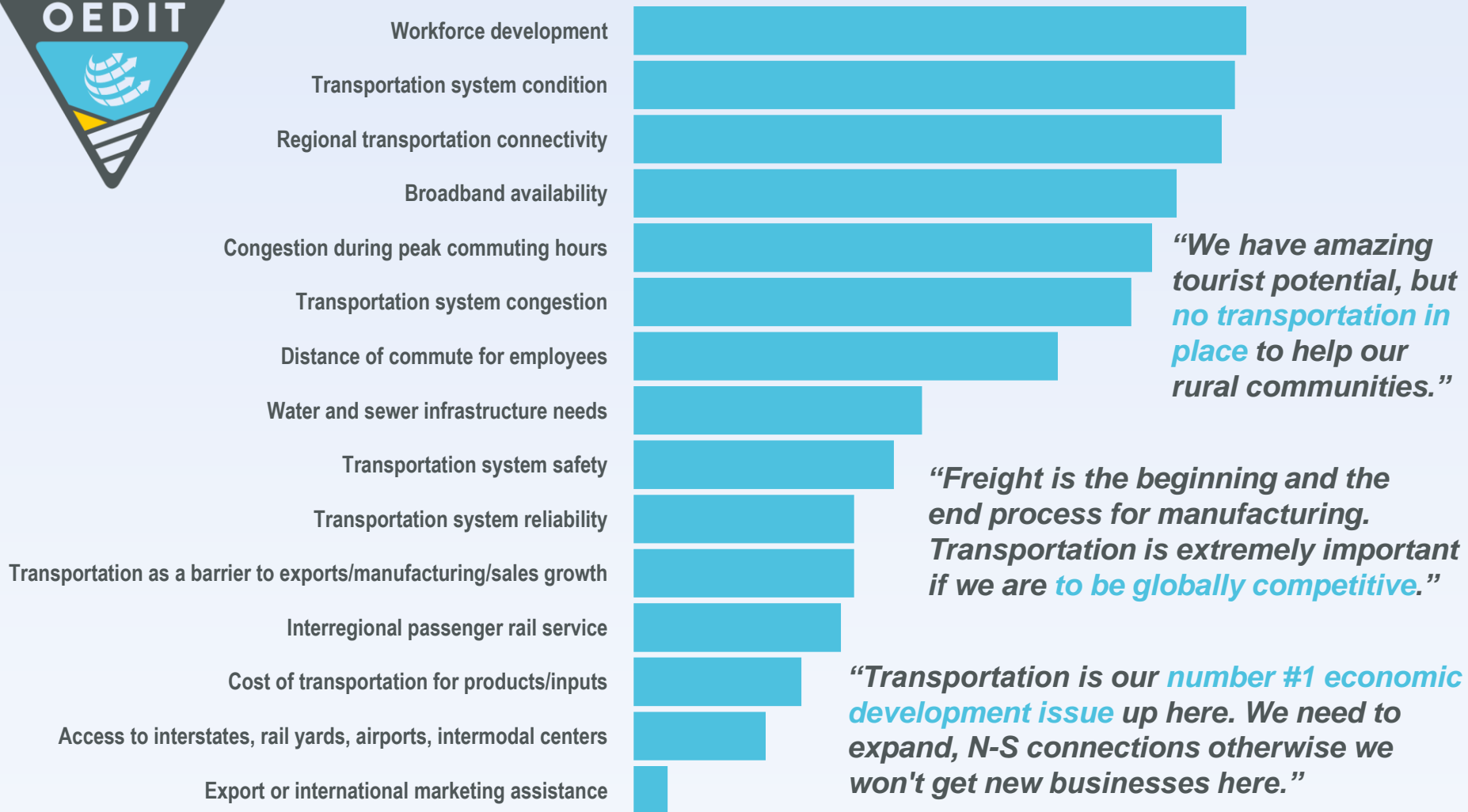


Q: What key factors do you believe most impact business location, expansion, and investment decisions within in your region?

Percent of responses indicating “Very Important” and “Important”	Colorado Survey	National CEO Survey	More or Less Important in Colorado?
Railroad service	46.2%	32.4%	+ 13.8%
Broadband availability	91.5%	79.8%	+ 11.7%
Accessibility to airport	69.8%	58.6%	+ 11.2%
Proximity to suppliers	69.0%	64.3%	+ 4.7%
Energy costs	76.6%	75.3%	+ 1.3%
Public-private financing	68.6%	67.7%	+ 0.9%
Regulations	70.4%	69.8%	+ 0.6%
Availability of appropriate labor supply	93.0%	92.9%	+ 0.1%
State and local incentives	75.3%	75.8%	-0.5%
Highway accessibility	85.9%	88.0%	- 2.1%
Proximity to major markets	73.7%	76.3%	- 2.6%
Available land and buildings	80.2%	83.7%	- 3.5%
Inbound/outbound shipping costs	56.8%	64.6%	- 7.8%
Expedited or fast-track permitting	64.8%	74.2%	- 9.4%
Corporate tax rate	57.8%	78.8%	- 21.0%



Q: What are some of the critical issues and needs you hear from businesses in your region?



Q: What are some of the critical issues and needs you hear from producers and businesses in your community?



*“Ranchers and producers are **limited by access** to facilities. Small manufacturing moves out as soon as they get established and start to grow.”*

*“Due to **lack of transportation service**, our community has almost disappeared off the radar as a site for industrial and agricultural manufacturing development.”*

*“The **lack of rail service** and the higher costs of transportation keeps manufacturing out, limits coal extraction, and adds extra cost to grain production.”*



Why is Freight Important to Colorado's Economy?

1 in 3 jobs in the Colorado economy are indirectly reliant on freight transportation

- 40,765 jobs and 16,529 businesses are tied directly to freight and rail transportation and logistics in 2015

1/3, or \$155.8 billion, of Colorado's economy is generated by freight and freight-reliant industries

- Industry sectors include traditional (agriculture, construction, natural resources) and emerging (advanced manufacturing, energy technology, aerospace)

\$7.98 billion in manufactured exports and **\$1.7 billion** in agricultural exports

- 5,700 Colorado companies export and 87% of exporters are small businesses

Next Steps

▶ June STAC Meeting

- Overview of key findings
- Strategies and recommendations
- Implementation ideas

Multimodal Freight Plan

Project Manager
Michelle Scheuerman
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Presentation to STAC
April 19, 2017



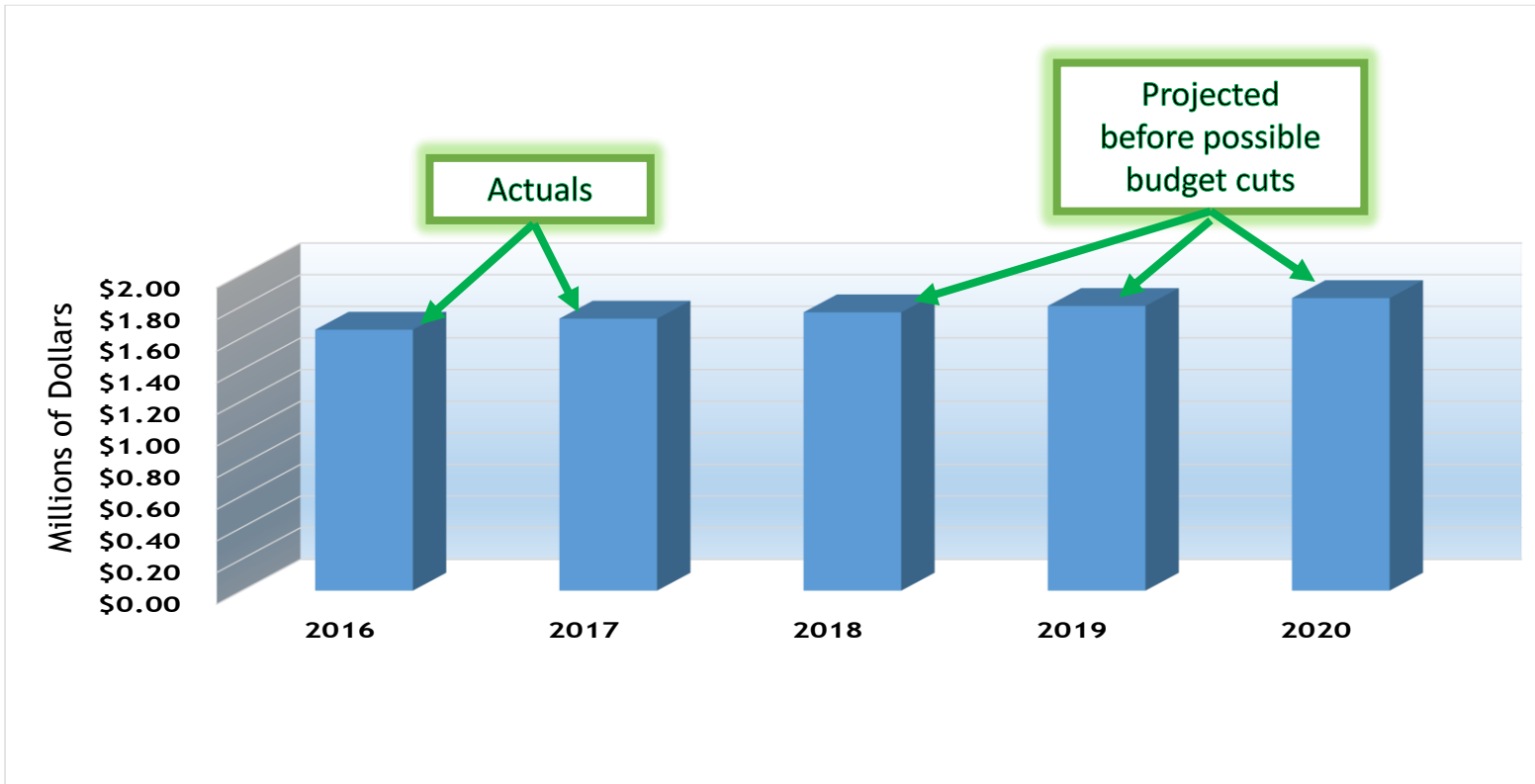
Bustang Outrider Background

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



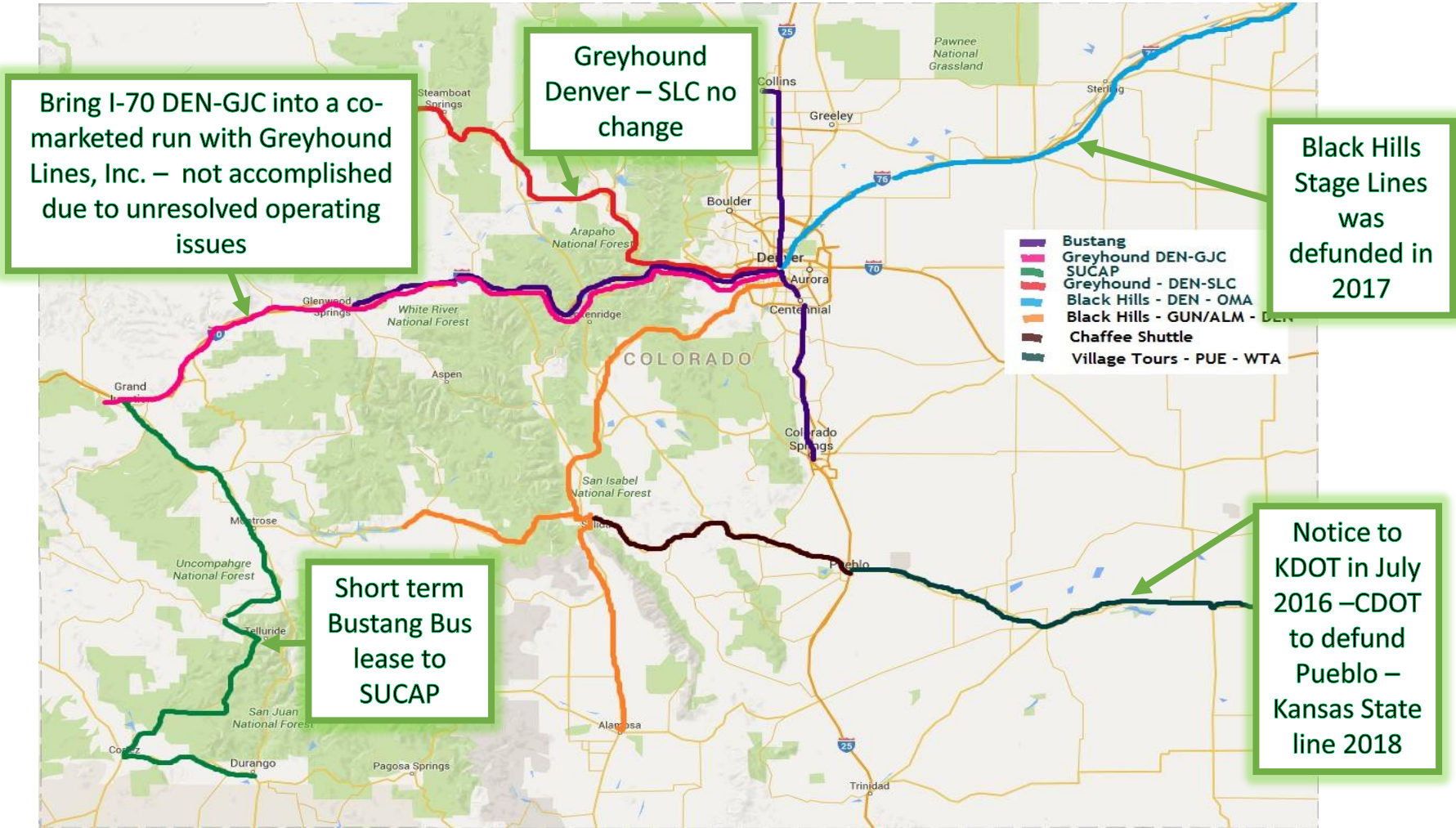


FAST ACT Colorado 5311(f) Apportionment



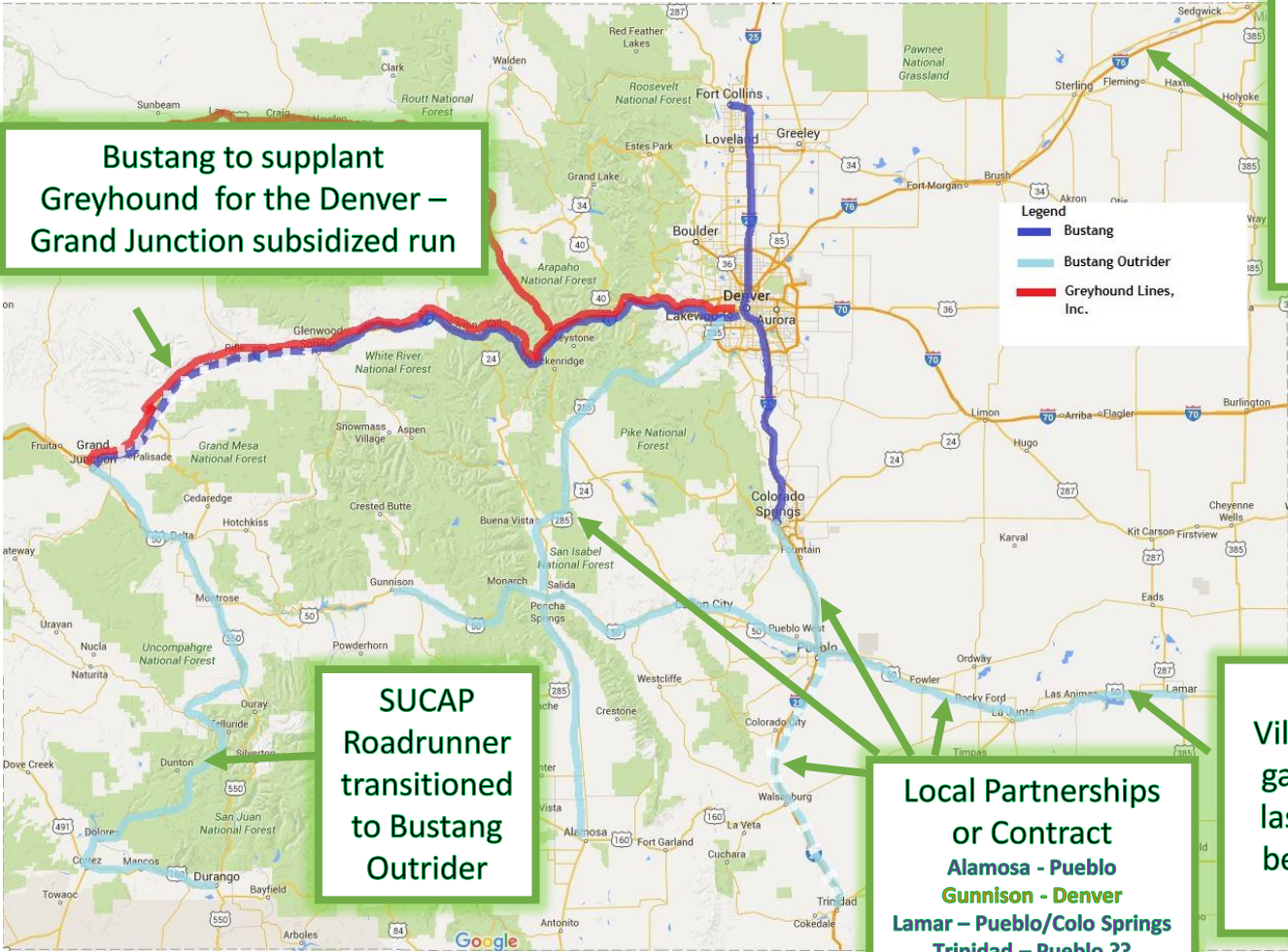


FY 2016-17 Year One of Bustang Outrider





FY 2018-19 Year TWO of Bustang Outrider



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

Black Hills Stage Lines continue to operate route without subsidy

SUCAP Roadrunner transitioned to Bustang Outrider

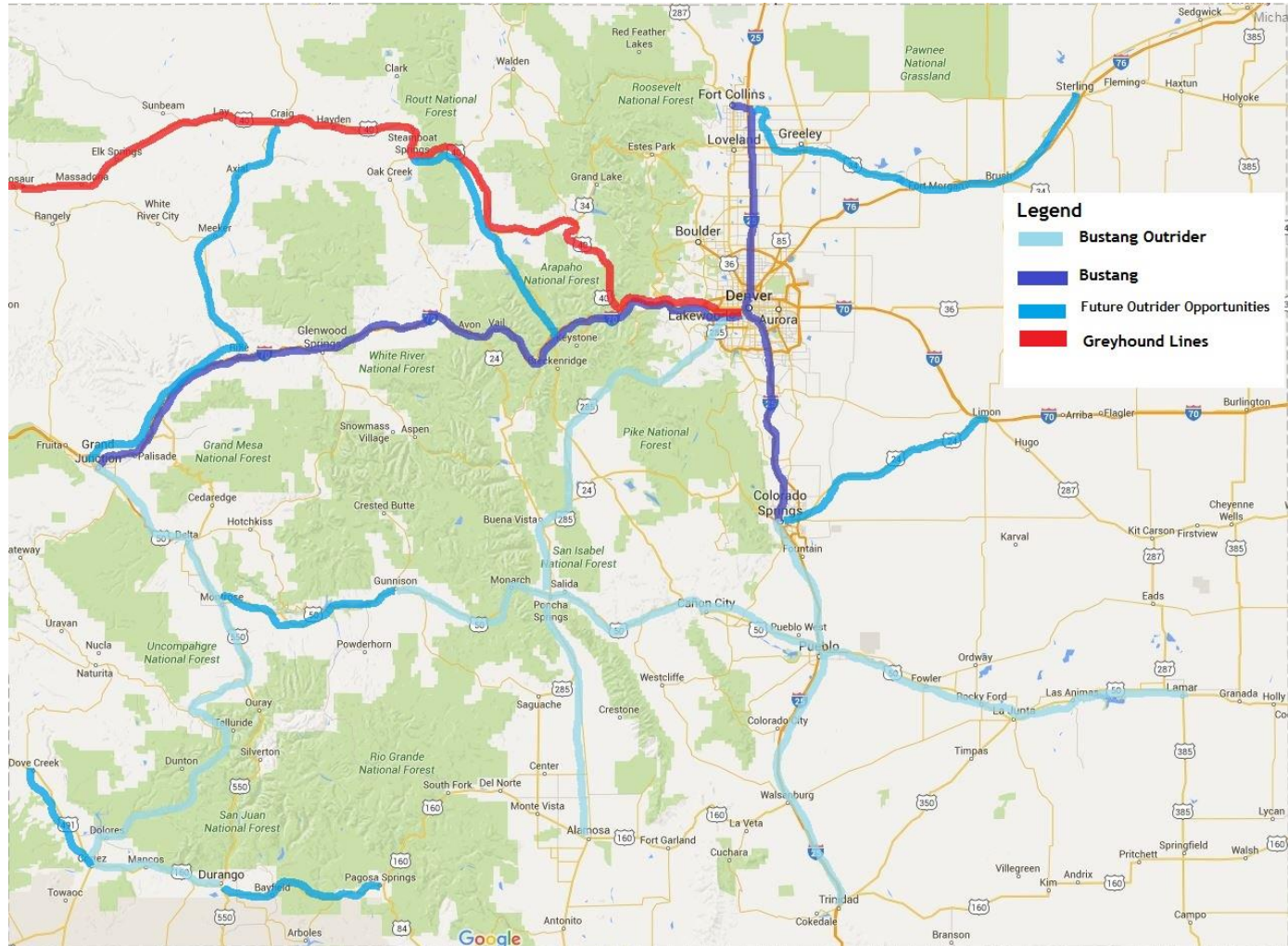
Local Partnerships or Contract
Alamosa - Pueblo
Gunnison - Denver
Lamar - Pueblo/Colorado Springs
Trinidad - Pueblo ??

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





Future Bustang Outrider Network





Bustang Outrider - Local Partnerships

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





NEXT STEPS

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





QUESTIONS?

Thank you!





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Technology Infrastructure Expansion

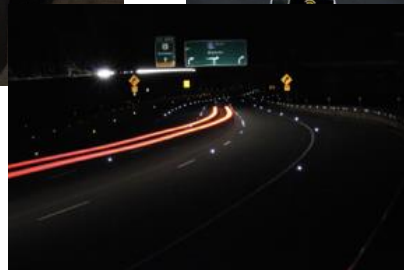
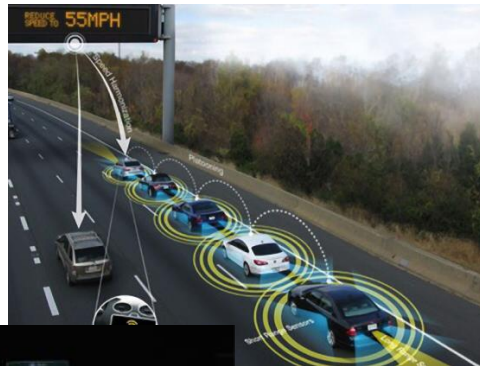
Ryan Rice



Technology Infrastructure Expansion

Coming Innovation

- With the surge in life-saving technological innovation in transportation expected over the next 10 years, technology infrastructure expansion is a strategic priority
- Technology Infrastructure will be critical to urban and rural areas and will benefit vehicle safety, freight efficiency, congestion management, transit operations, and autonomous vehicle systems

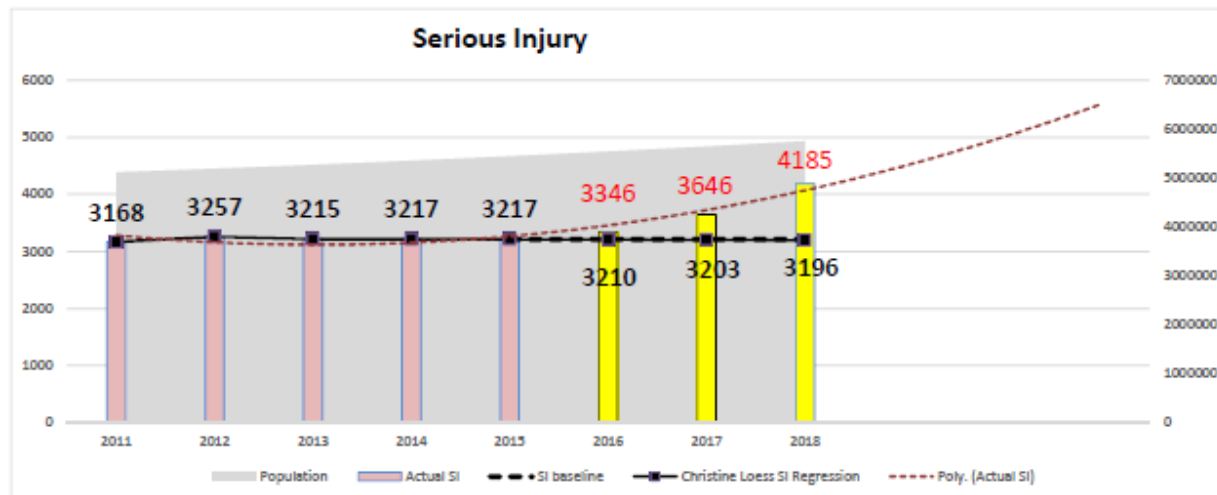
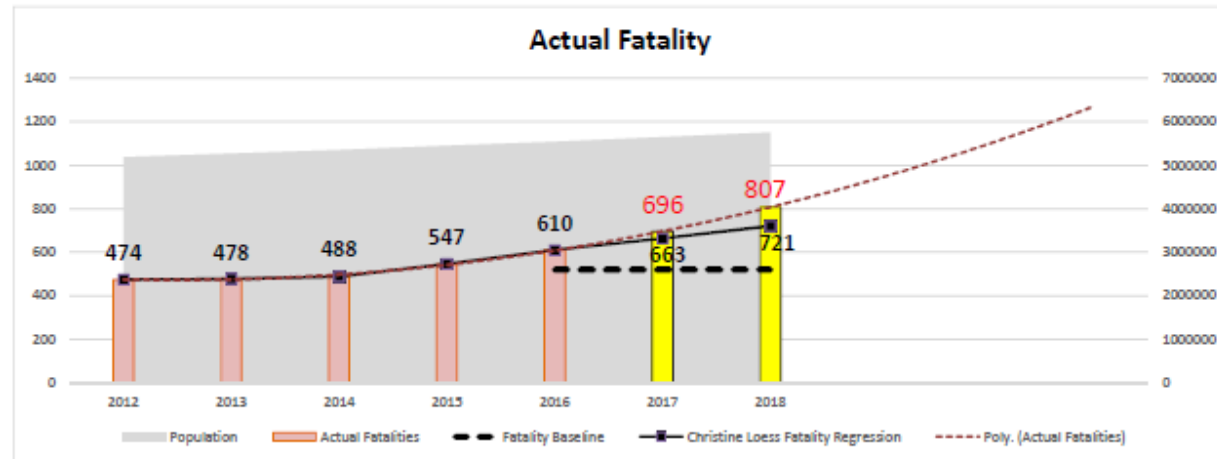




Technology Infrastructure Expansion

Needs of our Customers

- Fatalities and serious injury crashes continue to increase
- Continued population growth and increased VMT
- Worsening congestion
- Constrained funding



Why do we need to act?

SAFETY

80% reduction in crashes per NHTSA estimates



MOBILITY

40 to 400% increase in capacity





5 levels of driving automation







		Steering and acceleration/ deceleration	Monitoring of driving environment	Fallback when automation fails	Automated system is in control
<i>Human driver monitors the road</i>	0 NO AUTOMATION				N/A
	1 DRIVER ASSISTANCE				SOME DRIVING MODES
	2 PARTIAL AUTOMATION				SOME DRIVING MODES
<i>Automated driving system monitors the road</i>	3 CONDITIONAL AUTOMATION				SOME DRIVING MODES
	4 HIGH AUTOMATION				SOME DRIVING MODES
	5 FULL AUTOMATION				

Highly Automated Vehicles (HAVs)

- Human driver
- Automated system

NHTSA's AV Guidance and ODD

The document identifies **Operational Design Domain (ODD)** as the critical definition of where (such as what roadway types, roadway speeds, etc.) and when (under what conditions, such as day/night, normal or work zone, etc.) an HAV is designed to operate. The importance of communicating the ODD of an HAV to the consumer as part of broader product education is highlighted.

		Steering and acceleration/ deceleration	Monitoring of driving environment	Fallback when automation fails	Automated system is in control
3	CONDITIONAL AUTOMATION				SOME DRIVING MODES
4	HIGH AUTOMATION				SOME DRIVING MODES



Connected road classification system

Level
1

Unpaved and/or non-stripped roads designed to a minimum level of standard of safety and mobility

Level
2

Paved roads designed to AASHTO's standards with MUTCD signage. There is not Intelligent Transportation System (ITS) equipment or infrastructure to collect connected vehicle data (Dedicated Short Range Radio). Access to cellular data service may be available

Level
3

There is Intelligent Transportation System (ITS) equipment operated by a Traffic Operation Center (TOC) and/or, one way electronic data share between DOT/Vehicle/User and/or, mixed use lanes





Connected road classification system

Level
4

Roadway or specific lane(s) has adaptive ITS equipment (i.e. smart signals hold for vehicles, highway lighting that turn on for vehicles, etc.) with Traffic Operations Center override only, and/or two way data share between DOT/Vehicle/User, and/or lanes designated for vehicle levels 3 & 4 only

Level
5

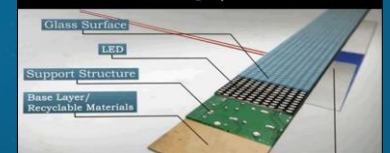
(Advance Guide-way System) roadway or specific lane(s) designed for vehicle level 4 only with additional features that may include inductive charging, advance/enhanced data sharing, etc. Additionally, no roadside signs are needed as all roadway information is direct to vehicles' on-board systems

Level
6

All lanes on a roadway designed for only vehicle level 5 systems – no signs, signals, striping... needed



Could solar roadways power our future?

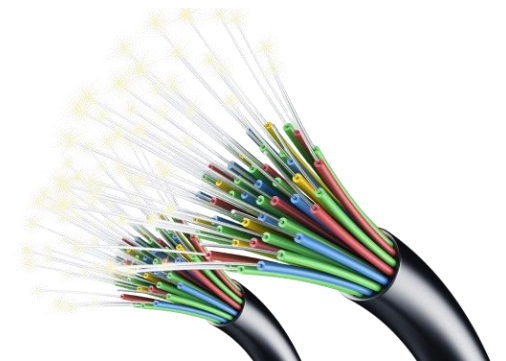




Technology Infrastructure Expansion

Current Infrastructure

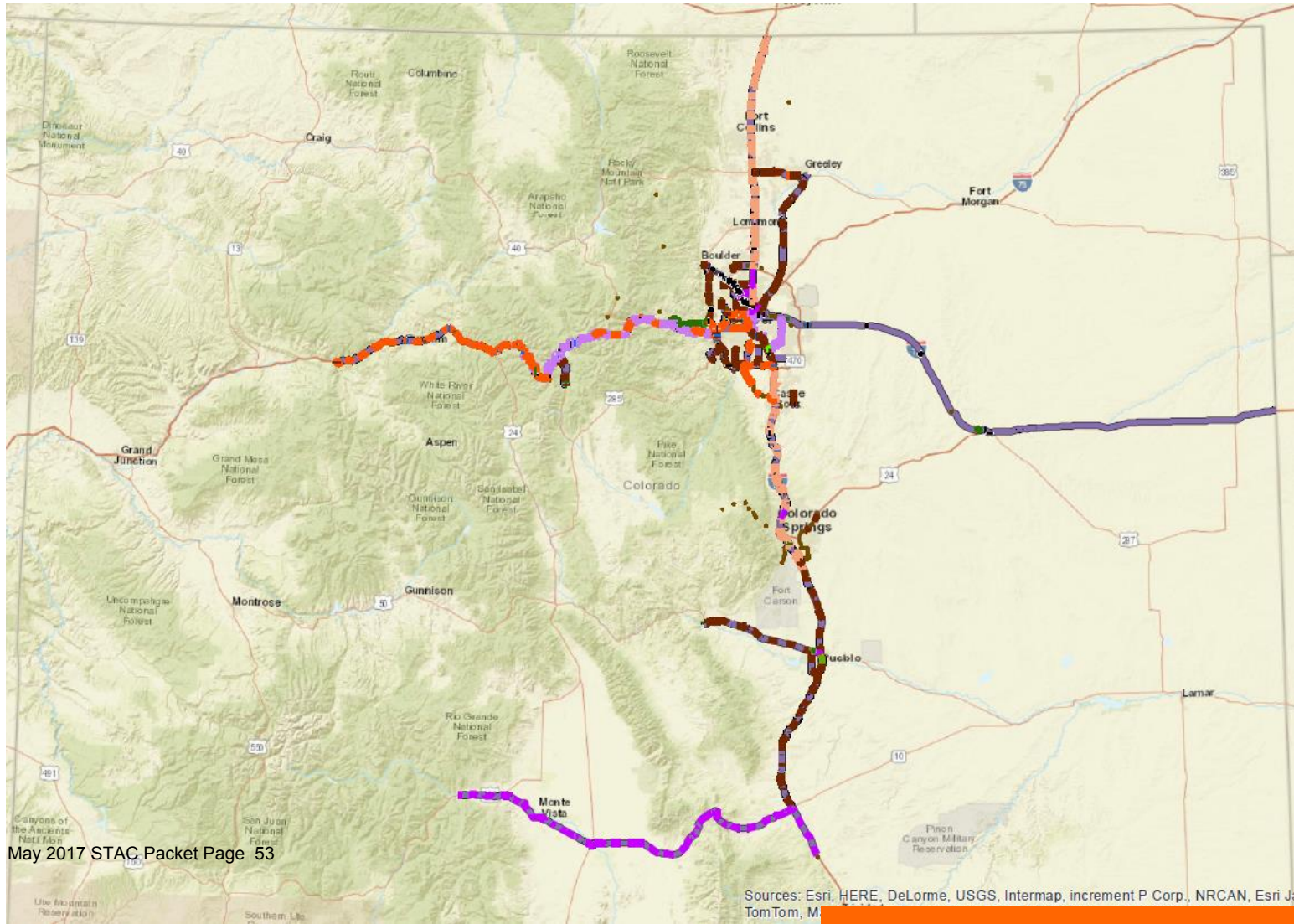
- ITS currently manages 1,200 miles of fiber optic cable statewide
- Private sector partners with ITS sharing 380 miles of fiber optic cable
- Public-Private Partnerships value to CDOT - \$90 million over life of contracts
- Total fiber optic cable available to ITS is 1,580 miles - 17% of CDOT system
- 178 miles is newly installed fiber optic cable for FY16-FY17
- 92 miles newly installed fiber optic cable expected during FY18-19
- 50 miles converted to heavy instrumented managed lane corridors for FY16-FY17
 - 300+ new devices US36 Managed lanes
 - 100+ new devices I25 segment 2 & 3
 - 85 new devices I70 PPSL





Technology Infrastructure Expansion

Existing Fiber Optic Network





Technology Infrastructure Expansion

Goals

- Raise awareness of the need for accelerated expansion of Technology Infrastructure
- Develop methodology for prioritizing Technology Infrastructure Expansion
- Understand potential market penetration of Connected and Autonomous Vehicles (Statewide and locally)
- Integrate Technology Infrastructure Expansion as a priority in long range planning efforts





Technology Infrastructure Expansion

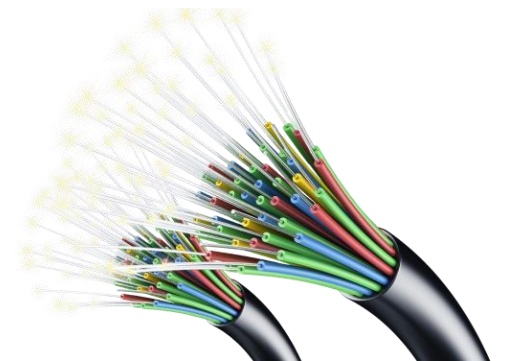
Prioritizing Technology Infrastructure Expansion

Considerations for Primary Criteria

- Safety
- Mobility
- Freight Routes
- Fiber Optic Network Redundancy
- Connected Road Classification System

Other Proposed Criteria

- Road-Weather Management
- Smart Traffic Signals Operations
- Cellular Network Gaps
- Managed Lanes
- Economic Development
- Partnership Opportunities
- Ease of Delivery





COLORADO

Department of Transportation

Division of Transportation Development

Division of Transportation Development
4201 E. Arkansas Ave., Shumate Building
Denver, CO 80222-3400

To: Statewide Transportation Advisory Committee
Fr: Michelle Scheuerman, Statewide Planning Manager
Date: May 19, 2017
Subject: Statewide Planning Rules Revision

Purpose

The purpose of this memo is inform STAC on the upcoming plans to revise the Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (Rules), 2 CCR 601-22.

Action

This memo is informational; no formal action is required.

Background

The Statewide Planning Rules (Rules) should be reviewed by planning staff, other areas of CDOT where applicable, STAC, our planning partners, and other affected key stakeholders prior to developing the next rural Regional Transportation Plans (RTPs) and Statewide Transportation Plan (SWP). The Rules review is to ensure that the Rules guide development of the next transportation plans appropriately.

It is anticipated that formal kick-off for developing the next rural RTPs and SWP will occur in the summer of 2018, with the metropolitan planning organizations (MPOs) beginning their transportation planning processes at about the same time, although some may be sooner or later. Typically, the Rule's revision process can take up to one year. Therefore, we are beginning the rule-making process now to afford ample time for discussion and input from key stakeholders.

Details

The Rules are revised to comply with changes in state law and regulation and to reflect CDOT changes in direction or priorities. Since the Transportation Commission last adopted the revised Rules in 2012, these legal changes have occurred that may need to be reflected in the Rules:

- Passage of these state laws in 2016:
 - HB 16-1018: Clarified that the STAC advises both the Department (CDOT) and the Transportation Commission and broadened the statutory duties of the STAC to include reviewing budgets, the Transportation Improvement Programs (TIPs) of MPOs, the Statewide Transportation Improvement Program (STIP), transportation plans, and state transportation policies.
 - HB 16-1169: Gave one vote each on the STAC to the Ute Mountain Ute and Southern Ute tribal government representatives.

- Passage in 2015 of the most recent federal transportation authorization law, the FAST Act (Fixing America's Surface Transportation Act), that retained the performance emphasis of the previous law, MAP-21, and added other requirements.

Key Benefits

The main benefits of revising the Rules is to more accurately reflect:

- The current legal requirements for transportation planning
- Current CDOT processes that affect transportation planning

Next Steps

Staff is coordinating with the Office of Government Relations and Policy to finalize the schedule for revising the Rules. Staff will refine a draft stakeholder engagement list and will begin to review the rules internally at CDOT to identify areas of revision or the incorporation of new information. Factored in the schedule will be ample time for STAC, planning partner and key stakeholder input on revisions to the Rules.