



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
January 26, 2018
9:00 AM – 12:00 PM
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO
Agenda**

- 9:00-9:05** Welcome and Introductions – Vince Rogalski, STAC Chair
- 9:05-9:10** Approval of December 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.
- 9:50-10:05** 5311 Funding Distribution Methodology (Action Item) –Nate Vander Broek, Division of Transit and Rail
- Approval of TRAC's 5311 Subcommittee's preferred funding methodology.
- 10:05-10:20** National Highway Freight Program Project Selection (Informational Update) – Jason Wallis, DTD
- Overview selection criteria and project submittals for the FY 18 call for projects.
- 10:20-10:30** Break
- 10:30-11:00** Potential 2018 Ballot Measure (Discussion) – Debra Perkins-Smith, Division of Transportation Development (DTD) and Herman Stockinger, OPGR
- Discussion potential 2018 ballot measure.
- 11:00-11:30** Development Program Update (Discussion) – Debra Perkins-Smith, DTD
- Overview of the recently update Development Program (working draft).
 - Discussion of Transit element and other statewide programs.
- 11:30-11:55** Risk and Resiliency Pilot (Informational Update) – Elizabeth Kemp, CDOT Region 1
- Overview and update of results for the CDOT I-70 Risk and Resiliency Pilot.
- 11:55-12:00** Other Business- Vince Rogalski
- 12:00** Adjourn

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

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

**Draft STAC Meeting Minutes
December 8, 2017**

Location: CDOT Headquarters Auditorium
Date/Time: December 8, 2017, 9:00 a.m. - 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Pete Baier (GVMPO), John Adams (PACOG), Doug Rex (DRCOG), Roger Partridge (DRCOG), Bentley Henderson (SW), Sean Conway (NFRMPO), Becky Karasko (NFRMPO), Trent Bushner (EA), Thad Noll (IM), Elizabeth Relford (UFR), Norm Steen (PPACG), Transportation Commission Chair Sidny Zink.

On the Phone: Stephanie Gonzeles (SC), Adam Lancaster (CFR), Chuck Grobe (NW), Elise Jones (DRCOG).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions & October Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of October STAC Minutes without revisions. 	<i>Minutes approved.</i>
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ The TC discussed ongoing issues including the provision of housing for CDOT regional employees and efforts in the sphere of statewide transportation resilience. • <u>HPTE</u> <ul style="list-style-type: none"> ○ Continued progress on the Central 70 project, including an MOU between CDOT and the HPTE. ○ Also pursuing a Hyperloop pilot test track along C-470 as a part of the ongoing RoadX Program (second partnership on this potential new mode). 	No action taken.

<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: DRCOG Board recognized the new first responders training center, funded in part by \$1.5 million from CDOT; MetroVision and RTP updates nearing completion. • <u>GVMPO</u>: Work concluded on I-70 Business, a great benefit to the community; roundabout on SH 340 getting underway shortly; working to coordinate a PEL for the Clifton area with a 2-3 year timeline anticipated. • <u>NFRMPO</u>: US 34 PEL progressing; new public transit services plan approved by the Planning Council at the December meeting; Weld County commissioners celebrated the completion of Weld County Road 49 project, 4 lanes paid for in cash and to be finalized early next year; Mike Lewis attended the latest meeting of the CCI Front Range district, which was appreciated by the group. • <u>PACOG</u>: Work continuing on I-25 bridges, Pueblo Central Boulevard, and US 50 Pueblo West. • <u>PPACG</u>: The search for a new Executive Director is still underway, hoping to fill position by January, but finding that Board members are more engaged in the absence of a single leader. • <u>Central Front Range</u>: Adam Lancaster will continue serving as the TPR alternate representative; restriping of US 50 all the way to SH 9 to improve safety. • <u>Eastern</u>: Having a good harvest season and hoping we don't get too much wind. • <u>Gunnison Valley</u>: US 50 overlay west of Gunnison completed and receiving great compliments; upcoming Little Blue Canyon phase will be hard on the public; very little snow so far in the region. • <u>Intermountain</u>: November was a month of celebration for the TPR, with Grand Ave. Bridge in Glenwood Springs, I-70 Vail, and Breckenridge/Frisco projects all completed; looking ahead to potential winter closures of I-70 and their significant impact on local communities. • <u>Northwest</u>: TPR meeting dates in 2018 scheduled for February, May, August, and November. • <u>San Luis Valley</u>: Nothing to report at this time. • <u>South Central</u>: Several projects wrapping up and SH 12 PEL is upcoming. • <u>Southeast</u>: <i>No update provided.</i> 	<p>No action taken.</p>
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	<ul style="list-style-type: none"> • <u>Southwest</u>: Kudos to CDOT for recent projects. • <u>Upper Front Range</u>: <i>No update provided.</i> • <u>Southern Ute Indian Tribe</u>: <i>No update provided.</i> • <u>CDOT Director Mike Lewis</u>: I appreciate all of you coming here today for this important discussion and I will try to continuing attending myself as Executive Director. 	
<p>Federal and State Legislative Report / Herman Stockinger and Andy Karsian (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>State</u> <ul style="list-style-type: none"> ○ Chief Engineer Joshua Laipply and TC Chair Sidny Zink met with the Joint Budget Committee (JBC) and discussed utilities, the Road Usage Charge Pilot, and SB 267 funds. <ul style="list-style-type: none"> ▪ The Legislature is highly politicized and there is some confusion regarding the process and cost of transportation projects. ○ Potential 2018 bills coalescing in the Legislature, including some touching on utilities, Road Usage Charge for EVs, and traffic safety (primary seatbelt law). • <u>Federal</u> <ul style="list-style-type: none"> ○ The House and Senate passed a continuing resolution to fund the government and are looking toward a longer-term solution in December/January timeframe. ○ Discussions of a federal infrastructure package are continuing but nothing is defined yet. Current discussion centers on \$200 billion in new federal funds designed to incentive local and private investments well beyond that amount – unclear whether that would occur. 	<p>No action taken.</p>
<p>Multimodal Freight Plan Update / Evan Enarson-Hering, Cambridge Systematics</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The Multimodal Freight Plan melds the State Highway Freight Plan and the State Freight and Passenger Rail Plan into one internally-driven document that guides planning efforts throughout CDOT. • Staff engaged a wide array of public and private stakeholders, receiving 800-900 comments throughout the process. <ul style="list-style-type: none"> ○ A tremendous opportunity to build partnerships. ○ A data-driven, stakeholder process. • The plan focuses on freight movement and the economy, trying to tell that story better than in the past. <ul style="list-style-type: none"> ○ One third of the state economy is reliant on freight. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ Education of the public on freight issues will be an ongoing need. • One key finding was a need for greater rail resources – Colorado is one of few states without dedicated short-line railway funds. • Also found broad support for improved passenger rail – Southwest Chief and Front Range Rail are two prominent examples. • Will continue taking comments and bring to the TC in early 2018 for final approval. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Keith Baker (SLV)</u>: The Tennessee Pass railroad line could potentially be resurrected for passenger travel, with benefits for both tourism and relieving traffic on US 285. • <u>Mark Imhoff (CDOT DTR)</u>: The status of that line is included in our yearly report yearly to the Legislature, so it is on our radar. 	
<p>Senate Bill 267 for Transit / David Krutsinger (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The Division of Transit & Rail (DTR) is undertaking a separate process for SB 267 transit project identification. • In October, \$30 - \$60 million in potential projects were identified but have now been narrowed to \$45 million. • Staff will continue vetting the list from January to March and anticipate dedicating \$27 million at the onset. • DTR will shift regular funding sources towards operations and apply SB 267 to capital investments. <p>STAC Comments</p> <ul style="list-style-type: none"> • <i>No STAC comments.</i> 	<p>No action taken.</p>
<p>Potential 2018 Ballot Measure / Debra Perkins-Smith (CDOT Division of Transportation Development) and Herman Stockinger (CDOT Office of</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The Denver Metro Chamber of Commerce (DMCC) and Colorado Contractors Association (CCA) are hoping to run a ballot initiative starting in January. • Details are still under development but DMCC and CCA anticipate a ½ cent sales tax that would be split 45% for highways, 40% for local governments (counties/cities), and 15% for transit. 	<p>No action taken.</p>

<p>Policy & Government Relations)</p>	<ul style="list-style-type: none"> • Would generate approximately \$360 million per year for CDOT, with \$60 million going to maintenance and the remaining \$300 million used to bond \$4.2 billion for projects statewide. • CDOT staff developing project list, based on the Development Program, that combines the anticipated \$4.2 billion from the potential ballot measure with the \$1.5 billion anticipated through SB 267 funds. <ul style="list-style-type: none"> ○ \$6 billion project list in total. • Would be divided among CDOT region using the RPP formula (50% population, 35% lane miles, 15% truck VMT). • There has been support expressed for statewide investments, such as curb ramps, fiber expansion, bike/ped infrastructure, shoulders, and technology investments. Current recommendation is to dedicate \$500 million to these types of projects. <ul style="list-style-type: none"> ○ Director Lewis raised the idea of including passing lanes in this statewide pool and STAC members concurred. • CDOT RTDs highlighted key projects included in their regional lists. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Sean Conway (NFRMPO)</u>: I have some red flags about joining the ballot and SB 267 project lists together. I also agree that retaining some semblance of RPP formula would be good. • <u>Doug Rex (DRCOG)</u>: We all know that the true statewide need is far higher than \$6 billion. I like that the list is drawn from the Development Program. • <u>Elise Jones (DRCOG)</u>: I like the strategy of combining the project lists so that CDOT can identify top priorities, regardless of potential funding source. • <u>Norm Steen (PPACG)</u>: Something about including an existing source like SB 267 alongside a potential new funding source on the ballot measure feels like a bait and switch, so I think that we should separate them. • <u>Trent Bushner (EA)</u>: Local governments are leery of state-raised sales taxes. • <u>Vince Rogalski (GV)</u>: The advocates of any ballot measure will have to be careful about how they explain it. A property tax is one option for raising funds but it seems doubtful. • <u>Peter Baier (GVMPO)</u>: Asset management is important and might help with passage statewide. • <u>Doug Rex (DRCOG)</u>: I concur about the importance of statewide programs. • <u>Gary Beedy (EA)</u>: I also suggest having money in statewide programs for freight and truck parking to use as state match for federal funds. 	
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	<ul style="list-style-type: none"> • <u>Thad Noll (IM)</u>: I think that we should put specific numbers to asset management, bike/ped, and other statewide project types. • <u>Norm Steen (PPACG)</u>: I would prefer to describe statewide programs in terms of percentages rather than specific dollar amounts. • <u>Gary Beedy (Eastern)</u>: Fiber may be important, but the public may not see it as a CDOT responsibility, so that may require more explanation. 	
Revenue Projections / Jeff Sudmeier (CDOT Chief Financial Officer)	<p>Presentation</p> <ul style="list-style-type: none"> • Minor changes to previous revenue projections were shared with STAC members prior to the meeting and there were no objections from the group. <p>STAC Comments</p> <ul style="list-style-type: none"> • <i>No STAC comments.</i> <p>STAC Action</p> <ul style="list-style-type: none"> • STAC approved the updated Revenue Projections. 	<i>STAC approved the updated Revenue Projections.</i>
Other Business / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • Agenda items on I-70 Risk & Resiliency Pilot Update and CDOT HQ/R1 Relocation were moved to next month due to lack of time. • The next STAC Meeting will be held on January 26th at CDOT Headquarters in Denver. A calendar of all 2018 STAC Meeting dates is included in the packet for review. 	No action taken.

STAC ADJOURNS

The Transportation Commission Workshops were held on Wednesday, January 17, 2018 and the Regular Meeting was held on Thursday, January 18, 2018. These meetings were conducted and hosted at CDOT HQ Auditorium.

Documents are posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Commission.

Transportation Commission Workshops Wednesday, January 17, 2018, 1:30 pm – 5:15 pm

Right of Way (ROW) Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss proposed right-of-way acquisition (negotiations), and moving forward with one proposed condemnation proceeding.

Action: Prepare to act on agreed upon proposed acquisition authorizations and one condemnation proceeding at the regular meeting.

Seven projects with property acquisition authorization requests for January 2018 included:

- Region 2:
 - US 50 Purcell to Pueblo Widening – project code: 22079
 - I-25 at Ilex – project code: 17666
- Region 3:
 - SH 13 Rio Blanco South to County Line – project code: 17002
- Region 4:
 - SH 86 West Side of Elizabeth Intersection Improvements – project code: 20854
 - I-25 at Vine Street Bridge Replacement – project code: 20999
- Region 5:
 - SH 151 Culvert Replacement – project code: 21091
 - US 550 South Connection – project code: 19378

No settlement documents this month.

Three projects with property condemnation authorization requests for January 2018 included:

- Region 1:
 - US Highway 85 & Louviers Widening – project code: 18890
- Region 4:
 - SH 60 over the South Platte River – project code: 21146
- I-70 Central:
 - I-70 Central Project – project code: 19631 – Pulled from this month's list to provide property owner additional opportunity to be engaged.

Discussion:

- No comments were raised by the Commission regarding the ROW acquisition authorization requests
- Three condemnation authorization requests were discussed in detail.
 - The US 85 Louviers Widening – project code 21146 is considered a friendly condemnation working with the City and County of Denver; no comments were raised by Commissioners.
 - I-70 Central Project was pulled from the condemnation authorization list for this month.

- SH 60 over the South Platte River – project code: 21146 – a new letter from the property owners’ attorney was received and reviewed. The property owners, Kammerzells (and their attorney), are anticipated to attend the Regular Commission meeting tomorrow. Commissioners decided to wait to make any recommendations on this condemnation authorization until they hear testimony from the property owners and their attorney at the Regular Commission meeting tomorrow, Thursday, January 18, 2018.

Workshop on Identification of Potential Ballot Projects for 2018 (Herman Stockinger and Debra Perkins-Smith)

Purpose: to discuss the approach for statewide programs and review amended project lists as part of preparation for a potential ballot measure or other new funding source in 2018.

Action: Adopt a draft list of projects this month, including a strategy for statewide programs. It is important to note that the resolution is written in a way that allows, and in fact states the expectation that the list may be adjusted over time.

Discussion:

- Herman Stockinger noted this is an exciting time for transportation with the potential for new money to become available.
- Ballot advocates still intend to file sometime next week; and strongly support CDOT adopting a draft ballot list in order to know what are CDOT’s and planning partner high priority projects.
- Resolution notes that this is not a final list and the Commission is not committing funds to projects.
- There are still many unknowns, including how much money would be available to spend; but there is potential for about \$360 million annually.
- Have visitors here today to comment on the draft ballot list – they will be provided an opportunity later in the workshop.
- Last month discussed Statewide Program categories; took out bicycle/pedestrian category from statewide program as it is likely there will be a multimodal fund available; also took off asset management from the statewide programs.
- Discussion over how to leverage funding sources between SB267 and ballot dollars. What to be as judicious with funding as possible.
- Polling conducted suggests that the public would support investments in technology.
- Learned after discussion with Denver Metro Chamber not to constrain list of projects to align perfectly with dollar amounts. As a result, Regions 1, 2, and 4 have a bit more than RPP formula distribution, while Regions 3 and 5 still reflect RPP formulas.
- List represents approximately \$6.2 billion, with \$500 million for Statewide Programs.
- Potential additional funds of \$130 million could be part of the Governor’s budget.
- A couple of Commissioners stressed the importance of keeping the list flexible.
- Executive Director Lewis noted that if a new list is required, the approvals would go through the same process as this list did.
- Commissioner D’Angelo suggested CDOT staff – Executive Director Lewis and Herman Stockinger to get on a Denver Metro Chamber meeting agenda to describe the draft ballot project list and the process for project selection in more detail.
- Commissioner Stuart thanked staff for work completed to date and stressed the importance of continued outreach, and to stay cognizant of needs and wants of communities and users of the transportation system. For example, the draft ballot list is like a shopping list of needs, versus a wish list. This list is anticipated to change over time. Recommended to listen to comments from others here today, and don’t prematurely eliminate projects from the list.

- Herman Stockinger noted that it has been unfortunate that the Commission has met twice on this subject and the STAC has not gathered to provide input yet.
- Commissioner Gilliland stressed the importance of keeping in a multimodal perspective.
- David Krutsinger noted that elements of transit are included in highway projects, such as Park-n-Rides.
- Changes were made as late as last night and are highlighted in blue. Proposed statewide programs are the last page of the list, and the list calls out asset management project deficits too.
- Guests attending with comments on the draft ballot list were provided an opportunity to comment – Most were happy with the adding back in of key projects:
 - Kevin Stanbridge, Deputy City and County Manager of Broomfield – was glad to see I-25 N Express Toll Lane (ETL) project back on the list.
 - Kent Moorman, Regional Transportation Engineer, City of Thornton – discussed RAMP approval of 120th to SH 7 along I-25 and has letter from council to submit to CDOT.
 - Audrey DeBarros, Executive Director of Commuting Solutions, thanked Commissioner Stuart for support, wants reasonable returns on investment for projects when communities are providing matches, and equitable treatment for northwest region multimodal network.
 - Kathleen Bracke of Go Boulder – echoed Audrey’s comments. Need to leverage projects and build coalition model. There is longevity through the coalition approach. Return on investment is important. Expressed appreciation for the CDOT team, Johnny Olson, Commissioner Stuart, etc.
- Commissioners Stuart and Gilliland noted getting input from county hearings on the draft ballot list is also forthcoming and important, and thanked workshop visitors for their comments.
- Commissioners expressed overall support for approach to development of the draft ballot project list, and planned to approve the list.

Road Usage Charge Workshop (Debra Perkins-Smith and Tim Kirby)

Purpose: To update the Transportation Commission with the Department’s ongoing and upcoming road usage charger (RUC) activities

Action: Informational item.

Discussion:

- Debra Perkins-Smith provided background regarding RUC at CDOT.
 - There has been no gas tax increase in 25 years; cafe’ standards will be up to 55.4 mpg by 2025, further decreasing gas tax revenues.
 - Blue Ribbon Panel from nine years ago made recommendations to focus on five funding mechanisms – one was the Bridge and Highway fund – now known as FASTER legislation, and another was RUC.
 - Since then RUC has moved slowly, but now momentum is building towards researching this funding source in more detail.
 - Last year conducted a pilot of RUC – Tim to provide an overview of this pilot.
 - RUC West is a collection of 14 western states (from WASHTO) – tracks for testing/using RUC are in three tiers:
 - Tier 1 – Oregon – has a volunteer RUC program implemented
 - Tier 2 – Colorado is in this category – have completed or are in the process of conducting RUC pilots
 - Tier 3 – States that monitor RUC trends
- Question was raised regarding the rural/urban equity between states

- Debra mentioned back east that an I-95 Corridor coalition was formed to pilot RUC in association with toll roads – several states agreed to participate, but later backed out – Delaware and Pennsylvania remained.
 - Key issues being addressed include: privacy and data security, coordination synergies with tolls, charging out-of-state mileage, and variable rate structure.
- Minnesota is running a RUC pilot focused on mobility as a service – e.g., Lyft and Uber service types
- Missouri uses horsepower of vehicle as the criteria for calculating auto registration fee schedule – plan to have pilot lead to sunset of this method and replace with RUC.
- A regional pilot program – Phase 1 is with other states is anticipated to be completed by mid-2018 – determine how to conduct a RUC pilot among 11 states – Consultant to put together a proposal in February 2018. A grant for Phase 2 to test proposed approach for interoperability is anticipated.
- Tim Kirby provided an overview of CDOT’s 4 month pilot for RUC that occurred between December 2016 and April 2017.
- Purpose of the pilot with 100-150 people representing a stratification in terms of geography and vehicle types was conducted to test the feasibility of RUC in Colorado in terms of how trips/travel length would be measured; no real cash exchanged hands.
- Participants were given three choices for tracking their trips – full GPS – 70% of participants selected this option; Non-GPS with 17% choosing this option; and odometer readings for 11% of participants (with some eventually requesting to migrate to the GPS option).
 - Key takeaways from RUC pilot included:
 - RUC is technically feasible in Colorado
 - Future policy related issues to be studied were developed with input from key transportation leaders in Colorado
 - Technology-based systems were highly accurate
 - Participant satisfaction was rated higher (93%) for those who chose technology options vs. the manual option.
- Two issues among others identified as key to address included:
 - Roadway ownership - public or private a concern how to distinguish – e.g. agriculture access roads.
 - Identify barriers to public acceptance.
- The final report on the 2016/2017 RUC Pilot Study and other information on the RUC Pilot Program is available at: <https://www.codot.gov/programs/ruc>
- There exists a perception of rural/urban equity issue since rural areas generally require longer distance driving. It was noticed that rural drivers with older cars and lower mpg had an advantage with RUC by paying for miles traveled, as it was less costly than paying the gas tax to fill up their tanks in many instances.
- Question was raised about including freight/trucks; right now pilot focused only on passenger vehicles – freight could be a future consideration.
- The need to define security was also raised by a Commissioner.
- Commissioner Hofmeister asked how RUC rates would be calculated when driving outside of Colorado.
- Tim noted that once the vehicle leaves Colorado, it no longer pays Colorado RUC for travel outside Colorado; Tim also noted that the more people are exposed to the concept of RUC the more support it seems to solicit.
- CDOT was awarded a Surface Transportation System Funding Alternatives (STSFA) program grant for \$500,000 to study RUC further, separately from the RUC West program. CDOT plans on using FHWA State Planning & Research (SPR) research funds (funds which can only be spent on research projects) for this

project by switching the funds, using a toll credit. The rationale behind this fund swap is to keep as much dollars as possible on transportation system projects.

- CDOT plans to partner with other state agencies on this including the Farm Bureau and Dept. of Revenue, along with the Governor's Office of Information Technology.
- The STSFA grant funded project is anticipated to begin in 2019 after coordination with other states and RFP development occurs in 2018.
- Executive Director Lewis noted that it is important to learn more about RUC in a deliberative and thoughtful approach, as the need for this funding mechanism may come quickly.

PD 1601 Workshop (Herman Stockinger and Steve Sherman)

Purpose: To provide the current Transportation Commission an overview of the Commission and CDOT policy and process for constructing and modifying interchanges on the state highway system, as laid out in Policy Directive 1601.0.

Action:

- Provide understanding of what the process is for constructing and modifying interchanges on CDOT property.
- Discuss with the Commission whether modifications to the Policy Directive are appropriate (and what level of modifications are believed to be necessary).
- Prepare the Commission for action on specific upcoming interchange requests in the coming months.

Discussion:

- This policy has not been updated for 10 years.
- The process applies to CDOT and Local applicants (developers and other private interests work through their local government). Each proposal is different, unique, and based the complexity of the project, thus there is a need for a consistent process.
- In year's past, a "mantra" of the Transportation Commission was "if it is a developer driven interchange" the state will not pay for it. The 1601 approval process is what exists to ensure that CDOT is not held inappropriately responsible for interchange improvements.
- Three types of interchange modifications are outlined in the policy:
 - Type 1 – New Interchanges on the Interstate and Freeway system
 - These are approved by the Transportation Commission (TC)
 - Type 2 – New interchanges on the remaining state highway system and modifications to interchanges
 - These are approved by the Chief Engineer
 - Type 2a – Minor modifications to interchanges, which do not require a system level analysis
 - These can be delegated by the Chief Engineer for approval to the Regional Transportation Director (RTD).
- A Commissioner asked if local governments have had an opportunity to comment on PD 1601. The answer was no, but if modifications are minor, generally no comments are requested of locals, but if major changes to an intersection are being considered then locals are requested to comment on the process.
- Steve Sherman provided an overview of an interchange improvement at I-70 and 32nd Avenue in Wheatridge – a Tier 1 improvement anticipated to be presented to the Commission for approval in either February or March 2018.

- An overview of the Jefferson Parkway Interchange, type 2 improvements, was reviewed, and the project level study recommends intersections to be constructed for opening day on SH 93 and SH 128, and an interchange at SH 72. This will also be brought back to the Commission sometime in the future for formal approval.
- Commissioner Gilliland asked about longevity of approvals related to future development – would another development project in the same area also require going through this process? The answer is yes if need for modifications to or new interchanges are triggered.
- Commissioners supported this approach to sharing responsibilities for interchange improvements when prompted by developers, and one Commissioner recommended a similar policy for roadway expansion improvements.
- Executive Director Lewis noted that if CDOT considers the need for an interchange due to regional mobility needs, then the new or modified interchange along a CDOT owned, operated, and maintained corridor would be CDOT’s financial responsibility.

Transit and Intermodal (T&I) Committee Meeting

- Evan Enarson-Hering provided an overview of the State Freight and Passenger Rail Plan (SFPRP) and the Colorado Freight Plan (CFP).
- A Joint Plan Advisory Committee (JPAC) - the first of its kind - was formed to provide strategic direction for the two plans that were developed in partnership between Division of Transportation Development (DTD) and the Division of Transit and Rail (DTR) (including members from the Statewide Transportation Advisory Committee [STAC], Transit and Rail Advisory Committee [TRAC] and the Freight Advisory Committee [FAC]).
- A working group was created for each plan with key stakeholders at the table.
- Colorado Freight Plan
 - CFP is a living document that will be continually updated.
 - Many external stakeholders that did not previously participate in development of these plans included the Farm Bureau, Economic Development Council of Colorado, Colorado Motor Carriers (CMCA), the Office of Economic Development and International Trade (OEDIT), and others.
 - Plans identified 4 for CFP and 5 for SFPRP key strategies ripe for implementation, which are a short list of priority strategies.
 - CFP is performance-based and identifies specific freight projects, with a flexible funding approach.
- State Freight and Passenger Rail Plan
 - No dedicated freight funds outside of FHWA Section 130 funds.
 - Identifies significant freight and passenger rail needs.
 - Calls to establish a Freight Rail Assistance Program primarily to support Colorado’s short line freight railroads.
- JPAC Communications Product
 - Colorado Delivers – is an initiative at CDOT working with industry and state agencies (initial pilot launch with OEDIT, New Belgium Brewery and CMCA, to promote the positive aspects of freight linking its importance to the state economy and changing negative perceptions.
 - Components of Colorado Delivers:
 - Coloradodelivers.org website with promotion materials for participant entities
 - Logo for entities to use in conjunction with their logos
 - Video
 - Infographic

- One-Pager
 - Bumper Sticker Template
 - Hope to eventually launch Colorado Delivers with help from Governor's Office.
 - Commissioner Gilliland expressed concern over a statistic that indicated a 50% increase in rural deliveries – this will continue to place increased demand on local roadways.
 - Commissioners supported this effort and glad to see CDOT is leading the way. Great work.
- 5311 Project Selection – Funding Allocation Method for Operating Awards (David Krutsinger)
 - David Krutsinger gave an overview and update on the 5311 fund allocation process and fielded questions from Commissioners regarding this proposed process.
 - Method of funding allocation is based on:
 - Size of transit provider agency.
 - Miles traveled
 - Hours for trips
 - Total budget
 - Added \$2 million to operations budget from capital funds.
 - Updates to the process addressed concerns related to smaller providers covering multiple counties, and providing rural areas access to critical services. Process increased budget by 10% for smaller providers. More discussion is needed to fully address these concerns.
 - Commissioner Zink expressed concerns over not basing allocations on need – it was explained that needs are outlined in 5311 grant applications.
 - Grants also require matches from recipients.
 - Commissioner Zink also noted that better information on ridership data is needed, and getting a uniform approach to data collection for ridership is desired.
 - Increase for some small providers is over 100% - it was explained that although the percentage was high the dollar amount is generally low and not an amount to make major changes.
 - More work needs to be done to update this approach, and it is anticipated its level of success will be continually monitored in case more changes to the process are desired.
 - DTR tracks grants previously funded and to see if conditions are improving for recipients.
 - COTRANS is a DTR tool that automates consideration of required application information.
 - A transition plan is proposed that would take 5-6 years for full allocation distribution transition process to occur.
 - Impacts in minimum wage is also impacting hiring practices and feasibilities at agencies.
 - Plan for another workshop in February to discuss the process further, and potentially approve an approach for use over the next year or two.
 - Commissioners agreed and expressed that more information is needed before they can approve this process for 5311 funding allocation.
- SB 267 Approach Update (David Krutsinger)
 - Working on developing a process to spend SB 267 funds for transit.
 - Hope to use similar criteria to highway Development Program projects for transit.
 - Will remove ETL from transit projects and will link transit where feasible to highway projects (e.g., Park-n-Rides).
 - DTR anticipates coming back to the Commission with a long list of transit projects for the Development Program as there are lots of unfunded transit needs.
- Safe Routes to School (SRTS) Projects (Leslie Feuerborn)
 - Debra Perkins-Smith explained that by legislation a Commission action is required, through the T&I Committee and is generally on the consent agenda for the Commission.
 - Grant application request covered \$2.5 million.

- Leslie Feuerborn, SRTS Program Manager explained that all CDOT Regions were represented in the projects selected.
- This year they have selected 15 projects – 10 non-infrastructure projects and 5 infrastructure.
- City of Woodland Park and Thornton applicants from last year jumped back into the applications this year as the amount of applications submitted were below the \$2.5 million – with these two projects back in the amount is now \$2,441,867.
- 23 schools benefit from these projects.
- A Strategic Plan was developed last year to assist with funding decisions – making decisions more data-based.
- The current SRTS project minimum cost covered is \$50,000 and they are planning on increasing that to \$100,000 (not including local matches). For the project maximum costs covered by SRTS it is currently \$350,000 and they plan on increasing that to \$500,000, also not including local matches.
- Application process was noted by some applicants to be onerous.
- Freight delivery and pickup increases in local areas near homes and schools was noted to negatively impact travel to school by bicycle and walking due to safety and mobility issues that arise.
- Concept of CDOT Regions helping interested parties with SRTS applications was mentioned.
- Commissioners on T&I Committee recommended to forward SRTS program to the full Commission for approval.
- Quarterly Reports & Information (David Krutsinger)
 - Bustang – Ridership continues to increase.
 - Rural Regional/Outrider Program – Service provided by Village Tours between Lamar and Pueblo has transitioned to the Outrider Program. A soft launch initiated on January 2nd with same ridership resulting as experienced with Village Tours. A hard launch is anticipated for April 2018.
 - Transit Grants – have vastly improved grant distribution turnaround times with average of 23 days – this is the first time that all grants were executed prior to January 1st.
 - RFP/State Transit Plan – going out for RFP at the end of this month/early next month.
 - State Management Review/FTA’s Triennial Review – 110 documents are due on January 31st with an on-site review scheduled for September 10th -13th; Executive Director Lewis asked how is it going preparing for this. David responded better compared to last time.

Transportation Commission Regular Meeting Thursday, January 18, 2018, 9:30 am – 11:30 am

Call to Order, Roll Call

Audience Participation – Subject Limit 10 minutes; Time limit 3 minutes)

Kent Moorman, City of Broomfield thanked CDOT for the draft ballot list and noted minor edits to include Adams and Broomfield Counties as contacts to project 143, SH 7. Also noted support for I-25 project from E-470 to County Line Road and I-25 from 84th to Thornton Parkway.

Elise Jones, Boulder County Commissioner, noted that when communities are making matches need equitable return on investments. Willing to see Front Range communities pay a bit more to support the state, but investments need to be reasonable. CDOT has made improvements to the draft ballot list, but they are not finished. Need to consider the 2014 Northwest Mobility Study.

Bob Muckle, Mayor of Louisville, seconded other comments raised and expressed support for tax increase. Noted the need to convince voters to support by having something for them in their neighborhoods.

Comments of Individual Commissioners

- Commissioners welcomed Executive Director, Mike Lewis.
- Commissioners congratulated David Krutsinger on his promotion to Division Director of DTR.
- Meeting with Cities and Counties have begun and Commissioners are attending.
- Audience participants were thanked by Commissioners for coming and sharing their concerns and comments.
- Commissioner Thiebaut noted that the public understands the link between transportation and their quality of life.
- Any promises made in a ballot need to be honored.
- Commissioner Hofmeister expressed concern over private electric vehicle charging and mobile device charging on public facilities, as it is not the intention for publically funded electricity to charge privately owned vehicles or devices.
- Commissioner Peterson noted increasing trend of diesel vehicle owners who can control their emissions are turning on high emissions at inappropriate locations – e.g., near CDOT roadway projects causing health and safety concerns – need to look into this more.
- Commissioner Connell thanked Executive Director Lewis for his responsiveness when a chunk of concrete fell from a bridge at Floyd Hill. Branded Cities was taken off this month’s agenda to study components of it further. Highway Patrol fees was mentioned as an issue that needs to be brought to the state.
- Commissioner Scott recognized Joe Mahoney, who is retiring, for all his dedication and helpfulness. Thanked and expressed appreciation to CDOT staff. CDOT has RoadX, RUC and has a long way to go, but is at the forefront of technology nationally. We can’t build our way out of congestion.
- Commissioner D’Angelo complimented staff for help with a customer who needed to better understand the I-225 at Belleview repaving and rerouting project components. Once proper information was shared, provided by Region 1 staff, the customer was comfortable and was contented. Also noted that now is unique window of time for CDOT to get additional support for a ballot. Need to take advantage of this and develop a thoughtful approach to educate citizens.
- Commissioner Gilliland pleased that I-25 North between SH 14 and SH 402 interchange project is solidified. Working on SH 71 for improvement to encourage more truck use and potential economic development to the areas. Recognized appreciation for Tom Lorz’s new article releases with one that noted AASHTO Committee that focuses on intermodal transportation. People not interested in projects, more interested in quality of life impacts.
- Commissioner Gifford noted that the draft ballot list is not final and will read the Northwest Mobility Study.
- Commissioner Zink welcomed Executive Director Lewis and has high expectations for the coming year under his leadership.

Executive Director’s Report (Michael P. Lewis)

- Recognized folks contributing to the draft ballot list development – Thank you!
- Financial close of Central I-70 is complete

Chief Engineer’s Report (Josh Laipply)

- Thanked staff for draft ballot list work – Herman and team.
- CDOT was on a call with USDOT to discuss generally DOT readiness to spend extra funding if it becomes available. Determined most DOTs are not ready to spend. Found out California and Colorado are the

most prepared to spend at this point. How to refine the planning process to allow for more DOTs to be prepared to spend extra money was a discussion item.

- Closed out calendar year for construction and met spending goal – spent \$659 million that was within 4% of meeting the target. Spending now is more like 2014 numbers, since Responsible Acceleration and Maintenance of Partnerships (RAMP) project money has been spent.

HPTE Director's Report (David Spector)

- David provided an overview of key HPTE accomplishments over the past six months.
- Swore in a new HPTE Board member – Anastasia Khokhyrakova.
- Hired Toll Operations Manager, Kelly Brown.
- Recognized Joe Mahoney's 25 years at CDOT, who is retiring.
- Central I-70 Financial Close with TIFIA and bonds went well. Bonds were obtained for a good price.
- HPTE produced and published a 1.5 year mid-range horizon plan that is available on the HPTE website; recognized Kari Grant for her work on this.
- Board signed a digital communications agreement.
- Met with proposers for the ETL Master Plan.
- Continuing to monitor and maintain ETL projects across the state.
- Fee for service review was conducted to evaluate HPTE's work performance for CDOT.
- Working with RoadX and coordinating with Hyperloop entities.
- Conducted public outreach and training in Durango
- Participated in Public Private Partnerships (P3) boot camps locally with City and County of Denver.
- Denver's P3 Office serves as a center of excellence.

FHWA Division Administrator's Report (John Cater)

- Alicia Nolan has been promoted to FHWA Division Administrator in Pennsylvania.
- New road in Weld County, extension of CR 49 between Keenesburg (I-76) and Kersey (US 34).
- Safety is still an issue with increase in fatalities by 20, over 30 years the crashes per miles traveled have gone down, but in the last 3-4 years the crash numbers and fatalities are drifting up.
- Commissioners Hall and Hofmeister specifically requested additional information regarding this subject.
- Executive Director Lewis noted safety is CDOT's number one concern, and requested a Commission safety workshop so the trends and causes can be better understood, and what CDOT is doing in response.

STAC Report (Vincent Rogalski)

- SFPRP comment from STAC is to consider Tennessee Pass Railroad as a candidate for renewed use.
- No STAC comments on DTR SB 267 plans.
- Ballot list timing understood by STAC, will update at next meeting this month.
- For Statewide Programs on ballot list, consider adding passing lanes, and use term maintenance instead of asset management. Supports using percentages vs. dollars for statewide programs.
- Ballot combination of SB 267 risks public perception of bait and switch; need careful messaging to the public on the ballot list.
- STAC approved the 2045 revenue projection scenarios with high and low categories.

Technology Committee Update (Peter Kozinski)

- Amy Ford has been appointed the Director of Advanced Mobility overseeing:
 - RoadX Program
 - Division of Transportation Systems Management and Operations (TMS&O)

- Executive Director Lewis noted that CDOT is keeping focused on the future as initially desired by Shailen Bhatt and the Governor. Operations is at the forefront, with TSM&O as the now, and RoadX as the future.
- Connected Vehicle ecosystem development is ongoing and fully underway.
- Hyperloop feasibility study is taking place and due to finish in August 2018. Arrivo Group has chosen Colorado for building a test track along E-470.
- The Federal Communications Commission (FCC) is considering whether their spectrum can be shared with other uses such as telecomm, which the transportation industry, CDOT, AASTHO, ITS America, auto manufacturers, MADD, trucking and others oppose.
- TSM&O plans to begin its Smart Mobility Plan, an effort required by the FHWA to plan for ITS infrastructure for the next five to 10 years. TSM&O will be initiating effort to include more comprehensive planning for the future, using Connected and Autonomous Vehicle frameworks to determine future technology infrastructure investments (will provide more information at next TC meeting). This Plan will be completed and feed into the larger Statewide Planning process and will also inform metro Denver's Mobility Choice effort (longer term planning for the metro area).
- CDOT has advertised to begin construction of the Smart 25 system on northbound I-25 from Ridgeway to University. Construction (some improvement to ramps and installation of the sensors) will begin in spring with early test in summer 2018.
- CDOT is moving forward with two pilot efforts to create travel demand and travel supply modeling that work to model impacts of connected and autonomous vehicles.
- Based on SB 17-213's requirement that CDOT and CSP develop a process to approve testing of autonomous vehicles in Colorado, CDOT, CSP, and DOR formed an Autonomous Mobility Task Force to meet monthly beginning September of 2017. To date, the Task Force has received two applications to test: one for the CDOT autonomous attenuator truck, and another for EasyMile's autonomous shuttle on Panasonic's campus at their grand opening on December 4, 2017. The Task Force approved EasyMile's application and was invited to the grand opening of EasyMile's headquarters, which was attended by the Governor. The CDOT autonomous attenuator application is still being reviewed by the Task Force.

Act on Consent Agenda – Approved unanimously on January 18, 2018

- [Resolution to Approve the Regular Meeting Minutes of November 16, 2017 and December 13, 2017 \(Herman Stockinger\)](#)
- [Property Disposal: W. Hampden & Jason St. \(Parcel 32\) \(Paul Jesaitis\)](#)
- [Property Disposal: EX-1 and EX-1A \(Mike McVaugh\)](#)
- [Housing Policy Directive \(Susan Rafferty and Kyle Lester\)](#) – with Procedural Directive to be studied further before final approval by the Commission.
- [Resolution to Approve Release of CDOT R1 South Holly \(Kathy Young\)](#)

Discuss and Act on the Proposed 7th Budget Supplement of FY 2018 (Jeff Sudmeier) – Approved unanimously on January 18, 2018.

- Region 4
 - \$ 14,500,000 – North I-25 Express Lanes Project – RAMP HPTE Development Funds – This funding will be used to fund the gap between the guaranteed maximum price and the best and final offer bids that were received through the most recent proposals.

Discuss and Act on ROW Acquisition Authorization Requests (Josh Laipply) – All but two projects for Region 2 (Project codes: 22079 and 17666) were approved unanimously on January 18, 2018 – as Commissioner Thiebaut abstained due to a conflict of interest. Region 2 projects (22079 and 17666) with ROW acquisition authorization requested passed with ten yes votes and one abstention.

Discuss and Act on ROW Condemnation Authorization Requests (Josh Laipply) – Approved unanimously on January 18, 2018.

Mr. and Mrs. Kammerzell participated at this meeting to express their concerns over the condemnation authorization regarding the SH 60 Over the South Platte project that impacts their property. Issues relate to sedimentation, and concerns for potential future flooding with the new bridge design proposed. Their property experienced major flooding during the 2013 floods and experienced substantial losses.

CDOT has met with the Kammerzell's on a few occasions, has evaluated the site extensively and designed the bridge to be brought out of the floodplain complying with designs using accepted engineering practices. The Commission found the project and property acquisition to be in the public interest. Commission approval for condemnation authorization will forward the case to court, where further discussion and a decision will be rendered on what will occur related to the Kammerzell's concerns regarding sedimentation and the bridge design.

Discuss and Act on ADA Curb Ramp Acquisition Pilot Program (Josh Laipply) – Approved unanimously on January 18, 2018.

- This pilot is an effort to streamline the ADA curb ramp right-of-way process. For this process temporary easements are generally required. The pilot is voluntary, with participants waiving rights to the Uniform Act (for curb ramp improvements only). The volunteer process would avoid comparatively costly and time consuming engineering reviews and appraisals. These appraisals cost substantially more than the small payouts that usually result to property owners (roughly \$200.00). ROW will come back to the Commission and report on how the first pilot project did in terms of level of volunteer participation and satisfaction, and the resulting time and costs savings to CDOT.

Discuss and Act on Branded Cities Outdoor Advertising Proposal (David Spector) – Pulled from the agenda for further study.

Discuss and Act on Ballot List (Herman Stockinger) – Approved unanimously on January 18, 2018.

Recognitions

- John Cater of FHWA was recognized by Executive Director Lewis for winning FHWA's State Division Administrator Award, competing with over 50 Administrative Divisions nationally.
- Executive Director Lewis recognized Glenn Davis for receiving the Foundation for Advancing Alcohol Responsibility: Kevin E. Quinlan Award for Excellence in Traffic Safety. Glenn worked in enforcement for 25 years before coming to CDOT.
- Executive Director Lewis announced the 2018 Division Cup award winner for 2017 accomplishments – the recipient was David Spector of HPTE.
- Executive Director Lewis announced the 2018 Region Cup award winner for 2017 accomplishments – the recipient was Karen Rowe of Region 2.



COLORADO
Department of Transportation
Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: January 26, 2018
TO: Statewide Transportation Advisory Committee
FROM: David Krutsinger, Director, Division of Transit & Rail
Jeff Sanders, Manager, Transit Planning Unit Manager
Nate Vander Broek, Transit Planner, Division of Transit & Rail
SUBJECT: 5311 Operating Grants - Funding Distribution Methodology

Purpose

The purpose of this memo is to share the recommendation of the TRAC's FTA 5311 Subcommittee to refine what was approved at the April 2017 Transportation Commission meeting and to include the \$2 Million in FASTER operating funds approved at the November 2017 Transportation Commission meeting.

Action

Approval of TRAC's 5311 Subcommittee's Preferred Funding Methodology requested

Background

FTA Section 5311 funds are an important source of funds allocated, currently, to 35 rural general public transportation agencies across the state. The majority of the funds, nearly 70 percent, of 5311 funds 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 operating funds, CDOT staff, in conjunction with CASTA, formed a 5311 Subcommittee of the Transit & Rail Advisory Committee (TRAC) in October 2016 to assist in creating a new methodology for distributing Section 5311 operating funds. The Subcommittee reached consensus on a new distribution methodology and CDOT staff presented the methodology to the Transportation Commission on April 19th, 2017 for approval. The approved methodology consists of the following provisions:

- Authorize year one of the transition plan (2018) for distribution.
- Appoint one Transportation Commissioner to join the Subcommittee for the continuing deliberations to include, but not be limited to:
 - Accounting for equity; and
 - Multi-county organization inclusion and treatment beginning in year two (2019).
- Report back from the Subcommittee on the 2018 grant awarding process and results, and any further recommendations for 2019 and beyond.
- Authorize 2019 5311 Distribution Methodology with any modifications by April 2018.

The 5311 Subcommittee continued to meet throughout the year and has included Commissioner Hofmeister in its deliberations. Since then, the Subcommittee has met several more times and has agreed on a preferred methodology that accounts for both size and equity. The 2018 award process was smooth, and without unintended consequences.

Details

FASTER Redistribution

The 5311 discussion was affected by a recent change in how CDOT administers the FASTER Transit program. In November 2017 the Transportation Commission approved a change that re-designated \$2 million from local capital projects to local operating needs. The additional FASTER operating funds will be combined with Section 5311 funds to bring the total pool to \$10 million and will be made available to rural agencies for 2019 operations. The \$2 million decrease in capital funds will be filled by using periodic funding pools like SB 228 (also approved in November) and SB 267 (proposal pending action).

5311 Subcommittee Discussions

The 5311 Subcommittee has met at least monthly since July 2017. A major topic of concern was how to incorporate equity into the methodology and make it more responsive to transit needs in communities. Based on research and FTA guidance, the Subcommittee agreed to define "transit need" based on the following demographic factors: the number of disabled individuals, the number of older adults, the number of low income households and the number of zero-vehicle households.

Using recent Census data to compile these factors, staff and subcommittee members analyzed the transit need of rural communities served by each transit provider and then explored various methodologies to incorporate the need into a methodology. The Subcommittee found that need alone, as measured by the transit dependency factors, could not be the

sole determinant in allocating grants because there are too many other factors that determine an appropriate level of transit service in a community (e.g., economics, geography, density, local support). The Subcommittee found that agency size, while not a perfect measure, takes many of these other factors into account and that it should also influence how awards are distributed. Subcommittee members identified a preferred methodology, described below, that combines transit need with agency size.

Preferred Methodology

While there are still a few details to work out (discussed below), the Subcommittee has agreed on a preferred methodology. The preferred methodology builds on the methodology that was approved for 2018 and consists of the following steps:

1. Divide the operating funds into two pools: the “Base” pool (Section 5311 funds, currently around \$8 million) and the “Need” pool (\$2 million in FASTER funds).
2. Funds in the Base pool are allocated according to agency size.
 - o Agencies are divided into five categories as determined by the agency’s size (calculated using the agency’s revenue miles, revenue hours, number of trips, and budget).
 - o Depending on the agency’s size, the agency would be eligible to receive a base award up to a specific percentage of their operating budget, known as their budget factor. 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 base award equal to 50 percent of their operating budget, while agencies in the Large category will receive a base award to 14 percent of their budget.

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

3. Funds in the Need pool are allocated according the demographic factors that represent transit need (number of seniors, persons with disabilities, low income individuals, and those with no access to vehicles). Providers that have a greater number of transit dependent individuals within their service area will receive a higher award.

Attachment A-1 shows each agency’s award using this methodology. Attachment A-2 shows the 5-year transition plan.

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. Many of the agencies proposed to receive an increase will need time to adjust to increased funding. Likewise, agencies with a proposed decrease need time to seek other funding sources.

Outstanding Issues

The Subcommittee will explore changing local match requirements for some transit providers. The FTA requires a 50 percent local match for operating grants. Some transit providers, particularly small providers, will struggle to come up enough local dollars to take advantage of grant increases. The Subcommittee will explore options to reduce this local match requirement for some agencies using state FASTER funds that do not have the federal 50 percent local match requirement. Staff expects to resolve these issues in the next month prior to Transportation Commission approval.

TRAC and T&I Input

The preferred methodology was presented to TRAC in January. TRAC members felt comfortable with this new methodology that allocated funds based on both size and need factors. TRAC recommended that we look at this methodology again in one year to assess how agencies, in particular small agencies, are using the additional funds. Agencies unable to use the increase in funds may have some of the proposed fund increases redistributed to other agencies. The T&I Committee asked for a February workshop to better understand the transition plan, match rates, and CDOT procedures for accountability with the increased funding.

Next Steps

The 5311 Subcommittee will incorporate any feedback and resolve any outstanding issues in February with a TC Workshop. Staff anticipates seeking approval from the Transportation Commission in March. In April 2018 DTR staff will release the call-for-projects, culminating in July 2018 operating awards for CY 2019, and then complete contracts prior to January 1 2019.

Attachment:

- Attachment A: Awards using preferred methodology (draft)
- Attachment B: Presentation

Attachment A-1

Agency	Base Funds	Equity Funds	Proposed Total Award	2018 Award	% Change Proposed to 2018 Award
Very Small (50% of budget)					
Archuleta County	\$ 85,139	\$ 8,299	\$ 93,438	\$ 85,140	10%
Dolores County Seniors	\$ 79,383	\$ 3,777	\$ 83,160	\$ 36,750	126%
La Junta	\$ 88,564	\$ 87,161	\$ 175,725	\$ 71,020	147%
Montezuma County Seniors	\$ 106,615	\$ 49,905	\$ 156,520	\$ 66,120	137%
Small (45% of budget)					
Bent County	\$ 100,125	\$ 179,062	\$ 279,187	\$ 111,250	151%
Clear Creek County	\$ 135,000	\$ 10,289	\$ 145,289	\$ 92,700	57%
Cripple Creek	\$ 222,956	\$ 43,233	\$ 266,189	\$ 163,380	63%
East Central COG	\$ 130,080	\$ 59,515	\$ 189,595	\$ 187,900	1%
Jefferson County SRC	\$ 247,328	\$ 47,519	\$ 294,847	\$ 283,130	4%
Lake County	\$ 110,756	\$ 21,685	\$ 132,441	\$ 97,850	35%
Neighbor to Neighbor	\$ 108,024	\$ 40,290	\$ 148,314	\$ 103,000	44%
Prowers County	\$ 142,046	\$ 73,881	\$ 215,927	\$ 173,100	25%
SCCOG	\$ 257,303	\$ 68,143	\$ 325,446	\$ 302,440	8%
SUCAP	\$ 239,076	\$ 8,224	\$ 247,300	\$ 168,120	47%
Teller Senior Coalition	\$ 82,383	\$ 44,360	\$ 126,744	\$ 97,000	31%
Upper Arkansas Area COG	\$ 168,870	\$ 153,069	\$ 321,939	\$ 192,900	67%
Via Mobility	\$ 254,653	\$ 54,283	\$ 308,936	\$ 323,380	-4%
Medium (21% of budget)					
All Points Transit	\$ 266,320	\$ 200,171	\$ 466,491	\$ 245,140	90%
Avon	\$ 150,847	\$ 18,318	\$ 169,165	\$ 75,000	126%
Black Hawk - Central City	\$ 110,137	\$ 2,748	\$ 112,884	\$ 110,140	2%
Crested Butte	\$ 291,646	\$ 9,141	\$ 300,787	\$ 235,050	28%
Glenwood Springs	\$ 252,909	\$ 61,807	\$ 314,716	\$ 252,910	24%
Gunnison Valley RTA	\$ 214,170	\$ 28,448	\$ 242,618	\$ 192,720	26%
NECALG	\$ 261,365	\$ 214,707	\$ 476,072	\$ 487,200	-2%
SRDA	\$ 126,000	\$ 33,995	\$ 159,995	\$ 70,250	128%
Telluride	\$ 138,100	\$ 7,792	\$ 145,892	\$ 168,600	-13%
Large (14% of budget)					
Breckenridge	\$ 308,892	\$ 21,976	\$ 330,868	\$ 164,020	102%
Durango	\$ 372,582	\$ 40,512	\$ 413,095	\$ 889,020	-54%
Snowmass	\$ 440,843	\$ 17,684	\$ 458,527	\$ 245,610	87%
Steamboat Springs	\$ 393,668	\$ 60,428	\$ 454,095	\$ 521,180	-13%
Winter Park	\$ 351,067	\$ 7,434	\$ 358,501	\$ 154,500	132%
Very Large (3-4% of budget)					
Eagle County	\$ 334,891	\$ 85,898	\$ 420,790	\$ 318,270	32%
Mountain Village	\$ 129,494	\$ 3,860	\$ 133,354	\$ 145,600	-8%
RFTA	\$ 1,014,362	\$ 187,315	\$ 1,201,678	\$ 1,014,370	18%
Summit County	\$ 421,649	\$ 45,067	\$ 466,716	\$ 467,580	0%
Sum of all categories	\$ 8,137,242	\$ 2,000,000	\$ 10,137,242	\$ 8,312,340	

Originally held harmless

Attachment A-2

Agency	Base Funds	Equity Funds	Year 1 (2018)	Year 2 (2019)	Year 3 (2020)	Year 4 (2021)	Year 5 (2022)	Year 6 (2023)	% Change 2018 to 2023 Award
Very Small (50% of budget)									
Archuleta County	\$ 85,139	\$ 8,299	\$ 85,140	\$ 93,438	\$ 93,438	\$ 93,438	\$ 93,438	\$ 93,438	10%
Dolores County Seniors	\$ 79,383	\$ 3,777	\$ 36,750	\$ 40,425	\$ 44,468	\$ 48,914	\$ 53,806	\$ 83,160	126%
La Junta	\$ 88,564	\$ 87,161	\$ 71,020	\$ 78,122	\$ 85,934	\$ 94,528	\$ 103,980	\$ 175,725	147%
Montezuma County Seniors	\$ 106,615	\$ 49,905	\$ 66,120	\$ 72,732	\$ 80,005	\$ 88,006	\$ 96,806	\$ 156,520	137%
Small (45% of budget)									
Bent County	\$ 100,125	\$ 179,062	\$ 111,250	\$ 122,375	\$ 134,613	\$ 148,074	\$ 162,881	\$ 279,187	151%
Clear Creek County	\$ 135,000	\$ 10,289	\$ 92,700	\$ 101,970	\$ 112,167	\$ 123,384	\$ 135,722	\$ 145,289	57%
Cripple Creek	\$ 222,956	\$ 43,233	\$ 163,380	\$ 179,718	\$ 197,690	\$ 217,459	\$ 239,205	\$ 266,189	63%
East Central COG	\$ 130,080	\$ 59,515	\$ 187,900	\$ 189,595	\$ 189,595	\$ 189,595	\$ 189,595	\$ 189,595	1%
Jefferson County SRC	\$ 247,328	\$ 47,519	\$ 283,130	\$ 294,847	\$ 294,847	\$ 294,847	\$ 294,847	\$ 294,847	4%
Lake County	\$ 110,756	\$ 21,685	\$ 97,850	\$ 107,635	\$ 118,399	\$ 130,238	\$ 132,441	\$ 132,441	35%
Neighbor to Neighbor	\$ 108,024	\$ 40,290	\$ 103,000	\$ 113,300	\$ 124,630	\$ 137,093	\$ 148,314	\$ 148,314	44%
Prowers County	\$ 142,046	\$ 73,881	\$ 173,100	\$ 190,410	\$ 209,451	\$ 215,927	\$ 215,927	\$ 215,927	25%
SCCOG	\$ 257,303	\$ 68,143	\$ 302,440	\$ 325,446	\$ 325,446	\$ 325,446	\$ 325,446	\$ 325,446	8%
SUCAP	\$ 239,076	\$ 8,224	\$ 168,120	\$ 184,932	\$ 203,425	\$ 223,768	\$ 246,144	\$ 247,300	47%
Teller Senior Coalition	\$ 82,383	\$ 44,360	\$ 97,000	\$ 106,700	\$ 117,370	\$ 126,744	\$ 126,744	\$ 126,744	31%
Upper Arkansas Area COG	\$ 168,870	\$ 153,069	\$ 192,900	\$ 212,190	\$ 233,409	\$ 256,750	\$ 282,425	\$ 321,939	67%
Via Mobility	\$ 254,653	\$ 54,283	\$ 323,380	\$ 313,679	\$ 308,936	\$ 308,936	\$ 308,936	\$ 308,936	-4%
Medium (21% of budget)									
All Points Transit	\$ 266,320	\$ 200,171	\$ 245,140	\$ 269,654	\$ 296,619	\$ 326,281	\$ 358,909	\$ 466,491	90%
Avon	\$ 150,847	\$ 18,318	\$ 75,000	\$ 82,500	\$ 90,750	\$ 99,825	\$ 109,808	\$ 169,165	126%
Black Hawk - Central City	\$ 110,137	\$ 2,748	\$ 110,140	\$ 112,884	\$ 112,884	\$ 112,884	\$ 112,884	\$ 112,884	2%
Crested Butte	\$ 291,646	\$ 9,141	\$ 235,050	\$ 258,555	\$ 284,411	\$ 300,787	\$ 300,787	\$ 300,787	28%
Glenwood Springs	\$ 252,909	\$ 61,807	\$ 252,910	\$ 278,201	\$ 306,021	\$ 314,716	\$ 314,716	\$ 314,716	24%
Gunnison Valley RTA	\$ 214,170	\$ 28,448	\$ 192,720	\$ 211,992	\$ 233,191	\$ 242,618	\$ 242,618	\$ 242,618	26%
NECALG	\$ 261,365	\$ 214,707	\$ 487,200	\$ 476,072	\$ 476,072	\$ 476,072	\$ 476,072	\$ 476,072	-2%
SRDA	\$ 126,000	\$ 33,995	\$ 70,250	\$ 77,275	\$ 85,003	\$ 93,503	\$ 102,853	\$ 159,995	128%
Telluride	\$ 138,100	\$ 7,792	\$ 168,600	\$ 163,542	\$ 158,636	\$ 153,877	\$ 149,260	\$ 145,892	-13%
Large (14% of budget)									
Breckenridge	\$ 308,892	\$ 21,976	\$ 164,020	\$ 180,422	\$ 198,464	\$ 218,311	\$ 240,142	\$ 330,868	102%
Durango	\$ 372,582	\$ 40,512	\$ 889,020	\$ 862,349	\$ 836,479	\$ 811,385	\$ 787,043	\$ 413,095	-54%
Snowmass	\$ 440,843	\$ 17,684	\$ 245,610	\$ 270,171	\$ 297,188	\$ 326,907	\$ 359,598	\$ 458,527	87%
Steamboat Springs	\$ 393,668	\$ 60,428	\$ 521,180	\$ 505,545	\$ 490,378	\$ 475,667	\$ 461,397	\$ 454,095	-13%
Winter Park	\$ 351,067	\$ 7,434	\$ 154,500	\$ 169,950	\$ 186,945	\$ 205,640	\$ 226,203	\$ 358,501	132%
Very Large (3-4% of budget)									
Eagle County	\$ 334,891	\$ 85,898	\$ 318,270	\$ 350,097	\$ 385,107	\$ 420,790	\$ 420,790	\$ 420,790	32%
Mountain Village	\$ 129,494	\$ 3,860	\$ 145,600	\$ 141,232	\$ 136,995	\$ 133,354	\$ 133,354	\$ 133,354	-8%
RFTA	\$ 1,014,362	\$ 187,315	\$ 1,014,370	\$ 1,115,807	\$ 1,201,678	\$ 1,201,678	\$ 1,201,678	\$ 1,201,678	18%
Summit County	\$ 421,649	\$ 45,067	\$ 467,580	\$ 466,716	\$ 466,716	\$ 466,716	\$ 466,716	\$ 466,716	0%
	\$ 8,137,242	\$ 2,000,000	\$ 8,312,340	\$ 8,720,477	\$ 9,117,358	\$ 9,404,155	\$ 9,621,486	\$ 10,137,242	

The transition increases awards by 10% per year or decreases awards by 3% per year



COLORADO

Department of Transportation

Division of Transit & Rail

5311 Funding Distribution January 26, 2018



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Division of Transit & Rail

2

Overview

- Background
- Existing Approved Methodology
- New Preferred Methodology
- Outstanding Items/Next Steps



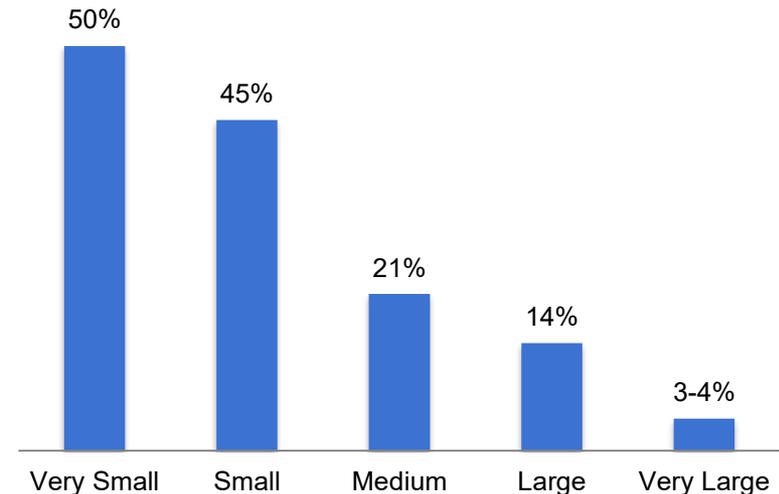
Background

- FTA 5311 funds support 35 rural transit agencies with approximately \$8M per year
- Recent increase in demand for operating funds – higher costs, more providers
- In 2016, CDOT created a 5311 Subcommittee of TRAC to help distribute funds
- In April 2017, the Transportation Commission approved the Subcommittee's methodology for one year, beginning in 2018



Existing Methodology

- Methodology used for 2018 operating awards
 1. Group agencies into five peer size groups (based on miles, hours, trips, and expenses)
 2. Assign a “budget factor” for each category that determines grant level
 3. Create a 5-year transition plan
 4. Subcommittee continue to meet to address equity concerns





Additional Funding

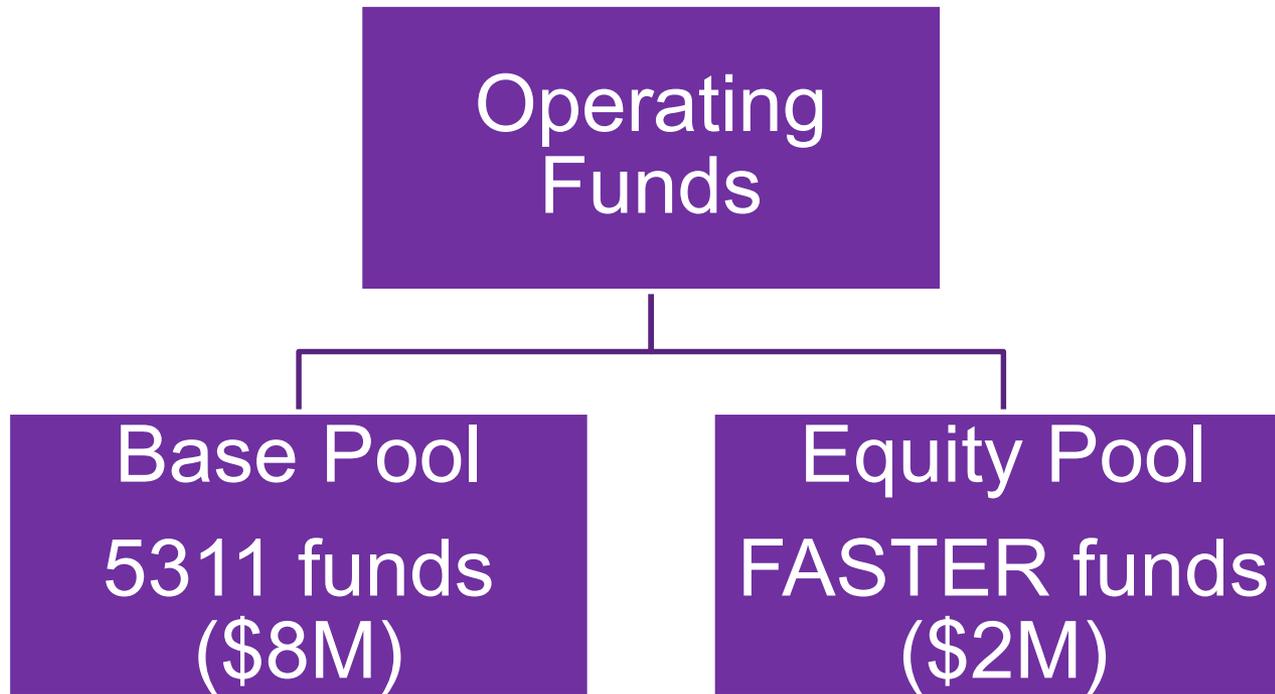
- In November of 2017, FASTER Transit funds were made available for operating projects
 - Increased operating funds by 25%
 - \$8.0 M (Section 5311)
 - \$2.0 M (FASTER)
- \$10.0 M Total

The additional \$2 million moved from capital to operating projects. The decrease in capital funds will be filled by using periodic funding pools like SB 228 and SB 267.



New Preferred Methodology

1. Divide the operating funds into two pools:

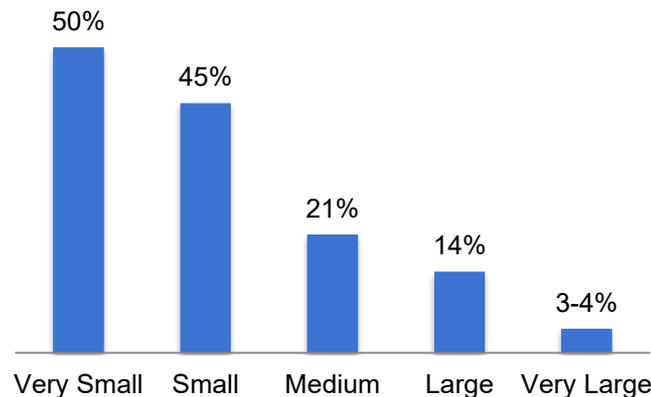




New Preferred Methodology

2. Continue to allocate the Base Pool based on agency size using the \$8 million.

- Group agencies into five peer groups (based on miles, hours, trips, and expenses)
- Assign a “budget factor” for each category that determines base level





New Preferred Methodology

3. Allocate the Need Pool based on transit dependency factors using the \$2 million in FASTER funds.

Transit dependency is based on data pulled from Census:

- Number of disabled individuals
- Number of older adults
- Number of low income households
- Number of zero-vehicle households

Providers that have a greater number of transit dependent individuals within their service area will receive a higher award.

The Need Pool addresses the TC's request to incorporate equity into funding decisions.



TRAC and T&I Input

- Transit & Rail Advisory Committee (TRAC) is comfortable with the new preferred methodology.
- TRAC recommends that DTR review the process in one year. Agencies unable to use proposed increases in funds may have some of the future funds redistributed to other agencies.
- The T&I Committee asked for a February workshop to better understand the transition plan, match rates, and CDOT procedures for accountability with the increased funding.



Next Steps

- Subcommittee will finalize the transition plan
- TC Workshop, February
- STAC Meeting in February (if desired)
- TC Approval, March
- Begin application process, April
- Award 2019 Funds, July
- Complete contracts for 2019, December



COLORADO

Department of Transportation

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

DATE: January 19, 2018
TO: Statewide Transportation Advisory Committee
FROM: Herman Stockinger, Director, Office of Policy and Government Relations
Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Development of Project List for Potential 2018 Ballot Question

Purpose

To review recent events and outcomes from the January Transportation Commission (TC) meeting regarding a potential ballot measure or other new funding source in 2018.

Action

No action.

Background

In anticipation of the January TC meeting, CDOT staff disseminated potential ballot measure materials to STAC in advance of the meeting with the intention of gaining as much feedback as possible prior to the meeting. Several comments received lead to alterations in project names, descriptions, scopes and budget.

What Has Happened Since December?

Both STAC and the TC supported development of statewide programs to supplement the specific project lists, and discussed many possibilities for programs, with a general agreement that \$500 million may be the right range to cover those programs. Programs considered include:

- ADA Sidewalk Improvements (curb ramps)
- Technology & Innovation (RoadX)
- Technology & Fiber
- Safety Shoulder (shoulder construction)
- Passing Lanes
- Rest Area Restoration
- Wildlife Crash Mitigation (wildlife crossing)
- Freight Improvements (small freight projects & truck parking)
- Pavement Preservation (surface treatment)
- Rockfall Mitigation
- Bike and Pedestrian Improvements

After the December STAC and TC has researched and discussed the statewide program concept and made several observations which ultimately impacted the staff recommendation for this month. These include:

Don't Spread the Money too Thin: Staff considered what it would take to fund the statewide programs in a robust way, and determined that if the programs are to have a significant impact, there should be fewer programs. For example, staff discovered that construction of new shoulders where no shoulders exist costs about \$1 million per mile of new shoulder, and Colorado has over 1,500 miles of highway with no shoulders, and more than 2,000 miles of inadequate shoulders. Additionally, laying one mile of new fiber is estimated to cost about \$400,000. Too many statewide programs will either reduce critical projects from the specific project list or reduce the impact we can make on critical needs.

Specific is Better: Programs that already have specific projects on the "ballot list" associated with them (freight corridors and passing lanes) probably don't need a statewide program as well. In some cases, Regions were finding they were reducing or dropping specific large freight or passing lanes projects in favor of a generic program to support freight and passing lanes projects.

Staff Recommendation: Remove large freight corridor projects and passing lanes projects as categories in the statewide programs fund.



Asset Management Categories: Several programs proposed for the statewide program category (rockfall and surface treatment) are existing asset categories with specific budget line items. The hope/expectation is to have a flexible pot of money (including the additional revenue projected as tax revenue grows over time) to enable us to help sustain our existing system. That can include the rockfall and surface treatment categories.

Staff Recommendation: In an effort to have only a few statewide programs, and because funding growth over time should provide funds for sustaining the existing system, remove rockfall and surface treatment as categories in the statewide programs fund. If it becomes clear no money would be made available to sustain our existing system, staff would recommend revisiting this decision.

Each Region has Different Needs: It wasn't unexpected that we learned what is most needed in one area of the state may not be what is needed in another. By specifying a dollar amount for every statewide program category, region and local partner project selection flexibility is lost. With limited dollars in programs such as the Regional Priority Program (RPP), it would be beneficial for each Region to work with their planning partners to determine how best to utilize funds for smaller projects in their area.

Staff Recommendation: Combine Safety Shoulders, Rest Area Restoration, Small Freight and Truck Parking and Wildlife Crash Mitigation into a single statewide program and allow each region the flexibility to work with their planning partners to select small projects in any of those categories based on regional need. Additionally, provide Region 1 additional specific project funds rather than funding in this small project category. This does not eliminate the possibility that some of R1's project funds may be spent on the statewide categories listed above, but funding for those would come from adjustments to their existing project list.

Embrace Specific Statewide Programs That Are Truly Statewide: Fiber & Technology and the existing but underfunded ADA Pedestrian Sidewalks commitment (curb ramps) are examples of statewide need that is best coordinated and executed at the statewide level. The ADA Sidewalk Improvement program has an unfunded commitment of \$61 million, and Fiber, Technology and RoadX-type innovation can make use of a significant amount of money to improve mobility statewide. Fiber also has the added benefit of being able to make use of public-private and public-public partnerships to stretch the funding a bit further.

Staff Recommendation: Fund Fiber & Technology and ADA Sidewalk Improvement Programs individual statewide programs.

Bike/Pedestrian Project Should Be Covered: It appears a multi-modal project category that includes a variety of items such as transit improvements will have a bike/pedestrian component.

Staff Recommendation: Remove this category from statewide programs. Should we determine there is no other source of funds for these projects, staff would recommend revisiting this decision.

Summary of Categories for \$6 Billion List					
	Base Projects \$5.5b via RPP	Additional R1 large projects instead of statewide program funds	Fiber & Technology	ADA Sidewalk Improvement Program	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation
Region 1	\$2,077,904,000	\$120,700,000	TBD	TBD	\$0
Region 2	\$1,134,643,000		TBD	TBD	\$67,660,000
Region 3	\$786,149,000		TBD	TBD	\$48,620,000
Region 4	\$1,354,640,000		TBD	TBD	\$78,880,000
Region 5	\$390,591,000		TBD	TBD	\$24,140,000
	5,743,927,000	\$120,700,000	\$100,000,000	\$61,000,000	\$219,300,000
				Total	\$6,244,927,000



Transit (now Multi-Modal Mobility Funds)

Ballot advocates continue to discuss transit programs. There was widespread support in failed HB 17-1242 for a “multi-modal mobility” program that would include a wide variety of alternative modes/strategies, including fixed route and on-demand transit needs (both capital and operating), bicycle and pedestrian programs, Transportation Demand Management (TDM) and innovative forms of multi-modal mobility and other multi-modal options. It is currently proposed that all funds come with a significant local/state match. Current conversations center around how to divide these multi-modal mobility funds, and three categories are rising to the top:

- Bond for large projects: This would be no more than a third of the multi-modal funds, and would bond for large transit and bicycle/pedestrian needs around the state. CDOT would likely be tasked with working with planning partners to determine the projects, and they would eventually be listed on the ballot. Because of the match requirement, CDOT would need to work with local partners to determine their interest/willingness to provide a match before a project is added to the project list. Project examples could include Colfax BRT, SH 119 and SH 7 BRT, Colorado Springs downtown transit center, Glenwood Springs maintenance facility (RFTA), large commuter bike path projects, etc.
- Local decision-making: At least half of the funds would be divided around the state by some to-be-determined formula, with major metropolitan areas (like DRCOG) receiving pass-through funds from CDOT to select projects, and more rural areas (Transportation Planning Regions) helping to decide local funding through a process set up by CDOT (likely to mirror an existing selection process, such as the Transportation Alternatives Program (TAP) process.
- State-wide priorities: About 10% of the funds would go to CDOT to prioritize statewide needs, such as Bustang, Bustang Outrider, statewide transportation studies, and park and ride construction.

CDOT’s Division of Transit and Rail (DTR), as well as the bicycle/pedestrian arm of the Division of Transportation Development (DTD) have been considering potential projects for the bonded portion of the multi-modal mobility funds. We will await further guidance on how to proceed, but anticipate presenting a list for adoption by the Transportation Commission in 2018.

Transportation Commission Decision Items

At the January TC meeting, Commissioners approved the draft list of potential ballot measure projects with staff recommendations. Appendix B is the current list of priority projects, totaling about \$6.2 billion, divided roughly by the RPP formula. Although the TC approved this draft list, staff will continue to refine project scopes and begin creating fact sheets for the projects which will quantify the need and benefits of each project. Highlighted in red are the projects that were reduced or adjusted in some way since you last reviewed the projects in December.

Next Steps

- January 26: STAC meeting to review TC decisions and updated costs
- Late January: Transportation advocates expected to file a ballot question for the November, 2018 election
- February and Beyond: Staff continues to refine both highway and multi-modal mobility projects as necessary

Attachments

- Attachment A: Draft Project List
- Attachment B: Resolution for Adoption



Preliminary Project List for New Revenue Source - based on the 10-Year Development Program Plan.

1/18/2018

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I-25: Colorado Springs Denver South Connection	Corridor mobility and safety improvements from Monument to C-470 as outlined in the PEL currently underway. Assumes construction of one new lane in each direction from Monument to Plum Creek Parkway.	Design to Budget of \$350m. Subsequent phase includes additional work needed to improve geometrics and reconstruct roadway, and full PEL improvements north of Plum Creek Parkway to C-470.	\$350,000,000	\$35,000,000	Local funding. Tolling could potentially mitigate some costs.	\$250,000,000	\$65,000,000
3	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges	Replacement of bridges at 23rd and Speer, and construction of northbound connector road.	Subsequent phase (not reflected in costs) includes second phase roadway widening, and other safety and mobility improvements to be identified in planned PEL.	\$57,140,000	\$10,000,000	Freight fund match	\$0	\$47,140,000
4	1	Greater Denver Area	Adams	I-25 North: 84th Ave to Thornton Pkwy widening	Improvements on I-25 between US 36 and 120th including addition of one General Purpose lane in each direction from 84th Ave. to Thornton Pkwy. and reconstruction of 88th Ave. bridge including a center loading median station for the Thornton Park-n-Ride.	Subsequent phase (not reflected in costs) includes second phase auxiliary lanes and other improvements.	\$85,285,000	\$0		\$0	\$85,285,000
5	1	Greater Denver Area	Adams, Broomfield	I-25 North: TEL Expansion	Expansion of Tolloed Express Lanes (TELS) from current planned end at E-470 to Weld County Line. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.		\$101,750,000	\$25,000,000	Tolling	\$0	\$76,750,000
6	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Twin Tunnels to Empire Junction.	Design to Budget	\$80,000,000	\$0	Tolling - no revenue assumed yet	\$80,000,000	\$0
7	1	Greater Denver Area	Clear Creek	I-70 West: Floyd Hill	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.	Design to Budget. Final alternative is unknown and the alignment may vary. Project could potentially be phased to incorporate improvements in westbound direction only based on alternative selected and funding availability.	\$550,000,000	\$70,000,000	Bridge Enterprise Tolling will be considered	\$0	\$480,000,000
8	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.		\$63,816,000	\$0		\$0	\$63,816,000
10	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite	Final alternative pending results of pilot. Remove bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Includes replacement of Ulster bridge.	Design to Budget	\$61,394,000	\$0		\$0	\$61,394,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
11	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of bridges, and reconstruction of concrete pavement.		\$398,774,000	\$165,000,000	Tolling & Potential Local Match	\$0	\$233,774,000
13	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.		\$68,151,000	\$0		\$0	\$68,151,000
14	1	Greater Denver Area	Douglas	US 85: Sedalia to Castlegate Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail.	Project could be divided into phases: US 85 Sedalia to Daniels Park; US 85 Castlegate to Meadows	\$49,500,000	\$16,000,000	Potential local match	\$0	\$33,500,000
15	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange	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.	Design to Budget. Phasing and early implementation alternatives are being investigated as part of the PEL. Interim improvements will not preclude PEL alternatives.	\$61,184,000	\$0		\$0	\$61,184,000
16	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with 30' median from Richmond Hill to Shaffers Crossing with construction of interchange at King's Valley.	Additional phases will remain.	\$70,576,000	\$0		\$0	\$70,576,000
122	1	Greater Denver Area	Adams	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.		\$76,234,000	\$17,000,000	Local match	\$0	\$59,234,000
143	1	Greater Denver Area	Boulder, Weld, Broomfield	SH7 Corridor Improvements	Operational and safety improvements from SH 7 PEL from Boulder to Brighton.	Design to Budget	\$80,000,000	\$0		\$0	\$80,000,000
148	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0	Widening of I-25 from Alameda to 6th Ave.		\$134,062,000	\$0	Tolling will be considered	\$0	\$134,062,000
149	1	Greater Denver Area	Denver	C-470: 285 and Morrison Road	Reconstruction of 285 Interchange, with Flyover ramps, approximately 1.5 miles of additional GP lane in each direction, widening or replacement of Morrison Road Bridge, and relocation of the WB auxiliary access to Soda Lakes/Bear Creek to US 285, rather than immediately north of 285 on ramp	EA and 30% design will be kicking off this winter (2017-2018). Presuming a 3 year EA, and DB procurement, the funds could be committed by January 2021, and construction commenced by July 2022.	\$136,687,000	\$0		\$0	\$136,687,000
TBD	1	Greater Denver Area	Arapahoe	I-25/Bellview	Interchange Improvements	Design to Build	\$90,000,000	\$0	Potential for local partnership to expand scope	\$0	\$90,000,000
TBD	1	Greater Denver Area	Arapahoe	SH 30	Specific improvements to be determined		\$22,051,000	\$0			\$22,051,000

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17	2	Pueblo Area	Pueblo	1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 98-100)		\$228,635,000	\$0		\$0	\$228,635,000
19	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)	Project 1: Widen I-25 to 6 lanes from South Academy to SH 16 (MP 135-131) Project 2: Widen I-25 to 6-lanes from Circle to South Academy (MP 138-135) Project 3: Add Auxillary Lanes between Fillmore to Garden of the Gods (MP 144-146), Project 4: Add HOV lanes to I-25 between Cimarron to Briargate (MP 141-152) Project 5: Fix functionally deficient bridge on I-25 at Northgate and shoulder widening on I-25 from Northgate to Baptist Rd (MP 155-159)	Project could be divided into 5 phases of construction.	\$369,804,000	\$15,000,000	Surface Treatment	\$0	\$354,804,000
20	2	Pikes Peak Area	El Paso	US 24 West: Divide to 1-25	Drainage and intersection improvements on US 24 from 1-25 to Divide (MP 304-278)	Design to budget	\$25,000,000	\$0		\$0	\$25,000,000
22	2	Pikes Peak Area	El Paso	US 24 East: Widening Garret/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett Rd. to Stapleton Rd. (MP 318-324)		\$64,242,000	\$0		\$0	\$64,242,000
23	2	Pueblo Area	Pueblo	US 50: West of Pueblo	Construct the 3rd westbound lane on US 50 from just west of Pueblo Blvd to Purcell Blvd. Construct the US 50/Purcell Interchange which will include ped/bike facility improvements (MP 309-312)		\$45,895,000	\$6,000,000	RPP	\$35,520,000	\$4,375,000
24	2	Pueblo Area/Southeast	Pueblo/Otero/Bent/Prowers	US 50B: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318-467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project to be determined.	Design to budget	\$50,000,000	\$0		\$0	\$50,000,000
25	2	Southeast	Prowers	US 287: Lamar Reliever Route	Phase I and II of the Lamar Reliever Route. Realignment of US 50 to the South - needed for future US50/US 287 Interchange. (US 50 MP 433-435). Phase II is the construction of the new two lane reliever route. (US 287: MP 73-81)	Project can be divided into two phases. Phase 1: US 50 Realignment (\$30M); Phase II US 287 Reliever Route (\$185M)	\$211,071,000	\$0		\$0	\$211,071,000
28	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy (MP 149-151).		\$39,896,000	\$0		\$0	\$39,896,000
29	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Victor to Divide (MP 45.5-69.7) and Woodland Park to Deckers (MP 77-100).	Revised project limits. Design to budget.	\$25,000,000	\$0		\$0	\$25,000,000
98	2	South Central	Huerfano	US 160: Mobility Improvements	Addition of passing lanes, shoulder widening and safety improvements. (La Veta Pass to I-25)(MP 278-304)	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000

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99	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill	Addition of passing lanes, shoulder widening, and safety improvements. (MP 183 -234)	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
TBD	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction	Reconstruct concrete pavement with full depth concrete pavement (MP 26-34)	Design to budget	\$25,000,000	\$0		\$0	\$25,000,000
TBD	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements	Safety Improvements on SH 94 from US 24 to Enoch Rd (MP 0-9.1)	Design to budget.	\$11,000,000	\$0		\$0	\$11,000,000
100	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek Bridge and widening for approximately 1.5 miles south. (MP 37-39)		\$15,100,000	\$0		\$0	\$15,100,000
128	2	South Central	Huerfano / Las Animas	SH 69 and SH 12 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-59) and SH 12 (MP 0-73.9)	Design to Budget	\$21,000,000	\$6,000,000	HSIP, RPP, FASTER	\$0	\$15,000,000
30	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.		\$32,549,000	\$0		\$0	\$32,549,000
31	3	Grand Valley	Mesa	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Project can be phased.	\$71,014,000	\$0		\$0	\$71,014,000
34	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.		\$14,450,000	\$0		\$0	\$14,450,000
35	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	Phase 1: Completion of NEPA, engineering and Phase I of construction of a third lane in both directions to increase safety and mobility. Includes installation of permanent water quality features, and relocation of bike path.	Total Escalated Project Cost fixed to \$225 M will complete phase I, with a total project cost of \$400 M.	\$225,000,000	\$0		\$0	\$225,000,000
36	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at ramp termini to a double lane to correct back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	Project can be phased. \$2 M for preconstruction.	\$30,344,000	\$0		\$0	\$30,344,000
37	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.		\$16,924,000	\$0		\$0	\$16,924,000
38	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.		\$24,701,000	\$0		\$0	\$24,701,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment
39	3	Grand Valley	Mesa	US 6: Improvements Mesa County	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	Project can be phased.	\$23,651,000	\$0		\$0	\$23,651,000
41	3	Northwest	Grand	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility and adding a roundabout.		\$13,592,000	\$0		\$0	\$13,592,000
43	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway to meet current geometric design standards and improve safety, drainage and acces. Addition of passing lanes and mitigation of geohazard land-slide within the project limits.	Design to Budget.	\$29,500,000	\$20,000,000	Federal Lands Access Program - \$18 M NHFP - \$2 M	\$9,500,000	\$0
44	3	Intermountain	Summit	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	SB 267 funds are fixed.	\$13,817,000	\$0		\$10,250,000	\$3,567,000
45	3	Intermountain	Garfield	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Project cost pending additional review. Project can be phased. SB 267 funding is fixed at \$60m maximum and remainder must be from ballot. Design to Budget.	\$60,000,000	\$25,000,000	Potential TIGER Grant	\$0	\$35,000,000
46	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	Project is scalable.	\$24,680,000	\$0		\$20,000,000	\$4,680,000
47	3	Northwest	Moffat	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	Project is scalable.	\$48,304,000	\$0		\$40,000,000	\$8,304,000
49	3	Gunnison Valley	Delta	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	Project is scalable. Design to Budget.	\$32,915,000	\$0		\$0	\$32,915,000
50	3	Northwest	Rio Blanco	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders.		\$22,789,000	\$0		\$0	\$22,789,000
51	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	Project could be divided into phases of approximately \$11 M, \$4 M, and \$7.5 M. The remainder of the corridor is scalable.	\$16,992,000	\$0		\$0	\$16,992,000

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132	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop at the intersection of I-70 Spur/US6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.		\$15,072,000	\$0		\$0	\$15,072,000
133	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail	Address critical safety need by removing old deficient rail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign.	Design to Budget. Project can be phased.	\$50,000,000	\$0		\$0	\$50,000,000
134	3	Northwest	Grand	US 40: Kremmling East and West	Widening and shoulder work to either side of Kremmling.	Subsequent phase (not reflected in costs) includes additional improvements around Kremmling and improvements to Byers Canyon estimated at roughly \$40 M.	\$21,002,000	\$0		\$0	\$21,002,000
135	3	Grand Valley	Mesa	SH 141B: Mesa County	Upgrade to roadway template and additional lanes from D Rd. to B 1/2 RD for safety and congestion reduction.		\$21,378,000	\$0		\$0	\$21,378,000
137	3	Gunnison Valley	Montrose	US 550: Safety Improvements	Intersection improvements, bicycle and pedestrian mobility, and improved wildlife mitigation.		\$22,475,000	\$0		\$0	\$22,475,000
52	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 7 to SH 14	Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements on segment 5 (SH 66 to 56) and 6 (SH 56 to SH 402).	Design to Budget. Subsequent phase (not reflected in updated costs) includes: SH 7 to SH 66 (Express Lane) ~\$127 M SH 402 to SH 14 (replace interchanges and infrastructure) ~\$300 M US 34 and Centerra Interchanges ~\$180 M SH 14 Interchange ~\$55 M SH 14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M	\$653,000,000	\$100,000,000	Tolling	\$200,000,000	\$353,000,000
53	4	Eastern	Kit Carson	I-70: Replace Failing Pavement	Replacement of ASR and HMA pavement and associated safety improvements for four segments between Limon and Burlington.	Design to Budget. Project could be divided into phases: MP 368-380 HMA Rutting / Cracking ~\$65 M; MP 380-395.1 Failing SMA ~\$85 M; MP 402 - 407 Failing ASR ~\$25 M; MP 427-436.3 Failing HMA ~\$50 M	\$205,000,000	\$0		\$53,000,000	\$152,000,000
54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.		\$41,200,000	\$0		\$0	\$41,200,000
57	4	North Front Range	Larimer / Weld	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M	\$90,000,000	\$0		\$0	\$90,000,000

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58	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	Design to Budget. Project could be divided into phases- Phase 1: Replace aging infrastructure ~\$113M Phase 2: System to System connections ~\$50M	\$113,000,000	\$0		\$0	\$113,000,000
60	4	Upper Front Range, North Front Range, Greater Denver Area	Adams / Weld	US 85: Corridor Improvements	Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	Design to Budget. Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	\$101,840,000	\$58,400,000	\$58.4m TC Program Reserve	\$0	\$43,440,000
66	4	Eastern	Cheyenne	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety improvements at problem locations from Cheyenne / Kiowa County line northerly to I70 (MP 135 to MP 188)	Design to Budget. Subsequent phase (not reflected in costs) includes additional reconstruction, intersection improvements, shoulders, and other safety improvements: Cheyenne County ~\$128 M; Kit Carson ~\$195 M; Yuma ~\$330 M; Phillips County ~\$155 M; Sedgwick ~\$135 M	\$40,000,000	\$0		\$0	\$40,000,000
69	4	Upper Front Range	Weld	SH 52 Interchange in Hudson	Reconstruction of interchange.	Design to Budget.	\$14,000,000	\$0		\$0	\$14,000,000
72	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration from Limon to Nebraska state line.	Design to Budget. Project could be divided into two phases of roughly equal value: Limon to Brush Brush to Nebraska	\$40,000,000	\$0		\$0	\$40,000,000
74	4	Greater Denver Area	Boulder	SH 119: BRT/Managed Lanes	Construction of Bus Rapid Transit (BRT)/ Managed Lane and interchange at SH 119 and SH 52.	Design to Budget. Project could be divided into phases: BRT / Managed Lane ~\$139.3 M SH 119 / SH 52 Interchange ~\$38.5 M	\$160,000,000	\$40,000,000	Local/Ballot Match anticipated	\$0	\$120,000,000
77	4	North Front Range	Larimer	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements for Devolution.	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000
114	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Design to Budget	\$65,000,000	\$0		\$0	\$65,000,000
141	4	Greater Denver Area	Boulder	SH 42: Safety and Intersection improvements	Devolution and/or safety and pedestrian improvements in Louisville and Lafayette.	Design to Budget	\$10,000,000	\$0		\$0	\$10,000,000
78	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass-Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	Not scalable.	\$7,742,000	\$0		\$0	\$7,742,000

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80	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.		\$25,646,000	\$6,000,000	Surface Treatment	\$0	\$19,646,000
81	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	Design to Budget.	\$11,220,000	\$0		\$11,220,000	\$0
83	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements	Addition of two eastbound lanes making it a divided 4-lane highway, with two new structures on mainline in each direction and realignment of CR 223. The project also includes shoulder widening and access consolidation.	Scalable, smaller projects could be completed over time.	\$36,000,000	\$0		\$0	\$36,000,000
84	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	Scalable with 2 distinct projects; bridge and roadway.	\$23,670,000	\$3,000,000	Surface Treatment	\$0	\$20,670,000
86	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	Scalable.	\$8,735,000	\$0		\$0	\$8,735,000
88	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	This project is highly scalable.	\$33,680,000	\$2,800,000	Surface Treatment	\$0	\$30,880,000
91	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	Project is scalable to a two lane roadway.	\$31,992,000	\$0		\$0	\$31,992,000
92	5	Southwest	La Plata	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 provides 2 lane configuration. Phase 2 provides for additional 2 lanes.	Design to Budget	\$99,600,000	\$45,200,000	FASTLANE - \$12.3 M; RPP; FASTER Safety; Surface Treatment	\$54,400,000	\$0
93	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	The project is highly scalable.	\$17,597,000	\$7,050,000	Surface Treatment- \$5.9M; FASTER Safety- \$1.15M	\$0	\$10,547,000

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94	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses. Passing opportunities at Ridgway State Park.	Not scalable.	\$30,537,000	\$0		\$0	\$30,537,000
95	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	Scalable, multiple projects (3-4) could be completed.	\$37,498,000	\$8,500,000	Surface Treatment	\$0	\$28,998,000
97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.		\$15,204,000	\$6,195,000	Surface Treatment - \$5 M RPP - \$5 M FASTER SAFETY - \$695K	\$0	\$9,009,000
138	5	Southwest	La Plata	US 160: Elmore's East	Completion of improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation.		\$34,528,000	\$0		\$0	\$34,528,000
150	5	Southwest	Montezuma	US 491 Ute Farms Ditch	Extend Irrig Cross Culv 15' both sides, design conc channel with lateral spillway, stilling basin and low flow channel at Talk Rd	Not scalable due to size. Note: CDOT not constructing, only design & const. reimbursement to UMUT.	\$422,000	\$0		\$0	\$422,000
151	5	Southwest	Archuleta	US 160/SH151 Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$8,831,000	\$0	Potential partnership with Southern Ute Tribe, CPW	\$0	\$8,831,000
152	5	San Luis Valley	Costilla	US160 Trinchera Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$15,602,000	\$0	\$ -	\$0	\$15,602,000
TBD	5	San Luis Valley	Chaffee	US50/285 Intersection	RAB at intersection	Not scalable.	\$7,400,000	\$0		\$0	\$7,400,000
TBD	5	San Luis Valley	Chaffee/Fremont	US 50 Passing Lanes	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection		\$8,432,000	\$0		\$0	\$8,432,000
TBD	5	San Luis Valley	Alamosa	SH 112 Asset Management	Paving project to maintain system	Design to Budget	\$15,000,000	\$0		\$0	\$15,000,000
							\$ 6,551,772,000	\$ 687,145,000		\$ 763,890,000	\$5,100,737,000

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Statewide Programs

TBD	State-wide	Multiple	Multiple	Fiber & Technology	Provide funds for fiber and technology improvements to corridors already on the list. Provide funds for stand-alone fiber and technology projects. Support the RoadX program to prepare Colorado for new transportation technologies	Design Projects to Budget	\$100,000,000	\$0	Potential P3s, not quantified	\$0	\$100,000,000
TBD	State-wide	Multiple	Multiple	ADA Pedestrian Sidewalks	Colorado has a list of pedestrian sidewalks along state highways that are not in compliance with federal standards. These funds will complete the projects that it will take for Colorado to come into federal compliance.	Specific one-time need	\$86,000,000	\$0		\$25,000,000	\$61,000,000
TBD	State-wide	Multiple	Multiple	Statewide Programs	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation	Design Projects to Budget	\$219,300,000	\$0		\$0	\$219,300,000
							\$405,300,000	\$0		\$25,000,000	\$380,300,000

Annual Backlog of Existing System Needs

None	State-wide	Multiple	Multiple	Risk-Based Asset Management Program	Highway Surface Treatment/Pavement Preservation, Bridges, Culverts, Tunnels, ITS Equipment, Road Equipment, Geohazards & Rockfall, Walls, Traffic Signals, Annual Maintenance	Design Projects to Budget	>\$200,000,000 annual shortfall	\$0		\$0	TBD
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Resolution #TC18-01-19

Establishing a portion of the department's unfunded transportation needs and approving, with conditions, a draft list of projects the department would fund if new revenue became available.

Approved by the Transportation Commission on January 18, 2018.

WHEREAS, the General Assembly declared in enacting the Funding Advancement for Surface Transportation and Economic Recovery Act, §43-4-801, *et al.*, that continued economic vitality of the state, its residents, businesses and visitors requires a safe, well-maintained, integrated, multi-modal transportation system accessible across all parts of the state and provide for the efficient movement of people, goods, and information; and

WHEREAS, the primary sources of funding for the state transportation system include state and federal motor fuel taxes that have not been increased for over 25 years and continue to lose much of their purchasing power as they are not indexed with inflation and less revenue is generated per vehicle as vehicles become more fuel efficient; and

WHEREAS, when the General Assembly created the Department of Transportation (the "Department") in 1991 it declared, pursuant to §43-1-101, C.R.S., the department was necessary to provide strategic planning for statewide transportation systems to meet the challenges to be faced by Colorado in the future; and

WHEREAS, the General Assembly further declared, pursuant to §43-1-106, C.R.S., the department's creation was necessary to obtain the greatest benefit from state expenditures by producing a statewide transportation policy to address statewide transportation problems faced by Colorado; and

WHEREAS, the General Assembly charged the Transportation Commission, pursuant to §43-1-106, C.R.S., with assuring that the preservation and enhancement of Colorado's environment, safety, mobility and economics be considered in the planning, selection, construction and operation of all transportation projects in Colorado and to do all things necessary and appropriate in the construction, improvement and maintenance of the state highway and transportation systems; and

WHEREAS, transportation advocates across Colorado and in the nation are working to provide new revenue for Colorado's transportation needs and desire an articulation of Colorado's transportation needs in the form of projects and priorities that may be funded should new revenue become available; and

WHEREAS, the General Assembly approved and the Governor signed Senate Bill 17-267 which requires the State Treasurer to issue Certificates of Participation to fund transportation projects in the amount of \$1.88 billion over four years; and

WHEREAS, the Department has worked with planning partners across the state to create a Transportation Development Program that includes a list of high priority unfunded and underfunded projects and the attached list was generated from that effort; and

NOW THEREFORE BE IT RESOLVED, the Commission declares the enclosed projects to be the Department's top construction priorities should new revenue become available in 2018; and

NOW THEREFORE BE IT FURTHER RESOLVED, the Commission intends to utilize SB 17-267 funds to help draw down the state's unfunded transportation need by selecting projects from the enclosed list; and

NOW THEREFORE BE IT FURTHER RESOLVED, the Commission reserves the right to refine the list from time to time to reflect better cost estimates, changing priorities, or to better coincide with funding that is expected to become available; and

NOW THEREFORE BE IT FURTHER RESOLVED, the Commission applauds all transportation advocates for working to find solutions to Colorado's most pressing transportation needs.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date