



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

July 27, 2018

9:00 AM – 12:00 PM

CDOT HQ Auditorium
2829 W. Howard Place
Denver, CO

Agenda

- 9:00-9:05 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10 **Approval of June STAC Meeting Minutes** – Vince Rogalski
- 9:10-9:25 **Transportation Commission Report (Informational Update)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:25-9:45 **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:45-9:55 **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal legislative activity.
 - Potential ballot question update.
- 9:55-10:15 **National Highway Freight Program Project Selection (NHFP) (Action Item)** – Tim Kirby, Division of Transportation Development (DTD)
- Review and recommendation of FY 18 NHFP staff recommended project selection.
- 10:15-10:25 **Break**
- 10:25-10:40 **Transit Development Program and Senate Bill – 1 Multimodal Fund Options Fund Process (Action Item)** – David Krutsinger, Division of Transit and Rail
- Review and approval of the Transit Development Program.
 - Discussion of the Senate Bill – 1 Multimodal Options Fund.
- 10:40-11:00 **Policy Directive 14 Scorecard (Discussion)** – Debra Perkins-Smith and William Johnson, DTD
- Overview and update on the annual performance of PD 14 objectives.
- 11:00-11:20 **Customer Survey Results and In-the-Moment (Discussion)** – Amy Ford, Chief of Advance Mobility
- Provide overview of public's reaction to CDOT's overall performance and innovation.
- 11:20-11:35 **Smart Mobility (Discussion)** – Bob Fifer, Transportation Systems Management & Operations (TSM&O) and Tim Kirby, DTD
- Update on progress and next steps for CDOT's Smart Mobility planning efforts.
- 11:35-11:45 **Central 70 Project Update (Discussion)** – Tony DeVito, Central 70 Project Director
- Update on the status and recent activities associated with the Central 70 project.
- 11:45-11:55 **Nondiscrimination Policy Directive (Discussion)** – Eboni Younger-Riehl, Civil Rights & Business Resource Center
- Discussion of the Nondiscrimination PD and data collection requirement at public meetings.
- 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>

New CDOT Region 1/ Headquarters Location: 2829 W Howard Place, Denver, CO 80204

**Draft STAC Meeting Minutes
June 22, 2018**

Location: CDOT Headquarters Auditorium
Date/Time: June 22, 2018, 9:00 a.m. - 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Michael Yohn (SLV), Norm Steen (PPACG), Andy Gunning (PPACG), John Liosatos (PPACG), Elise Jones (DRCOG), Roger Partridge (DRCOG), Ron Papsdorf (DRCOG), Sean Conway (NFRMPO), Suzette Mallette (NFRMPO), John Adams (PACOG), Thad Noll (IM), Walt Boulden (SC), Jim Baldwin (SE), Heather Sloop (NW), Gary Beedy (EA), Dean Bressler (GVMPO), Peter Baier (GVMPO), Barbara Kirkmeyer (UFR), and Elizabeth Relford (UFR), Commissioner Shannon Gifford.

On the Phone: Stephanie Gonzales (SE), Andy Pico (PPACG).

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
<p>Introductions & May STAC Minutes / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> • Review and approval of May STAC Minutes without revisions. 	<p><i>Minutes approved.</i></p>
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>High Performance Transportation Enterprise (HPTE)</u> <ul style="list-style-type: none"> ○ The HPTE Board has a new member, Travis Easton, who was sworn in. ○ The E-470 Agreement was extended for another three years. ○ Regular training on public private partnerships was encouraged. ○ The Express Lanes Master Plan is underway and in development. ○ HPTE has two projects in design and two under construction. ○ Central 70 has an access plan during construction to get folks to work. Many businesses are involved and the program will save vehicle miles traveled (VMT) by providing transit passes to nearby residents to promote alternative transportation during construction. So far, approximately 50 people have reduced VMT by 26,300. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ The State Freight and Passenger Rail Plan update was presented to the Transportation Commission. The Commission requested more information and a desire to discuss plan policies. ○ Asset Management Committee is coming back to the Commission regarding more surface treatment. The Commission desires more dollars going towards surface treatment. ○ Bondable transit Ballot List projects were presented to the Commission will be shared with STAC later today. ○ Amy Ford and the Technology Committee gave a presentation. Fiber was discussed as well as the intention of applying advanced RoadX projects on select highway segments. ○ SB 1 funds totaling \$94 million were approved to spend on the I-25 Gap project to avoid project delays. ○ State Infrastructure Bank (SIB) loan rate was approved for increase from 2.5% to 3% for the first two quarters of FY 19. ○ Recognitions and Environmental Awards were presented. 	
<p>Message from Executive Director Mike Lewis</p>	<p>Presentation</p> <ul style="list-style-type: none"> • There are 3 items on the agenda today from Jeff, David, and Herman that are very important and may take a lot of meeting time. We are requesting a healthy discussion today on these topics. • Josh is not here today so Jeff Sudmeier will fill in. • We will start with a long and detailed presentation. • Like to think of this situation as a “glass half full”. • Transportation has a value to local jurisdictions and the state as a whole. • We have an opportunity and obligation to inform Coloradans of the situation surrounding transportation funding, but CDOT is not permitted to advocate for or against any particular ballot initiative. • As a group, we are challenged to prioritize our needs. • We are all in one lifeboat – with five crackers for 10 people. • How to share limited resources is very important and very difficult. We need to consider and focus on the best interests of the entire state. • We have a tremendous opportunity here and now to do what is best for Colorado. 	<p>No action taken.</p>

<p>Senate Bill 1 / Jeff Sudmeier, CDOT Chief Financial Officer and Herman Stockinger (CDOT Office of Policy and Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • This presentation is in the STAC packet and we will move towards the end of the presentation to the project list. Approximately \$345 million will come to CDOT in the next 10 days as the first portion of SB 1 funds. <ul style="list-style-type: none"> ○ Another \$74.25 million will go to Counties and Cities (50/50 split) and \$74.25 million to the Multimodal Fund. • Jeff presented this staff-recommended list to the Transportation Commission for review on Wednesday of this week and will return to the TC in July for final approval. • Guidelines for SB 267 have been reviewed and staff recommends moving forward with SB 267 projects despite uncertainty around the timeline to issue certificates of payment (COPs) needed for the funding. In addition, SB 267 is now the subject of a lawsuit from the TABOR Foundation with an October 2018 court date. • In terms of SB 1 we know that we will receive at least one year of funds, with pending legislation and ballots determining the future years. • Preconstruction projects are included in the list and it's desirable to get these projects construction-ready for when SB 267 funds become available (for example with the I-25 Gap project). This positions CDOT to accelerate development of the I-25 Gap project. • The Transportation Commission was asked to approve I-25 Gap dollars to avoid delay, and this request was approved. • CDOT will be ready to start the construction of the I-25 Gap project in August and we don't want to hold up or miss this construction season. • Jeff noted that distribution of the remainder of SB 1 funds will be discussed by the STAC and TC at a later date. • CDOT has previously fallen behind on American with Disabilities Act (ADA) improvements and CDOT wants to make ADA a priority this year with SB1 funding. • In July, the Transportation Commission will decide how to spend the first General Fund transfer of SB 1 funds and also evaluate the first 2 years of SB 267 funds. 	<p><i>STAC recommended approval of the project list to be funded with the first year of SB 1 funds and breakdown of SB 267, but want to see any changes to the list prior to approval by the Transportation Commission.</i></p>
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- A staff recommendations table was presented to the STAC with an updated list of proposed projects.
- Jeff reviewed the details for each project included on the staff recommended list and explained that:
 - Staff took project readiness into account when compiling the list.
 - They also included pre-construction and phased construction funding due to delays related to the SB 267 lawsuit.
 - Staff recommends using \$21.5 million of SB 1 funds for pre-construction activities for ballot list or SB 267 projects.

STAC Comments

- Barbara Kirkmeyer: I would like to know if any projects have been bumped off the SB 267 list.
- Jeff Sudmeier: No. The original \$800 million of projects identified did not have years assigned to them, and the total list is represented here.
- Barbara Kirkmeyer: We need a better definition of where asset management funds are going.
- Jeff Sudmeier: Staff is working with the Regions to determine this further and will have results as early as August.
- Herman Stockinger: Cash management issues have recently made it impossible to advertise projects, so we will use some of this money to get those projects out the door.
- Gary Beedy: Asset Management funds should go to asphalt and roadway treatments.
- Barbara Kirkmeyer: A better idea is for staff to understand where \$100 million will be spent and present this to STAC next month. What about SB 1 funds?
- Jeff Sudmeier: We have not talked about the second year of SB 1 funds or the two years of SB 267 funding yet. We believe that we should wait until the ballot results are in and only consider the first year of SB 1 at this point.
- Barbara Kirkmeyer: Are we only looking at Tier 1 projects from the Development Program?
- Debra Perkins-Smith: Yes.
- Mike Lewis: This conversation will change after the November election.

- Barbara Kirkmeyer: The 10 year Development Program has Tier 1 and Tier 2 projects, and upon review some of them (e.g. I-25 North) are bumped from one tier to another. At what point in that process do TPRs provide input?
- Jeff Sudmeier: That will be a part of the discussion later today.
- Roger Partridge: Funding for SB 267 includes hospital provider fee – will that be part of the conversation too? This is a very complicated issue.
- Jeff Sudmeier: SB 267 may be amended due to the lawsuit – the legality of funding is based on the single subject rule.
- Ron Papsdorf: Can you remind us of what happens if SB 267 goes away?
- Herman Stockinger: There are three to four different scenarios for this:
 - If a General Fund transfer (Ballot Initiative 167) passes in November, then SB 267 is rescinded (except for the first transfer in FY 2018-19).
 - If a 0.62 sales tax increase (Ballot Initiative 153) passes in November, then SB 1 remains and the years 2-4 of SB 267 will remain.
 - If both ballot measures fail and the subsequent 2019 Ballot Initiative passes then SB 267 will go away.
- Ron Papsdorf: What contingency plan is in place if we lose SB 267? What are the plans for projects relying on this funding?
- Jeff Sudmeier: We are cognizant of this risk. It is generally the case that all of the recommended SB 1 projects fund phases rather than entire projects. In addition, the second year of SB 1 (that has not been discussed) could potentially cover SB 267 projects.
- Mike Lewis: This is not a zero-risk proposal, but we feel that it's not right to wait until things unfold to make these decisions. We need to move forward in the meantime.
- Barbara Kirkmeyer: US 160 is not in my area, but why not fund it fully with SB 1 year one funds? It might make sense to get something completely done. Can't you tweak the numbers?
- Jeff Sudmeier: The list will be re-evaluated to consider projects like this and fully fund them when it makes sense. However, we also need to consider the construction schedule when making decisions.
- Vince Rogalski: We will consider a motion to approval the recommended project breakdown for SB 1 and SB 267 funds with the condition that the numbers may be tweaked between now and TC approval in July.

	<p>STAC Action</p> <ul style="list-style-type: none"> • STAC members voted to recommend approval of the staff-recommended SB 1 and SB 267 projects, with the condition that any funding changes be reviewed with them prior to TC approval in July. 	
<p>Draft Multi-Modal Projects for Ballot Initiative / David Krutsinger (CDOT Division of Transit and Rail) and Herman Stockinger (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Today’s discussion is only on the potential portion to be used for bonding multimodal projects on the ballot list. • To be eligible for bonding, a multimodal project must be a minimum cost of \$10 million with a 50% local match available. • David explained how the project list was compiled for the DTR bonded ballot list projects. • <u>Herman Stockinger</u>: The list is growing for multimodal projects and we want to identify all projects out there with entities able to provide the 50% match and get them on this list. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: Has this list has gone to the full board? There are emerging changes occurring in the region (e.g. the closure of the Pikes Peak Cog Railway). Manitou Springs is a potential project to add to the list. Overall there are \$68 million in projects to add onto the list. • <u>John Liosatos</u>: PPACG wants to add three projects. • <u>Thad Noll</u>: We will get with Michael Snow on this. • <u>Sean Conway</u>: There is an August deadline for the ballot list. When do you need our submissions for this? • <u>Herman Stockinger</u>: We would like to have the list in July so that we can identify the transit bonding projects and an updated transit development program in August. • <u>Elise Jones</u>: Thank you for compiling this list on a short timeline. I recognize that outreach is not complete yet and that other regions are interested in being a part of this. Thank you for still adding projects to the list. • <u>Gary Beedy</u>: Transit projects may hinder the statewide ballot issue because some people have a hard time supporting transit and that may make it a harder sell on the statewide ballot. • <u>David Krutsinger</u>: The other \$170 million will be how to use multimodal options funding. 	<p>No action taken.</p>

- Mike Lewis: This is tough – how does this play out? How do we look at this holistically? How does each part of the state benefit?
- Thad Noll: I am confused about the definitions of multimodal vs transit. The terms seems to be used interchangeably. What about bicycle and pedestrian projects? If the dollars are for multimodal projects, where do those fit in?
- David Krutsinger: Yes, those are included in the multimodal category and we are still looking for projects to include.
- Herman Stockinger: There is a distinction between the Transit Development Program and the Multimodal Options Fund on the proposed ballot measure. Projects included on the latter need to be suitable for bonding in order to be eligible.
- Barbara Kirkmeyer: The list is skewed – the first two items are big projects in Boulder, so I recommend that we move them down to a lower location on the list. It looks like Boulder gets \$400 million. Also, why are the first two not 50/50 matches like the others?
- Herman Stockinger: For some projects, the match level is greater than 50/50.
- Debra Perkins-Smith: We will provide a funding breakdown.
- Herman Stockinger: We still need to hone the list further. For some of the projects, a portion of the funding is from the highway side of the ballot proposal. For example, if the preferred alternative on SH 119 turns out to be managed lanes, then highway dollars would be used rather than the Multimodal fund.
- Mike Lewis: Please keep coming with these comments.
- Peter Baier: We want to add a project from Colorado Mesa University, an east-west multimodal corridor, to the list.
- Walt Boulden: This table is confusing. You should add a column showing the match dollar amount.
- Heather Sloop: Please provide a map with these projects as a visual reference. We should pitch this in a public relations way. A map showing all regions of the state getting something is easier to sell.
- Elise Jones: This ballot won't pass without Boulder County voters – we will put more money in than we get. Get locals to show voters what they get. There is give and take here.
- Andy Gunning: How will we work with locals on the identifying the projects? I have concerns about the potential for scope creep as this process progresses.

<p>Ballot Initiative / Herman Stockinger, (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • This will be an hour-long conversation to assess the proposed project list. Thanks to incoming Transportation Commission Chair Gifford for attending today's STAC meeting. We may refine this list before it goes to the Transportation Commission. • Today we review funding sources, right sizing the list, and discussing what programs should be considered if we have an opportunity to grow the list. • \$300 million of SB-1 funds go towards the \$6.2 billion list. • Guidelines used for calculating RPP funds was agreed to previously. See the Region distribution table. • DRCOG dollars are different from the rest of the state as they receive Region 1 and Region 4 dollars. Denver Metro receives 60% of the sales tax revenue. • Right now we have a \$6.2 billion list. Bonding against a \$345 million annual yield produces \$5 billion in total proceeds. If the sales tax revenue grows over time (e.g., 2.9%) that represents a growth in revenue of \$2 billion, for a total of \$7 billion. Is this the right thing to do? For bonding on the \$6 billion, how big should the list be? • The \$7 billion total is derived from estimates, but we don't know whether or not all of the ballot funds would be bonded yet. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>John Liosatos</u>: Is this sales tax revenue only – not other federal dollars? • <u>Herman Stockinger</u>: Yes. • <u>John Liosatos</u>: Then federal dollars would back you up as a safety net? • <u>Herman Stockinger</u>: That's correct. • <u>Mike Lewis</u>: Additional funds that may come to CDOT would be from either bonding or a ballot initiative. Federal grant funding isn't included here. But having additional bonding or ballot money would give us room to match federal grant money, which is really important. • <u>Suzette Mallette</u>: Is \$7 billion the full amount that we could receive over the life of the sales tax? 	<p><i>STAC recommended approval of the proposed process for continuing to develop the ballot list.</i></p> <p><i>A joint Transportation Commission and STAC workshop will be held on July 18th to review the updated list prior to Commission approval the next day.</i></p>

- Jeff Sudmeier: We would not bond all of the \$7 billion, because some would be used for pay as you go; however, this would be the upper limit available debt service.
- Gary Beedy: I would want to see bonding only up to \$345 million annually and not going above that. We need money for repairs and maintenance, so I wouldn't support more than that going to bonding.
- Barbara Kirkmeyer: Is the annual \$345 million or \$350 million?
- Herman Stockinger: The first year of SB 1 is \$345 million.
- Mike Lewis: We should not interchange these numbers.
- Barbara Kirkmeyer: The economy and natural disasters influence expenditures too.
- Vince Rogalski: We have consensus on \$345 million.
- Debra Perkins-Smith: Is the STAC comfortable bonding at this level?
- Jeff Sudmeier: We intend to keep level of debt service reasonable.
- Gary Beedy: Be careful not to bond beyond 20 years.
- Jeff Sudmeier: The bonding period ends in 2039.
- Ron Papsdorf: I am comfortable with a \$7 billion list of projects – is that the question?
- Herman Stockinger: Yes. Also, in terms of growing the list – there is consensus to grow by \$800 million, but how should that be dedicated? We could add asset management projects and other statewide programs that try to ensure equity across all funds. Since pavement projects can be more easily adjusted, this would allow us not to allocate all the dollars up front and leave ourselves some flexibility for the future. Would you support that approach?
- Gary Beedy: Multimodal project bonding doesn't fit the needs in rural areas. How do we balance this? Are alternative routes for I-70 and I-25 being considered? We need reliever routes for these facilities. How do we fit these into the statewide perspective and grow the economy for the rest of the state?
- Norm Steen: Three months ago, fiber was discussed as a big influencer. Where does fiber investment fit into this model?
- Herman Stockinger: There is \$100 million for fiber installation under the 0.62 ballot list proposal. We are working with the regions ensure that fiber projects are included. Do you think that's enough?

- Barbara Kirkmeyer: The Tier 1 list needs to be improved. For the 7th Pot there were 28 projects at first but later 27 since the original estimates were not enough. So it's important to sure up the project costs first before finalizing the list. Also, previously all the phases of I-25 North were on Tier 1, but now some phases are listed as Tier 2. That doesn't make sense.
- Herman Stockinger: The historical perspective is valuable input, you are correct about the 7th Pot. If we have specific project scopes then we will adjust the costs. A lot of these projects are "design-to-budget", so we will know in advance if there are cost issues. This piece was missing under the 7th Pot.
- Barbara Kirkmeyer: For pavement formulas, how can we leverage new dollars with what locals are getting? Projects with county roads and state highways? For example, SH 52 Fort Lupton to Boulder County – five years ago no one knew we would need intersections, but the population exploded and no funding was available from CDOT. We should consider saving some for leveraging projects that impact the entire system.
- Herman Stockinger: Does your silence imply agreement?
- Elise Jones: We are at a pivotal moment in time for a statewide vision. There is a perennial discussion of urban and rural equity, and we are comfortable with the formula presented here. The future revenue set-aside for pavement is good and makes sense. We also support the strategic use of any extra project dollars.
- Roger Partridge: Why not have counties raise their own sales tax? Try to get around our country without putting yourself on a highway. We will have issues with our constituents, but we can explain it to make sense.
- Norm Steen: Traffic in the state doubles during peak season, because people come to Colorado to visit the mountains and other sites. We are a whole state and we thrive when the rest of the state thrives.
- Peter Baier: Rural areas receive fewer funds. We support a pavement formula for maximum flexibility, and/or an intersection pool.
- Vince Rogalski: Shoulders are missing too and are important in the eastern part of the state.
- Gary Beedy: Deer Trail is adding 200 homes, and the housing need is moving to the eastern portion of the state. Intersection improvements will be a growing need in the next few years, they may come to Limon. Bennet is

	<p>getting worse and worse. I-70 East improvements need to be brought to the forefront.</p> <ul style="list-style-type: none"> • <u>Ron Papsdorf</u>: This is an important issue and the DRCOG TIP process is evaluating investment on I-70 in those areas. We want to reassure the Eastern TPR that we acknowledge this trend and that it is on our radar. • <u>Herman Stockinger</u>: The plan is to finalize a project list by July. New and modified projects will be shared with STAC prior to the Transportation Commission taking formal action. • <u>Commissioner Gifford</u>: I am attending STAC today to make sure that the Transportation Commission is on the same page as STAC. • <u>Herman Stockinger</u>: We are proposing a Commission Workshop with STAC on Wednesday, July 18th to review the ballot list prior to Commission approval. Ballot list is assuming a \$0.62 sales tax increase and looking at different scenarios. • <u>Sean Conway</u>: Is there is a willingness by other groups proposing ballot measures to work with us on a list? • <u>Elise Jones</u>: The list for Fix Our Roads is already decided. • <u>Andy Pico</u>: This is a very interesting conversation. Colorado Springs recently raised its own sales tax and as a result the area will probably push back on a statewide sales tax increase. • <u>Heather Sloop</u>: When will we get the list? • <u>Herman Stockinger</u>: We don't know exactly, but it will be before the Transportation Commission approves anything. You will get the list as soon as we have it. • <u>Sean Conway</u>: Can we feel free to share the distribution slide from the presentation with our colleagues? • <u>Herman Stockinger</u>: You can share it. Is STAC comfortable with this? We need a list for the \$750 million and we don't have it yet. Does STAC support moving forward with this list for now and continuing to refine it? • <u>Barbara Kirkmeyer</u>: Yes. Sure up the list and review it. • <u>Andy Gunning</u>: Yes, update the list and add additional projects. • <u>Sean Conway</u>: I agreed with my TPR members to discuss the list with them, so I'm uncomfortable with supporting the list now before I have a chance to review with them. 	
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- Elise Jones: I make a motion to give staff general support of moving forward with the approach – not locking ourselves in today for projects. This is the nature of the motion we are making, isn't it?
- Heather Sloop: Why are we being asked for this timeframe on this? We won't have another TPR meeting by July and I will need to get feedback via email. I can't support the proposal unless we know that we will get this list soon.
- Herman Stockinger: The Development Program projects that make up the majority of the list received everyone's input. We understand the need for certainty on projects, and I think that having regional staff work with planning folks to refine the list seems like the right approach.
- Sean Conway: Why the rush? What is your timeframe? Right now STAC in July is after the July Commission meeting. Do you want STAC support to say that you are heading in the right direction?
- John Liosatos: Why is there a rush for Transportation Commission approval?
- Herman Stockinger: The group that is sponsoring the ballot measure wants a list and their timeline is to have it complete by the end of July.
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- Andy Pico: As previously mentioned, the \$0.62 sales tax increase does put the Pikes Peak area in a bind as we did this locally in Colorado Springs. But that doesn't necessarily apply to the entire PPACG area.
- Peter Baier: In terms of SB 1, what is the status of local funds. Can you share the amounts that particular cities and counties are to receive?
- Herman Stockinger: We have no specific amounts for locals at this point, just a rough estimate based on the overall funding formula.
- Vince Rogalski: To be clear, we are not voting on projects today – only on the proposed process.
- Barbara Kirkmeyer: I can agree with Elise's motion to support the process and continuing refining the project list ahead of the July TC meeting. The list will need to be finalized in August with the Secretary of State.

STAC Action

- STAC members voted to support the proposed process for allocating additional funds between new / re-scoped ballot list projects as well as

	<p>programmatic pools for any additional revenues, with a working session with TC scheduled in July for finalization of the list. The majority of STAC representatives voted in support, with the exception of NW TPR and NFRMPO, and the motion carried.</p>	
<p>Statewide Planning Rules / Tim Kirby, (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Planning Rules are “the Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions”, 2 Colorado Code of Regulations (CCR) 601-22. • Planning Rules were updated during an iterative process, working closely with OPGR to obtain public and stakeholder comments. • Planning Rules are promulgated from the Transportation Commission. Today we are requesting a general head nod from STAC for the Transportation Commission to approve the Planning Rules. • A Public Hearing for the Planning Rules resulted in no comments. • Final Rules will be effective September 14th. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: In your packet is a timeline for this process, which indicates that today the Attorney General’s Office with share their opinion ahead of final rules being effective September 14th. <p>STAC Action</p> <ul style="list-style-type: none"> • The STAC voted to support the adoption of the Statewide Planning Rules. 	<p><i>STAC recommended approval of the Statewide Planning Rules.</i></p>
<p>Discretionary Grants: BUILD / Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • We brought you information in the past on this program, BUILD. • This is a little different from past grant programs by the federal government in that it has a maximum of \$25 million. • Applications due July 19th, so we had to have TC action this month to make that deadline. • TC approved yesterday, though they asked about STAC input. We explained that the grant timeline in this case precluded bringing this to you ahead of them, but we would like your consensus or feedback now. • Colorado is submitting five applications – one from CDOT (Connected Vehicle Ecosystem) and 4 locals with CDOT support: 	<p><i>STAC recommended approval of the proposed BUILD project grant submittals.</i></p>

	<ul style="list-style-type: none"> ○ SH 13 Reconstruction ○ I-25 North: SH 56 to SH 402 ○ US 85 Centennial Highway Improvements ○ US 160 and SH 151 Wildlife Mitigation Partnership ● Commission approved the amounts listed in your packet with no changes to the staff proposal. ● We would request a motion of concurrence. <p>STAC Comments</p> <ul style="list-style-type: none"> ● <u>Bill Haas</u>: Confusion exists over the submittal date for BUILD grant applications. The NOFA indicated July 18 by 8:00 pm, but elsewhere it has said July 19. We recommend that folks submit applications on the 18th to be prudent. <p>STAC Action:</p> <ul style="list-style-type: none"> ● The motion to support the proposed BUILD applications was passed unanimously. 	
<p>Multi-Objective Decision Analysis (MODA) and the National Highway Freight Program (NHFP) / Tim Kirby (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> ● The purpose of today’s presentation is to provide an overview of the Multi-Objective Decision Analysis (MODA) structured decision tool proposed for use at CDOT to aid in project selection. ● Key benefits of the use of the MODA method in project selection process include: <ul style="list-style-type: none"> ○ Data-driven decision making ○ Collaborative stakeholder engagement ○ Comparison of differing projects ○ Evaluation of trade-offs ● MODA is one tool to use in making investment decisions, but MODA results are <i>not</i> the final decision. ● Other influences are stakeholder input, including advisory committees and the Transportation Commission. ● This is the first time this tool will be used at CDOT and the process and analysis will evolve and be refined over time. ● The National Highway Freight Program (NHFP) is the first program to use MODA to inform investment decisions. ● Next month we will come back to the STAC and the Transportation Commission to review proposed projects and the MODA analysis results. 	<p>No action taken.</p>

- MODA process involves these five key steps:
 - Set goal areas
 - Establish criteria
 - Identify measures for criteria
 - Add weighting value
 - Normalize data
- Two elements of analysis include identifying scale/value of project along with usage factors that evaluate the impact of the project.

STAC Comments

- Norm Steen: We had a lot of discussion about the potential for *negative* scoring – for instance, a project that potentially makes safety worse rather than just neutral.
- Tim Kirby: That’s a good point and something we need to look at. We didn’t really run into that on the NHFP exercise, but it could in the future so we need to figure out how that fits into the overall picture.
- Peter Baier: In the GVMPO area I’d like to see the incorporation of rail into this calculation given how important that is in terms of local freight movement. Use rail to keep vehicles off the roads.
- Suzette Mallette: Just to clarify, these are the mutually-agreed upon freight corridors that we can designate and change as we identify future project needs.
- Tim Kirby: Yes.
- Ron Papsdorf: I see the projects list in the packet, so I’d like to know where those came from. I also see that you’ll be taking this to the TC soon – will that be before STAC gets to see it?
- Tim Kirby: The projects were solicited through the regional CDOT staff in consultation with their regional planning partners and then moved up through the MODA process to get to the final recommended list. To answer the second question, we will be bringing this to the Freight Advisory Council for their buy-in, then run them by you for concurrence, before bringing to the TC for final approval.
- Debra Perkins-Smith: This information was discussed months ago – has been an elongated process. No approval required from STAC today – only feedback – no motion.

	<ul style="list-style-type: none"> • <u>Norm Steen</u>: I noticed that the weighting is very close in terms of percentages, which leads to more vanilla outputs. If you have a clearer split in terms of weighting, then you get clearer results on the other end. • <u>Tim Kirby</u>: This has been a collaborative effort with the CDOT regions and subject matter experts. 	
Other Business / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • <u>Vince Rogalski</u>: A reminder that the TC workshop with STAC will be on July 18th, not a defined time yet but we will be in contact. • <u>Herman Stockinger</u>: STAC could meet 8:00 am to 10:00 am before HPTE Board meeting, or if afternoon is better, we can work this out. • <u>Sean Conway</u>: Afternoon is best. • <u>Norm Steen</u>: CDOT needs to equip STAC with good information to share with constituents, understanding that CDOT can't advocate for or against ballot measures. • <u>Heather Sloop</u>: I agree with Norm on that. • <u>Thad Noll</u>: We need good information to promote support in rural areas. • <u>Heather Sloop</u>: Pictures are worth a lot – the simplicity of a map is massively important. • <u>Thad Noll</u>: I just want to recognize the CDOT staff for their great work in dealing with all of these complicated funding questions in the midst of their HQ move. 	No action taken.

STAC ADJOURNS

The Transportation Commission Workshops were held on Tuesday, May 15, 2018 at the Colorado Department of Transportation Headquarters at 4201 E. Arkansas, Avenue, Denver, CO 80222. The Regular Meeting was held on Thursday, May 17, 2018 at the Strater Hotel, Durango, Colorado. The Transportation Commission did a three-day road trip across Colorado starting in Denver to Grand Junction to Durango and back to Denver.

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 Tuesday, May 15 2018, 8:00 am – 9:00 am

Right of Way (ROW) Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss three proposed right-of-way acquisition (negotiations), three settlement affirmations, and five condemnation authorization requests.

Action: Prepare to act on agreed upon proposed authorizations and affirmations at the regular Commission meeting.

Right of Way Workshop (Josh Laipply, CDOT Chief Engineer)

The three projects with property acquisition authorization requests for May 2018 included:

- Region 3
 - US 6 Castle Creek Bridge, Project Code: 19394 – no comments from public or Commission.
- Region 5
 - US 550: CR 214 North ROW Acquisition, Project Code: 16791 – includes a redefinition of legal description for new section corner. No comments from public or Commission.
- I-70 Central
 - I-70 Central, Project Code: 19631 – no comments from public or Commission.

The three projects with property settlement affirmations for May 2018 included:

- Region 2
 - SH 96 Bridge Structure –K 17-F, Project Code 21011
 - US 50 C Overlay (4th to Baxter), Project Code 20751
 - Walsenburg Pedestrian Improvements SH 160, Project Code 20790

Discussion:

- No comments from public or Commission for settlement affirmation projects.

The five projects - with one project identified in four segments- for property condemnation authorization requests for May 2018 included:

- Region 1
 - Arapahoe Road and I-25, Project Code 19192
 - Jody Alderman an attorney representing Target approached the Commission and explained the unusual situation with this property. Approximately 20 years ago Target had a sign in CDOT ROW and claims they were never reimbursed for the easement. Later Target moved their sign to the Key Bank property, acquired by CDOT for this project. During ROW acquisition, the easement for Target on the Key Bank site was overlooked.

Target is looking for reimbursement from the past, but would also need to work with Key Bank regarding the loss of easement on the Key Bank property. Kathy Young of the Colorado Attorney General's Office believes Target is owed something, but not sure what, and recommends condemnation proceedings be initiated to sort out this complex situation in court. There is potential to work with the City to find a new location for the Target sign.

- Commissioners were assured that proceeding would not adversely impact CDOT.
- Executive Director Lewis noted that staff will come back to the Commission regarding what happened and what steps will be in place to avoid something like this from happening in the future.
- Commissioner Hofmeister warned against impacts of the adverse possession law, and noted that it would not be very likely Target would have moved their sign to Key Bank property without compensation – need to search files further to see what happened 20 years ago.

- Region 4

- I-25 North: SH 402 to SH 14, Project Code 21506, Paradigm Properties, LLC
- I 25 North: SH 402 to SH 14, Project Code 21506, Eagle Canyon Capital, LLC KFA Convenience Retailers
- I-25 North: SH 402 to SH 14, Project Code 21506, Multiple Property owners
- I 25 North: SH 402 to SH 14, Project Code 21506, Fort Collins/I-25 Interchange Corner LLC

Discussion:

- No public or Commission comments were raised.

[Discretionary Grant Proposals Workshop \(Lisa Streisfeld and David Krutsinger\)](#)

Purpose: This workshop will describe the discretionary grant proposals under consideration or in progress including Better Utilizing Investments to Leverage Development (BUILD) grant applications that are due in June 2018. Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant, the project selection criteria and process for the recommended candidate project, and the funding request from the Transportation Commission for the grant match.

In addition, an overview of the Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program, a grant funding opportunity will be presented.

Action: The Commission will be asked to approve by resolution, the provisional commitment of state match for proposed Region 5 project: US 160 Wolf Creek Project Technology Deployment for the ATCMTD Grant--should the proposed grant project be awarded to CDOT. The funding would serve as a 50% match (\$4,382,500) to fund the \$8.765 million project.

For CRISI, a grant submittal , review, and awards schedule, and a draft candidate project list is provided.

Discussion:

- Better Utilizing Investments to Leverage Development (BUILD) Transportation grants replace the previous Transportation Investment Generating Economic Recovery (TIGER) grant program, and offers \$1.5 billion in discretionary grants.
- ATCMTD
 - Wolf Creek Pass Project was described in more detail by Region 5 Regional Transportation Director, Mike McVaugh – it will install fiber from top of mountain west to Pagosa Springs.
 - A private party has expressed interest in being involved and will contribute \$4-5 million to this project.

- Mike Lewis noted that this is in concert with Governor’s partnership with CDOT, OEDIT, DOLA and others regarding the Statewide fiber access program.
- Commissioner Scott asked about the capacity and users provided access to the fiber. It was explained there will be limits on what the fiber is used for – public purpose.
- Commission Peterson recognized the involvement of the private party and the extended fiber network as a true opportunity for CDOT and others.
- Amy Ford and ITS are evaluating this project.
- Another partnership is with San Luis Valley on the east side to replace overhead power and install it underground.
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
 - Eligible entities to submit grant proposals include: State(s), Interstate Compact(s), Cities/Counties or similar, Amtrak or other Intercity Passenger Rail Entity, “Short Line” (Class II or II) Freight Railroad, Transportation Research Board, University, Non-Profit Rail Labor Organization.
 - Project types deemed eligible include: Planning, Environmental Clearance, Design, or Construction (identify which phase) for railroad safety technology including PTC, capital intercity passenger rail project, rail congestion project, highway-rail grade crossing, rail line relocation or consolidation, short line rail project, regional/corridor rail planning, multi-modal rail project, or rail safety program. Overall intent is to support infrastructure and safety improvements for freight and passenger rail.
 - There is \$65.2 Million available nationally, with a minimum of \$17 Million set aside for rural areas. There are no predetermined minimum or maximum dollar thresholds for awards. See packet for more information.
 - Submittals are due on June 21, 2018.

[Central 70 Update \(Central 70 Project Manager, Tony DeVito\)](#)

Purpose: To provide the Commission with a quarterly status report on the I-70 Central project regarding notice to proceed, the pre-development budget, and community commitments.

Action: No actions are requested at this time. Information only.

Discussion:

- Tony DeVito began the update with a video displaying Adelante Moving Forward. It is a program with partners including City and county of Denver, CDOT, and others to provide home improvement services to home owners impacted by the 70 Central Project, particularly during construction.
- Types of improvements include new windows, and HVAC improvements to mitigate noise and dust. Others include CO detectors, health assessments on homes and energy audits.
- Video received an applause from attendees.
- In terms of numbers – attempting to get as many homes assessed and improved before construction starts – 70 homes were identified for immediate safety issues, 247 homes have been assessed, and 205 are undergoing improvements.
- Project is off and running, Colonial Beach School was demolished on March 1st and it went well.
- Interaction with CDOT, Union Pacific Railroad (UPRR) and Kiewit is ongoing to discuss project issues.
- Some schedule slippage has occurred but it is believed schedule will recover.
- No budget issues have been identified.
- This project has two dispute resolution panels – one for technical issues and the other for commercial issues.
- Several Commissioners recognized and appreciated the Adelante Moving Forward program and other project progress described.
- One Commissioner asked what is the biggest surprise to date – Tony responded that during a tour of the UPRR switch yard a great understanding of the railroad’s perspective was obtained by project team members.

- Rebecca White, Central 70 Deputy Project Manager, noted that the community is guarded regarding how the project will progress.
- Tony DeVito noted that regaining trust of the community is key.
- A Commissioner asked about the status of the Work Now Program that hires and trains locals to work on construction teams.
- Program has approximately 293 people enrolled; program is conducting roundtables with one in June pending, and a community accountability committee is working on this too.
- Disadvantaged Business Enterprise (DBE) compliance is also being tracked and is doing well.

Transportation Commission Regular Meeting Thursday, May 17, 2018, 8:30 am – 10:30 am

Call to Order, Roll Call – Ten Commissioners were in attendance, with Commissioner Connell excused.

Opening of the STIP Public Hearing – 1 hour (Jeff Sudmeier)

The STIP Public Hearing was opened by Jeff Sudmeier, Chief Financial Officer.

Audience Participation; (Subject Limit: 10 minutes; Time Limit: 3 minutes)

1. Robert Wolff – Animas Airport

Animas Airport is a privately owned airport that is open to the public. Mr. Wolff noted that runway inspection occurred last week (as part of Federal Aviation Administration (FAA) requirements for an airport that is open to the public). Mr. Wolff expressed concerns regarding:

- The current lack of aviation grant funding to finance small airport improvements, that were available in the past. (Note: The Colorado Aeronautics Division is currently not in the position to award grants, due to lack of funds.)
- Animas Airport may no longer be eligible for aviation grants as the Attorney General's office has recently reviewed relevant statute and privately owned airports, not in the FAA system, but open to the public may not be eligible for aviation grants.

The Aeronautics Division is still looking into this matter further to determine direction on how statute should be interpreted, and/or language should be clarified.

2. Jeff Robbins - Attorney for Thurston family

The Thurston family owns a 500-acre farm that spans both sides of US 550. They would like to work with CDOT to develop a safer way for them to make crossings on that road. CDOT initially recommended an at-grade road crossing to accommodate crossing needs. The family states that they cross the road approximately 10,000 times per year with various vehicles and animals. The family hired an engineering firm to create a large box culvert underpass under highway, to accommodate a semi-truck. This would be a \$1-2.8 million investment. CDOT wants the family to pay half, but this is not feasible for family. The family would be willing to enter a public/private partnership on the new plan they developed which would cost an estimated \$500,000.

Mike McVaugh, Region 5 Regional Transportation Director, stated that he and his staff are working with the family on options. Last month, the Transportation Commission approved seeking right-of-way acquisition so CDOT can now begin negotiating costs with the family. Commissioners noted that they will drive by property in question before leaving town.

Commissioner Hofmeister commented that the number of crossings estimated appears to be exaggerated; he requested specific evidence of the number of crossings.

Comments of Individual Commissioners

- All Commissioners expressed appreciation to staff and hosts of the road trip.
- Commissioner D'Angelo noted that it was good to see transportation issues in person
- Commissioner Stuart mentioned she received great information on transportation projects that was shared during the trip that was very helpful.

- Commissioner Gifford appreciated sharing and observing information.

Executive Director's Report (Michael P. Lewis)

- Mile Lewis recognized National Economy Week and the link between transportation and the economy
- Two weeks ago Public Service Recognition Award ceremony led by Herman Stockinger went to Tracy Trulove.

FHWA Division Administrator's Report (John Cater)

- Tripled the size of the TIGER program with \$1.5 billion and this program is now known as the BUILD program.
- Funding is available through a Surface Transportation Block Grant Program that is general fund dollars.
- Two new competitive grant programs are:
 - Rural Bridge program for states with 100 people per square mile and Colorado is eligible. Under this program, bridge projects can be bundled together.
 - Nationally Significant Federal Lands and Tribal Projects program seeking projects with NEPA clearance completed. Colorado has many projects that would be eligible.
- Back in March 2017 the Americans with Disabilities Act (ADA) transition Plan was submitted to FHWA. The ADA Plan is now approved. The Connecticut Department of Transportation is now asking for CDOT Chief Engineer to pay them a visit to learn about our ADA Plan. CDOT is also better positioned to receive funding too.
- Transition is occurring at the FHWA Division Office – The Assistant Division Administrator has been hired. Recognized Lucy Olivera for work during her interim service in this role. Liz Cramer is filling vacancy of Alicia Nolan. Due to arrive in June. Wyoming FHWA is also hiring an Assistant Division Administrator who is from Colorado and moving there, Shaun Cutting.

STAC Report (STAC Chair, Vincent Rogalski)

- Vince noted that after the legislative update at the last STAC meeting there was much confusion surrounding how SB 1 and SB 267 influence one another. Need clear information to convey to constituents to explain the funding situation for transportation.
- Amy Ford presented on the Smart Mobility and technological infrastructure projects.
 - The main point is the need for fiber across the state.
 - There would be economic benefits to this as well.
- Grant programs were discussed, along with the Mobility Choice Blue Print that will feed into the 2045 Statewide Transportation Plan.
- Draft STIP was approved for receiving public comments.
- STAC has various subcommittees and they were discussed at the last STAC meeting.
- Elections to occur at STAC to elect Chair, Vice-Chair and Secretary – Vince has served as STAC Chair for 14 years and is available to continue to serve. The STAC Vice-Chair is retiring and will need to be replaced.
- The Transit Development Program was highlighted at STAC.
- Congestion Mitigation and Air Quality Program is experiencing frustration with obtaining Buy America Waivers – causing delays in purchases of buses. Staff is working on resolving this issue.
- Commissioner Scott recognized Vince for Vince's long service and great work as STAC Chair.

Act on Consent Agenda (Herman Stockinger) – Approved unanimously on May 17, 2018.

- [Resolution to Approve the Regular Meeting Minutes of April 18, 2018 \(Herman Stockinger\)](#)
- [Property Disposal: I70 \(Parcel 64-X\) \(Dave Eller\)](#)
- [Property Disposal: SH 86 \(Parcel 1 & 2\) \(Paul Jesaitis\)](#)

- [FASTER Safety Mitigation Program \(Ryan Rice\)](#)
- [Resolution to Approve Maintenance Projects \\$50,000-150,000 \(Kyle Lester\)](#)

[Discuss and Act on ATCMTD Grant proposals \(Herman Stockinger\)](#) – **Approved unanimously on May 17, 2018.**

- Overview of Wolf Creek Pass fiber project was described in detail due to it being in the Durango area. See workshop notes, in this document, for more details.

[Discuss and Act on 11th Budget Supplement \(Jeff Sudmeier\)](#) – **Approved unanimously on May 17, 2018.**

- Request for additional \$5.2 million for resurfacing project along US 85 in Region 4 where unsuitable subsurface material was found in large quantities –costs are for material removal and contractor delay payments

[Discuss and Act on ROW Acquisition Authorization Requests \(Kathy Young\)](#) –**Approved unanimously on May 17, 2018.**

[Discuss and Act on ROW Settlement Authorization Requests \(Kathy Young\)](#) – **Approved on May 17, 2018 with Commissioner Theibaut abstaining due to potential conflict of interest.**

[Discuss and Act on ROW Condemnation Authorization Requests \(Kathy Young\)](#) – **Approved unanimously on May 17, 2018 with one project at I-25 and Arapahoe Road withdrawn.**

- Kathy Young of the Attorney General’s office concurred with this decision to withdraw this request, and conduct more research regarding Key Bank and Target. See workshop notes, in this document, for more details.

Other Matters

- Appointment of Nominating Committee for Transportation Commission Chair, Vice-Chair and Secretary for FY ’19 (Chairwoman Zink)
 - Nominating Committee will be Commissioners: Scott, Stuart and D’Angelo.
- Close STIP Hearing (Jeff Sudmeier) – no comments were raised.
- Herman Stockinger, Deputy Executive Director and Commission Secretary, noted that work is underway on previous TIGER grant projects to make June deadline for BUILD program.

The Transportation Commission Workshops were Wednesday, June 20, 2018 and the regular meeting was June 21, 2018. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.

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 June 20, 2018, 1:45 pm – 5:30 pm

Note: This was the first time the Transportation Commission (TC) met in the new building at 2829 W. Howard Place, Denver.

Right of Way (ROW) Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss six right-of-way acquisition (negotiations) and two Condemnation Authorization requests.

Action: Prepare to act on agreed upon proposed acquisitions and condemnation authorizations at the regular Commission meeting.

Right of Way Workshop (Josh Laipply)

The six projects with requests for authorization of property acquisitions for June 2018 included:

- Region 1
 - Arapahoe Road and I-25, Project Code: 19192.
- Region 2
 - US 50 Passing Lanes Fowler to Manzanola, Project Code: 20756.
- Region 3
 - US 40 – Grand County Signal Replacement, project Code: 21848.
- Region 4
 - US 385 at Cheyenne Wells, 90 Degree Curve, Project Code: 20855.
 - I-25 North: SH 402 to SH 14, Project Code: 21506.
- I-70 Central Project
 - I-70 Central, Project Code: 19631.

Two projects for condemnation authorization for June 2018 included:

- Region 4
 - I-25 North: SH 402 to SH 14, Project Code 21506.
- Region 5
 - US 160 McCabe Creek Culvert Replacement, Project Code 19263

Discussion:

- Commissioners informally authorized CDOT to begin discussions with landowners on the Arapahoe Road and I-25 project.
- The two condemnation requests attracted the most comments. Cindy Wagner, one of the many landowners associated with the North I-25 express lane project from SH 402 to SH 14, told the Commission she was not willing to accept CDOT's offer of \$5,300 an acre.
- One commissioner said he would prefer to see condemnation documents from CDOT expressed in square feet.

- On the US 160 McCabe Creek Culvert Replacement project, a commissioner asked why CDOT's last offer rose nearly \$70,000 from the previous offer. Commissioners heard that the landowner hired a condemnation attorney, but that the landowner has not made a counter-offer or carried out a landowner appraisal.
- In both cases, CDOT hopes to settle through negotiation, not condemnation.

State Freight and Passenger Rail Plan (David Krutsinger and Sharon Terranova)

Purpose: TC overview and review of the 2018 State Freight and Passenger Rail Plan prior to request for approval in July 2018.

Action: Informational only, no action required.

The TC must approve the final Rail Plan before submission to the Federal Rail Administration (FRA) for acceptance. Staff will give the final Rail Plan to the TC along with a request for approval at the July meeting. At this time, comments and clarifications are welcome. For questions or comments, please contact Sharon Terranova at (303) 757-9753 or sharon.terranova@state.co.us.

Commissioners made these comments after Sharon Terranova's presentation on the plan:

Discussion:

- The TC should receive a draft of a policy document such as the State Freight and Passenger Rail Plan so that the TC can read it, ask questions, and make comments on it. The TC should have another month to approve the final Rail Plan, or until August.
- One Commissioner said that while she agrees that the TC should have more time to review the Rail Plan, she is excited that it positions CDOT to take rail seriously.
- One of the major issues and concerns is that CDOT does not have money to build roads, let alone make rail investments. An important question is if rail is among mobility options, what is the best way to allocate scarce resources? It was noted that CDOT at this time does not have the structure to address mobility issues with rail.
- The TC should consider rail as one way to address mobility problems around the state, a statement with which Amy Ford, CDOT Office of Communications Director and Director of Advanced Mobility, concurred.
- Determining what is policy in transportation might be a subject for a future TC retreat.
- It would be helpful if the memo or presentation reminded TC that they received a draft of the Rail Plan a few months ago, and that members of the Transit and Intermodal Committee received it about six months ago.
- The TC will receive a draft of the Rail Plan so that the TC can discuss it for action in August.
- At every annual retreat, the TC discusses how it can advise CDOT effectively.

Asset Management FY2021-22 Planning Budgets (Deb Perkins-Smith and Toby Manthey)

Purpose: This workshop summarizes the FY2021-22 Planning Budget for Transportation Asset Management (TAM) recommended by CDOT staff for consideration by the TC.

Action: Department staff seeks Commission approval of the FY2021-22 TAM Planning Budget, which includes budgets for individual assets that will be used to inform planning. The Commission options to consider are:

- Accept the staff recommendations
- Accept some recommendations and request refinement of other recommendations
- Take no action at this time and request additional information

The final TAM FY2021-22 budget will be adopted by the TC around September 2020, during CDOT's annual budget-setting process.

Discussion:

- A similar Asset Management process has been in place since 2013.
- One significant change is total cap for Asset Management dollars.
- Total Cap assumed was \$755 million, but found when additional Bridge Enterprise (BE) funds come in they must be spent on bridge, taking funds away from preventative maintenance on other assets.
- In response to this, staff has decided to separate BE funds that will result in a cap that is \$130 million less.
- A total of \$769 million is in the budget with BE included.
- Funds are divided as follows: 29% for surface treatment, 34% for Maintenance Level of Service (MLOS), 22% for BE and 15% for other smaller programs/expenditures.
- Executive Director, Mike Lewis noted that these figures represent a \$200 million annual shortfall for maintenance; CDOT will not keep pace with maintenance with this shortfall. We need \$969 million to meet performance targets.
- The Chief Engineer, Josh Laipply, explained that this new approach would hold budgets for other assets harmless when additional BE dollars come in.
- Commissioner Thiebaut noted that rural areas of the state are in desperate need of surface treatment and we need to expend maintenance dollars for this as much as possible, as it is essential.
- The idea of having a Commissioner member on an Asset Management committee was raised.
- Division of Transportation Development Director, Debra Perkins-Smith, explained now that we have a process in place for Asset Management a TC subcommittee may not be necessary, but could be a consideration.
- Josh Laipply recommended that this topic be discussion at the TC retreat –the subcommittees the TC wants to form.
- Commissioner Scott noted this is an important issue and to take the situation seriously.
- Commissioner Thiebaut raised his general support for the Asset Management Program, but that TransBonds were paid with Asset Management funds in the past, and that he is sensitive to this reoccurring.

BUILD Discretionary Grants (Deb Perkins-Smith)

Purpose: To discuss approach and potential projects for submittal by CDOT under the Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program.

Action: TC approval of projects and commitment of matching funds for proposed BUILD project applications.

Potential projects and proposed commitment

- SH 13 Reconstruction - \$60 million
- I-25 North: SH 56 to SH 402 - \$200 million
- US 85: Centennial Highway Improvements - \$80 million – this project is not on SB1 or SB267 List.
- Connected Vehicle Ecosystem - \$8.1 million

- US 160 and SH 151 Wildlife Mitigation Partnership Project - \$10 million – this is in partnership with Colorado Parks and Wildlife

Discussion:

- BUILD replaces the TIGER grant program.
- Grant applications are due July 19.
- Projects have a \$25 million cap, which is lower than previously.
- Staff is recommending CDOT submit only one application for the Connected Vehicle Ecosystem project.
- Most of these projects have been previously submitted for grants; grant awards may be smaller than the application request.
- TC is being asked to be ready to fund \$80 million as a backstop.
- Commissioners agreed to support the resolution at tomorrow’s regular meeting.

[SB1 and Other Funding Updates \(Herman Stockinger\)](#)

Purpose: The purpose of this workshop is to summarize Senate Bill (SB) 18-001 via a presentation and to offer recommendations for use of the July 1, 2018 General Fund (GF) transfer to the State Highway Fund (SHF).

Action: Staff requests the TC to review and offer comment on the draft list of projects to use with the \$346.5 million General Fund transfer expected on July 1, 2018. Staff seeks partial approval on the list this month, and approval for the remainder of the list in July 2018. Additionally, staff seeks TC comment on Year 1 recommendations for SB 17-267 funds.

Discussion:

- TC is being asked to approve SB 1 project \$94 million on I-25 Gap project to avoid a construction delay.
- Project list is available for review in the June 2018 TC packet.
- Anticipate getting \$346.5 million on July 1, 2018 and we need to determine the best project investments.
- It is now known that the tax increase associated with a ballot is 0.62 sales tax that equates to forecasted revenues to CDOT in year 1 of \$345 million.
- Ballot list is \$ 6.2 billion, may have ability to add up to \$800 million to the list, and identify pavement improvement program improvement program for additional growth in sales tax over time.
- With 3% growth in sales and use tax, proceeds for SB 1, SB 267, and the ballot initiative could total \$9.2 billion.
- In addition, SB 267 is now the subject of a lawsuit from TABOR pending an October 2018 court date.
- Josh Laipply noted an assumed 3% annual inflation rate is built into project costs.
- Need an approach to mitigate costs associated with inflation.
- Commissioner Connell noted we learned a lot from the Responsible Acceleration and Maintenance of Partnerships (RAMP) program.
- Commissioner Gilliland noted that the decision this month is to move forward on one project.
- The list will be approved in July when the TC will take action.
- Commissioner Peterson noted that a robust discussion is needed regarding supply chain to construction contractors.
- Commissioner Scott also noted material costs are an issue.
- Josh noted that international trade costs also influence prices.

[Transit Ballot Projects \(David Krutsinger\)](#)

Purpose: The purpose of this workshop is to prepare the TC for a July resolution selecting multimodal projects likely to be funded with the bonded portion of the sales tax ballot question, should it pass, and provide an update on the ongoing effort to identify a “Transit Development Program” that includes the top transit construction priorities associated with potential new revenues.

Action: Informational only this month, with action requested in July.

Discussion:

- David Krutsinger, Division of Transit and Rail (DTR) Director, noted that the ballot initiative would provide \$100 million annually for multimodal projects. \$30 million will be for capital projects. \$70 million for other multimodal improvements.
- Tier 1 projects for transit represent a \$1.5 billion list
- We are reviewing the bonded project list today, which requires a 50% local match.
- Herman Stockinger, Deputy Executive Director, noted that CDOT is still looking for more projects to add to the list, and if the ability to provide a local match exists, the project should be added.
- DTR is requesting TC feedback/input on the list before requesting a July approval of the list.
- Mike Lewis explained that this work to create the list was done in a short timeframe with a lot of hard work from staff – this is a unique opportunity to fund multimodal projects that may not happen again.
- Commissioner Connell requested the list be sorted by Region for easier review.
- This discussion is for the bonding of the ballot list projects; SB 1 will be a later conversation with DTR.
- Mike McVaugh, Region 5 Transportation Director, noted more flexibility is needed to use funds for smaller projects – a minimum of \$10 million is too high.
- Herman Stockinger noted that various other funding sources may be used to cover the matches.

MODA and NHFP

Purpose: Provide the TC an overview of the Multi Objective Decision Analysis (MODA) structured decision tool proposed for use at CDOT to aid in project selection.

Action: Information only.

Key benefits of the use of the MODA method in project selection process includes:

- Data-driven decision making
- Collaborative stakeholder engagement
- Comparison of differing projects
- Evaluation of trade-offs

Simple algebra formulas, not complex algorithms, form the basis of MODA. This makes the methodology easily understandable when communicating and engaging with planning partners. MODA results also can be reviewed in a variety of ways, including the MODA value of a project, or the cost-to-benefit ratio of a project. MODA results inform decision makers in project selection.

Discussion:

- Tim Kirby, Multimodal Branch Manager started the conversation noted that today's discussion is about the MODA process used to rank projects.
- Debra Perkins-Smith noted that MODA is one tool to use in making investment decisions and not the final decision.
- Other influences are stakeholder input, including advisory committees and the TC.
- This is the first time this tool has been used at CDOT and the process and analysis will evolve and be refined over time.
- The National Highway Freight Program (NHFP) is the first program to use MODA to inform investment decisions.
- Next month we will come back to the TC to review proposed projects and the MODA analysis results.
- MODA process involves these five key steps:
 - Set Goal Areas
 - Establish criteria
 - Identify measures for criteria
 - Add weighting value
 - Normalize data

- Two elements of analysis include identifying scale/value of project along with usage factors that evaluate the impact of the project.
- Regional Transportation Directors were thanked for allowing Region Planners to fully engage in this initial MODA analysis process, helping conduct the steps of the process for NHFP projects.
- Commissioner Gilliland asked about how the projects evaluated were initially submitted.
- Tim Kirby noted that next month the projects will be presented to the Commission and will be discussed in detail- including how they were initially submitted.
- Commissioner Scott noted that MODA will be eventually be extremely valuable to CDOT.

Tech Committee (Amy Ford)

Purpose: To inform the TC and the Technology Committee on Advanced Mobility efforts including: Smart Mobility Plan, Rapid Speed Travel update, other technology updates.

Action: Information only.

The Smart Mobility Plan is a first of its kind, a 5 to 10 year summary plan for statewide technology deployment and a technology toolbox. It includes broad-spanning partnerships with regions, TPRs and MPOs and will also align with the larger statewide transportation plan. This planning effort will conclude this fall and will incorporate the Statewide Fiber Plan as well as the statewide plan for the Internet of Roads (IoR) - the build out plan for Colorado's connected, digital infrastructure.

CDOT's Rapid Speed Travel Study is in progress as well as the technology feasibility analysis for Hyperloop 1 and Arrivo. The Rapid Speed Travel Study will address the following questions:

- Which agency will oversee and regulate this new technology?
- What governance structure will apply?
- Which environmental approval processes will be applied?
- What will CDOT's and the private partner's roles be in ownership, construction, operations, maintenance, and funding?
- While individual technologists may define specific beginning routes, how will this impact larger network and land use?

CDOT also announced in partnership between Panasonic, Ford and Qualcomm and the effort to begin testing Connected Vehicle-to-everything (V2X) technologies in Colorado. Over the next several months, CDOT will be the test bed for delivering connected technologies over the LTE or eventually 5G network.

Discussion:

- Wes Maurer of Transportation Systems Management and Operations (TSM&O) provided an overview of Connected Vehicle technology and CDOT's IoR concept. This program is based on a partnership with Panasonic to provide an ecosystem along CDOT on-system facilities that allow connected vehicles to communicate with transportation infrastructure.
- Wes stressed the importance of technology planning for the future. The Smart Mobility Plan is such a plan that has several phases that is anticipated to finish Phase 2 Regional Planning in September 2018 to be ready for integration into the next Statewide Transportation Plan in Phase 3 September through December.
- Key topics covered included:
 - Intelligent Transportation Systems at CDOT (overview)
 - Smart Mobility Planning
 - Fiber Planning
 - Building Colorado's Internet of Roads (Connected Vehicle (V2X) Network)
- Planning is intended to help with developing a pipeline for accelerating innovations.
- Start with a concept, then pilot, and then figure out how to make it mainstream.
- Amy Ford noted that the Fiber Master Plan is anticipated to be completed by the end of June.

- Commissioner Scott asked if HPTE has been involved; requested to have a slide added to explain HPTE's role.
- Amy Ford noted that a service agreement with HPTE was recently signed.
- Commissioner Gilliland noted that including Fiber in all projects is a TC priority. Would like to see it part of CDOT's Policy.
- Ryan Rice, Director of TSM&O noted that the Utah DOT is a good example of how to incorporate adding fiber into project development.
- Josh Laipply suggested the best approach would be to incorporate fiber into the planning process.
- Amy provided a presentation on other technology and included a couple of videos of Hyperloop 1 and the RoadX Arrivo Model technology. See TC Packet for more details.
- Amy also noted that Hyperloop 1 tests have been conducted and it works.

Transportation Commission Regular Meeting Thursday, June 21 2018, 9:30 am – 11:30 am

Call to Order, Roll Call – Ten Commissioners were in attendance, with Commissioner Hofmeister participating via conference call.

Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes

Several audience members participated to highlight and stress the importance of the I-25 North Project. Making the request to make all phases of I-25 North a tier 1 project on the ballot list and Development Program.

- George Gerstle, Transportation Director, Boulder County
- Audrey De Barros, Commuting Solutions
- Andrea Mengenhel, Director of Public Affairs, Boulder Chamber
- David May, Fix I-25 North Business Alliance
- Barbara Kirkmeyer, Weld County Commissioner
- Gerry Horack, Fort Collins Mayor Pro Tem
- Tom Donnelly, Larimer County Commissioner

Comments of Individual Commissioners

- Commissioners thanked the audience participants for their comments regarding I-25 North.
- Commissioners commented on the new building and noted it will improve efficiencies, employee morale and better attract talent.
- Commissioner Zink was recognized for her work as Chair on the TC for the past year; her focus on details and sense of humor were special contributions.
- Commissioner Connell was sorry to have missed the road trip in May; noted road to Great Sand Dune National Park is in serious need of shoulders.
- Commissioner Hall thanked all road trip organizers and attendees for taking the time to visit her area of the state; good article in Sentinel covering Mike Lewis; Governor is coming to visit to cut the ribbon on the Grand Avenue Bridge.
- Commissioner Peterson recognized Commissioners Zink and Gifford for leadership and is also looking forward to working with new Chair and Vice-chair being elected today.
- Commissioner D'Angelo noted that CDOT obtained an INFRA grant for I-25 Gap project and mountain corridor. Thanked the staff who make these wins happen. Road trip was a learning experience and highlighted how staff often risk their lives to keep Colorado safe.
- Commissioner Scott was impressed when he noticed a CDOT employee stopping to help someone fix a flat tire; stressed the importance of not just emphasizing the positives of the ballot if it passes, but also understanding and explaining the consequences to CDOT if it does not pass.
- Commissioner Stuart mentioned her support of DRCOG's bike to work day; and for CDOT's new building for HQ/Region 1 being located in a multi-modal friendly area. Disturbed by graffiti occurring on sound walls along the highways, and is interested in knowing the CDOT expenditures for graffiti removal.

- Commissioner Gilliland is pleased to see movement on I-25 North occurring soon; thanked Mike Lewis for attending North Front Range and Upper Front Range meetings this month.
- Commissioner Zink thanked everyone for their kind words of support, and is confident that she will leave the Commission Chair seat in capable hands. County Commission meetings have started in her area.

Executive Director's Report (Michael P. Lewis)

- Recognized Commissioner Zink for her work as TC Chair and traveling from afar to consistently attend TC meetings.
- Thanked Commissioners for hosting him to speak at outside entities; will be in Chaffee County next week and is looking for more opportunities to discuss the importance of transportation. Welcomed the TC to the new HQ/Region 1 building.

Chief Engineer's Report (Josh Laipply)

- Thanked audience participants for coming today and for their comments.
- Described how the Development Program was initially developed and how it continues to evolve, starting from the bottom up to identify needed projects.
- Recent grant awards are a huge accomplishment; partnerships were and are key to grant awards.
- CDOT recently received an award from the Colorado Energy Office for the new building for being an Electric Vehicle (EV)-wired work place.

High Performance Transportation Enterprise (HPTE) Report (Nick Farber)

- Board Member update – Travis Easton, Public Works Director of Colorado Springs is a new board member; Thad Noll is leaving the board and retiring to Mexico.
- Tolls are increasing as of July 1st.
- The Board has approved Plenary, the concessionaire for tolling, to install dynamic tolling using sensors to monitor traffic and adjust tolling based on traffic.; Denver Post article covers this well. See: <https://www.denverpost.com/2018/06/21/colorado-transportation-dynamic-tolling-traffic/>

FHWA Division Administrator's Report (John Cater)

- Colorado received lots of recognition at the Western Association of State Highway and Transportation Officials (WASHTO) Conference recently:
 - A FHWA session with Randy Hendrickson, FHWA administrator – for INFRA Grants CDOT was awarded two grants – one for West Bound Pike Period Shoulder Lane and the other for the I-25 Gap.
 - The Colorado American with Disabilities Act (ADA) transition plan was recognized as a great document.
 - CDOT also received a best project awards for Cimarron/I-25, and Golden US 6 /19th Street interchanges.
- Welcomed the new FHWA Assistant Division Administrator, Vershun Tolliver, who is from Alabama FHWA and possesses financial expertise.

STAC Report (STAC Chair, Vincent Rogalski)

- STAC met last the day after the May TC meeting.
- Legislative report that explained the status of various funding legislation raised concerns regarding the complexities and how to convey this information to others.
- A concern was raised that investment in multimodal (bicycle) infrastructure where it is not needed along highways takes dollars away from more needed highway infrastructure improvements.

- STAC elections occurred last month with Vince Rogalski being re-elected as Chair, and Sean Conway elected to serve as Vice-Chair.
- Regarding discretionary grant applicants, it is noted that aside from CDOT, cities and counties may also apply, and in some instances, this may be advantageous.
- The Planning dollars for Transit Development Plan were presented and discussed with STAC last month; these are not real dollars; multiple criteria feed into how dollars were distributed; there was disagreement regarding the apportionment and concerns were raised regarding situations when areas receive smaller percentages of planning dollars – as more staff may be needed to compete on a level playing field. STAC did approve by vote the planning targets proposed for the Transit Development Program.
- STAC will be presented today, the list presented to the TC yesterday, which focuses on bonding programs for transit.
- STAC sees providing fiber for every community important to support transit and economic development, and wants to see fiber as a consideration for every project.
- STAC expressed concerns with liability for using connected vehicle technology if a crash occurs. Who is responsible?

New HQ Update (David Fox)

- The purpose of this presentation is to provide the TC with summary of CDOT's HQ Building consolidation projects.
- CDOT initiated a facilities assessment for HQ, R1, R2 and R4 in June 2011. The completion of the HQR1 building in Denver is the culmination of seven years of analysis, planning, budgeting, construction and execution. This project started with Don Hunt in 2011. Region 4 building was completed on time and within budget; Region 2 was also on time and within budget in April 2018.
- HQ/Region 1 Building was delayed by three weeks, but fell within the budget.
- Next Steps include finishing remaining punch list items and installing solar panels at HQ/Region 1.
- Anticipates obtaining a LEED Gold certification for HQ/Region 1 building, if not a gold, silver would be a given.
- David recognized the team members listed on a presentation slide, and received an applause at the end of his report.

Act on Consent Agenda – Approved unanimously on June 21, 2018.

- [Resolution to Approve the Regular Meeting Minutes of May 17, 2018 \(Herman Stockinger\)](#)
- [Resolution to Adopt the 2018 Legislative Memorial Designations \(Andy Karsian\)](#)

Discuss and Act on I-25 "the Gap" Project Initial Funding (Josh Laipply) – Approved unanimously on June 21, 2018

Discuss and Act on the Adoption of the FY 2019-2022 Statewide Transportation Improvement Program (STIP) (Jeff Sudmeier) – Approved unanimously on June 21, 2018.

Discuss and Act on the SIB Loan Rate Increase (Jeff Sudmeier) – Approved unanimously on June 21, 2018.

- Request to raise rate from 2.5% to 3% for the first two quarters of FY 2019.

Discuss and Act on ROW Acquisition Authorization Requests (Josh Laipply) – Approved with Commissioner Thiebaut abstaining from voting on Region 2 project 20756 on June 21, 2018.

Discuss and Act on ROW Condemnation Authorization Requests (Josh Laipply) – Approved unanimously on June 21, 2018.

Discuss and Act on BUILD Discretionary Grants Proposal (Deb Perkins-Smith) – Approved unanimously on June 21, 2018.

Recognition - Environmental Awards

Project Category

Name of Project: I-70 West Vail Pass Basin

- Martha Miller, CDOT Program Engineer
- Karen Berdoulay, CDOT Resident Engineer
- Jacob Rivera, CDOT Design Project Manager
- Mike Goosby, CDOT Region 3 Maintenance
- Marc Quintana, CDOT Region 3 Maintenance
- Randy McIntosh, CDOT Region 3 Maintenance
- Sara Richardson, Parsons Designer
- Devin Ray, HDR Construction Project Engineer
- Richard Darley, HDR Construction Inspector
- Bart Ewing, Ewing Construction

Maintenance Category

Hydraulic Pressure Valve Release

- Mark Slayton, Heavy Equipment Op III, Region 1

Process Improvement Category

Dolores River Bridge Replacement

- Tony Cady, Regional Planning and Environmental Manager, Region 5
- Lisa Schoch, Senior Historian, Environmental Programs Branch

Special Contributor Category

Various Water Quality and Erosion Control Activities

- Andy Stecklein, Region 2

Other Recognitions

Commissioner Connell recognized Dave Eller, Region 3 Transportation Director, and noted he is leaving CDOT.

Mile Lewis recognized Karen Rowe, Region 2 Transportation Director and Paul Jesaitis, Region 1 Transportation Director for their awards from WASHTO.

Other Matters - Nomination of Chair, Vice-Chair, and Secretary

- Commissioner Gifford was nominated to serve as Commission Chair
- Commissioner Thiebaut was nominated to serve as Commission Vice-Chair
- Herman Stockinger was nominated to serve as Commission Secretary
- Commissioners elected all three to serve in roles recommended by the nominating committee.

The Transportation Commission Workshops were Wednesday, July 18, 2018 and the regular meeting was Thursday, July 19, 2018. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.

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 July 18, 2018

9:30 am – 11:30 am

[Tech Committee: Internet of Roadways - Connected Vehicle Network \(Ryan Rice and Amy Ford\)](#)

Purpose: To inform the Transportation Commission and the Technology Committee on Advanced Mobility efforts including: Internet of Roads and RoadX Project Updates.

Action: Information only.

IoR: CDOT is proposing to build the country's first commercial-scale connected vehicle environment using vehicle to everything (V2X) technology, called the Internet of Roads (IoR), that will communicate with connected vehicles to improve the safety and mobility of the transportation system. The IoR will bring nearly \$44 million in public and private investment to Colorado to provide a 537 mile network in primarily rural environments that will provide real-time communication with connected vehicles. Supported by automotive and tech partners like Ford Motor Company, Qualcomm, and Panasonic that are already working with CDOT, the IoR will send safety and mobility-critical messages directly to drivers through infrastructure-to-vehicle (I2V) communication. It will also allow CDOT to 'listen' to the roadways through vehicle-to-infrastructure (V2I) communication, immediately notifying CDOT of crashes or hazards on the road to expedite emergency services and hasten the clearance of a crash scene. CDOT has already partnered with Panasonic in an approximately \$72 million venture to build the nation's first V2X data ecosystem capable of enabling the IoR, and the project put forward for BUILD grant funding in this application is a necessary next step to deploying the hardware and fiber optics that will enable CDOT to communicate with connected vehicles across Colorado.

CDOT also announced via a partnership with Panasonic, Ford and Qualcomm an effort to begin testing Cellular V2X connected vehicle technologies in Colorado. Over the next several months, we will be the test bed for delivering connected technologies over the LTE or eventually 5G network.

RoadX: CDOT is moving forward with several projects including Smart 25, Smart Pavement, each moving into construction phase.

Discussion:

- The IoR operating system is designed to not depend on one technology over another.
- CDOT is discussing extending the IoR concept beyond Colorado to interstates in Utah and Nevada. Nebraska and Kansas are in discussions with CDOT, but Nebraska DOT does not have fiber.
- CDOT proposes to apply for a federal Better Utilizing Investments to Leverage Development (BUILD) grant (the replacement for TIGER grant program) that will cover 537 miles, and include the installation of new fiber for 204 miles. The grant will be for IoR improvements along I-25, I-76, and I-70. About 76 percent of the Interstate miles covered in the BUILD grant traverse rural sections of the state.
- Specific questions about IoR from Commissioner Hofmeister and answers from staff, were:
 - *Why not take advantage of EagleNet's work on I-76?*
EagleNet actually does not extend very far on I-76. Another company has taken over the EagleNet assets, and asked for an audit to determine what it has. The audit will take a while to complete.
 - *Why not start with the rural areas first rather than beginning in the Denver metro area?*

The BUILD grant includes a large percentage of miles in rural areas. The Transportation Commission learned about the Smart Mobility Plan (a cooperative plan that CDOT, Regional Transportation District, and the Denver Regional Council of Governments) last month. The Smart Mobility Plan is a unified approach to advancing intelligent transportation.

- *Why are we re-inventing the wheel? What we have (variable message signs, variable speed limits, rumble strips, queue ahead warnings) works well.*

The main reason CDOT is considering the IoR is that it can reduce injuries and fatalities more than what we are using today. (One slide in the presentation showed that spot weather warnings in connected and autonomous vehicles have the potential to reduce property damage only, injuries, and fatalities by 25 percent compared to variable message signs.)

- *What happens when electronic communications systems shut down? (When John Deere's satellite shuts down, tractors in farming country also stop working in the fields.)*

The system will be designed to have workarounds and safeguards, and will not depend upon a single technology.

- *Why is the government getting involved when the private sector has already started setting up the infrastructure?*

From another commissioner: Agricultural combines are not the same as infrastructure for connected and autonomous vehicles. We should be partnering with private industry to take advantage of what they've created, but also making sure it fits CDOT's needs.

- As the next step, CDOT will focus on vehicle to infrastructure technology.
- CDOT is looking for money from two possible sources: the BUILD grant that, if awarded, will support us through Stage 1, and the ballot initiative if it passes. Statewide programs is the most likely category for funding infrastructure for connected and autonomous vehicles from the ballot initiative.

[Transit and Intermodal Committee \(David Krutsinger\)](#)

SB 228 & 267 Update and SB 228 Year Three Project Recommendations – Jeff Sanders

Purpose: The purpose of this agenda item was to provide background information and discuss possible project selections using Senate Bill 228 transit funds. Staff will seek a resolution by the Transportation Commission, likely in August, to approve projects.

Action: Informational only this month, with action requested in August or September.

Discussion

- Commissioners wanted to know what financial assistance Pueblo offered for the two Pueblo projects (Pueblo Park and Ride and Tejon Park and Ride). One of the rationales for CDOT picking up the cost is that the downtown Pueblo Park and Ride will accommodate intercity and regional buses, as well as local transit, while the Tejon Park and Ride would include minor improvements to better accommodate intercity and local transit services. They will serve more than local transit.
- David Krutsinger, the CDOT Division of Transit and Rail (DTR) Director, said CDOT could withhold all but the design money for the Pueblo projects until CDOT receives some financial commitment from the local community.
- Commissioners discussed having a policy that CDOT will not provide money for transit unless the local governments put up some local match money. Karen Rowe, Region 2 regional transportation director, asked that the Commission, if it approves such a policy, allow more flexibility, such as permitting local governments to maintain transit facilities as their contribution.
- One Commissioner asked if CDOT has a policy on local financial contributions to transit facilities. David Krutsinger said CDOT relies as much as possible on using existing facilities for regional and interregional transit, and that agreements worked out with local governments depend very much on local circumstances.

Colorado State Freight and Passenger Rail Plan– David Krutsinger & Sharon Terranova

Purpose: To respond to questions proposed at the June 2018 workshop, engage in further dialogue at the July meeting, and then seek approval of the Plan at the August 2018 meeting.

Action: Discussion and advice in July, leading to action in August.

Discussion:

- A Commissioner asked if multimodal funds in the ballot issue could improve railroad crossings, but staff said the multimodal category is for bike, pedestrian, and transit projects, not rail.
- Another Commissioner said she is supportive of the freight plan. However, she would like the language in the plan softened so that the Transportation Commission is not committed to spending money on railroad projects other than the federal railroad crossing funds it already receives.
- The Transit and Rail Advisory Committee (TRAC) recommended a softening of the resolution language so that it is broader.
- Staff will soften the plan and resolution language to be more “technology agnostic” for the Commission’s August meeting.

Bustang Quarterly Report

Purpose: The purpose of this agenda item was to provide the Transit & Intermodal Committee the FY 2017-18 4th quarter Bustang update on operational and performance measures.

Action: No action is required.

Discussion:

- One Commissioner said the published arrival and departure times for the Durango-to-Grand Junction route indicate one bus leaves 10 minutes before another bus arrives, but Mike Timlin, Bustang Director, said CDOT adjusted the bus timing.
- CDOT signed a contract last week for starting the Durango-to-Grand Junction route. The start of the service is about three weeks behind.
- Commissioners discussed fare box recovery. David Krutsinger said the Bustang goal is 40 percent; one Commissioner said he thought it should be 100 percent.
- Josh Laipply, chief engineer, said many forms of transportation receive a governmental subsidy, from surface transportation to aviation. The commissioner said the difference is that transportation agencies like CDOT use the gas tax to pay not only for highways, but also for bike lanes, transit, and rail.
- The Regional Transportation District in Denver has a 20 percent fare box recovery.
- A Bustang ticket is not inexpensive, and Bustang remains an important tool toward reducing congestion by getting vehicles off the road.

Outrider Quarterly Report

Purpose: The purpose of this agenda item was to provide the Transit & Intermodal Committee a quarterly Bustang Outrider update on operational and performance measures.

Action: Informational only - no action is required.

Discussion:

- Commissioners had no comments.

Bus Operations / S I-25 Gap

Purpose: The purpose of this agenda item was to provide the Transit & Intermodal Committee an update on proposed Bustang involvement in the I-25 Gap traffic congestion mitigation.

Action: No action is required.

Discussion:

- Josh Laipply said CDOT should emphasize to the public that Bustang would provide the expanded service during construction only.

- On the issue about subsidizing Bronco bus passes from \$30 to \$15 to get around construction, one Commissioner said that if people can afford to attend a Bronco game, they could pay full bus fare.
- Another Commissioner said the Bustang Bronco Sunday service also saves people driving under the influence (DUI) citations.

Safe Routes to School Strategic Plan – Leslie Feuerborn, and Summer Gathercole of SHG Advisors

- Summer Gathercole said she and Leslie Feuerborn are seeking two commissioners to take part in a 15-minute phone call about the kind of data they would like to see gathered and compiled about the Safe Routes to School program.
- Three Commissioners - Kathy Connell, Ed Peterson, and one more– volunteered for the phone interviews.

Small Business and Diversity Committee Meeting (Greg Diehl)

Triennial DBE Goal Proposal - The triennial disadvantaged business enterprise (DBE) goal is determined by identifying a base figure for the relative availability of DBEs based on demonstrable evidence of the availability of ready, willing, and able DBEs as compared to the availability of all businesses participating on federally-funded DOT-assisted contracts, and making subsequent adjustments to that figure based on available data.

- The proposed goal of 11.55% is 0.15% off from the historical median of achievement, indicating that the methodology and resultant goal align with past goals and achievements.
- This triennial goal will be proposed to the Transportation Commission for Adoption on Thursday, July 19. Please find the full methodology at <https://www.codot.gov/business/civilrights/dbe-goal>.

Discussion:

- Commissioners seemed receptive to the 11.55% DBE goal for federal fiscal years 2019-2021.

Small Business Partial Bond Guarantee Program Funding Workshop (Greg Diehl)

Purpose: The goal of CDOT’s Partial Bond Guarantee Program is three-fold:

1. Develop capacity in the construction industry by investing in Emerging Small Businesses;
2. Increase competition on CDOT advertisements by removing barriers to bidding; and,
3. Manage risk to CDOT by educating and supporting new prime contractors.

The Partial Bond Guarantee Program is proposed will address bonding as a barrier to becoming a CDOT prime contractor by assuming part of the risk for qualified small businesses. Assets, cash flow, and past performance are all areas of development for small businesses, while CDOT is stable in those areas and can offset some of the bond investment with minimal risk. Eligible contracts are those under \$3 Million and the anticipated maximum guarantee is 50%, so CDOT’s maximum risk is \$1.5 Million on any given contract. The Risk Management Unit will determine the guarantee percentage for each applicant, ensuring that CDOT is effectively assessing costs and benefits on every eligible contract.

Firms interested in using the Partial Bond Guarantee program will indicate that preference at time of bid submission. CDOT has a consultant firm to support this initiative through financial vetting and bond education.

A Program Implementation Team is recommended that includes: Lockton Companies for financial program administration under CDOT Risk Management, and CDOT’s Civil Rights and Business Resource Center will lead program administration, working with the Construction Contracts unit to identify and advertise projects that are eligible for this program.

Discussion:

- If bonding initiative passes, projects that are totally state funded would not need to meet DBE requirements.
- Josh Laipply said that if the bond issue passes, it might be good to not federalize the bonding program

2:00 pm – 5:00 pm

Right of Way (ROW) Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss six right-of-way acquisition (negotiations) and one Condemnation Authorization request.

Action: Prepare to act on agreed upon proposed acquisitions and one condemnation authorization at the regular Commission meeting.

[Right of Way Workshop \(Josh Laipply\)](#)

The six projects with requests for authorization of property acquisitions for July 2018 included:

- Region 1
 - SH 72 Permanent Flood Repair: 20334.
- Region 2
 - SH 24 Business: Retaining Wall at Serpentine Drive, Project Code: 21923.
 - US 50 Pueblo Critical Scour K-18 BY and K-18-BZ, Project Code: 22481.
- Region 3
 - SH 82 Glenwood Springs to Carbondale, project Code: 21200.
- Region 5
 - US 550: CR 214 North, Project Code: 16791.
- I-70 Central Project
 - I-70 Central, Project Code: 19631.

One project for condemnation authorization for July 2018 included:

- Region 5
 - US 550 South Connection, Project Code 19378

Discussion:

- All six requests for authorization of property acquisition projects for July 2018 were presented to the Commission for discussion, no comments were raised.
- Mike McVaugh, CDOT Region 5 Transportation Director, provided an overview of the condemnation authorization request for the US 550 South Connection project. Mike noted that they have had three meetings with the property owner. The issue is the property owner has not obtained an appraisal for the property or submitted a counter offer for price since 2016. To keep the project moving, CDOT is requesting condemnation authorization so a final decision regarding the property can be rendered. The owner has been notified of CDOT's final offer and has not responded.

[Policy Directive 14.0: Statewide Transportation Planning \(Deb Perkins-Smith\)](#)

Purpose: To report on progress made towards meeting the objectives in Policy Directive 14 (PD 14) in the areas of Safety, Transit, System Performance, and Maintenance for fiscal/calendar year 2017. Future months will report on Infrastructure Condition (Asset Management).

Action: No action requested this month. Review of current performance and objectives for System Performance, Transit, Maintenance and Safety goal areas. To better align the annual budget setting process with PD 14, the Commission reviews the performance of PD 14 objectives to determine if there is a need to modify objectives or realign resources to meet an objective(s).

The July Transportation Commission workshop included a review of highway performance measures for Safety, and Maintenance (Infrastructure Condition will be reviewed in later months).

PD 14 performance areas of safety- all highways, safety-bike and pedestrian,, system performance, transportation asset management (statewide system maintenance level of service, and snow and ice removal

level of service), transit ridership and fleet condition, comprise roughly 60% of CDOTs total Budget (excluding Senate Bill 228 transfers). No changes to performance measures and objectives for any of the goal areas are proposed at this time.

Discussion:

- Debra Perkins-Smith, CDOT Division of Transportation Development (DTD) Director, recognized Tim Kirby and Darius Pakbaz for their work on PD 14. PD 14 provides a framework for statewide transportation planning and goals in the statewide transportation plan are referenced to develop performance measures and targets. Whether or not the targets are met may influence the Commission's final approval of the annual budget, as performance targets align with 60% of the annual budget. Each program manager will report on the status of their performance area and whether or not they met their performance goals/target.
- Charles Meyer of CDOT Traffic Safety provided a report on safety performance and targets. Fatalities and serious injury crashes have been increasing over the past several years. Stats for 2016 and 2017 reflect this. We are not meeting the safety targets established five years ago in the State Highway Safety Plan (SHSP). However at the time of the SHSP the performance and outlook for safety was better. We kept these targets, believing that we could reduce fatalities with the hope of a future with new technologies on the horizon to get us there. We need to update the SHSP and we will start this in the fall and winter of this year. We will look at needed strategies. Not meeting the target for the number of fatalities, but getting closer to meeting the target for the number serious injuries in 2017. For the serious injury rate – we are meeting the target. For economic impacts of crashes we are also meeting the target.
- Commissioner Gilliland asked if we are also looking into the real reasons for the crashes and fatalities and what we can do to change things to reduce fatalities.
- Charles answered yes, that his team is working extensively on analyzing fatalities and where and why they occur and looking into strategies to implement. Another approach we know to be important is to have the right stakeholders involved in the strategy development and implementation of the SHSP.
- Commissioner Gilliland requested staff to conduct a workshop on this topic with the Commission. More specifically, a presentation on why crashes occur, also would like to see and learn what the Commission and others can do to promote or influence change. The more we know and understand the more we can get the word out.
- Commissioner Scott noted that CDOT should focus on efforts where CDOT has influence. Many areas CDOT has no influence. CDOT may not control many of the factors – distracted driving, not using seat belts, and intoxication.
- Mike Lewis, CDOT Executive Director, mentioned that it is important to correlate education campaigns with data. Need data to look at the whole picture, and to confine what you can hold yourself accountable for.
- A discussion ensued between CDOT staff and the Commission regarding the items CDOT can control and which ones they can be held accountable for.
- A recommendation was for staff to send the Commission CDOT's Performance Plan for their information.
- Herman Stockinger also noted that CDOT does have lead and lag measures reported on a regular basis.
- Charles noted that Darrell Lingk is not here today, but could shed light on the status of employee safety. For bike and pedestrian safety, fatalities and serious injury events have increased and are far above our targets. For these crashes, distracted driving plays a role. Currently working with DTD on how to respond to increases in bike and pedestrian crashes and improve outcomes. We will come back with the SHSP.
- Commissioner Stuart mentioned that we promote more bicycling and walking but the crashes go up – consider in areas where there is ongoing construction to not allow bicycles and pedestrian access as a precaution. Experienced instances being startled by bicycles traveling close to moving cars. Appreciate having this information presented.
- Commissioner Hofmeister explained that CDOT really has no control of the issue of bicycle and pedestrians – local county and state enforcement of bicycle laws is what is needed and safe driving practices.
- CDOT is working on training motorists and cyclists on how to share the roadway safely and efficiently.

- Charles noted it is important to determine which corridors are best for bicycles and pedestrians. Sometimes we need separated facilities or wider shoulders provided. The SHSP will be evaluating this. Intersection improvements with striping and signals are also influential.
- Commissioner Connell noted that during construction or maintenance projects it is the responsibility of CDOT to educate and communicate.
- Commissioner Hall expressed the need for wider shoulders in rural areas, which make a huge difference. It is hard to prompt behavior changes.
- Debra thanked the Commissioners for their good comments and noted this warrants another workshop. To keep on time for the Joint Commission and Statewide Transportation Advisory Committee (STAC) session on the ballot projects, we will remove maintenance update from today's agenda.
- Lisa Streisfeld, CDOT Division of Transportation Management and Operations (TSM&O) presented the status of operation planning time index (PTI) performance goals and target status. TSM&O is meeting targets, but we are slightly down from last year. We opened the Traffic Incident Management (TIM) training track and increased the number of TIM trained staff. Pertaining to infrastructure we implemented ramp meters. For rural areas, we are getting traffic operations centers opened in Greeley and one in Pueblo that we are actively working on. Other projects are signal priorities for snow plows as part of RoadX, we are applying for a grant to cover this. Also working on work zones to see how to improve safety and operations in work zones.
- Debra reiterated that CDOT has lead and lag measures for specific corridors.
- David Krutsinger, provided an overview of transit performance goals and status of meeting transit targets. For small rural ridership transit providers the goal is to keep pace with population growth – DTR is meeting this goal and target. For keeping transit vehicles at a certain level of revenue service miles the target is still to be determined. An influential factor for this target relates to the loss of rural health center across the county. DTR will continue to work on getting data. For transit fleet condition there will be a new federal asset planning requirement.
- Commissioner Scott asked how often is PD 14 updated.
- Debra responded that a wholesale review and update of PD 14 is completed for each statewide transportation plan update that occurs every 4-5 years. Some revisions have been made between this period, but not a comprehensive evaluation.

[Joint Session with State Transportation Advisory Committee \(STAC\): Ballot Projects \(Herman Stockinger and Deb Perkins-Smith\)](#)

Attendees: Vince Rogalski, STAC Chair; Sean Conway, STAC Vice-Chair; Shannon Gifford, Commission Chair; Commissioner Rocky Scott; Peter Baier, Grand Valley MPO; Thad Noll, Intermountain Transportation Planning Region (TPR); Jeff Sudmeier, CDOT Chief Financial Officer; Debra Perkins-Smith, CDOT DTD Director; Andy Gunning, Pikes Peak Area Council of Governments (PPACG) Executive Director; John Liosatos, PPACG Transportation Director; Trent Bushner, Eastern TPR; Gary Beedy, Eastern TPR; Roger Partridge, Greater Denver Area, Ron Papsdorf, Denver Regional Council of Governments (DRCOG) Transportation Director, David Krutsinger, CDOT DTR Director; Ann Rajewski, Colorado Association of Transit Agencies (CASTA); Danny Katz, Colorado Public Interest Research Group (COPIRG), Tony DeVito, CDOT Central 70 Project Manager; Suzette Mallette, North Front Range Metropolitan Planning Organization (NFR MPO) Director; Johnny Olson, CDOT CDOT Region 4 Transportation Director; Dave Eller, CDOT Region 3 Transportation Director; CDOT Executive Director, Mike Lewis; CDOT Deputy Director, Herman Stockinger; Josh Laipply, CDOT Chief Engineer; Karen Rowe, CDOT Region 2 Transportation Director; Mike McVaugh, CDOT Region 5 Transportation Director; Commissioner Karen Stuart; Commissioner Kathy Connell; Commissioner Kathy Gilliland; Commissioner Kathy Hall; Heather Sloop, Steamboat Springs; Commissioner Sidney Zink; Paul Jesaitis, CDOT Region 1 Transportation Director; Barbara Kirkmeyer, Upper Front Range TPR; and Commissioner Steven Hofmeister.

Purpose: To discuss staff recommendations related to Initiative #153, which proposes a 0.62% sales tax increase for transportation and which could appear on the November 2018 ballot. The Transportation Commission has

been asked to identify projects and priorities for how CDOT would utilize the funds made available under the Initiative.

Action: Adopt a project and program list this month, including the following key items:

1. Agree to the size of the project list
2. Agree to funding distribution for difference between current \$6.2b list and \$7b list
3. Agree to distribution of potential additional funds beyond project list
4. Agree to the projects on the “highway list”
5. Agree to the statewide programs on the “highway list”
6. Agree to the multimodal “bond” projects on the list
7. Agree to the language in a TC Resolution, essentially approving 1-6.

Discussion:

- Mike Lewis welcomed the group to this important meeting. Provided an overview of SB 1 funding bar chart that displayed needs and funding to address needs that were identified collectively by STAC and Commission as priorities.
 - Last year there was zero dollars in SB 267 in place up until this year. Two ballot measures for 2018 are a general fund transfer and a sales tax increase of 0.62 percent – CDOT cannot advocate for these, but we can explain what is out there. If both 2018 ballot initiatives fail – referred measures in 2019 ballot initiative occurs, where certain dollars are available with debt service, and if that 2019 ballot initiative fails we revert back to the base.
 - Our planning process is a robust grass roots process that is a bottoms-up approach for the ten rural TPRs and five MPOs that identify transportation priorities working with CDOT. All of you in the room represent your constituents.
 - A map from the State Demography Office shows where Colorado’s population growth is anticipated to occur. The two blue lines on the map are I-25 and I-70 the life blood routes of the state.
 - We are all in this together until we get a little money. Election Day is November 6th. If we wake up on November 7th and nothing passes we go back to the beginning, back to zero, and that would be a shame. If focus outside this room stays on individual needs vs. statewide, we could lose – this is a generational opportunity here today with these funds before us. If ballot passes and funds come to us there is more to go around, if not and measures fail – it will become harder to agree on how to spend the limited dollars. That’s my soap box. All of this today is legislatively mandated and came from you.
- Vince Rogalski concurred with Mike. We need to look at TPRs and MPOs and look forward. Where are our priorities consistently are the same – in many areas needs have changed – we all have to be part of the planning process.
- Debra noted that there are 15 folks on the phone – need to ask for comments from those on the phone.
- Herman noted that there are seven key items the group needs to agree on to move forward with a “resolved” in the proposed resolution covering each item to adopt tomorrow. We will cover each one today, and obtain agreement and move on to the next item on the list until we are finished. All five Regional Transportation Directors are here today to answer questions.

1. Agree to the size of the project list discussion

- First is the size of the list. We proposed adding \$800 million of projects due to the \$6.2 billion plus SB 1 and SB 267 and 20 years of sales tax estimates adding up to roughly \$7 billion.
- Andy Gunning asked if this amount considers times of recession too. How is that handled?
- Jeff Sudmeier responded that we have looked at different projections of growth and identified an average of three percent, in the last 19 years, five years were negative, but then rebounds occurred. Looked at lower rates of growth and we still met the \$7 billion level.

- Comissioiner Zink asked so we have \$7 billion how do we decide which projects come first? Taking about 20 years. How do we talk about that?
- Josh Laipply noted that if we do all the projects at once we overwhelm market and supplies. Keep ones delivered up front with low risk about 80% fall in the same range – consider these the meat of the program and anticipate having them all completed in ten years. Regions 3 and 5 have own geographic areas except for really big projects we tackle first.
- Herman noted if we assume a \$7 billion list then we need to add \$800 million – and look at the equity of all ballot funds distributed and how this balances against the RPP formula. Do folks agree to grow the list?
- Barb Kirkmeyer asked if \$800 million is only highway or multimodal.
- Herman noted the \$800 million does include projects bonded with 50/50 match for multimodal.
- **Herman confirmed the group's agreement to 1. Size of the project list, which will be \$7 billion.**

2. Agree to funding distribution for difference between current \$6.2b list and \$7b list discussion

3. Agree to distribution of potential additional funds beyond project list discussion

- Barbara Kirkmeyer noted that six TPRs have no projects; a statewide program of \$50 million – what does that get you? Do not agree with this.
- Dave Eller, Region 3 Transportation Director, and Mike McVaugh, Region 5 Transportation Director both noted the significant projects on the lists for their Regions and expressed being content with what projects are proposed for their areas.
- Thad Noll – taking Mike's comments to heart – this list seems a little out of wack.
- Herman Stockinger noted that yes when it comes to equity for \$800 million and all funds together are out of wack but have a good chance to pass at the ballot.
- Trent Bushner noted \$330 million in Region 4 on I-25 with \$250 million to North I-25. Yes this bothers me coming from a rural area – little pavement money is left – we need pavement and safety improvements (shoulders) – only big projects – where does this leave rural areas? Looking for Front Range voters – rural areas don't need extra lanes.
- Herman Stockinger – focus of the statewide programs are there to cover pavement, shoulders and wildlife crossings.
- Mike Lewis – we need to emphasize this piece of the puzzle.
- Commissioner Connell noted that voters don't feel impacts related to pavement and shoulders.
- Josh Laipply noted that the \$7 billion list is based on no growth. \$1.5 billion going to surface treatment program considering PD 14 performance objectives and use surface treatment more focused away from the metro areas.
- Thad Noll expressed his support for the \$7 billion list and if more dollars added put into statewide programs.
- Herman solicited comments from those participating via the phone.
- Peter Baier asked CDOT to look at shoulders and pavement to be done in rural areas – separately from the shoulder program. Supports the statewide program.
- Josh Laipply noted that CDOT is committing to this. We have one shot to get out to the rural areas – for shoulders. We want to do it right. We have a commitment from CDOT for this.
- Mike Lewis stated to keep in mind to keep roads in good condition every year we should do 10% each year for a 10 year period. That is roughly 2,300 miles, right now we only do 300 miles. We are falling behind. If we wake up on November 7th and nothing passes – none of this happens.
- Heather Sloop supported the idea of not having projects just numbers with projects going through the TPR process. Voters feel left out – there may be greater success without earmarking funds.
- Herman noted the \$7 billion list is all projects at once. Not a \$800 million breakout presented separately. There is \$1.5 billion for pavement – assuming an additional \$2 billion with revenue growth – we are not allocating any of this yet to serve as a safety net. This gives folks additional hope for more projects.
- Commissioner Gifford noted that these estimates also are made before the saletax – could have up to two percent more as well.
- Vince Rogalski asked about what happens to the existing regularly scheduled projects scheduled.

- Josh responded that we will continue with the existing plan and Central 70, and projects in the STIP – all these other funding sources are supplemental to the base program.
- Vince Rogalski noted that if the ballot passes it might free up money for more work on shoulders and pavement.
- Josh noted that this is a huge program – having concerns about contracting and supplies for such a big program.
- Commissioner Connell noted that there is nothing on the list that addresses resiliency – need justification to protect roads – have not heard in a while about this – need to bring this back.
- Roger Partridge asked how dollars are allocated to rural areas over time.
- Herman noted the expected formula for pavement is a planning estimate by Region – asked Josh or Johnny to explain the pavement model.
- Johnny Olson described the pavement model – it is a robust model with 20-years of history embedded – model proposes projects to stay ahead of the curve, but funding is not enough to do this. Region 3 runs the pavement model every 2 years. If \$100 million is recognized by the model for work, it eventually will not be a recommended project once the project is built. Region 4 uses a 4-year plan to work through the process.
- **Herman confirmed a head nod from the group on items 2 and 3 - funding distribution for difference between current \$6.2b list and \$7b list, and distribution of potential additional funds beyond project list**

4. Agree to the projects on the “highway list” discussion

5. Agree to the statewide programs on the “highway list” discussion

- Herman asked folks to review the project list –if project descriptions changed, they are shown in red. See the list and the map of projects.
- Barbara Kirkmeyer asked about the source for the new projects for \$800 million.
- Herman noted that the newly added ones are from the capital plan.
- Mike Lewis noted that \$1.5 billion for pavement and \$500 million for other. Fact Sheets are being developed for all the projects, and will be distributed soon.
- Gary Beedy noticed a discrepancy on the list between the project in the table and what is portrayed on the map for SH 71 (B-78), and US 50 (B-35) – map is showing bigger project.
- Herman agreed and noted that this will be fixed. Fiber tech fund went from \$100 million to \$120 million. Adding a statewide program – ADA sidewalks –current program is \$86 million and proposed is \$120 million and rename the program to ADA Sidewalks and Bicycle/Pedestrian. For Safety Shoulder, Rest Area Restoration, Small Freight Projects & Truck Parking, and Wildlife Crash Mitigation – the current program is \$219 million with \$220 million proposed.
- Commissioner Connell noted that she supports this fully and supports more money going to statewide programs. For Rural areas – for wildlife crashes – we need simplified information for initially reaching out. It is important how this list is presented.
- **Herman confirmed that the group was in agreement to numbers 4 and 5 – projects on the “highway list” and statewide programs on the “highway list”.**

6. Agree to the multimodal “bond” projects on the list discussion

- Herman noted that most of the discussion is the 45 percent to go to CDOT for distribution – we will not cover the 40 percent going to the locals.
- Mike Lewis noted that you all know this information, but the public doesn’t – so much more needs are there for the local governments and counties – almost 50% of the whole pie.
- Herman noted that 15% of multimodal options –that the 15% average over 20 years is \$140 million/\$145 million per year.
- For the 50/50 match DTR staff visited TPRs across the state to discuss matching potential with TPRs.
- \$10 million was set as the project threshold – bonding \$30 million annually with a total of \$103 million available in total. There will be up to \$800 million of bonded projects with \$400 million obtained with the

50 percent match. After bonding 15% to statewide projects, and 85% to local projects, there is \$30 million bonded for local projects.

- The Commission is responsible to determine the formula for the transit bond project list, and MPO areas receive a suballocation where MPOs chose their projects.
- On the back page of the project list distributed is the multimodal project list that is all new and presented in red; every CDOT Region is represented, but not every TPR.
- With the 50/50 match requirement for this program, it may not be a good fit for smaller TPRs.
- Commissioner Hofmeister noted he is disappointed with the multimodal list as it focuses on transit and has no bike paths and trails included.
- David Krustinger responded that 67% of multimodal funding is at the discretion of transit agencies and communities, where bike and pedestrian is listed as these types of projects are too small to consider for bonding.
- Debra Perkins-Smith concurred with David Krustinger's response – we looked for big bike/pedestrian projects – but the match was an issue and the projects being over \$10 million. But with the rest of the multimodal funding program these types of projects for paths and trails are covered.
- Thad Noll mentioned that the Transit Development Program (TDP) and the multimodal lists are different. There is a TPR meeting on Friday to go through. There are at least 20 more projects that could be on this list that aren't. – there is a bit of a disconnect.
- Commissioner Hofmeister suggested going back to the drawing board for multimodal – grasping at straws for the multimodal list.
- Herman noted that folks who developed the multimodal list would not agree with the grasping at straws comment.
- Commissioner Gifford stated that the projects for Region 1 are good.
- John Liosato noted PPACG had a robust discussion on bike/pedestrian and multimodal - working on the TDP and the multimodal list hasn't been created yet, once we learned ballot language is different from the CDOT process. When you look at multimodal projects, they are already included in the complete streets program. \$10 million projects are big and because bonded projects need to be ready to go in four years, we do have projects like that, but not for \$10 million. If we had more time, maybe we could have added more. CDOT held our hand through the process – not sure too much would have changed with additional time.
- Heather Sloop noted that for the Northwest TPR we had a very thorough discussion on this. Really believe it was very highly vetted. Feel pretty happy with the TPR process even though only one project is on the list.
- Ann Rajewski commented that many of these projects have been kept in mind for a long time. Folks have been waiting for the opportunity to get them funded. Lots of the projects have been well researched and documented.
- Danny Katz noted that it was hard to find \$10 million bike/pedestrian projects with the 50/50 match.
- Ann Rajewski noted that these projects allow local governments to serve communities better.
- **Herman confirmed the group was in agreement to the multimodal bond projects on the list.**

7. Agree to the language in a TC Resolution, essentially approving 1-6 Discussion

- Went over the resolved items of proposed resolution:
 - 1st Resolved: Approves the list of projects and states there is no priority order and the projects will be constructed in an order that acknowledges statewide equity and project readiness with a 10 year target completion goal (but not promise)
 - 2nd Resolved: Approves the statewide programs and states projects specific to each program would be determined at a date after the ballot is approved by voters
 - 3rd Resolved: Commits to the dollar amount for each project, not necessarily the scope
 - 4th Resolved: Acknowledges project list or scopes may be modified based on changes in revenue
 - 5th Resolved: Acknowledges the need for full funding of SB 18-001 and SB 17-267 if the project list is to be fully constructed
 - 6th Resolved: Acknowledges the importance of transportation improvements for Colorado

- To complete projects in 10 years and split out geographically, approving the statewide programs with dollar amounts for programs, but not project dollars, building to the dollar amount, but not a scope- this protects against changes in revenue, and acknowledges the need for full funding.
- Suzette Mallette noted that resolve number three dollar amount commit but not scope of work – what if the costs increase?
- Response was we will have some reserve, as we can't expect all projects to come in at budget.
- Josh noted that our estimations result in 70% coming in at or under budget, with roughly 30% going over. If this happens, we can still rebalance and deliver the program.
- Mike Lewis noted that this is a big program, and managing scope of work and schedule will be a big challenge, we added language to include rigorous controls to keep on track.
- Barbara Kirkmeyer noted that the 27 projects of 7th pot – lots of projects grew - we are watching out for scope growth.
- Sean Conway mentioned that we don't want to over promise and under deliver. And asked CDOT is they are comfortable with this list.
- Josh Laipply responded yes, we are appropriately comfortable with the list.
- Andy Gunning noted that we need to determine how to communicate the fact that this does not replace existing revenue and projects.
- Herman noted that yes this will be communicated. HUTF funds are protected for most instances.
- Herman distributed a new handout from us 36 Coalition and Metro Mayors that support adding Northwest Rail FasTracks project to the list. This is not a CDOT staff recommendation, but submitted from other stakeholders.
- Several group members expressed their opposition to including the Northwest Rail FasTracks project on the list, as it was not discussed of part of the planning process, not under CDOT's jurisdiction and would cause confusion as to which agency is responsible for transit – CDOT is already confused with RTD. Those opposed included Barbara Kirkmeyer, Commissioner Gifford, Sean Conway, Peter Baier, Commissioner Hofmeister, and Commissioner Stuart.
- Sean Conway and Commissioner Stuart noted that this project was only raised as an idea to add as late as two days ago and did not go through the planning process.
- Herman noted that legislators are implying that if this Northwest Rail FasTracks project is not on the list the list, it is not reflective of area needs.
- Discussion ensued regarding a resolved to address this request to not lose any public support, but reflect that other options with ballot initiative funding exists. Commissioners Gilliland, Hofmeister, Zink, Thad Noll, Ron Papsdorf also joined in to comment on proposed resolved.
- Barbara Kirkmeyer came up with a proposal that was acceptable to the group. As a result, the following whereas was added to the resolution - *WHEREAS, the Commission acknowledges that Initiative #153 also provides local governments with sales tax funds for local transportation priorities and multimodal projects, including rail, in addition to what the Commission is responsible for, and those local governments will use their own planning processes to determine project selection for those funds*
- Gary Beedy mentioned that the project table on the map is missing three projects (B-77 – B-79)– will give this information to Tim Kirby to address.
- **Herman confirmed that the group agreed with 7 - the language in Commission Resolution, essentially approving 1-6.**

Transportation Commission Regular Meeting Thursday, July 19, 2018, 9:30 am – 11:30 am

Call to Order, Roll Call – ten of 11 Commissioners attended with Commissioner Luella D’Angelo excused.

Mike Lewis, CDOT chief executive officer, announced that Shannon Gifford had been elected Commission Chair and Bill Thiebaut Vice Chair. Herman Stockinger continues to serve as Commission Secretary.

Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes

- No audience participation at this time – public comments on the ballot list were heard later and prior to the Commission voting on whether or not to approve of the ballot list.

Comments of Individual Commissioners

- Commissioners congratulated Shannon Gifford for her election as Chair and Bill Thiebaut as Vice Chair, and complimented Commissioner Sidney Zink on her leadership as Chair over the past year.
- They also recognized the departure of Dave Eller after seven years as regional transportation director for Region 3, and that of Tony DeVito as leader of the important Central 70 project in Region 1. Tony will serve for one more month.
- Other comments concerned:
 - The well-attended opening ceremony of the Grand Avenue Bridge in Glenwood Springs, and all the collaboration and coordination the project required during construction.
 - Discussion about the potential ballot measure by Club 20, Central Front Range TPR, the town of Westcliffe, and various groups.
 - Heavy rains right after the fires in the Durango area that caused mudslides on fire-scarred hills.
 - Compliments to the Division of Transit and Rail for a 40 percent fare box recovery for Bustang, and a desire expressed that Bustang could extend to SH 7 after it reaches Longmont.
 - Compliments for the “phenomenal” work through the planning process to compile the ballot project list.
 - Reflections on the joint Transportation Commission/Statewide Transportation Advisory Committee (STAC) meeting on Wednesday.

Executive Director’s Report (Michael P. Lewis)

- Mike Lewis pointed out that CDOT crews have been fighting the various wildfires in the state. CDOT crews have been cutting fire lines and hauling water with CDOT heavy equipment, and doing traffic control. CDOT crews have been an integral part of the supply chain needed to fight the fires.
- He thanked Sydney Zink for her work chairing the Transportation Commission, and Dave Eller for his work as Regional Transportation Director in Region 3. He welcomed Shannon Gifford as Chair and Bill Thiebaut as Vice Chair of the Commission.
- Ground-breaking for the Central 70 project will take place in two weeks after 16 years of work, just before Tony DeVito’s departure.
- Ground-breaking for the I-25 Gap project (Monument to Castle Rock) will take place in August after concentrated CDOT staff work following the formal go-ahead from the Federal Highway Administration (FHWA) in June.
- Mike said he belongs to the American Association of State Highway and Transportation Officials (AASHTO) national committee that shares best practices regarding resiliency planning.
- Denver will be the location of the national 2018 Transportation Innovations Summit and Exchange (RISE) conference Oct. 9-10 this fall. CDOT, the Transportation Research Board, AASHTO, and FHWA are sponsoring the conference, which will focus on how to include resilience practices within system performance activities for transportation. All are invited.

Chief Engineer’s Report (Josh Laipply)

- He thanked Sydney Zink for her work as chair of the Transportation Commission.

- He also thanked staff for their work on the ballot project list. The list has four to five columns, but many more columns of information are behind those few columns.
- On the I-25 Gap project, he noted how extraordinary it was that within weeks of NEPA approval of the widening of I-25 from Monument to Castle Rock, CDOT secured the funding and had the project out to bid. The winning bid was under 1 percent of the independent cost analysis. “We’ve done a great thing,” Laipply said.
- He also pointed to the coordination among CDOT, Glenwood Springs, and the Roaring Fork Valley Transportation Authority that eventually led to completion of the Grand Avenue Bridge project in Glenwood Springs. He also complimented Dave Eller for his leadership on the project.
- In saying goodbye to Dave Eller, Josh said Dave has not only been an excellent Regional Transportation Director for Region 3, but also has had an influence statewide on his membership on and contributions to committees aimed at making the state transportation system better. Dave has always been someone Josh said he could count on for thoughtful, well-considered comments.

High Performance Transportation Enterprise (HPTE) Report (Nick Farber)

- The HPTE board on Wednesday approved a plan for tolling operations on the I-25 Express Lanes.
- Every year HPTE and CDOT negotiate an interagency agreement that outlines responsibilities of each entity during the coming year. A statement of work accompanies the interagency agreement. In exchange for performing specified work, HPTE earns a fee from CDOT. The HPTE board approved the agreement for the state fiscal year.
- In the past year, HPTE worked with others to do public outreach on tolling.
- HPTE has launched a master planning process; consultant WSP will assist with the plan.

FHWA Colorado Division Administrator’s Report (Vershun Tolliver, Assistant Division Administrator)

- FHWA’s toll credit process does not bring new funding. Rather, it permits state departments of transportation like CDOT to leverage state funds for additional projects. (Under federal law, the non-Federal share of projects can come through a “soft match” of toll credits. The amount of credit earned equals the amount of excess toll revenues spent on federally funded capital improvement projects and certain transit projects.)
- FHWA has approved CDOT’s FY 2019-22 Statewide Transportation Improvement Program (STIP). It is significant that CDOT developed the STIP while dealing with a breach in its cyber security.

STAC Report (STAC Chair, Vincent Rogalski)

- As did many others, Vince thanked Dave Eller and Tony DeVito for their work for CDOT.
- He said it was great to have a map of all the projects proposed for the ballot initiative at the joint meeting of the STAC and Transportation Commission earlier in the day.
- The CDOT staff’s recommendation for the project list for the potential ballot initiative received approval from the STAC. Two STAC members did not support the list because they had not had enough time to review it.
- STAC reviewed the preliminary list of bonded transit projects for the ballot initiative.
- STAC also reviewed use of MODA (Multi Objective Decision Analysis) in project selection for the National Highway Freight Program. The freight program could include rail projects in the future.

Act on Consent Agenda – Approved unanimously on July 19, 2018.

- [Resolution to Approve the Regular Meeting Minutes of June 21, 2018 \(Herman Stockinger\)](#)
- [Resolution to Approve Disposal: Iliff & I225 \(Parcels 1 Rev & SE-1 Rev\) \(Paul Jesaitis\)](#)
- [FY 19 Additions over \\$50,000 project approval \(Kyle Lester\)](#)

- [Adoption of Policy Directive 1209.0 "Housing Assistance"](#)

[Discuss and Act on Resolution to Approve FHWA Triennial DBE Goal \(Greg Diehl\)](#) – **Approved unanimously on July 19, 2018.**

[Discuss and Act on Small Business Partial Bond Guarantee Program Funding \(Greg Diehl\)](#) – **Approved unanimously on July 19, 2018.**

- This action is an effort of CDOT to help emerging small businesses with bonding.
- Mike Lewis said he applauded Greg Diehl and Josh Laipply for moving the idea forward.

[Discuss and Act on the 1st Budget Supplement of FY 2019 \(Jeff Sudmeier\)](#) – **Approved unanimously on July 19, 2018.**

This request was for two items:

- A transfer of \$1.3 million from the Statewide Intelligent Transportation System (ITS) account for the Division of Transportation Systems Management and Operations (TSM&O) to Region 1 Traffic Cost Center. This transfer request went to the Commission because it was more than \$1 million.

\$2.5 million from the Transportation Commission Program Reserve for initial funding of the Small Business Partial Bond Guarantee Program.

[Discuss and Act on ROW Acquisition Authorization Requests \(Josh Laipply\)](#) – **Approved unanimously on July 19, 2018.**

[Discuss and Act on ROW Condemnation Authorization Requests \(Josh Laipply\)](#) – **Approved unanimously on July 19, 2018.**

Discuss and Act on Resolution to Approve Changes to the Statewide Planning Rules, 2 CCR 601-22 (Herman Stockinger and Deb Perkins-Smith) – **Approved unanimously on July 19, 2018.**

- The Statewide Planning Rules guide the transportation planning process, and the STAC and Commission review the Rules at the beginning of each process to develop the statewide and regional transportation plans.
- The primary change to the Rules was on the STAC due to passage of two state laws: one to clarify that the STAC advises both CDOT and the Commission on transportation needs and issues, and one to make the representatives of the Southern Ute and Ute Mountain Ute voting members of the STAC. A state bill accidentally deleted some sections of the Rules in 2013; those sections have been added back in.

The public comment period began March 15 and a public hearing took place May 22. Members of the public attended the hearing, but did not raise any comments.

[Discuss and Act on 2018 Ballot List of Projects \(Herman Stockinger\)](#) – **Approved unanimously on July 19, 2018.**

Audience Participation on Ballot List

- Ten people spoke representing such groups as the US 36 Mayors Commission, Longmont City Council, Regional Transportation District (RTD), Boulder Chamber of Commerce, Denver Public Works, and STAC.
- Two state senators, Matt Jones (D-District 17) and Jonathan Singer (D-District 11) also spoke.
- Comments included:
 - The area was promised the Northwest Rail during the light-rail ballot initiative in 2004, and the measure passed partially due to the positive votes in the area.

- CDOT should include some funding for Northwest Rail on the ballot initiative under the multimodal bonded project list to help get it started. Yet rail projects are not permitted on the bonded multimodal project list.
- Including Northwest Rail would assure passage of the ballot initiative in the northwest quadrant of the Denver metro area; not including it could mean failure of the measure in the area and possibly statewide.
- CDOT needs to think creatively about how to help with getting rail extended to that part of the Denver metro area.
- It seems that bikes have supplanted rail as multimodal at CDOT.
- Bus Rapid Transit, proposed as a replacement for Northwest Rail, is not realistic without a full dedicated lane separated from the rest of the traffic.
- Boulder County generates 128,000 jobs. Congestion is hampering the local economies.
- Speakers from Boulder County and Denver said they appreciated that the ballot list includes projects for their areas, but that their areas need many more projects.
- It is not true that various entities did not go through the planning process. They did, but found that rail projects are not multimodal for ballot purposes.
- Commissioner Bill Thiebaut asked state Sen. Matt Jones if he would be willing to give up some of the projects on the list in exchange for the Northwest Rail. Jones said no.
- People pack the buses between Denver to Boulder. The area has waited too long for relief.

- Peter Baier of Grand Valley MPO said that 60 percent of the funds from the ballot initiative will go to CDOT, but 40 percent will go to local governments. He suggested local governments plan to use their share as matching money for Northwest Rail. He said the STAC on which he sits did not have the opportunity to vet the Northwest Rail project along with all the others.
- Mike Lewis, CDOT chief executive officer, said all regions would benefit from a successful ballot initiative. He thanked people for their comments on what he characterized as a “generational opportunity.” He noted that state law set up different structures for CDOT and RTD, with different responsibilities. He said CDOT is open to taking its input on transit opportunities for the Boulder area to the RTD board.
- Herman Stockinger, policy director for CDOT, noted that when CDOT compiled its Transportation Development Program, it did so in the hope that additional federal money might come to CDOT. At that time, staff did not anticipate a state ballot initiative. He presented a resolution to the Transportation Commission revised slightly from a version the Commission saw earlier. The revised resolution made these changes:
 - Added “utilizing the existing statewide transportation planning process” in front of a clause about the creation of the Development Program in the fifth Whereas statement.
 - Added a ninth Whereas: “...the Commission acknowledges that Initiative #153 also provides local governments with sales tax funds for local transportation priorities and multimodal projects, in addition to what the Commission is responsible for, and those local governments will use their own planning processes to determine project selection for those funds.”
- Commissioner Kathy Connell suggested adding “including rail” after “multimodal projects” to the ninth Whereas after telling those who attended the meeting that everything in life is somewhat of a compromise. The other Commissioners accepted her suggestion.
- Commissioner Karen Stuart said a lot of thought and effort went into compiling the project list for the ballot initiative. She said no one is as frustrated with Northwest Rail not getting off the ground as people like her who live in the area. The addition of the phrase “including rail” is significant, and will be a strong statement to carry to the RTD board. “This is that leverage you haven’t had before,” she told the crowd. She said CDOT may have one shot at getting more funding for transportation. “I hope this inclusion [of the phrase “including rail”] will help,” she said.

Discuss and Act on SB1 Project List (Josh Laipply) – Approved unanimously on July 19, 2018.

- By this action, the Commission approved using SB 18-001 funds for a list of \$30 million in SB 267 preconstruction projects, \$194 million in SB 267 construction projects, \$21.6 million in preconstruction work for ballot and potential grant projects, and \$100,000 for asset management using SB 18-001 funds.

- The Commission took this action to assure that projects can move forward during uncertainty over when and if CDOT will receive SB 267 funds.

Discuss and Act on Off Highway Vehicle Permitting on State Highways (Herman Stockinger & Kathy Young)–
Approved unanimously on July 19, 2018.

- The Commission approved a resolution that outlines use of off-highway vehicles to travel state highways in Region 3 using special permits.
- The resolution does not have any seasonal language, but staff said the pilot project would be from Memorial Day through Labor Day, and would not include snowmobiling season.
- The pilot program would be a 2-mile strip along a state highway in Region 3.
- Staff would report to the Commission on the pilot program no later than September 2019.

Recognition

- Commissioner Kathy Hall reiterated her respect for Dave Eller and the “tremendous leadership” he exhibited during construction of the Grand Avenue Bridge in Glenwood Springs. The bridge project physically divided the city in half, but work progressed smoothly.

Project List for New Revenue Sources
7/20/2018

Project ID	Region	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	SB1 (Year 1) SB 267 (Years 1&2)	Init. #153 SB 1 (Year 2) SB 267 (Years 3&4)
B-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 EA/FONSI. Construction of one new managed lane (TEL) in each direction from Monument to Plum Creek Parkway.	Cost reflects minimum costs utilizing existing infrastructure but may not meet desired geometrics. 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	\$100,000,000	Local funding \$35m, INFRA Grant \$65m. Potential toll revenue but not assumed in other funding.	\$250,000,000	\$0
B-2	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges	Replacement of bridges at 23rd and Speer, and construction of northbound connector road. These bridges were repaired in 2015 to extend their lifetime and provide better clearance.	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
B-3	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. A Road Safety Audit was also conducted on this area and smaller interim safety improvements are taking place until funding is available for the larger project.	Subsequent phase (not reflected in costs) includes second phase auxiliary lanes and other improvements.	\$85,285,000	\$0		\$0	\$85,285,000
B-4	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	Potential toll revenue assumed in other funding.	\$0	\$76,750,000
B-5	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of a Peak Period Shoulder Lane (PPSL) on westbound I-70 from the Veterans Memorial Tunnels to Empire, similar to the eastbound I-70 Mountain Express Lane. The project will also include CO 103 interchange improvements, a Fall River Road Bridge, Greenway Trail improvements and County Road 314 Reconstruction.	Design to Budget	\$105,000,000	\$25,000,000	\$25m INFRA grant, Potential toll revenue but not assumed in other funding.	\$70,000,000	\$10,000,000
B-6	1	Greater Denver Area	Clear Creek	I-70 West: Floyd Hill	Westbound I-70 will be widened from two lanes to three at Floyd Hill to accommodate more travelers. I-70 will be reconfigured with simplified curves, bridges and walls to improve line of sight and improve driver safety. The new westbound I-70 alignment would also be placed in a tunnel at the bottom of Floyd Hill. Additionally, the project proposes completing a key link of the shared-use trail from the Clear Creek Greenway toward the Peaks to Plains Trail.	Design to Budget. Final alternative is unknown and the alignment may vary.	\$550,000,000	\$70,000,000	Bridge Enterprise Potential toll revenue but not assumed in other funding.	\$0	\$480,000,000

B-7	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange	The Diverging Diamond Interchange (DDI) configuration was confirmed as the Preferred Alternative during the planning process. A DDI, similar to what was constructed at the US 36 and McCaslin Boulevard interchange in Louisville/Superior, is expected to provide improved operations and substantial safety benefits for all modes of travel.		\$63,816,000	\$0		\$0	\$63,816,000
B-8	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
B-9	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70	Reconstruction of concrete pavement and replacement of bridges to improve capacity, safety, and economic competitiveness.		\$398,774,000	\$165,000,000	Potential toll revenue assumed in other funding & Potential Local Match	\$0	\$233,774,000
B-10	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
B-11	1	Greater Denver Area	Douglas	US 85: Sedalia to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail. Improvements are in accordance with an Environmental Impact Statement (EIS) that was completed in 2002.	Project could be divided into phases: US 85 Sedalia to Daniels Park; US 85 Daniels Park to Meadows	\$49,500,000	\$16,000,000	Local match	\$0	\$33,500,000
B-12	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange	The US 85: I-270 to 62nd Avenue interchange experiences high levels of congestion and crash rates. This project will improve safety and capacity by making the geometric configuration of the interchange more intuitive for drivers, adding grade separation, and improving access points.	Design to Budget. Phasing and early implementation alternatives are being investigated as part of the PEL. Interim improvements will not preclude PEL alternatives.	\$81,860,000	\$0		\$0	\$81,860,000
B-13	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	The preferred alternative, as identified during the planning phase, includes widening US 285 to four lanes and building a depressed median, as well as acceleration and deceleration lanes at interchanges between Richmond Hill and Shaffers Crossing.		\$70,576,000	\$0		\$0	\$70,576,000
B-14	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
B-15	1	Greater Denver Area	Boulder, Weld, Broomfield, Adams	CO 7 Corridor Improvements	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	Design to Budget	\$112,000,000	\$12,000,000	\$12M Region 4 Surface Treatment funds. See MMOF SH 7 project for further details on additional transit matching funds.	\$0	\$100,000,000
B-16	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	Potential toll revenue but not assumed in other funding.	\$0	\$134,062,000

B-17	1	Greater Denver Area	Jefferson	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.		\$136,687,000	\$0		\$0	\$136,687,000
B-18	1	Greater Denver Area	Arapahoe	I-25/Belleview	Interchange Improvements	Design to Build	\$90,000,000	\$0	Potential for local partnership to expand scope	\$0	\$90,000,000
B-19	1	Greater Denver Area	Arapahoe	CO 30 Improvements	Roadway widening and operational/safety improvements from Quincy to Airport.	Design to Budget	\$45,000,000	\$0		\$0	\$45,000,000
B-20	1	Greater Denver Area	Jefferson/Adams	SH 95/Sheridan Boulevard	Lane balancing/multimodal grade separation of US 36 bikeway		\$8,800,000	\$2,200,000	Local funds match	\$0	\$6,600,000
B-21	1	Greater Denver Area	Denver	Federal: Hampden to 52nd Ave	Roadway and pedestrian safety improvements.	Design to Budget	\$30,000,000	\$0			\$30,000,000
B-22	1	Greater Denver Area	Denver	Colfax: I-25 to Yosemite	Roadway and pedestrian operational and safety improvements.	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000
B-23	1	Greater Denver Area	Jefferson	US6/Heritage Road Interchange	Construct a new, grade separated interchange at US6 and Heritage Road in Golden.		\$41,487,000	\$1,000,000	Locals may seek funds for preliminary environmental and design.	\$0	\$41,487,000
B-24	1	Greater Denver Area	Gilpin	SH119 Shoulders	Widen/improve shoulders and make other safety improvements within the corridor.	Scalable	\$13,359,000	\$0		\$0	\$13,359,000
B-25	1	Greater Denver Area	Multiple	Bottleneck Reduction	Targeted improvements to relieve known bottlenecks in the Metro Area to improve operations and safety.	Highly scalable	\$92,388,000	\$0		\$0	\$92,388,000
B-26	1	Greater Denver Area	Adams	104th Ave: Colorado to US85	Capacity, operational and safety improvements on SH44 (104th Ave) from Colorado Blvd to approximately US85.	Design to Budget	\$20,000,000			\$0	\$20,000,000
B-27	1	Greater Denver Area	Douglas	I-25: Greenland to County Line	Addition of climbing lanes on SB I-25 between Greenland and County Line Rd.	Could be added to Gap segments 2/3	\$17,541,000	\$0		\$0	\$17,541,000
B-28	1	Greater Denver Area	Jefferson	SH121 (Wadsworth): 38th Ave to I-70	Add a lane in each direction and make bike and pedestrian improvements throughout the corridor.	Design to Budget	\$50,000,000	\$45,000,000	Local project has already received DRCOG funding. This would supplement the other funding to complete the project.	\$0	\$5,000,000

B-29	1	Greater Denver Area	Adams/Broomfield	I-25/SH7 Interchange Replacement (Mobility Hub)	Replace the interchange at I-25 and SH7 with a diverging diamond mobility hub that will enhance potential transit service with center loading stations and pedestrian walkways. Project may be phased as improvements become necessary.	This estimate assumes it is combined with the I-25 TEL widening and costs go up if done separately.	\$122,000,000	\$45,000,000.00	Match includes \$30m of local funding, and \$15 million CDOT transit funds. Additional project costs and funding sources to be determined based on initial project scope of this and other I-25/SH 7 projects on list, as well as potential federal grants.	\$0	\$70,000,000
B-30	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
B-31	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)	The proposed project will include work at multiple locations along I-25 in Colorado Springs including capacity and safety improvements from South Academy to CO 16; widening I-25 to six lanes from Circle to South Academy; add auxiliary lanes between Fillmore and Garden of the Gods; add a fourth lane in each direction of I-25 between Cimarron and Briargate; fix the functionally deficient I-25 bridge at Northgate and widen the shoulder from Northgate to Baptist Road.	Project could be divided into 5 phases of construction.	\$369,804,000	\$15,000,000	Surface Treatment	\$0	\$354,804,000
B-32	2	Pikes Peak Area	El Paso	US 24 West: Divide to 1-25	Add capacity and intersection/interchange improvements on US 24 between I-25 and Manitou Springs (MP 299-304). Drainage and intersection improvements on US 24 from I-25 to Divide (MP 304-278).	Design to budget. Project could be built in 2 independent phases. Phase one for Drainage and intersection improvements, and Phase two for capacity and intersection improvements on US 24 between I-25 and Manitou Springs.	\$70,000,000	\$0		\$0	\$70,000,000
B-33	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
B-34	2	Pueblo Area	Pueblo	US 50: West of Pueblo	This project will add a third westbound lane on US 50 from just west of Pueblo Boulevard to Purcell Boulevard and will construct the US 50 and Purcell interchange to include pedestrian and bicycle facility improvements.		\$45,895,000	\$6,000,000	RPP	\$35,520,000	\$4,375,000
B-35	2	Pueblo Area/Southeast	Pueblo/Otero/Bent/Prowers	US 50: 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 TBD.	Design to budget	\$50,000,000	\$0		\$0	\$50,000,000
B-36	2	Southeast	Prowers	US 287: Lamar Reliever Route	As the last remaining major improvement on the Ports to Plains corridor in Colorado, this project involves the phased construction of a new, two-lane roadway on US 287 and the realignment of US 50 in Lamar.	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
B-37	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

B-38	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Victor to Divide and Woodland Park to Deckers.	Revised project limits. Design to budget.	\$25,000,000	\$0		\$0	\$25,000,000
B-39	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
B-40	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill	Addition of passing lanes, shoulder widening, and safety improvements to US285 in Park County	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
B-41	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
B-42	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements	Safety Improvements on SH 94 from US 24 to Enoch Rd.	Design to budget.	\$11,000,000	\$0		\$0	\$11,000,000
B-43	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek and widening for approximately 1.5 miles south. (MP 37-39)		\$15,100,000	\$0		\$0	\$15,100,000
B-44	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
B-45	2	Pueblo Area	Pueblo	I-25 and Drew Dix/Dillon Interchange	Interchange, intersection and frontage road improvements at the Drew Dix and I-25 Interchange (MP 104). This area is being developed and conflicts with trucks and passenger vehicles is a safety issue that will continue to get worse.	1.5 Million from NHFP and 5.0 Million from Ballot.	\$6,500,000	\$1,500,000-	NHFP		\$5,000,000
B-46	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
B-47	3	Grand Valley	Mesa	I-70: Palisade to Debeque	This project corrects a sharp curve and narrow shoulders at the western entrance to DeBeque Canyon near Palisade that's resulted in numerous crashes involving commercial vehicles. It requires reconstruction of I-70, realigning curves and improving the elevation of the roadway. The project will also include construction of a connection to a bike and pedestrian trail in Mesa County. Initial phase includes identification of a preferred alternative, complete design and land acquisition.	Project can be phased.	\$71,014,000	\$0		\$0	\$71,014,000
B-48	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations in an area where curves and winter driving conditions create one of the highest crash rates on the I-70 corridor.		\$14,450,000	\$0		\$0	\$14,450,000

B-49	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	This project is a complete Environmental Assessment identifying a preferred alternative that includes eastbound and westbound auxiliary lanes and defining improvements including potential project phasing. Crash data indicates the west side of Vail Pass experiences higher-than-expected crashes due to differential speeds and steep grades, and the highest potential for crash reduction. According to 2016 data, I-70 over Vail Pass experienced closures for more than 177 hours, primarily due to crashes and weather.	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
B-50	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	This project will improve the capacity of the interchange by improving the westbound ramp and I-70 bridge. It will also improve the eastbound ramps and adjacent intersection that affects the operation of this interchange.	Project can be phased. \$2 M for preconstruction.	\$30,344,000	\$0		\$0	\$30,344,000
B-51	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane	This project will build an auxiliary lane along eastbound I-70 from Frisco to Silverthorne, as identified in the Silverthorne Planning and Environmental Linkages (PEL) study. This project is a safety and mobility improvement for eastbound I-70 that will require minimal widening.		\$16,924,000	\$0		\$0	\$16,924,000
B-52	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	This project will replace the Silverthorne interchange with a Diverging Diamond Interchange (DDI) similar to the US 36 and McCaslin interchange in Louisville/Superior. The project includes paving, curb and drainage. All four ramps will be affected and additional capacity will be added to the on-ramp to westbound I-70.		\$24,701,000	\$0		\$0	\$24,701,000
B-53	3	Grand Valley	Mesa	US 6: Improvements Mesa County	This project will improve sections of US 6 in Fruita, Clifton and Palisade. The Fruita section includes intersection improvements and widening to the west of 22 Road. The Clifton section includes safety and mobility improvements along with access control and multi-modal facilities. The Palisade section includes intersection improvements from Clifton to Palisade including acceleration, deceleration and turn lanes.	Project can be phased.	\$47,651,000	\$4,000,000	Mesa County/ Grand Junction local match expected. See MMOF US 6 project for further details on additional transit matching funds not included in this row.	\$0	\$43,651,000
B-54	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
B-55	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon	US 50 through Blue Creek Canyon is a steep, curvy and very narrow section of roadway between Montrose and Gunnison. This project will reconstruct and widen the existing roadway, improve drainage and access, and add a minimum of 4-foot paved shoulders to meet current design standards and improve roadside safety. The project also includes rock fall mitigation work within the project limits to further improve public safety	Design to Budget.	\$29,500,000	\$20,000,000	Federal Lands Access Program - \$18 M NHFP - \$2 M	\$9,500,000	\$0
B-56	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

B-57	3	Intermountain	Garfield	SH 13: Rifle North	This project addresses critical safety issues in four distinct segments that can be implemented in phases. Identified improvements will address safety, aging infrastructure and mobility by implementing pavement rehabilitation, adding paved shoulders, straightening curves, addressing substandard sections to meet the 65 mph speed limit, and wildlife mitigation.	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 BUILD Grant	\$0	\$35,000,000
B-58	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	This project will reconstruct CO 13 between Rio Blanco South and County Line to straighten out curves, add 8-foot-wide shoulders and construct uphill passing lanes between mile markers 16.5 and 17.2.	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$24,700,000	\$0		\$21,300,000	\$3,400,000
B-59	3	Northwest	Moffat	SH 13: Wyoming South	This project will reconstruct CO 13 to straighten out curves, add 8-foot-wide shoulders, and add wildlife fencing and underpasses	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$48,300,000	\$0		\$40,000,000	\$8,300,000
B-60	3	Gunnison Valley	Delta	SH 92: Safety Improvements	This project will reconstruct and widen the existing roadway to meet current design standards. It will also improve safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and completing intersection improvements at three county roads to, at a minimum, add left turn lanes.	Project is scalable. Design to Budget.	\$32,915,000	\$0		\$0	\$32,915,000
B-61	3	Northwest	Rio Blanco	SH 139: Little Horse South	Safety improvements to CO 139 near Little Horse South will include surface reconstruction and the addition of 6-foot-wide paved shoulders. This project will begin at the south end of the Canyon Pintado National Historic District.		\$22,789,000	\$0		\$0	\$22,789,000
B-62	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
B-63	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)	This project will improve the New Castle I-70 interchange. Improvements include better acceleration and deceleration lanes, operational improvements for the spur road into New Castle and scour mitigation at the Colorado River bridge. This interchange has significant congestion at peak travel times.		\$15,072,000	\$0		\$0	\$15,072,000
B-64	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail & Pavement	Address critical safety needs by removing old deficient guardrail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign. Additional safety needs will be addressed by rehabilitating the pavement with concrete and doing safety rock work and bridge joints. Phase one of two phases of improvements.	Design to Budget. Project can be phased.	\$50,000,000	\$0		\$0	\$50,000,000
B-65	3	Northwest	Grand	US 40: Kremmling East and West Phase I	Reconstruction and additional paved shoulder widening with passing lanes East and West 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
B-66	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

B-67	3	Gunnison Valley	Montrose	US 550: Safety Improvements	This project will improve intersections by restriping lanes, installing left and right turn lanes and realigning side roads to increase sight distance for drivers turning onto the highway. It will also install deer fence and guards to increase wildlife safety and use CDOT's RoadX program and technology to increase wildlife-vehicle safety in the corridor. This project will also consolidate or eliminate access points and construct a 1-mile-long passing lane in each direction.		\$22,475,000	\$0		\$0	\$22,475,000
B-68	3	Grand Valley	Mesa	I-70 and 29 Rd Interchange	Design and prepare for the construct of a new interchange on Interstate 70 to connect to 29 Rd. Total Project Cost column only reflects cost to design project. Local funds are necessary for project construction.		\$10,000,000	\$5,000,000	Local city/county match	\$0	\$5,000,000
B-69	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 66 to SH 402 (Segments 5 & 6)	Expanding I-25 with an Express Lane in each direction and improving the CO 56 on-ramps to I-25, this project will provide trip reliability, safety improvements and more for northern Colorado, and will do it about 14 years earlier than originally expected. Phase 5 and 6	Design to Budget. Cost includes segment 5 (SH 66 to 56) and Segment 6 (SH 56 to 402). 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	Potential toll revenue assumed in other funding as well as potential grants or other funding sources.	\$200,000,000	\$353,000,000
B-70	4	North Front Range, Greater Denver Area	Weld/ Larimer	I-25 North SH 402 to SH 14 (Segments 7 & 8)	Project includes construction of bridges, other structures, and placement of 2 GP and 1 Express Lane on ultimate alignment to allow for simple widening to the ultimate 3 GP + 1 EL configuration. Includes all ROW to accommodate ultimate configuration. Construction elements are in addition to items planned in existing project.	Project cost under review and refinement, which may cause the \$80 million "other funding" need to fluctuate a bit.	\$330,000,000	\$80,000,000	Anticipated new federal grants and/or other funding sources	\$0	\$250,000,000
B-71	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		\$58,000,000	\$147,000,000
B-72	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	This project will reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.		\$41,200,000	\$0		\$0	\$41,200,000
B-73	4	North Front Range	Larimer / Weld	US 34: Widening	US 34 from Loveland to east of Greeley is currently being studied under a Planning and Environmental Linkages (PEL) study, and the changes outlined in that study are vital to the future transportation needs of the region, including interchanges, safety and access 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

B-74	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
B-75	4	Upper Front Range, North Front Range, Greater Denver Area	Weld	US 85: Corridor Improvements	Project includes construction of new Peckham grade-separated intersection, railroad siding extensions, closure of railroad crossings at key county roads to limit number of trains blocking the road and construction of alternative routes. The US 85 Planning and Environmental Linkages (PEL) study, completed in 2018, outlines these components plus future corridor needs.	Design to Budget. Project includes: US 85/WCR44 in Peckham ~\$35.8 M; UPRR Sidings ~\$66.8 M 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: \$34.9M UP ROW and \$24M+/- Peckham interchange	\$0	\$43,440,000
B-76	4	Eastern	Cheyenne	US 385	Intersection, shoulders, and other safety improvements at problem locations from Cheyenne / Kiowa County line northerly to 170	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
B-77	4	Upper Front Range	Weld	SH 52 Interchange in Hudson	The I-76 and CO 52 interchange is located in the Town of Hudson in Weld County. CO 52 is a key corridor which carries traffic between the growing communities of Fort Lupton and Hudson. Upper Front Range 2040 Transportation Plan (2015) identifies this project as the No. 1 priority for Larimer, Morgan and Weld counties.	Design to Budget.	\$14,000,000	\$0		\$0	\$14,000,000
B-78	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	CDOT's vision includes reconstructing the corridor in a "Super 2" configuration. This would involve adding shoulders, passing and climbing lanes, intersection improvements, and additional lanes where applicable. The highway—defined by its rural character, rolling farmland, and bisecting interstate highways—can be split into three logical segments: Limon to Brush (including Last Chance and Woodrow), Brush to CO 14 (including Snyder), and CO 14 north to the Colorado-Nebraska state line (traveling through the Pawnee National Grasslands).	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
B-79	4	Greater Denver Area	Boulder	SH 119: Downtown Boulder to Downtown Longmont	Expected improvements include regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements		\$509,000,000	\$9,000,000	\$9M CDOT RPP. See MMOF SH 119 project for further details on additional transit matching funds not included in this row. Potential toll revenue but not assumed in other funding.	\$0	\$130,000,000
B-80	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

B-81	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Project provides for the reconstruction of I-76 through Fort Morgan in Morgan County. The project will reconstruct both lanes of the interstate in the eastbound and westbound directions, reconstruct interchanges at CO 144, CO 52 (Main Street in Fort Morgan) and the Barlow Road interchange with new structures.	Design to Budget		\$65,000,000	\$0		\$0	\$65,000,000
B-82	4	Greater Denver Area	Boulder	SH 42: Safety and Intersection improvements including 95th St.	BRT, commuter bikeways, pedestrian and other highway and multimodal improvements in Louisville and Lafayette with potential devolution.	Design to Budget		\$27,400,000	\$500,000	\$500k in FASTER funds. See also transit MMOF SH 42 project for further details on additional transit matching funds not included in this row.	\$0	\$12,300,000
B-83	4	Greater Denver Area	Boulder/ Broomfield	US 287- from SH 66 to US 36	Full scope to be determined but may include BRT, commuter bikeways, managed/express lanes and other multimodal and highway improvements	Design to Budget. Project cost is an estimate to be refined.		\$57,000,000	\$0	See MMOF SH 287 project for further details on additional transit matching funds not included in this row.	\$0	\$45,000,000
B-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	Design to Budget		\$26,000,000	\$0	See transit MMOF US 36/SH 93 project for further details on additional transit matching funds not included in this row.	\$0	\$10,000,000
B-85	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass-	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
B-86	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
B-87	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	Design to Budget.		\$11,200,000	\$2,200,000	TIGER Grant for \$2m, and \$200k of already budgeted design funds.	\$9,000,000	\$0
B-88	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
B-89	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements	This project will reconstruct the surface of US 160 and provide multimodal improvements along the highway corridor in Pagosa Springs.	Scalable with 2 distinct projects; bridge and roadway.		\$23,670,000	\$3,000,000	Surface Treatment	\$0	\$20,670,000
B-90	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
B-91	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	This project will widen the shoulders of US 285 from Center to Saguache.	This project is highly scalable.		\$33,680,000	\$2,800,000	Surface Treatment	\$0	\$30,880,000

B-92	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
B-93	5	Southwest	La Plata	US 550/US 160 Connection	This project is focused on the US 550 connection to US 160 as part of a long-range plan to enhance transportation for southwest Colorado. The connection is a key component for future growth and provides enhanced mobility and safety, economic vitality and connectivity for the entire Four Corners area and the growing communities within this region.	Design to Budget	\$99,600,000	\$45,200,000	FASTLANE - \$12.3 M; RPP; FASTER Safety; Surface Treatment	\$54,400,000	\$0
B-94	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	The project is scalable.	\$17,597,000	\$7,050,000	Surface Treatment- \$5.9M; FASTER Safety- \$1.15M	\$0	\$10,547,000
B-95	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek. An animal underpass will be constructed, as well as deer fencing and animal escape ramps.	Not scalable.	\$30,537,000	\$0		\$0	\$30,537,000
B-96	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	This project will widen the shoulders of CO 17 just north of the community of Mosca.	Scalable, multiple projects (3-4) could be completed.	\$37,498,000	\$8,500,000	Surface Treatment	\$0	\$28,998,000
B-97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	This project will construct a passing lane and wider shoulder on CO 145 between Sawpit and Keystone Hill for safety and mobility improvements.		\$15,204,000	\$6,195,000	Surface Treatment - \$.5 M RPP - \$5 M FASTER SAFETY - \$695K	\$0	\$9,009,000
B-98	5	Southwest	La Plata	US 160: Elmore's East	This project will complete the improvements consistent with the Environmental Impact Statement and Record of Decision, which includes widening, access improvements and wildlife mitigation.		\$34,528,000	\$0		\$0	\$34,528,000
B-99	5	Southwest	Montezuma	US 491 Ute Farms Ditch	This project, in partnership with the Ute Mountain Tribe, will extend irrigation culverts on both sides of US160 in the southern part of the tribal property.	Not scalable due to size. Note: CDOT not constructing, only design & const. reimbursement to UMUT.	\$422,000	\$0		\$0	\$422,000
B-100	5	Southwest	Archuleta	US 160/SH151 Safety Mitigation	Extension of the westbound 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
B-101	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
B-102	5	San Luis Valley	Chaffee	US50/285 Intersection	RAB at intersection	Not scalable.	\$7,400,000	\$0		\$0	\$7,400,000

B-103	5	San Luis Valley	Chaffee/ Fremont	US 50 Passing Lanes	This project will construct wider shoulders, correct tight curves and mitigate potential rockslide areas on US 50 east of Salida.		\$8,432,000	\$0		\$0	\$8,432,000
B-104	5	San Luis Valley	Alamosa	SH 112 Asset Management	This project will resurface the existing pavement of CO 112 between US 285 and CO 17.	Design to Budget	\$15,000,000	\$0		\$0	\$15,000,000
B-105	5	Southwest	Montezuma	US 160 Improvements Cortez Partnership	Improvements to US 160 in Cortez that may include medians, access improvements, mobility improvements and surface treatment	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Cortez expected match	\$0	\$2,000,000
B-106	5	Southwest	La Plata	US 550 Underpass Durango Partnership	Provide pedestrian underpass	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Durango expected match	\$0	\$2,000,000
B-107	5	Southwest	La Plata	US 160 Safety and Mobility Improvements CR 225 to Dry Creek	Project scope includes the addition of passing opportunity or other mobility improvements such as turn lanes between approximate mile markers 94 to 97, approximately from County Road 225 to Dry Creek (CR223). Proposed project will work to fill the gap between two other proposed improvement projects on the corridor (Elmore's East and Dry Creek). Project would also include safety improvements such as shoulder widening, and wildlife-vehicle collision reduction improvements that may include large mammal underpass, deer fencing, jump outs and deer guards.	Scalable, smaller projects could be completed over time.	\$21,000,000	\$0		\$0	\$21,000,000

\$ 757,970,000 \$5,836,753,000

Statewide Programs

B-108	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	\$120,000,000	\$0	Potential P3s, not quantified	\$0	\$120,000,000
B-109	State-wide	Multiple	Multiple	ADA Sidewalks & Bicycle/Pedestrian	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	\$120,000,000	\$0		\$25,000,000	\$95,000,000
B-110	State-wide	Multiple	Multiple	Statewide Programs	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation	Design Projects to Budget	\$220,000,000	\$0		\$0	\$220,000,000

\$25,000,000 \$435,000,000

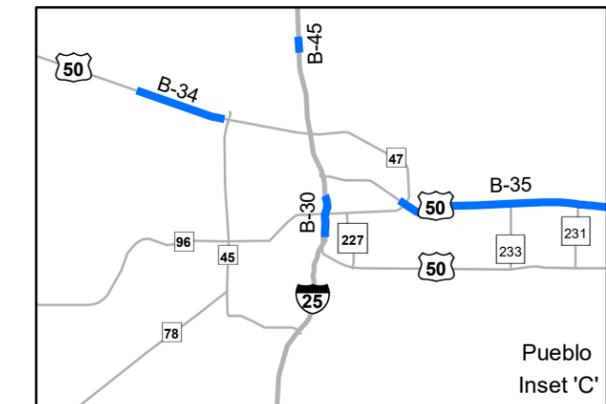
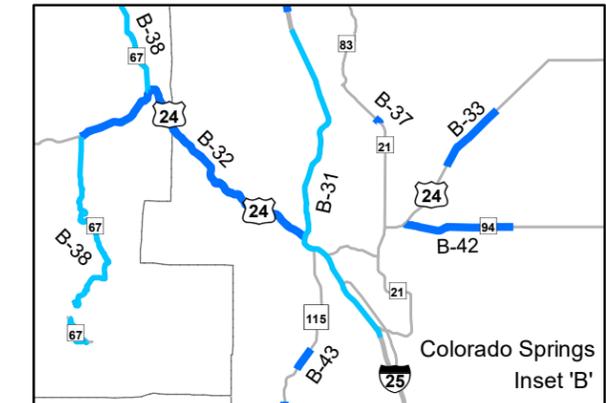
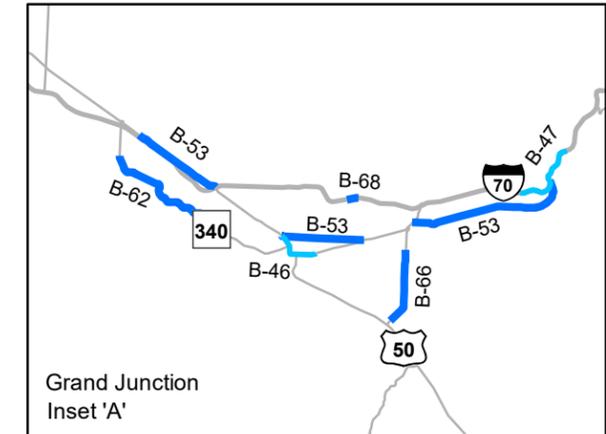
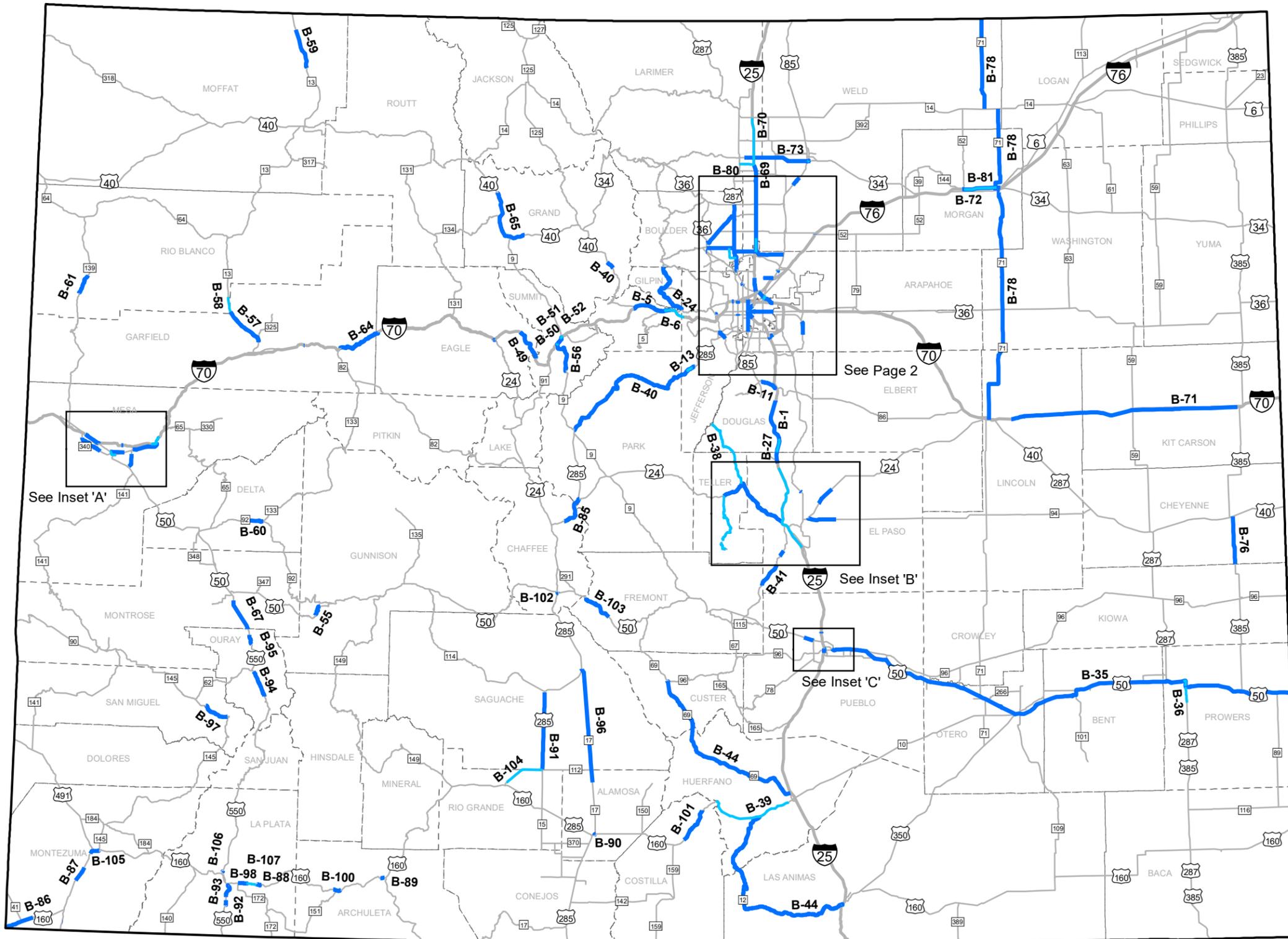
B-111	State-wide	Multiple	Multiple	Pavement Improvement Program	Highway Surface Treatment/Pavement Preservation & Reconstruction. Emphasis on including shoulder and other minor corridor safety and asset improvements when the highway is receiving pavement improvements to allow for a holistic approach to the corridor.	Design Projects to Budget. Delivery of the PIP will be over 20 years, and annual allocation will vary based on available revenue each year. Emphasis for initial projects may include counties with no other projects on the need list.	\$1,500,000,000	Variable. Some projects may be enhanced by utilizing a combination of sales tax funds and CDOT's base asset management program.	Variable	\$0	\$1,500,000,000
										\$0	\$1,500,000,000

Project ID	Region	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	Commitment of the "up to \$30 m" per year bonding of Multimodal Options Fund
B-MM-1	1	Greater Denver Area	Denver	East Colfax BRT	Bus Rapid Transit from I-25 to I-225 with dedicated transit lanes from Broadway Ave to Yosemite Ave	All MMOF Design to Budget	\$184M	\$0.00	\$55M Denver GO Bonds leverages \$55M MMOF match. City will pursue FTA Small Starts for remainder of funds	\$0	\$110,000,000
B-MM-2	1	Greater Denver Area	Clear Creek	Idaho Springs Parking and Transit Center	Construct a parking garage and transit transfer center	All MMOF Design to Budget	\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include downtown improvement district funds, local transportation ballot funds, and private funds.	\$0	\$15,000,000
B-MM-3	1	Greater Denver Area	Boulder/Weld/Broomfield/Adams	SH 7, Downtown Boulder to Downtown Brighton	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	All MMOF Design to Budget	\$352M	\$112,000,000	See Project 143 for \$100 CDOT hwy funds that will leverage \$50M MMOF match. Project 143 also includes \$12M surface treatment funds. \$5M Local Funds leverages \$5M MMOF match.	\$0	\$60,000,000
B-MM-4	1	Greater Denver Area	Jefferson	US 6 Peaks to Plains Trail	The project of approximately 3-mile segment of trail, including bridges, creek access points and a series of parking lots, will provide a currently non-existent bicycle and pedestrian facility separated from vehicles on US Highway 6 through Clear Creek Canyon in support of safety for all. This is a fundamental project goal for the roughly 16 miles of the P2P through the Canyon, of which approximately eight miles are either constructed or in the planning/design phase.	All MMOF Design to Budget	\$30M	\$10,000,000	\$20M local funds leverages \$10M MMOF match.	\$0	\$20,000,000

B-MM-5	2	Pikes Peak Area	El Paso	Colorado Springs Downtown Transit Center	Purchase land, design, and construct a transit center in the downtown	All MMOF Design to Budget		\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local transportation authority funds	\$0	\$20,000,000
B-MM-6	2	Pueblo Area	Pueblo	Pueblo City Transit Maintenance and Administration Facility	Replace and relocate the existing transit maintenance and administration building	All MMOF Design to Budget		\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include federal formula transit funds and local transportation ballot funds	\$0	\$15,000,000
B-MM-7	2	Pikes Peak Area	El Paso	Manitou Springs Transit Hub	Reconstruct a transit center and facility that will provide parking and multi-modal transportation services.	All MMOF Design to Budget		\$17M	\$0	\$8.5M local funds leverages \$8.5M MMOF match. Local sources include city fund, parking fees, and private contributions, and regional transportation funds	\$0	\$17,000,000
B-MM-8	3	Grand Valley	Mesa	North Avenue (US 6) Corridor Improvements (Grand Junction)	A series of transit accessibility/pedestrian improvements	All MMOF Design to Budget		\$14M	\$0.00	\$7M local funds leverages \$7M MMOF match. Local sources include City sales tax, transportation impact fees, energy impact fees. Other local entities may also participate. The City intends to pursue federal competitive BUILD grant.	\$0	\$14,000,000
B-MM-9	3	Intermountain	Garfield	RFTA Glenwood Maintenance Facility Expansion	Expansion of existing maintenance and administration facility	All MMOF Design to Budget		\$30M	\$0.00	\$15M local funds leverages \$15M MMOF match. Local sources include remaining local bonding authority and/or agency reserves	\$0	\$30,000,000
B-MM-10	3	Intermountain	Summit	Breckenridge Transit Station Rebuild	Rebuild the Town's intermodal transit center	All MMOF Design to Budget		\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match. Local sources include general fund revenues from the City and other partner transit agencies	\$0	\$10,000,000
B-MM-11	3	Northwest	Routt	Steamboat Springs Transit Center Renovation	Reconstruct a major transit center	All MMOF Design to Budget		\$18M	\$0.00	\$9M local funds leverages \$9M MMOF match. Local sources include the Urban Redevelopment Authority, city transit funds, and private contributions	\$0	\$18,000,000
B-MM-12	3	Grand Valley	Mesa	US 6 Corridor Transit Improvements (Mesa County)	Corridor improvements (Clifton to Fruita) to include transit signal priority, stop improvements, lighting, ADA, and other access improvements			\$11.30	\$47,651,000	See project 39 for \$43M CDOT hwy funds that will leverage \$11.3M MMOF match	\$0	\$11,300,000
B-MM-83	4	Greater Denver Area	Boulder/Broomfield	US 287- from SH 66 to US 36	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	All MMOF Design to Budget		\$90M	\$45,000,000	See new R4 project # 170 for \$45M CDOT funds. \$6M Local Funds leverages \$6M MMOF match	\$0	\$12,000,000

B-MM-82	4	Greater Denver Area	Boulder	SH 42/95th Street	Potential devolution, safety and pedestrian improvements, BRT, commuter bikeways, and other multimodal improvements in Louisville and Lafayette.	All MMOF Design to Budget	\$27.4M	\$12,800,000	See Project 141 for \$12.3M in CDOT hwy funds, and .5M FASTER funds. Additionally, \$7.3M local funds leverages \$7.3M MMOF match.	\$0	\$14,600,000
B-MM-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	All MMOF Design to Budget	\$26M	\$10,000,000.00	See new R4 project #171 for \$10M CDOT sales tax+\$10M MMOF match \$3M Local Funds + \$3M MMOF match	\$0	\$16,000,000
B-MM-79	4	Greater Denver Area	Boulder	SH 119- Downtown Boulder to Downtown Longmont	Expected improvements include regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements	All MMOF Design to Budget	\$230-\$600M	\$139,000,000	See Project 74 for \$130M CDOT hwy funds that will leverage \$100M MMOF match. Project 74 also includes \$9M RPP funds. \$30M RTD leverages \$30M MMOF match. \$5M Local Funds leverages \$5M MMOF match. \$100M potential FTA Small Starts (competitive) could leverage an additional \$100M MMOF match.	\$0	\$370,000,000
B-MM-17	4	North Front Range	Larimer	Fort Collins West Elizabeth BRT	A series of capital and operating improvements along the West Elizabeth corridor	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local funds. The City plans to pursue competitive FTA Small Starts.	\$0	\$20,000,000
B-MM-18	5	Gunnison Valley	San Miguel	Transit System Replacement between Mountain Village and Telluride		All MMOF Design to Budget	\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match.	\$0	\$10,000,000
B-MM-19	5	Southwest	La Plata	Transit and ADA Accessibility Upgrades (Durango)	A series of transit accessibility improvements around the city such as improved bus stops and access to bus stops.	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local source is existing, dedicated .05 sales tax.	\$0	\$20,000,000

MMOF Fund \$802,900,000
\$401,450,000



8 21 Ballot List Projects w/Project ID

Note: Color differences are to differentiate overlapping projects

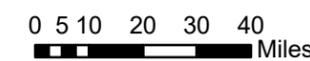
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Data Source: CDOT 2017/2018
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Ballot List Projects

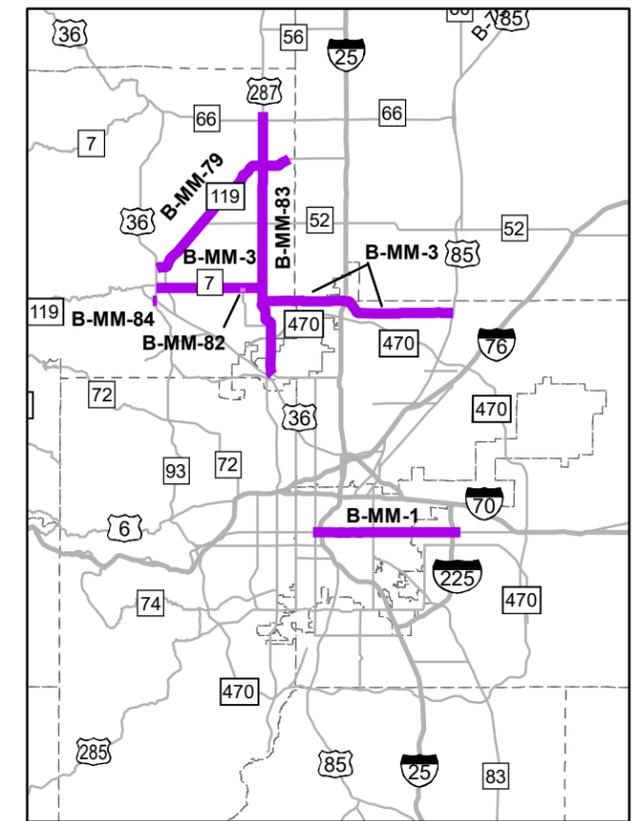
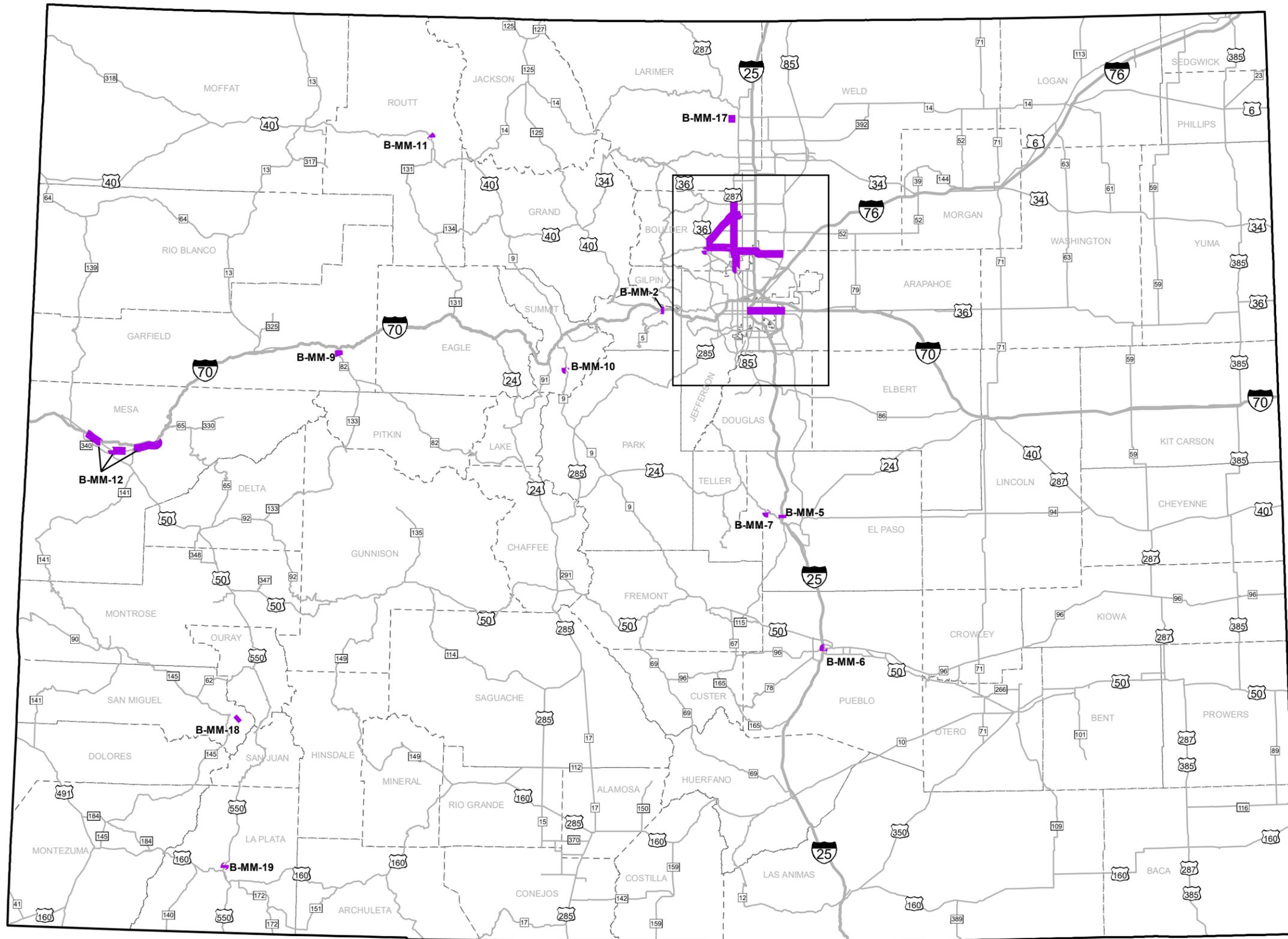


Ballot List ID	Region	TPR	County	Project Name
B-1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I-25: Colorado Springs Denver South Connection
B-5	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PSSL)
B-6	1	Greater Denver Area	Clear Creek	I-70 West: Floyd Hill
B-13	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing
B-24	1	Greater Denver Area	Gilpin	SH119 Shoulders
B-27	1	Greater Denver Area	Douglas	I-25: Greenland to County Line
B-30	2	Pueblo Area	Pueblo	1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)
B-31	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)
B-32	2	Pikes Peak Area	El Paso	US 24 West: Divide to 1-25
B-33	2	Pikes Peak Area	El Paso	US 24 East: Widening Garret/Dodge to Stapleton Rd.
B-34	2	Pueblo Area	Pueblo	US 50: West of Pueblo
B-35	2	Pueblo Area/Southeast	Pueblo/Otero/Bent/Prowers	US 50: East Widening
B-36	2	Southeast	Prowers	US 287: Lamar Reliever Route
B-37	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange
B-38	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park
B-39	2	South Central	Huerfano	US 160: Mobility Improvements
B-40	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill
B-41	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction
B-42	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements
B-43	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening
B-44	2	South Central	Huerfano / Las Animas	SH 69 and SH 12 Improvements
B-45	2	Pueblo Area	Pueblo	I-25 and Drew Dix/Dillon Interchange
B-46	3	Grand Valley	Mesa	I-70: Business Loop
B-47	3	Grand Valley	Mesa	I-70: Palisade to Debeque
B-48	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange
B-49	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass
B-50	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements

Ballot List ID	Region	TPR	County	Project Name
B-51	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane
B-52	3	Intermountain	Summit	I-70 West: Silverthorne Interchange
B-53	3	Grand Valley	Mesa	US 6: Improvements Mesa County
B-54	3	Northwest	Grand	US 40: Fraser to Winter Park
B-55	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon
B-56	3	Intermountain	Summit	SH 9: Frisco North
B-57	3	Intermountain	Garfield	SH 13: Rifle North
B-58	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes
B-59	3	Northwest	Moffat	SH 13: Wyoming South
B-60	3	Gunnison Valley	Delta	SH 92: Safety Improvements
B-61	3	Northwest	Rio Blanco	SH 139: Little Horse South
B-62	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements
B-63	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)
B-64	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail
B-65	3	Northwest	Grand	US 40: Kremmling East and West
B-66	3	Grand Valley	Mesa	SH 141B: Mesa County
B-67	3	Gunnison Valley	Montrose	US 550: Safety Improvements
B-68	3	Grand Valley	Mesa	I-70 and 29 Rd Interchange
B-70	4	North Front Range, Greater Denver Area	Weld/ Larimer	I-25 North SH 402 to SH 14 (Segments 7 & 8)
B-71	4	Eastern	Kit Carson	I-70: Replace Failing Pavement
B-72	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4
B-73	4	North Front Range	Larimer / Weld	US 34: Widening
B-74	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration
B-76	4	Eastern	Cheyenne	US 385
B-78	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2

Ballot List ID	Region	TPR	County	Project Name
B-80	4	North Front Range	Larimer	SH 402: Widening, Intersection and Safety Improvements
B-81	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5
B-85	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass- Phase II
B-86	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8
B-87	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes
B-88	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements
B-89	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements
B-90	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17
B-91	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)
B-92	5	Southwest	La Plata	US 550 South: Gap
B-93	5	Southwest	La Plata	US 550/US 160 Connection
B-94	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening
B-95	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)
B-96	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)
B-97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)
B-98	5	Southwest	La Plata	US 160: Elmore's East
B-99	5	Southwest	Montezuma	US 491 Ute Farms Ditch
B-100	5	Southwest	Archuleta	US 160/SH151 Safety Mitigation
B-101	5	San Luis Valley	Costilla	US160 Trinchera Safety Mitigation
B-102	5	San Luis Valley	Chaffee	US50/285 Intersection
B-103	5	San Luis Valley	Chaffee/Fremont	US 50 Passing Lanes
B-104	5	San Luis Valley	Alamosa	SH 112 Asset Management
B-105	5	Southwest	Montezuma	US 160 Improvements Cortez Partnership
B-106	5	Southwest	La Plata	US 550 Underpass Durango Partnership
B-107	5	Southwest	La Plata	US 160 Safety and Mobility Improvements CR 225 to Dry Creek

Ballot List ID	Region	TPR	County	Project Name
B-2	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges
B-3	1	Greater Denver Area	Adams	I-25 North: 84th Ave to Thornton Pkwy widening
B-4	1	Greater Denver Area	Adams, Broomfield	I-25 North: TEL Expansion
B-7	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange
B-8	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite
B-9	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70
B-10	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange
B-11	1	Greater Denver Area	Douglas	US 85: Sedalia to Meadows Widening
B-12	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange
B-14	1	Greater Denver Area	Adams	US 85: 120th Grade Separation
B-15	1	Greater Denver	Boulder, Weld, Broomfield	CO 7 Corridor Improvements
B-16	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0
B-17	1	Greater Denver Area	Jefferson	C-470: 285 and Morrison Road
B-18	1	Greater Denver Area	Arapahoe	I-25/Bellview
B-19	1	Greater Denver Area	Arapahoe	CO 30 Improvements
B-20	1	Greater Denver Area	Jefferson/ Adams	SH 95/Sheridan Boulevard
B-21	1	Greater Denver Area	Denver	Federal: Hampden to 52nd Ave
B-22	1	Greater Denver Area	Denver	Colfax: I-25 to Yosemite
B-23	1	Greater Denver Area	Jefferson	US6/Heritage Road Interchange
B-25	1	Greater Denver Area	Multiple	Bottleneck Reduction
B-26	1	Greater Denver Area	Adams	104th Ave: Colorado to US85
B-28	1	Greater Denver Area	Jefferson	SH121 (Wadsworth): 38th Ave to I-70
B-29	1	Greater Denver Area	Adams/ Broomfield	I-25/SH7 Interchange Replacement (Mobility Hub)
B-69	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 66 to SH 402 (Segments 5 & 6)
B-75	4	Upper Front Range, North Front Range, Greater Denver Area	Weld	US 85: Corridor Improvements
B-77	4	Upper Front Range	Weld	SH 52 Interchange in Hudson
B-79	4	Greater Denver Area	Boulder	SH 119: Downtown Boulder to Downtown Longmont
B-82	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5
B-83	4	Greater Denver Area	Boulder/ Broomfield	US 287- from SH 66 to US 36
B-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway



8 21 Ballot List Multi-Modal Projects w/Project ID

Note: Color differences are to differentiate overlapping projects

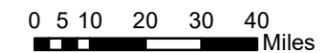
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— Highway

Data Source: CDOT 2017/2018
 Created: July 17, 2018
 www.coloradodot.info



Ballot List Multi-Modal Projects



Ballot List ID	Region	TPR	County	Project Name
B-MM-1	1	Greater Denver Area	Denver	East Colfax BRT
B-MM-2	1	Greater Denver Area	Clear Creek	Idaho Springs Parking and Transit Center
B-MM-3	1	Greater Denver Area	Boulder/Weld/Broomfield/ Adams	SH 7, Downtown Boulder to Downtown Brighton
B-MM-4	1	Greater Denver Area	Jefferson	US 6 Peaks to Plains Trail
B-MM-5	2	Pikes Peak Area	El Paso	Colorado Springs Downtown Transit Center
B-MM-6	2	Pueblo Area	Pueblo	Pueblo City Transit Maintenance and Administration Facility
B-MM-7	2	Pikes Peak Area	El Paso	Manitou Springs Transit Hub
B-MM-8	3	Grand Valley	Mesa	North Avenue (US 6) Corridor Improvements (Grand Junction)
B-MM-9	3	Intermountain	Garfield	RFTA Glenwood Maintenance Facility Expansion
B-MM-10	3	Intermountain	Summit	Breckenridge Transit Station Rebuild
B-MM-11	3	Northwest	Routt	Steamboat Springs Transit Center Renovation
B-MM-12	3	Grand Valley	Mesa	US 6 Corridor Transit Improvements (Mesa County)
B-MM-83	4	Greater Denver Area	Boulder/Broomfield	US 287- from SH 66 to US 36
B-MM-82	4	Greater Denver Area	Boulder	SH 42/95th Street
B-MM-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway
B-MM-79	4	Greater Denver Area	Boulder	SH 119- Downtown Boulder to Downtown Longmont
B-MM-17	4	North Front Range	Larimer	Fort Collins West Elizabeth BRT
B-MM-18	5	Gunnison Valley	San Miguel	Transit System Replacement between Mountain Village and Telluride
B-MM-19	5	Southwest	La Plata	Transit and ADA Accessibility Upgrades (Durango)

Resolution # TC-18-X-X

Selecting projects and programs to be funded if Initiative #153 is successful in November, 2018.

Approved by the Transportation Commission on _____

WHEREAS, the Colorado Department of Transportation (“CDOT”) is an executive department of the State of Colorado (“State”); and

WHEREAS, pursuant to §43-1-106(8)(a) and (j), C.R.S., the Colorado Transportation Commission (“Commission”) is charged with formulating general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state and to do all other things necessary and appropriate in the construction, improvement, and maintenance of the state highway and transportation systems; and

WHEREAS, Initiative #153 has been filed, and if placed on the ballot and approved by the people of Colorado would increase the state sales tax by .62% for twenty years and dedicate those funds to local roads, highways, and multimodal options across the state; and

WHEREAS, the Commission is responsible for determining priorities for highways dollars expected to be approximately \$345 million in the first year, and multimodal projects totaling no more than \$400 million if matched by an additional \$400 million from other local or state sources; and

WHEREAS, the Department, with the participation of transportation planning partners from around the state, including the Statewide Transportation Advisory Committee utilizing the existing statewide transportation planning process has created a Development Program of projects that account for the highest priority highway projects across the state that are unfunded or underfunded, and the Department is developing a similar program for transit priorities; and

WHEREAS, it is important to provide the citizens of Colorado an expectation of what projects the department would fund if Initiative #153 were to pass; and

WHEREAS, another potential ballot question, Initiative #167 is also being considered but contains its own list of projects to be funded and therefore does not require the Commission to approve a list of projects; and

WHEREAS, the Commission has considered a list of projects and programs that addresses statewide equity and the need for a variety of projects including mobility, asset preservation and improvement, safety and multimodal options; and

WHEREAS, the Commission acknowledges that Initiative #153 also provides local governments with sales tax funds for local transportation priorities and multimodal projects, including rail, in addition to what the Commission is responsible for, and those local governments will use their own planning processes to determine project selection for those

funds; and

WHEREAS, no new funding scenario is able to cover all transportation needs in the state and Colorado’s highway system has project needs that exceed \$10 billion in addition to deficits to appropriately maintain the state’s existing highway system of over \$200 million annually; and

NOW, THEREFORE, BE RESOLVED, the Commission approves for priority funding the highway and multimodal projects included in Appendix A of this resolution, including 120 projects that are not listed in any priority order and will be funded in a statewide equitable way and based on the readiness of each project with a target completion of all projects within ten years after the enactment of Initiative #153 in January, 2019; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Commission also approves several statewide programs, including Fiber and Technology; ADA Sidewalks and Bicycle/Pedestrian; Safety Shoulders, Rest Area Restoration, Small Freight and Truck Parking, and Wildlife Crash Mitigation; and the Pavement Improvement Program, with project selection for each of the statewide programs to be determined by the Commission at a later date should Initiative #153 be approved by voters; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Commission commits to the dollar amount for each project or program, and if a project is unable to be constructed with the funding made available, the scope of the project shall be modified; and

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission recognizes the potential volatility of new funding sources and may in the future make adjustments to Appendix A to match actual new revenue receipts;

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission acknowledges that in addition to Initiative #153, full funding by the Colorado General Assembly of SB 18-001 and SB 17-267 is also necessary to complete the projects in Appendix A, and those projects are commitments only to the degree these additional funding sources are available to help cover the associated cost of each project; and

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission acknowledges the role of the Statewide Transportation Advisory Committee, planning partners and transportation advocates across the state in developing a list of projects and programs that will support the economic vitality of Colorado and the quality of life of the public by improving how we safely move people, goods and information on Colorado's transportation system.

By _____
Herman Stockinger, Secretary
Transportation Commission of Colorado

Date of Approval



COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
2829 West Howard Place
Denver, CO 80222

DATE: July 20, 2018
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
Tim Kirby, Manager, Multimodal Planning Branch
Jason Wallis, Manager, Systems Planning Section and Freight Senior Authority
SUBJECT: FY 18 National Highway Freight Program Staff Recommended Projects

Purpose

To review and discuss FY 18 National Highway Freight Program staff recommended projects.

Action

Review and approval of proposed FY 18 National Highway Freight Program projects.

Background

The National Highway Freight Program (NHFP) is a formula freight program created under the FAST Act. The National Highway Freight Program provides approximately \$15 million (federal) annually to Colorado. A staff recommendation has been developed for the Fiscal Year 2018. For Fiscal Year 2018 \$18.4 million (federal and state) are available for freight specific projects. CDOT Staff has recommend six projects to be funded. Per federal requirements, these projects will be identified in the Freight Investment Plan upon approval by the Transportation Commission.

Details

In June 2018, staff came to STAC to provide an overview of the Multi Objective Decision Analysis (MODA) structured decision tool and its application to NHFP project selection process. This month, staff is providing STAC with a holistic overview of the NHFP project selection process and outcomes of the process in the form of a staff recommended project list.

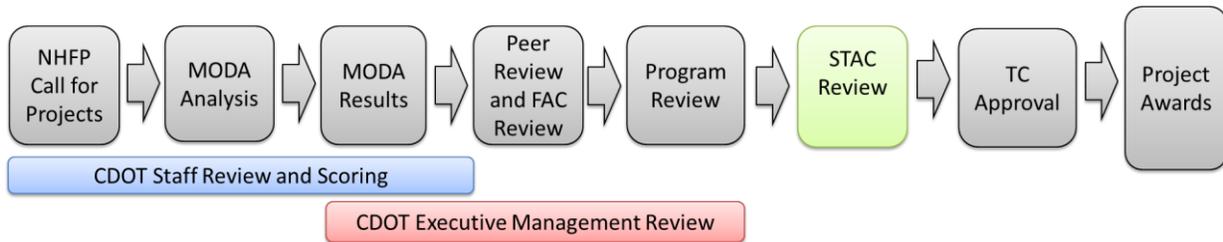
CDOT staff has updated the process for project selection for NHFP. Primarily, Multi-objective Decision Analysis (MODA) has been incorporated into the process along with other traditional inputs such as regional priorities, State Transportation Advisory Committee (STAC) and Colorado Freight Advisory Council (FAC) input, connectivity with other funding programs, and an emphasis on programmatic funding priorities of commercial vehicle safety, commercial vehicle mobility, and truck parking.

The process starts with a joint workshop that brings together all the applicable parties at CDOT to define the MODA methodology for NHFP. As outlined in detail last month, this includes:

1. Aligning of programmatic goals areas with CDOT goal areas;
2. Establishing programmatic criteria;
3. Quantifying measures;
4. Weighting of goal areas; and
5. Normalizing of scores and calculating overall MODA value.

Next, CDOT Headquarters initiates a call for projects with the CDOT Regions. During this phase, CDOT regional planning staff identifies the most appropriate projects for submission. Once the projects are received, projects are scored by CDOT regional planning staff and MODA analysis takes place. Once the analysis is complete, MODA results are shared and CDOT engages regional planning staff in a peer review session. In this peer review session, staff has an opportunity to discuss scoring philosophy which may lead to updating scores. Once the peer review is complete, MODA results are complete. Next, MODA results are shared with the FAC, of which STAC is represented, for review and comment. Next, the MODA results and FAC comments are used in a programmatic review which analyzes connectivity with other funding programs, specifically emphasizing the programmatic funding priorities of commercial vehicle safety, commercial vehicle mobility, and truck parking. Next, the results are taken to CDOT's Executive Management Team for review and comment. Once CDOT executive management, staff, and FAC have reviewed and commented, a staff recommended list is provided to STAC for review and comment. Finally, staff

will provide the Transportation Commission with a final staff recommended list that includes input from CDOT executive management, staff, FAC, and STAC. Once the Transportation Commission approves the list, projects awards are announced.



Sixteen project requesting approximately \$75 million were submitted by the five CDOT regions and the Divisions of Highway Maintenance and Transportation Systems Management and Operations. These projects were evaluated using the MODA process to score the projects. In addition to the MODA evaluation, staff considered input received from FAC. The FAC Steering Committee gave staff 3 key guiding principles to inform project selection. These include:

1. Freight Nexus - freight only projects are preferred over projects that offer general traffic benefits.
2. Highly Visible Freight Projects - construction projects have more visibility.
3. Freight as a Statewide Issue - geographic distribution throughout the state.

The next meeting of the FAC is July 24, 2018 and a formal recommendation from that body is forthcoming. The FY 18 NHFP staff recommended project list includes:

- I-25 South Monument Hill Climbing Lane, El Paso County
- US 287 Passing Lanes, South of Lamar
- I-70 Truck Parking, in Glenwood Springs
- US 40/US 287 Passing Lanes, Cheyenne and Lincoln Counties
- Mountain Pass Critical Safety Need, Six passes in southwest Colorado
- Sleeping Ute Rest Area Improvements for Truck Parking, Montezuma County

Next Steps

- August: Request Transportation Commission approval of FY 18 NHFP staff recommended project list and project selection process.
- August - September: Designation of Critical Rural Freight Corridors as necessary.
- August: Incorporate projects into Freight Investment Plan and the Colorado Freight Plan.



COLORADO

Department of Transportation

Division of Transit & Rail

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

DATE: July 27, 2018
TO: STAC
FROM: David Krutsinger, Director, Division of Transit & Rail
Jeff Sanders, Transit Planning Manager, Division of Transit & Rail
SUBJECT: Stakeholder Involvement for Multimodal Options Fund in SB 18-001

Purpose

The purpose of this memo is to inform STAC members about the Multimodal Options Fund (MMOF) created under SB 18-001. CDOT is now beginning to consult with planning partners to develop guidance for distributing funds and selecting projects using the MMOF SB-1 funds. Staff is seeking input from STAC on how to proceed and seeking volunteers to serve on a stakeholder subcommittee.

Action

Informational

Background

Senate Bill 18-001 was passed on the last day of the legislative session. Among other items, the legislation directed transfers from the General Fund of \$495 million in FY19 and \$150 million in FY20 for transportation purposes. The funds are broken down into the following three categories:

- 70 percent to CDOT (\$451.5 M over two years)
- 15 percent to counties and cities (\$96.75 M over two years)
- 15 percent to the MMOF (\$96.75 M over two years)

The MMOF defined in SB 18-001 is similar to the fund of the same name in the proposed sales tax ballot initiative. For instance, the legislation splits the MMOF funds into two pots: 15 percent for statewide priorities (e.g., Bustang, park and rides, bicycle and pedestrian projects); and 85 percent to local projects. However, a key difference between the two programs is that SB 1 does not set aside a portion of the funds for bonded transit projects.

Details

With respect to the distribution of money for local multimodal projects, the legislation states that the Transportation Commission shall:

Establish a formula for disbursement of the amount allocated for local multimodal projects, based on population and transit ridership, in consultation with the Transportation Advisory Committee...[STAC], the Transit and Rail Advisory Committee...[TRAC], transit advocacy organizations, and bicycle and pedestrian advocacy organizations. Recipients shall provide a match equal to the amount of the award; except that the Commission may create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstances.

CDOT is now beginning to consult with planning partners to develop guidance for distributing funds and selecting projects using the SB-1 MMOF funds. One possible way to proceed is to re-convene the joint TRAC/STAC subcommittee that met in April and May to provide guidance and direction for the Transit Development Program. The subcommittee included:

- Ann Rajewski and Elena Wilken, CASTA
- Justin Begley, City and County of Denver
- Matthew Helfant, DRCOG and TRAC member
- Terri Binder, Club 20 and TRAC member
- Thad Noll, STAC-Intermountain TPR
- Vince Rogalski, STAC-Gunnison Valley TPR
- Walter Boulden, STAC-South Central TPR
- Bentley Henderson, STAC-Southeast TPR
- Gary Beedy, STAC-Eastern TPR

One of the items the committee discussed was the Regional Planning Allocation formula, a formula that defines a proportional allocation of the total dollar amount in the Tier 1 planning target amongst the state's 15 urban and rural TPRs. The subcommittee could build on these discussions and develop a formula for SB-1 funds distribution.

Other important items would include a local match formula and how to account for both transit projects and bike/pedestrian projects.

Questions for STAC members to consider include: Is a joint subcommittee the best way to represent stakeholder interests? What should be the composition of the subcommittee?

Next Steps

Once STAC has an opportunity to weigh in on the consultation process, CDOT will begin meeting with stakeholder groups to discuss SB-1 issues. We will provide regular updates to the TRAC, STAC, and Transportation Commission as we develop recommended approaches.

Attachment

N/A



COLORADO

Department of Transportation

Office of the Chief Engineer

Performance and Asset Management Branch
Multimodal Planning Branch
2829 West Howard Place, 4th Floor
Denver, CO 80204

MEMORANDUM

DATE: July 20, 2018
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Joshua Laipply, Chief Engineer
Debra Perkins-Smith, Director, Division of Transportation Development
William Johnson, Performance and Asset Management Branch Manager
Tim Kirby, Multimodal Planning Branch Manager
SUBJECT: Policy Directive 14 Current Performance Update

Purpose

To report on progress made towards meeting the objectives in Policy Directive 14 (PD 14) in the areas of Safety, Transit, System Performance, and Maintenance for fiscal/calendar year 2017. Future months will report on Infrastructure Condition (Asset Management).

Action

No action requested this month. Review of current performance and objectives for System Performance, Transit, Maintenance and Safety goal areas.

Background

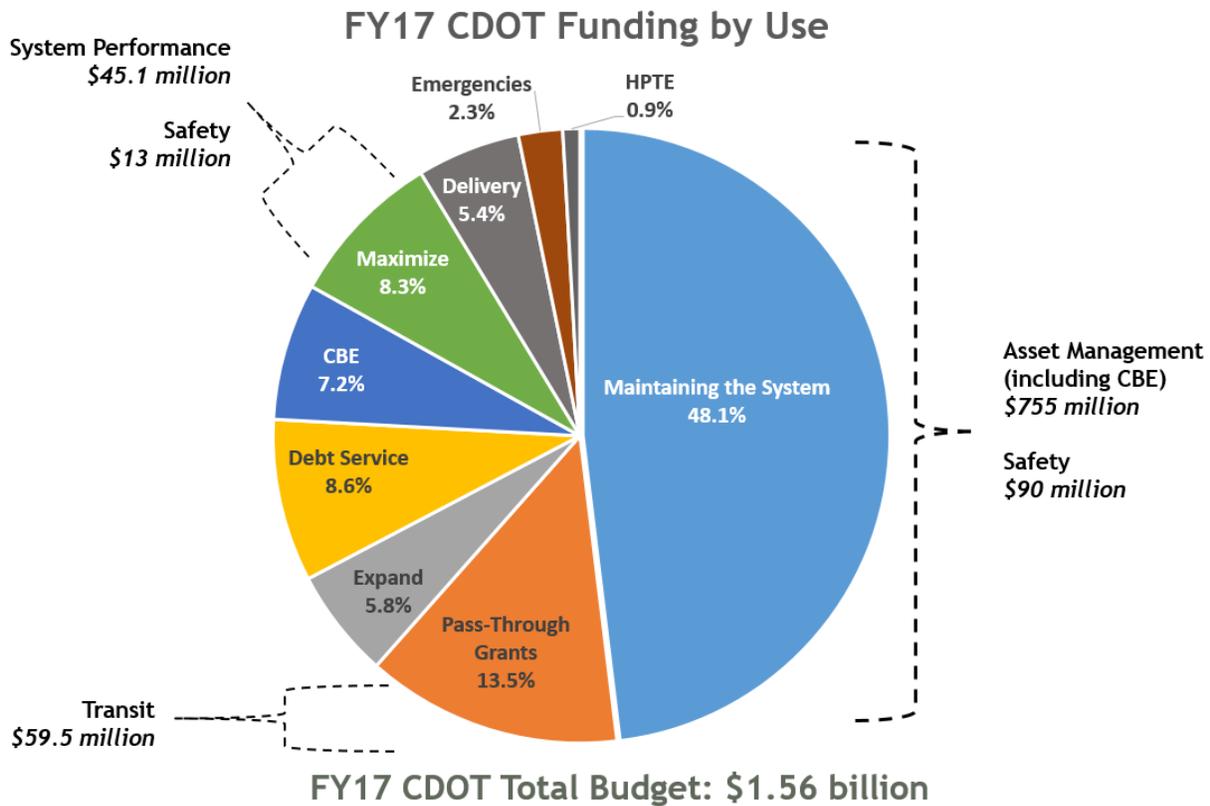
PD 14 provides a framework for development of the Statewide Transportation Plan (SWP) and guides the distribution of resources in the SWP, the Statewide Transportation Improvement Program (STIP), and the annual budget.

Details

The PD 14 Scorecard report has been updated with performance achievement data for calendar/fiscal year 2017. Attachment A: 2017 PD 14 Scorecard graphically summarizes the performance of PD 14 objectives for 2017 and the prior year. Attachment A also includes information on the dedicated funding sources and funding levels associated with each objective. The notes column provides additional background and technical details, where applicable.

The July STAC meeting will include a review of highway performance measures for Safety, and Maintenance (Infrastructure Condition will be reviewed in later months). As shown in Chart 1, PD 14 performance areas comprise roughly 60% of CDOT's total Budget (excluding Senate Bill 228 transfers).

Chart 1.



Current performance in these areas are described below. No changes to performance measures and objectives for any of the goal areas are proposed at this time.

Safety - All Highways: Safety performance data and economic impact of crashes for 2017 is preliminary and will not be finalized until December 31, 2018 (this is due to delayed reporting of some crashes, data incompleteness due to data system upgrade and transition, and 2017 data not being official until late 2018). Performance objectives for fatalities were not met in 2017. Fatalities continue on an upward trend, increasing to 648 in 2017 as compared to a target of 440. Colorado has seen an increase in fatalities that is greater than the increase in population and vehicle miles of travel (VMT), leading to an increase in fatality rate.

Objectives were not met for serious injuries, with an increase in the number of serious injuries from 2,994 in 2016 to 3,031 in 2017 (still preliminary). The rate per 100 million VMT also increased from 5.66 in 2016 to 5.83 in 2017. While the significant increase in fatalities in recent years is concerning, staff are not recommending changes to the performance objective at this time. The current objectives still reflect the statewide and CDOT commitment to Toward Zero Deaths and to Colorado’s 2015-19 Strategic Highway Safety Plan to halve fatalities by 2030 and reduce fatalities to single digits by 2050. While safety targets have not been met, rapid improvements in vehicle technology and CDOT’s plan for connected vehicle and infrastructure technology have the potential to improve vehicle safety in the future.

Recommended next steps - Improve safety solutions, develop new technology, deploy targeted safety improvements, continue corridor specific traffic incident management, improved public information, conduct more research, implement best practices, and other strategies to reduce crashes.

Safety - Bike & Pedestrian: 2017 performance data is preliminary and is not final until December 31, 2018. Several factors may be contributing to growth in both fatal and severe crashes, including distracted driving, increasing motorized vehicle congestion and speeding.

Recommended next steps - Perform a bicycle and pedestrian crash data analysis to identify problem corridors and the common factors contributing to bicycle and pedestrian crashes on those corridors. Identify cost effective countermeasures or campaigns that can be applied to target problem areas. Staff are also looking at making refinements to existing safety programs to direct more funding to projects that address safety concerns and improve infrastructure for bicycles & pedestrians.

In addition, staff are updating the Bicycle and Pedestrian Facility Design classes and guidance to ensure that designers understand how design decisions can lead to the common factors which contribute to crashes for bicyclists and pedestrians (e.g. excessive motor vehicle speed, inadequate separation, conflicts at crossings).

System Performance - Highways: The 2017 PD 14 Scorecard results demonstrate target achievement in slowing the rate of the spread of congestion, measured through the Planning Time Index (PTI) on Colorado's interstates, NHS and Colorado Freight Corridors. While the results look promising, it is important to remember that the PD 14 Objectives for System Performance are to slow the spread of congestion, not to necessarily reduce it. In 2017, CDOT improved travel time reliability in some corridors with the Tolled Express Lanes, expanded Safety Patrol services, enhanced winter operations coordination and improved Traffic Incident Management with corridor first responders. As Colorado's population grows, and demand on the system increases the travel reliability performance of both interstate corridors, National Highway system (NHS) corridors, and Colorado Freight Corridors will continue to decline.

Recommended next steps - Continue deployment of operational solutions, new technology, targeted capacity improvements, improved signal phase and timing, corridor specific traffic incident management, improved public information, and other strategies to incrementally mitigate the speed at which congestion grows on the interstate and NHS.

Transit: The target reflects a five-year rolling period from 2012-2017, a 7.7% overall increase. The source of ridership data is from the National Transit Database. Results reflect data only from agencies supported by CDOT programs in 2012 and not the additional agencies who have since become CDOT rural awardees. Although 2017 results are exceeding the 2017 target, staff need to analyze more years of data to inform any potential changes to the target.

The 2017 results for percentage of fleet operating in fair, good, or excellent condition reflects data as of August 2017. A new inventory of transit fleet condition is expected in mid-to-late 2018. Asset data in CDOT's Transit Asset Inventory System was inadequate prior to this date to provide a 2016 summary result. Positive performance in 2017 can be attributed to a grant selection process that strategically prioritizes replacing older and higher-mileage vehicles.

Recommended next steps - DTR has retained consultant support to assist with revenue service miles data collection, reporting, and other tasks. Refinement of revenue service miles data will continue. Separately, DTR will continue to encourage rural Colorado transit agencies to update inventory and condition of their fleet annually, according to the Federal Transit Administration (FTA) guidelines on age and mileage of vehicles.

Maintenance: This is part of our Transportation Asset Management (TAM) Program. Maintenance has two performance objectives in PD 14: to maintain an overall Maintenance Levels of Service (MLOS) B minus for the statewide system, and to maintain an LOS B minus grade for snow and ice removal. For 2017, both performance objectives were not met. The cost of achieving a B minus for MLOS requires an average annual budget of \$315M compared to FY2016-17 funding of \$272.6M. The level of current funding and staff resources limits the ability to achieve the current maintenance performance objectives.

Recommended next steps - Staff are developing a new Preventive Maintenance Program that will better position CDOT to plan and track maintenance work, thereby reducing the need for costly emergency repairs. In addition, the program will establish enhanced staff development and training, which will improve performance and increase cost saving innovations.

Next Steps

- August -Pavement and Bridge Asset Programs PD-14 Update

Attachments

- Attachment A: 2017 PD 14 Scorecard
- Attachment B: Presentation



2017 Policy Directive 14 Scorecard

Safety										
All Highways										
PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025	\$103.2 million	440	648		\$88.7 million	452	608		FASTER Safety HSIP Highway Safety Education Hot Spots	<p>Safety performance data and economic impact of crashes for 2017 is preliminary and will not be finalized until December 31, 2018 (this is due to delayed reporting of some crashes, data incompleteness due to data system upgrade and transition, and 2017 data not being official until late 2018). Performance objectives for fatalities were not met in 2017. Fatalities continue on an upward trend, increasing to 648 in 2017 as compared to a target of 440. Colorado has seen an increase in fatalities that is greater than the increase in population and vehicle miles of travel (VMT, leading to an increase in fatality rate.</p> <p>Objectives were not met for serious injuries, with an increase in the number of serious injuries from 2,994 in 2016 to 3,031 in 2017 (still preliminary). The rate per 100 million VMT also increased from 5.66 in 2016 to 5.83 in 2017. While the significant increase in fatalities in recent years is concerning, staff are not recommending changes to the performance objective at this time. The current objectives still reflect the statewide and CDOT commitment to Toward Zero Deaths and to Colorado's 2015-19 Strategic Highway Safety Plan to halve fatalities by 2030 and reduce fatalities to single digits by 2050. While safety targets have not been met, rapid improvements in vehicle technology and CDOT's plan for connected vehicle and infrastructure technology have the potential to improve vehicle safety in the future.</p> <p>Recommended next steps - Improve safety solutions, develop new technology, deploy targeted safety improvements, continue corridor specific traffic incident management, improved public information, conduct more research, implement best practices, and other strategies to reduce crashes.</p>
Reduce the fatality rate per 100 million VMT by 0.025 per year from 1.03 in 2013 to 0.79 in 2025		0.95	1.21			0.97	1.17			
Reduce the serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025		2,840	3,031			2,930	2,994			
Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025		6.06	5.83			6.26	5.66			
Reduce the economic impact of crashes annually by 1% over the previous calendar year		\$5.68 B	\$5.63 B			\$4.76 B	\$5.74 B			
Bike & Pedestrian										
PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles, from 67 in 2013 to 47 in 2025	N/A	60	108		N/A	62	100		N/A	<p>2017 performance data is preliminary and is not final until December 31, 2018. Several factors may be contributing to growth in both fatal and severe crashes, including distracted driving, increasing motorized vehicle congestion and speeding.</p> <p>Recommended next steps - Perform a bicycle and pedestrian crash data analysis to identify problem corridors and the common factors contributing to bicycle and pedestrian crashes on those corridors. Identify cost effective countermeasures or campaigns that can be applied to target problem areas. Staff are also looking at making refinements to existing safety programs to direct more funding to projects that address safety concerns and improve infrastructure for bicycles & pedestrians.</p> <p>In addition, staff are updating the Bicycle and Pedestrian Facility Design classes and guidance to ensure that designers understand how design decisions can lead to the common factors which contribute to crashes for bicyclists and pedestrians (e.g. excessive motor vehicle speed, inadequate separation, conflicts at crossings).</p>
Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles by 14 per year from 469 in 2013 to 311 in 2025		413	498			430	449			

¹ Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP



2017 Policy Directive 14 Scorecard

System Performance

Highways

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Prevent the spread of congestion by maintaining a Planning Time Index (PTI) of 1.05 or less on 90% or greater of Interstate centerline miles	\$45.1 million	90%	93.8%		\$34.5 million	90%	92.6%		ITS Maintenance ITS Investments TSMO Performance Program Congestion Relief ROADX	The 2017 PD 14 Scorecard results demonstrate target achievement in slowing the rate of the spread of congestion, measured through the Planning Time Index (PTI) on Colorado's interstates, NHS and Colorado Freight Corridors. While the results look promising, it is important to remember that the PD 14 Objectives for System Performance are to slow the spread of congestion, not to necessarily reduce it. In 2017, CDOT improved travel time reliability in some corridors with the Tolled Express Lanes, expanded Safety Patrol services, enhanced winter operations coordination and improved Traffic Incident Management with corridor first responders. As Colorado's population grows, and demand on the system increases the travel reliability performance of both interstate corridors, National Highway system (NHS) corridors, and Colorado Freight Corridors will continue to decline. Recommended next steps - Continue deployment of operational solutions, new technology, targeted capacity improvements, improved signal phase and timing, corridor specific traffic incident management, improved public information, and other strategies to incrementally mitigate the speed at which congestion growths on the interstate and NHS.
Prevent the spread of congestion by maintaining a PTI of 1.16 or less on 90% or greater of National Highway System (NHS) centerline miles, excluding Interstates		90%	92.6%			90%	95.9%			
Prevent the spread of congestion by maintaining a PTI of 1.12 or less on 90% or greater of Colorado Freight Corridor centerline miles		90%	94.2%			90%	95.6%			

Transit

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Increase ridership of small urban and rural transit grantees by at least an average of 1.5%, per year, statewide over a five-year period beginning in 2012	\$59.5 million	15,652,200	17,769,742		\$54.5 million	15,419,690	17,212,856		FTA Programs FASTER Transit SB-228	The target reflects a five-year rolling period from 2012-2017, a 7.7% overall increase. The source of ridership data is from the National Transit Database. Results reflect data only from agencies supported by CDOT programs in 2012 and not the additional agencies who have since become CDOT rural awardees. Although 2017 results are exceeding the 2017 target, staff need to analyze more years of data to inform any potential changes to the target. Recommend next steps - We have retained consultant support to assist with revenue service miles data collection, reporting, and other tasks. Refinement of revenue service miles data will continue.
Maintain or increase the total number of revenue service miles of CDOT-funded regional, inter-regional, and inter-city passenger service over that recorded for 2012		TBD	TBD	TBD		N/A	N/A			

Infrastructure Condition

Transit

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration Guidelines	\$59.5 million	65%	68.7%		\$54.5 million	65%	N/A	N/A	FTA Programs FASTER Transit SB-228	The 2017 results for percentage of fleet operating in fair, good, or excellent condition reflects data as of August 2017. A new inventory of transit fleet condition is expected in mid-to-late 2018. Asset data in CDOT's Transit Asset Inventory System was inadequate prior to this date to provide a 2016 summary result. Positive performance in 2017 can be attributed to a grant selection process that strategically prioritizes replacing older and higher-mileage vehicles. Recommended next steps -DTR will continue to encourage rural Colorado transit agencies to update inventory and condition of their fleet annually, according to the Federal Transit Administration (FTA) guidelines on age and mileage of vehicles.

¹ Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP



2017 Policy Directive 14 Scorecard

Maintenance										
PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Maintain a LOS B grade for snow and ice removal	\$86.1 million	B	B-		\$83.4 million	B	B		Snow and Ice Control Snow and Ice Reserve	Maintenance has two performance objectives in PD 14: to maintain an overall Maintenance Levels of Service (MLOS) B minus for the statewide system, and to maintain an LOS B minus grade for snow and ice removal. For 2017, both performance objectives were not met. The cost of achieving a B minus for MLOS requires an average annual budget of \$315M compared to FY2016-17 funding of \$272.6M. The level of current funding and staff resources limits the ability to achieve the current maintenance performance objectives.
Maintain an overall MLOS B minus grade for the state highway system	\$272.6 million	B-	C+		\$254.4 million	B-	C+		Maintenance	Recommended next steps - Staff are developing a new Preventive Maintenance Program that will better position CDOT to plan and track maintenance work, thereby reducing the need for costly emergency repairs. In addition, the program will establish enhanced staff development and training, which will improve performance and increase cost saving innovations.

¹ Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP



2017 Policy Directive 14 Scorecard

Infrastructure Condition

Buildings

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Statewide letter grade (Percent C or better) of CDOT Buildings	\$21.4 million	85% C or better	83%		\$12.9 million	90% C or better	74%		Property Allocation Program RAMP Funding	Given the current planning budgets, buildings will not achieve its target between now and 2027. In 2027 the expected performance is 73%. \$46.5 million per year is needed annually beyond FY 2022 to achieve the target of 85% C or better by 2027. Staff has worked to improve awareness of preventive maintenance as a priority, and the importance of completing annual building assessments in an effort to determine level of funding needed for building preventive maintenance. Changed target last year due to analysis that indicated that, due to fiscal constraints, old target is not achievable.

ITS

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Average Percent Useful Life of ITS Equipment	\$24.5 million	90% or less	TBD	N/A	\$21.4 million	90% or less	115%		ITS Maintenance RAMP Funding	Given the current planning budgets, ITS will not achieve its target between now and 2027. In 2027, the expected performance is 220%. \$41 million per year is needed annually beyond FY 2021 to achieve the target by 2026. Staff to refine inventory by breaking down devices into manageable maintenance pieces that can be tracked individually for cost savings advantages. Staff will also investigate the benefits of preventive maintenance for select devices, and further refine device useful life parameters by tracking asset service life to compare to manufacturer estimates.

Fleet

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Average Percent Useful Life of Fleet Equipment	\$26.4 million	75% or less	66%		\$18.4 million	70% or less	87%		Road Equipment Program RAMP Funding	Given the current planning budgets, road equipment will not achieve its target in 2027. In 2027 the expected performance is 76%. \$22 million per year is needed annually beyond FY 2022 to achieve the target of 75% by 2027. Staff will communicate the importance of fleet planning and develop regional fleet optimization recommendations, develop a fleet performance measure that reflects cost effectiveness rather than asset life, and monitor implementation of fleet preventive maintenance work orders. Changed target last year due to analysis indicating that, due to fiscal constraints, the old target is not achievable.

Culverts

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Percent of culverts in poor condition (have culvert rating of 4 or less)	\$11.9 million	5%	5.09%		\$8.2 million	5%	4.87%		Structures On-System RAMP Funding	Although the target is currently being met, given current planning budgets, it is expected that the target will not be met in the future. In 2027 the expected performance is 8%. \$14 million per year is needed annually beyond FY 2022 to achieve the target by 2027. Metric description was updated last year (from "structurally deficient" to "poor") for clarification purposes.

¹ Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP



2017 Policy Directive 14 Scorecard

Infrastructure Condition

Geohazards

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Percent of geohazard segments at or above risk grade B	\$11.8 million	85%	84%		\$9.2 million	80% (Risk Grade C or above)	N/A	N/A	Rockfall Mitigation RAMP Funding	Increased data collection efforts have provided a better picture of actual performance. Current performance results in a \$40.5M annual risk from Geohazard events. \$27.7 million per year is needed annually beyond FY 2022 to achieve the updated of 85% risk grade B or above by 2027. Target and metric adjusted last year based on better inventory data. Focusing investment based on the new target will result in a reduction in statewide risk exposure.

Tunnels

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Percentage of network tunnel length with all elements in equal or better condition than 2.5 Weighted Condition Index	\$10.5 million	75%	70%		\$5.2 million	80%	91%		Structures On-System RAMP Funding	Target is currently not being met, given current planning budgets, it is expected that the target will meet in 2022. In 2027, the expected performance is 100%. \$9.4 million per year is needed annually beyond FY 2022 to achieve the target of 75% by 2027. Though the existing condition is 70%, elements at the Eisenhower-Johnson Memorial Tunnel (EJMT) could bring condition down back to 47%, because systems were assigned to one bore structure that in fact affected both. Initial 2017 model and future models need refinement to better predict the cost of treatments. Target was changed last year (2017 target = 75%; 2016 target = 80%) due to condition being worse than originally projected.

Traffic Signals

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Percent of signal infrastructure in severe condition (Dollar weighted)	\$16.9 million	2%	8%		\$5.7 million	N/A	N/A	N/A	Traffic Signals Program	Given the current planning budgets, signals is expected to achieve the target by 2026. In 2027, the expected performance is 2.69%. \$15.1 million per year is needed annually beyond FY 2022 to achieve the target of 2% or less by 2027. The metric was changed last year. The new metric and target allows the program to focus on signals with the greatest performance deficiencies as opposed to all signals without regards to performance.

Walls

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Percentage of CDOT-owned walls, by square foot, that are poor (have a rating of 4 or less)	\$10.2 million	2.5%	3.10%		\$2.4 million	1%	4.15%		Structures On-System RAMP Funding	Given the current planning budgets, walls is not expected to meet its target between now and 2027. In 2027 the expected performance is 12%. \$21.3 million per year is needed annually beyond FY 2022 to achieve the target of 2.5% by 2027. Metric description and target were updated last year. Description of the metric was changed for clarification purposes. Updated inventory found more walls with lower than desirable conditions. Current funding is unable to keep with the rate of decline, thus the target was updated to reflect these issues.

¹ Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP



2017 Policy Directive 14 Scorecard

Infrastructure Condition

Bridges

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%	\$167.4 million	90.0%	95.8%		\$164.1 million	90.0%	95.5%		Colorado Bridge Enterprise On-System Bridge RAMP Funding	A structurally deficient bridge is typically one where corrosion or deterioration has resulted in a portion of the bridge being in poor condition; for example, where water leaking through an expansion joint has caused the end of a steel girder to rust. Currently exceeding target and will continue to exceed target through 2027; (\$37.3 million is needed in preventative maintenance to continue meeting the current target and expecting 96.% not poor condition in 2017) however, the bridge program has 7 metrics geared towards mitigation of risks (below), and none of those are not achieving their target.
Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%		90.0%	95.4%			90.0%	95.1%			For the seven risk mitigation metrics not achieving their target, staff are working to identify additional strategies that can be implemented with no additional funding. Current strategies include identifying bridges that can easily be repaired or remedied with the most cost-effective treatment.
Percentage of CDOT-owned bridges over waterways that are scour critical.		5.0%	6.5%			5.0%	6.4%			Scour critical bridges are at risk of failure during a storm event of sufficient size.
Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches		1.0%	2.4%			0.4%	1.7%			A bridge with a vertical clearance of less than 14'-6" --statutory maximum vehicle height--has a high risk of being hit by a tall load or legal load. Changed target last year (2017 Target = 1.0%; 2016 Target = 0.4%) due the number of bridges with vertical clearance issues is greater than projected.
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches		18.0%	21.8%			4.8%	19.8%			16'-6" is the minimum clearance used when designing new bridges over a roadway. A bridge with a vertical clearance less than 16'-6" but greater than or equal to 14'-6" has a medium to high risk of being hit by a tall load. Changed target last year (2017 Target = 18.0%; 2016 Target = 4.8%) due the number of bridges with vertical clearance issues is greater than projected.
Percentage of CDOT-owned bridges posted for load		0.1%	0.2%			0.0%	0.2%			Vehicles meeting the legal load limits (as defined in C.R.S. 42-4-502 - 42-4-504) can travel on Colorado Interstates, US and State Highways without an approved permit. Older bridges may need to be posted since some of these bridges were not designed for legal loads. Load posted structures impact mobility by restricting both legal and permitted loads. Changed target last year (2017 target - 0.1%; 2016 target = 0.0%) due to updated inventory found more bridges with lower than desirable conditions.
Percentage of CDOT-owned bridges with a load restriction		0.9%	1.7%			3.0%	1.6%			Permit loads (as defined in the Colorado Bridge Weight Limit Map/CDOT Bridge Rating Manual) are typically heavier and longer than the legal loads and require an approved permit in order to travel on Colorado highways. Older bridges may need to be restricted for passage since some of these bridges were not designed for permit loads. Permitted loads have a certain combination of axle weight and spacing that distributes the load in an acceptable combination for crossing over structures. Changed target last year (2017 target = 0.9%; 2016 target =3.0%) due to better conditions that originally projected.
Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges		26% or less	28.5%			15% or less	25.3%			Leaking expansion joints allow water and deicing chemicals onto superstructure and substructure elements which can accelerate corrosion and lead to early onset of a structural deficiency. Keeping expansion joints sealed slows the rate of bridges dropping into poor condition. Changed target last year (2017 target = 26%; 2016 target = 15%) due to updated inventory found more bridges with lower than desirable conditions.
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected		35% or less	41.7%			30% or less	44.5%			Unsealed bridge decks deteriorate faster than sealed bridge decks. Changed target last year (2017 target = 35%; 2016 target = 30%) due to updated inventory found more bridges with lower than desirable conditions.

¹ Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP



2017 Policy Directive 14 Scorecard

Infrastructure Condition

Highways

PD 14.0 Objectives	2017				2016				Dedicated Funding Sources ¹	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories	\$252.1 million	80%	88%		\$235.9 million	80%	94%		Surface Treatment Program RAMP Funding	<p>Although targets were met in 2017, given the current planning budgets, it is anticipated that targets for pavement condition will not be met beginning next year, and will continue to remain below the target through 2027. In 2027 it is anticipated that only 68% of the state highway system will have high or moderate Drivability Life. \$307 million per year is needed annually beyond FY 2022 to achieve the target by 2027.</p> <p>Staff will work to improve/tighten the link between pavement maintenance and pavement model recommendations, and evaluate the effect of pavement preventive maintenance on DL to identify strategies. Additionally, continuing work to align current DL metric with new NPM metrics of Good/Fair/Poor pavement condition of the NHS System.</p>
Achieve 80% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories		80%	84%			80%	85%			
Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories		80%	80%			80%	80%			

¹ Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP



COLORADO

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Policy Directive 14 Reporting

Colorado Department of Transportation

July 27, 2017

- Debra Perkins-Smith (Director - Division of Transportation Development)
- William Johnson (Performance and Asset Management Branch Manager)
- Tim Kirby (Multimodal Planning Branch Manager)

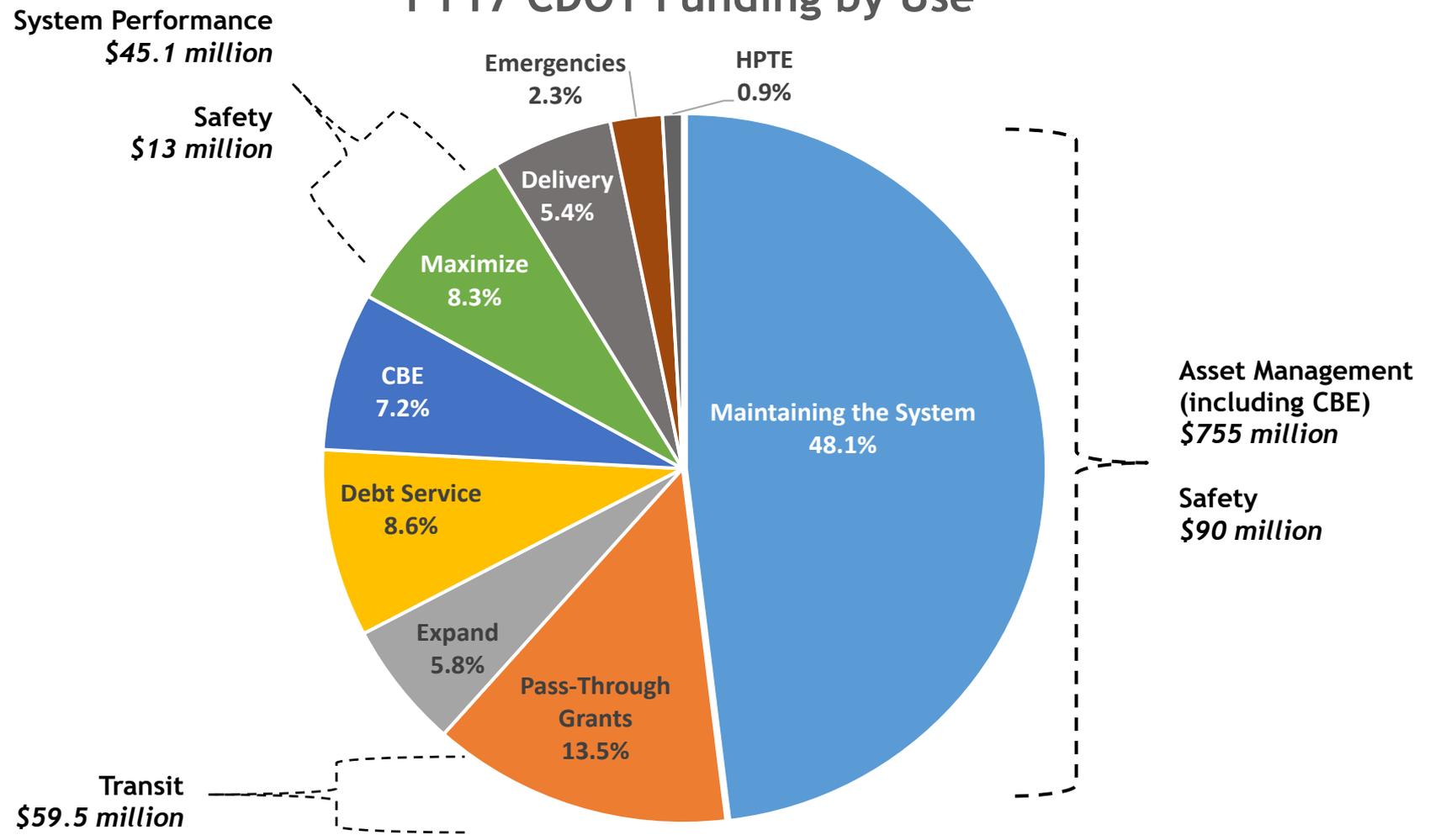


1. CDOT Funding Allocation
2. Safety Goal Area
3. System Performance Goal Area
4. Transit Goal Area
5. Maintenance Goal Area
6. Next Steps



CDOT Funding Allocation

FY17 CDOT Funding by Use



FY17 CDOT Total Budget: \$1.56 billion



Goal Area: Safety (Highways)

Safety					
All Highways					
PD 14.0 Objectives	2017				Dedicated Funding Sources
	Budget	Target	Results	Target Met?	
Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025	\$103.2 million	440	648		FASTER Safety HSIP Highway Safety Education Hot Spots
Reduce the fatality rate per 100 million VMT by 0.025 per year from 1.03 in 2013 to 0.79 in 2025		0.95	1.21		
Reduce the serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025		2,840	3,031		
Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025		6.06	5.83		
Reduce the economic impact of crashes annually by 1% over the previous calendar year		\$5.68 B	\$5.63 B		



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Goal Area: Safety (Bike and Pedestrian)

Bike & Pedestrian					
PD 14.0 Objectives	2017				Dedicated Funding Sources
	Budget	Target	Results	Target Met?	
Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles, from 67 in 2013 to 47 in 2025	N/A	60	108	●	N/A
Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles by 14 per year from 469 in 2013 to 311 in 2025		413	498	●	



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Goal Area – System Performance (Highways)

System Performance					
Highways					
PD 14.0 Objectives	2017				Dedicated Funding Sources
	Budget	Target	Results	Target Met?	
Prevent the spread of congestion by maintaining a Planning Time Index (PTI) of 1.05 or less on 90% or greater of Interstate centerline miles	\$45.1 million	90%	93.8%		ITS Maintenance ITS Investments TSMO Performance Program Congestion Relief ROADX
Prevent the spread of congestion by maintaining a PTI of 1.16 or less on 90% or greater of National Highway System (NHS) centerline miles, excluding Interstates		90%	92.6%		
Prevent the spread of congestion by maintaining a PTI of 1.12 or less on 90% or greater of Colorado Freight Corridor centerline miles		90%	94.2%		



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Goal Area – Transit (System Performance/Infrastructure Condition)

System Performance					
Transit					
PD 14.0 Objectives	2017				Dedicated Funding Sources
	Budget	Target	Results	Target Met?	
Increase ridership of small urban and rural transit grantees by at least an average of 1.5%, per year, statewide over a five-year period beginning in 2012	\$59.5 million	15,652,200	17,769,742		FTA Programs FASTER Transit SB 228
Maintain or increase the total number of revenue service miles of CDOT-funded regional, inter-regional, and inter-city passenger service over that recorded for 2012		TBD	TBD	TBD	
Infrastructure Condition					
Transit					
PD 14.0 Objectives	2017				Dedicated Funding Sources
	Budget	Target	Results	Target Met?	
Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration Guidelines	\$59.5 million	65%	69%		FTA Programs FASTER Transit SB 228



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Goal Area – Maintenance

Maintenance					
PD 14.0 Objectives	2017				Dedicated Funding Sources
	Budget	Target	Results	Target Met?	
Maintain a LOS B grade for snow and ice removal	\$86.1 million	B	B-		Snow and Ice Control Snow and Ice Reserve
Maintain an overall MLOS B minus grade for the state highway system	\$262.6 million	B-	C+		Maintenance



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Next Steps

- Infrastructure Condition/Asset Management Policy Directive 14 Metrics in August 2018



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QUESTIONS?





COLORADO
Department of Transportation
Division of Transportation Development

2829 West Howard Place,
Denver, CO 80204

DATE: July 27, 2018
TO: Statewide Transportation Advisory Committee
FROM: Amy Ford, Chief of Advanced Mobility
Aaron Willis, Transportation Planner
SUBJECT: 2017 Statewide Resident Survey and In-the-Moment Results

Purpose

This memo provides an overview of the 2017 Statewide Colorado Resident Survey and results from the winter driving experience In-the-Moment survey.

Action

No action needed.

Background

Staff mailed the Statewide Colorado Resident Survey to a random sample size of 10,000 households with registered voters and was available online. The survey received a 12 percent response rate (1,367 respondents) with a margin of error of +/-2.7%.

CDOT values the importance of conducting periodic statewide surveys. Statewide resident surveys provide significant benefits by making sure the Department keeps in tune with the travel behavior and characteristics of the traveling public and gathering resident evaluation of the services the Department provides.

Details

While the survey covers a wide range of issues, staff will highlight the following key points: Department performance, the importance of transportation, taxpayer dollars usage, trust, construction impacts, and ranking of CDOT improvements. Results from the 2017 resident survey are as follows:

Department Performance (Do you approve or disapprove of the job CDOT is doing?):

- While 97 percent of respondents reported they had heard of CDOT before taking the survey, 80 percent approve of the job CDOT is doing, in general.
- Respondents who do not consider transportation to be their top priority were moderately more likely to approve of the job CDOT is doing. Additionally, younger respondents were slightly more likely to approve of the job CDOT is going.

Importance of Transportation (What would you say is the most important issue facing your community today?):

- Population growth (19 percent), the economy (16 percent), crime (14 percent), transportation (11 percent), and health care (8 percent) were the top-rated issues for respondents. Respondents who ranked transportation as their top priority were more likely to be less favorable of CDOT, higher income and older. Front Range respondents were nearly two times more likely to rank transportation as their top priority.

Use of Taxpayer Dollars (Efficient use of taxpayer dollars among CDOT, State and federal governments):

- The survey reported that less than half (44 percent) somewhat or strongly agreed that CDOT efficiently uses taxpayer dollars. 51 percent of respondents somewhat or strongly agreed that the Federal government efficiently uses taxpayer dollars.
- When considering all else to be equal, respondents of color were moderately less likely to report the state or federal government efficiently use taxpayer dollars. More people did not know about CDOT efficiency (17 percent), compared to federal government efficiency.
- Part of the discrepancy between federal and CDOT ratings might reflect the large percentage of people who answered, “Don’t know” (10% difference between federal and CDOT).

Trust (Do you trust CDOT to do what is best for the public):

- Forty-eight percent of respondents said they strongly or somewhat agree that they trust CDOT to do what is best for the public.
- CDOT’s 2017 trust rating is considerably lower than the 79 percent overall trust rating from the 2011 survey.

Construction Impacts and Maintenance (Should CDOT do construction over a shorter period or slower with less traveler impact?):

- A small majority (58 percent) reported they prefer construction be shorter and have more traveler impact.
- While no regional differences were evident regarding the impact of construction to the traveling public, respondents who had no preference on how CDOT minimized construction impacts were more likely to be older and lower-income.

Rating the Importance of CDOT Improvements (Rate the importance of a range of CDOT improvements):

- While more than, 80 percent of respondents rated technology advancements or economic development as moderately important or higher
- Respondents in Regions 1 and 4 were two times more likely to consider environmentally sound transportation important.
- Region 5 respondents were moderately more likely to rank reducing congestion important.
- Generally, older people and people of color were more likely to rank snow removal or safety more important.
- Respondents with a favorable impression of CDOT were moderately more likely to rank technological advancement important.

In the Moment Key Findings

In-the-Moment is a mobile-surveying and interactive activity based platform. Selected participants download the In-the-Moment application on their smartphones, and the application guides them through a series of transportation activities. A select group of 118 survey respondents participated in an in-depth surveying effort regarding the winter driving experience using the In-the-Moment mobile surveying tool.

The winter driving experience In-the-Moment surveying consisted of eight activities that included trip planning using CDOT website resources, the retelling of winter accident stories using photos and videos, and follow-up on key resident survey questions. The In-the-Moment survey focused on resident experiences with CDOT products and services in regards to the winter driving experience. Key findings from the In-the-Moment survey are below:

- Participants were generous in their opinions about CDOT and appreciated the Department’s effort; many people recognized the enormity of handling the Colorado winter.
- Many respondents stated the worst part of winter driving is other drivers.
- COTrips was useful but few knew of said resources before participating.

- Most participants thought CDOT was in touch with driver needs during the winter and provided the following select quotes:

“...I think quite well, honestly. Every system (especially large state, government related) have their issues, but I think CDOT is pretty on top of it. Roads are well maintained, especially during the winter. Of all places to drive during harsh weather, I’d definitely choose Colorado.”
 - Mesa County, winter study, Female, 35-44, White, \$50k-\$75k

“I think CDOT has enough responsibility of keeping the roads clear in bad weather. Individuals need to take some responsibility if they feel they are ok driving in bad weather or not”
 -Jefferson County, winter study, Female, 35-44, White, \$50k-\$75k

Population Growth and Congestion:

- Many said they considered transportation when making decisions about work, play, living and vehicle purchases.
- Many shared the concern that the transportation system does not (and will not) meet the needs of Coloradoans, especially with the growing population and projections of continued growth in the future.

Public Transportation and Alternative Solutions:

- Most participants had not heard of Bustang, although a few respondents said they would now look into the service.
- Many participants viewed alternative modes of transportation as a way to reduce problems on the road.
- Several participants were enthusiastic about the prospect of autonomous vehicles.

CDOT Performance:

- CDOT has a good reputation among participants.
- Participants acknowledged that CDOT has a huge job and a tight budget.
- People who live outside of the metro areas felt that CDOT resources primarily focus on large cities and do not provide the same resources to rural areas.

Top Priorities:

- Most respondents want roads cleared well and fast.
- Most people are worried more about ice than snow.
- Highway plowing is a priority for most, but participants also asked that major roadways and side streets get plowed more often.

Express Lanes:

Even though express lanes were not widely used by participants, they are one of the most divisive topics in the study:

- Some people mentioned concerns about equity.
- A few complained that other drivers weave through traffic to pass and commented about the need for more enforcement.
- People found the question of who can use the lanes and the boundaries of the toll zone confusing.

Signage:

- Highway signage generated more discussion than other types of infrastructure, but was not relevant to the majority of respondents who use GPS.
- Visibility issues came up several times; suggestions include:
 - Increase text size so signs are easy to read at a distance
 - Add lighting so signs are easier to see at night
 - Locate signs so that drivers have plenty of warning before they have to exit or merge

Next Steps:

Staff will continue to explore ways to improve future survey efforts. Staff views responses about taxpayer dollar usage, express lanes, new technology including autonomous vehicles, and CDOT funding sources as significant opportunities for public education that can serve as starting points for the next Statewide Transportation Plan and other broad-reaching public engagement efforts.

Based on the results from the In-The-Moment research, quick and thoughtful responses on a variety of topics will continue to serve the department well. EMT members should also be mindful of the

opportunity that the In-the-Moment tool can provide in obtaining real-time public feedback on a wide range of topics. Staff is starting to develop questions and activities for the summer driving experience and will report those findings in the early fall.

Staff see the In-the-Moment effort as a precursor to developing an engaged and on-going citizen focus group. This focus group would allow the Department to obtain almost instant public feedback on a wide range of Department initiatives and would be open for use by all areas of CDOT. Staff will continue to develop this concept in hopes of full implementation by fall 2019.

Strongly agree



COLORADO

Department of
Transportation

Disagree

Strongly disagree



2017 STATEWIDE COLORADO RESIDENT SURVEY RESULTS

**Amy Ford, Chief of
Advanced Mobility
July 27, 2018
Statewide Transportation
Advisory Committee**

TODAY'S DISCUSSION

Background and Why We Do Surveys?

What Did Respondents Say?

- **Overview**
- **Strengths**
- **Priorities for Focus**
- **Major Obstacles**

In-the-Moment Results

- **In-The-Moment Overview and Results**

Usage in the 2045 Statewide Plan and Next Steps

BACKGROUND AND WHY CDOT DOES STATEWIDE SURVEYS?

- CDOT conducted an online and mail survey from November 21, 2017 to December 18, 2017
- 1,367 people completed the survey
- Margin of error is +/- 2.7%
- The last statewide customer survey was done in 2011
- Keep in tune with travel behavior and characteristics
- Allows the traveling public to evaluate the services provided by the Department
- Verify and better understand the priorities of the traveling public

WHO WE ASKED?

Gender: Female 46%, Male 54%

Ethnicity: Hispanic or Latino 19%

Register Votes: Yes 95%, No 5%

Majority of Respondents Reside in Front-Range Counties: 74%, Denver Metro Counties: 42%

Age
18-24: 8%
25-34: 13%
35-44: 12%
45-54: 14%
55-64: 20%
65-74: 19%
75+: 12%

Race
White: 85%
Other race/Combination of races: 9%
American Indian or Alaska Native: 2%
Asian/Asian American: 2%
Black/African American: 2%
Native Hawaiian/Pacific Islander: 0.7%

WHAT RESPONDENTS SAID?

- CDOT APPROVAL: 80% approved of the job CDOT is doing
- MOST PRESSING ISSUE: Transportation is the 4th most important issue
- PUBLIC TRUST: 48% of respondents said that they strongly or somewhat agree that they trust CDOT to do what is best for the public

The public agrees that transportation is important and approves of what CDOT does, but less than half trust us to do what is best.

Strongly agree

Agree

Disagree

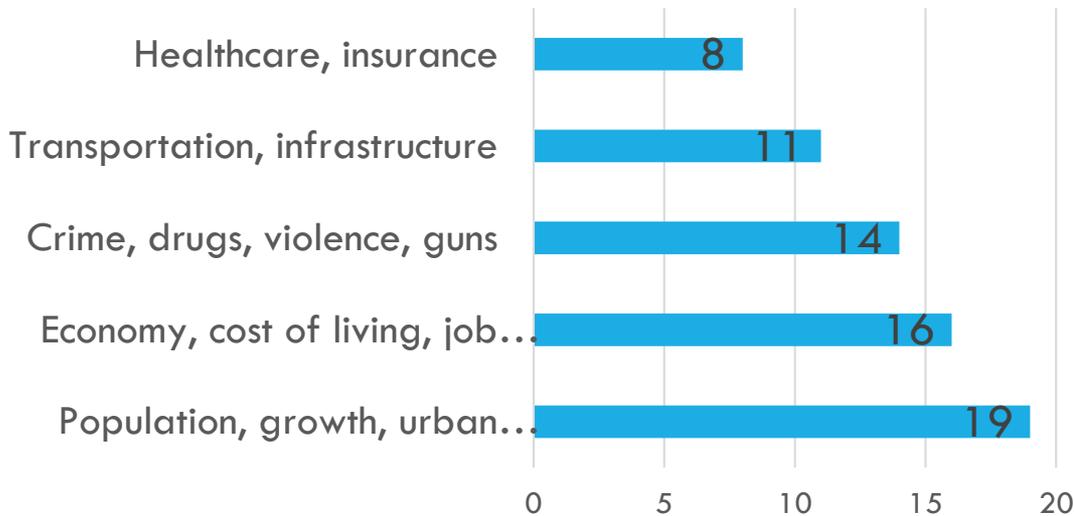
Strongly disagree

STRENGTHS



WHERE DOES TRANSPORTATION RANK- STRENGTHS?

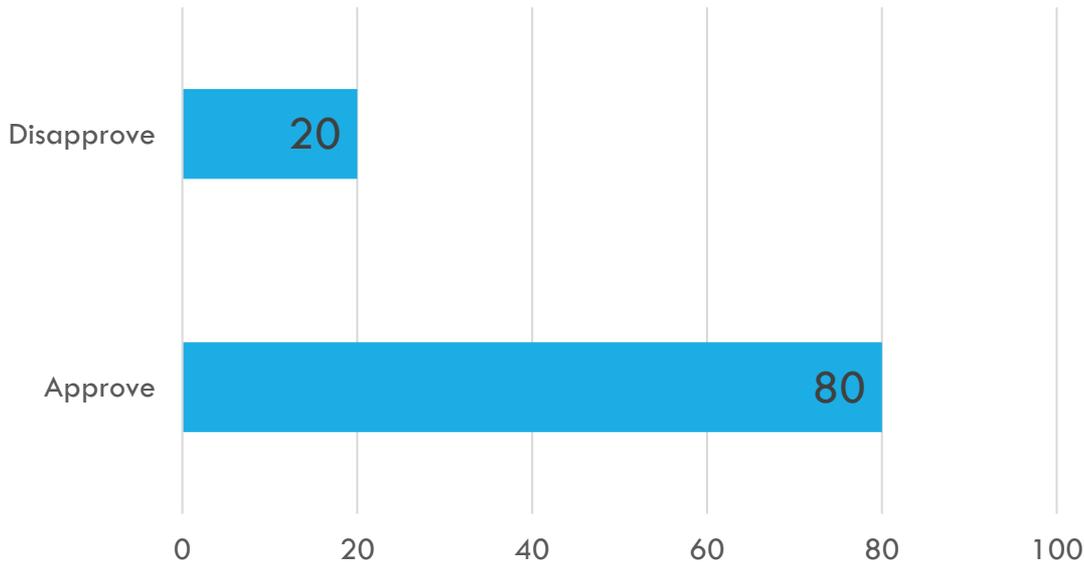
What would you say is the most important issue facing your community today?



- Most people considered transportation among the Top 5 issues facing their community
- Compared to 2011, only 5% reported that transportation was the most important issue facing Colorado

CDOT'S APPROVAL RANKING-STRENGTHS?

In general, do you approve or disapprove of the job the CDOT is doing?



- 97% of respondents reported that they had heard of CDOT before taking the survey
- Of those who know of CDOT:
 - 80% approve of the job CDOT is doing, in general
 - The favorability rating is consistent with the 81% overall favorable impression in 2011

Strongly agree

Agree

Disagree

Strongly disagree

PRIORITIES FOR FOCUS



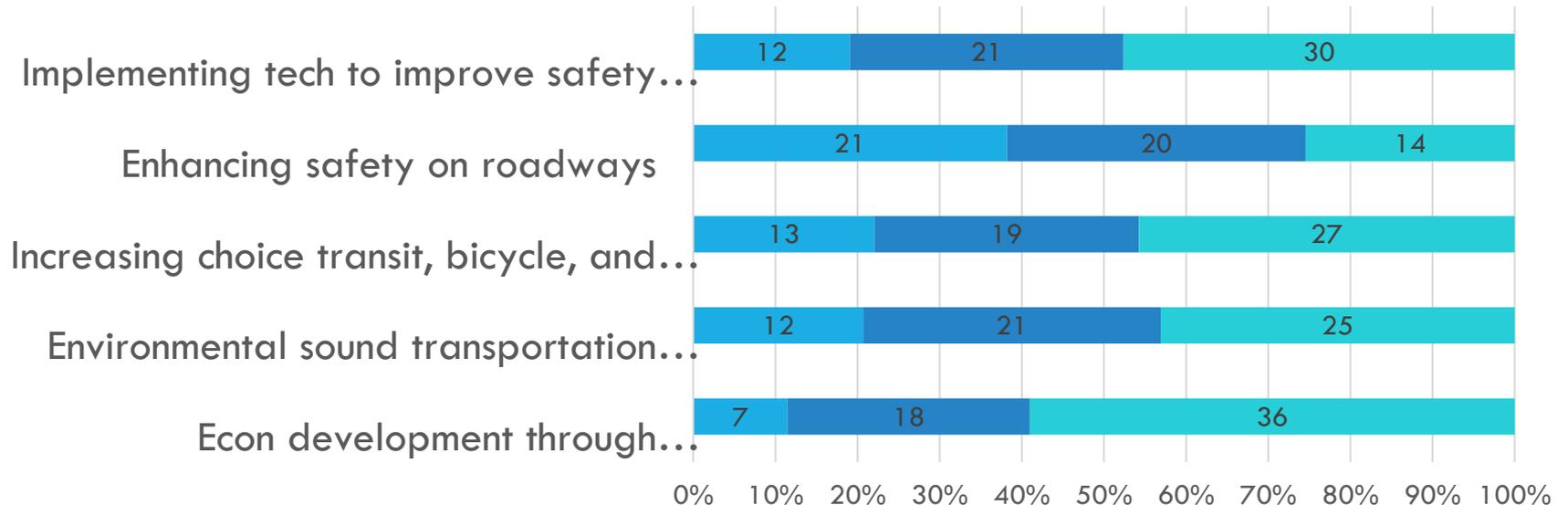
Night construction preferred

- 65% Spend more money for construction to be done at night
- 21% Keep construction project costs lower by working during the day
- 14% No preference

A smooth driving surface is preferred over other maintenance

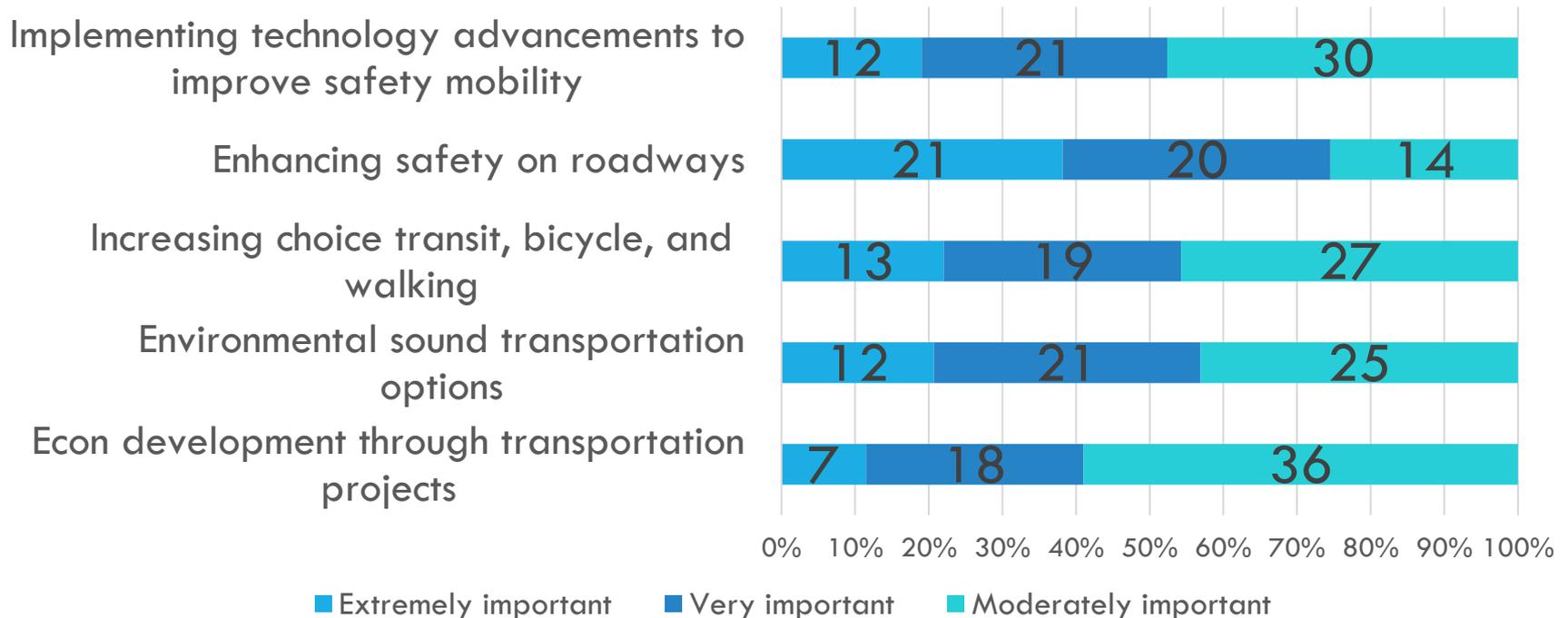
- 57% Fix potholes to maintain a smooth surface
- 27% Repair/maintain bridges
- 8% Regularly maintaining the system
- 7% Protecting against natural disasters

People considered technology and economic development more important than reducing congestion or maintenance



TECHNOLOGY AND ECONOMIC DEVELOPMENT — PRIORITIES FOR FOCUS

People considered technology and economic development more important than reducing congestion or maintenance



Strongly agree

Agree

Disagree

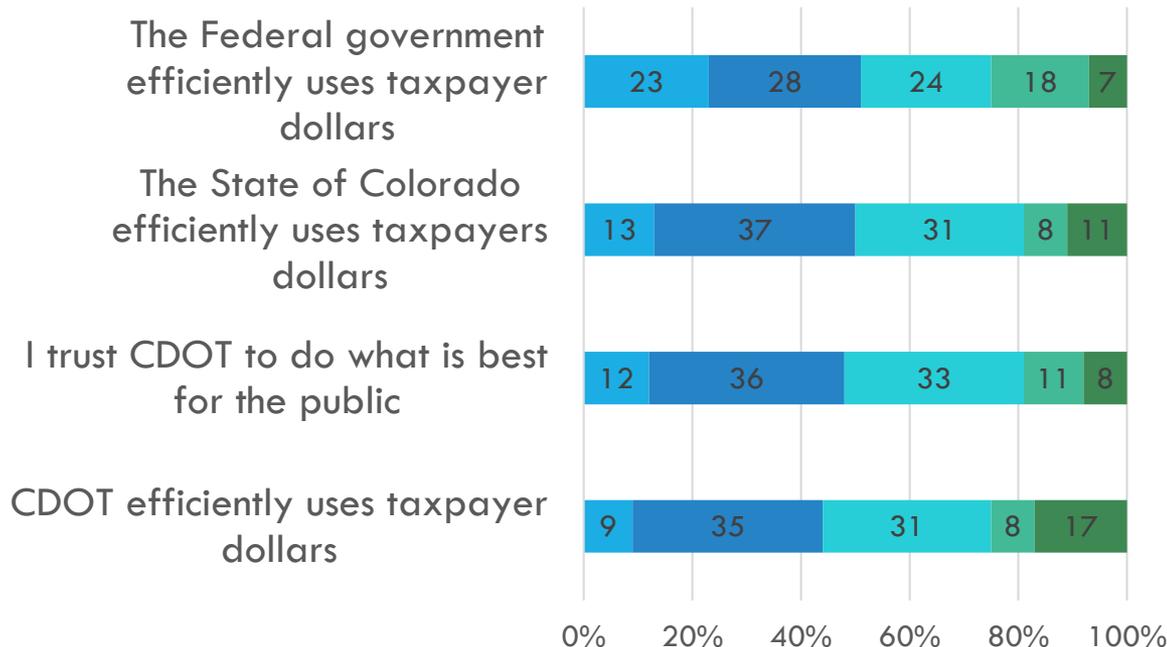
Strongly disagree

MAJOR OBSTACLES



TRUSTWORTHINESS- MAJOR OBSTACLE?

Do you agree or disagree with the following statements?



44% somewhat or strongly agreed that CDOT efficiently uses taxpayer dollars (from 71% in 2011)

56% felt the same way about the state (down from 60% in 2011) and 54% about federal government (up from 29% in 2011)

Most did not know how CDOT is funded

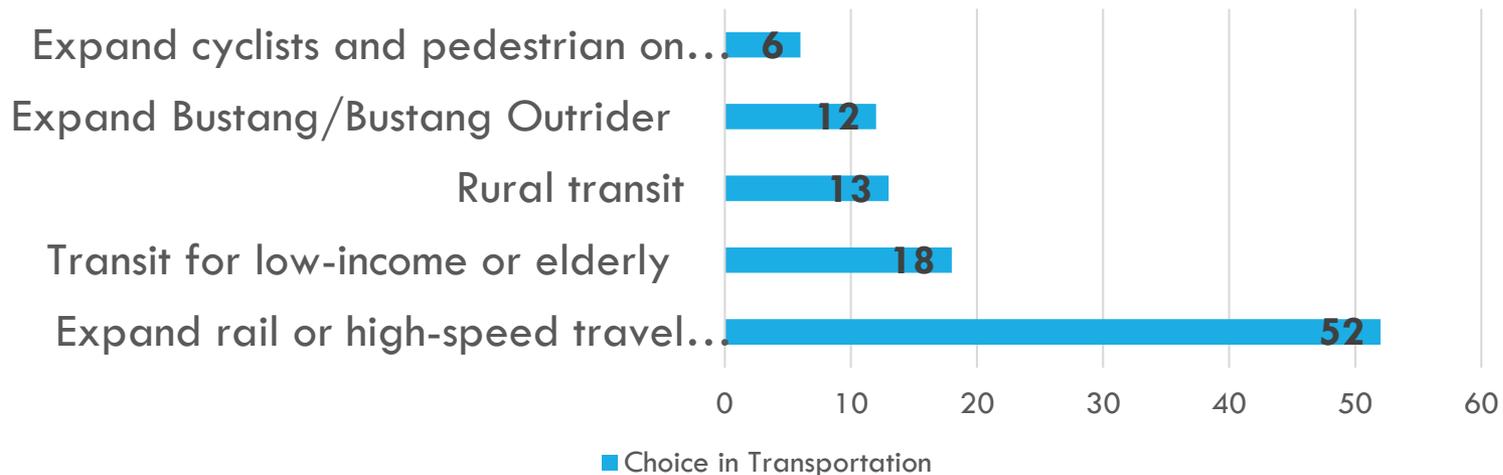
- 30% Don't know
- 28% Gas tax
- 18% Federal funds
- 15% State income tax

Express lanes reduce delay and charge for lanes they already pay for

- 40% Express Lanes reduce delay on most seriously congested corridors
- 38% Express Lanes charge me to use lanes I already pay for
- 36% Express Lanes promote transit and carpooling

High-speed travel is a top priority

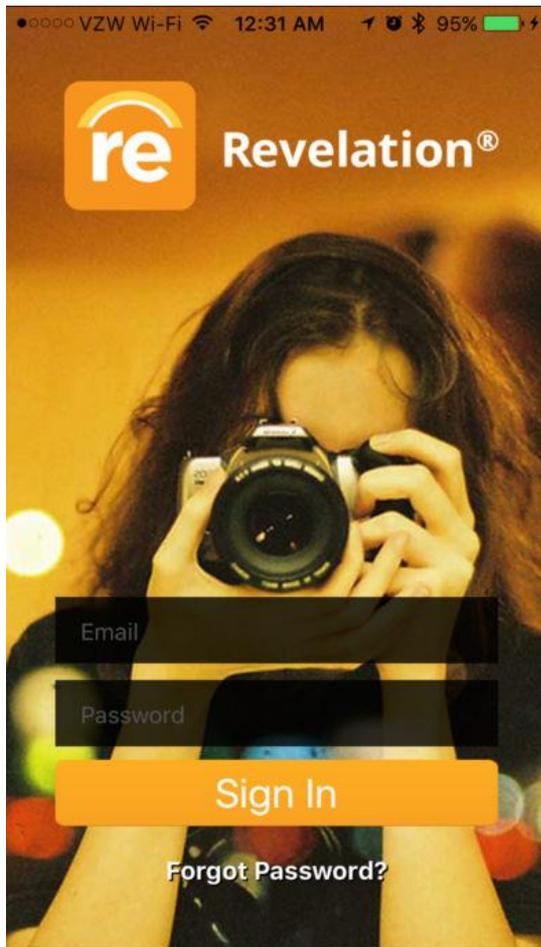
Choice in Transportation



SUMMARY OF FINDINGS

- **STRENGTHS:** The public approves of the job CDOT does
- **STRENGTHS:** Transportation is important to Coloradans
- **FOCUS PRIORITIES:** Smooth driving surfaces
- **FOCUS PRIORITIES:** Night construction preferred
- **FOCUS PRIORITIES:** Technology and economic development are more important than reducing congestion and maintenance
- **MAJOR OBSTACLE:** Expanded rail or high speed travel is a top high-speed travel priority
- **MAJOR OBSTACLE:** Express lanes reduce delay and charge for lanes they already pay for
- **MAJOR OBSTACLE:** Continued education on CDOT funding sources

IN-THE-MOMENT RESULTS: WINTER DRIVING EXPERIENCE



- In-the-Moment is a mobile-surveying and interactive activity based platform
- Selected participants download the In-the-Moment application on their smartphones, and the application guides them through a series of transportation activities
- A select group of 118 participated in the In-the-Moment winter driving experience
- The In-the-Moment study was fielded from February 20 –March 20, 2018.

IN-THE-MOMENT RESULTS: WINTER DRIVING EXPERIENCE OBSERVATIONS

The screenshot displays a user interface for an activity log. On the left, a sidebar titled 'Show me:' contains a dropdown menu set to 'All' and a list of nine activities, each with a mobile phone icon and a dropdown arrow. The activities are: Activity 0: Welcome!, Activity 1: Get to Know You, Activity 2: Winter Driving in Colorado, Activity 3: Customer Information and Communications, Activity 4: Driving on a State Highway, Activity 5: Two Winter Driving Experiences, Activity 6: Experiences With CDOT Services, Activity 7: Safety Observations, and Activity 8: Reflection. The main content area shows a calendar view for the study period from Tuesday, Feb 20, 2018, to Tuesday, Mar 20, 2018. The current view is for 'CDOT Statewide 1 (EN)'. The log shows activities on Day 1 (Tue Feb 20), Day 2 (Wed Feb 21), Day 3 (Thu Feb 22), Day 4 (Fri Feb 23), and Day 5 (Sat Feb 24). On Day 1, there are two activities: 'Activity 0: Welcome!' at 8:00am and 'Activity 1: Get to Know You' at 8:01am. On Day 4, there is one activity: 'Activity 2: Winter Driving in Colorado' at 8:00am.

In-the-Moment Screenshot

- Participants were generous in the their opinions of CDOT and appreciated their efforts; many people recognized the enormity of handling the Coloradan winter
- The worst part about driving in Colorado is other drivers
- Most participants thought CDOT was sufficiently responsive to winter road needs in general, but their stories re-iterated how dangerous it is to drive on snowy and/or icy roads when not cleared

COMMUNICATION IS AN OPPORTUNITY

- CDOT resources proved helpful, awareness of them is low
- Some were confused about winter driving laws, terminology, and benefits of vehicle features

GEOGRAPHY THAT MATTERS

- Many drivers viewed Coloradoans as more competent, knowledgeable about winter driving versus those who are newcomers of from out-of-state
- People love the nature, particularly mountains, of Colorado and they value ways to access it

IN-THE-MOMENT RESULTS: WINTER DRIVING EXPERIENCE WHAT DID PARTICIPANTS SAY?

“...I think quite well, honestly. Every system (especially large state, government related) have their issues, but I think CDOT is pretty on top of it. Roads are well maintained, especially during the winter. Of all places to drive during harsh weather, I'd definitely choose Colorado.”

- Mesa County, winter study, Female, 35-44, White, \$50k-\$75k

“I think CDOT has enough responsibility of keeping the roads clear in bad weather. Individuals need to take some responsibility if they feel they are ok driving in bad weather or not”

-Jefferson County, winter study, Female, 35-44, White, \$50k-\$75k

POPULATION GROWTH AND PRIORITIES

Population Growth and Congestion:

- Many considered transportation when making decisions about work, play, living and vehicle purchases
- Many shared the concern that the transportation system does not (and will not) meet the needs of Coloradoans, with growing population

Top Priorities:

- Most want roads cleared well and fast
- Most worried more about ice than snow

PUBLIC TRANSPORTATION AND EXPRESS LANES

Public Transportation and Alternative Solutions:

- Most participants had not heard of Bustang
- Several participants were enthusiastic about the prospect of autonomous vehicles

Express Lanes:

- Even though express lanes were not widely used by participants, they are one of the most divisive topics in the study
- Some mentioned concerns about equity
- A few complained that other drivers weave through traffic and the need for more enforcement
- People found the boundaries of the toll zone confusing

HOW RESULTS HELP DIRECT THE 2045 SWP?

SWP Topic Area	Survey Results
Vision, Goals and Strategies	New emphasis on technology and economic development
Plan Integration	Emphasis on high-speed travel between key economic centers
Economic Development	New emphasis on economic development and technology
Quality of Life	Transportation is a quality of life issue
Land Use Considerations	Population, growth, urban sprawl was the most important issue statewide which is linked to mobility
Communication	The public finds our information helpful

NEXT STEPS AND QUESTIONS

- In-the-Moment Summer Findings
- Future Virtual Focus Group Implementation
- Questions