



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

June 22, 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 May STAC Meeting Minutes** – Vince Rogalski
- 9:10-9:20 **Transportation Commission Report (Informational Update)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:30 **Message from Executive Director** – Mike Lewis, CDOT Executive Director
- 9:30-9:50 **Senate Bill 1 (Action Item)** – Jeff Sudmeier, Chief Financial Officer (CFO) and Herman Stockinger, CDOT Office of Policy and Government Relations (OPGR)
- Overview of Senate Bill 1 and other possible funding scenarios.
- 9:50-10:05 **Draft Multi-Modal Projects for Ballot Initiative (Discussion)** – David Krutsinger, Division of Transit and Rail (DTR) and Herman Stockinger, OPGR
- Overview of multimodal projects intended for the bonded portion of ballot question.
- 10:05-11:05 **Ballot Initiative (Action Item)** – Herman Stockinger, OPGR
- Update on current ballot initiative activities.
- 11:05-11:10 **Break**
- 11:10-11:15 **Statewide Planning Rules (Action Item)** – Tim Kirby, Division of Transportation Development (DTD)
- Overview of public comments received for the Statewide Planning Rules and next steps.
- 11:15-11:25 **Discretionary Grants – BUILD (Action Item)** – Debra Perkins-Smith, DTD and Herman Stockinger, OPGR
- Review and approval of BUILD Discretionary Grants program projects.
- 11:25-11:45 **Multi Objective Decision Analysis (MODA) and the National Highway Freight Program (NHFP) (Action Item)** – Tim Kirby, DTD
- Overview of MODA methodology in the context of the NHFP and FY 18 project selection.
- 11:45-11:55 **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 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

STAC Meeting Minutes
May 18th, 2018

Location: CDOT Headquarters Auditorium
Date/Time: May 18th, 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), Doug Rex (DRCOG), Roger Partridge (DRCOG), Ron Papsdorf (DRCOG), Bentley Henderson (SW), Sean Conway (NFRMPO), Becky Karasko (NFRMPO), Thad Noll (IM), Walt Boulden (SC), Jim Baldwin (SE), Heather Sloop (NW), Gary Beedy (EA), Peter Baier (GVMPO), Barbara Kirkmeyer (UFR).

On the Phone: Myron Baker (UMUT), Stephanie Gonzeles (SE), Dwayne McFall (CFR).

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & April STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of April STAC Minutes without revisions. 	<i>Minutes approved.</i>
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ The TC went on a road trip to the Western Slope earlier this week and it was a great experience. The group visited the control room at the Eisenhower-Johnson Memorial Tunnel, walked over the new Grand Avenue bridge in Glenwood Springs, and then went on to Grand Junction to meet with elected officials who highlighted local needs and voiced their support for CDOT's efforts. Next they visited the RAMP project in Ridgway before traveling over Red Mountain Pass (in a bus!) and ending in Durango for the TC Meeting. ○ Some local stakeholders expressed their confusion regarding the funding picture and relation between SB 1, SB 267, and the potential Ballot Measures. 	No action taken.

	<ul style="list-style-type: none"> ○ The TC was greatly impressed by the highway infrastructure and needs in Western Colorado. 	
<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: Adopted the 1004 plan for equal access; approved TDM projects; Dave Genova from RTD provided an update on FasTracks; DRCOG also moving into new offices at 17th & Arapahoe; June 27th is Bike to Work Day. • <u>GVMPO</u>: The TC visit to the Grand Junction area was great and saw good turnout; seeing momentum in support of the need for improved transportation funding; lots of interest in what SB 1 will turn out to do for the state; roundabout in Grand Junction has been working very well and allaying the initial fears about its impact. • <u>NFRMPO</u>: I-25 Crossroads Project moving along and deserves a shout-out to Johnny Olson and his team; design underway for I-25 North express lanes projects, expecting a Notice To Proceed in June/July; successful kickoff event for US 34 / I-25 on Monday and thanks to Director Lewis for his participation; US 34 PEL meetings being held this month in Evans and Loveland to get public feedback and then wrap up the study later in the summer; negotiations continue with prospective new Executive Director, hoping to have good news on that next month. • <u>PACOG</u>: <i>No report.</i> • <u>PPACG</u>: The COG is doing member visits to all participant governments, led by Andy, 11 down so far with a few left to go; review and approval of PPACG financial audit (with no findings); May 23rd will be the Secretary of Defense's visit to the Air Force Academy for their graduation, so plan accordingly; starting a strategic plan process for the COG (never been done before); some public meetings related to I-25 South Gap held this week with a little pushback on the Managed Lanes aspect but CDOT staff did a great job handling it; want to introduce John Liosatos as the new Transportation Director, who joins us from the Tucson area MPO. • <u>Central Front Range</u>: Water line replacement on Florence Main Street wrapping up; also very dry out there. • <u>Eastern</u>: Held our Transit Development Program meeting and there isn't a lot of capital need in our region, but definitely a need for operating support, 	<p>No action taken.</p>

unlikely to hit our apportionment without making up additional needs; one issue we discussed was the requirement that all transit vans be wheelchair accessible, which actually makes it harder for a lot of elderly people to get in (in addition to being more costly), I would like us to look at the state level about using FASTER funds or some other source to give us more flexibility, ADA is not just for folks in wheelchairs, it should apply to all types of disabled users and not hindering one group at the benefit of another, we encourage federal and state officials to look at the current interpretation of ADA to clarify that.

- Gunnison Valley: Finishing up details on US 50 project from last year; next big project is Blue Creek Canyon, a very tight environment so there will be a significant interruption when that happens in about 1 ½ years; there have been several deaths on US 550 south of Montrose and the local coroner has been insistent that we need some “mumble strips” (quieter than rumble strips) to address that need without disruption to nearby homes, so we’re working on that.
- Intermountain: Since our last TPR meeting, the member communities have been working to finalize and consolidate their own lists and then as a group we’ll put them all together and prioritize as a TPR.
- Northwest: Getting ready for summer projects, including on Rabbit Ears Pass, meeting next week at NW TPR.
- San Luis Valley: It’s pretty quiet in the Valley, Kirkland Construction is starting 3 miles west of Buena Vista this week.
- South Central: Resurfacing on I-25 south of Trinidad and work on SH 12; meeting next week with the TPR to finalize our Transit Development Program info, adding operational costs in there really helped us out a lot because that was the limiting factor for us to expand service; I would echo what Gary said as well since having a mix of accessible and regular vans would give us more flexibility for our customers.
- Southeast: Lamar project wrapping up next month.
- Southwest: Second go-around of Transit Development Program meeting to identify priority list and that went very smoothly; TC visit to Durango went very well and there was a great conversation with folks from all over the state.
- Upper Front Range: *No report.*

	<ul style="list-style-type: none"> • <u>Southern Ute Indian Tribe</u>: <i>No report.</i> • <u>Ute Mountain Ute Indian Tribe</u>: <i>No report.</i> • <u>FHWA</u>: The omnibus bill that passed earlier this year included a \$225 million rural bridge replacement program targeted at rural areas of “rural states” (Colorado included) for bundling bridge projects together, notice hasn’t gone out yet but is expected this summer, so that’s something to consider if you have any eligible projects that you might apply for; another new program is a Federal Lands Discretionary Program for grants of at least \$25 million and providing access to federal lands and/or Tribal lands. 	
<p>Federal and State Legislative Report / Andy Karsian (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>State</u> <ul style="list-style-type: none"> ○ Senate Bill 18-001 was passed on the last day of the legislative session and has two major elements: <ul style="list-style-type: none"> ▪ Direct transfers from the General Fund <ul style="list-style-type: none"> ❖ \$495 million on July 1st, 2018 ❖ \$150 million on July 1st, 2019 ❖ Breakdown: <ul style="list-style-type: none"> • 70% to CDOT • 15% to local governments • 15% to multimodal projects ▪ Ballot Measures <ul style="list-style-type: none"> ❖ If either of the 2018 transportation ballot measures passes, then there is no separate SB 1 ballot measure in 2019. ❖ If both of the 2018 transportation ballot measures fail, then a separate ballot measure for bonding SB 1 funds will appear in 2019. ▪ Proposed elements of SB 1 that were not included in the final version include: <ul style="list-style-type: none"> ❖ Increase electric vehicle (EV) annual fees from \$50 to \$100. ❖ Requirement for CDOT to develop RUC system for autonomous vehicles (AVs). ❖ Restriction on CDOT use of managed lanes on projects funded via SB 1. 	<p>No action taken.</p>

- There will be a Managed Lanes benefit study due in September.

STAC Comments

- Sean Conway: Is it anticipated that there will be three ballot measures this November, or will one of them make it and the other two drop off?
- Andy Karsian: We don't know at this point – the Denver Metro Chamber is proceeding with theirs and Caldera might join them. That said, you would not see both a 0.5 cent and 0.62 cent measure on the ballot, with those it would be one or the other. In terms of SB 267 and SB 1, the Legislature could change all of this next year given that it will be new individuals, new priorities, and potentially new economic realities.
- Sean Conway: Is there concern about potentially having two transportation measures on the ballot this year?
- Andy Karsian: Definitely – especially when you consider the potential for negative campaigning against one measure or the other.
- Vince Rogalski: We also have to consider the lack of public understanding of how transportation is even funded to begin with and how that might impact perceptions of these measures. There is a lot of education needed in terms of passing a measure.
- Ron Papsdorf: Has there been any discussion yet of how to work with the TC on prioritization of funding between TC and local governments, particularly in terms of partnerships?
- David Krutsinger: The Transit Development Program discussions might help provide a model for that.
- Barbara Kirkmeyer: How will the local 15% be divided up?
- Andy Karsian: That would be divided up using the HUTF formula for locals.
- Jeff Sudmeier: We are developing a breakdown of that for different communities that we can share with you soon.
- Barbara Kirkmeyer: Is there a definition of “multimodal”?
- Doug Rex: I just looked it up here, and the Multimodal Projects category is defined in the bill as capital or operating costs for fixed route or on-demand transit, transportation demand management (TDM) projects, multimodal mobility projects enabled by new technology, multimodal transportation studies, and bicycle or pedestrian projects.
- David Krutsinger: For the Multimodal portion, 15% would go to CDOT for statewide programs and 85% would be divided among local governments (via a formula to be determined by the TC). There is not an identified

	<p>breakdown within this category between transit, bicycle, pedestrian projects, and TDM (which are all eligible), so that would be for the TC and locals to determine.</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: Under that definition of multimodal, would fiber build-out be included? We heard from Lisa’s presentation last month that telecommuting is the best TDM option available. • <u>Gary Beedy</u>: It’s important that we don’t hinder other modes while developing multimodal projects, for instance replacing vehicle lanes with bicycle lanes. In doing so we may actually decrease the safety and environmental benefits by creating conflicts and increasing congestion. • <u>John Liosatos</u>: We are being asked to develop a Transit Development Program in each region, but is there also an effort to build a similar bike/ped development program to use with this multimodal funding? • <u>Tim Kirby</u>: Betsy Jacobsen and her team are starting to have conversations about creating one, and some TPRs have started that effort as part of the Transit Development Program discussion. If your group does that, please capture that information and we’ll be sure to include it in any eventual Bicycle/Pedestrian Development Program when it’s established. • <u>Joshua Laipply</u>: We’ve talked a lot here about the distribution of the local and multimodal pots, but of course there’s also about \$300 million that would be coming to CDOT. In future months, we’ll need to start conversations with the TC and this group about how we want to direct those funds, with or without the SB 267 transfers that we have been expecting but may be delayed due to the lawsuit in progress. • <u>Ron Papsdorf</u>: To that point, could you send out the list of preliminary SB 267 funded projects that we identified last year to refresh our memories about what those are? • <u>Jeff Sudmeier</u>: We will. I would also remind the group that there is a Tabor Foundation lawsuit in process, now expected to start in October, which means we can’t expect our first transfer on July 1st as originally planned (if at all). SB 1 funding might be one way to backfill those projects and avoid delays to the SB 267 projects while the legal issues are worked out. 	
<p>STAC Elections / Tim Kirby (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • There is one vote per TPR/MPO, rather than one per person (representatives & alternates). Each TPR/MPO should identify who will vote on their behalf. 	<p>The STAC elects Vince Rogalski as Chair and Sean Conway as Vice Chair.</p>

	<ul style="list-style-type: none"> • Vince Rogalski was nominated for the STAC Chair by Sean Conway. <ul style="list-style-type: none"> ○ Bentley Henderson seconded the nomination. ○ There were no other nominations. ○ Barbara Kirkmeyer moved to close nominations and approve by acclamation. ○ Vince Rogalski elected STAC Chair by acclamation. • Sean Conway was nominated for the STAC Vice Chair by Norm Steen. <ul style="list-style-type: none"> ○ Roger Partridge seconded the nomination. ○ There were no other nominations. ○ Barbara Kirkmeyer moved to close nominations and approve by acclamation. ○ Sean Conway elected STAC Vice Chair by acclamation. <p>STAC Comments</p> <ul style="list-style-type: none"> • The members of the STAC recognized Thad Noll for his years of service to Colorado and congratulated him on his upcoming retirement. 	
Discretionary Grants / Tim Kirby (CDOT Division of Transportation Development)	<p>Presentation</p> <ul style="list-style-type: none"> • There are three upcoming federal grant opportunities that we'd like to highlight for you today. • <u>CRISI: Consolidated Rail Infrastructure & Safety Improvement Program</u> <ul style="list-style-type: none"> ○ Available to states, local governments, and short-line railroads. ○ Focused on rail projects such as signals, crossings, rail relocation, but not commuter rail. ○ Given the short timeframe, CDOT staff are recommending the submission of the US 85 – Union Pacific safety improvement project because it is well-scoped and has identified partnerships. ○ Other considered projects include the La Junta-Pueblo Southwest Chief extension, Santa Fe / Kalamath grade crossing in Denver, and the Hudson rail/truck/pipeline connection. None of these was sufficiently developed given the application deadline. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: What were the other candidate projects and why did you recommend this one? 	No action taken.

- David Krutsinger: See above. The US 85 offered the best option given that partnerships are already established and the project is well-scoped. The others were not as ready to go given the approaching deadline.

Presentation

- ATCMTD: Advanced Transportation and Congestion Management Technologies Deployment
 - Available to states, local governments, MPOs, and academic institutions.
 - Focused on deployment of advanced transportation technologies that improve safety and mobility, including deployments of connected and autonomous vehicles (CAVs).
 - CDOT staff are planning to apply for the US 160 Wolf Creek Pass project for \$8.7 million in ITS and safety improvements given that it is already entering design in the near future and has a clear technology connection.

STAC Comments

- Roger Partridge: Are counties eligible for these grants and would it be a problem to apply and potentially compete with CDOT's applications?
- Lisa Streisfeld: Yes, they are eligible and it would be good to coordinate any applications with CDOT so we don't step on one another's' toes.

Presentation

- BUILD: Better Utilizing Investments to Leverage Development
 - Previously the TIGER grant, now with additional funds (\$1.5 billion nationwide) and slightly different project selection criteria (including a greater emphasis on rural projects).
 - Available to state, local, and tribal governments. Multiple applications are allowed per state, but no more than \$150 million can be awarded to any one state.
 - Some potential CDOT-submitted projects include: I-25 South Gap, I-25 North, I-70 Westbound Peak Period Shoulder Lanes, Powers Boulevard Extension (potential City of Colorado Springs application), SH 13 (potential Garfield County application), US 160 / SH 151

	<p>(potential Southern Ute Indian Tribe application), and the TSMO “Internet of Roads” connected vehicle ecosystem.</p> <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Ron Papsdorf</u>: The City of Aurora and the City of Denver have both been discussing potential applications. Have you heard anything from them? • <u>Joshua Laipply</u>: We have been in contact with them and other municipalities. We would prefer to submit one application on behalf of CDOT and then let cities and counties submit as many as they want. Usually we find that the locals have more success than the states. • <u>Gary Beedy</u>: Did you consider the Lamar Reliever Route? • <u>Joshua Laipply</u>: We did look at that one but the amount of the grant makes it difficult without additional funding identified elsewhere. The smaller project cap of \$25 million in the BUILD program means that some projects that were good TIGER candidates may not make sense under BUILD. • <u>Ron Papsdorf</u>: It might help us identify BUILD applications if our FHWA partners give us an idea of when the INFRA grant winners will be announced. Any idea on that? • <u>John Cater</u>: We’re told it will be soon, but we have no hard dates. 	
<p>Transit Development Program / Michael Snow (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The TRAC Subcommittee met 5 times in April and May to develop and recommend a Tier 1 Planning Target and Regional Planning Allocation Formula for the Transit Development Program. <ul style="list-style-type: none"> ○ Recommendations were finalized on May 7th and TRAC concurrence occurred on May 11th. ○ Many thanks to the subcommittee participants for their hard work and valuable time. ○ Now coming to the STAC to request their concurrence. • Tier 1 target = \$1.5 billion • Regional Planning Allocation Formula included the following data points: <ul style="list-style-type: none"> ○ Total Population (30%) ○ Total Jobs (10%) ○ Disadvantaged Population (20%) ○ Zero-Vehicle Households (10%) 	<p>The STAC voted to recommend approval of the Tier 1 Planning Target & Regional Planning Allocation Formula to the TC, with two members dissenting.</p>

- Revenue Miles (15%)
- Unlinked Trips (15%)
- The resulting planning allocation for the 15 TPRs are as follows:
 - DRCOG: 63%
 - GVMPO: 2.3%
 - NFRMPO: 7.3%
 - PACOG: 2.8%
 - PPACG: 9%
 - Central Front Range: 1.8%
 - Eastern: 1.1%
 - Gunnison Valley: 2.6%
 - Intermountain: 4.1%
 - Northwest: 1.1%
 - San Luis Valley: 1%
 - South Central: .7%
 - Southeast: .7%
 - Southwest: 1.4%
 - Upper Front Range: 1.5%
- DTR staff requests a motion by the STAC to concur with the recommended Tier 1 Target and Regional Planning Allocations.

STAC Comments

- Barbara Kirkmeyer: Doesn't the inclusion of unlinked trips disadvantage those areas without existing transit and thereby prevent them from expanding it in the future?
- Michael Snow: That is one portion of the formula, but it's weighted at 15% of the whole, so the intention of the Subcommittee was to account for that factor but not have it overwhelm the whole.
- Barbara Kirkmeyer: But that 15% penalizes us for not having had funds in the past by limiting our funds in the future.
- Walt Boulden: We talked a lot about that in the group and how to best weight these different factors to fairly account for existing service, current need, population, etc. This was what the group felt was the best balance.
- Barbara Kirkmeyer: But because we didn't have funding 20 years ago to build out the original system we will now be limited for the next 20 years to build what's needed in the fastest growing areas of the state. Between

unlinked trips and revenue miles, 30% of the funds are being determined by whether you have an existing system, which hurts all the parts of the state without that.

- Thad Noll: All of the TPRs started in the same place, but some of the TPRs developed local funding sources from their own citizens and built up the system. This formula recognizes the long-term investment made by those parts of the state as a consideration in the planning allocation.
- Barbara Kirkmeyer: I think that Revenue Miles and Unlinked Trips are weighted too heavily in this calculation; the other 4 factors make sense and don't penalize regions for lack of funds in the past.
- Joshua Laipply: What is the feeling of the rest of the STAC on this? Are we comfortable with this or does it need more work?
- Tim Kirby: Let's go back to the concept of the Development Program that we created for highway projects. We developed a list that we could work from for each new funding source rather than building it from scratch each time money appeared. That's what we're trying to do here for transit, have a list prepared of possible projects, but just like with the Highway Development Program, we would come back to this group to prioritize actual projects if and when real dollars actually become available, not just pull from the Tier 1 list without any consultation. It's important to remember that this is just a planning tool, not a final funding allocation, which would likely be driven by the specific funding source that becomes available.
- Barbara Kirkmeyer: These are planning totals, so they should be what you can reasonably expect to receive and plan for.
- David Krutsinger: No, these aren't reasonably expected, these are *above and beyond*, like the Highway Development Program.
- Joshua Laipply: And because these are for planning they don't have to be precise, we can round those up or down because it's not going to be exact anyway.
- Ron Papsdorf: Is this for 10-years, 20-years, 4-years, or something else? I'm hearing different numbers thrown around and want to clarify that point.
- Tim Kirby: I think there is some confusion of nomenclature here. The entire universe of transit needs in the state is the big circle, the Transit Development Program. The smaller, prioritized need is the Tier 1 list within that Transit Development Program. Whether that represents 10 years is a question I'll put to Michael.
- Michael Snow: This question has created a lot of confusion since including the term 10 years implies some reasonable anticipation of new funds in that

	<p>time frame, whereas that's not something we can necessarily expect. We're not trying to put a timeframe on that Tier 1 list, there's no limitation.</p> <ul style="list-style-type: none"> • <u>Ron Papsdorf</u>: I don't disagree with what you're saying, but I think that originally when we developed the Highway Development Program it was partially meant to be a bridge between the 4-year STIP and 25 year SWP. What are the highest priorities in the 25-year plan that you would choose to work on first <i>if</i> you had the funding. If that's not the case for this Transit Development Program and it's not limited to a 10-year timeframe, then this Transit Development Program could grow significantly. • <u>Thad Noll</u>: I would encourage people to focus first on developing their full transit needs, with no limitations, to truly represent what's needed in terms of transit across the state. Then we can look at what makes sense within these planning allocations specifically. • <u>Barbara Kirkmeyer</u>: As a final comment, I would like to note that just because some areas of the state don't have as much transit as other parts of the state doesn't mean that we never invested in it. We have been putting money in using CMAQ dollars. 	
<p>Connected Vehicle Build-Out Plan / Amy Ford (CDOT Chief of Advanced Mobility), Wes Maurer & Tyler Svitak (CDOT ITS Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • In the previous month, TSMO staff briefed the STAC on their fiber master planning efforts. This month they discussed the "Internet of Roadways" concept for connected vehicles, and in future months they will return to collaborate on the Smart Mobility Plan. • Federal research indicates that there are significant potential benefits of connected vehicles, such as an 80% reduction in non-impaired crashes, 40%-400% capacity improvement, and emission reductions, among others. • CDOT is working with Panasonic to develop a statewide CV ecosystem – a foundational system for future technologies, applications, and products to plug into and build upon (like iOS or Android). <ul style="list-style-type: none"> ○ <u>Stage 0</u> – planned infrastructure based on existing construction opportunities (I-70, I-25, C-470) ○ <u>Stage 1</u> – connecting initial segments and linking to Wyoming, a USDOT pilot state for CVs ○ <u>Stage 2</u> – complete I-70 from Utah to Kansas and connect along US 160 to Wolf Creek Pass ○ <u>Stage 3</u> – expand to other key areas of high freight, safety, and mobility need statewide 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • Auto manufacturers plan a large-scale roll-out of CAVs on the market by 2021, so CDOT’s goal is to set the stage for this shift by establishing a CAV support system on non-signalized roadways in the Denver Metro ahead of that date. <p>STAC Discussion</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: How much of this will be CDOT-exclusive fiber versus PPPs with locals and other uses? • <u>Wes Maurer</u>: As we discussed last month, we’re doing our fiber master plan to work through the build-out of new fiber where necessary and looking for partnerships to help do that. • <u>Amy Ford</u>: Phase 1 focuses on existing fiber that we’re tapping into, whereas the later phases require new fiber construction and are therefore more expensive but offer potential for partnerships (public-private or public-public). • <u>Norm Steen</u>: I encourage you to find partners to dig once for multiple users or purposes since experience indicates that you’ll save up to 90% of the cost. • <u>Roger Partridge</u>: Have you looked at the liability issues related to CDOT owning the fiber and other infrastructure? I think that should be a concern. • <u>Amy Ford</u>: I think it’s a good point and potentially similar to what we have now with data sharing on CoTrip and other channels. When you get into autonomous driving it’s more interesting but early indications are that the vehicle manufacturers and/or operators are likely to assume that liability as was recently the case in the unfortunate Uber incident in Arizona. That’s a developing area and one that we’re going to be keeping an eye on. 	
Other Business / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • The next STAC Meeting will be held on June 22nd at the new CDOT HQ at 2829 W. Howard Place, Denver 80204. 	No action taken.

STAC ADJOURNS



COLORADO

Department of
Transportation

Senate Bill 18-001

Summary

Transportation Commission Workshop

June 20, 2018



Agenda

- General Fund (GF) Transfers
- Multimodal Fund Overview
- 2018 Ballot Initiatives (#153 and #167)
- 2019 Ballot Initiative (SB 18-001)
- Debt Service



Senate Bill 18-001 Overview

- Provides two years of General Fund transfers (\$451.5 million to CDOT)
- Authorizes 2019 ballot initiative for \$2.3 billion in bonds if 2018 ballot initiatives fail
- Retains first year of SB 17-267
 - Future years contingent on outcomes of ballot initiatives



General Fund Transfers

July 1, 2018



\$495.0 million from General Fund



- **\$346.5 million to CDOT**
- **\$74.25 million to Counties (50%) and Cities (50%)**
- **\$74.25 million to Multimodal Fund**

Late 2018/Early 2019 (TBD)

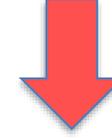


\$380.0 million Year 1 SB 17-267 transfer



- **All to CDOT**
 - **90% to Highways**
 - **10% to Transit**
- **\$1.5 billion in Years 2-4 transfers contingent on ballot initiatives**

July 1, 2019



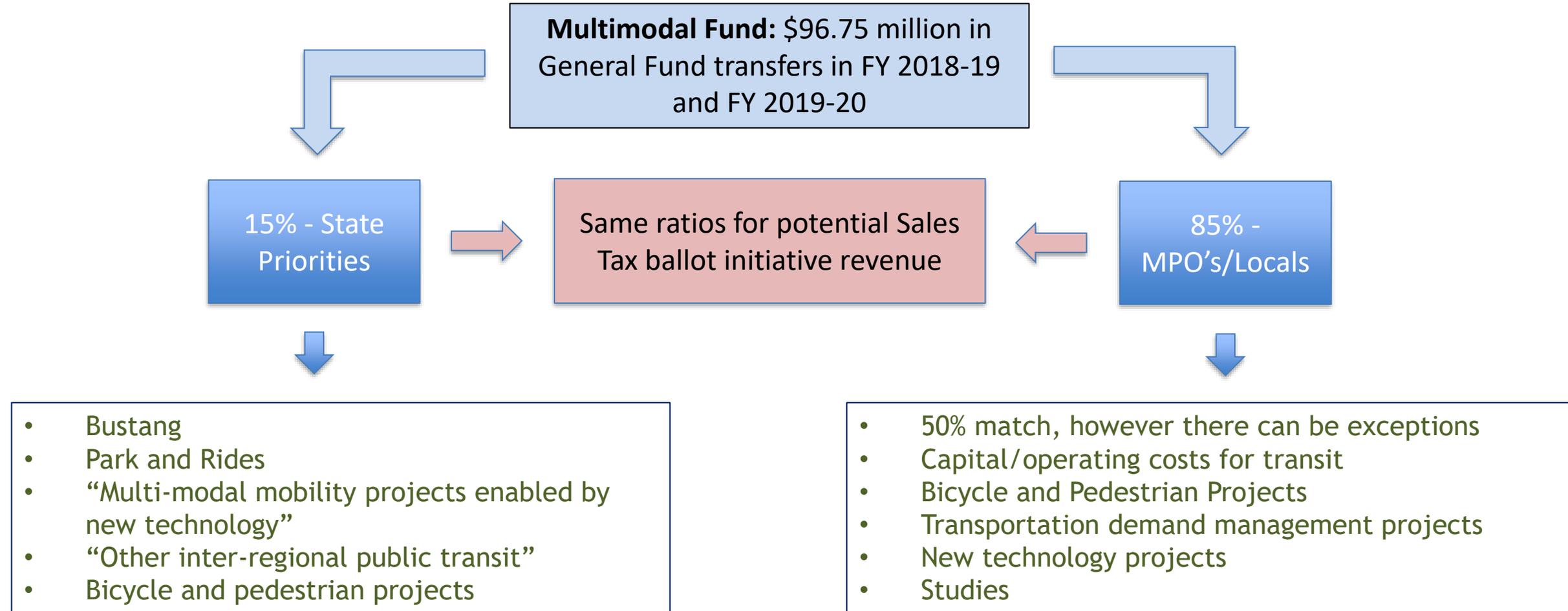
\$150.0 million from General Fund



- **\$105.0 million to CDOT**
- **\$22.5 million to Counties (50%) and Cities (50%)**
- **\$22.5 million to Multimodal Fund**



Multimodal Fund Overview





2018 Ballot Initiatives

Ballot Initiative #153

- 20-year sales tax increase of 0.62%

State – 45%

Locals – 40%

Multimodal Fund - 15%

- \$345.0 million in Year 1
- Overall projected revenue of \$9.0 billion
- Up to \$5.2 billion in TRANs, up to \$9.4 billion in debt service
- SB 17-267 transfers continue

- \$306.7 million in Year 1
- Overall projected revenue of \$8.0 billion
- 50% to Counties
- 50% to Cities
- Based on HUTF formula

- \$115.0 million in Year 1
- Overall projected revenue of \$3.0 billion
- 15% for State Priorities
- 85% for Local Priorities
- \$30.0 million annually can be used for debt service

Ballot Initiative #167

- Bonding repaid by General Fund

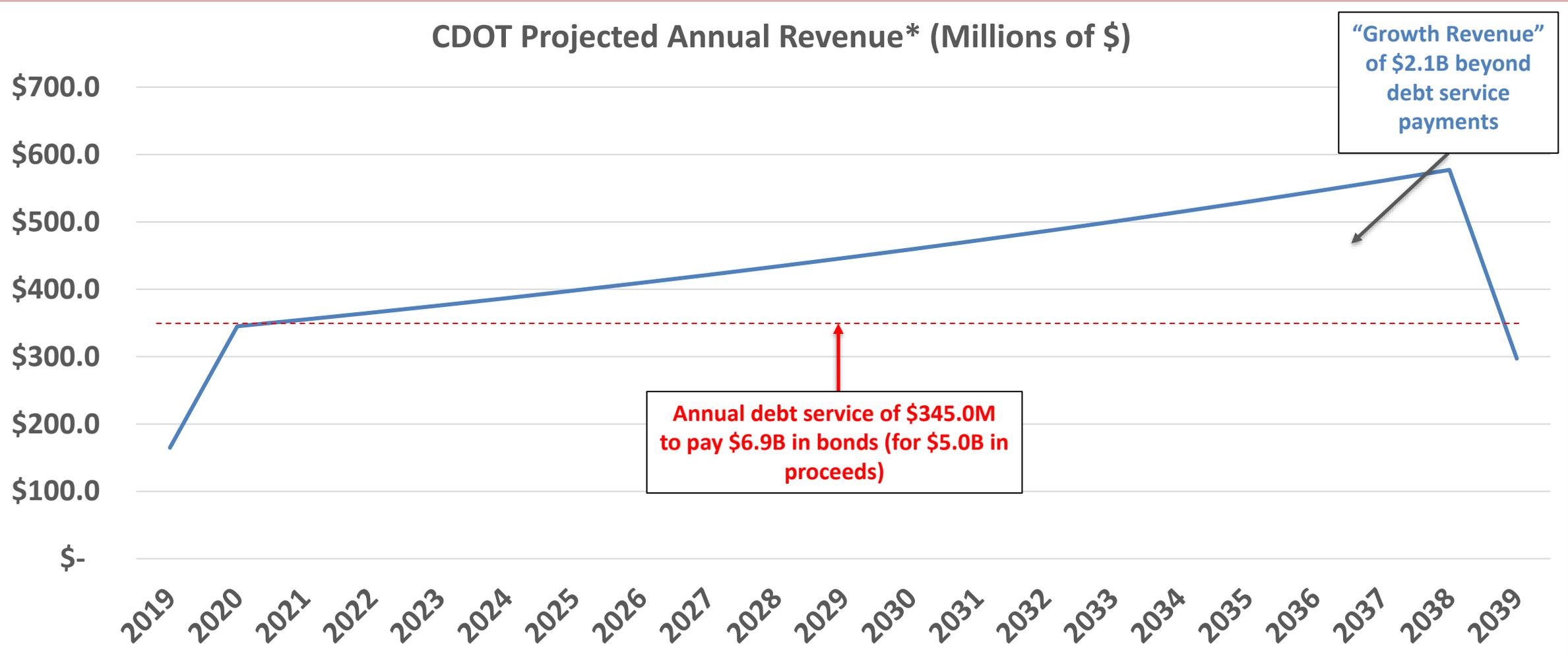
State – 100%

- \$3.5 billion bonds issued by CDOT
- \$5.2 billion in debt service
 - Repaid by General Fund and/or CDOT
- Includes state highway project list
- If approved, SB 17-267 Years 2-4 rescinded (loss of \$1.5 billion)



0.62% Sales Tax Increase

CDOT Projected Annual Revenue* (Millions of \$)



Annual debt service of \$345.0M to pay \$6.9B in bonds (for \$5.0B in proceeds)

"Growth Revenue" of \$2.1B beyond debt service payments

*Based on Historical Growth of 2.9%



2019 Ballot Initiative

- **IF** both 2018 ballot initiatives **FAIL**...
.....**THEN** 2019 ballot initiative from General Assembly
- SB 18-001 2019 Ballot Initiative
 - Bond proceeds = **\$2.337B**, debt service up to **\$3.25B**
 - **85%** to State Highway Fund for highway projects
 - **15%** to Multimodal Fund
 - **IF** 2019 ballot initiative **PASSES**.....
.....**THEN** Years 2-4 of SB 17-267 are rescinded



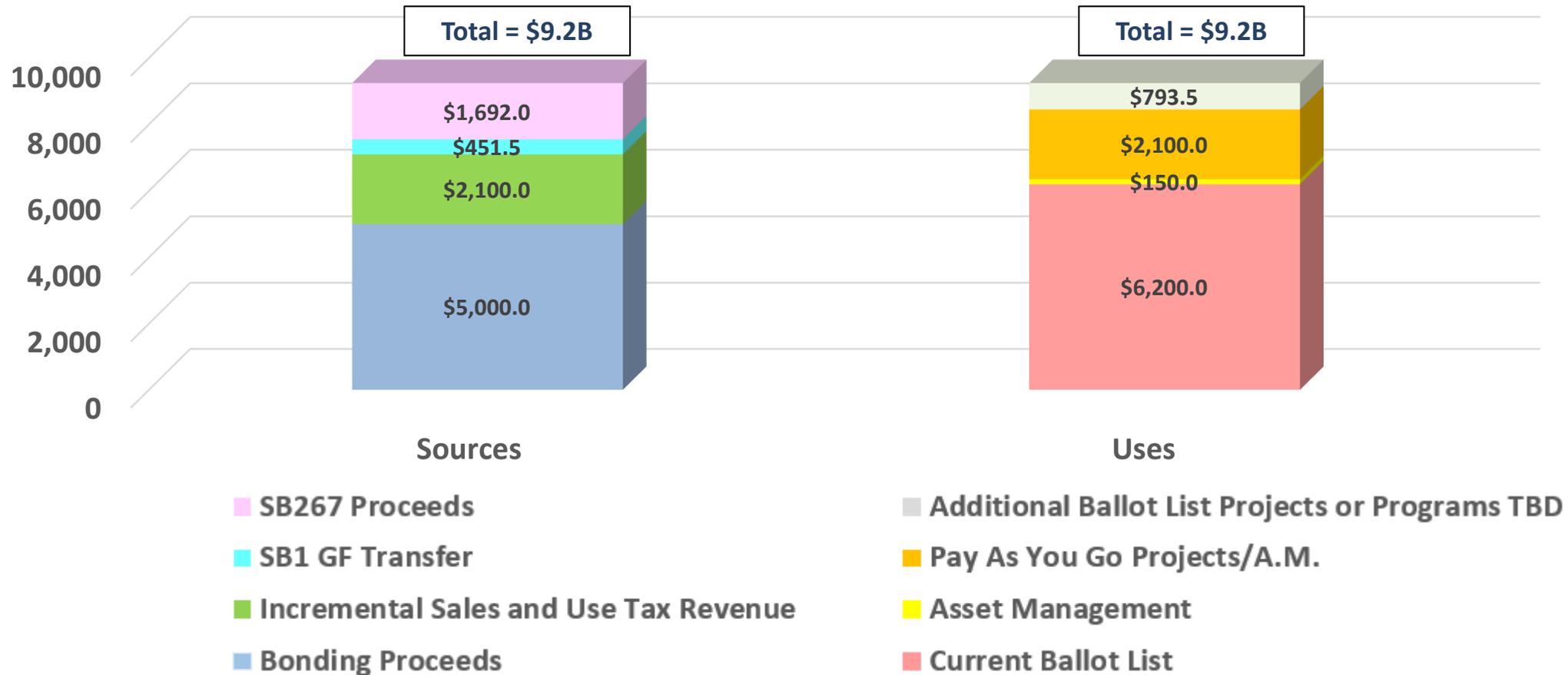
Debt Service Summary

Initiative/Result	CDOT SB267	General Fund SB267	CDOT Transbond	General Fund Transbond
#153 (Sales Tax) Passes	FY19 repayment up to \$28.5M; afterwards, \$50M from GF for 20 years	Up to \$100M annually, plus \$50M transfer to CDOT for 20 years	\$9B in sales tax revenue, with a \$9.4B limit in debt service	-
#167 (GF) Passes	\$10.1M annually, \$218.6M total	Up to \$18.4M annually, \$349.6M total	TBD	Up to \$260M annually, \$5.2B total
Both #153 and #167 Pass	\$10.1M annually, \$218.6M total	Up to \$18.4M annually, \$349.6M total	TBD for #167; for #153, \$9B in sales tax revenue, with a \$9.4B limit in debt service	Up to \$260M annually, \$5.2B total for #167
2019 Ballot Initiative Passes	\$10.1M annually, \$218.6M total	Up to \$18.4M annually, \$349.6M total	\$39.9M annually, up to \$798M total	\$122.6M annually, \$2.452B total
2019 Ballot Initiative Fails	FY19 repayment up to \$28.5M; afterwards, \$50M from GF for 20 years	Up to \$100M annually, plus \$50M transfer to CDOT for 20 years	-	-



CDOT Potential Highway Revenue

Initiative #153: Estimated Highway Sources of Revenue (millions of \$) vs. Potential Uses





July 2018 SB 18-001 General Fund – Staff Recommendations

Guidelines

- Move forward with SB 267 projects despite uncertainty
 - Preconstruction on projects in development
 - Construction on projects ready to proceed
- Maintain schedule on I-25 Gap project
- Make a significant commitment to Asset Management - support transition from RAMP and begin projects today that will improve condition of current system
- Maintain commitment to ADA improvements
- Consider Year 1 of SB 267 as well



July 2018 SB 18-001 General Fund – Staff Recommendations

Project / Area	Precon	Construction				Year 1 Total
	SB1 Year 1	SB1 Year 1	SB267 Year 1	Federal Grants	Construction Total	
I-25 Gap	\$2.0 M	\$92.0 M	\$25.0 M	\$65.0 M	\$182.0 M	\$184.0 M
I-25 Seg. 5 & 6	\$19.0 M	\$20.0 M	\$165.0 M		\$185.0 M	\$204.0 M
I-70 WB PPSL		\$25.0 M	\$20.0 M	\$25.0 M	\$70.0 M	\$70.0 M
I-70 Pavement	\$1.1 M	\$23.9 M	\$33.1 M		\$57.0 M	\$58.1 M
US 550/160	\$6.3 M		\$54.4 M	\$12.3 M	\$66.7 M	\$73.0 M
US 50 Pueblo	\$1.6 M					\$1.6 M
Towaoc		\$9.0 M		\$2.0 M	\$11.0 M	\$11.0 M
SH 9			\$9.5 M		\$9.5 M	\$9.5 M
US 50 Little Blue (fall 2019 construction start)						
SH 13 Rio Blanco		\$10.8 M	\$20.0 M		\$30.8 M	\$30.8 M
SH 13 Wyoming South		\$9.2 M	\$10.5 M		\$19.7 M	\$19.7 M
Ballot/Potential Grant Projects Preconstruction	\$21.6 M					\$21.6 M
ADA		\$5.0 M			\$5.0 M	\$5.0 M
Asset Mgmt		\$100.0 M			\$100.0 M	\$100.0 M
Total	\$51.6 M	\$294.9 M	\$337.5 M	\$104.3 M	\$736.7 M	\$788.3 M



Next Steps

- Decision on July 1, 2018 SB 18-001 funds (July TC)
- Update highway project list for November 2018 ballot initiatives (July TC)
- Update Multimodal Options Fund bonding projects for November 2018 ballot initiatives (July TC)
- Consider July 1, 2019 SB 18-001 funds (future)



Questions?



COLORADO

Department of Transportation

Division of Transit & Rail

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

DATE: June 22, 2018
TO: STAC
FROM: David Krutsinger, Director, Division of Transit & Rail
Herman Stockinger, Policy Director
SUBJECT: Multimodal Funding Under Sales Tax Ballot Question

Purpose

The purpose of this memo is to inform STAC members about a Transportation Commission 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

Background

One possible new source of funding is a 0.62 percent statewide sales tax ballot measure sponsored by the Denver Metro Chamber of Commerce and others. If successful, 15 percent of the annual net revenue would be dedicated to the “multimodal transportation options fund” that is available for transit capital or operating expenses, transportation demand management programs, bicycle and pedestrian projects, and other multimodal projects. If successful, the sales tax increase would result in approximately \$105 million multimodal funds annually, with up to \$30 Million per year available for bond payments on priority construction projects.

This memo seeks to explain the rationale for identifying a set of construction projects as the projects to fund with the \$30 Million per year bond payment. When matched with local dollars at a 50/50 basis, \$30 Million can leverage a total *transit* construction program of up to \$800 Million in net present value, paid back over 20 years.

Details

The ballot measure divides the *multimodal* funding into three categories:

- **Bond for Multimodal Capital Projects:** Up to \$30 million per year is available for bond payments for multimodal infrastructure projects selected by the Transportation Commission. The local project sponsor would be responsible for paying 50 percent of the project costs.
- **Local Multimodal Projects:** Of the remaining funds, 85 percent will be used for local, non-bonded multimodal projects. The Commission will allocate the funds around the state based on population and transit ridership. A 50/50 local match is required, though the Commission may create a formula for reducing or exempting certain agencies from the local match requirement. For projects within an MPO, the MPO will select and manage the projects. For projects where no MPO exists, the Commission will select and manage the projects. The distribution formulas and variable match requirements require a variety of stakeholders to provide a recommendation to the Transportation Commission before the Commission acts. That group includes STAC, TRAC, transit advocacy organizations and bicycle and pedestrian advocacy organizations.
- **Statewide Multimodal Projects:** The Commission will use the remaining funds and choose projects of regional or statewide nature. For example, eligible projects include capital and operating costs of inter-regional transportation services such as Bustang and Outrider, transportation demand programs, and capital or operating costs for bicycle and pedestrian projects that further the state’s goals. There is no local match requirement for these projects.

As with highway projects, the ballot authors requested assistance from CDOT in identifying potential bonded transit projects. Staff used the following criteria to identify projects:

- **Local prioritization:** The TPR must prioritize the project as a Tier 1 project in the Transit Development Program.

- Project type: The project must be an infrastructure project with a useful life greater than 20 years. This eliminates operations, bus and equipment purchases, etc.
- Project size: Projects must be of sufficient size to justify bonding. Staff used \$10 million as a rule of thumb.
- Local match: The ballot assumes a 50 percent local match for bonded projects. Staff included projects where local officials could provide reasonable assurance the project sponsors will provide the local match. This local match can come from cities, counties, transit agencies or CDOT, and can be an existing revenue source or a share of their revenue from a successful ballot question.

Through conversations with transit officials and through ongoing work with the Transit Development Program, agency staff members were able to identify several candidate projects (Table 1). Over the next month, staff will continue to work with project sponsors to refine project costs and determine local match commitment.

One question to consider is how to balance equity at a statewide level. While the local multimodal funds will be allocated by formula to planning regions, there is no formula for choosing projects for bonding. Consequently, some regions may end up with higher investment levels because they have good candidates for bonding while other regions of the states, particularly rural areas with few capital investments, don't have those types of projects. It is expected that should the ballot question pass, the partner stakeholders identified in the ballot question will include this issue as one that is considered when providing the Commission with a recommendation on the distribution of funds.

Next Steps

Staff will present the Transportation Commission an updated list of candidate transit projects for bonding in July for adoption. A subsequent action and continued conversation may occur in August, particularly as we consider how to select projects with the already-approved SB 18-001 funds.

Attachment

Table 1 - Candidate list of bonded transit projects

Table 1: Candidate Bonded Transit Projects

Project	Description	Cost Est. (millions)	Funding Breakdown	Ballot Funding	Other Funding	Total Funding Anticipated	Match Status/Notes
SH 119- Downtown Boulder to Downtown Longmont	Regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements	\$230-\$600M	\$120M CDOT sales tax + \$120M MMOF match \$30M RTD + \$30M MMOF match \$5M Local Funds + \$5M MMOF match \$9M CDOT RPP \$100M FTA Small Starts (competitive) Potential increase in funds to be proposed	\$275	\$144	\$419	Highway ballot funding identified in highway ballot projects (see project #74). RTD has committed \$30M. Other local funds provided by US 26 MMC governments.
SH 7, Downtown Boulder to Downtown Brighton	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	\$352M	\$80M CDOT sales tax + \$40M MMOF match \$5M Local Funds + \$5M MMOF match \$12M CDOT R4 Surface Treatment	\$125	\$17	\$142	Highway ballot funding identified in highway ballot projects (see project #143). Other local funds provided by US 26 MMC governments
US 287- from SH 66 to US 36	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	\$90M	\$45M Potential CDOT sales tax \$6M Local Funds + \$6M MMOF match	\$51	\$6	\$57	Local funds provided by US 36 MMC governments
SH 42/95th Street	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	\$27.4M	\$7.3M Local Funds + \$7.3M MMOF match \$.5M CDOT FASTER Potential CDOT sales tax funds	\$7.30	\$7.80	\$15.10	Local funds provided by US 36 MMC governments
US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	\$26M	\$3M Local Funds + \$3M MMOF match Potential CDOT sales tax	\$3.00	\$3.00	\$6.00	Local funds provided by US 36 MMC governments
East Colfax BRT	Bus Rapid Transit from I-25 to I-225 with dedicated transit lanes from Broadway Ave to Yosemite Ave	\$184M	\$55M GO Bonds + \$55M MMOF match \$74M FTA Small Starts (competitive)	\$55.00	\$55.00	\$110.00	Bonds are earmarked for the project and the City will pursue FTA Small Starts for remainder of funds
Downtown Transit Center (Colorado Springs)	Purchase land, design, and construct a transit center in the downtown	\$20M	\$10M local funds + \$10M MMOF match	\$10.00	\$10.00	\$20.00	Local sources include federal formula transit funds and local transportation authority funds
West Elizabeth BRT (Fort Collins)	A series of capital and operating improvements along the West Elizabeth corridor	\$20M	\$10M local funds + \$10M MMOF match	\$10.00	\$10.00	\$20.00	Local sources include federal formula transit funds and local funds. The City plans to pursue competitive FTA Small Starts.
Maintenance and Administration Facility (Pueblo)	Replace and relocate the existing transit maintenance and administration building	\$15M	\$7.5M local funds + \$7.5M MMOF	\$7.50	\$7.50	\$15.00	Local sources include federal formula transit funds and local transportation ballot funds
North Avenue (US 6) Corridor Improvements (Grand Junction)	A series of transit accessibility/pedestrian improvements (MP 30.6 - 34.5)	\$14M	\$7M local funds + \$7M MMOF	\$7.00	\$7.00	\$14.00	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.
Parking and Transit Center (Idaho Springs)	Construct a parking garage and transit transfer center	\$15M	\$7.5M local funds + \$7.5M MMOF	\$7.50	\$7.50	\$15.00	Local sources include downtown improvement district funds, local transportation ballot funds, and private funds.
Glenwood Maintenance Facility Expansion (RFTA)	Expansion of existing maintenance and administration facility	\$30M	\$15M local funds + \$15M MMOF	\$15.00	\$15.00	\$30.00	Local sources include remaining local bonding authority and/or agency reserves
Transit Station Rebuild (Breckenridge)	Rebuild the Town's intermodal transit center	\$10M	\$5M local funds + \$5M MMOF	\$5.00	\$5.00	\$10.00	Local sources include general fund revenues from the City and other partner transit agencies
ADA Accessibility Upgrades (Durango)	A series of transit accessibility improvements around the city such as improved bus stops and access to bus stops.	\$20M	\$10M local funds + \$10M MMOF match	\$10.00	\$10.00	\$20.00	Local source is existing, dedicated .05 sales tax. The City may also seek additional local sales tax funds.
Transit Center Renovation (Steamboat Springs)	Reconstruct a major transit center	\$18M	\$9M local funds + \$9M MMOF match	\$9.00	\$9.00	\$18.00	Local sources include the Urban Redevelopment Authority, city transit funds, and private contributions
				\$597	\$314	\$911	Total MMOF: \$546M of estimated \$800M bonding capacity



COLORADO
Department of Transportation
Division of Transportation Development

Multimodal Planning Branch
2829 W. Howard Place
Denver, CO 80204

TO: Statewide Transportation Advisory Committee (STAC)
FROM: Tim Kirby, Multimodal Planning Branch Manager
Michelle Scheuerman, Statewide Planning Manager
DATE: June 22, 2018
SUBJECT: Final Update on Statewide Planning Rules & Transportation Commission Adoption in July

Purpose

This memo serves as a final update to the Statewide Transportation Advisory Committee (STAC) on the proposed revisions to the Statewide Transportation Planning Rules (Rules), 2 CCR 601-22. Please see the proposed Final Statewide Planning Rules as Revised, Attachment A.

Action

Staff is seeking STAC's support in the next step of the rule-making process.

Background

The Statewide Planning Rules (the Rules) have the effect of law and provide requirements for conducting a continuous, cooperative, and comprehensive Statewide Planning process and in developing the Statewide Transportation Plan (SWP), the five Metropolitan Regional Plans, and the 10 Rural Transportation Plans (RTP's). The Rules are intended to be consistent with, but not a replacement for, the federal transportation planning requirements in 23 United State Code (USC) 134 and 135, 23 Code of Federal Regulations (CFR) Part 450, and the state transportation planning requirements in Colorado Revised Statutes (C.R.S.) 43-1-1101.

Details

Starting in July 2017, staff began to solicit comment on changes to the Rules from the STAC, planning partners, and within CDOT. STAC received periodic updates, including identification of any substantive changes to the Rules. The last update to STAC was provided via a memo dated March 19, 2018. Attached to the March memo were the revised Rules that contained the reasons for the revisions and the commenters, including DRCOG, GVMPO, North Front Range MPO, and CDOT staff. On March 15, 2018, the Transportation Commission authorized staff to begin the formal rulemaking process providing interested members of the public the opportunity to provide comment on the proposed changes to the Rules. Comments were accepted through the rulemaking hearing, which took place on May 22 at 1:00 p.m. at CDOT's new building located at 2829 W. Howard Place in Denver. At the hearing, no public comments were received. The public comment period has now concluded. Attachment B, provided for STAC's convenience, is a compilation of substantive comments from the public during the public comment period between March 23 and May 22, 2018.

Next Steps

July 19, 2018: Hearing Officer recommends adoption of the proposed rules to the Transportation Commission
July 20, 2018: CDOT requests Attorney General's opinion
Aug. 8, 2018: Attorney General files opinion



Aug. 8, 2018: CDOT Office of Policy and Government Relations files Rules with Secretary of State
Aug. 25, 2018: Final Rules published in Colorado Register
Sept. 14, 2018: Final Rules become effective

After the Final Rules become effective, staff will post them on the STAC website under the Other Resources heading:
<https://www.codot.gov/programs/planning/planning-partners/stac.html>.

They also will be available online on the Planning webpage:
<https://www.codot.gov/programs/planning/planning-partners/programs/planning/planning-resources.html>

Attachment

Attachment A: Final Statewide Planning Rules as Revised
Attachment B: Public Comments on Statewide Planning Rules



DEPARTMENT OF TRANSPORTATION

Transportation Commission

RULES GOVERNING STATEWIDE TRANSPORTATION PLANNING PROCESS AND TRANSPORTATION PLANNING REGIONS

2 CCR 601-22

STATEMENT OF BASIS AND PURPOSE AND STATUTORY AUTHORITY

The purpose of the Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (Rules) is to prescribe the statewide transportation planning process through which a long-range multimodal, comprehensive statewide transportation plan will be developed, integrated, updated, and amended by the Colorado Department of Transportation (Department), in cooperation with local governments, Metropolitan Planning Organizations, Regional Planning Commissions, Indian tribal governments, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, Federal Railroad Administration, U.S. Forest Service, Bureau of Land Management, Secretary of the Interior, National Park Service, other federal and state agencies, relevant state and federal agencies, the private sector, transit and freight operators, special-interest groups, and the general public. This cooperative process is designed to coordinate regional transportation planning, guided by the statewide transportation policy set by the Department and the Colorado Transportation Commission of Colorado ("Commission"), as a fundamental basis for developing the statewide transportation plan. The result of the statewide transportation planning process shall be a long-range, financially feasible, environmentally sound, multimodal transportation system plan for Colorado.

Further, the purpose of the Rules is to define the state's Transportation Planning Regions for which long-range Regional Transportation Plans are developed, prescribe the process for conducting and initiating transportation planning in the non-MPO Transportation Planning Regions and coordinating with the Metropolitan Planning Organizations for planning in the metropolitan areas. Memoranda of Agreement (MOA) that serve as the Metropolitan Planning Agreements (MPAs) per 23 C.F.R. 450 between the Department, each MPO, and applicable transit provider(s) Memorandums of Agreement ("MOA") between the Department and each MPO further prescribe the transportation planning process in the MPO transportation planning regions. In addition, the purpose of the Rules is to describe the organization and function of the Statewide Transportation Advisory Committee (STAC) as established by § 43-1-1104, Colorado Revised Statutes (C.R.S.).

The Rules are being promulgated to meet the intent of both the U.S. Congress and the Colorado General Assembly for conducting developing a continuing, cooperative, and comprehensive statewide performance-based multimodal transportation planning process for producing a Statewide Transportation Plan and Regional Transportation Plans that address the transportation needs of the state to address the transportation problems of the state by producing a statewide transportation plan. This planning process, through comprehensive input, plan will be implemented by results in systematic project prioritization and selection and budgeting of resources allocation, utilizing a comprehensive input process.

In 2018, rulemaking was initiated to update the rules to conform to recently passed federal legislation, update expired rules, clarify the membership and duties of the Statewide Transportation Advisory Committee pursuant to HB 16-1169 and HB 16-1018, and to make other minor corrections.

The Rules are intended to be consistent with and not be a replacement for the federal transportation planning requirements contained in 23 United States Code (U.S.C.) §§ 134, 135 and 150450, Pub. L. No. 114-94 (Fixing America's Surface Transportation Act or the "FAST Act") signed into law on December 4,

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~~2015, PL 112-141 ("Moving Ahead for Progress in the 21st Century" or "MAP-21")~~ and its implementing regulations, where applicable, contained in 23 Code of Federal Regulations (C.F.R.) Part 450, including Subparts A, B and C and 25 C.F.R. ~~§ Part~~ 170.421 in effect as of ~~October 1, 2012~~ August 1, 2017, which are hereby incorporated into the Rules by this reference, and do not include any later amendments. All referenced laws and regulations shall be available for copying or public inspection during regular business hours from the Office of Policy and Government Relations, Colorado Department of Transportation, ~~2829 W. Howard Pl., Denver, Colorado 80204, 4201 E. Arkansas Avenue, Denver, Colorado 80222~~

Copies of the referenced United States Code may be obtained from the following address:

Office of the Law Revision Counsel
U.S. House of Representatives
H2-308 Ford House Office Building
Washington, DC 20515
(202) 226-2411

Copies of the referenced Code of Federal Regulations may be obtained from the following address:

U.S. Government Publishing Office
732 North Capitol Street, N.W.
Washington, DC 20401
(202) 512-1800

The Statewide Planning Rules, ~~governing as a component of~~ the statewide planning process, emphasize Colorado's continually greater integration of multimodal, cost-effective and environmentally sound means of transportation. The Rules reflect the Department's focus on multimodal transportation projects including highways, aviation, transit, rail, bicycles and pedestrians.

The Rules are promulgated by the Commission pursuant to the specific statutory authority ~~found~~ in § 43-1-1103 (5), C.R.S., and § 43-1-106 (8)(k), C.R.S. The Commission may, at their discretion, entertain petitions for declaratory orders pursuant to § 24-4-105(11), C.R.S.

1.00 Definitions.

1.01 Accessible - ensure that reasonable efforts are made that all meetings ~~locations~~ are reachable by persons from households without vehicles and that they meetings will be accessible to persons with disabilities in accordance with ~~CDOT Policy 605.0 and~~ the Americans with Disabilities Act (ADA) , and also accessible to persons with limited English proficiency. Accessible opportunities to comment on planning related matters include those provided on the internet and through such methods as telephone town halls.

~~1.02 — Alternative Mode — any mode of transportation other than a single-occupant vehicle.~~

1.0~~23~~ Attainment Area – any geographic region of the United States that meets the national primary or secondary National Ambient Air Quality Standards (NAAQS) for the pollutants as defined in the Clean Air Act (CAA) (~~A~~amendments of 1990).

1.0~~34~~ Commission - the ~~State T~~ransportation commission of Colorado Commission created by § 43-1-106, C.R.S.

1.0~~45~~ Corridor - a transportation system that includes all modes and facilities within a described geographic area., ~~having length and width for purposes of transportation planning, and including all modes of travel.~~

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- 1.056 Corridor Vision - a comprehensive examination of a specific transportation corridor, which includes a determination of needs and an expression of desired state of the transportation system that includes transportation modes and facilities over the a planning period ~~and includes all modes and facilities.~~
- 1.067 Department - the Colorado Department of Transportation created by § 43-1-103, C.R.S.
- 1.078 Division – the Division of Transportation Development within the Colorado Department of Transportation.
- 1.089 Division Director - the Director of the Division of Transportation Development.
- 1.0940 Fiscally Constrained - the financial limitation on transportation plans and programs based on the projection of revenues as developed cooperatively with the MPOs and the rural TPRs and adopted by the Commission that are reasonably expected to be available over the long-range transportation planning period and the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) programming planning periods, as adopted by the Commission prior to updating regional and statewide plans.
- 1.104 Intergovernmental Agreement - an arrangement made between two or more political subdivisions that form associations for the purpose of promoting the interest and welfare of said subdivisions.
- 1.112 Intermodal Facility- the ability to connect and the connections between different transportation modes, (bicycle, pedestrian, transit, rail, aircraft, and motor vehicle)-. A site where goods or people are conveyed from one mode of transportation to another, such as goods from rail to truck or people from passenger vehicle to bus.
- 1.12 Land Use – the type, size, arrangement, and use of parcels of land.
- 1.13 Limited English Proficiency (LEP) – individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English.
- 1.143 Long-range Planning - a reference to a planning period with a minimum 20-year planning horizon.
- 1.154 Maintenance Area – any geographic region of the United States previously designated by the U.S. Environmental Protection Agency (EPA) as a nonattainment area pursuant to the Clean Air Act (CAA) Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended in 1990).
- 1.16 Memorandum of Agreement (MOA) – a written agreement between two or more parties on an intended plan of action.
- 1.17 Metropolitan Planning Agreement (MPA) – a written agreement between the MPO, the State, and the providers of public transportation serving the metropolitan planning area that describes how they will work cooperatively to meet their mutual responsibilities in carrying out the metropolitan planning process.
- 1.185 Metropolitan Planning Area - ~~is~~ a geographic area determined by agreement between the Metropolitan Planning Organization for the area and the Governor, in which the metropolitan transportation planning process is carried out pursuant to 23 U.S.C. § 134.
- 1.196 Metropolitan Planning Organization (MPO) - an organization ~~within the State of Colorado~~ designated by agreement among the units of general purpose local governments and the Governor, charged to develop the regional transportation plans and programs in a metropolitan

ATTACHMENT A

planning area pursuant to 23 U.S.C. § 134. ~~In terms of this transportation planning process, MPOs serve as Regional Planning Commissions for their respective Transportation Planning Regions.~~

1.2017 Mobility - the ability to move people, goods, services, and information among various origins and destinations.

1.218 Multimodal - ~~an integrated modal approach having two or more modes (bicycle, pedestrian, transit, rail, aircraft, and motor vehicle).~~ an integrated approach to transportation that takes into account all modes of travel, such as bicycles and walking, personal mobility devices, buses, transit, rail, aircraft, and motor vehicles.

1.22 National Ambient Air Quality Standards (NAAQS) – are those established by the U.S. Environmental Protection Agency for air pollutants considered harmful to public health and environment. These criteria pollutants are: carbon monoxide, lead, nitrogen dioxide, ozone, small particles, and sulfur dioxide.

1.2349 Nonattainment Area - any geographic region of the United States which has been designated by the EPA ~~as a Nonattainment~~ under section 107 of the CAA for any pollutants for which an NAAQS national ambient air quality standard exists.

1.240 Non-metropolitan Area – a rural geographic area outside a designated metropolitan planning area.

1.25 Plan Integration – Plan integration is a comprehensive evaluation of the statewide transportation system that includes all modes, an identification of needs and priorities, and key information from other related CDOT plans.

1.264 Planning Partners – ~~members local and tribal governments, the rural of the~~ Transportation Planning Regions and MPOs Metropolitan Planning Organizations.

1.272 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

Project Priority Programming Process (“4P”) – the process by which CDOT adheres to 23 U.S.C. § 135 and 23 C.F.R. Part 450 when developing and amending the statewide transportation improvement program (STIP).

1.23 ~~Regional and Statewide Plan Guidebook or “Guidebook”– the plan Guidebook is developed in collaboration with CDOT’s planning partners in order to assist local governments and interested parties in the development of long-range transportation plans. Though MPO processes are addressed in federal regulations, some information is typically included for MPOs based on the need for consistency between rural and metropolitan plans as they are consolidated into the Statewide Transportation Plan.~~

1.284 Regional Planning Commission (RPC) - ~~the a~~ planning body formed under the provisions of § 30-28-105, C.R.S., and designated under these Rules for the purpose of transportation planning within a rural Transportation Planning Region.

1.295 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

Regional Transportation Plan (RTP) - a long-range plan designed to address the future transportation needs for a Transportation Planning Region including, but not limited to, anticipated funding, priorities, and implementation plans, pursuant to, but not limited to, § 43-1-1103, C.R.S. and 23 C.F.R. Part 450. All rural and urban Transportation Planning Regions in the state produce RTPs.

ATTACHMENT A

- 1.3026 State Transportation System - refers to all state-owned, operated, and maintained transportation facilities in Colorado, including, but not limited to, interstate highways, other highways, local roads, and aviation, bicycle and pedestrian, transit, and rail facilities, ~~bicycle and pedestrian facilities, transit facilities, and rail facilities.~~
- ~~1.27 — Statewide and Regional Planning Manager — the person who manages the Statewide Plan development at the Colorado Department of Transportation.~~
- 1.3128 Statewide Transportation Advisory Committee (STAC) - the committee created by § 43-1-1104, C.R.S., composed of comprising one representative from each Transportation Planning Region and one representative from each tribal government, to review and comment on Regional Transportation Plans, amendments, and updates, and to advise both the Department and the Commission on the needs of the transportation systems in Colorado.
- 1.3229 Statewide Transportation Improvement Program (STIP) - a staged, fiscally constrained, multi-year, statewide, multimodal program of transportation projects which is consistent with the statewide transportation plan and planning processes, with metropolitan planning area plans, Transportation Improvement Programs and processes, and which is developed pursuant to 23 U.S.C. § 135.
- 1.330 Statewide Transportation Plan - the long-range, fiscally constrained, comprehensive, multimodal statewide transportation plan covering a period of no less than 20 years from time of adoption, developed through the statewide transportation planning process described in these Rules and 23 U.S.C. § 135, and adopted by the Commission pursuant to § 43-1-1103, C.R.S.
- 1.344 System Continuity - includes, but is not limited to, appropriate intermodal connections, integration with state modal plans, and coordination with neighboring Regional Transportation Plans, and, to the extent practicable, other neighboring states' transportation plans adjacent Statewide Transportation Plans.
- 1.352 Traditionally Underserved - ~~this~~ refers to groups such as the elderly seniors, persons with disabilities, low-income households, minorities, and student populations, which may face difficulties accessing transportation systems, employment, services, and other amenities.
- 1.363 Transit and Rail Advisory Committee (TRAC) – an advisory committee created specifically to advise the Executive Director, the Commission, and the Division of Transit and Rail on transit and rail-related activities.
- ~~1.34 — Transportation Commission — the Colorado Transportation Commission established pursuant to § 43-1-105 C.R.S.~~
- 1.375 Transportation Commonality - the basis on which Transportation Planning Regions are established including, but not limited to: Transportation Commission Districts, the Department's Engineering Regions, travelsheds, watersheds, geographic unity, existing intergovernmental agreements, and socioeconomic unity.
- 1.386 Transportation Improvement Program (TIP) - a staged, fiscally constrained, multi-year, multimodal program of transportation projects developed and adopted by MPOs, and approved by the Governor, which is consistent with an MPO's RTP the metropolitan transportation plan, and which is developed pursuant to 23 U.S.C. § 134.
- 1.397 Transportation Mode - a particular form of travel including, but not limited to, bus, motor vehicle, rail, ~~mass~~ transit, aircraft, bicycle, ~~or~~ pedestrian travel, or personal mobility devices.

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- 1.4038 Transportation Planning and Programming Process - all collaborative planning-related activities including the development of regional and statewide transportation plans, the Department's Project Priority Programming Process, and development of the Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Program (STIP).
- 1.4139 Transportation Planning Region (TPR) - a geographically designated area of the state, defined by section 2.00 of these Rules in consideration of the criteria for transportation commonality, and within-for which a regional transportation plan is developed pursuant to the provisions of § 43-1-1102 and 1103, C.R.S. and 23 U.S.C. § 134. The term TPR is inclusive of these types: non-MPO Transportation Planning Regions, MPO Transportation Planning Regions, and Transportation Planning Regions with both MPO and non-MPO areas.
- 1.420 Transportation Systems Planning ~~— provides the basis for identifying current and future deficiencies on the state highway system and outlines strategies to address those deficiencies and make improvements to meet Department goals, a procedure for developing an integrated means of providing adequate facilities for the movement of people, goods, services, and information, involving regional or statewide analysis of transportation needs and the identification of transportation facilities and corridors.~~
- 1.434 Travelshed - the region or area generally served by a major transportation facility, system, or corridor.
- 1.442 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~
- Tribal Transportation Improvement Program (TTIP) – a multi-year fiscally constrained list of proposed transportation projects developed by a tribe from the tribal priority list or tribal long-range transportation plan, and which is developed pursuant to 25 C.F.R. Part 170. The TTIP is incorporated into the STIP without modification.
- 1.453 Urbanized Area - an area with a population of 50,000 or more designated by the Bureau of the Census.
- 1.464 Watershed - ~~as defined by the Colorado Department of Natural Resources, Division of Water Resources, is a land area that drains to a common waterway, such as a stream, lake, estuary, wetland, or ultimately the ocean, drainage basin of a major river, and is considered in establishing TPR boundaries.~~

2.00 Transportation Planning Regions (TPR).

- 2.01 Transportation Planning Region Boundaries. Transportation Planning Regions are geographically designated areas of the state with similar transportation needs that are determined by considering transportation commonalities. Boundaries are hereby established as follows:
- 2.01.1 The Pikes Peak Area Transportation Planning Region comprise~~s~~s of the Pikes Peak Area Council of Governments' metropolitan area within El Paso and Teller ~~C~~Counties.
- 2.01.2 The Greater Denver Transportation Planning Region, which includes the Denver Regional Council of Governments' planning metropolitan area, comprise~~s~~s of the counties of Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson, and parts of Weld.
- 2.01.3 The North Front Range Transportation Planning Region comprise~~s~~s of the North Front Range Transportation and Air Quality Planning Council's metropolitan area within Larimer and Weld ~~C~~Counties.

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- 2.01.4 The Pueblo Area Transportation Planning Region comprise~~sd-of~~ Pueblo County, including the Pueblo Area Council of Governments' metropolitan area.
- 2.01.5 The Grand Valley Transportation Planning Region comprise~~sd-of~~ Mesa County, including the Grand Valley Metropolitan Planning Organization's metropolitan area.
- 2.01.6 The Eastern Transportation Planning Region comprise~~sd-of~~ Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma ~~c~~Counties.
- 2.01.7 The Southeast Transportation Planning Region comprise~~sd-of~~ Baca, Bent, Crowley, Kiowa, Otero, and Prowers ~~c~~Counties.
- 2.01.8 The San Luis Valley Transportation Planning Region comprise~~sd-of~~ Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache ~~c~~Counties.
- 2.01.9 The Gunnison Valley Transportation Planning Region comprise~~sd-of~~ Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel ~~c~~Counties.
- 2.01.10 The Southwest Transportation Planning Region comprise~~sd-of~~ Archuleta, Dolores, La Plata, Montezuma, and San Juan ~~c~~Counties, including the Ute Mountain Ute and Southern Ute Indian Reservations.
- 2.01.11 The Intermountain Transportation Planning Region comprise~~sd-of~~ Eagle, Garfield, Lake, Pitkin, and Summit ~~c~~Counties.
- 2.01.12 The Northwest Transportation Planning Region comprise~~sd-of~~ Grand, Jackson, Moffat, Rio Blanco, and Routt ~~c~~Counties.
- 2.01.13 The Upper Front Range Transportation Planning Region comprise~~sd-of~~ Morgan County, and the parts of Larimer and Weld ~~c~~Counties, that are outside both the North Front Range and the Greater Denver (metropolitan) TPRs.
- 2.01.14 The Central Front Range Transportation Planning Region comprise~~sd-of~~ Custer, El Paso, Fremont, Park, and Teller ~~c~~Counties, excluding the Pikes Peak Area Council of Governments' metropolitan area.
- 2.01.15 The South Central Transportation Planning Region comprise~~sd-of~~ Huerfano, and Las Animas Counties.

~~2.02 — Formation of Regional Planning Commissions (RPC).~~

~~2.02.1 — Municipalities and counties within a non-metropolitan area TPR may elect to form an RPC for the purpose of transportation planning through an intergovernmental agreement, pursuant to § 30-28-105 and § 43-1-1103 (1), C.R.S. The RPC shall notify the Division Director by letter of the formation of an RPC for the purpose of transportation planning within thirty (30) days of the execution of the intergovernmental agreement or change in membership.~~

~~2.02.2 — The notification shall include:~~

~~2.02.2.1 — An executed copy of the intergovernmental agreement.~~

~~2.02.2.2 — The name of the chairperson, and the mailing address, telephone number, fax number and electronic mail address (if available) of the RPC.~~

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2.023 Boundary Revision Process.

2.023.1 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

TPR boundaries, excluding any MPO-related boundaries, will be reviewed by the Commission at the beginning of each regional and statewide transportation planning process. The Department will notify counties, municipalities, MPOs, Indian tribal governments, and RPCs for the TPRs of the boundary review revision requests. MPO boundary review shall be conducted pursuant to 23 U.S.C. § 134 and 23 C.F.R. Part 450 Subpart B and any changes shall be provided to the Department to update the Rules. All boundary revision requests shall be sent to the Division Director, and shall include:

2.023.1.1 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

A geographical description of the proposed boundary change.

2.023.1.2 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

A statement of justification for the change considering transportation commonalities.

2.023.1.3 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

A copy of the resolution stating the concurrence of the affected Regional Planning Commission.

2.023.1.4 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

The name, title, mailing address, telephone number, fax number and electronic mail address (if available) of the contact person for the requesting party or parties.

2.023.2 The Department will assess and STAC shall review and comment (as set forth in these Rules) on all non-metropolitan area TPR boundary revision requests based on transportation commonalities and make a recommendation to the Commission concerning such requests. The Department will notify the Commission of MPO boundary changes. The Commission may initiate a rule-making proceeding under the State Administrative Procedure Act, § 24-4-103, C.R.S. to consider a boundary revision request. Requests received for a MPO or non-metropolitan TPR boundary revision outside of the regularly scheduled boundary review cycle must include the requirements identified above.

2.023.3 In the event that the Commission approves a change to the boundary of a TPR that has a Regional Planning Commission, the RPC in each affected TPR shall notify the Department of any changes to the intergovernmental agreement governing the RPC as specified in these Rules.

2.034 Transportation Planning Coordination with MPOs.

2.034.1 The Department and the MPOs shall coordinate activities related to the development of Regional Transportation Plans, the Statewide Transportation Plan, TIPs, and the STIP in conformance with 23 U.S.C. § 134 and 135 and § 43-1-1101 and § 43-1-1103, C.R.S. The Department shall work with the MPOs to resolve issues arising during the planning process.

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2.0~~45~~ Transportation Planning Coordination with Non-MPO ~~TPRs~~ RPCs.

2.0~~45~~.1 The Department and RPCs shall work together in developing Regional Transportation Plans and in planning future transportation activities. The Department shall consult with all RPCs on development of the Statewide Transportation Plan; incorporation of RTPs into the Statewide Transportation Plan; and the inclusion of projects into the STIP that are consistent with the RTPs. In addition, the Department shall work with the RPCs to resolve issues arising during the planning process.

2.0~~56~~ Transportation Planning Coordination among RPCs.

2.0~~56~~.1 If transportation improvements cross TPR boundaries or significantly affect/impact another TPR, the RPC shall consult with all the affected RPCs involved when developing the regional transportation plan. In general, RPC planning officials shall work with all planning partners affected by transportation activities when planning future transportation activities.

2.0~~67~~ Transportation Planning Coordination with the Southern Ute and the Ute Mountain Ute Tribal Governments.

2.0~~67~~.1 Regional transportation planning within the Southwest TPR shall be coordinated with the transportation planning activities of the Southern Ute and the Ute Mountain Ute ~~tribal~~ governments. The long-range transportation plans for the tribal areas shall be ~~incorporated by reference~~ integrated in the Statewide Transportation Plan and the Regional Transportation Plan for this TPR. ~~The TTIPs shall be included by reference in the STIP. The TTIP is incorporated into the STIP without modification.~~

3.00 Statewide Transportation Advisory Committee (STAC).

3.01 Duties of the Statewide Transportation Advisory Committee (STAC). Pursuant to § 43-1-1104 C.R.S. the duties of the STAC shall be to meet as necessary; and provide advice to both the Department and the Commission on the needs of the transportation system in Colorado including, but not limited to: budgets, transportation improvement programs of the metropolitan planning organizations, the Statewide Transportation Improvement Program, transportation plans, and state transportation policies.; ~~and review and comment on:~~

The STAC shall review and provide to both the Department and the Commission comments on:

3.01.1 All Regional Transportation Plans, amendments, and updates as described in these Rules.

3.01.2 Transportation related communication and/or conflicts which arise between RPCs or between the Department and a RPC.

3.01.3 The integration and consolidation of RTPs into the Statewide Transportation Plan.

3.01.4 Colorado's mobility requirements to move people, goods, services, and information by furnishing regional perspectives on transportation problems requiring interregional and/or statewide solutions.

3.01.5 Improvements to modal choice, linkages between and among modes, and transportation system balance and system continuity.

3.01.6 Proposed TPR boundary revisions.

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3.02 Notification of Membership

3.02.1 Each RPC and tribal government shall select its representative to the STAC pursuant to § 43-1-1104(1), C.R.S. ~~For TPRs, where an RPC has not been formed, the TPR's representative may be selected at a periodic, cooperative gathering of elected officials from local agencies. The Ute Mountain Ute Tribal Council and the Southern Ute Indian Tribal Council each appoint one representative to the STAC.~~ Each TPR and tribal government is also entitled to name an alternative representative who would serve as a proxy in the event their designated TPR's representative is unable to attend a STAC meeting and would be included by the Department in distributions of all STAC correspondence and notifications. ~~The Ute Mountain Ute and the Southern Ute Tribal governments may each appoint a non-voting member to the STAC.~~ The Division Director shall be notified in writing of the name, title, mailing address, telephone number, fax number and electronic mail address (if available) of the STAC representative and alternative representative from each TPR and tribal government within thirty (30) days of selection.

3.03 Administration of Statewide Transportation Advisory Committee

3.03.1 STAC recommendations on Regional and Statewide Transportation Plans, amendments, and updates shall be documented in the STAC meeting minutes, and will be considered by the Department and Commission throughout the statewide transportation planning process.

3.03.2 The STAC shall establish procedures to govern its affairs in the performance of its advisory capacity, including, but not limited to, the appointment of a chairperson and the length of the chairperson's term, meeting times, and locations.

3.03.3 The Division Director will provide support to the STAC, including, but not limited to:

3.03.3.1 Notification of STAC members and alternates of meeting dates ~~and~~ agendas.

3.03.3.2 Preparation and distribution of STAC meeting agendas, supporting materials, and minutes.

3.03.3.3 Allocation of Department staff support for STAC-related activities.

4.00 Development of Regional and Statewide Transportation Plans.

4.01 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

Regional Planning Commissions, MPOs, and the Department shall comply with all applicable provisions of 23 U.S.C. § 134 and § 135, 23 C.F.R. Part 450, and § 43-1-1103, C.R.S. and all applicable provisions of Commission policies and guidance documents in development of regional and statewide transportation plans, respectively.

4.02 Public Participation

4.02.1 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

The Department, in coordination with the RPCs of the rural TPRs, shall provide early and continuous opportunity for public participation in the transportation planning process. The process shall be proactive and provide timely information, adequate public notice, reasonable public access, and opportunities for public review and comment at key

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decision points in the process. The objectives of public participation in the transportation planning process include: providing a mechanism for public perspectives, needs, and ideas to be considered in the planning process; developing the public's understanding of the problems and opportunities facing the transportation system; demonstrating explicit consideration and response to public input through a variety of tools and techniques; and developing consensus on plans. The Department shall develop a documented public participation process pursuant to 23 C.F.R. Part 450.

4.02.2 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

Statewide Plans and Programs. Pursuant to 23 C.F.R. Part 450 Subpart B, the Department is responsible, in cooperation with the RPCs and MPOs, for carrying out public participation for developing, amending, and updating the statewide transportation plan, the Statewide Transportation Improvement Program (STIP), and other statewide transportation planning activities.

4.02.3 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

MPO Plans and Programs. Pursuant to 23 C.F.R. Part 450 Subpart C, the MPOs are responsible for carrying out public participation for the development of regional transportation plans, transportation improvement programs and other related regional transportation planning activities for their respective metropolitan planning areas. Public participation activities carried out in a metropolitan area in response to metropolitan planning requirements shall by agreement of the Department and the MPO, satisfy the requirements of this subsection.

4.02.4 Non-MPO TPR Plans and Programs. Regional Planning Commissions for ~~n~~Non-MPO TPRs are responsible for public participation related to regional planning activities in that TPR, in cooperation with the Department. Specific areas of cooperation shall be determined by agreement between the ~~R~~regional ~~P~~planning ~~C~~ommission and the Department.

4.02.5 Public Participation Activities. Public participation activities at both the ~~rural TPR~~regional and statewide level shall include, at a minimum:

4.02.5.1 Establishing and maintaining for the geographic area of responsibility a ~~mailing~~list of all known parties interested in transportation planning including, but not limited to: elected officials; municipal and county planning staffs; affected public agencies; local, state, and federal agencies eligible for federal and state transportation funds; local representatives of public transportation agency employees and users; freight shippers and providers of freight transportation services; public and private transportation providers; representatives of ~~alternative transportation mode users of transit, such as bicycling and pedestrian, aviation, and train facilities; walkways and bicycle transportation facilities, the disabled community;~~ private industry; environmental and other interest groups; Indian tribal governments and the U.S. Secretary of the Interior when tribal lands are involved; and representatives of persons or groups that may be underserved by existing transportation systems, such as minority, low-income, ~~senior~~~~elderly,~~ and persons with disabilities, ~~and those with limited English proficiency;~~ and members of the general public expressing such interest in the transportation planning process.

4.02.5.2 Providing reasonable notice and opportunity to comment ~~through mailing lists and other various communication methods to these persons on the transportation mailing list of on~~ upcoming transportation planning-related activities and meetings.

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4.02.5.3 Utilizing reasonably available internet or traditional media opportunities, including minority and diverse media, to provide timely notices of planning-related activities and meetings to members of the ~~general~~ public, including LEP individuals, and others who may require reasonable accommodations. Methods that will be used to the maximum extent practicable for public participation could include, but not be limited to, use of the internet; social media, news media, such as newspapers, radio, or television, mailings and notices, including electronic mail and online newsletters.

4.02.5.4 Seeking out those persons or groups traditionally underserved by existing transportation systems including, but not limited to, seniors, persons with disabilities, minority groups, low-income, and those with limited English proficiency, ~~including the elderly and persons with disabilities~~, for the purposes of exchanging information, increasing their involvement, and considering their transportation needs in the transportation planning process. Pursuant to § 43-1-601, C.R.S., the Department shall prepare a statewide survey identifying the transportation needs of ~~the elderly~~ seniors and of persons with disabilities.

4.02.5.5 Consulting, as appropriate, with Regional Planning Commissions, and federal, state, local, and tribal agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of long-range transportation plans.

4.02.5.6 Providing reasonable public access to, and appropriate opportunities for public review and comment on criteria, standards, and other planning-related information. Reasonable public access includes, but is not limited to, LEP services and access to ADA-compliant facilities, as well as to the internet, ~~used in the development of transportation plans, at public facilities, such as Department headquarters and region offices, state depository libraries, county offices, RPC offices, the Colorado Division offices for the Federal Highway Administration and the Federal Transit Administration and the internet.~~

4.02.5.7 Where feasible, sScheduling the development of regional and statewide plans so that the release of the draft plans may be coordinated to provide for the opportunity for joint public outreach, ~~at such time~~.

4.02.5.8 Documentation of Responses to Significant Issues. Regional Planning Commissions and the Department shall respond in writing to all significant issues raised during the review and ~~c~~Comment period on transportation plans, and make these responses available to the public.

4.02.5.9 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

Review of the Public Involvement Process. All interested parties and the Department shall periodically review the effectiveness of the Department's public involvement process to ensure that the process provides full and open access to all members of the public. When necessary, the process will be revised and allow time for public review and comment per 23 C.F.R. Part 450.

4.03 Transportation Systems Planning. Regional Planning Commissions, and the Department, shall use an integrated multimodal transportation systems planning approach in developing and updating the long-range Regional Transportation Plans and the long-range Statewide Transportation Plan for a minimum 20-year forecasting period. Regional Planning Commissions

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shall have flexibility in the methods selected for transportation systems planning based on the complexity of transportation problems and available resources within the TPR. The Department will provide guidance and assistance to the Regional Planning Commissions regarding the selection of appropriate methods.

~~4.03.1 State and federal transportation system planning factors to be considered by Regional Planning Commissions and the Department during their respective transportation systems planning shall include, at a minimum, the factors described in § 43-1-1103 (5), C.R.S., and in 23 U.S.C. 134 and 135.~~

4.03.12 Transportation systems planning by Regional Planning Commissions and the Department shall consider the results of any related studies that have been completed. Regional Planning Commissions and the Department may also identify any corridor(s) or sub-area(s) where an environmental study or assessment may need to be performed in the future.

4.03.23 Transportation systems planning by Regional Planning Commissions shall consider corridor vision needs and desired state of the transportation system including existing and future land use and infrastructure, major activity centers such as industrial, commercial and recreation areas, economic development, environmental protection, and modal choices.

4.03.34 Transportation systems planning by Regional Planning Commissions shall include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods, and services.

4.03.45 Transportation systems planning by the Department should include capital, operations, maintenance and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient and effective use of CDOT facilities the state transportation system.

4.03.56 Transportation systems planning by the Department shall consider and integrate all modes into the Statewide Transportation Plan and include coordination with Department modal plans and modal committees, such as the Transit and Rail Advisory Committee (TRAC).

4.03.67 Transportation Systems Planning by the Department shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. § 150 (MAP-21) (FAST Act, P.L. 114-94). Performance targets that the Department establishes to address the performance measures described in 23 U.S.C. § 150, where applicable, are to be used to track progress towards attainment of critical outcomes for the state. The state shall consider the performance measures and targets when developing policies, programs, and investment priorities reflected in the Statewide Transportation Plan and STIP.

4.04 Regional Transportation Plans (RTP). Long-range regional transportation plans shall be developed, in accordance with federal (23 U.S.C. § 134 and § 135) and state (§ 43-1-1103 and § 43-1-1104, C.R.S.) law and implementing regulations, and are consistent with the applicable metropolitan planning sections of the Regional and Statewide Plan Guidebook developed by the Department in collaboration with its planning partners. Department selection of performance targets that address the performance measures shall be coordinated with the relevant MPOs to ensure consistency, to the maximum extent practicable.

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4.04.1 Content of Regional Transportation Plans. Each RTP shall include, at a minimum, the following elements:

4.04.1.1 Transportation system facility and service requirements ~~of~~within the MPO TPR over a minimum 20-year planning period necessary to meet expected demand, and the anticipated capital, maintenance and operating cost for these facilities and services.

4.04.1.2 State and federal transportation system planning factors to be considered by Regional Planning Commissions and the Department during their respective transportation systems planning shall include, at a minimum, the factors described in § 43-1-1103 (5), C.R.S., and in 23 U.S.C. § 134 and § 135.

~~4.04.1.2 The fiscally constrained integrated performance-based multimodal transportation plan based on revenues reasonably expected to be available over the minimum 20-year planning period (fiscally constrained plan).~~

~~4.04.1.3 Analysis of the planning factors referenced in these Rules upon which the transportation facility and service requirements and the fiscally constrained plan are based.~~

4.04.1.34 Identification and discussion of potential environmental mitigation measures, of the results of completed environmental studies, corridor studies, or corridor visions, including a discussion of impacts to minority and low-income communities.

4.04.1.45 ~~A~~ include a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

4.04.1.5 For rural RTPs, the integrated performance-based multimodal transportation plan based on revenues reasonably expected to be available over the minimum 20-year planning period. For metropolitan RTPs, a fiscally constrained financial plan.

~~4.04.1.6 An RTP identifying~~ Identification of reasonably expected financial resources developed cooperatively among the Department, MPOs, and rural TPRs for long-range planning purposes, for implementing the fiscally constrained plan over the minimum forecasting period, and results expected to be achieved based on regional priorities.

4.04.1.7 Documentation of the public notification and public participation process pursuant to these Rules.

4.04.1.8 A resolution of adoption by the responsible Metropolitan Planning Organization or the Regional Planning Commission.

4.04.2 Products and reviews

4.04.2.1 Draft Plan. Transportation Planning Regions shall provide a draft of the RTP to the Department through the Division of Transportation Development.

4.04.2.2 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

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Draft Plan Review. Upon receipt of the draft RTPs, the Department will initiate its review and schedule the STAC review (pursuant to these Rules). The Department will provide its comments and STAC comments to the Transportation Planning Region within a minimum of 30 days of receiving the draft RTP. Regional transportation plans in metropolitan areas completed pursuant to the schedule identified in 23 C.F.R. § 450.322 shall be subject to the provisions of this section prior to being submitted to the Department for consideration as an amendment to the statewide transportation plan.

4.04.2.3 Final Plan. Transportation Planning Regions shall provide the final RTP to the Department through the Division of Transportation Development.

4.04.2.4 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

Final Plan Review. Upon receipt of the final RTP, the Department will initiate its review and schedule the STAC review (pursuant to these Rules) of the final RTPs to determine if the plans incorporate the elements required by the Rules. If the Department determines that a final RTP is not complete, including if the final RTP does not incorporate the elements required by these Rules, then the Department will not integrate that RTP into the statewide plan until the Transportation Planning Region has sufficiently revised that RTP, as determined by the Department with advice from the STAC. The Department will provide its comments and STAC comments to the Transportation Planning Region within a minimum of 30 days of receiving the final RTP. Transportation Planning Regions shall submit any RTP revisions based on comments from the Department and STAC review within 30 days of the Department's provision of such comments. Regional transportation plans in metropolitan areas completed pursuant to the schedule identified in 23 C.F.R. § 450.322 shall be subject to the provisions of this section prior to being submitted to the Department for consideration as an amendment to the statewide transportation plan.

4.05 Maintenance and Nonattainment Areas. Each RTP, or RTP amendment, shall include a section that:

4.05.1 Identifies any area within the TPR that is designated as a maintenance or ~~n~~nonattainment area.

4.05.2 Addresses, in either a qualitative or quantitative manner, whether transportation related emissions associated with the pollutant of concern in the TPR are expected to increase over the long-range planning period and, if so, what effect that increase might have in causing a maintenance area ~~for an NAAQS pollutant~~ to become ~~a nonattainment area, Nonattainment,~~ or a ~~n~~Non-attainment area to exceed its emission budget in the approved State Implementation Plan.

4.05.3 If transportation related emissions associated with the pollutant are expected to increase over the long-range planning period, identifies which programs or measures are included in the RTP to decrease the likelihood of that area becoming a ~~n~~Nonattainment area for the pollutant of concern.

4.06 Statewide Transportation Plan. The Regional Transportation Plans submitted by the Regional Planning Commissions shall, along with direction provided through ~~Transportation~~ Commission policies and guidance, form the basis for developing and amending the Statewide Transportation Plan. The Statewide Transportation Plan shall cover a minimum 20-year planning period at the time of adoption and shall guide the development and implementation of a performance-based multimodal transportation system for the State.

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4.06.1 The Statewide Transportation Plan ~~development~~ shall:

4.06.1.1 Integrate and consolidate the RTP's and the Department's systems planning, pursuant to these Rules, into a ~~fiscally constrained~~ long-range 20-year multimodal transportation plan that presents a clear, concise path for future transportation in Colorado.

[No changes from Rules 4.06.1.2 through 4.06.1.6]

4.06.1.7 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

~~The Statewide Transportation Plan shall be coordinated with metropolitan transportation plans pursuant to 23 C.F.R. Part 450, § 43-1-1103 and § 43-1-1105, C.R.S. Department selection of performance targets shall be coordinated with the MPOs to ensure consistency, to the maximum extent practicable.~~

[No changes from Rules 4.06.2 through 5.01]

5.02 Notice by Department of Plan Update Cycle. The Department will notify Regional Planning Commissions and the MPOs of the initiation of each plan update cycle, and the schedule for completion. ~~In TPRs without a Regional Planning Commission, the Department will notify municipalities and counties of the initiation of each plan update cycle, the schedule for completion, and the opportunity to establish an RPC for the purpose of transportation planning.~~

~~5.03 Department Responsibility for Planning in TPRs That Do Not Have a Regional Planning Commission. If the Department has not received notice of intent to form a RPC and/or to update the RTP, then the Department will be responsible for Statewide Transportation Plan update activities within the TPR, for consideration in the Statewide Transportation Plan, pursuant to § 43-1-1103 (3) (b), C.R.S.~~

6.00 Amendments to the Regional and Statewide Transportation Plans.

~~6.01 Basis for Transportation Plan Amendments.~~

~~6.01.1 Between regularly scheduled updates of Regional Transportation Plans and the Statewide Transportation Plan, circumstances may alter the results of Transportation Systems Planning upon which these plans are based. Such change in circumstances may require an addition, deletion, or other change to a Regional Transportation Plan or the Statewide Transportation Plan.~~

~~6.01.2 [Expired 05/15/2013 per Senate Bill 13-079]~~

~~6.01.3 Amendments to the Regional Transportation Plans and/or the Statewide Transportation Plan may be necessary to ensure fiscal constraint or to maintain alignment between Corridor Visions and the implementing strategies. The process and requirements for plan amendments shall be included in the Guidebook.~~

~~6.01.4 All Amendments to the Statewide Transportation Plan must be approved by the Transportation Commission. Those amendments approved by the Transportation Commission, shall be deemed to be incorporated into that plan.~~

6.01~~2~~ Amendment Process

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~~6.012.1 The process to consider amendments to Regional Transportation Plans shall be carried out by rural RPCs and the MPOs, and to the Statewide Transportation Plan shall be carried out by Regional Planning Commissions and by the Department, respectively, annually, if necessary. That The amendment review process for Regional Transportation Plans shall include an evaluation, review, and approval by the respective Regional Planning Commission RPC or MPO and the Department provided that nothing in the Rules shall supersede or constrain the MPO planning process required by 23 U.S.C. 134.~~

~~6.01.2 The process to consider amendments to the Statewide Transportation Plan shall be carried out by the Department, either in considering a proposed amendment to the Statewide Transportation Plan from a requesting RPC or MPO or on its own initiative.~~

7.00 Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Program (STIP).

7.01 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

~~TIP development shall occur in accordance with 23 C.F.R. Part 450, Subpart C. The Department will develop the STIP in accordance with 23 C.F.R. Part 450, Subpart B.~~

7.02 The Department will work with its planning partners to coordinate a schedule for development and adoption of TIPs and the STIP.

7.03 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

~~A TIP for an MPO that is in a non-attainment or Maintenance Area must first receive a conformity determination by FHWA and FTA before inclusion in the STIP pursuant to 23 C.F.R. Part 450.~~

7.04 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

~~MPO TIPs and Colorado's STIP must be fiscally constrained. Under 23 C.F.R. Part 450, each project or project phase included in an MPO TIP shall be consistent with an approved metropolitan RTP, and each project or project phase included in the STIP shall be consistent with the long-range statewide transportation plan. MPO TIPs shall be included in the STIP either by reference or without change upon approval by the MPOs and the Governor.~~

Public Comments on Statewide Planning Rules – March 23 and May 22, 2018							
<i>Number</i>	<i>From</i>	<i>Affiliation</i>	<i>Comment</i>	<i>Substantive? (Y, N, M)</i>	<i>Section of Rule</i>	<i>CDOT Recommendation</i>	<i>Notes</i>
1	Phil Greenwald	City of Longmont Transportation Planner	Unclear what “This” is describing. Is it the process or the plan? Please elaborate in the text.	N	Statement of Basis and Purpose and Statutory Authority: 3 rd paragraph, 5 th line.	Change sentence to: This planning process, through comprehensive input, results in a systematic project prioritization and resource allocation. of resources, through a comprehensive input process.	Agree that “This” is unclear.
2	Phil Greenwald	City of Longmont Transportation Planner	Unclear why the name of the MPO for this region, DRCOG, would be removed from this description.	N	2.01.2	After CDOT consultation with DRCOG, CDOT recommends the sentence should be revised to: “The Greater Denver Transportation Planning Region, which includes the Denver Regional Council of Governments	The clause was removed because of different, and confusing, federal definitions for metropolitan planning area and transportation management area. However, we

Attachment B: Public Comments on Rules

						planning area, comprises the counties of Adams, Arapahoe, . . .”	agree that a reference to DRCOG would be helpful.
3	Philip Demonsthenes	Private consultant	In the first paragraph, the rule has the wrong title for the Commission. See 43-1-106. I recommend the proper title be used (transportation commission of Colorado). Which also means 1.03, definition, is incorrect. In 4.01, use ‘Commission’ since defined earlier.	N	Statement of Basis and Purpose and Statutory Authority, 13 th line; also 4.01	Make the changes: Use transportation commission of Colorado in first paragraph and in 1.03 definition. Refer to Commission in all later references.	



COLORADO
Department of Transportation

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

DATE: June 22, 2018
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
Herman Stockinger, Director, Office of Policy and Government Relations (OPGR)
SUBJECT: Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program

Purpose

To discuss approach and potential projects for submittal by CDOT under the BUILD discretionary grant program.

Action

STAC approval of BUILD Discretionary Grant program project submittals.

Background

Solicitation is currently open for the BUILD federal discretionary grant program. As is the case with other discretionary grant programs, significant matching funds above the minimum are required in order to be competitive.

On April 20, 2018, the U.S. Department of Transportation (USDOT) announced the application process for the BUILD Discretionary Grant program. Eligible applicants (which can be state DOTs or state, local, and tribal governments, including transit agencies, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments) can submit up to three applications. Applications are due on July 19.

BUILD applications will be evaluated based on the following merit criteria: safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for infrastructure investments. Additional information on funding amounts and match requirements include:

- \$1.5 billion is available to be awarded (compared to \$500 million under TIGER last year).
- Grant size is \$5 million (\$1 million in rural areas) to \$25 million, and no more than \$150 million to a single state.
- Not less than \$450 million (30%) shall be for projects in rural areas
- Up to \$300 million (up to 20%) to pay subsidy and administrative costs for a project receiving TIFIA credit assistance.
- Up to \$15 million for planning, preparation or design of eligible projects
- Grant may be for 80% of project costs, or more for rural projects

Details

After reviewing the BUILD NOFO, staff worked with the CDOT Regions and planning partners to identify a suite of proposed projects that are likely to be competitive. A key element in identifying proposed projects is local partnership. Five candidate projects have been identified for the BUILD solicitation. Of these, one application is likely to be put forth by CDOT, with the other four possibly being local applications, although the majority of matching funds would still need to come from CDOT as a commitment from the Transportation Commission. Three of the projects were prior submissions for INFRA grant. Two projects -- US 160 and SH 151 Wildlife Mitigation Partnership Project and the Connected Vehicle Eco-System -- have not been submitted previously for discretionary grants. These projects, as well as the potential need for matching funds from the Transportation Commission, are described in the following table:



Project	Likely Applicant	Estimated Project Cost (\$ M)*	Estimated Grant Request (\$ M)*	Local Contribution (\$ M)*	Other CDOT Funds	Estimated TC Commitment (\$ M)*	Source
SH 13 Reconstruction - Reconstruction and improvements on SH 13 at three locations between Wyoming State line and the Town of Rifle.	Garfield County	\$97.7	\$21	\$0	\$16.7 (Surface Treatment/ FASTER Safety)	\$60	SB 267
I-25 North: SH 56 to SH 402 - Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, Intelligent Transportation System (ITS) improvements on segment 6.	North Front Range MPO	\$227	\$25	\$2	TBD	\$200	SB 267 SB1
US 85: Centennial Highway Improvements - Construction of grade separated interchange at 120 th Avenue and at UPRR crossing just east of US 85, construction of new Peckham interchange, and railroad siding extensions.	Weld County	\$149.9	\$25	\$22.9 (Local and Railroad)	\$22 (RPP/ Freight)	\$80	TC Program Reserve/ Future Year Grant Match
Connected Vehicle Eco-System - Development of V2X vehicle ecosystem in both urban and rural areas to create Internet of Road (IoR). Also, installs 330 miles of new fiber optics to support V2X infrastructure and rural broadband.	CDOT	\$70	\$24.5	\$37.4 (Private Sector)	\$0	\$8.1	SB 1 ITS Capital Road X
US 160 and SH 151 Wildlife Mitigation Partnership Project - A lengthened passing lane for westbound traffic, fiber, conduit, ITS, including variable message boards, road cameras, Vaisala road sensors, and dynamic signage will be installed throughout the project.	Southern Ute Indian Tribe	\$15.26	\$2.95	\$2.31 (Southern Ute Indian Tribe and Colorado Parks and Wildlife)	\$0	\$10	SB 1

*Project scope and funding are being refined and may change. Additional sources such as local match may be identified and reduce grant request or TC commitment.



Next Steps

- July 19 - Submittal of BUILD applications





COLORADO

Department of Transportation

Division of Transportation Development

Multimodal Planning Branch
2829 West Howard Place
Denver, CO 80204

DATE: June 22, 2018
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
Tim Kirby, Manager, Multimodal Planning Branch
SUBJECT: Multi Objective Decision Analysis Methodology and the National Highway Freight Program

Purpose

Provide STAC with an overview of the Multi Objective Decision Analysis (MODA) structured decision tool and its application to National Highway Freight Program project selection process.

Action Requested

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

Background

CDOT leadership has been developing and implementing a structured decision methodology called MODA to facilitate data-driven project selection. MODA is a method for making decisions when there are complex issues involving multiple goal areas and stakeholders. MODA allows decision makers to consider multiple criteria, weight factors, trade-offs, and expected results to make investment decisions. The intended application of MODA at CDOT is to create consistency in project selection for various programs that align with CDOT's Statewide Plan goals of safety, mobility, maintaining the system, and economic vitality, reflected in the 2040 Statewide Transportation Plan (SWP). MODA will also maximize value for dollars spent.

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.

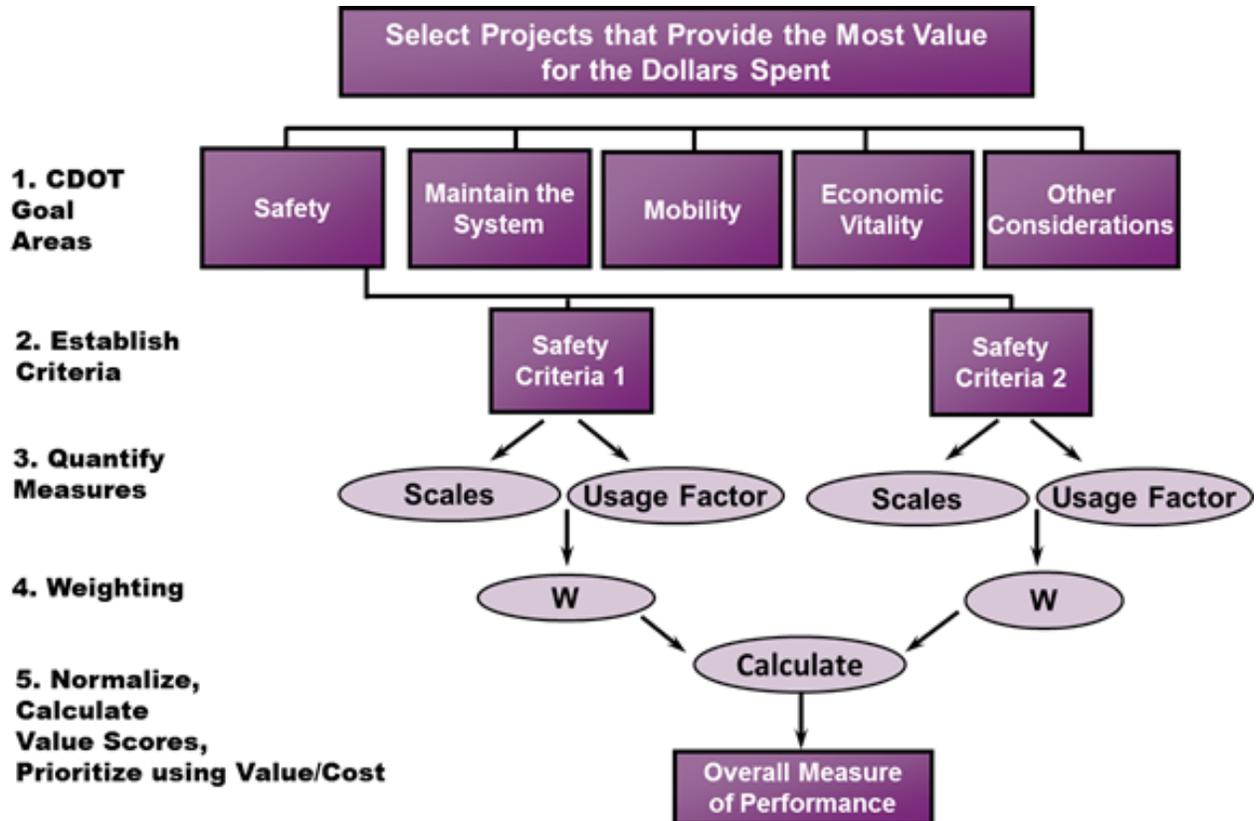
CDOT leadership has vetted MODA criteria that staff developed for general application across CDOT programs as well as program-specific criteria. Program leaders will select and refine the criteria options best suited for their program. This will allow for a collaborative process with CDOT HQ, CDOT Regions, and planning partners. After criteria are developed, program staff compile potential projects lists. Program managers and CDOT regions with input from subject matter experts will develop appropriate measurement scales defining potential impacts for each project against criteria. Measurement scales capture the best and worst potential impacts of a given project set.

To weigh each criterion, staff employed a swing weighting method. Swing weighting is a technique that captures aspects of expected project value by asking individuals assigning weights to consider the "swing" in value that occurs when going from the worst outcome to the best outcome for each goal area over the range of projects under consideration. The larger the swing in value for a goal area, the higher the weight. When assigning weights, there are two aspects of relative importance that should be considered: 1) the inherent importance of the goal areas for a project selection process (e.g., freight versus economic development); and 2) the extent to which each goal area is achieved across the range of projects.



Overall MODA Process

The overall process of MODA includes setting goal areas, establishing criteria, quantifying measures, applying weights, scoring projects against the criteria, and multiplying normalizing scores by weights to obtain a total MODA score for each project. Comparing MODA scores to costs provides a measure of the value received by each project for the dollars spent, and helps rank projects. The ranking is a starting point for optimization discussions about which projects are most suited for funding. The MODA process and results is information to consider, along with other factors such as dependencies, regional equity, and project readiness, in the project selection process. The following exhibit illustrates the MODA process.



Setting Goal Areas

During the 2040 SWP, the Transportation Commission spoke with public, stakeholders, and elected officials to develop four basic goals for the transportation system based on the SWP vision. These goals are Safety, Mobility, Maintaining the System, Economic Vitality. These goals are the basis of the MODA methodology and ensure the alignment with the SWP. This allows for a data-driven and collaborative decision making process.

Establishing Criteria

Evaluation criteria are the specific ways in which a set of projects can deliver value within CDOT’s goals. They will differ somewhat depending on the set of projects evaluated. For reference, Attachment A is an example of the criteria that was developed and used for the National Highway Freight Program (NHFP).

Quantifying Measures



Quantified measures define the measurement of each criterion for a project. Most criteria have two components: a scale factor, which captures the magnitude of the improvement for a criterion, and a usage factor, which captures the potential number of users an improvement may affect. Where appropriate, separate rural and urban usage factors ensure usage is relative throughout the state.

Applying Weights

Weights represent the relative importance of each criterion in making decisions about a set of projects. Weights are established for goal areas in a facilitated session where each participant assigns weights, each participant's weights are shown "on screen", and a discussion is held about participant's perspectives regarding the relative weights assigned to each goal area. Participants are given an opportunity to modify their weights based on the discussion. The weights used in the MODA process are the average of the participant's weights modified as appropriate through a facilitated consensus-seeking process. If there are substantive disagreements about weights (which are inherently subjective), flexibility is retained to test the project rankings based on the results of any participant's weights. It is not required that all goal area weighting percentages add up to 100 percent.

Scoring Projects against the Criteria

Scores for each project are developed using the performance measures for each criteria. The scale scoring uses quantitative measures where possible, but most are qualitative in nature (e.g., 1 to 5), whereas usage factors are quantitative data such as AADT and LOSS. A list of FY 2018 NHFP projects submittals can be found in Attachment B.

Ranking Projects

Total MODA scores for each project result from multiplying normalized scores times weights summed over all criteria. All scores are normalized on a 0-100 scale. The scores are scaled linearly between those endpoints to allow aggregation of the many types of data used to measure project performance. The resulting MODA scores are divided by the cost of the project to obtain a value/cost ratio, which is used as an initial basis for developing a ranked list of projects.

Details

Beginning with FY 2018, MODA informs the NHFP project selection process. NHFP was established as part of the FAST Act in December 2015 as a mechanism to focus federal funds to improve the effectiveness of goods movement. Colorado is expecting to receive approximately \$85 million over a five-year period (fiscal years: 2016-2020). For fiscal year 2018, Colorado received \$18.4 million. States are required to have a freight plan and a freight investment plan to spend program funds. Through the planning process, state and federal freight goals have been aligned and have been incorporated into the MODA method.

The MODA method for NHFP is detailed in Attachment C. A high level summary of the MODA method is detailed below:

- Setting Goal Areas - Safety, Mobility, Maintaining the System, Economic Vitality and Other Considerations
- Establishing Criteria- Criteria for the each goal area are listed below:
 - Safety: Freight Safety, High-Volume Truck Crash Locations, Commercial Vehicle Hotspots and Shoulders
 - Maintaining the System: Freight Mobility and General Mobility
 - Mobility: Maintenance and Infrastructure
 - Economic Vitality: Economic Connectivity and Regional Importance
 - Other Considerations: Truck Parking, Risk, Resilience and Redundancy and Sustainability and Environmental Impacts
- Quantifying Measures - Assignment of scales and usage factors for NHFP criteria are detailed in Attachments A and C.



- Applying Weights - Weights were established for goal areas in a facilitated session where stakeholders (composed of regional planners and specialty areas, such as TSM&O) assigned weights using the swing weighting method described previously. Weights for the NHFP include: Safety - 24%, Maintain the System - 3%, Mobility - 23%, Economic Vitality - 18% and Other Considerations - 16%

Next Steps

- July 2018 - Transportation Commission review and approval of NHFP Project Selection Process
- July 2018- Transportation Commission review of FY 2018 NHFP recommended projects list
- July 2018 - Transportation Commission FY 2018 NHFP project approval and resolution adoption
- August 2018 - The NHFP selection process will undergo a lessons learned review for future funding years

Attachments

Attachment A - NHFP MODA Criteria

Attachment B - Submitted NHFP Projects

Attachment C - MODA Method Presentation



National Highway Freight Program Eligibility and Evaluation Criteria

Attachment A

Basic Eligibility					
1. Is on the National Highway Freight Network (NHFN) or is a freight intermodal or freight rail project (federal requirement)					
2. Is an eligible activity under the National Highway Freight Program (federal requirement)					
3. Is on a Colorado Freight Corridor or other facility with evidence of significance to freight					
4. Project readiness: Project must be able to go to Ad no later than June 30 of the following fiscal year (June 30, 2019)					
MODA Evaluation: Goal Areas and Supporting Criteria					
	Scale 1-5 (Benefit)		Usage (Impact)	Criterion Score (Scale x Usage)	
	Low Score (1)	High Score (5)		Lowest	Highest
A. Safety (Goal Area)					
A1. Freight Safety	Project not likely to provide noticeable improvement to freight safety	Project directly addresses known truck safety issues, and identified strategies have high likelihood of improving safety on the most critical freight corridors in the region	LOSS 1 = 1 LOSS 2 = 2 LOSS 3 = 3 LOSS 4 = 4	1	20
A2. Freight Safety: High-volume truck crash locations	Project does not address any high-volume truck crash locations	Project fully addresses one or more high-volume truck crash location		1	20
A3. Freight Safety: Commercial vehicle hotspots	Project does not address any commercial vehicle hotspots	Project fully addresses one or more commercial vehicle hotspot		1	20
A4. Freight Safety: Shoulders	Project does not address shoulders under 8'	Project includes shoulders under or equal to 8' with intention of widening to at least 10'		1	20
B. Maintaining the System (Goal Area)					
B1. Asset Management - Maintenance	No changes to maintenance needs	Significant reduction to maintenance needs	n.a.	1	5
B2. Asset Management - Infrastructure	No change to existing infrastructure	Existing infrastructure is replaced		1	5
C. Mobility (Goal Area)					
C1. Freight Mobility	Project not likely to provide noticeable improvement to freight mobility	Project directly addresses known truck mobility issues, such as bottlenecks, and identified strategies have high likelihood of improving mobility on the most critical freight corridors in the region	Rural, AADT-Low (<2,000) = 1 Rural, AADT-Med (2,000-4,000) = 2 Rural, AADT-High (>4,000) = 3 Urban, AADT-Low (<30,000) = 1 Urban, AADT-Med (30,000-45,000) = 2 Urban, AADT-High (>45,000) = 3	1	15
C2. General Mobility	Project not likely to provide noticeable improvement to general mobility	Compared to other recent projects in the region, project will provide a typical improvement in mobility and/or access in the vicinity of economic drivers such as military installations, major agricultural facilities, or other freight generator		1	15
D. Economic Vitality (Goal Area)					
D1. Economic Connectivity	No noticeable economic impact resulting from the project	Compared to other recent projects in the region, project will provide a historically large improvement in mobility and/or access in the vicinity of economic drivers such as military installations, major agricultural facilities, or other freight generator.	Rural, Truck AADT-Low (<200) = 1 Rural, Truck AADT-Med (200-600) = 2 Rural, Truck AADT-High (>600) = 3 Urban, Truck AADT-Low (<1,000) = 1 Urban, Truck AADT-Med (1,000-2,500) = 2 Urban, Truck AADT-High (>2,500) = 3	1	15
D2. Regional Importance	Not critical to regional connectivity	Critical to regional connectivity		1	15
E. Other Considerations					
E1. Truck Parking	Project provides no new truck parking facilities, improvement to parking existing facilities, or operational or technological enhancements to improve truck parking	Project provides significant new truck parking facilities in an area of need, or significant improvement to existing facilities in an area of need, or significant operational or technological enhancements to improve truck parking.	n.a.	1	5
E2. Risk, Resilience, Redundancy	Project does not reduce risk or increase resilience or redundancy of transportation infrastructure	Project provides historically large improvement in the risk, resilience, or redundancy of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts, relative to other locations in the region	n.a.	1	5
E3. Sustainability and Environmental Impacts	Project does not increase sustainability or reduce impact of environmental hazards	Project has specific components which increase sustainability or reduce environmental impact of commercial vehicles	n.a.	1	5

Attachment B
FY 18 Submitted Projects

Region/ Division	Project Type	Project	Description	NHFP Funding Request	Total Project Cost	Notes
1	PEL/Design	I-25 Central: 23rd and Speer Bridges	As part of the I-25 PEL, this project will complete design of the bridges at 23rd and Speer which experience a high number of bridge strikes by trucks.	\$3,000,000	\$60,000,000	No other funding needed.
1	Design	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels- either Peak Period Shoulder Lanes (PPSL) or permanent lane.	\$5,000,000	\$555,000,000	No other funding needed.
1	Design	I-25 North: US 36 to 120th	Improvements on I-25 between US 36 and 120th Potential improvements include: auxiliary lanes, additional lane between 84th Ave and Thornton Parkway and reconstruction of 88th Ave Bridge.	\$5,000,000	\$85,000,000	No other funding needed.
1	Design and Construction	I-25 South Gap project - 1 Mile Truck Climbing Lane	Construction of a climbing lane at Monument Hill	\$2,500,000	\$2,500,000	No other funding needed. If awarded, the project will be included as part of overall project through reevaluation.
2	Design and Construction	US 287 Passing Lane South of Lamar	Construction of a passing lane over several miles that experience a high number of truck-related crashes.	\$6,000,000	\$6,000,000	No other funding needed.
2	Construction	Eden Interchange Improvements	East and west Intersection improvements at the I-25 Eden Interchange. Stop control and 6-way intersection on west side being improved with a roundabout. Stop control and 4-way intersection on east side being improved with turning lanes.	\$1,500,000	\$1,500,000	No other funding needed.
3	Construction	I-70 Truck Parking	Construction of up to 4 truck parking locations along I-70 in the vicinity of Glenwood Springs. Two locations are on mainline I-70 and two locations are anticipated to be located along US 6 between I-70 Exits 114 and 116 in Glenwood Springs.	\$1,625,000	\$3,625,000	Project is supplements a prior freight award of \$2m. FY 18 request of

Attachment B
FY 18 Submitted Projects

						\$1.625m makes the project whole.
3	Construction	SH 13 Rifle North	Reconstruct and realign the existing roadway to eliminate substandard geometrics as well as construct 8' paved shoulders, chain-up area, and passing lanes where possible.	\$600,000	\$20,000,000	\$600k will be used for ROW acquisition as part of SH 13 project. The use of funds is contingent on success of BUILD grant or Ballot proposal.
3	Construction	I-70 Dowd Junction	Improve the existing I-70 Dowd Junction interchange. Improvements will focus on improving the substandard geometry and gore point location of the I-70 eastbound ramps and include a new roundabout intersection of the eastbound ramps with US 24.	\$14,000,000	\$14,000,000	No other funding needed.
3	Design	I-70 West Vail Pass Auxiliary Lane	The I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) identified west Vail pass as a priority segment for installation of auxiliary travel lanes. This funding will be used to analyze and obtain federal approval for final design and land acquisition.	\$6,500,000	\$250,000,000	No other funding needed.
4	Design and Construction	US 40/US 287 Passing Lanes	This project will evaluate the operations and safety on a 60-mile section of US 40 and 10.24 miles of US 287 and strategically add new passing lanes at several locations. Some of the existing passing lanes will need to be extended. In addition, this project will address the safety components. The signs, light/utility poles, guardrails/bridge rails, and fences will need to be reset. This project will potentially install some wildlife crossings.	\$6,000,000	\$6,000,000	No other funding needed.

Attachment B
FY 18 Submitted Projects

4	Design and Construction	North I-25 Express Lane Project (DB 7&8)	The replacement of the Great Western Railroad bridge over I-25, along with the immediately adjacent LCR 20 local road bridge along with lengthening the adjacent southbound on-ramps acceleration length from the US 34 Interchange.	\$14,200,000	\$300,000,000	No other funding needed.
5	Construction	Rest Area Improvements for Truck Parking	Expand the Sleeping Ute truck parking from 2 to 6 spaces and expand the Shaw Creek truck parking from 4 to 10 spaces. Shaw Creek gets additional usage when Wolf Creek Pass closes. Includes LED lighting improvements.	\$2,220,000	\$2,220,000	No other funding needed.
5	Construction	Mountain Pass Critical Safety Needs	<p>Mountain pass safety improvements consist of lengthening and widening chain-up stations to improve capacity and add a buffer between live traffic. LED lighting will be added to both sides of the truck parking location. Sub-standard road closure gates will be replaced with gates that meet federal standards.</p> <p>Mountain passes include:</p> <ul style="list-style-type: none"> • US 160A La Veta Pass, MP 258.3-276.6 • US 550B Red Mountain Pass South, MP 70-81. US • 285B Poncha Pass North, MP 125-126. • SH 17 Cumbres/La Manga Pass South, MP 0-1.5 • SH 17 Cumbres/La Manga Pass North, MP 16.-17.5 • SH 145 Lizard head South, MP 48-55. 	\$2,400,000	\$2,400,000	No other funding needed.
OSOW	Technology Investment	Mobile Virtual Weigh Station	The project would be a multi-purpose, multi-agency enforcement and data collection tool that will allow CDOT and the Ports of Entry to enforce weight laws and collect data at critical infrastructure points. This system will help plan manpower for effective enforcement campaigns, provide data on resource usage and traffic volumes, and define the need for upgrades or replacement on weight restricted structures.	\$950,000	\$950,000	No other funding needed.

Attachment B
FY 18 Submitted Projects

TSMO	Technology Investment	I-25 Connected Freight Project	Equip the I-25 N corridor with 50 DSRC roadside units (RSU). The RSUs and associated roadside equipment would enable connected vehicle applications for freight to improve safety and mobility. This project will provide immediate safety and mobility benefits in the form of better roadway situational awareness and targeted notifications to freight operators.	\$3,250,000	\$75,000,000	No other funding needed.
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COLORADO

Department of
Transportation



Multi Objective Decision Analysis Methodology and the National Highway Freight Program

June 22, 2018



Presentation Organization

- National Highway Freight Program (NHFP) Overview
- Multi Objective Decision Analysis (MODA) Method
- MODA Applied to Freight Project Selection
- Next Steps



National Highway Freight Program (NHFP) Overview

- Established in FAST Act; December 4, 2015
- Requires states to develop a Freight Plan and a Freight Investment Plan
- Authorized funding for FY 2016 - 2020
- FY 2018 budget of \$18.4 million
- Colorado to receive ~\$85 million over the five-year authorization
- Federal and State Freight goals closely align with the goal areas established in NHFP MODA Methodology



Multi Objective Decision Analysis (MODA) Tool

- Alignment to multiple agency goals
- Maximize value for dollar across goal areas
- MODA aggregates multiple objectives into a single performance score
- The performance score is measured against cost, providing a cost benefit analysis to inform decision making
- Criteria and weights to measure value established per program



Benefits of MODA

- Data driven
- Collaborative
- Allows for comparison of differing projects
- Evaluation of trade-offs

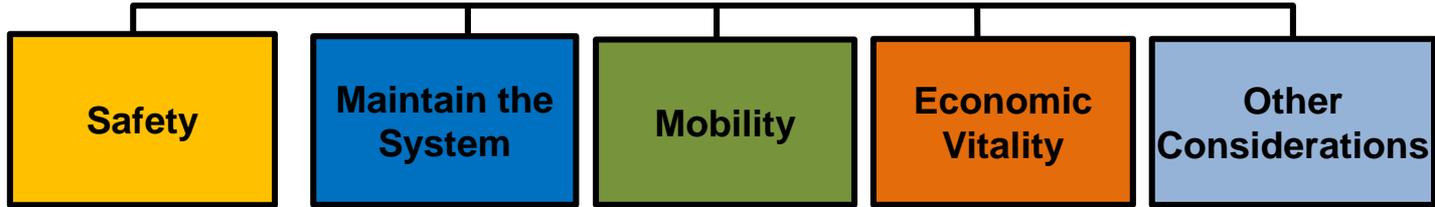




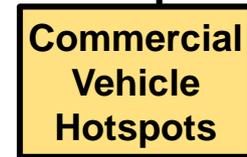
Overview of MODA-NHFP Methodology

Select Projects that Provide the Most Value for the Dollars Spent

1. CDOT Goal Areas



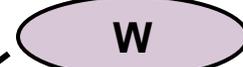
2. Establish Criteria



3. Quantify Measures



4. Weighting



5. Normalize, Calculate Value Scores, Prioritize using Value/Cost



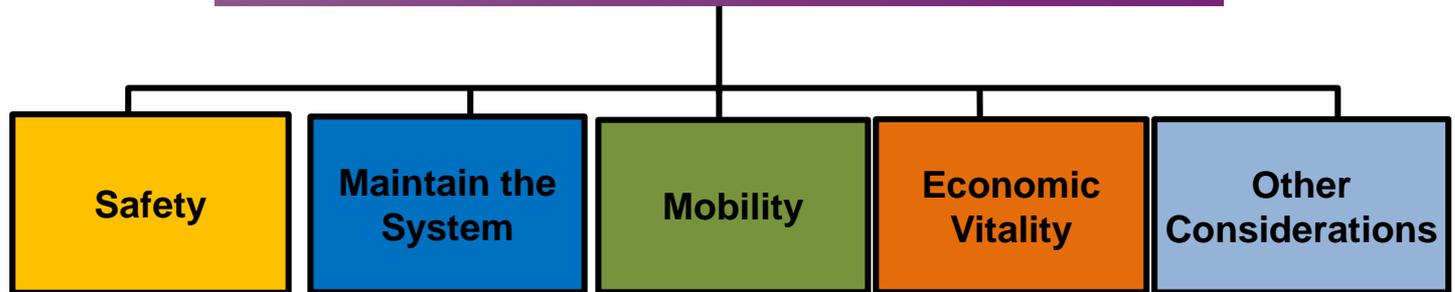
Cooperatively developed with Region staff and FAC



Step 1: Goal Areas for NHFP

Select Projects that Provide the Most Value
for the Dollars Spent

1. Goal Areas

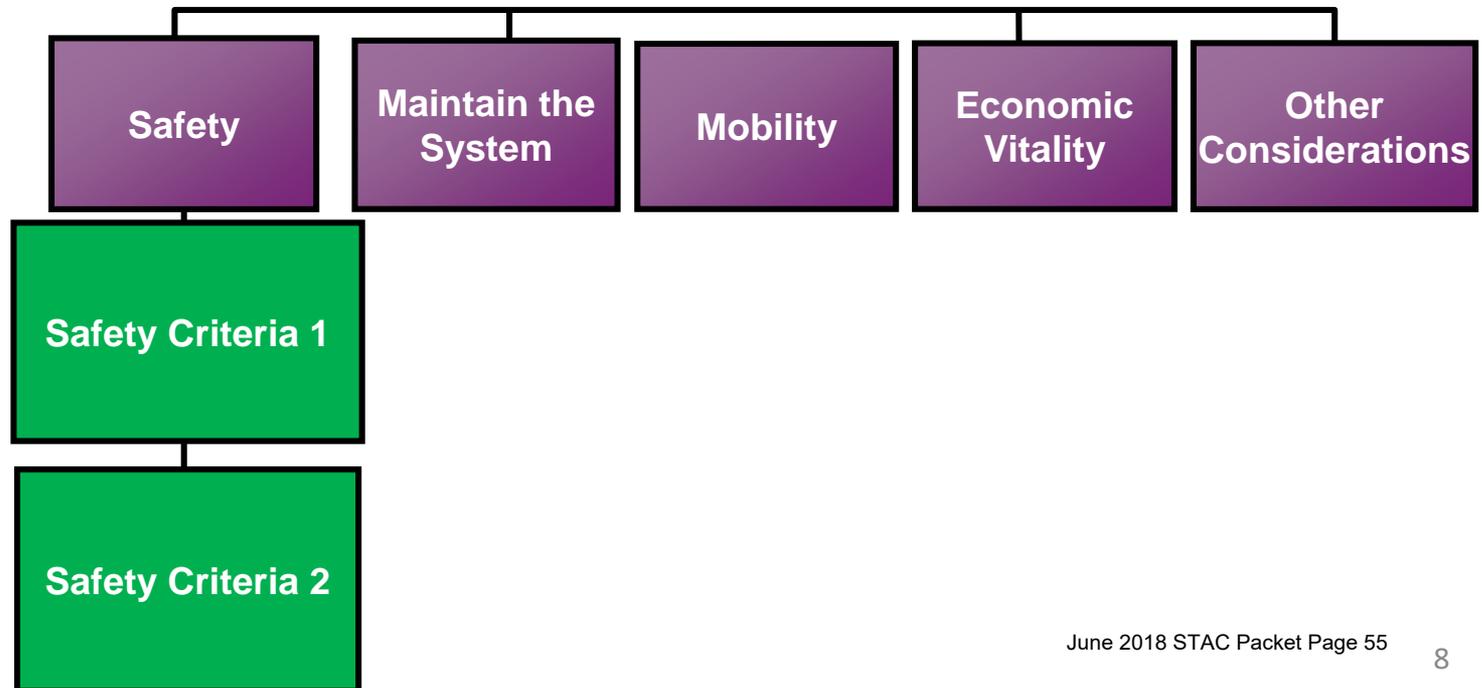


- Alignment with Statewide Plan and PD 14 Goal Areas, *as well as Federal and State Freight goals*
- Other category reflects specific programmatic requirements of NHFP which include:
 - Truck Parking
 - Risk, Resilience, Redundancy
 - Sustainability and Environmental Impacts



Step 2: Establishing Criteria

- Specific ways in which a program or set of projects can deliver value within CDOT's goal areas.
- Differ somewhat depending on the set of projects being evaluated.
- In this case, criteria were developed to articulate the benefits that may result from freight projects.

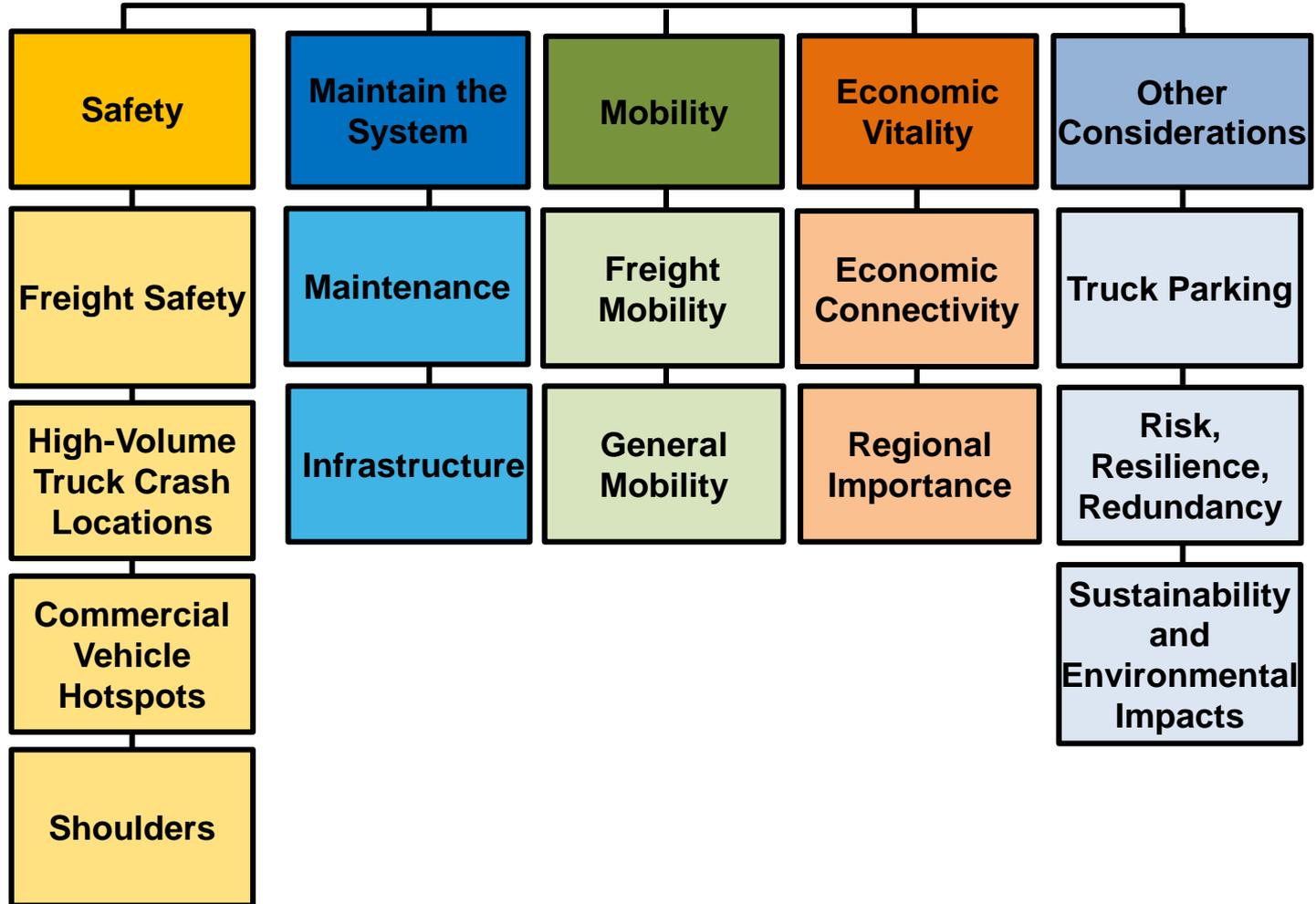


2. Establish Criteria



Step 2: Established Criteria for NHFP

2. Establish Criteria

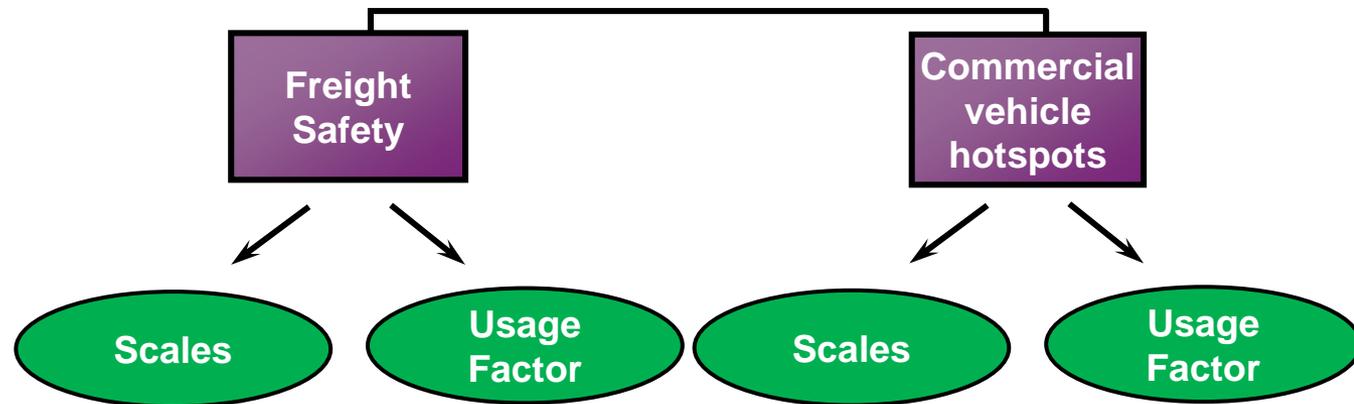




Step 3: Quantify Measures

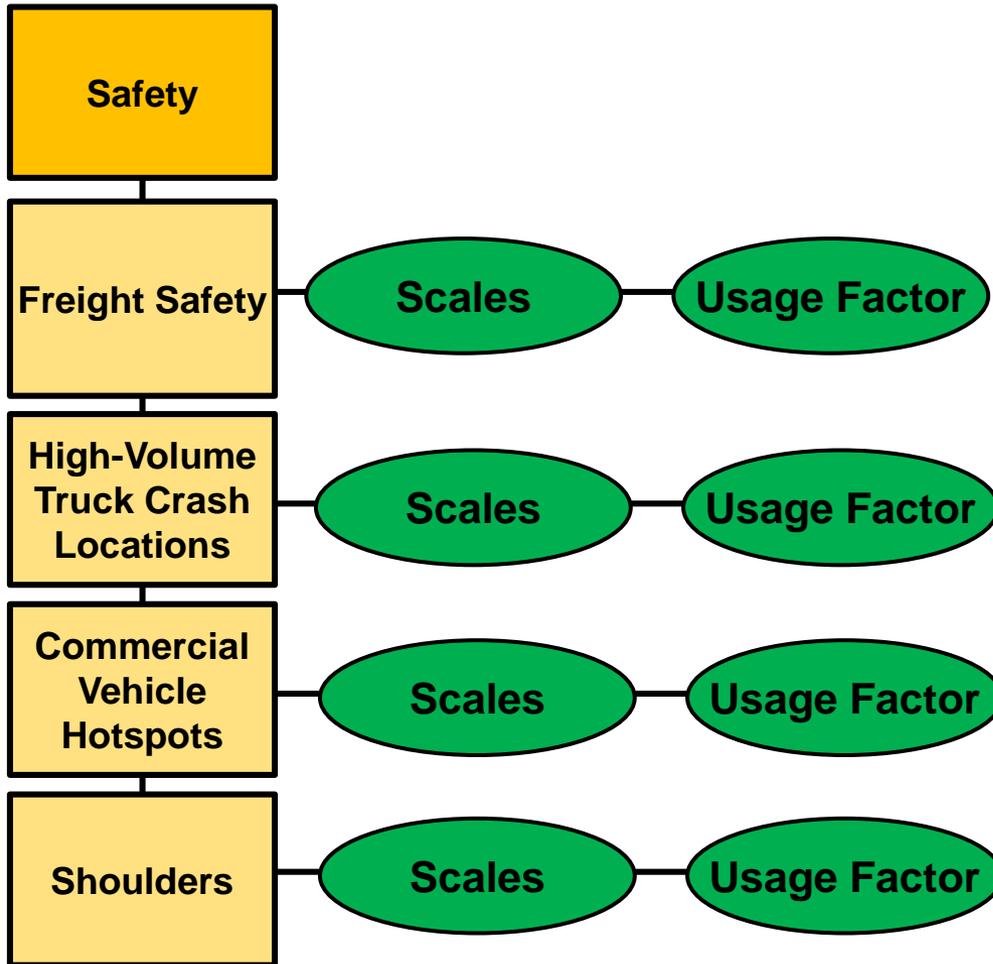
- Step 3 defines exactly how each criterion will be measured for each project.
- Most criteria have two components: a scale factor, which captures the magnitude of the improvement for a criterion; and a usage factor, which captures the number of users that may be affected by that improvement.
- The scale scoring uses quantitative measures where possible, but most are qualitative in nature (e.g., 1 to 5), whereas usage factors are quantitative data such as AADT or LOSS.

3. Quantify Measures





Step 3: Quantify Measures for NHFP



3. Quantify Measures



Step 3: Criteria Measures for NHFP

	Scale 1-5 (Benefit)		Usage (Impact)	Criterion Score (Scale x Usage)	
	Low Score (1)	High Score (5)		Lowest	Highest
A. Safety					
A1. Freight Safety	Project not likely to provide noticeable improvement to freight safety	Project directly addresses known truck safety issues, and identified strategies have high likelihood of improving safety on the most critical freight corridors in the region	LOSS 1 = 1 LOSS 2 = 2 LOSS 3 = 3 LOSS 4 = 4	1	20
A2. Freight Safety: High-volume truck crash locations	Project does not address any high-volume truck crash locations	Project fully addresses one or more high-volume truck crash location		1	20
A3. Freight Safety: Commercial vehicle hotspots	Project does not address any commercial vehicle hotspots	Project fully addresses one or more commercial vehicle hotspot		1	20
A4. Freight Safety: Shoulders	Project does not address shoulders under 8'	Project includes shoulders under or equal to 8' with intention of widening to at least 10'		1	20



Step 3: Example

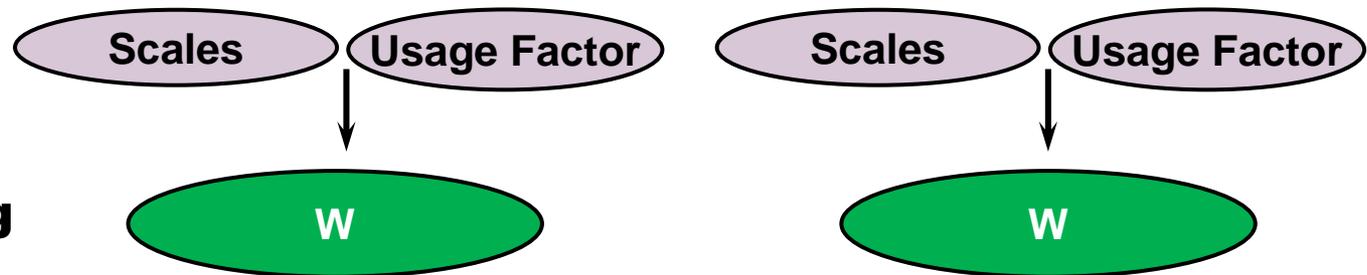
	Scale 1-5 (Benefit)	Usage (Impact)	Criterion Score (Scale x Usage)
A. Safety			
A1. Freight Safety	4	LOSS 2 = 2	8
A2. Freight Safety: High-volume truck crash locations	4		8
A3. Freight Safety: Commercial vehicle hotspots	2		4
A4. Freight Safety: Shoulders	3		6



Step 4: Applying Weights

- Weights are a representation of the relative importance of each criterion.
- Typically developed in a group setting with inputs from various stakeholders.
- Group consensus weights, expressed from 1-100, are used in the MODA calculation.

4. Weighting





Step: 4 Applied Weights for NHFP

- Weights were established for goal areas in a facilitated session.
- NHFP Project Team assigned weights and discussed relative weights assigned to each goal area.
- Participants were given an opportunity to modify their weights based on the discussion.
- Weights* for the NHFP include:
 - Safety - 24%,
 - Maintain the System - 3%,
 - Mobility - 23%,
 - Economic Vitality - 18%
 - Other Considerations- 16%

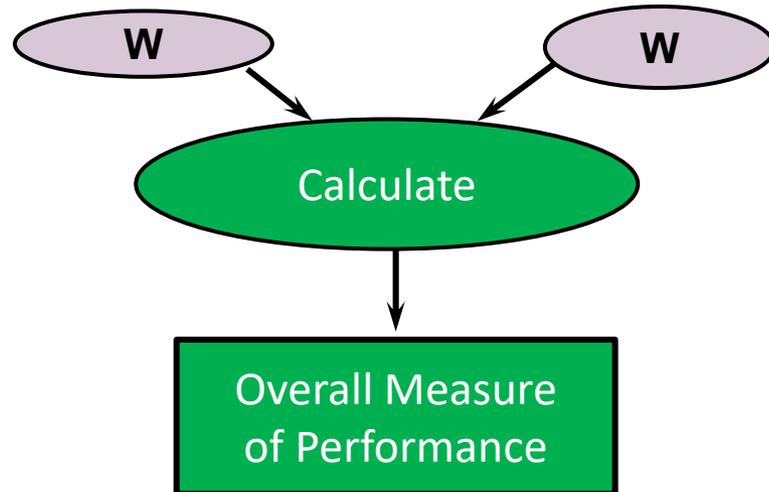
**Weights do NOT need to add up to 100*



Step 5: Scoring and Ranking Projects

- Scores are developed for each project for each criterion using the criteria measures.

**5. Normalize,
Calculate
Value Scores,
Prioritize using Value/Cost**





Next Steps

- July 2018- Transportation Commission review of FY 2018 NHFP recommended projects list
- July 2018 - Transportation Commission FY 2018 NHFP project approval and resolution adoption.
- August 2018 - The NHFP selection process will undergo a lessons learned review for future funding years



Parking @ CDOT

2829 W. Howard Place
Denver, CO 80204

M1: CDOT Leased
Employee & Visitor Parking

RTD Leased
No CDOT or Visitor Parking

CDOT Gated
Employee & Fleet Parking

Employees ↓ ↑
Visitors ↓ ↑

CDOT Garage
Lower Level: Visitors & Employees
Level 2-3: Employee Parking
Level 4: Fleet Only

↓ ↑

M2: CDOT Leased
Employee & Visitor Parking

↑
Morrison Road



COLORADO
Department of
Transportation

Main
Entrance

← To Colfax

RTD Light Rail Station
Decatur/Federal

W. Howard Place

Decatur

Hotels Near CDOT's New Headquarters

Rank	Hotel	Address	City	Zip	Phone	Contact	Dist. To HQ	Time	Access to Hwy	Lightrail	Mall bus	Airport access	Reg \$/night	On-site dining option	Restaurants nearby	Rewards program
1	Springhill Suites	1190 Auraria Parkway	Denver	80204	720.439.2885	Brittany Maestas/ Emily Tusick	1.8	7 min	direct access to I-25 and Colfax	Y - shuttle to/from	N	Lightrail/shuttle	204-234 w parking	Degree Metropolitan	Y	Marriott Rewards
2	Fairfield Inn	2747 Wyandot St	Denver	80211	303.455.2995	Anna Davis	2	4-7 min	right off speer across from hwy access	N	N	N	\$156-200	Breakfast only	within drive	Marriott Rewards
2	Hampton Inn	2728 Zuni St	Denver	80211	303.455.4588	Sales	2	4-7 min	right off speer across from hwy access	N	N	N	\$160-185	Breakfast only	within drive	Hilton Honors
4	Embassy Suites	1420 Stout St	Denver	80202	844-228-0979	Sales	2.5	6-10 min	downtown driving	D line - req transfer	Y	Lightrail via Union Station	\$180-220	Full breakfast and dining options	Y	Hilton Honors
5	Homewood Suites by Hilton	550 15th Street	Denver	80202	303.534.7800	Sales	2.6	8-15 min	fairly direct to colfax some congestion	Y	Y	not direct	\$140-180	Y	Y	Hilton Honors
6	Comfort Suites	620 Federal Blvd	Denver	80204	720.531.3500	Sales	1.1	3 min	right off 6th and Federal	N	N	N	\$104.00	Convenience Store	very limited	Choice Privileges
7	Magnolia	818 17th Street	Denver	80202	303.607.9000	Ashley Cohn/ Jeremiah Frisenda	2.8	10 min	downtown driving heavy traffic	within walking	Y	lightrail/ walk	\$112-184 w parking	Y	Y	N
8	Crowne Plaza Denver	1450 Glenarm Pl	Denver	80202	303.573.1450	Sales	2.3	8-18 min	fairly direct to colfax some congestion	N	N	not direct	\$95-150	The Lockwood	Y	IHG
9	Maven	1850 Wazee St	Denver	80202	720.460.2727	Sales	2.8	10 min	fairly direct to HQ some downtown	Y - A line stop directly behind hotel	Y	lightrail/ walk	\$220-1000+	Y	Y - walking	N
10	The Oxford	1600 17th St	Denver	80220	303.628.5400(M) 800.228.5838 (R)	Sales	2.3	10-20 min	downtown driving	Y - 1 blk from hotel	Y	lightrail/ walk	275-400	Y	Y	N
11	Crawford Hotel	1701 Wynkoop St	Denver	80202	720.460.3700	Sales	2.3	8 min	downtown driving	Y at station	Y	Y- lightrail/ walk	\$209.00	Y	Y	starwood (SPG)
12	Hyatt House	440 14th Street	Denver	80202	303.893.3100	Sales	2.1	10-20 min	fairly direct to colfax some congestion	within walking	Y	not direct	160-210	Y	Y	Hyatt World
13	Hotel Indigo	1801 Wewatta	Denver	80202	720.544.6111	Laura Gilbert/ Theresa Navin	2.4	8-15 min	fairly direct to HQ some downtown	Y - 5 min walk	y	via union station	\$196-250	Y	Y	IHG
14	Hyatt Regency	650 15th St	Denver	80202	303.436.1234	Sales	2.1	10-20 min	fairly direct to colfax some congestion	within walking	Y	Lightrail via Union Station	114-180	Altitude Restaurant	Y	Hyatt World
15	The Curtis Denver (double tree)	1405 Curtis St	Denver	80202	303.571.0300	Sales	2.5	8-15 min	downtown driving	Walk	y	not direct	\$180-330	Corner Office	Y	Hilton Honors
16	Westin Denver Downtown	1672 Lawrence Street	Denver	80202	303.572.7271(D) 303.572.9100(M)	Vitaliy Foux	2.4	7 min	downtown driving heavy traffic	Y via mall bus	Y	bus/ lightrail	175-230	Y	Y	SPG and Marriott