



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

March 23, 2018

9:00 AM – 12:00 PM

CDOT Mt. Evans Conference Room, Shumate Building, 4201 E. Arkansas Ave., Denver, CO

Agenda

- 9:00-9:05** **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10** **Approval of February 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.
- 9:20-9:35** **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:35-10:00** **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:00-10:15** **Safe Routes to School Program (Informational)** – Leslie Feuerborn, Division of Transportation Development (DTD)
- Update on activities associated with the Safe Routes to School Program.
- 10:15-10:25** **Break**
- 10:25-10:40** **CDOT Network Breach (Informational)** – Mike Lewis, CDOT Executive Director
- Update on the status of CDOT's recent network break.
- 10:40-11:00** **Transit Development Program (Informational)** – Michael Snow, Division of Transit and Rail (DTR)
- Update on schedule and next steps the Transit Development Program.
- 11:00-11:15** **Statewide Plan Subcommittee on Formula Programs (Informational)** – Debra Perkins-Smith and Tim Kirby, DTD
- Overview, background, roles and responsibilities of the SWP Subcommittee on Formula Programs.
- 11:15-11:30** **Statewide Travel Demand Management Plan (Informational)** – Lisa Streisfeld, Transportation Systems Management & Operations (TSM&O)
- Update on the status and next steps of the Statewide Transportation Demand Management Plan
- 11:30-11:55** **Autonomous Mobility Task Force (Informational)** – Amy Ford, Chief of Advanced Mobility
- Overview of the Autonomous Mobility Task Force.
- 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>

STAC Summary – February 23rd, 2018

- 1) **Introductions & January Minutes** – *Vince Rogalski (STAC Chair)*
 - a) January 2018 STAC Minutes approved with two minor revisions (corrected names).
- 2) **Olympic Exploratory Committee Presentation** – Tamra Ward and Taloma Partners
 - a) A committee has been formed to investigate a potential Denver/Colorado bid for the Winter Olympic and ParaOlympic Games in 2026, 2030, or 2034.
 - b) There are two key questions to answer: *could* Colorado host the Olympics, and *should* Colorado host the Olympics.
 - c) Community concerns revolve around cost, long-term legacy, potential growth, and sustainability.
 - d) Committee is seeking to self-fund and points out that the attendance and required facilities for Winter Olympics are much less than for the Summer Olympics.
 - e) This is the start of a long (up to 9 year) process and no decisions are being made yet – just investigations.
 - f) STAC Discussion: Members expressed the sentiment that a bid should only be pursued if the legacy is one of long-term improvements to I-70 mobility and affordable housing investments – statewide benefits, not statewide costs.
- 3) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
 - a) Transportation Commission
 - i) Held a workshop on FTA 5311 funding distribution, with the goal of receiving TC approval at the March meeting.
 - b) High Performance Transportation Enterprise (HPTE)
 - i) Discussed the topic of managed lanes enforcement and the safety issues of people weaving in and out of them.
 - ii) A group called Northeast Transportation Connections is coordinating in preparation of the Central I-70 project to help people get around the area using rideshare, transit, active transportation, and more.
- 4) **TPR Reports** – STAC Representatives
- 5) **Federal and State Legislative Report** – *Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)*
 - a) Federal
 - i) The Trump Administration released a high-level infrastructure plan that proposes \$200 billion in federal funds intended to leverage \$1 - \$1.5 trillion in state, local, and private funds nationwide. This includes all infrastructure classes, not just transportation. Some elements of the proposal:
 - (1) \$40 billion would go towards a rural infrastructure grant program controlled by the Governor.
 - (2) \$130 billion for new grant programs, including \$100 million incentives program requiring an 80% match using *new* state transportation funds.
 - (3) Expanded scope and eligibility for existing federal finance programs (such as TIFIA)
 - (4) Streamlined environmental and regulatory processes.
 - (5) Much of the above funding comes out of existing federal programs such as TIGER and New Starts.
 - b) State
 - i) HB 1119, which was similar to SB 1 and would have diverted a portion of sales and use tax revenues to transportation with possible bonding if approved on the ballot, died along party lines in the House Transportation Committee.
 - ii) Another bill is under development that would clarify (but not change) local governments' ability to change speed limits.

- c) STAC Discussion: Representatives asked about the potential impact on CDOT of a proposed bill on underground utilities and CDOT staff confirmed that it is on their radar. Representatives also inquired whether the federal infrastructure program might include an increase to the gas tax as proposed by the President.
- 6) **Performance Measures Target Setting** – *William Johnson and Debra Perkins-Smith (CDOT Division of Transportation Development)*
- a) The FAST Act requires states to set performance measure targets in three areas: Safety, Infrastructure Condition, and System Performance.
 - b) The DOT sets targets first, and then each MPO has 180 days to either support the state target or set their own instead. These targets apply within MPO boundaries, regardless of asset ownership.
 - c) Infrastructure Condition targets include: Pavement (% Good / % Poor) and Bridges (% Good / % Poor).
 - d) System Performance targets include: Travel Time Reliability, Truck Travel Time Reliability, Peak Hour of Excessive Delay (PHED) & Non-SOV Travel Summary, and On-Road Total Emissions.
 - e) CDOT staff intend to hold a March TC workshop on Infrastructure Condition and System Performance targets with hope of adoption in April. CDOT will submit targets to FHWA by May 20th.
 - f) STAC Discussion: Representatives discussed the consequence of failing to achieve targets once they are set and inquired whether CDOT staff were comfortable with the proposed targets. Staff verified that they were comfortable with the targets after working on them for many months.
- 7) **National Highway Freight Program Project Selection** – *Jason Wallis (CDOT Division of Transportation Development)*
- a) Freight projects can be classified as either Freight Targeted (e.g. chain stations, truck ramps) or Freight Impacted (e.g. shoulders, intersections, climbing lanes).
 - b) Projects are aligned with the goals of the Statewide Transportation Plan, which are: Safety, Mobility, Maintaining the System, and Economic Vitality.
 - c) CDOT staff inquired whether the STAC members would like to be active in the project selection process or defer to the Freight Advisory Council (FAC) on that role.
 - d) STAC Discussion: Representatives expressed a preference for the FAC to take the lead on project review and inquired about the potential use of funds for the CDOT Heavy Tow program (which is an operational cost and therefore ineligible).
- 8) **Development Program Update** – *Timothy Kirby (CDOT Division of Transportation Development) and Michael Snow (CDOT Division of Transit & Rail)*
- a) The previous STAC presentation focused on highway projects and the main takeaways from the group were: find a way to represent BRT on both lists (added), represent the Front Range Passenger Rail on the Transit Development Program, and allow more time for review of the Transit Development Program before finalizing.
 - b) When originally developed in 2016, the Transit Development Program only included rural and intercity/interregional bus services (i.e. Bustang) but it is now being expanded to account for all types of capital projects statewide, including within MPO areas.
 - i) This will help support the development of Ballot Lists and also be the first statewide compilation of transit projects ever created.
 - c) The Highway Development Program went through a process of compiling all projects, prioritizing a subset of those projects by allocating approximate percentages to CDOT Regions and TPRs (based on the RPP formula), and then creating project lists based on funding criteria of specific funding sources like SB 228, FASTLANE, FLAP, SB 267, and INFRA.
 - i) The Transit Development Program is still in the first of this process, but staff are seeking to complete it by August in order to support decisions around SB 267 and potential Ballot Lists.
 - d) The target schedule is as follows:

- i) Outreach to TPRs and MPOs from March to May
 - ii) Updates to STAC in April, June, and August
 - iii) Discussion with TRAC in March, May, and July
 - iv) Transit Town Halls in April (in Pueblo, Durango, Glenwood Springs, Denver, and Greeley)
 - v) Monthly calls with CASTA and grant recipient network.
- e) CDOT staff requesting help from the TPRs and MPOs to ensure that transit providers and stakeholders attend the upcoming meetings.
- 9) **FY19 CDOT Budget Update** – *Louie Barela (CDOT Division of Accounting & Finance)*
- a) CDOT submits a draft budget to the Governor’s Office and Joint Budget Committee (JBC) in November, receive feedback, and then revise and review with TC for their approval and resubmission in time for July 1st.
 - b) A few changes to note in this version:
 - i) The first \$380 million tranche of SB 267 for FY19 is now included on Line 63 and Line 99.
 - ii) The maximum 1st year SB 267 repayment of \$28.5 million is shown on Line 125.
 - iii) The \$148.2 million General Fund requested by the Governor for transportation is not included here since it has yet to be approved.
 - iv) There will be an increase in insurance costs passed along by DPA.
 - v) There is \$1.1 million allocated to the TC Program Reserve fund (available to support unfunded projects).
 - (1) Distinct from the TC Contingency fund (used for emergency expenses, weather incidents, etc.)
 - c) STAC Discussion: Representatives inquired about changes to the RPP amount (unchanged from FY18 at \$48.3 million on Line 48) and whether the savings from the new HQ projects is represented (the annual costs are shown in FY19, while savings occur over the 20-year life of the building).
- 10) **Model Traffic Code Update** – *Charles Meyer (CDOT Traffic & Safety Operations)*
- a) The Model Traffic Code is a restatement of Article 4 in the Colorado Revised Statutes, which translates into the county or municipal codes in each part of the state. CDOT is required to publish the MTC for the sake of uniformity.
 - b) CDOT is working with the State Attorney General to update the MTC with any changes that have taken place in the statutes since the last version was published in 2010.
 - c) CDOT staff will share a draft version with STAC members for their review and input via a survey link.
 - d) Some new elements include texting and driving laws, updated fine schedules, and connected/autonomous vehicle language.
 - e) The goal is to finalize and issue the MTC by the end of calendar year 2018.
 - f) STAC Discussion: Representatives expressed concern that items in the MTC might impose excessive costs at the county and municipal levels, while CDOT staff responded that locals have the ability to adopt the code in part rather than its entirety if that is an issue.
- 11) **Other Business** – *Vince Rogalski (STAC Chair)*
- a) The next STAC Meeting will be held on March 23rd at CDOT Headquarters in Denver.
- 12) **STAC Adjourns**

Materials for this month’s STAC Meeting can be found at the link below:

<https://www.codot.gov/programs/planning/documents/stac-archives/2018-stac>

The Transportation Commission Workshops were held on Wednesday March 14, 2018 and the Regular Meeting was held on Thursday, March 15, 2018. These meetings were conducted and hosted at the Colorado Department of Transportation (CDOT) Region 1 at 2000 S. Holly Street, Denver, CO 80222.

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

Transportation Commission Workshops Wednesday, March 14, 2018, 1:30 pm – 5:00 pm

Small Business and Diversity Committee Meeting (Greg Diehl)

- Small Business Policy Directive (PD) 606.0 Policy on Fostering Small Business Capacity is proposed to provide guidance to CDOT when managing projects not subject to the Disadvantaged Business Enterprise (DBE)/Emerging Small Business (ESB) guidance (required for projects with federal funds). With potentially new state funding sources on the horizon, the potential exists for more projects that would be solely state funded. The Small Business Enterprise (SBE) PD - would provide direction on how CDOT will support small businesses regardless of their funding sources. The PD is intended to provide broad guidance and direction.
- DBE Participation Report - through the end of December 2017, CDOT is currently trending slightly ahead of its DBE overall annual goal of 12.15% with 12.9% in awards to DBEs. A historically high-leverage factor in CDOT's ability to meet and/or exceed its overall DBE goal has been the number of prime contracts awarded to DBE firms. As the December report shows, there have been zero prime contracts awarded to DBE firms thus far in the current Federal Fiscal Year (FFY). The Civil Rights & Business Resource Center (CRBRC) believes this fact continues to underscore the need for a continued focus on race-neutral (ESB Program) elements currently underway (i.e., ESB Restricted Project, Mentor Protégé Program etc.). The December report also shows 42 contracts (prime and subcontract) spread between 29 individual DBE firms.
 - The Mentor Protégé Program is strongly supported by the Commissioners and they commented on being impressed with the willingness of mentors to devote time to the program. The program is only roughly two months old.
- Small Business (DBE/SBE) Supportive Services – Connect 2dOT Program Update - The Connect2DOT program reached more than 2,000 small business representatives in FFY16/17 and provided nearly 500 hours of one-on-one consulting support related to certification, business development, and technical assistance. This performance year, some metrics have shifted to look at the success rate of DBEs/ESBs who have received Connect2DOT services winning contracts. As we look toward developing our Scope of Work for next performance year (FFY 18/19), we will further prioritize helping our certified small businesses with being prepared to work with CDOT through targeted training, communication, and resources.
 - CDOT Chief Engineer noted that the biggest obstacle is for small business to land that first contract with CDOT to get started and these initiatives are intended to help small businesses with this.
- Workforce Development Update – This is a large effort, with CDOT serving as a support function working with non-profits, the City and County and Denver and may other entities. On-the- Job (OTJ) hours goal metric was 50,000 last year and hours achieved were 52,694.90 with 290 enrolled trainees
- Americans with Disabilities Act (ADA) Title II Program Update – Colorado FHWA approval was recommended for the CDOT ADA Transition Plan on November 3, 2017. The full plan is currently with the FHWA national review team for final approval.

Discussion:

- The Commission expressed support of the Policy Directive for SBE.
- The Commission is very impressed with the OJT services program and feels CDOT should report more to the public on their supportive role in this important and very successful initiative.

Right of Way (ROW) Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss proposed right-of-way acquisition (negotiations).

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

The one project with property acquisition authorization requests for March 2018 included:

- I-70 Central, Project Code: 19631
 - This item is not controversial. The Commission raised no comments or concerns, and expressed their support to proceed with the ROW acquisition authorization process.

One project with property settlement authorization for March 2018 included:

- I-76 and US 85 (at 104th Avenue) Interchange ROW Settlement
 - Commission expressed concerns over the high cost of the settlement.
 - Mediation with the property owner resulted in a dollar amount to be approved by the Commission. If settlement is not approved, condemnation proceedings are a possibility. CDOT is acquiring this property being proactive and in preparation for a project in the area that is part of the ballot project list. The owner is developing property in the area and it is likely property value will continue to increase if the property is not acquired soon.
 - Costs associated with the settlement will be added to the 9th Budget Supplement that are related to the increased property costs resulting from mediation and other incidental costs to CDOT.
 - Kathy Young can answer questions tomorrow regarding the Commission's concerns.

Cyber Incident Update (Johnny Olson)

- On Monday, February 26th Johnny Olson, Region 4 Transportation Director, started his role as Incident Commander.
- Thursday, March 1st restored minimal services, but then bad actor was found in contained area – at this point the event was called a Disaster and the Office of Emergency Management and the National Guard were called in by the Governor.
- Last Thursday, March 8th system was back up with limited access – Google, and internet were working with one server back on line.
- The Office of Emergency Management and National Guard will be standing down soon.
- Executive Director, Mike Lewis, noted that CDOT will come out from this event as a better, stronger and more data/digitally secure agency.

National Performance Targets (Deb Perkins-Smith and William Johnson)

Purpose: This workshop is intended to provide an opportunity to discuss federal requirements for performance measures described in the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and to present staff recommendations for targets for infrastructure condition and system reliability performance areas.

Action: Staff requests Commission input on target recommendations for performance measures for infrastructure condition and system performance. Staff anticipates requesting Commission approval of these targets in April 2018 to meet a May 2018 federal deadline for reporting targets to the Federal Highway Administration (FHWA).

Background:

- On May 20, 2017, FHWA's final rule on infrastructure condition and system performance became effective. The rule outlined new requirements for establishing targets and reporting performance on

infrastructure condition and system reliability performance areas. FHWA describes the goals for these areas as follows:

- Infrastructure condition: To maintain the highway-infrastructure asset system in a state of good repair.
- System performance: To improve the efficiency of the surface transportation system.
- Performance targets for infrastructure condition and system reliability are due to FHWA by May 20, 2018. Metropolitan Planning Organizations (MPOs) are required to establish targets no later than Nov. 15, 2018, by either supporting CDOT's targets or developing their own. Certain MPOs are required to establish their own targets for some system performance metrics. Initial reporting of baseline performance is due Oct. 1, 2018.
- Staff recommendations for performance targets for pavement condition, bridge condition, system reliability and freight performance, and the Congestion Mitigation and Air Quality (CMAQ) Program were presented to the Commission. See [National Performance Targets](#) for more details.

Discussion:

- The Statewide Transportation Advisory Committee (STAC) was comfortable with staff recommended performance measures.
- These targets apply to interstates and National Highway System (NHS) facilities only – approximately 50% of total system.
- For pavement condition, the data indicates only 1% of interstates and NHS in Colorado are considered poor; the FHWA national standards are based on similar data, but are less stringent than CDOT's existing Drivability Life standards, requiring only one criteria to fall below acceptable thresholds, whereas the national standards require two to fall under in order to be considered poor.
- Commissioners expressed concerns over the reality of only 1% of roads being rated as poor- as perceptions are much higher than that.
- One commissioner noted that we need to define terms and include what is not included in the data analysis to be clear.
- For next month, at the direction of Mike Lewis, Executive Director, CDOT staff will work to explain the gap in perceptions vs. what performance data is reported to FHWA.
- Other recommended targets were presented and discussed for system reliability (that does not take into account congestion, but speed data and travel times). It was noted that a congested corridor that experiences similar delay in travel times during specific times of travel, could still indicate reliability.
- Staff explained that targets were identified for two and four year time frames. After two years, CDOT will have the opportunity to re-evaluate the targets and modify time if deemed necessary.
- The Commission will be asked to approve the targets in April, with performance target submittal for these categories due to FHWA on May 20th.
- Commissioners seemed to agree that it is fine to rely on staff recommended performance targets for now, as the opportunity to reassess and modify performance targets is provided in two years.

Automated Mobility Task Force (Amy Ford)

Purpose: To inform the Transportation Commission and Technology Committee on the Automated Mobility Task Force, which is a group of staff from CDOT, Colorado State Patrol (CSP), and Colorado Department of Revenue, Division of Motor Vehicles (DOR), who have been meeting monthly since September 2017 to implement SB 17-213 and develop a process to approve testing of autonomous vehicles in Colorado.

Action: Information only.

Background: The Automated Mobility Task Force has developed a process, which requests specific information that aligns with guidance from the National Highway Traffic and Safety Administration (NHTSA), from those seeking approval for testing. To date, the Autonomous Mobility Task Force has received two applications to test: one for the CDOT autonomous attenuator truck, and another for EasyMile's autonomous shuttle on Panasonic's campus at their grand opening on December 4, 2017.

Discussion:

- Amy Ford, Communications Director/Advanced Mobility Director, recognized other members of the task force present – Maren Rubino of Colorado DMV, John Ehmsen of CSP, and Captain Ray Fisher of CSP, who could have been initially there, but could not stay.
- Task Force membership includes CDOT, CSP and DOR- DMV with participants invited for specific issue expertise on an as needed basis.
- A definition of automated Driving System (ADS) is: *Hardware and software that are collectively capable, without any intervention or supervision by a human operator, of performing all aspects of the dynamic driving task for a vehicle on a part-time or full-time basis, described as levels 4 and 5 automation in SAE International Standard J3016, as it existed in September 2016.*
- Autonomous Mobility Task Force began meeting monthly September 2017.
- Task Force responsibilities include:
 - Establish clear checklist of expectations, submittals, coordination with entity (Checklist tracks current guidance from NHTSA).
 - Develop template with any required insurance provisions.
 - Create working agreement with entity on expectations for testing, any assumptions of liability
- With SB 17-213 passing in Colorado:
 - If an ADS cannot comply with every state and federal law, the ADS may still be tested in Colorado if approved by CDOT and CSP.
 - Requires CDOT to report to the Transportation Legislation Review Committee by Sept. 1 each year (beginning Sept. 1, 2018) concerning the testing of ADS in Colorado.
- Decision Making and Final Approval is granted:
 - By consensus.
 - Via coordination with local jurisdictions (including city government and law enforcement) during possible deployments.
 - Final approval authority is with CDOT Deputy Director and CSP Deputy Chief.
- DMV provided EasyMile with the first Colorado Autonomous Vehicle license plate (special event plate) for testing their vehicles on the Panasonic Campus.
- Level of interest in Colorado to test AVs is high; however, Colorado's four seasons limits opportunities to test compared to other warmer states of California, Arizona and Florida.
- CDOT is a participant in the Colorado Smart City Alliance.
- Commissioners expressed interest in being updated on the Automated Mobility Task Force activities.

Transit and Intermodal Committee (David Krutsinger)

- Outrider Service Update:
 - The initial Outrider Service from Lamar – Pueblo was launched on January 2, 2018, operated by the Senior Resource Development Agency of Pueblo, Inc. (SRDA). SRDA "soft" launched in January by using their existing fleet. CDOT's six bus order of Outrider-branded 35 ft. motor coaches is in the delivery phase, and those buses will be deployed on the SRDA route soon.
 - Still need interline agreements in place.
 - Ridership for soft launch for January was 37 passengers, February 32 passengers, and 27 people handled in March to date.
 - Next Phase Mobility Study – HDR is conducting an Outrider mobility study to determine next phase Outrider service/Rural Regional Program Development.
 - In 2018 the following bus routes will transition to the Outrider brand and vehicles this year: Alamosa – Pueblo, Gunnison – Denver, and Durango – Grand Junction.
 - Commissioner Connell expressed desire for bus service to Steamboat Springs; consider getting resorts to pass a transit tax for bus service.
 - Commissioner Gilliland noted that generally there is not a lot of support for transit taxes.
 - David Krutsinger, Division of Transit and Rail Director, noted that partnerships with transit providers is better for fixed assets vs. operations; there is also an issue when too many partners

get involved and then entities leave the partnership expecting other remaining partners to cover costs.

- The Pueblo to Lamar route is one trip per day that leaves Lamar in am and leaves Pueblo around 3:30 pm to get back same day.
- **Bustang Update**
 - Bustang service provides seven routes per day from Denver to Colorado Springs, 12 trips from Denver to Ft. Collins, One trip from Grand Junction to Denver, with two trips per day from Glenwood Springs to Denver. Skiers are on board Bustang trips. Bustang has a high farebox recovery rate of 53% on average.
 - Commissioner asked about how travelers cover their last mile to get to their destination. Bustang buses generally stop at transit centers where riders get the last mile travel from local transit or other services.
 - Amy Ford also noted that Lisa Streisfeld is working on a Travel Demand Management Plan that covers services like Lyft and Uber (mobility-as-a-service) that also is a method of last mile travel.
 - One can purchase Bustang tickets with an app, which is very convenient.
- **Transit Development Program (TDP) Update**
 - The Transit Development Program (TDP) is an inventory of capital project needs throughout the state for which there is currently no identified source of expected funding. Similar to the Highway Development Program, this planning tool supports the identification and prioritization of Colorado's transit and rail capital needs to effectively plan and respond to unexpected future funding opportunities.
 - Recent and new funding sources such as SB 228 & SB 267, and the potentially much larger 2018 Ballot initiative, offer significant increases to both local and state resources, and require comprehensive statewide planning to invest those funds effectively. The TDP is now in the earliest stage of the overall Development Program process. Potential funding for transit could be between \$140 million to \$160 million for years 2 to 4 of SB 267, and \$400 – \$800 million for Ballot List.
 - TDP project list covers 222 projects statewide costing an estimated \$6.2 billion with \$4.8 Billion for facilities, infrastructure and service expansion and \$3.5 billion for rail. Next step will be undergoing a project prioritization process – selecting projects to consider tier 1 projects.
 - Commissioners expressed concerns over the size of the TDP - \$6.2 Billion when transit has a budget of only 10% of highway. This could overwhelm stakeholders. Highways already has \$6 Billion or more.
 - Josh Laipply, Chief Engineer, noted that one option would be to not include a total cost on the list to remain flexible, not remove projects, and keep funding options open.
 - Deb Perkins-Smith, DTD Director, noted that the Highway Development Program also includes TSM&O projects. Will bring validity to CDOT's process to have a list out that brings all (highway, TSM&O and transit) elements together.
 - Commissioner Theibaut noted that it is important to show progress towards getting projects implemented as public doesn't always comprehend the time it takes to get projects moving.
 - The Chief Engineer also noted the challenge is that the environmental clearance process needs to provide a decision document before one can start final design of projects, and money must also be available to begin final design.
- **General Informational**
 - State Freight & Passenger Rail Plan Update – Initially anticipated bringing State Freight and Passenger Rail Plan to the Commission for approval this month; however, the Federal Railroad Administration (FRA) had several unanticipated additional comments mostly related to plan structure (and not plan content) that need to be addressed. The Commission is now scheduled to adopt the plan in April.

- TIGER 9 grants have been announced and Colorado received \$16 million for the Southwest Chief – with previous and planned improvements it is anticipated travel time will be save 1.5 hours for a trip on AMTRAK on this line. Overall for this project \$41 million has been awarded in Southeast Colorado, and a total of \$71 million has been awarded to AMTRAK for the line.
- Ute Mountain Ute Indian Tribe has been awarded \$2 million in TIGER 9 funds for US 160 Towaoc passing lanes.

Transportation Commission Regular Meeting Thursday, March 15, 2018, 9:30 am – 11:30 am

Call to Order, Roll Call – All 11 Commissioners were in attendance, with Commissioner Hall attending by telephone.

Comments of Individual Commissioners

- Several commissioners attended a Women in Transportation (WTS) event at which the female commissioners (and others also) were recognized for their service. Transportation. Commissioners praised Amy Ford’s presentation to the group. One commissioner noted that women make up of the majority of the Commission membership now. While women are making inroads into traditionally male fields such as engineering, they make up only about 20 percent of participants in STEM (Science, Technology, Engineering, and Math) programs.
- The difficulties that CDOT employees have had since the cyber incident began in late February was noted, as well as praise given for assembling and sending to Commissioners in time the monthly meeting packet.
- Commissioners discussed different events and meetings they attended about raising more money for transportation.
- A Commissioner said at one meeting she attended, almost none of people knew that fuel taxes pay for transportation. When various options are considered for increasing transportation funding, a fuel tax increase has not fared well in polling – possibly because many people don’t know that’s how transportation is paid for today. The lack of knowledge could be partly because gas station receipts do not list the fuel taxes as a separate expense.
- Several Commissioners attended an AASHTO event in Washington, D.C. , where they attempted to speak to as many Colorado senators and representatives as they could about the need for more funding for transportation.
- A few Commissioners reported on the 4P (Project Priority Programming Process) meetings they attended in the last month. They noted the good working relationships established between CDOT and county staff.
- Adams County officials would like excess tolling revenue used for filling in gaps on North I-25.
- Another Commissioner expressed gratitude that her 16-year-old son can now take a Bustang bus to the ski slopes in Summit County.
- A Commissioner who also served on the Winter Olympics Exploratory Committee said some of the members wondered if CDOT would take a position either for or against Colorado hosting the Olympics.
- At the last Club 20 meeting in late February, David Eller Region 3 Transportation Director, and Mike McVaugh, Region 5 Transportatoin Director, brought meeting participants up to date on transportation activities and plans, and Peter Kozinski, the RoadX Program Manager generated excitement regarding the possibilities with technology in transportation.
- Mike McVaugh and other CDOT staffers organized the stately memorial procession for taking the body of Nolan Olson from Denver to Pagosa Springs for Nolan’s memorial service. Nolan died from injuries at a Lakewood hospital that he sustained after a passing vehicle struck him, while he was working on a southwest Colorado highway.

Executive Director’s Report (Michael P. Lewis)

- Referring to the cyber incident, CEO Director Lewis thanked CDOT staff for finding new ways to accomplish their jobs while their computers were not connected. He singled out Johnny Olson for leading

the effort to restore service with the help of the state Office of Information Technology and the State Office of Emergency Management, among others.

- Mike Lewis also complimented Mike McVaugh for pulling together the procession and service for Nolan Olson.
- While attending the AASHTO meeting, he also testified to one congressional committee about the Road User Charge (RUC) using information provided by Debra Perkins-Smith, Director of the Division of Transportation Development. The committee was interested in a RUC as a transportation funding option, but recognized that it will be a while before a nationwide RUC would be possible. The nation will need some other source of funds during the gap of time between a gas tax and a RUC.
- Mike Lewis said connected and autonomous vehicles will need the 5.9 gigahertz bandwidth, but the Federal Communications Commission is under pressure to reserve the bandwidth for private interests. The bandwidth needs protection for transportation purposes.

Chief Engineer's Report (Josh Laipply)

- CDOT used the cyber incident as an opportunity to harden our systems against future attacks.
- The Director of Program Administration at FHWA reached out to CDOT to help draft the FHWA Emergency Response Manual due to CDOT's experience with the 2013 floods.
- Colorado has received two TIGER 9 grants, one for the Southwest Chief AMTRAK line (\$16 million) and another for US 160 Towaoc passing lanes (\$2 million).

HPTE Director's Report (David Spector)

- CDOT and the Virginia DOT will host a two-day learning lab regarding public-private or public-public partnerships (P3), about lessons learned, using I-70 Central as the case study.
- AASHTO invited CDOT to take part in an Infrastructure tour, where Colorado would be the last stop; transportation community is very interested to learn about what CDOT is doing,
- The Conference on World Affairs is to be held at Colorado University in Boulder the week of April 9-13.
- E-470 Highway Authority Board is established with non-voting seats for: CDOT, RTD and DRCOG. A key discussion is a half-day event to discuss express toll lanes with the vendor for tolling services.
- Central 70 project is going well.
- Introduced Major Projects Office Manager, Tony Meneghetti.
- HPTE Board approved the interagency agreement and budget that is an action item for the Commission today.

FHWA Division Administrator's Report (John Cater)

- Introduced Lucia Olivera of FHWA, as the interim Colorado Deputy Administrator, who is from the Washington D.C. headquarters office.
- Resilience – FHWA is looking at how to quantify improvement and where we go from here. A framework for considering resilience nationwide is a focus of FHWA currently.
- ADA transition program is a challenge to develop for DOTs around the country. Others looking to CDOT as a case study.

STAC Report (Vincent Rogalski)

- Potential bid for winter Olympics. Bid will depend tremendously on the transportation system. Long-term improvements to I-70 would be required, potential to create affordable housing around the state, hosting could result in a statewide benefits, but who would pay needs to be investigated further.
- Performance measures and target setting for the transportation system was discussed at a workshop yesterday. STAC was interested to know what happens if we can't meet the targets; the response is CDOT

has the opportunity to refine targets after two years; however, if targets are still not met in four years – CDOT loses flexibility in making investments, and will be required to spend its dollars in areas that will help to meet the established performance targets not yet met.

- National Highway Freight Program – STAC members feel primary input to the Transportation Commission should come from the Freight Advisory Council (FAC) and not the STAC.
- Information on the CDOT (Transportation Systems Management and Operations [TSM&O]) Heavy Tow Program (for heavy trucks) was presented.
- Development Program is being updated constantly. STAC recommends CDOT trying to make transit more a part of next Statewide Transportation Plan, and part of Regional Transportation Plan development. Do not treat transit in isolation.
- Budget – STAC wants to know more about the status of the Regional Priority Program (RPP).
- Model Traffic Code Update is a CDOT guidance document that relates to the operation of vehicles and the movement of pedestrians during use of streets and highways. This code could apply to local governments; however, local governments may opt out.
- STAC is scheduled to meet next Friday, March 23, 2018.

Act on Consent Agenda – Approved unanimously on March 15, 2018

- [Resolution to Approve the Regular Meeting Minutes of February 15, 2018 \(Herman Stockinger\)](#)
- [Resolution to Adopt updated Policy Directive 1500.0 "Guide Signing Policy" \(Ryan Rice\)](#)
- [Adopt updated Policy Directive 1901.0 "CDOT Policy on Air Quality" \(Deb Perkins-Smith\)](#)
- [5311 & FASTER Methodology for Administrative & Operating Award \(David Krutsinger\)](#)
- [Property Disposal: I-25 \(Parcel 116R\)](#)
- [Property Disposal: I-76 \(Parcel 49-EX\)](#)
- [Property Disposal: Ward Canal \(PE 270C-EX\)](#)

Discuss and Act on the 9th Budget Supplement of FY 2018 (Jeff Sudmeier) – Approved unanimously on March 15, 2018.

- **Additions resulting from Commission Workshops**
 - Costs to replace old maintenance computers in response to cyber incident.
 - ROW Settlement costs for 104th Avenue and US 85 Interchange.

Discuss and Act on ROW Acquisition Authorization Requests (Josh Laipply) – Approved unanimously on March 15, 2018.

Discuss and Act on ROW Settlement Authorization Requests (Josh Laipply) – This was reflected in the 9th Budget Supplement.

Discuss and Act on Adopting new Policy Directive 606.0 "Policy on Fostering Small Business Capacity" (Josh Laipply and Greg Diehl) – Approved unanimously on March 15, 2018.

Discuss and Act on Approval of the I70 and 32nd 1601 (Steve Sherman) – Approved unanimously on March 15, 2018.

Discuss and Act on Approval of FY2018-19 Fee for Service IAA with HPTA (David Spector and Jeff Sudmeier) – Approved unanimously on March 15, 2018.

[Discuss and Act on TC Adoption of FY 2018-19 Final Budget \(Jeff Sudmeier\)](#) – **Approved unanimously on Mach 15, 2018.**

[Discuss and Act on SIB Application for Centennial Airport \(Jeff Sudmeier\)](#) – **Approved unanimously on Mach 15, 2018.**

[Discuss and Act on TC Approval of Opening Rule Making For the Statewide Planning Rules, 2 CCR 601-22 \(Deb Perkins-Smith\)](#) – **Approved unanimously on Mach 15, 2018.**

Recognitions

Ron Papsdorf was recognized for his years of service and work at CDOT, and was wished will in his new role at DRCOG as Transportation Director.

Ryan Rice presented to Kevin Devine the CDOT Hero Award. The award relates to Kevin’s involvement and heroic efforts during a crash on Thursday, Dec, 21st along SH 83. Kevin was first on the scene of the crash that involved parents and a nine-month old baby –with two ejected from the vehicle. The family of the crash victims consider Kevin their personal hero. Kevin received a Standing ovation.

Participants and those who planned the procession for Nolan Olson were also recognized. The procession was deemed a meaningful and successful event.



COLORADO

Department of Transportation

Division of Transportation Development

Safe Routes to School
4201 E. Arkansas Ave. - Shumate Building
Denver, CO 80222-3400

TO: Statewide Transportation Advisory Committee
MPO & Regional Planning Section

FROM: Leslie Feuerborn, Colorado Safe Routes to School Program Manager

DATE: March 23, 2018

RE: Colorado Safe Routes to School Seeks New STAC Committee Members

Needed: One TPR representative and one MPO representative

The Colorado Safe Routes to School (CSRTS) program is accepting applications from interested persons to sit on the **Safe Routes to School Advisory Committee**. The program statutorily (CRS 43-1-1601) requires that an Advisory Committee of no more than nine people be appointed by the CDOT Executive Director to review applications, make recommendations for project selection, and provide input on the application process. The nine members are to include representatives of the STAC, who shall serve a two year term. The STAC shall choose their designees, with final approval by the Executive Director. STAC representation on the Advisory Committee shall consist of:

1. Two STAC representatives of the **Metropolitan Planning Organizations** or their designee;
2. Two STAC representatives of the **rural Transportation Planning Regions** or their designee.

Currently, we are **seeking one representative from an MPO and one from an TPR.**

These committee members will join representatives serving parents, teachers, law enforcement, bicyclists, and pedestrians to **serve from October 1, 2018 through September 30, 2020.**

Primary responsibilities include:

- Review Safe Routes to School grant applications that come from communities throughout Colorado,
- Attend all day in-person meeting in December to select projects to recommend to the Transportation Commission,
- Provide input into the application process and program delivery to ensure the long-term growth of the program,
- Help to promote program and distribute information about the program,
- Commit to the Advisory Committee for two years.

The bulk of the work is done between November and January when projects are selected (lots of reading and scoring); then again, for a brief time in May or June for reviewing the process and making changes to the applications and process.

To apply:

- Send an email describing why they want to be on the committee and what they bring to the process, e.g., experience with SRTS or bike and pedestrian programs, rural perspective, etc.
- Include a resume.
- Designees of the MPO or TPR require a support letter from that organization.
- Send letter of interest, resume, and support letter to SRTS Program Manager:
 - Email: leslie.feuerborn@state.co.us
 - FAX: 303-757-9727 - Attn: Safe Routes to School Program Manager
 - Mail: CDOT, DTD, Safe Routes to School
Before May 4, 2018: 4201 E Arkansas Ave, - Shumate Bldg., Denver, CO 80222
After May 4, 2018: 2829 W. Howard Place, #440B, Denver, CO 80204

The Safe Routes to School staff will review the applications and forward a recommendation to the CDOT Executive Director, who ultimately has the final decision and makes the appointments to the committee.

Our current SRTS advisory committee members include representatives from:

Intermountain TPR
Southeast TPR
North Front Range MPO
Grand Valley MPO

Applications are open until filled.

Contact Leslie Feuerborn with questions at 303.757.9088 or leslie.feuerborn@state.co.us

Important Dates (may be subject to change):

Advisory Committee Member applications due - August 1, 2018 or until filled
New MPO and TPR representatives appointed - October 1, 2018 through September 30, 2020
Advisory Committee meeting - October 2018 (new member orientation)
Advisory Committee receives applications for scoring - mid-November 2018
Advisory Committee meets to discuss applications and recommend project selections - December 2018
Transit & Intermodal Committee reviews projects and makes recommendation to Transportation Commission to approve - January 2019
Transportation Commission approves SRTS non-infrastructure projects - February 2019
Advisory Committee meeting - May/June 2019

For more information about the Safe Routes to School program visit:

<http://www.coloradodot.info/programs/bikeped/safe-routes>

2017-18 Colorado Safe Routes to School Advisory Committee

First Name	Last Name	Representing	Agency	End of Term
Bevin	Barber-Campbell	Parent Representative	Parent	Sept 2019
Dean	Bressler	MPO Representative (Grand Valley)	Senior Transportation Planner, PE Mesa County Regional Transportation Planning Office	Sept 2019
Julie	George	Pedestrian Representative	Director, HEAL Cities & Towns Campaign LiveWell Colorado	Sept 2018
Stephanie	Gonzales	TPR Representative (Southeast)	Executive Director, Southeast Colorado Enterprise Development, Inc	Sept 2019
Sarah	Harter	Educator Representative	School Wellness Coordinator St. Vrain Valley Schools & LiveWell Longmont	Sept 2018
Tom	Jankovsky	TPR Representative (Intermountain)	County Commissioner Garfield County	Sept 2018
Becky	Karasko	MPO Representative (North Front Range)	Regional Transportation Planner, North Front Range MPO (NFRMPO)	Sept 2018
Deputy Sam	Sala	Law Enforcement Representative	Deputy Sheriff, Arapahoe County Sheriff's Department	Sept 2018
Cate	Townley	Bicyclist Representative	Built Environment Specialist, Colorado Dept of Public Health & Environ.	Sept 2018



Safe Routes to School FY 2018 Recommended Projects
as Put Forth by SRTS Advisory Committee on 12/15/2017
 Approved by CDOT Transportation Commission 2/15/2018

INFRASTRUCTURE

Applicant	Project Title	Funded?	Total CDOT Project Cost	Amount of SRTS Funding	20% Cash Match	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK	Recommended for Funding
Boulder County - Transportation Department	South Heatherwood Intersection and Sidewalk Improvements	Y	\$ 437,500	\$ 350,000	\$ 87,500	4	MPO	I	96.333	1	
Thompson School District	Connecting pathways to Ponderosa	Y	\$ 81,307	\$ 65,046	\$ 16,261	4	MPO	I	94.444	2	
Town of Estes Park	Brodie Avenue Sidewalk	Y	\$ 420,000	\$ 336,000	\$ 84,000	4	TPR	I	92.111	3	
City of Gunnison	Safe Route Sidewalk Project	Y	\$ 401,480	\$ 321,184	\$ 80,296	3	TPR	I	89.444	4	
Town of Manassa	Manassa Elementary Safe Routes to School	Y	\$ 350,000	\$ 280,000	\$ 70,000	5	TPR	I	87.556	5	
Lewis-Palmer School District #38	SRTS: LPSD38 Trail and Sidewalk Project	Y	\$ 247,482	\$ 197,985	\$ 49,496	2	MPO	I	86.111	6	
City of Edgewater	Edgewater School Crossing and Traffic Calming Project	Y	\$ 167,338	\$ 133,870	\$ 33,468	1	MPO	I	84.556	7	
City of Florence	Florence Fremont Elementary Connect	Y	\$ 118,288	\$ 94,630	\$ 23,658	2	TPR	I	84.333	8	
<i>FY17 Project*</i> City of Woodland Park	Gateway Sidewalk Improvements	Y	\$ 300,072	\$ 240,058	\$ 60,014	2	MPO	I	82.875	9	
<i>FY17 Project*</i> City of Thornton	Westgage Community School Sidewalks	Y	\$ 391,972	\$ 313,578	\$ 78,394	1	MPO	I	78.625	10	

TOTAL RECOMMENDED FOR INFRASTRUCTURE FUNDING: \$ 2,332,351

Colorado Safe Routes to School



The goal of Safe Routes to School is to get more children walking and bicycling to and from school.

Colorado Safe Routes to School (CSRTS) is a program of the Colorado Department of Transportation and was established in 2004.

“[Colorado Safe Routes to School] supports new initiatives to expand opportunities for walking/biking to school, provides information about relevant programs and progress at other schools/districts.”

— SCHOOL REPRESENTATIVE

Strategic Plan: 2017 – 2022

To strengthen the program, CDOT worked with individuals and partners across the state to develop a 5-year strategic plan. The ultimate purpose of this plan is to guide CDOT’s efforts in increasing the number of children bicycling and walking to and from school.

2017 – 2022 Goals as Outlined in the Strategic Plan:

- Demonstrate that more children are walking and bicycling to and from school as a result of CSRTS.
- Establish a user-friendly grantmaking approach that makes it easier for more agencies to apply and compete for funding.
- Raise awareness of the effectiveness of CSRTS in getting more children walking and bicycling to and from school.
- Influence policy decisions that promote and support more children walking and bicycling to and from school.
- Develop capacities of communities to launch, maintain, and sustain Safe Routes to School initiatives.



Safe Routes to School programs have been implemented in **61%** of Colorado counties in **579** schools all across the state, and continue to grow.

CSRTS provides training and resources to support communities' efforts to enable and encourage more children to walk and bicycle to and from school. Grant funds are distributed through a statewide competitive process. In addition, CSRTS has curricula, trainings, and technical assistance programs that support their efforts in building stronger programs.

Since 2005, Colorado Safe Routes to Schools has distributed \$20.8M through 226 grants to schools, school districts, cities, towns and counties.

"The program offers a means for communities, such as ours with very limited financial means, to provide a safe and healthy alternative for students getting to school beyond motorized transportation."

— CURRENT GRANTEE RECIPIENT

For more information about CRSTS and the strategic plan, contact: CSRTS Program Manager at 303-757-9088 or dot_srts@state.co.us. The strategic plan can be viewed at www.codot.gov/programs/bikeped/safe-routes.



Memorandum

To: Statewide Transportation Advisory Committee (STAC)
From: Lisa Streisfeld, Planning Performance and TDM Manager
CC: Ryan Rice, Director of Transportation Systems Management and Operations (TSM&O)
Date: March 15, 2018
Subject: Status of State of Colorado Transportation Demand Management Plan
Attachment: Phase 1 Colorado Transportation Demand Management Plan, "Transportation Options"

Summary: CDOT's Division of Transportation Systems Management and Operations (TSM&O) has been developing a State of Colorado Transportation Demand Management Plan (TDM Plan), called "Transportation Options". The purpose of the final plan will be to create a prioritized list of recommendations for TDM projects and programs. The list will include projects with a high return on investment to reduce the vehicle miles traveled and single occupancy trips on Colorado's congested corridors. The TDM Plan will look at strategies that can support Mobility as a Service (MAAS). Preparation of the State of Colorado TDM Plan is consistent with the TSM&O Mission to "reduce congestion and improve safety through innovative TSM&O strategies that enable the Department to make the best use of available transportation funding."

CDOT anticipates this list will be considered during the development of the upcoming Statewide Transportation Plan by the Division of Transportation Development (DTD) and the five Regions of CDOT. The TDM Plan is being prepared in two Phases in cooperation with the DTD, the Division of Transit and Rail and the Public Information Office. A draft of Phase 1 of the TDM Plan has been completed. Staff will present some of the highlights of Phase 1 of the Plan and explain the process to develop Phase 2 of the Plan. Completion is expected in the Summer of 2018.

Background: Transportation Demand Management (TDM) are projects and programs designed to reduce vehicle travel demand on congested highway corridors. The reduction of demand during key periods of congestion may also reduce vehicle emissions. TDM strategies are designed to alter the behavior of drivers of both passenger and commercial motor vehicles. TDM strategies may encourage changes in the day, time, route or mode of travel. These same TDM strategies align with providing Mobility as a Service. TDM strategies can be effective in reducing travel demand on a highway through work zones, during special events, and to popular destinations, such as the airport. Traditional TDM strategies encourage people to take transit, ride a bike, walk, or participate in a carpool for commuting. Strategies may be working with large employers to encourage flexibility in shifts and working hours. Emergent TDM strategies may rely on technology for changes in travel behavior, an example would be ride-hailing APPS such as Uber or Lyft.

Planning, programming and funding TDM strategies have varied in the State of Colorado. TDM strategies are often identified during the planning process and documented in a NEPA (National Environmental Policy Act) or PEL (Planning and Environmental Linkage) studies. CDOT administers CMAQ (Congestion Mitigation Air Quality Grants) to local agencies for various types of TDM strategies. CDOT has providing funding the Transportation Management Organizations (TMOs) to provide TDM services on different corridors such as US 36 and the I-70 Mountain Corridor. An aggressive TDM program was implemented in Region 3 during the construction of Grand Avenue Bridge. And, TDM strategies are being outlined for the upcoming construction of the I-70 Central project. The purpose of the State of Colorado TDM Plan is to identify and inventory innovative and effective TDM strategies and then to make recommendations for areas which may benefit from these types of projects. This TDM Plan will serve as a resource about the types, costs of implementation and estimated participation in TDM strategies throughout the state.

The TDM Plan, called “Transportation Options” is being completed in 2 phases. Phase 1 created an inventory of TDM measures implemented throughout the state. Secondly, Phase 1 developed estimates for participation in the TDM strategies for travelers. Third, Phase 1 collated cost estimates to implement these different TDM strategies. Finally, Phase 1 developed return on investments for the TDM strategies based upon reduction in VMT (vehicle miles traveled) and the cost of the TDM strategy. Phase 1 serves as a resource to both CDOT and local agencies as they evaluate “Transportation Options.” A draft of Phase 1 of the TDM Plan is attached for your review.

Next Steps: Phase 2 of the TDM Plan is in the preparation process. It is anticipated to be completed by Summer of 2018. Phase 2 will conduct a “gap analysis” of TDM strategies and visually display on GIS which communities are implementing TDM strategies. Phase 2 will then identify congested highway corridors which may receive benefits from implementing TDM strategies. Phase 2 will then take the results of Phase 1 to focus on the projects and strategies with a high return on investment and which support Mobility as a Service. The next step will be to combine the all of the data to determine where and what TDM strategies may be effective. The draft recommendations will be brought to the CDOT Region planners and traffic engineers, local agencies, stakeholders and MPOs (Metropolitan Planning Organizations) for discussion and consideration. The feedback will be used to create a finalized list of recommended TDM strategies. The Regions and DTD can consider this list in future planning and programming.

Action Requested: A copy of the draft of Phase 1 of the State of Colorado Transportation Demand Management Plan will be made available for download and review on CDOT’s STAC website. Staff will come back to the STAC following completion of Phase 2 of the TDM Plan for review and acceptance.

Autonomous Mobility Task Force



COLORADO
Department of
Transportation



COLORADO
Department of Revenue

Colorado Department of Transportation

Colorado State Patrol

Colorado Department of Revenue

Division of Motor Vehicles



SB 17-213: Overview

- Passed in 2017; set foundation for autonomous vehicles
- “Automated Driving System (ADS)” Definition
Hardware and software that are collectively capable, without any intervention or supervision by a human operator, of performing all aspects of the dynamic driving task for a vehicle on a part-time or full-time basis, described as levels 4 and 5 automation in SAE International Standard J3016, as it existed in September 2016.
- Key point:
If an ADS cannot comply with every state and federal law, *the ADS may still be tested in Colorado if approved by CSP and CDOT.*

SB 17-213: CDOT to Report to TLRC

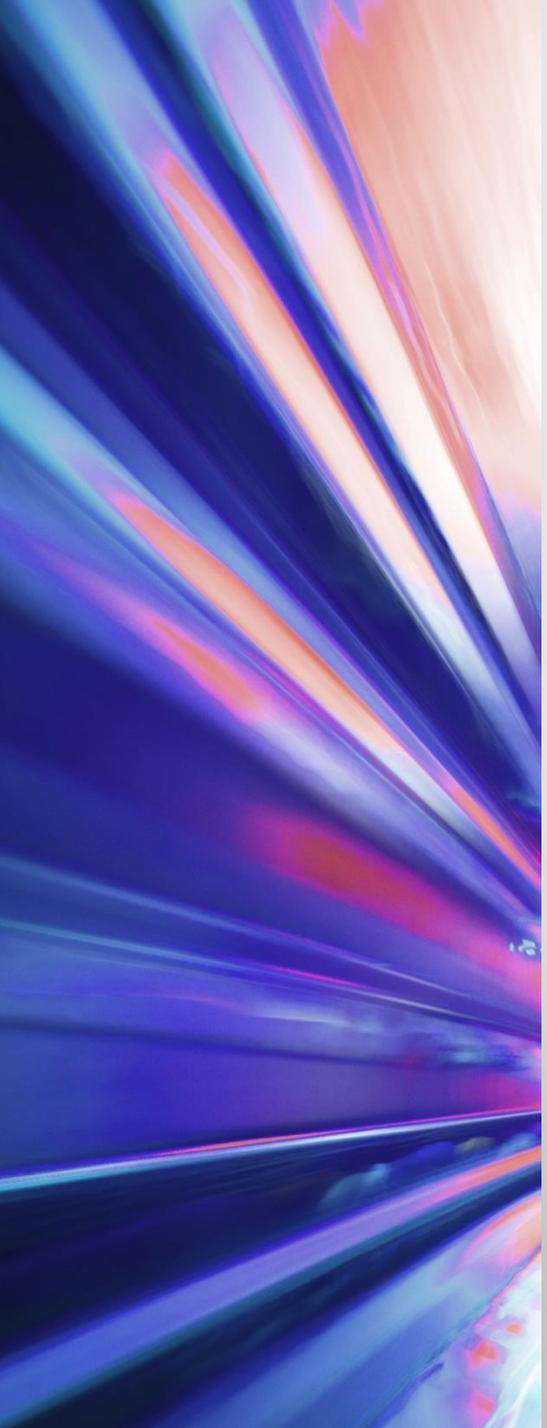
- Requires CDOT to report to the Transportation Legislation Review Committee by Sept. 1 each year (beginning Sept. 1, 2018) concerning the testing of ADS in Colorado.



CDOT, CSP, and DOR Collaboration

- Collaborating since 2016 on autonomous mobility
- Continued coordination to form group to work out process as directed under SB 17-213
- Autonomous Mobility Task Force began meeting monthly September 2017





Autonomous Mobility Task Force

- Policy direction for autonomous mobility in Colorado
- Monitor National Highway Transportation Safety Administration (NHTSA), federal, other states' rules and regulations
- Per SB 17-213, develop process & provide approval when ADS cannot comply with every state and federal law that applies to the function that the system is operating
- Act as resource / clearinghouse, collaborating on process, experiences with other states, stakeholders and industry



Responsibilities

ESTABLISH:

- Clear checklist of expectations, submittals, coordination with entity (*Checklist tracks current guidance from NHTSA*)
- Template with any required insurance provisions
- Working agreement with entity on expectations for testing, any assumptions of liability
- Establish expectations for coordination with other entities and jurisdictions

ISSUE:

- Final approval of testing on Colorado roads

Membership

- Staff from each agency, representing legislative affairs, various other operations, deputy director or deputy chief, attorneys from the Attorney General's Office
- Other participants invited for specific issue expertise as needed



Decision-Making and Final Approval

- Decision-making by consensus
- Task Force coordinates with local jurisdictions (including city government and law enforcement) during possible deployments
- Final approval authority is with CDOT Deputy Director and CSP Deputy Chief



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General Approval Process

- Entity indicates interest in testing ADS in Colorado
- Task Force provides checklist for ADS test expectations
- Entity applies to Task Force by submitting information requested in checklist
- Task Force considers application—including inviting entity representatives to engage with Task Force representatives
- CSP & CDOT coordinate with entity to observe safe operation of ADS
- CDOT verifies insurance; DOR completes licensing
- Task Forces makes recommendation for final signatures



Autonomous Driving Checklist

- Operational Domain
Operating parameters and limitations of ADS, Object and Event Detection and Response, requested testing
- Safety Assessment Certification
- Driver Certification
Certify the applicant's driver testing and training program specific to the ADS
- Vehicle Certification
(Identify each vehicle in test by VIN, year, make, model, type, other unique identifiers)
- Insurance Certification

Example: EasyMile Test (12.4.2017)

Submission Date	November 2, 2017
Company/Person	EasyMile Inc.
Business Address	6144 Panasonic Way, Denver CO 80249
Primary Contact	Lauren Isaac, Director of Business Initiatives
Vehicle Name	EZ10
Vehicle Description	Autonomous shuttle which may be controlled by operator
Testing Duration	December 4, 2017 from 4–6pm



Thank You

February
2018 STAC
Addendum
Packet



Model Traffic Code

- Background
 - CRS 42-4-110 - Uniform regulation of vehicles and traffic
 - Adoption and amendment process
- Update Process
 - 2010 Model Traffic Code - being updated!
 - Soliciting your input through survey
 - Contact: Ted.Spaid@state.co.us or 303.512.5108