



**COLORADO**  
Department of Transportation

## Statewide Transportation Advisory Committee (STAC)

December 6, 2019

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 October Meeting Minutes – Vince Rogalski, STAC Chair
- 9:10-9:25** CDOT Update on Current Events (Informational Update) – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.
- 9:25-9:35** Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:35-9:55** TPR Representative and Federal Partners Reports (Informational Update)
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:55-10:05** 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.
- 10:05-10:15** Break
- 10:15-10:45** New Funding Discussion - Transit (Discussion Item / Decision Item) – David Krutsinger, Division of Transit and Rail (DTR)
- Review and discuss draft candidate project list
- 10:45-11:00** CDOT Budget Update (Informational Update) – Jeffrey Sudmeier, CDOT Chief Financial Officer
- Update changes to CDOT's budget layout and structure.
- 11:00-11:30** Statewide Plan Update (Informational Update / Discussion Item) – Rebecca White, Division of Transportation Development (DTD)
- Update on the status of planning process, fiscal constraint for the 10-Year Strategic Pipeline of Projects, and review of the draft Regional Transportation Plan outline.
- 11:30-11:45** Program Distribution and Formula Programs Update (Informational Update) – Tim Kirby, DTD
- Update changes to CDOT's budget layout and structure.
- 11:45-11:55** Federal Lands Access Program (FLAP) (Informational Update) – Bentley Henderson, Intermountain TPR Chairman
- Overview of FLAP program and recently awarded projects.
- 11:55-12:00** Other Business- Vince Rogalski
- Multimodal Options Fund
- 12:00** Adjourn

STAC Web Conference:

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

**STAC Meeting Minutes  
October 25<sup>th</sup>, 2019**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** October 25, 2019, 2019; 9:00 a.m. – 11:30 a.m.

**Chairman:** Vince Rogalski, STAC Chair

**Attendance:**

In Person: Vince Rogalski (STAC Chair and Gunnison Valley TPR), Norm Steen (Pikes Peak Area COG), Dick Elsner (Central Front Range TPR), Ron Papsdorf (Denver Regional COG), Elise Jones (Denver Regional COG), Suzette Mallette (North Front Range MPO), Dave Clark (North Front Range MPO), Barbara Kirkmeyer (Upper Front Range TPR), Elizabeth Relford (Upper Front Range TPR), Kristie Melendez (North Front Range TPR), Bentley Henderson (Intermountain TPR), Rebecca White (CDOT Division of Transportation Development), Herman Stockinger (CDOT Deputy Directory/Office of Policy & Government Relations), Jeff Sudmeier (CDOT Chief Financial Officer), Tim Kirby (CDOT Division of Transportation Development), Heather Paddock (CDOT Regional Transportation Director, Region4), Paul Jesaitis (CDOT Regional Transportation Director, Region 1), Steve Harelson (CDOT Chief Engineer), Shoshana Lew (CDOT Executive Director), Andy Pico (Pikes Peak Area COG), Heather Sloop (Northwest TPR), Kris Manguso (Northwest TPR), Aaron Bustow (FHWA), Bill Haas (FHWA), Peter Baier (Grand Valley MPO), Stephanie Gonzalez (Southeast TPR), John Cater (FHWA), Keith Baker (San Luis Valley TPR) Michael Yohn (San Luis Valley TPR), Kathryn Wenger (Pikes Peak Area COG), Terry Hart (Pueblo Area COG), John Adams (Pueblo Area COG)

On the Phone: Dana Brosig (Grand Valley MPO), Douglas McDonald (Southern Ute Indian Tribe)

<b>Agenda Item / Presenter (Affiliation)</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions & STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> <li>• Review and approval of September STAC Minutes without revisions.</li> </ul>	Minutes approved
CDOT Update on Current Events / Herman Stockinger (CDOT Deputy Director)	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Steve Harelson, CDOT, Chief Engineer: I've been working with CDOT for 19 years, and have worked for Paul. I started as a hydraulics engineer, and worked my way up and have done a lot of work on I-70. Prior to that I was a consultant for 16 years. I grew up in Leadville, and went to CU for graduate school.</li> <li>• Herman Stockinger: As a refresher we asked you in July about the rural paving program, and in August we asked about how to fund it, and what funding levels to</li> </ul>	No action.

	<p>choose, and we decided to fund all of the potential years. Everyone was supportive of our prior commitments, and then in September we asked about a proposal for a percentage split between capital and asset management projects, and decided on a split of 75%/25% for capital and asset management projects, and because asset management often involves some capital it ends up being a 50/50 split and you all were receptive to that.</p> <ul style="list-style-type: none"> <li>• Later today, we are going to talk to you about the proposed projects for the rural paving program, and I know someone will run the numbers and ask about allocation and distribution, so we are showing you our math here to be open, honest and transparent about where we landed. We took a holistic view, starting with the SB 267 dollars for the first year and the next 3 years, and what we targeted was what was in the middle. RPP always leads to a difficult conversation about distribution, so we took the middle of the range between the old and new RPP levels. We went about \$60M over our target because we wanted to make the right decisions about projects. You'll see that we landed in the middle of those ranges. We wanted to give this to you so that you don't just see the projects we selected, but also see how we decided the dollar amounts for each region.</li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>• Heather Sloop: I heard my favorite three letters RPP. So this still means that TC hasn't landed on a formula for the future? When is that going to happen?</li> <li>• Tim Kirby: at this month's meeting we brought TC the formula process and it's our intention to incrementally take more to them as we go forward. But soon we have to do that. As a reminder, there are 6 formula programs under consideration and we already brought them 3.</li> <li>• Heather Sloop: I would say you might be thinking of it the wrong way. We will have a strategic pipeline of projects, and we look at that number we will go over, and that will help define what the formula is.</li> <li>• Rebecca White: I want to note that these numbers do not include transit dollars</li> <li>• Heather Sloop: These also don't include projects for new money.</li> <li>• Barbara Kirkmeyer: If we are looking at the remaining years 2 to 4 that's how the \$1.5B is divided up?</li> <li>• Herman Stockinger: Yes</li> <li>• Barbara Kirkmeyer: Last month we talked about the \$100M for rural roads, and the \$122M for I-25 or previous commitment. How does this fit in?</li> <li>• Herman Stockinger: That's SB 267 money.</li> </ul>	
--	--	--

- Barbara Kirkmeyer: So where am I seeing this? That's my question.
- Herman Stockinger: It's contained in the first several columns, and you can see the dollars for SB 267 and SB 18-001 and all of that is for the first 2 years.
- Rebecca White: If you add each column it comes to the \$102M.
- Ron Papsdorf: I will harken back to the RPP conversation and frustration about the formula because it tends to be used as a benchmark for other formulas, and we get upset when it gets used as the basis for distributing other programs. I appreciate you pointing out how other funds are going to these projects. I would suggest that I-70 is a better example of a project leveraging other funds
- Vince Rogalski: Year 3 and 4, have we decided on those yet?
- Heather Sloop: I'm trying to figure out why would you put this in the two columns like this? I think what this does is anger certain regions. I understand this, but showing it this way makes it look like we are getting less. I might understand this because I am here every month, but this is hard for me to communicate this to the rest of the TPR, and they are going to ask what happened. It is going to be very confusing to them. It isn't a win/lose scenario as much as it is very confusing to people that aren't here because of the two columns
- Shoshana Lew: We are trying to give you this for transparency, but there's no perfect way to do this. The I-25 corridor is a different configuration. We have to work through the regions based on statute, but it isn't necessarily how funding works. It's trying to be responsive to this.
- Heather Sloop: I hear you, but telling me to not distribute this isn't an option. I have to, and nobody is going to get it. So I think we need more information to show you are also getting XYZ to paint the entire picture, so it isn't seen as a loss.
- Shoshana Lew: To clarify, I wasn't saying don't share it, but that there is information that will be shared later that is intended to be more user friendly.
- Barbara Kirkmeyer: When were funds distributed?
- Herman Stockinger: Fiscal Year 2019
- Barbara Kirkmeyer: Is this applied to all years?
- Herman Stockinger: The percentages aren't year by year.
- Barbara Kirkmeyer: So those are being applied all the way through?
- Herman Stockinger: Yes
- John Liosatos: Regarding the last page of the handout, is that all of the projects that were submitted?
- Herman Stockinger: No, all projects that have support are on that list, and the longer list was a reminder of the previous SB 267 list.

<p>Transportation Commission Update/ Vince Rogalski, STAC Vice-Chair</p>	<p><b>Presentation.</b> In minutes of TC meeting from last week there is an outline of the Innovative Mobility Program which is taking the place of Road X. There's an outline of the funding, and of what Road X used to do and what Innovative Mobility is doing. Also there's a big line on the budget, and we are trying to approve the 2021 budget so there's information there. The minutes are pretty good, so review those. Any questions?</p> <p><b>STAC Comments:</b> N/A</p>	<p>No action</p>
<p>TPR &amp; Federal Partner Reports</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <b>DRCOG:</b> DRCOG, at our October meeting we approved amendments to our TIP including adding freight funds, and then approved emergency funding for the US 36 fix of the collapse, approved community planning and allocated \$106M to local projects. We had a briefing on congestion in the DRCOG area, which said it's getting bad, and the one bright spot is that VMT is starting to flatten out, so this points to potential breathing room for the future. Thanks to Executive Director Lew for coming to explain SB 267 funding.</li> <li>• <b>GVMPO:</b> I want to thank Director Lew for meeting with the Colorado Contractors Association, which isn't an easy group. We talked about training, and signing truck drivers up through a portal, but we got great information out. We are working on exit 37 with CDOT, and also had TIP amendments. We have been working on our 2045 Regional Transportation Plan. We have an open house next week. We are making progress on our traffic demand model. We put out a call for projects and have 7 applications. Thanks to Region 3 for a well-attended open house last week, we are moving forward with that.</li> <li>• <b>NFRMPO:</b> We are working on our 10 year pipeline of projects, and hope to complete that at our November meeting. On October 14, 2019 we celebrated the new I 25 interchange which flipped the previous configuration at SH 402, straightened out some curves, and added pedestrian facilities.</li> <li>• <b>PACOG:</b> a few things to report; we got the joint adjustment complete at the I-25 and Illex intersection and continuing...., and that's completed and we did complete the transit headquarters relocation, and now we are trying to get the building built. US 50 East, that project is mostly completed, and our TIP was approved.</li> <li>• <b>PPACG:</b> I was glad to see CDOT at our last meeting. We approved our plan, and have it up for public comment. Attendance was sparse, but I think it's because people are exhausted with this process. We have that up for public comment for 2 months and we'll take action in January. Last time we considered advocacy issues</li> </ul>	<p>No action.</p>

	<p>for transportation, and the first committee meeting met yesterday for advocacy and we are finally waiting for an announcement from of US Space Command in Washington D.C.. We are optimistic, but waiting on adoption and that will impact our roads and transportation system.</p> <ul style="list-style-type: none"> <li>• <u>Central Front Range</u>: For those of you that think winter is coming, let me tell you that it's here. US 285 was closed for 2 weeks because of the amount of snow. Take a look at the new chain law because we have a lot of people in our county confused about when it will be implemented and if you need chains. I think there's some misinformation on the website, so I think there needs to be clarification to make sure the website meets the rules.</li> <li>• <u>Eastern</u>:</li> <li>• <u>Gunnison Valley</u>: We had our TPR meeting #2A on October 11, 2019, and developed a preliminary draft list of priorities, and we will work on developing our final list on November 8, 2019, and then will go to meet with the other Chairs in our region. Cottonwood Pass was also done on the west side and drove it a couple weeks ago, and it's pretty nice. The dust cleared up. I hope people don't take it coming down the Buena Vista side too fast, because there are still curves on the road, and it's going to be slippery in winter. We put out a call for projects for MMOF so we will have those in by the end of November, early December, and will go through those projects, and everything is getting wrapped up for winter. In Gunnison in my house we had an inch of snow.</li> <li>• <u>Intermountain</u>: TPR: Projects are wrapping up in the Intermountain TPR, and work is continuing on SH 13 and they are preparing for the culvert project. A lot of surface treatment is being completed. A lot of I-70 work as well, and that includes guardrail improvements. We just received bids on a FLAP project at the Fremont Pass recreation trail. That came in at \$7.5 million. A big chunk is to install a bridge for bike riders and pedestrians. Lastly, we are about to execute on 3 battery electric buses to go into production in December 2019 to be delivered in March for the Summit Stage. .</li> <li>• <u>Northwest</u>: We have 44 inches at the top of Steamboat, Trail Ridge Road is closed because of snow, we're finishing construction as well on SH 13. MMOF was just put out for our area, and the call for projects are due December 31, 2019. We had 6 deaths, so we will try to address that. Our next TPR meeting is in November, which will be the last meeting. We have our plan almost done and I'll be sending out a final draft within a week.</li> </ul>	
--	---	--

- San Luis Valley:
  - Keith Baker: We are getting good snow already. The fire is not impacting transportation, but Monday we will start recovery in a big way, and we will do run-off assessments to see what is needed when thunderstorms come. Construction projects are winding down. We had a ribbon cutting on Cottonwood Pass, and it went well. The Forest Service Representative had a great summary of the history of that route. We want to thank Region 5 for securing additional funding in addition to FLAP for the project. On Monarch Pass, we completed avalanche mitigation with air cannons to reduce the hazard. They are working on retaining walls on US 550, and culvert work, as well as rock fall mitigation to prepare for winter, Chaffee is behind in its planning processes, so we are updating the Comprehensive Plan in Chaffee County to get that started. Our current plan is only a paragraph and so working on that. The Transportation Master Plan is taking the State Strategic Plan and objectives and will mesh them together to increase our ability to get grants.
  - Michael Yohn: I don't get to the north section of our TPR much, so that's why we are splitting up our report. We have three projects completed in the Valley, and have a celebration for those. On US 285 South there was 10 miles of resurfacing, and on SH 112 there was 14 miles of resurfacing, and on US 285 North there was 20 miles of resurfacing, and we are very glad that that's done and there's a celebration scheduled for October, 30 2019. Our next TPR meeting is November 7, 2019, and the radar is up and running thanks to CDOT.
- South Central: *No update*
- Southeast: We had our TPR meeting on Wednesday and it was the last of our meetings, and we were able to complete prioritization with good participation. It was quite an experience, but they were able to come together regionally to put that together. One Commissioner said it was fun. Transit discussions through RPC have been great, and new funding options are very positive for us and we are really excited for that. Passing lanes south of Lamar have been completed, SH 10 bridge is complete and paving will be completed next wee
- Southwest: *No update*
- Upper Front Range: We've seen Executive Director Lew a couple of times recently, so it's nice to see you up there. For the Upper Front Range we haven't met since

	<p>last month's STAC meeting. SH 52 bill, it's a coalition of 8 communities from Keensburg all the way to Boulder County. All of the communities involved have committed match to work with CDOT to get a PEL and access management plan done.</p> <ul style="list-style-type: none"> <li>• <u>Southern Ute Indian Tribe</u>: <i>No update.</i></li> <li>• <u>Ute Mountain Ute Indian Tribe</u>: <i>No update</i></li> <li>• <u>FHWA</u>: On Monday is the Colorado TIM Conference in Loveland to discuss Traffic Information Management. The conference brings together first responders, CDOT, and law enforcement to discuss how to get in and out to avoid secondary collisions, to help law enforcement understand how to better manage the situations. We have 200 people signed up with lots of law enforcement, CDOT, and public works and emergency responders to help us all understand benefits of working together.</li> </ul>	
<p>Federal and State Legislative Reports/ Herman Stockinger &amp; Andy Karsian, CDOT Office of Policy and Government Relations</p>	<p><b>Presentation</b> TLRC is coming up on Monday, and we'll be discussing 8 bills. Many will be pulled to continue having conversations. One example that will be polled is the idea of a resolution to create a sales tax for revenue, and to vote on changing from a gas tax to sales tax that can grow into the future and a statewide growing funding streams, but there are pros and cons to this approach. One of the cons would be that we would report 0 gas tax to the federal government. TLRC also will be talking about an enhanced MPO and they will pull that in favor of funding measures. One bill would transfer POC to CDOT. It's not necessarily a bad idea but would have to spend money to pair up it systems, there is one bill that creates efficiencies on Over wieght oversized permits, it just creates 1 versus 2 now so that's a good thing and shouldn't be a problem at all. Any questions on TLRC?</p> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• Andy Pico: Is transferring hazardous materials to CDOT just for transportation issues?</li> <li>• Andy Karsian: It would be for permitting. Right now we don't do the permitting here, so it would be to have all of the permitting in one place. The only other thing is the chain law. We have had a lot of conversations about that. And I was involved in that, and I want to help because it is a confusing rule, and we could have redone it to make it clean and clear, but that wasn't done, so we are working through confusing statutes. What changed is passenger vehicles need to have traction control on the vehicle and the tread needed changed, but</li> </ul>	<p>No action.</p>



	<p>everything else is the same. That's our main messaging right now. It is difficult to message out on four wheel drive, as they still need to abide by the traction control law, but now there is also the chain law. Under CDOT rules CDOT declares the traction law, then four wheel drive vehicles that have summer tires (nonwinter tires) they need to put on chains or cables, but under chain law they don't. When traction law is in place then you need some type of chain device in your car, and when the chain law is in play that means you just need a traction control device and don't need chains if you have good tires. The point of the legislation which is what we are messaging, is that you need to have something in your car, not just winter tires. You need to have those chains in the car so you are ready. That's the messaging to share with your constituents. The main point is that if you are going into the mountains without traction control on your vehicle, then you are out of compliance.</p> <ul style="list-style-type: none"> <li>• Paul Jesaitis: If you do a google search it lays it out. With code 15, motorists need snow tires, or a 4x4 vehicle. We call code 15 commonly and we also have code 18 for commercial vehicles that need to chain up, the other one is code 16 and we almost never call that, and if it's that bad you need to just stay home because you'll get stuck.</li> <li>• Heather Sloop: What I'm trying to understand, does this mean that at DIA now every car that is rented will need to have some type of alternative device in their car. That's crazy how are they going to bring chains with them on an airplane? Is messaging going to get better about this?</li> <li>• Andy Karsian: Yes, we are working on that.</li> <li>• Andy Pico: to clarify, is it that they need something augmented to the inherent system of traction control.</li> <li>• Andy Karsian: that's the intent, but I don't think state patrol will focus on enforcement. We don't want to get caught up in enforcement. The intent is to prevent problematic dangerous situations. We want people to be prepared.</li> </ul>	
National Highway Freight Program (NHFP) (Informational Update/Discussion Item)/ Rebecca White, Division	<b>Presentation</b> Rebecca White: We have a special guest here. The head of the Colorado Motor Carriers Association is here, and he's going to walk us through the proposed projects for the National Highway Freight Program. The Freight Advisory Council is the second voice in this process. Greg is here to set the stage. The NHFP was created	<b>STAC unanimously vote to recommend</b>

<p>of Transportation Development (DTD) and Greg Fulton, Colorado Motor Carriers Association</p>	<p>under the FAST act creating a 5 year stream of funding, meaning \$83M and the way we have done these is to do multiple year chunks, we've learned that this allows a lot of time to go by-18 months with this review and we're catching up. And, if you have any opinions about changing that cycle we would welcome that discussion. We've allocated 2 years, and then will go through the process in another 2 years. We seek nominations from regions, and then we screen those based on criteria, and take them to FAC, and we've done that 2 to 3 times this time, and then bring it to STAC because of PD 703, which sets how decisions are made. Normally we wouldn't take the NHFP to TC because of the FAC and STAC review, but this time we feel that we will do that, so depending on what you all say we will bring this to the next TC. We expect reauthorization, we expect for FY 21 and if you want this to be more of an annual allocation please let me know.</p> <ul style="list-style-type: none"> <li>• We looked at the following 3 considerations in choosing these projects: <ol style="list-style-type: none"> <li>1. Whole system, whole safety- Does the project Contribute to this initiative? This came more to the forefront because we saw some horrible accidents lately, so really took a look at this aspect of the projects. One thing to point out is that all of the projects seem to say \$4.5 million and that's because these are high level estimates, so to be clear, they still have to go through design, but with the early stage that we are in we decided we should ask for maximum amount.</li> <li>2. Colorado Freight Plan-Does the project have consistency with the Freight Plan. It's been a really good plan and we have worked closely with the FAC to set visions focusing on safety, truck parking, and freight mobility. Executive Director Lew has mentioned concern particularly at that interface between cars and trucks. I want to let you know that we are in the process of reestablishing a freight office at CDOT. We had dedicated freight planning staff, but they both left, so we will re-staff, so that we are better able to track the program so we can consolidate all of our freight safety and planning work</li> <li>3. FAC Support: Does the project garner FAC support?</li> </ol> </li> <li>• The benefits we are looking for from a project are does it promote freight safety, promote mobility of freight, and does it improve mobility and efficiency through advancements in technology? We have technology now that allows us to install signs that communicate to truck drivers that they need to use runaway truck ramp.</li> </ul>	<p><b><i>TC approve the list of NHFP projects.</i></b></p>
---	---	--

We have learned that they avoid them due to fears over fees, but it tells them that there is no fee.

### **STAC Comments**

- Suzette Mallette: This is FY 19 and 20 funds? So, that's already in the rearview mirror. With regard to the timing of the call for projects, do you anticipate the call changing so we are on top of the current year?
- Rebecca White: Tim is working on drafting the process for the next round so I'll let him speak to that.
- Tim Kirby: We want to give our planning partners enough time, so I can't give you a definitive date, but I know there will be an extensive timeline. I don't have a direct date, but know that you'll have that soon.
- Ron Papsdorf: I appreciate that, there's been an ongoing issue of lack of communication, and one time we had only 4-5 hours to respond. So I ask that you build in sufficient time for consultation.
- Rebecca White: Do you have a sense of whether you like the 2 year call?
- Suzette Mallette: I think the 2 year call works pretty well.
- Rebecca White: So that works well.
- Barbara Kirkmeyer: So the projects in the packet are for just year one?
- Rebecca White: No it's for 2 years.
- Barbara Kirkmeyer: So do we ever look at OSOW permit data and does that inform where projects are? I need to mention SH 52 is one of the most heavily used corridors for OSOW vehicles, and it's not just them it's also the railroad, and I don't see any projects like that, but it seems to me the number of permits should be one of the criteria. Nine of the top 10 agricultural counties are in the eastern part of state and none of the projects are there.
- Rebecca White: You'll see some of these projects are for truck parking on that section

Presentation (Continued) Greg Fulton: I'm here today on behalf of the FAC, which comprises 20 different parties in terms of trucking rail, freight, and local communities, CDOT and other state agencies. I want to commend CDOT on this effort, and by far it is the best effort. We've been very supportive of projects here. I want to comment that the

chain law presentation would sound more coherent if it were after my conversation with you here. One problem with not having a freight office is that we haven't had access to OSOW permit data in making these decisions. So, I think with an office it will be more likely to happen. In many cases one thing we looked at was whether any of these projects would come out of any other funding source, so we recognized that without freight funding these projects wouldn't happen. We did take heed of the "Whole system and whole safety". Let me note, we did have projects coming through the regions and I think they may be looking at that data. SH 52 is an example where overall it has low volume, but it's an important one for us. What you'll see here is a number of items. We have a serious problem, truck parking is a big problem. They have to take 10 hour consecutive rest breaks, and right now it takes them almost an hour to find a place to park. We have less parking today than we had 10 years ago. What I appreciate is that CDOT is seeing how this causes a traffic and safety issue. So some of these elements are helping to alleviate this.

- Projects: Truck Specialized Parking Services: One challenge is that there's a concern in terms of emissions. The new truck stops are cleaner with trucks many times being more efficient than a lot of cars, and it's going to continue to get better. If you do go to any of the rest areas, the first thing is maintaining the sites.
- In terms of usable parking and TPIMS, we get a lot of complaints about illegal parking but they face serious penalty if they go over the driving time. This project will help truckers find and plan parking.
- Dynamic Speed Warning System: We've been trying to reduce the number of runaway trucks, injuries and right now the highest used runaway ramp is the lower ramp on Straight Creek Canyon. We are trying to weigh trucks as they go through, and it puts the information gathered through an algorithm that issues communicates an appropriate warning to the driver. Evidence shows that this system has led to a 24 % reduction in the use of the ramps, and a 13 % reduction in the number of accidents.
- I-70 ETS snow removal: You may wonder why this is important. One thing that happens is that when the snow gets to a certain level, it will trigger an alarm if it is over the height limit that will cause the tunnel to automatically shut down. A truck driver knows his height, but doesn't know how much snow is on it, so this will help them avoid these situations where the snow on their vehicles is causing the tunnel to shut down.

- I-25 Bridge structure: People don't understand that when a driver's load is over the bridge's weight limit, a truck will have to go around, taking sometimes a huge detour just to avoid a bridge, so these projects are very important.
- Chain-Up Stations (I-25, North Kenosha Pass, SH 9): We have an inadequate number of these chain up stations, and chaining-up is one of the most hazardous things that a truck driver has to do. We've had 2 drivers killed doing it in the last 10 years. So they need these for safety. There are several identified, and one reason for these to be located in these areas is that they are areas with a lot of snowfall.
- FY2019 & FY 2020 (Various Locations Region 5): These chain up stations are just catching us up because they don't appear in regional plans. Most regions aren't thinking about these things that are so important for truck drivers.
- I-70 auxiliary lanes on Vail Pass: That additional lane in the uphill direction and a decal lane in the other direction will lead to safer roads for everyone on the freight corridor
- US 40/287: This project will strategically add new passing lanes or extend existing passing lanes at critical locations.
- The little blue canyon safety improvements include passing lanes, shoulders, and mitigation of a landslide, and involves reconstruction and widening of U.S. 50 to improve safety, drainage, access.
- Last, is the intersection improvements at US 160 and SH 17. This is an area where we have had a situation that existed for a number of years, but it hasn't been a priority, but for freight it's very important. I do want to commend CDOT on using these funds for the lesser known freight projects that don't get a lot of attention through the other programs.

STAC Comments:

- Rebecca White: we will take these to TC next month if you are all comfortable. We would like to have your input and share it with the TC.
- Barbara Kirkmeyer: I'm making a motion to recommend approval. The comment that Greg made is very important that these projects are overlooked often but they are extremely important. And I agree with what suzette said about 2 year call and I like the pool of funds for chain-up stations, and I think that makes sense and I'd like to see that with truck parking. And I'd just like to start looking at OSOW permit data because that's really important.

	<ul style="list-style-type: none"> <li>• Vince Rogalski: Living in Crested Butte, I've never been snowed in in the mountains, but 2 times on the eastern plains I was snowed in. All in favor for this list of projects?</li> <li>• Motion passes unanimously</li> </ul>	
<p>New funding, Discussion (Information Update/Discussion Item)- Herman Stockinger, CDOT Deputy Director, Rebecca White, Division of Transportation Development (DTD) and David Krutsinger, Division of Transit and Rail (DTR)</p>	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>• Rebecca White: We expect this discussion to take a while. We are looking at three funding sources: SB17-267, SB 18-001, and SB 19-262. Regarding SB 267, we have year one identified, and we are about to identify all 4 years to have a good story to tell the legislature.</li> <li>• Funding sources: Here is a breakdown of each funding source. We are looking at \$1.665B when looking at all 3 funding sources together. \$50M a year of SB 267 goes to transit. And, you will see today our proposal for how to spend those transit dollars as well as our proposal for highway projects. Transportation Commission hasn't seen the transit projects yet, but have seen the highway projects. I think it would have been better if you had seen this before them, and they made it clear they want your input first, so it will be decided on in November.</li> <li>• David Krutsinger: This is how transit breaks down. We put out year one funds last year and didn't have shovel ready projects at that time, so we are trying to do that now, and asking that you let us know of any projects we should be looking at that aren't included already.</li> <li>• Rebecca White: Herman covered a lot of this. So the first bullet was to name the pig, and maintain previous commitments in year 2 so that was included, we brought to STAC our idea to put some of the funds toward our growing concern surrounding pavement condition, particularly in rural areas. And the other thing to be more thoughtful about is to not bifurcate highway and transit, but to think about them together.</li> <li>• Staff proposal: We also brought you all the 75/25 split concept. 25% will be devoted to rural road pavement condition. there is one exception to this. We said I-76 had project needs that met every other criteria for this, so we did put some projects from I-76 on this list. The 75% remaining goes to a mix of projects, and the RTD had conversations with you all and of course we have all had our lists and returning to</li> </ul>	<p>Motion to recommend TC approve the list of projects fails</p>

	<p>previous lists for this. Of this the third criteria was that the total 50% should go toward asset condition. So that was the main formula for the projects.</p> <ul style="list-style-type: none"><li>• David Krutsinger: For the transit projects. Historically we keep operations on the road and keep people safe. This is the bump where we can take care of transit centers etc... what we are seeing in the fund shake outs is that 25% goes to CDOT, 50% to partner projects, and then 25% go to local only projects through a capital call. And you can see them here in this project list.</li><li>• Barbara Kirkmeyer: Could you explain the \$44 million?</li><li>• David Krutsinger: of the \$192 million we expect \$44 million to be released over 4 years. We released \$12 million so far for this year, so yes please tell us for this year what your projects are.</li><li>• Barbara Kirkmeyer: I'm going to put one on your radar. It has to do with US 85 and UFR corridor. Legislators didn't define transit specifically for this. This was to ensure that CDOT could get right of way needed in perpetuity. One of these is on O Street, which needs to get a crossing closed for the entire corridor. Weld County has been investing in those closures. And we are wondering since Josh has left where the funding is so that can be done.</li><li>• David Krutsinger: Sounds like a great topic for follow up.</li><li>• Shoshana Lew: It's on our radar in other contexts as well.</li><li>• Rebecca White: The dots in this map represent the transit projects that you all have identified, and we may or may not have gotten this right. I'm coming to you now with the distribution list. Another comment on this slide. It's two different halves to depict the urban rural split and the orange on the other slide doesn't go with the orange in these.</li><li>• Bentley Henderson: If I look at the chart with funding, I'm trying to catch up, so for purposes of this exercises we put all funds together? So we are starting with the \$1.6 B here and all of these fall into the pot and then at some point there will be a conversation to put it back in?</li><li>• Shoshana Lew: I think what it delivers is to streamline the process of distributing funds, and then we'll do the administration of it on the back end to get the most bang for our buck</li><li>• Ron Papsdorf: I'm confused about your statement on a call for the first year of projects. Are you asking for that input today? We weren't prepared to do that.</li></ul>	
--	---	--

- David Krutsinger: No, we reached for that call last year, and only got \$9 million worth of projects, so we put that toward the next year.
- Shoshana Lew: It's more of a heads up.
- Rebecca White: Let's dive in. I have the advantage of having some RTDs here, and so we are going to tag team it and I'm sensitive to time constraints, so we will just hit the highlights. Paul, I'm going to skip you since there are so few rural areas in region 1, so we decided to focus on the 75% for that area.
- Paul Jesaitis (Region 1): we worked with DRCOG on this. We prioritized asset and safety mostly with the ancillary benefit of improving capacity in some cases. Just to help you understand if you look at Floyd Hill where we've done a good job of band aiding, but the bridge has to be replaced soon, and we want to build it in the right spot to deal with future needs in the corridor. So we put \$100 million of SB 267 on that and we have \$100-200 million from Bridge Enterprise to help with it, but it is \$ 600 million total, so we have a group that we asked, the I-70 Coalition, to find innovative ways to fill the gap. Secondly, in Denver we've had a lot of pedestrian fatalities. Twenty in a 5 year period just on Federal Blvd. So, this is a big concern, so we put \$25 million into urban arterial safety problems. Lastly, our project that we get most complaints about is I-270 with congestion all day and high crash rates, and lots of freight, 11 bridges needing replacement, not good pavement condition, so we are going to use funds for a managed lane, auxiliary lanes and replace bad bridges.
- David Krutsinger: On the transit side, there are transit projects in a lot of the same locations. RTD identified 8 corridors appropriate for BRT to improve safety and operations, Castle Rock has had a request for a long time to have connections there. A maintenance facility for vehicles is included, and long term we will look at what's better for CDOT to own. Burnham Yard is being purchased by HPTE. Bustang fleet vehicles and an Idaho Springs mobility hub and Park and Ride are also included.
- Suzette Mallette: We have to spend 85% by 2023, and I noticed on some projects that are still in development. How can we be sure that we don't lose funds on those?
- Jeff Sudmeier: The 85% spend requirement is within 3 years of the time that we receive the funds, so since it is coming over 4 years there isn't a risk of that happening. So the last two years has a longer time frame to spend.
- Rebecca White: We are tracking that very closely.



- Rob Frye (Region 2): We have a lot of projects on there. We are looking with our planning partners and asking them to approve the priority list and the top 4 are on this list. A couple big highlights include the SH 21 interchange, the Academy Road, acceleration and deceleration lanes on, PACOG also has some top priorities on there as well, US 50 West and I-25 at the Purcell interchange is included, and the project is \$90 million and a portion from SB 267 goes to the Pueblo area. And a couple other projects include rural paving projects. These are projects that haven't been touched since 1974.
- Ron Papsdorf: A large amount is going to rural paving. Will these projects widen shoulders?
- Rebecca White: Yes in fact that was one of the questions we asked for the second year because it will add design time based on what we know, but of course it drives up the cost and then the paving can't go as far. So, we are trying to be more strategic about widening shoulders where bike corridors and freight correspond to high LOSS.
- Bentley Henderson: Has data on high demand bike use come from the corridor analysis we just did?
- Rebecca White: Yes, largely it comes from Strava data and we did take it to you this summer. And, we also based it on what we heard from public
- Norm Steen: We've had a bit of discussion over the last couple days on the SH 15 project. I talked to the engineer on this about the materials used. Can I ask about that project?
- Rob Frye: It's possible I may be able to answer that, and yes it depends on the pavement type. That project on the list shouldn't say concrete we know it requires reconstruction and the expectation would be that it would go through a process.
- Norm Steen: Not only pavement type, but also a question about if there's a northern limit? Where are the limits? Can we still negotiate that?
- Rob Frye: I will ask Shane and get back to you.
- David Krutsinger: Region 2 transit projects. Transit is going forward. A few roads are depicted with a yellow color because they are already approved under year one funds. The remainder of the projects are Pikes Peak or CDOT priorities for the region. We haven't made it to the 2a or 2b conversation so there's still room for conversations on that for Region 2 on this. CRISI grant match will come from this

	<p>for the Southwest Chief application. We are working with regional service on the project at the bottom there. In the Southeast TPR we only identified improvements. In the Central Front Range in Fairplay there's a maintenance facility. Any questions?</p> <ul style="list-style-type: none"> <li>• Mark Rogers (Region 3): I'd first like to emphasize that we are trying to reach as many corners of Region 3 as we can. What we really are most excited about is that the southern portion of Region 3 and Region 5 worked together on selecting projects for the paving process. We are trying to combine projects, and looking at getting a contractor in for both. The rural paving program we are really excited about for Grand Junction and Moffat County that are in high need for a long time. One project is SH 139 to the north side of Douglas Pass, and what I'm also excited about is that there is a big portion of the US 50 corridor included, and we'll be finishing the Iron Springs to Frisco effort on SH 9, and completing 2 major corridors on SH 13 and also the safety improvements throughout Mesa county, and another is exit 203 and 205 with the auxiliary lanes, and studying what we can do along 203 and 205 and there are also studies are going on to make sure we get the right projects first. And local planning agencies are working as our partners on this.</li> <li>• David Krutsinger: Please read most of these. There are transit improvements on I-70 and the projects for the Intermountain TPR are depicted with the 2 yellow dots. This includes Frisco Transit Center, which will involve lots of phases of construction requiring further definition of that. RAFTA has some projects here. May accommodate... and with the Gunnison Valley TPR we know we need more connections and so Outrider improvements are on the list, Maintenance Facilities are needed, Outrider buses are also needed, and there's a need for stops throughout Region 3, a Winter Park maintenance facility is included, and we need to have conversation with the Northwest TPR to fill it out further, so don't take this as the end for the Northwest TPR.</li> <li>• Heather Sloop: It's the same list as always.</li> <li>• Heather Paddock (Region 4): I'll speak to the table. So, on our capital and asset side we have 3 projects. So, this was the up to \$310 million for I-25, and the second project is I-25 segment #5 and 6, so this makes our build commitment whole. There is a safety and mobility project on SH 119, and the vision is to add express lanes and transit and these funds will phase that project and move it forward, and with regard to the rural paving list, first we start with minor rehabilitation project. In</li> </ul>	
--	--	--

scenario 2 our goal was to address ridability on I-76 where we have poor pavement, but with these projects we could tackle more miles if we did a diamond grind, so we tried to tackle that. Additionally, we did try to add shoulders, and we did add these paving projects to add shoulders and so we did add these here to add safety. So there are 3 projects on I-76 on this list.

- Barbara Kirkmeyer: I have comments. With regard to the first page and the SH 119 safety and mobility project, my understanding is that this \$250 million that is needed is predicated on SH 52. Is that Correct?
- Heather Paddock: Correct. It amounts to \$80 to 90 million so we are trying to figure that out.
- Barbara Kirkmeyer: Upper Front Range doesn't agree with this project. There are more urgent projects on SH 52, and those are ready to go, so those should be used for this list. We have segments that only have a 6 year lifespan, and they are really ready to go, and I need more time for discussion in Region 4. With regard to transit, the ones you have listed I-25 is not in Upper Front Range. That is in DRCOG and it's the only one listed for Upper Front Range, so there really are no projects in the Upper Front Range. The other project that keeps coming up is the underpass. Kids have to get to their school and then there are some other projects that we need to get. There needs to be further discussion here and the idea is that they need to be ready to go.
- Elise Jones: I would like to speak in favor of the SH 119 project. We are part of region 4, and arterial BRT is a number one priority for the region. It's the second busiest corridor in Boulder county. Thirty percent of that traffic is coming from and going to Weld and Larimer County, and so it is important to those counties and local communities. So, this is a very good project and we have been working hard on this, and there are various pieces that are ready to go, and certainly the intersection on SH 52 is one piece we are working on.
- Shoshana Lew: With distribution, we have to start with the administrative regions, but there are different constituencies and I note that Region 4 has broad diversity and differing views represented in it, so what we were trying to do is that I-25 is the biggest in the entire program, so the most dollars are going there, but we also were able to use some from US 36 funds, and then SH 119 was also their top priority. We did try to allocate it so that everyone saw some of it. And they won't all come

	<p>through at the same time, but not everything can get started right now, so we also were looking at timing because we don't have all of the funds now, so not everything is shovel-ready on the list. We need to see exactly what phase one looks like.</p> <ul style="list-style-type: none"> <li>• Barbara Kirkmeyer: So maybe we should have a meeting to see if it's accurate and that it's actually going to occur. \$30 million doesn't show us what will happen, and if they don't do the intersection at SH 52, nothing else will happen, and the transit dollars need more thought. We need to show that we get projects completed where we put dollars. And the PEL isn't there. But a PEL has been completed there on SH 52, and maybe we should look at that. There needs to be more discussion.</li> <li>• Ron Papsdorf: In terms of the readiness question, it is scalable and these improvements are expected to set the stage for multimodal needs while also addressing safety, and so the readiness issue is not there.</li> <li>• Barbara Kirkmeyer: So let's see it then, and I'd dispute Boulder's contention that it is the most important project for Region 4. US 85 and SH 94 in Weld County are more important than SH 119.</li> <li>• Ron Papsdorf: I don't think it's about that. This is about trying to find balance. We've provided input on what our priorities are.</li> <li>• Barbara Kirkmeyer: Let's find a balance then.</li> <li>• David Krutsinger: In terms of the transit part, finding a balance is very important. What it really comes down to is that.</li> <li>• Barbara Kirkmeyer: One correction is on I-25 segment 5-6. Isn't that actually just segment 6?</li> <li>• Heather Paddock: Yes, that's correct.</li> <li>• Matt Muraro (Region 5) Presentation: The intersection at US 50 and US 285 has seen increased congestion, and has been a priority for the TPR for a while and has been on the development list. We started design and want to add 3.5 miles to pave 6 miles to the west of the intersection. US 550 adjacent to Ridgeway State Park is a project that will include pavement, widening and passing lanes with some of that funding, and may help to alleviate congestion. On US 160 there is a failing culvert, which is a pretty significant problem for resiliency. The project will also widen the road to increase bike and pedestrian capacity, and will improve the structure. With the Rural Roads Program we wanted to tackle shoulders based on the feedback that we have heard through the planning process, so as a continuation we will continue</li> </ul>	
--	--	--

	<p>to add shoulders and hopefully will get to improving intersections also. The project on SH 114 in Saguache is an example of this effort.</p> <ul style="list-style-type: none"> <li>• David Krutsinger: Transit projects in Region 5 include shelter and bus stop improvements, a transit center and mobility hub. In the San Luis Valley TPR we have the Poncha Springs Welcome Center and outrider shelter improvements on existing routes. We are seeking to achieve increased service coverage, reduced VMT/GHG emissions, improved mobility, improved bus operations, improved state of good repair, enriched economic vitality, and integrated highway and transit improvements with all of these projects.</li> <li>• Rebecca White: In terms of the current distribution, we mentioned the target, and after we reran the numbers we are pretty close to meeting that with a 78%/22% split, and 56% going toward asset condition, and we are about where we want to be, and these are the next steps and we would like to bring this list in November, and that will allow us to not miss a construction season, so that we can make sure they are ready to go this Spring. We intend to bring this back with the update on transit projects, and will be seeking approval for that in December.</li> </ul> <p>STAC Comments:</p> <ul style="list-style-type: none"> <li>• Vince Rogalski: It's important to move along because we won't have another meeting until December 6, 2019, so I'd like to make a motion to move this forward.</li> <li>• Barbara Kirkmeyer: We won't get to discuss this at all?</li> <li>• Rebecca White: For that project you wanted to talk about we can discuss that.</li> <li>• Elise Jones: I move to recommend approval of the list.</li> <li>• Heather Sloop: I'll second, and just want to state that my only concern is that we need to add more projects, and I don't feel comfortable approving this list when it isn't complete yet.</li> <li>• Rebecca White: We only want STAC to concur on the highway projects at this time, so this is just highway that we are discussing now, not transit.</li> <li>• Shoshana Lew: We separated lists for both, and we want to move forward with the highway project list.</li> <li>• Heather Sloop: TC hasn't yet adopted that?</li> <li>• Shoshana Lew: Part of the challenge is that we don't want to miss a construction cycle so we accelerated this because of that timing issue, so with the transit list we</li> </ul>	
--	---	--

	<p>decided to hold off until it could be discussed more. That won't be voted on until December. The transit process is typically a slower pace however, so we have the opportunity to talk more about that.</p> <ul style="list-style-type: none"> <li>• Bentley Henderson: How did the committed projects fit into this?</li> <li>• Rebecca White: Yes, that's part of their consideration as well.</li> <li>• Barbara Kirkmeyer: I'm voting against, and I think everyone should because we need to have these discussions within our TPR before we come here, so we are prepared, and we didn't have time to do that here. So I don't think it's appropriate, and I think that's important. Region 4 isn't prepared to move forward, and Eastern isn't here.</li> <li>• Ron Papsdorf: Is every project on this list fully scoped and designed?</li> <li>• Rebecca White: No</li> <li>• Vince Rogalski: All in favor? <i>(The following members raised their hands: Dick elsner, Norm Steen, Elise jones)</i></li> <li>• Vince Rogalski: All against <i>(The following members raised their hands: Michael Yohn, Barbara Kirkmeyer, and Kristi Melendez)</i></li> <li>• Vince Rogalski: On the phone how many do we have, and what is your vote? <i>A representative from Southern Ute Tribe and Ute Mountain Ute Tribe both gave a verbal vote in favor.</i></li> <li>• STAC representative: I'll vote no because I want to make sure all regions have time to discuss and think this over, but I think it should still move forward to TC.</li> <li>• Vince Rogalski: We have a tie so the motion fails. We are going to do a roll call;</li> <li>• Norm Steen: Can you approve the ones in TPRs where there is agreement?</li> <li>• Vince Rogalski: We will proceed with roll call vote.</li> </ul> <p><b>Roll Call Vote:</b></p> <ul style="list-style-type: none"> <li>• Central Front Range: Yes</li> <li>• Eastern: Not present</li> <li>• Grand Valley: No</li> <li>• DRCOG: Yes</li> <li>• Gunnison Valley: Yes</li> <li>• Intermountain: No</li> <li>• North Front Range: No</li> </ul>	
--	--	--

	<ul style="list-style-type: none"> <li>• Northwest: No</li> <li>• PPACG: Yes</li> <li>• PACOG: Yes</li> <li>• SLV: No</li> <li>• South Central: Not present</li> <li>• Southeast: No</li> <li>• Ute Mountain Ute: Yes</li> <li>• Southern Ute: Yes</li> <li>• Southwest: Not Present</li> <li>• Upper Front Range: No</li> <li>• Vince Rogalski: We have a tie so the motion fails.</li> <li>• Heather Sloop: Would it be better to have TC consider transit and highway at the same time?</li> <li>• Shoshana Lew: I hate to be bureaucratic about it, but if we do that we will miss a construction season. We heard from construction loudly and clearly that we would miss construction season if we do that, so no.</li> <li>• Barbara Kirkmeyer: I think it's easy, and TC can go forward and you can explain this. And the Eastern TPR isn't here. Gary should have had a representative here.</li> <li>• Shoshana Lew: I think it would be worth having a conversation to see does anyone else have a problem with the list of projects</li> <li>• Stephanie Gonzalez: I like the list. My reservation was that Region 4 does not and hasn't had time to work it out. I'm good with the list except for Region 4</li> <li>• Michael Yohn: My reservation is that as I look at the list, it doesn't include much for the San Luis Valley for Region 5, and that's my concern.</li> <li>• Peter Baier: I'm ok with the list, but I want to make sure that Region 4 has an opportunity to iron out their issues.</li> <li>• Bentley Henderson: I don't understand what the interaction with TPR members has been, I don't have any issues with the list, but I want to make sure everyone has had a chance to weigh in before it goes forward.</li> <li>• Kristie Melendez: I'm ok with the list except for the Region 4 issue</li> <li>• Heather Sloop: I will second what Peter said.</li> </ul>	
--	---	--

	<ul style="list-style-type: none"> <li>• Mark Rogers: To answer your question with regard to the interaction with the TPR, the Intermountain projects are all from their priorities. And I have that interchange study going on and either way we have to do auxiliary lanes on I-70 and I-70 pass is phaseable, so that's going forward.</li> </ul>	
<p>Other Business / Goodbye to Josh/Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> <li>• Rebecca White: I just want to mention before we leave that as part of the planning process we produced a Midpoint Report and we are releasing it Monday and I wanted STAC to have the first version of that, so we have copies to provide and we will have more time with that.</li> <li>• Vince Rogalski: We will table the other agenda items to the next STAC meeting. Anything else? Just a reminder that we have no meeting in November and the next meeting is December 6, 2019. We're adjourned</li> </ul>	<p>No action.</p>

### STAC ADJOURNS



**The Transportation Commission (TC) Workshops were Wednesday, November 20, 2019 and the regular meeting was Thursday, November 21, 2019 at the Colorado Department of Transportation (CDOT) Headquarters at 2829 W. Howard Place, Denver, CO 80204.**

Documents are posted at <https://www.codot.gov/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 TC.

## **Transportation Commission Workshops**

**Wednesday, November 20, 2019**

**10:15 am – 5:00 pm**

**Attendance:** All 11 Commissioners were present: Bill Thiebaut, Shannon Gifford, Sidny Zink, Karen Stuart, Rocky Scott, Donald Stanton, Eula Adams, Gary Beedy, Kathy Hall, Kathleen Bracke, and Barbara Vasquez.

### **Central 70 Third Amendment to Project Agreement (Keith Stefanik and Nick Farber)**

**Purpose:** Summarize proposed changes to the Central 70 Project Agreement (the “PA Third Amendment”). The Central 70 developer, Kiewit Meridiam Partners LLC (KMP) requested the changes. The requested changes will not affect cost or project schedule.

**Action:** Staff requests that the Bridge Enterprise (BE) and High Performance Transportation Enterprise (HPTE) boards of director approve separate resolutions authorizing execution of the PA Third Amendment for the project.

**Joint Session HPTE/BE/TC - Discuss Central 70 Third Amendment to the Project Agreement - HPTE Board to Act on Resolution #312– Passed unanimously on Nov. 20, 2019.**

### **Right-of-Way Workshop (Steve Harelson)**

**Purpose:** The purpose of the workshop was to discuss one condemnation authorization request for the Region 4 I-25 North: SH 402 to SH 14 project with parcels owned by Charitable Trust.

**Action:** Prepare to act upon condemnation authorization request at the regular Transportation Commission (TC) meeting.

- Region 4
  - I-25 North: SH 402 to SH 14. Project Code: 21506

#### **Background:**

- The two parcels are one of 11 acres and another of 2.3 acres on the east side of I-25. The owner didn’t make a counter offer or do its own appraisal. The owner wanted to see CDOT’s appraisal; CDOT usually doesn’t share its appraisals with landowners. A billboard on the property will take a separate action.

#### **Discussion:**

- Commissioner Hall questioned how CDOT should deal with a conservation easement on the property that another entity owns.
- Commissioners agreed that the conservation easement makes this condemnation authorization different from others.
- No other comments from TC members were raised.

## **Infrastructure and Mobility Systems Workshop**

### **On Time, On Budget: Dashboard of Major Projects & Notification of Developments/Variations (Steve Harelson, Jane Fisher)**

**Background:** The TC receives a monthly dashboard report on all major projects, defined as projects amounting to more than \$100 million. Central 70 project, one of the major projects, is 31.8% complete through September 2019. Design is 95.5% complete and construction is 19.7% complete.

#### **Discussion:**

- Commissioner Thiebaut suggested moving the dashboard forward from the back of the agenda packet.

### **Getting to Work on Time: SB 1 & SB 267 Transit Lists (David Krutsinger)**

**Purpose:** Seek input on the proposed list of strategic transit projects funded by Senate Bill (SB) 1 and SB 267.

**Action:** The Division of Transit and Rail (DTR) requests Transportation Commission input on the proposed list of strategic transit projects Years 1 through 4, with a request for approval to follow in December.

**Background:** The total amount of money available for transit for the four years is \$192 million. By law, 25 percent of the funds must be spent in rural counties of less than 50,000 in population. SB 267 funding for years three and four is anticipated but uncertain. The Transit and Rail Advisory Committee (TRAC) and the TC reviewed the transit project portfolio, including project type, location, match requirement, and other matters earlier this year. They both favored a mix of CDOT and partner capital projects, while still providing enough funding through the Capital Call for local agencies to make strategic investments in their infrastructure.

#### **Discussion:**

- DTR received three times the number of requests for the recent capital call than the money available.
- Commissioner Bracke asked about use of the Settlement Fund, and whether the incentives offered to use Settlement Fund money for purchase of electric vehicles could be available for other types of funding. Sophie Shulman, Office of Innovative Technology (OIT) Director, thought that was a good idea that the TC could discuss at another time.
- Commissioner Stuart said she liked the old Transit and Intermodal Committee meetings (now replaced by the Mobility Systems Committee). She found those meetings very informative.
- Commissioner Vasquez asked about bus service to the northwest part of the state. David Krutsinger said a future TC meeting would cover proposed Outrider routes around the state.
- CDOT Executive Director, Shoshana Lew, said CDOT is sensitive to geographic equity regarding the distribution of funds for transit around the state.
- Commissioners didn't seem to have any serious reservations about the SB 1/SB 267 transit project list.

## **State-of-the-Art Mobility:**

### **Mobility Systems Committee (Rocky Scott)**

**Attendees:** Eight Transportation Commissioners were present.

- Mobility Systems Committee Members present included: Commissioners Scott (Chair), Hall, Stanton, Bracke, Beedy, and Vasquez.

#### **Discussion:**

Rocky Scott reviewed some research he has done in recent weeks about sustainability. He said at least two policy issues face CDOT:

- Should the TC spend time and energy on developing a sustainability position and budget priorities?
- What are the types of policies that should be considered?

In response to Commissioner Scott's statement, commissioners had the following comments:

- Commissioner Stuart said a number of organizations (DRCOG, transportation management agencies) have done some work that it would be worthwhile for the TC to review.
- Commissioner Bracke asked if there is a way to integrate the climate crisis into the statewide planning process. Commissioner Stuart agreed that the statewide plan should have a statement about sustainability.
- Commissioner Scott asked if committee members think the TC is doing enough.
- Commissioner Hall said the TC needs to be more thoughtful than simply issuing a blanket statement. For example, the TC has been very open about why it started Bustang; environmental concerns were among the reasons.
- Will Toor, Director of the Colorado Energy Office (CEO), said legislation gave the Air Quality Control Commission authority to move forward on goals for electricity and transportation. He said he was very encouraged by the discussion.
- Paul Jesaitis, Region 1 Regional Transportation Director (RTD), said CDOT is reviewing Policy Directive 1601 about interchanges and land use, partly in response to a large development planned at Denver International Airport.
- Commissioner Vasquez commented that she would like the TC to make a stronger policy position to guide funding. She added later that the TC could build on the work of the CEO and other organizations to write a statement that would be acceptable.
- Commissioner Adams thinks the TC should be on record to support the good work of CDOT staff.
- Chief Engineer Steve Harelson said that the reason why so much growth is occurring on the periphery is that people want more land or larger houses than they can afford in the city.
- While the TC discusses sustainability and other issues, CDOT is falling behind on maintenance of pavements and bridges, Commissioner Beedy said. He knows people who are willingly adding miles on local roads to avoid congested, poorly maintained state roads. He agrees that CDOT needs to protect its assets by reviewing the CDOT access policy while recognizing that developers pressure CDOT to permit access to state highways.
- Whatever statement the TC writes must be carefully worded, cautioned Commissioner Hall.
- CDOT Executive Director Lew noted that if every vehicle on Colorado highways were replaced with an electric one, the electric vehicles would still affect the transportation system.
- Commissioner Thiebaut said CDOT and the TC need to figure out how investments improve safety and efficiency.
- Rebecca White, director of the Division of Transportation Development, said that Policy Directive (PD) 14 lays out TC goals and targets in numerous areas (safety, infrastructure condition, system performance, and maintenance). PD 14 doesn't have anything about climate and sustainability. She will discuss possible PD 14 revisions with the TC in a series of workshops between January and March 2020.
- Commissioner Scott concluded that the committee seems to agree that the TC needs to come up with a statement. Such a statement, he said, could include minimizing growth in congestion; supporting the use of more electric vehicles (including in freight); enabling greater ride share, transit, and bicycle use; and maximizing overall transportation efficiency through optimization of state/local/rail system and coordinated land use.

### **Discussion of Previous CDOT Technology-Related Projects/Efforts (Herman Stockinger)**

**Purpose:** Provide an overview of the RoadX program and a status update.

**Action:** No action; information only.

**Background:** Since the launch of Road X in 2015, CDOT has completed four large Road X projects. Three are continuing, and four were canceled. Examples of continuing technology efforts are in commuting, sustainability, transport, safety, and connection categories. They are taking place throughout CDOT, not just in one office.

**Discussion:**

- Herman Stockinger, TC Secretary and CDOT Deputy Executive Director, reviewed the Road X projects: completed, partially completed, continuing, and canceled.
- Commissioner Gifford said she still feels the goals for Road X were good, although some projects may have been too ambitious. Smart 25 is an example of a continuing project that is moving CDOT in the right direction.
- Kyle Lester, Division of Maintenance and Operations Director, discussed the difficulty in continuing certain technological improvements. If the first generation of devices fails, CDOT has no money to replace them, and few personnel are trained in their upkeep and operation. At the same time, the budget for asset management is never enough.
- CDOT Executive Director Lew said the problem we are trying to solve is moving people and goods safely and efficiently, not via technology alone. Equipment that detects and warns drivers if they are going the wrong way is very useful, but CDOT needs to be able to maintain it.
- Commissioner Bracke said that technology also needs discussion in the statewide transportation plan.
- Commissioner Beedy suggested CDOT might be better off working with other entities on early adoption of certain technologies. After CDOT partners test and prove the technology, CDOT can implement it. CDOT needs to be careful about its investments.
- Commissioner Adams said that his work experience in large organizations has taught him an organization needs to use resources throughout the organization for effective implementation of initiatives.
- Commissioner Gifford said CDOT should be careful not to use technology for its own sake.
- Commissioner Scott commented that adopting a linear approach to adaptation constantly puts CDOT behind. "Laying more asphalt is not enough," he said.
- CDOT can bring together assets, resources, and innovators for adoption of new initiatives. Road X depended on outside consultants. Consultants need to have some responsibility for the outcomes.
- Herman Stockinger thanked many members of the CDOT staff for helping to compile the presentation on Road X, among them Jamie Grimm, Julie George, Andy Karsian, Lisa Streisfeld, and Kyle Lester.

**Previous CDOT Efforts Related to Connected Vehicles (CVs) (Kyle Lester, Ashley Nysten)**

**Purpose:** Present to the TC the plan for Phase 2 of the Connected Vehicles (CV) program.

**Action:** Information only.

**Background:** The CV program is under the Office of Innovative Mobility (OIM), which works in close coordination with the Division of Maintenance and Operations. The CV program objectives and goals concern piloting connected technology, data, collaboration, and policy and scaling recommendations. For Phase 2 (November 2019-October 2020), CDOT plans to build the open-source digital asset to support the CV infrastructure and establish a flow between and to Wyoming. OIM requests \$1 million dedicated to the CV program budget for the upcoming year. The \$1 million request excludes long-term overall maintenance and asset management such as fiber, data storage, processing, and asset management.

**Discussion:**

- Kyle Lester, CDOT Director of Maintenance and Operations, explained that under the previous administration, that Panasonic was outsourced to conduct the CV pilot with Road Side Unit infrastructure. The time required by CDOT staff to provide project management oversight and monitor this project contracting with procurement was substantial and unforeseen. The program was \$72 million for five years and phases, with each phase requiring multiple task orders. Currently phase 1 is complete that included development of a blue print and theory for CVs. In terms of lessons learned – the level of work for internal staff to manage the contracting was problematic and the contract phases outlined included very few deliverables until phase 5. Also CDOT needed staff with more expertise in this field of

CVs to properly manage this program. Since currently we are only working on theories, it was decided to pull back on this effort. In terms of vehicles participating in the program currently, 92 vehicles are on board, but these vehicles also require maintenance for the Intelligent Transportation System (ITS) hardware and software. Also, road side units (100 of them) are positioned along I-70. A knowledge transfer has initiated to maintain operations for the roadside units (RSUs). CDOT is in the process of working towards full integration between RSUs, and vehicles.

- Commissioner Adams asked about who owns the rights to the information.
- Kyle Lester responded that the data is CDOT's via ITS. Panasonic can sell their RSUs elsewhere, but the hardware for RSUs are CDOT's. CDOT needs help with identifying non-functioning RSUs.
- Commissioner Gifford noted that CDOT negotiated some free service, due to being the first entity to participate on this platform.
- Kathy Young explained that under the contract CDOT was to be provided free licenses for software updates.
- Sophie Shulman, CDOT Director of Division of Innovative Mobility, and Kyle Lester are working closely on monitoring this contract to ensure tasks conducted are not done in silos, where one area of CDOT is not aware of what another section is working on.
- CDOT staff is initiating phase 2 now.
- Commissioner Adams enquired about privacy and security of the data.
- Sophie Shulman responded that the vehicles participating on this platform are CDOT vehicles only.
- It was noted that it is recognized that privacy and security need to be integrated into this system and on this platform. CDOT and Panasonic are working with other state DOTs across the nation on this.
- Ashely Nyland, of CDOT Innovative Mobility Division, explained that the long-term strategy is to build out this system along other roads in Colorado. In 2019, there was a Build Grant to expand the RSUs to I-25, I-225, I-270, and more sections along I-70. Contiguous deployment is important.
- Commissioner Vasquez asked about the need for fiber and broadband across Colorado to make this happen and wondered if any consideration of fiber and broadband for rural Colorado has occurred.
- Kyle Lester responded that the project includes I-70 in Colorado from Utah to Kansas, and all interstates for fiber. Then Freight Corridors will be the focus. Along I-76 the intent is to link to I-80 with fiber.
- A Commissioner raised a question about the cost to provide this fiber infrastructure.
- Kyle Lester explained that he would get back to the Commission with more information regarding fiber installation costs to answer this question.
- Commissioner Adams asked if wifi vs. cell phone connections is an alternative to CV communications with RSUs.
- The answer was - yes, and that new and emerging CV platform providers are being considered.
- Ashley Nyland is collaborating across CDOT with CDOT Program Management Office (PMO), ITS, Chief Data Office, and the Governor's Office of Information Technology (OIT) on this.
- Commissioner Scott commented that there is a need for policy support for these types of contracts, and expressed concerns that this five-year contract was entered into during this TC's watch, and noted that there is a need to be more cautious prior to entering into a long-term and costly contracts.

### **Moving Forward with Mobility-Enhancing Technology and the Innovative Mobility Budget Work Plan (Sophie Shulman)**

**Purpose:** Provide further detail and context on the OIM budget.

**Action:** Staff requests approval of the CV program budget.

**Background:** OIM requesting \$1 million dedicated to CV program budget for the upcoming year to support efforts related to the open source platform development to support the infrastructure and integration into CDOT's ITS architecture/network, to complete Phase 2 of CV Roadmap.

**Discussion:**

- Commissioner Adams expressed his strong support for this work on CVs, noting CVs are a good tool to consider.

**Lunch Briefing from Colorado Energy Office (Will Toor)**

**Purpose:** The purpose of this briefing is to provide background on relevant energy, environment, and climate initiatives and their relation to transportation.

**Action:** Information only.

**Background:** To deliver on the vision of a prosperous, clean energy future for Colorado, the Colorado Energy Office (CEO) works to reduce greenhouse gas emissions and consumer energy costs by advancing clean energy, energy efficiency and zero emission vehicles to benefit all Coloradans. Will Toor is the Executive Director of the CEO.

- Governor Polis released roadmap in May 2019 –directing a 100% Renewable Energy in Colorado by 2040
- The Roadmap addresses climate change and pollution of our air and water – and drives innovation, consumer savings and economic benefits
- “One of the most important parts of our transition to cleaner energy is electrifying transportation in Colorado”.
- HB 19-1261: Climate Action Plan to Reduce Pollution
  - Sets Colorado statewide goals to reduce
    - 2025 greenhouse gas emissions by at least 26%
    - 2030 greenhouse gas emissions by at least 50%
    - 2050 greenhouse gas emissions by at least 90% of the levels of greenhouse gas emissions that existed in 2005
  - Specifies Air Quality Control Commission (AQCC) will implement policies and promulgate rules to reduce economy wide greenhouse gas pollution (including from transportation)
  - SB 19-236 requires utility clean energy plans, and requires the use of the full social cost of carbon (\$46+/ton) by PUC when evaluating cost effectiveness of all utility plans – including electric generation, energy efficiency and electric vehicle plans
  - Multi-agency effort led by Energy Office to develop Roadmap for achieving carbon pollution reduction; E3 is technical contractor; recommendations are due in fall 2020.
- On January 17, 2019, Governor Polis signed Executive Order B 2019 002, supporting a transition to Zero Emission Vehicles (ZEVs), which sets forth a set of directives to accelerate the widespread electrification of cars, buses, trucks and other vehicles, with a goal of 940,000 electric vehicles (EVs) by 2030.
- In Colorado there is strong legislative and administrative support for EVs including:
  - SB19-077 – Public Utility Implementation of (EV) Programs – requires utility EV plans to PUC.
  - SB19-239 – Addressing Impacts of Changes Related to Commercial Vehicles – incentivizing shared, electric.
  - HB19-1159 – Extends tax credits for EVs and Hydrogen vehicles through 2025.
  - HB19-1198 – Expanded uses of the Electric Vehicle Grant Fund paid by EV drivers in annual registration surcharge.
  - HB19-1298 - Electric Motor Vehicle Charging Station Parking.
- Key benefits of widespread EV uptake include:
  - Driver savings.
  - Utility customer savings.

- Social value of CO2 reductions.
- Colorado now in top five states for EV market share.
- An Electrification Fueling Centers along Colorado Corridors Map was presented with fueling anticipated by June 30, 2020. CDOT is working with other western states on this.
- This is an exciting opportunity for collaboration among CDOT, CEO, RACQ, and CDPHE.

**Discussion:**

- Commissioner Scott noted that just as we added capacity with toll roads, the emphasis for EVs will need to be user-pay based.
- The concept of HPTE working via Public Private Partnerships (P3s) to get charging stations installed along state corridors was discussed.
- Sophie Shulman cautioned that charging stations in rural areas would not be a profitable arrangement for private industry at this point.
- Will Toor explained that with EVs most charging takes place at home. There would only be a handful of times when charging outside of home would be needed.
- Shared ownership of EVs is something else mentioned.
- Transit use of EVs is another consideration.
- Freight is covered, with a Tesla semi-truck under development; big air quality improvements are anticipated with a conversion from diesel fuel use to EVs, when this technology becomes widespread.
- Commissioner Vasquez noted that agricultural trucks would need EV charging in more remote areas with electric grid capacities being an issue. Will Toor agreed and noted that charging stations would need to be thoughtfully located.
- Commissioner Scott noted that dealing with operations and maintenance costs for EVs is a concern. For one statewide contract, would it make sense to have operations and maintenance of EVs built in? Also include reliability goals in the contract?
- Commissioner Stuart asked about forwarding the gas tax fees to vehicle miles of travel for EVs to maintain the Highway User Tax Fund (HUTF).
- Will Toor explained that there are not enough EVs on the road at this point to greatly influence) HUTF revenues.
- Commissioner Adams commented that more tax incentives are needed to make the conversion to EVs more attractive at the start.
- Will Toor noted that the fast charging centers are rapidly evolving.
- Executive Director Lew noted that the cost differential between fossil fuel vehicles and EVs is on the decline. It was roughly \$10,000 but a more recent report had it at \$5,000, down 50%.
- Sophie Shulman explained that there will be more discussion on this in December. FY 2019 roll forward funds are \$13.4 million and are described in the TC Packet. For connected vehicles (CVs), in FY 2020 and FY 2021 is \$2 million the immediate need.
- Commissioner Hall expressed concerns about the vagueness of the CV conversation. We need asphalt on our roads now.
- Herman Stockinger noted that the immediate need is the \$2 million for this month. Commissioner Hall noted that she was comfortable with the \$2 million for this month.
- Commissioner Vasquez noted the role of TC members is not micro-manage, but a balance is needed for the TC to be appropriately informed when approving items and making decisions.

**Funding, Finance & Budget Workshop**

**Infrastructure Project Lists (Rebecca White)**

**Purpose:** The purpose of this workshop is to inform the TC on funds for programming made available from the Colorado General Assembly through Senate Bill 17 – 267, Senate Bill 18 – 1, and Senate Bill 19 - 262. Also see informational memorandum stakeholder outreach on new funding list.

**Action:** Approval of the proposed New Funding Project List.

**Discussion:**

- Executive Director Lew kicked-off this workshop.
  - This list is set for initiation of our next construction season in spring 2020.
  - The Infrastructure Project List is a highway improvements list. Next month transit projects will be submitted for TC approval.
  - Funding sources are: SB 267, SB 262, and SB 1.
  - Project List represents \$1.6 billion of expenditures.
  - This list includes a series of priorities that tackle key transportation issues in a targeted approach.
  - Definitions identified during previous discussions/workshops – this list helps to address a number of statewide transportation goals.
  - Road Condition – this project list includes a rigorous focus on asset management improvements.
  - The list addresses major safety concerns, and over half of the asset management benefits are focused in rural areas of the state. This program exhibits the largest focus on rural roads in CDOT history. Forty-one rural roads for \$330 million, some of these roads have not been treated since the 1970s. These are smaller projects but impactful.
  - Key strategic corridors are a focus of the project list. We are taking limited resources and maximizing the impact across the state.
  - Forty percent of funds are going to I-25.
  - I-270 project is badly needed, and working with HPTE on managed lanes.
  - Floyd Hill along I-70 is a big project – with \$100 million leveraged with Bridge Enterprise (BE) funding. Impressive benefits are anticipated similar to the successful improvements along US 36.
  - List includes key arterials for safety and mobility improvements (big city CDOT roads).
  - Critical safety concerns are prioritized, due to the increased rate of fatalities for bicycle, pedestrian, and motorcycle modes.
  - This list was presented and discussed with the STAC last month; it resulted in a split decision, but off-line conversations to identify concerns determined that CDOT Regions are generally comfortable with the projects on the list for their areas. The outstanding difference of opinion is from Region 4 regarding I-25 and SH 119 improvements.
  - In terms of cost of the infrastructure project list a question exists regarding how much to keep available in program reserve fund.
  - A suggestion is to roll over funds from Advanced Mobility as a buffer.
  - Staff kept in mind geographic equity for projects on the list.
- Commissioner Thiebaut noted that there are no TC concerns with the list except for Region 4.
- Executive Director Lew explained that if the list is approved, CDOT staff will make sure we backfill dollars to implement the projects on the list when it is needed. The tentative concerns have been dealt with.
  - \$230 million already approved by TC for I-25 North.
  - CDOT staff recommends using Program Reserve to backfill now, will draw down reserve to a lower level than usual.
  - Will use to carry over winter maintenance to Kyle Lester, if needed.
  - Premiums from COPs is anticipated to be higher than initially thought.
- Jeff Sudmeier, CDOT Chief Financial Officer, noted that CDOT will backfill to fund projects. Funds from federal redistribution will be available also. It will be important that CDOT be very transparent in how the dollars are spent to implement this project list.
- Rebecca White, CDOT Division of Transportation Director, noted that the TC packet on this includes five pieces:
  - Two memos – one on funding sources for projects, and the other on stakeholder engagement to identify projects.
  - Presentation
  - List of projects
  - Resolution



- Criteria used for projects included: Safety, Mobility, Asset Management, Economic Vitality, Strategic Nature and Regional Priority as agreed to via a previous TC workshop.
- Roughly \$61 million is over programmed with program reserve and/or COP premiums anticipated to cover the gap.
- For safety 74 projects have a combined investment value of \$1,389,580,000 and represent 88% of the total highway investment.
- Project List does not include \$20 million for I-25 North to bring budget up to \$250 million, but resolution can be modified to reflect this change.
- Region 4 is the only Region to have multiple scenarios for their project list. Scenario 2 is what is included in the proposed project list for TC approval.
- The Asset Management for rural roads is untraditional project selection, as many of these roads would not have been funded without the rural pavement surface treatment emphasis.
- The list represents 78% urban projects, 22% rural projects with 56% of projects with a pavement focus.
- Commissioner Zink noted that she supports the criteria for project selection the TC approved previously, but has concerns with deciding on projects, when she is unfamiliar with the locations. Asked if she could accept vs. approve projects.
- Commissioner Thiebaut explained that accept and approve in this instance are the same.
- Commissioner Gifford noted that in the past, when CDOT first started in 1910, the Commissioners used to visit the roads first before making decisions.
- Commissioner Stanton expressed his support for the process outlined by staff and appreciated the Level of Service Safety analysis done on the projects. The Regional Directors also did a good job to obtain consensus from region stakeholders on this.
- Commissioner Zink commented that she agreed and felt comfortable now after the discussion, relying heavily on the staff process and recommendations.
- Commissioner Hall introduced Barbara Kirkmeyer, Weld County Commissioner, and STAC representative from Upper Front Range Transportation Planning Region.
- Barbara Kirkmeyer, STAC Representative from Upper Front Range TPR, and Weld County Commissioner, provided her comments on the projects listed for Region 4 and distributed handouts for the TC to review.
  - Concerned with project identified for SH 119 and SH 52 interchange. Noted that there were other questions surrounding costs set aside for projects on the Region 4 list. Wanted to know if the \$30 million was part of the \$250 million for I-25 North. Requested more definition for this \$30 million.
- Executive Director Lew noted that the project pegged for the \$30 million has independent utility, and that local partners and CDOT staff have identified this intersection as choke point for traffic.
- Heather Paddock, Region 4 Transportation Director, noted that the intersection design is not yet completed. Will need to get this project shovel ready first. Signal improvements are the primary anticipated elements for this project to provide traffic calming and improve traffic flow onto SH 119. There is potential for BRT transit at this intersection too per Regional Transportation District (RTD) with a cost estimate of \$500 million. The BRT project is not CDOT's. The CDOT project at this intersection was discussed with the North Front Range MPO.
- Commissioner Thiebaut asked if there were any concerns with raising the \$230 million for I-25 North to \$250 million. No comments were raised.
- Commissioner Stuart noted that more discussion regarding the list could take place at tomorrow's meeting. Commissioner Stuart also recognized and thanked Barbara Kirkmeyer for attending the workshop and for providing her comments.
- It was noted that two letters of support from North Front Range MPO were received for the proposed project list.

## Overview of National Highway Freight Program and Approval of Projects (Rebecca White)

**Purpose:** This workshop provides an overview of the freight considerations that were used in identifying projects to be funded under the National Highway Freight Program (NHFP) for FY 2019 and FY 2020 along with the Proposed Project List.

**Action:** TC approval and adoption of the proposed project list.

**Background:** A total of 14 projects were proposed for TC approval for FY 2019- and FY 2020 NHFP funds

- TSPS Maintenance and Monitoring.
- TPIMS Continuation.
- 5 Chain Station Improvements (I-25 Larkspur, Kenosa Pass, Hoosier Pass [North and South], Region 5 – SH 145, US 50, US 160).
- US 160/SH 17 Intersection Improvements.
- 2 Passing Lanes – US 40/US287 Passing Lanes and I -70 West Vail Pass Auxillary Lanes.
- US 50 Little Blue Canyon Safety Improvements.
- Dynamic Speed Warning System Scoping for I 70 at Floyd Hill and Straight Creek.
- Bridge Structure Repair South I-25.
- Snow Removal System at Eisenhower Johnson Memorial Tunnel.

### Discussion:

- Rebecca White noted that the FAST Act identified a stream of freight project funds for five years, starting in FY 2016 – FY 2020.
- Roughly \$15 million provided annually, with \$33 million for the last two years of the program (FY 2019 and FY 2020).
- Set criteria for project selection – Safety (Whole System. Whole Safety.), Colorado Freight Plan objective alignment, and Freight Advisory Council (FAC) support.
- The proposed projects were also approved by the FAC, and presented by a FAC member (Greg Fulton) to the STAC, were approved unanimously by the STAC.
- Commissioner Stanton asked about the TPIMS technology and if they have it in Utah and Kansas. Rebecca to get back with the TC to answer this question.
- Cost estimates for projects are high level and costs will be re-evaluated when projects are further scoped. Any savings on projects will roll back into the program pot of funds.
- The TC members did not express any concerns or issues with the proposed NHFP projects.

## Streamline Budget

### **FY 20 Budget Workshop/ 4th Amendment (Jeff Sudmeier)**

**Purpose:** To review the fourth amendment to the FY 2019-20 Annual Budget, including the reallocation of TC Program Reserve funds, and adjustments resulting from the Fiscal Year (FY) 2018-19 revenue reconciliation process.

**Action:** The Division of Accounting and Finance (DAF) is requesting TC review and approval of the fourth amendment to the FY 2019-20 Annual Budget. The fourth amendment includes three items requiring TC approval, described below, resulting in the reallocation of funds to Strategic Projects, TC Contingency, and HPTE. This amendment also includes EMT/staff approved budget adjustments that will occur as a result of the FY 2018-19 final reconciliation of revenues.

### **Background:**

\$61,000,000 – **Transportation Commission Program Reserve to Strategic Projects-** As described in the New Funding List memo provided to the TC for approval this month totals \$1.587 billion, while revenues available under SB 17-267, SB 18-001, and SB 19-262 total \$1.526 billion, a difference of approximately \$61 million.

***The TC agreed to add \$20 million to this amount for final approval at the TC Regular Meeting, for a total of \$81 million.***

\$14,000,000 – **Transportation Commission Program Reserve to the TC Contingency Reserve Fund**, that was established to provide a source of funds for unexpected emergency related activities such as floods, rock falls, wildfires and embankment, roadway or bridge failures.

\$782,183 – **Transportation Commission Program Reserve-to HPTE** that originally closed on a \$23.6 million loan with Bank of America Merrill Lynch (BAML) in February 2016 to fill a funding gap on the I-25 North Segment 3 project.

**Discussion:**

- Commissioner Stanton expressed his concern regarding the economy and its impact on TC decisions now. A recession is anticipated for 2020 or 2021.
- Commissioner Bracke recognized and thanked CDOT staff for their work on the financials.
- No other comments regarding FY 2020 Budget Amendment #4 were raised.

**FY 21 Budget Workshop (Bethany Nichols)**

**Purpose:** To review and approve the FY 2020-21 Proposed Annual Budget Allocation Plan.

**Action:** The Division of Accounting and Finance (DAF) is requesting the TC to review and approval of the FY 2020-21 Proposed Annual Budget Allocation Plan. The TC will be asked to adopt the final budget at the meeting in March 2020 after the plan is updated based on the December 2019 revenue forecast.

**Discussion:**

- Bethany Nichols, CDOT Office of Financial Management and Budget (OFMB) explained that a draft FY 2020 -21 budget will be submitted for approval at the November Regular TC meeting, and that the final budget will be submitted to the TC for final adoption in March 2020.
- Commissioner Vasquez asked about the savings highlighted in the budget for administration.
- Jeff Sudmeier explained that a generous amount of budget is allocated, more than what is needed, and that the level of existing staff will not be impacted by the proposed cost savings.

**Update: Audit Findings and Recommendations (Jeff Sudmeier)**

**Purpose:** To provide an update on the status of the Department's efforts to address recommendations included in the Office of the State Auditor (OSA) performance audit, Operational Risk Areas.

**Action:** No action required.

**Discussion:**

- Executive Director Lew commented that going through the audit was a learning experience. The Audit had 18 recommended changes, with CDOT already implementing half of the recommended change, and another six to be addressed by the end of this calendar year.
  - Increasing transparency for finances is key. CDOT has completed a reorganization of the budget, with a new monthly amendment reporting process, with actual balances reflected.
- Enhancements for project closure include a guide and a de-budgeting process.
- Other enhancements for financial reporting include:
  - New clearance review for Scopes of work.
  - State of the Art Project Management (PM) for staff trained in PM discipline and a software tool with a dashboard.
  - For Strategic Projects List approved this month – more stringent monitoring, tracking and reporting on these projects.

- Budgets going over by 30% is too high, and will be more closely monitored.
- Financial reporting format is in the packet and this document was submitted to the Auditor.

### **Asset Management Planning Budgets (Rebecca White)**

**Purpose:** This workshop summarized draft planning budgets for Transportation Asset Management (TAM) for fiscal years 2022-23 and 2023-24, as recommended by CDOT staff for consideration by the TC. The presentation to the TC also described funding options for Vail Rest Area, which is managed under CDOT's Rest Areas asset program.

#### **Action:**

1. CDOT staff seeks commission approval of TAM planning budgets for fiscal years 2022-23 and 2023-24, which include budgets for individual assets. The options to consider are:
  - Accepting staff recommendations.
  - Accepting some recommendations and requesting refinement of others.
  - Taking no action and requesting additional information. The TC will review the planning budgets again the year before they become "actual" budgets.
2. CDOT staff seeks TC guidance on options for funding Vail Pass Rest Area.

#### **Discussion:**

- Rebecca White confirmed with TC members that a resolution for Asset Management (AM) budgets are not needed. Either accept staff recommendations for asset management or accepting some recommendations and requesting refinement of others is the acceptable approach for approval of Asset Management budgets.
- Commissioner Thiebaut raised the question to the TC members about a resolution for the Vail Rest Area to serve immediate needs, which is approve a transfer from Program Reserve to the Rest Area fund for \$3.5 million at the December TC regular meeting for a waste water treatment plant and design of a new facility.
- Commissioners Scott, Beedy, Stanton and Hall expressed their support to approve in December \$3.5 million for the Vail Rest Area improvements – including replacing the water system, adding truck parking that is separated from general parking areas, and the replacement of the building.
- Commissioner Adams asked about the status of the Program Reserve after today. It was noted that the Program Reserve would be at \$52.3 million after today's changes including the Rest Area improvements for Vail.
- A discussion on the costs that are appropriate for design, with 10% proposed followed, after Commissioner Beedy expressed concern regarding the design budget. After it was explained that other facilities have similar costs for design, the Commissioners were satisfied that the design fees were within reason.
- Commissioner Stanton asked about standard design options for these facilities.
- Hope Wright, CDOT Rest Area and Building Asset Manager, noted that ideas for standard design were good and could be a future consideration. It is anticipated that costs may go down as the projects is further scoped.

### **Statutes, Rules, PDs and Audits**

#### **Discuss Policy Directives' Review and Approval (Herman Stockinger)**

- Approve the repeal of Policy Directive 1400.0 "Surface Treatment Program"
- Adopt "safety" revisions in updated Policy Directive 1055.0 "Snow Removal on State Highways"
- Adopt "safety" revisions in updated Policy Directive 80.0 "Employee Safety Program – Excellence in Safety"

- Adopt “clarified” revisions in updated Policy Directive 4.0 “Audit Division Policy”

**Discussion:**

- In an effort to same time, Herman referred the TC members to the information in the packet on these Policy Directives, and explained that these items will be part of the consent agenda for tomorrow’s regular TC meeting.
- Commissioner Beedy commented that the snow removal policy needs further consideration and review, as it currently disenfranchises rural areas of the state.

**Statewide Transportation Plan (SWP) Committee**

**Attendees:** All eleven Commissioners were present.

- SWP Committee Members present included: Commissioners Stuart (Chair), Gifford, Zink, Stanton, and the STAC Chair, Vince Rogalski.

**SWP Committee Agenda**

- Determination of Fiscal Constraint for the 10-Year Strategic Pipeline of Projects -Rebecca White
  - The TC and Committee members agreed to a range of dollars to plan to up to \$500 million in funds statewide annually for out years 5-10 of the 10-year pipeline of projects.
  - It was agreed to put a minimum of 10% of planning dollars towards transit projects.
  - Commissioner Beedy expressed the need to be clear about what is real dollars vs. planning dollars.
  - Vince Rogalski explained that MPOs need a planning dollar amount for their transportation financial planning efforts.
  - Executive Director Lew noted that if we plan using current levels, it would not result in much of a list.
  - Commissioner Zink noted that keep the one number until you see it is an inappropriate planning number.
  - Commissioner Scott commented the downside is these dollars risk being misconstrued, as they are not a commitment.
  - Steve Harelson, CDOT Chief Engineer, explained that having a 10-year pipeline of projects is a good thing, as CDOT will be prepared if additional unanticipated revenues come in.
  - Vince Rogalski noted that this process will occur again in 4-5 years.
  - Commissioner Stanton commented that since this is something that occurs every planning cycle, he felt more comfortable with the idea of agreeing to using a certain level of planning dollars to base a list of projects on.
  - Tim Kirby, CDOT Multimodal Planning Branch Manager, added that with a list like this the projects can be mapped and then folks can see what additional dollars can do for the transportation system and for them.
  - Commissioner Bracke agreed that visualizing what folks can get for their dollars is a benefit.
  - Vince Rogalski explained that having this list is much easier than having to scramble to compile a new project list every time new dollars come in.
  - Commissioner Beedy expressed concern over 10% transit, and traditional transit in rural areas not as needed/realistic.
  - Commissioner Vasquez noted that rural areas need transit as much as urban areas – e.g., to get to the doctor as population is aging, but rural transit service may look a lot different than urban fixed route bus service, and/or passenger trains.
- How to split planning dollars up? - Major Capital Projects vs. Asset Management?
  - The TC members agreed to keep the percentages as they are for the list of infrastructure projects for SB 267, SB 1 and SB 262 funds.
  - In terms of Regional Distribution, the TC members agreed to an approach of a range between old and new Regional Priority Programming (RPP) formulas for the 10-year pipeline of projects. It was recommended to plan for the high point of Regional dollars.

- In the past calling this formula a variation of RPP has been problematic. It was recommended to give the formula another title – general distribution formula.
- Commissioner Stuart recommended that the RPP discussion for Regional distribution of planning dollars be discussed more with the STAC in December.
- Commissioner Stuart also expressed the need for more time to vet these questions.
- STIP Overview and Release for 30-Day Public Review and Comment Period - Rebecca White
  - The STIP for FY 2020 to FY 2023 is out for public comments for 30 days.
  - At December TC meeting, the STIP public hearing will take place.
  - A \$100 million is the first tranche for the STIP.
  - The TC will be asked to adopt this STIP in December.
- Travel Model Update - Erik Sabina
  - Erik Sabina, CDOT Information Management Branch Director, provided an update on the Statewide Travel Model and how it will support the statewide and regional planning effort.
    - How we used to support statewide planning included a “time series forecasting”.
  - How we are supporting the plan this time involves:
    - An activity-based modeling
    - How we’ll do even better next time around will include:
      - Better modeling of weekend conditions
      - Better analysis of recreation/visitors
      - Better modeling of traffic conditions –dynamic traffic assignment?
  - How we do models now includes:
    - A combined plan, combined analysis, and integrated tools that depict:
      - Effect of road capacity changes
      - Transit
      - Effects between road capacity changes and transit
      - Bike/pedestrian mode shares
      - Inputs to safety analysis and modeling
    - There would be a direct tie to our planning partners with forecasts that are:
      - Consistent with the MPO travel models
      - Match State Demography Office employment/households/people forecasts
  - What the model can do today is::
    - Estimate population/employment growth
    - Provide statistics on roadway lane miles, rail and bus service
    - Produce trip flows around the state
    - Identify VMT and VMT per capita (a Governor’s Goal)
    - Call out transit effects on VMT (and vice-versa)
    - Show effects on “Road A” of changes in “Road B”
    - Calculate total hours of delay
    - Estimate transit ridership
    - Identify key point: CROSS-EFFECTS
  - Commissioners asked Erik about different elements the Statewide Travel Model can take into account:
    - Commissioner Vasquez ask if the model can count vehicle types – yes, both vehicle classification and their volumes.
    - Commissioner Bracke asked about counting people? Need to be able to count moving of people – not just vehicles. Erik responded, yes the model can count people.
  - Safety analysis tools link to the model, and the model can provide a direct tie to planning partners and the state demography office.
  - WE have run the No Build scenario in the model for 2015, 2030 and 2045 with VMT and VMT per Capita estimates.

- Dynamic traffic assignment tools enable traffic engineering level analysis to determine where traffic occurs and why.
- Commissioner Beedy asked if the model can estimate impacts of roadway pavement condition and how traffic patterns are diverted based on it. Erik noted he would need to look into this further.
- In this month's TC Packet is also information related to requirements for statewide transportation planning both state and federal regulations. TC members were asked to please review this information.
  - CDOT Planning staff have developed a framework for the rural Transportation Planning Region (TPR) plans.
    - Each TPR can pick 2-3 themes for more detailed discussion for their TPR.
- Commissioner Stuart requested that this Committee meeting be placed earlier on the TC Workshop agenda to provide adequate time for appropriate level of discussion of important input of TC in planning process.
- Commissioner Thiebaut noted that the agenda for next month is also very heavy and there may be a need for simultaneous committee meetings to save time, but overlap of TC members on committees makes this difficult.

## **Transportation Commission Regular Meeting**

### **Thursday, November 21, 2019, 9:30 am – 11:00 am**

#### **Call to Order, Roll Call:**

All 11 Commissioners were present.

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

- Jenny Willford of the Sierra Club (and City Council Member of Northglenn) commented on the importance of clean energy to confront climate change. Noted the numerous pieces of state legislation to reduce air/green house gas (GHG) emissions. The situation is threatening with steep costs to the public and the environment. The TC has a role to play in addressing air pollution and climate change impacts. Need transportation options to getting folks out of cars. EVs reduce costs to operators and substantially reduces air pollution. TC needs to support options such as bicycle/pedestrian and transit.
- Sam Gilchrist, of the National Resources Defense Council, commented that transportation is one of the largest contributors to GHG emissions. There is an urgency to act to make changes now. The TC has an authoritative role to curb carbon emissions and make it a central focus of planning. Transportation is more than repairing roads and moving cars. Decreasing carbon pollution positively effects public health, and has socio-economic benefits.
- Matt Frommer, of the Southwest Energy Efficiency Project (SWEET), spoke on the importance reducing pollution and decreasing vehicle miles of travel to protect the climate. These are key factors for the TC to consider in all of their decisions. A stable climate will increase public health and decrease energy costs. The state targets set for reducing carbon pollution and increasing EV use are mandatory and all will need to participate in meeting the targets. Need to use Benefit/Cost Analysis as the Public Utility Commission (PUC) does. EVs are a big part of the solution, but are not enough all by themselves. It is estimated in California that a 25% decrease in VMT will be needed to meet their goals, in addition to widespread EV use. Need to monitor and track performance of VMT reductions. Transportation is linked to land use. Need more compact development (transit oriented development) along transportation corridors. Public is crying out for more transportation options. Give the public what they want.
- Craig Cannon, of Zone Crew Safety, commented on a new work zone apparatus that would enhance safety. Seventy-five percent of all drivers admit they speed through school zones. The message is people are getting killed on the roads. Pictures and visualizations work best with people to get a message across. My agenda is to talk about safety, and the need for my calls to CDOT to be returned. CDOT should consider and allow for this new and experimental tool to increase safety.

- Four speakers are signed up for the Infrastructure Project List for SB 267, SB 1 and SB 262 funds and they were requested to speak when this agenda item for approval comes up later at this meeting.
- Greg Fulton, President Colorado Motor Carriers Association (CMCA), spoke on behalf of his support for the NHFP projects being submitted for approval by the TC today. Greg Fulton recognized CDOT staff, Executive Director Lew, Rebecca White, Tim Kirby and Michelle Scheuerman for their support in engaging with the Freight Advisory Council (FAC) for input on these projects. In terms of the Infrastructure Project List, he also strongly supports the I-270 project from I-76 to I-70, as this project supports Adams County and over 200 businesses, and is a critical project. It increases safety in alignment with the CDOT Whole System. Whole Safety initiative. In terms of truck safety, CDOT is doing a lot, and Executive Director Lew and the TC members were thanked for their support and time. At the recent FAC, the FAC members approved a resolution to designate existing portions of the Heartland Expressway (SH 70 from the state line to I-70), and the Ports to Plains (US 40/US 287 South) Corridor as an interstate.
- Chaz Tedesco, Adams County Commissioner, member of the North Area Transit Alliance (and other area organizations), expressed his support for the I-270 corridor project. Adams County has been there in the past to support other investments. Now the time is to invest on I-270. Adams County contributed \$300,000 to this project and everyone who uses I-270 will benefit. A high return on investment (ROI) for this relatively small project investment is anticipated, with an ROI estimated to be roughly \$ 1 billion. This project places us ahead of the game. Encouraged the TC members to vote yes on this item.
- Commissioners Stuart, Hall, and Adams all thanked the members of the public for coming forward with their comments.
- Commissioner Thiebaut facilitated the initiation of Individual Commissioner Comments.

#### **Comments of Individual Commissioners**

- Kathy Hall, District 7, - Noted that with Thanksgiving coming up she is thankful for CDOT staff and Executive Director Lew having done such a wonderful job with public outreach for the planning process. Recognized Rebecca White and Tim Kirby for their work on this. More outreach has been conducted for this process than under any other previous CDOT administration.
- Eula Adams District 3, - Agreed with Commissioner Hall's sentiments, and as a new member of the TC really appreciates all the collaboration, commitment and support of the CDOT staff. Commissioner Tedesco's comments also speaks volumes. There is a lot to still learn. This month attended an RTD Coordination meeting, and is regularly attending meetings with DRCOG. Attended a local meeting in Lone Tree, and took a tour of a quarry, and learned a lot about where asphalt comes from. Wished everyone a Happy Thanksgiving.
- Shannon Gifford, District 1, - Traveled out of the country and was in Laos, where there is no auto insurance, no traffic lights and no speeding. With narrow one-lane roads there are no crashes, but with two lanes the traffic speed increases and crashes occur. In the Netherlands they are going to reduce highway speeds from 81 mph down to 52 mph to reduce GHG emissions.
- Donald Stanton, District 2, - Colorado State Patrol (CSP) reported six fatalities on October 10, 2019. Safety is a priority for the TC. Appreciate the LOSS 3 and 4 focus of projects on the infrastructure project list submitted for approval this month. Thanks to Blake White of CSP. Recognized the work of the Safety Committee and Kyle Lester and Angie Drumm for working on Smart Work Zones, etc.
- Karen Stuart, District 4, - Happy to hear the climate change comments raised during the audience participation segment of the meeting. Climate change has been integrated as a focus at CDOT for a while now. DRCOG and the seven TMOs will speak to the TC next month on this – transportation technology techniques. Was pleased to join a Citizens Academy, sponsored by DRCOG, and collaborating with RTD. Attended the Metro Mayors Caucus. Proposition CC did not pass, and neither did Propositions 109 and 110. Expressed strong support for the Infrastructure Project List. Attended an SH 7 Coalition meeting – this corridor and its improvements are important as it links Boulder to Brighton.
- Kathleen Bracke, District 5, - Last month was excused to attend an international conference in Paris to discuss new transportation technology to reduce GHG emissions. Attended the Governor's roundtable that Commissioner Beedy attended also. Coordinated with NFR MPO and I-25 Coalition, and attended TPR meetings. Appreciated all the work of CDOT staff to prepare for and attend TPR meetings. The



North Colorado Legislative Alliance meeting occurred with the Governor attending. Fix Colorado Roads and Fix I-25 reported on project progress.

- Barbara Vasquez, District 6, - Thanked the public for their comments. She is a new member also. Climate change comments align with the Will Toor agenda item on EVs, and the Mobility Subcommittee of the TC. Climate Change has been threaded through CDOT for a while, and one can expect an increased emphasis on this topic. I work on this issue too. The challenge is limited resources, but the topic is important – look for more on this.
- Sidny Zink, District 8, - Attended Gunnison Valley and San Luis Valley TPR meetings. It is disappointing that some counties don't participate at these meetings. The project prioritization process is hard, especially when comparing apples to oranges (highway infrastructure to transit). Attended a LaPlata County Forum to discuss the US 550/ US 160 interchange with Region 5 RTD, Mike McVaugh. Recognized Mike McVaugh for this work on this project. Not sure why Craig Cannon keeps coming back to the TC comment on same topic repeatedly. CDOT staff needs to look into this further and respond to Mr. Cannon's questions related to his proposed experimental work zone safety tool.
- Gary Beedy, District 11, - I – 70 East project is wrapping up and was getting ready for Thanksgiving traffic. Attended a meeting for SH 71 in Northeast Colorado, Limon. Attended a Governor's meeting where transportation funding was discussed. Expressed his concerns about the promotion of forming Regional Transportation Authorities across the state. CDOT Region 4 TPR/Commissioner –Region 4 has a diverse array of transportation issues and needs. Attended the FAC meeting on Tuesday. Was impressed with the NHFP project that notifies truckers when they are driving too fast for their loads, heading towards a steep decline. Applauded the work of the FAC. It is important to keep freight moving in Colorado. Had jury duty in Lincoln County. A consideration for GHG emissions in rural areas includes considering that pavement improvements along State Highways improve efficiency of travel and help with reducing GHG emissions also. Some detours, to avoid bad pavement condition, now can add 30 minutes or more to a trip adding to GHG emissions.
- Rocky Scott, District 9, TC Vice-Chair, - Appreciated Commissioner Hall's thank yous. Mentioned Build Grant and improvements needed at Schriever Air Force Base, especially during extreme weather events. Executive Director Lew visited bases. Also these improvements help Colorado be a competitive candidate site for a space port. The I-25 Gap project has had no construction related deaths to date. Attended Veterans Day recognition event at CDOT Region 2. Thanked Region 2 staff and Karen Rowe for their work and other CDOT staff for all their work.
- Bill Thiebaut, TC Chair and District 10, - Thanked the audience participants for coming up to give their comments. Thanked Commissioner Zink for raising the safety issue regarding Craig Cannon's comments. It is humbling to serve with these individuals. Thanked Commissioner Scott for visiting Pueblo to speak to Veterans, and thanked Commissioner Stanton for the conversation they had regarding Veterans' issues. Thanked CDOT Staff and the Executive Management Team and Executive Director Lew for their work that trickles down to the Regions.

#### **Deputy Executive Director's Report (Shoshana Lew)**

- Thanked the audience participants for their comments. We are working on the same things.
- The project list submitted today for TC approval was a heavy lift for CDOT Region staff.
- Recognized Rebecca White and Tim Kirby for their working overtime to get this list compiled.
- The state of good repair project integration onto the list is impressive, hats off to all staff for this accomplishment.
- Key themes to note – there is not enough dollars to meet all needs; we are achieving the most we can with what we have.
  - In terms of state of good repair – more than half of dollars went to Asset Management projects.
  - Expansion projects identified are on key corridors to move people and freight – approximately 40% of the projects on the list do this. For example, I-270, I-25, and I-70 at Floyd Hill projects are examples of the key corridors.
  - This program is the largest investment on rural roads since the 1970s.
  - Safety and mobility focus include bicycle and pedestrian, along with multimodal improvements.

- The list reflects the best balance regarding what we heard was most important.
- We discussed striking the \$30 million for SH 119 due to controversy related to it, but decided it was important not to bifurcate the list. It was recommended to keep the list in tact as one package.

### **Chief Engineer's Report (Steve Harelson)**

- As other TC members are new, I am new also.
- Getting familiar with the big projects occurring across the state, as part of my introduction to this new role.
- US 550/US 160 Interchange is in procurement
- Region 4 – various segments of I-25 are in progress.
- SH 119 Boulder Canyon issue is getting addressed.
- C-470, have more familiarity with this project, due to Region 1 work
- Central 70 dispute resolution panel meets monthly and he attended this meeting, and was very pleased with how these meetings work and solve problems proactively. Will work towards having this type of panel for all projects eventually.
- We are in the process of re-organizing the engineering staff at CDOT HQ; considering a system like a CSU county cooperative extension service, where HQ engineers with expertise have engineering answers for the Regions, and are willing to go out to the Regions to get more involved in project engineering when needed.
- If Infrastructure Project List (SB 267, SB 1, SB 262 funds) passes, the issues of being transparent with expenditures will be addressed. All right-of-way, utility, design, and environmental work being completed will be delineated in detail along with all other project expenses. Pre and Post SB 267 project list expenditures will be closely monitored and frequently reported.

### **High Performance Transportation Enterprise (HPTE) Director's Report (Nick Farber)**

- HPTE Board approved a new proposal policy
- Approved budget to pay off HPTE Debt to CDOT - \$2 million
- Downtown Austin Alliance – desires to do similar work as done for Central 70 in Austin for I-35, looking to HPTE and CDOT for ideas.
- Conducted the last of the Express Lane Master Plan Workshops, where we discussed mobility and financing, and which projects are HPTE priorities.

### **Federal Highway Administration (FHWA) Colorado Division Administrator's Report (John Cater)**

- Build Grants award were announced with two for Colorado:
  - \$18 million for Military Access project in Colorado Springs (SH 94, I-25 and other routes)
  - \$25 million for I-70 Picadilly Road Interchange (in Aurora)
- As part of the federal authorization bill it was anticipated that a rescission of unobligated funds would occur. The new federal authorization bill will remove rescission, so it will not occur and avoids rescission of \$93 million in Colorado.
- FHWA, FTA, CDOT (safety, operations, mobility, etc.) and DRCOG all worked together on a planning for reliability workshop event held a couple weeks ago – it was a great workshop (FHWA has resources).
- December 3<sup>rd</sup> is a National Safe Streets Initiative. December has been declared as safe streets month.
  - More pedestrians and walking is a good thing, but it also produces more potential conflicts with motor vehicles.

### **Statewide Transportation Advisory Committee (STAC) Report (STAC Chair, Vince Rogalski)**

- Vince's wife was hit by a bicycle while walking, the other day, but she is ok.
- Cyclists and scooters are potential conflicts for pedestrians.
- STAC was provided an update from the Deputy Executive Director regarding the SB 267 Infrastructure Project List.

- RPP formula – previous and more recent STAC approved formula were used and for the project list, and the midpoint of the two formulas was recommended.
- A problem exists where different areas feel that they are not getting their fair share with the formulas.
- Concern was raised regarding the use of RPP formula for other programs.
- The State and Federal Legislative Report covered the state chain laws.
  - Chain Law – explains when chains are not needed
  - Traction Law – explains when chains are needed
  - Clarification for these laws is needed.
- NHFP FY 19 and FY 20 projects proposed – received unanimous support from the STAC.
- SB 267 Project List – resulted in a split STAC vote, due to controversy over a Region 4 project.
  - STAC members confirmed that, aside from Region 4, they have no concerns with projects listed for their areas.
  - More information was sent to STAC members to understand the situation better; STAC members agreed to support the list.
- The next STAC meeting is December 6, and Commissioner Thiebaut intends on attending. Other TC members are encouraged to attend.
- The 2020 STAC calendar has changed with the STAC meeting the Friday before the week of TC meetings.

**Act on Consent Agenda – Passed unanimously on November 21, 2019**

- a) Temporary Resolution #1: to Approve the Regular Meeting Minutes of October 17, 2019 (Herman Stockinger)
- b) Temporary Resolution #2: PD 4.0 update (Frank Spinelli)
- c) Temporary Resolution #3: Old R2 HQ Declaration of Excess Property (Karen Rowe)
- d) Temporary Resolution #4: Repeal PD 1400.0, Surface Treatment Program (Herman Stockinger)
- f) Temporary Resolution #6: Update PD 80.0, Employee Safety Program Excellence in Safety (Herman Stockinger)

**Note:** e) Temporary Resolution #5: Update PD 1055.0, Snow Removal on State Highways (Herman Stockinger) - this item e) was removed from the November 2019 TC Consent Agenda.

**Discuss and Act on Temporary Resolution #7, ROW Condemnation Authorization Requests (Steve Harelson) – Passed unanimously on November 21, 2019.**

**Discuss and Act on Temporary Resolution #8, Infrastructure Project List (Rebecca White) – Passed unanimously with Region 4 Infrastructure Project List severed from the approval on November 21, 2019. Region 4 Infrastructure Project List passed with 10 yeses and one abstention on November 21, 2019.**

**Note:** Infrastructure Project List was revised to provide an additional \$20 million to I-25 North Project from \$230 million to \$250 million. Commissioner Rocky Scott also noted the need for the vote to be severed (vote for all projects except Region 4, and then vote for Region 4 separately).

Heather Paddock, CDOT Region 4 RTD, provided an overview of the project proposed for SH 119.

- SH 119 is a route that connects Boulder to Longmont. This project has been researched since 2002.
- A Planning and Environmental Linkage (PEL) Study assessed improvements and alternatives for this corridor and determined that a multimodal approach is the best solution to resolve traffic issues along the corridor including its intersection at SH 52.
- The \$30 million would be for DRCOG and would cover adaptive signals at SH 52. Substantial outreach to the Transportation Planning Regions (TPRs) occurred to vet this project list and included this project.
- The project cost is estimated to be \$250 million, and would need to be phased and be a project with termini and improvements with independent utility.
- \$197 million is committed to this corridor.
- Before managed lanes can be further studied, there is a need for an interchange at SH 52, where mile-long traffic queues are occurring. The SH 119 corridor is a regionally significant corridor.

- The SB 267 Infrastructure Project List will be updated to include an extra \$20 million to bring the funding up to \$250 million from \$230 million for fully funding the I-25 North Project, Segments 7-8.

**Three members of the public spoke to support the infrastructure project list.**

- Kristin Sullivan, Adams County Public Works Director – Supported project list and focused on support of I-270 project
  - This project will address safety and traffic congestion problems.
  - Economic impacts result from travel delays along this corridor.
  - Recognized and thanked Commissioner Stuart for her support and thanked the TC for this project.
  - Adams County contributed funding for this project.
  - Thanked Paul Jesaitis, Region 1 RTD, and Commissioner Stuart for the last 2 years of work.
  - The HPTE Master Plan’s new revenues envisions a new I-270.
- Audrey DeBarros, Commuting Solutions – Supported project list and focused on SH 119 project support.
  - US 36 is the area’s proudest achievement.
  - Improvements on SH 119 are strongly supported and is a top priority and is important to the region Northwest of Denver.
  - DRCOG supports this project on SH 119.
  - Thirty percent of Weld and Larimer County traffic travels this corridor, with the primary employers there. (e.g., IBM at SH 52)
  - US 36 is a national model and this is the next project being chased after.
  - Thank you to Executive Director Lew for your multimodal transportation focus, and thank you to Commissioner Stuart and other TC members, and to Heather Paddock and Rebecca White.
- Andrea Meneghel, Boulder Chamber of Commerce – Supported project list and focused on SH 119 project support.
  - Increasing household costs increase travel demand for access to jobs in Boulder.
  - SH 119 is very important.
  - Statewide ballots failed, but today there is support for SH 119 on the project list, this project and the others on the project list will narrow the funding gap for transportation and support economic vitality.
- Commissioners Beedy and Bracke expressed their appreciation for Heather Paddock’s overview of the SH 119 project, and their support for the Region 4 project list as it stands (including the \$30 million for SH 119 at SH 52).

**Discuss and Act on Temporary Resolution #9, National Highway Freight Program Project List (Rebecca White) - Passed Unanimously on November 21, 2019.**

**Discuss and Act on Temporary Resolution #10, 5<sup>th</sup> Budget Supplement of FY 2020 (Jeff Sudmeier) – Passed Unanimously on November 21, 2019.**

- \$526,090– Signals Asset Management – *FY19 Pikes Peak Signal Replacement* - Request additional funding to award project 21258 to the winning bidder.
- \$539,610– ITS Investments – *ITS Fiber to State Buildings* - Request additional funding to award project 23032 to the winning bidder.
- \$2,000,000 - Innovative Mobility (formerly RoadX) – *Phase 2 of Connected Vehicle Program* - Building on the first phase of investment in connected vehicle technology, which included buildout of the physical infrastructure to support connected vehicles (fiber, networking hardware, road side units, and on-board units), Phase 2 of the connected vehicle program will include close coordination between the Office of Innovative Mobility and the Division of Maintenance and Operations to develop a software platform to utilize investments made in connected vehicle infrastructure.

**Discuss and Act on Temporary Resolution #11, 4<sup>th</sup> Budget Amendment of FY 2020 (Jeff Sudmeier) – Passed unanimously on November 21, 2019.**

**Discuss and Act on Temporary Resolution #12, Proposed FY 2020-2021 Annual Budget (Jeff Sudmeier) – Passed unanimously on November 21,2019.**

**Note:** *The following two resolutions were added to the TC Regular Meeting agenda on November 20, 2019, on an emergent basis.*

- Sgt. Blake White of CSP spoke on the need to quickly address unclear text in the existing rules regarding Travel Restrictions on State Highways, as they do not coincide with the state statute.
- Currently, there is a significant amount of confusion regarding the interpretation and understanding of the rules. Therefore, proposed rules are being submitted for TC approval today to make the rules more clear and for them to appropriately coincide with the state statute.
- To formally have these rules changed, they require a formal public rulemaking hearing process, hence the need for the TC to approve both resolutions to move forward and resolve this matter.

**Discuss and Act on Temporary Resolution #13, Proposed Rules Regarding Travel Restrictions on State Highways, 2 CCR 601-14 (Herman Stockinger) – Passed unanimously on November 21,2019.**

**Discuss and Act on Temporary Resolution #14, Open Rulemaking to Conduct a Public Rulemaking Hearing Regarding Proposed Changes to the Rules Regarding Travel Restrictions on State Highways, 2 CCR 601-14 (Herman Stockinger) – Passed unanimously on November 21,2019.**

**Recognitions- FHWA Awards (John Cater)**

FHWA recognized CDOT staff for being selected recipients of Environmental Excellence Awards. Across the nation 12 awards were granted, with CDOT being a recipient of two.

- US 6,/19<sup>th</sup> Street – Linking Lookout which included a innovative collaboration resulting in a lid over the highway with a park on top, similar, but smaller in scale to the Central 70 project. 700 trees were planted and extensive storm water management work was done. Neil Ogden, the CDOT Project Manager, was recognized for his work on this project.
- Central 70 - Project required unprecedented outreach, including 150 communities regarding efforts to mitigate project noise and dust, and address environmental justice concerns related to providing access to fresh foods for community residents. This effort had a very tight deadline, but Vanessa Henderson, of CDOT Environmental Programs Branch, was recognized for her work on this, delivered a successful result, and did a fabulous job.



**COLORADO**

Department of Transportation

# Deputy Director Update

*December 6, 2019*



# New Funding List Approved

- Colorado Transportation Commission approved the *New Funding Project List* on November 21<sup>st</sup>, 2019.
- ***The pig has been named!***





# What We Are Hearing

**“Several sections of Interstate 25 from Pueblo to Denver to Fort Collins will get major money...”**  
*- Denver Post*

**“The largest investment in rural roads in modern CDOT history.”**  
*- Denver Post*

**“Dozens of Colorado's roads, from jammed-up urban freeways to long-neglected rural highways, will get a much-needed shot in the arm soon.”**  
*- Colorado Public Radio*





# Current Distribution

**78%**

Urban, Rural, Interstate  
Mix of Projects

**22%**

Rural  
Non-Interstate  
Pavement

***56% of total investment includes elements of  
Surface Treatment and Bridge***



# TC Guiding Principles and Criteria

Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>
Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities	Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>
Safety	Mobility Programs and projects leveraging new technology development  Integrated System Impacts and Benefits	Economic Impacts  Statewide Equity	Asset Management / Preservation Benefits  Impact of Asset Management decision on asset life and function	Financial Leverage, Financial innovation, and Partnerships  Short term projects vs. Accommodating Long-Term Projects trends  How does the system look in 30 years and how does this project fit in?	Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?  Regional flexibility / related smaller scale projects



# Safety

## Safety

### Potential Criteria

Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues

### TC Guiding Principle

Safety

## LOSS 3 / 4

- 74 projects have a combined investment value of \$1.38B
- 92% of the total highway investment.

## LOSS 4

- 45 projects have a combined investment value of \$772.5M
- 51% of the total highway investment.

## Mobility

### Potential Criteria

Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities

### TC Guiding Principle

Mobility  
 Programs and projects leveraging new technology development  
 Integrated System Impacts and Benefits

- 31 projects in the *New Funding Project List* will provide mobility benefits.
- The total investment in mobility improvements is \$1.2B and represents 78% of the total highway investment.

## Economic Vitality

### Potential Criteria

Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers

### TC Guiding Principle

Economic Impacts  
 Statewide Equity

- 55 projects will occur on a Colorado Freight Corridor or on a corridor that has heavy freight volumes.
- The total investment on Colorado Freight Corridors, or on a corridor that has heavy freight volumes, is \$1.3B and represents 87% of the total highway investment.



# Asset Management

## Asset Management

### Potential Criteria

Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures

### TC Guiding Principle

Asset Management / Preservation Benefits

Impact of Asset Management decision on asset life and function

- The New funding Project list has 72 projects which have elements of asset management.
- Those 72 projects have a combined investment value of \$867M and represent 57% of the total highway investment.
- The Rural Roads Funding Program has 41 projects dedicated to improving pavement conditions in rural areas.
- Those 41 projects have a combined investment value of \$336,840,000 and represent 22% of the total highway investment.
- The Rural Roads Funding Program will make investments in 500+ miles of rural pavement projects that otherwise would not have been improved.
- The median age of the last time a Rural Roads Funding Program project received an engineering treatment was 1997, or 22 years ago.





# Asset Management

## SH 160C - Region 2

Near Springfield, Colorado

- Year of last Engineering Treatment - 1979
- Current DL = 0
- Planned Treatment
  - 1" Leveling Course
  - 1.5" HMA Wearing Course
- DL after treatment = 15

## Rural Roads Funding Program:

### Example Project





# Current Distribution

- Funds available for highway projects included on the New Project Funding List include:
  - \$1,350 million anticipated through SB 267 Certificates of Participation (COP) issuances in FY 2020, FY 2021, and FY 2022;
  - \$10.6 million in interest earnings associated with the FY 2019 COP issuance;
  - \$105 million provided via a General Fund transfer in FY 2020 directed by SB 1;
  - \$60 million provided via a General Fund transfer in FY 2020 directed by SB 262;
  - \$81 million from the Transportation Commission Program Reserve



# National Highway Freight Program

- Colorado Transportation Commission approved the *National Highway Freight Program Project List* on November 21<sup>st</sup>, 2019.
- Project Key Considerations:
  - Whole System. Whole Safety. - Does the project contribute to this initiative?
  - Colorado Freight Plan - Does the project align with CFP Investment Emphasis Areas?
  - FAC Support - Does the project garner FAC Support?
- A total investment of \$32,811,631 for FY 19 and 20.



**COLORADO**  
**Department of Transportation**  
 Division of Transit & Rail

2829 W. Howard Place  
 Denver, CO 80204-2305

TO: Statewide Transportation Advisory Committee  
 FROM: Sophie Shulman, Chief, Office of Innovative Mobility  
 David Krutsinger, Director, Division of Transit and Rail  
 Sharon Terranova, Planning Manager, Division of Transit and Rail  
 DATE: December 6, 2019  
 RE: Senate Bill 267 Strategic Transit Projects Recommendation Request

---

**Purpose**

The purpose of this memo is to provide the proposed list of strategic transit projects to be funded by Senate Bill 267.

**Action**

The Division of Transit and Rail requests a recommendation from the Statewide Transportation Advisory Committee to the Transportation Commission for approval of strategic transit projects to be funded with Senate Bill 267.

**Background**

The state legislature provided new transportation funding through Senate Bill 267 (SB 267). SB 267 provides \$192M for strategic transit capital projects over four years beginning in FY 2019. To date, five Year 1 strategic transit projects, both CDOT and partner sponsored, have been approved by the Commission. In addition, five local projects have been approved through the Division of Transit and Rail's Capital Call and funded by SB 267.

The strategic transit project portfolio, including project type, location, match requirements, etc., and the project selection criteria and ratings, were presented to the Transit and Rail Advisory Committee and the Commission earlier this year. The Transit and Rail Advisory Committee and Transportation Commission also provided guidance on the project portfolio comparison, favoring a mix of mostly CDOT and partner capital projects, while still providing enough funding through the Capital Call for local agencies to make strategic investments to their transit infrastructure.

**Details**

The proposed list of proposed strategic transit projects covering Years 1 through 4 was presented to the Statewide Transportation Advisory Committee in October and to the Transit and Rail Advisory Committee and the Transportation Commission in November. The list identified the previously approved projects, proposed CDOT and partner transit facility projects (50% match required), and allocations for the remaining funds to be distributed to local agencies through upcoming Capital Calls (20% match required).

The Division of Transit and Rail now requests a recommendation from the Statewide Transportation Advisory Committee to the Transportation Commission for approval of the proposed strategic transit capital projects.



**Next Steps**

December

- Present draft final SB 267 transit project list to the Transit and Rail Advisory Committee for recommendation
- Present draft final SB 267 transit project list to the Statewide Transportation Advisory Committee for recommendation
- Present final SB 267 transit project list and materials to Transportation Commission for approval

**Attachments**

- Senate Bill 267 Strategic Transit Projects presentation
- Senate Bill 267 Strategic Transit Project Summaries



**COLORADO**

Department of Transportation



# Senate Bill 267 Strategic Transit Projects

Statewide Transportation Advisory Committee

December 6, 2019



- 
- Overview of SB267 Funding
  - Summary of Previous Decisions and Guidance
  - Proposed Projects



**COLORADO**  
Department of Transportation

---

# OVERVIEW OF SB267 FUNDING



# Senate Bill 267 Transit Funding Details

---

- Year 1 = \$42M (\$38M + \$4M from Bond Sale Proceeds)
- Year 2 = \$50M
- Year 3 = \$50M\*
- Year 4 = \$50M\*



**COLORADO**

**Department of Transportation**

---

# **SUMMARY OF PREVIOUS DECISIONS AND GUIDANCE**



- General SB 267 Guidance
  - Develop project lists covering all years of SB267
  - Integrate transit & highway investments
  
- Transit Specific 267 Guidance
  - Mix of CDOT only, partner, & local transit projects (January 2019)
  - “Mobility” should be implemented differently in different parts of the state (July 2019)
  - Emphasize land use and economic development component (September 2019)



# Senate Bill 267 Types of Transit Projects

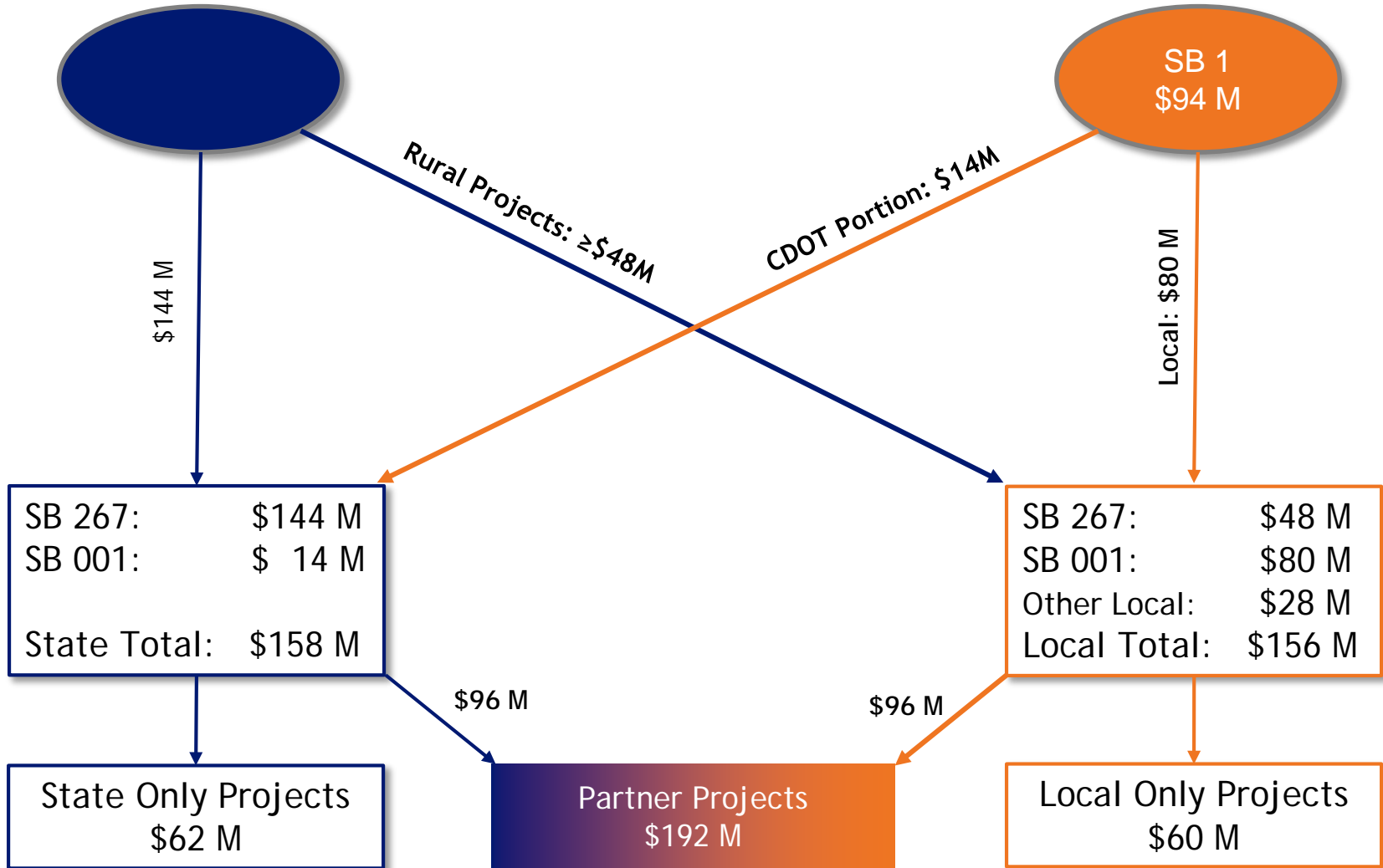
	CDOT Only Projects	Partner Projects	Local/Capital Call
Match	100% CDOT	50% CDOT/50% Partner*	80% CDOT/20% Partner*
Project Type(s)	Bustang Storage and Maintenance Facilities	Joint use transit stations/mobility hubs	Local agency transit improvements
Example Project	Bijou St. Storage and Maintenance Facility	Centerra-Loveland Mobility Hub	Summit County Transit Operations Center
Source**	CDOT Bustang Planning	North I-25 FEIS (Study), Intercity and Regional Bus Network Plan	2019 Capital Call
Approx. Ratios	~25% of Funds	~50% of Funds	~25% of Funds





# SB 267 & SB 1 State/Local Split

Note: Values rounded to the nearest million





TPR	CDOT Only Projects	Partner Projects	Local/Capital Call Projects	Partner/Capital Call Remaining	Total
Pikes Peak Area	\$9.58M	\$8M	-	\$0	\$17.58M
Denver Area	\$22.68M	\$63.2M	-	\$17.62M	\$103.50M
North Front Range	\$4.2M	\$10.3M	-	\$0	\$14.50M
Pueblo Area	\$3.58M	\$0.05M	-	\$0.98M	\$4.61M
Grand Valley	\$0.08M	\$1.5M	-	\$2.30M	\$3.88M
Eastern	\$0.08M	-	-	\$3.12M	\$3.20M
Southeast	\$0.60M	-	-	\$1.49M	\$2.09M
San Luis Valley	\$0.25M	-	\$0.5M	\$2.27M	\$3.02M
Gunnison Valley	\$0.5M	\$4.2M	-	\$2.91M	\$7.61M
Southwest	\$0.4M	-	-	\$3.48M	\$3.88M
Intermountain	-	\$4.2M	\$1.42M	\$6.36M	\$11.98M
Northwest	\$0.3M	-	\$0.2M	\$2.60M	\$3.10M
Upper Front Range	\$0.24M	-	-	\$4.39M	\$4.63M
Central Front Range	\$4.16M	-	\$0.12M	\$1.02M	\$5.30M
South Central	\$0.2M	\$2.93M	-	\$0	\$3.13M
<b>Total</b>	<b>\$46.85M</b>	<b>\$94.38M</b>	<b>\$2.24M</b>	<b>\$48.54M</b>	<b>\$192M</b>



- Transit Development Program
  - Intercity and Regional Bus Network Plan
  - Statewide Transit Plan
    - MPO, Regional and Local Transit Plans
    - Bustang and Outrider Expansion Plans
      - Transportation Commission Resolutions
  - Environmental Impact Statements
  - State Freight and Passenger Rail Plan



# Senate Bill 267 Intent

---

Bus Storage and Maintenance Facilities

Mobility Hubs / Park-n-Rides (New or expansion)

Transit Stations (New or expansion)

Transit Operations Centers

BRT Infrastructure

Bus Shelters



# Strategic Transit Project Selection Criteria and Ratings

Project Readiness	Strategic Nature	Supports Statewide System	
Planning Level	Significance	Meaningful Connections	
Months to Construction	Matching Funds	Serves Needs	
Opportunities to Bundle	Grant Funding	Serves Activity Centers	
Statewide Transit Plan Goal Areas	Planning Support	Additional Factors	
System Preservation	Planning Document	County Size	
Mobility Improvements	Transit Development Program Priority	Environmental Justice	
Transit System Development	Ridership Improvement	Project Category	
Environmental Stewardship	Travel Time Savings/Reliability	Cost Estimate	
Economic Vitality		Partner Capital	
Safety Improvements		Annual Operating Cost	
		Benefit to Cost Ratio	



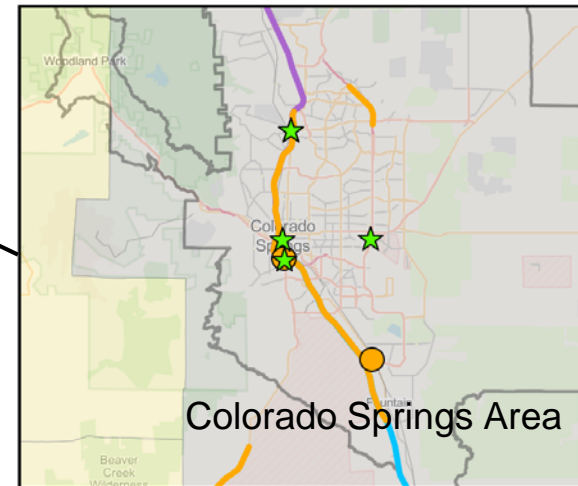
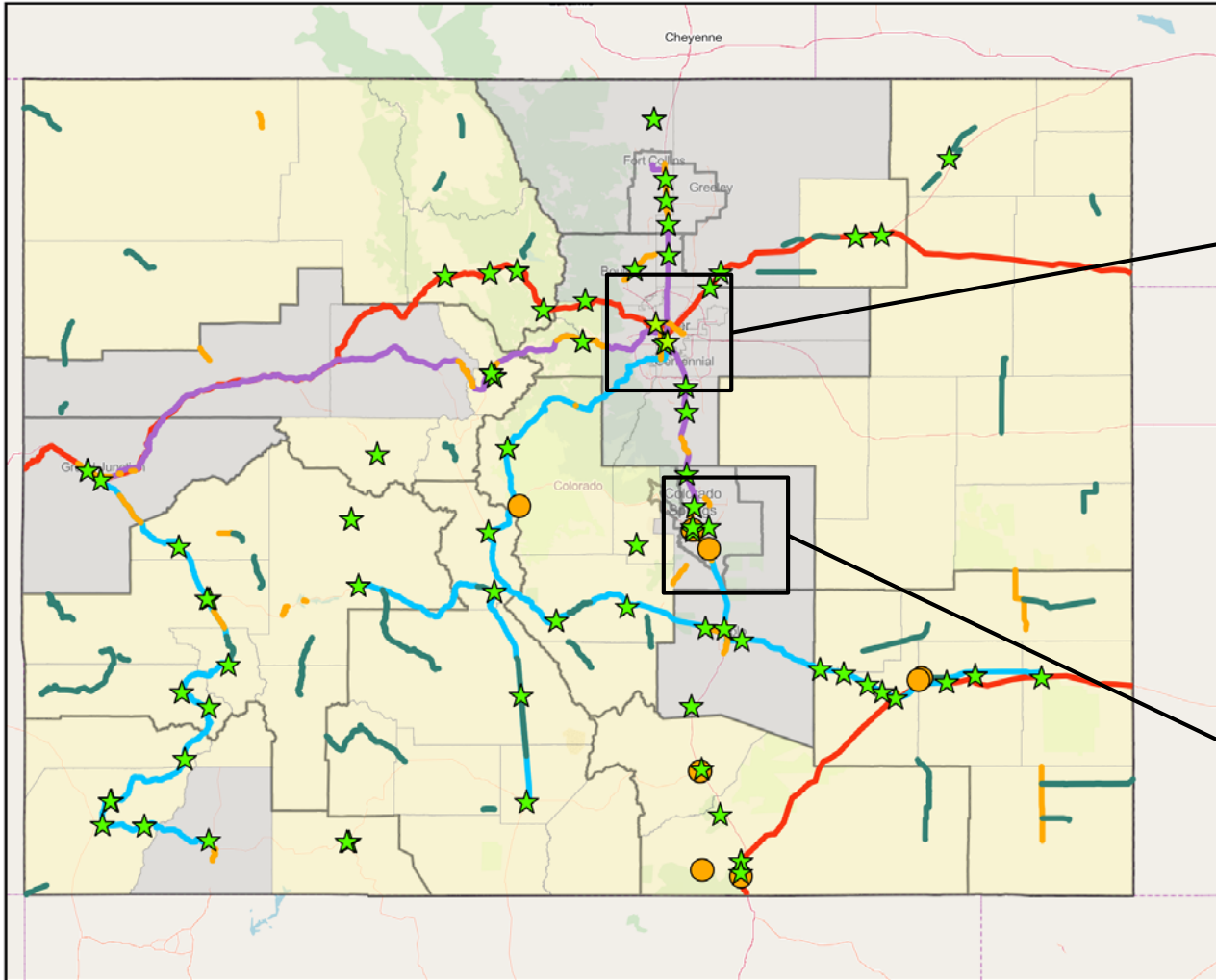
**COLORADO**  
Department of Transportation

---

# PROPOSED PROJECTS



# SB 267 Highway & Transit Projects

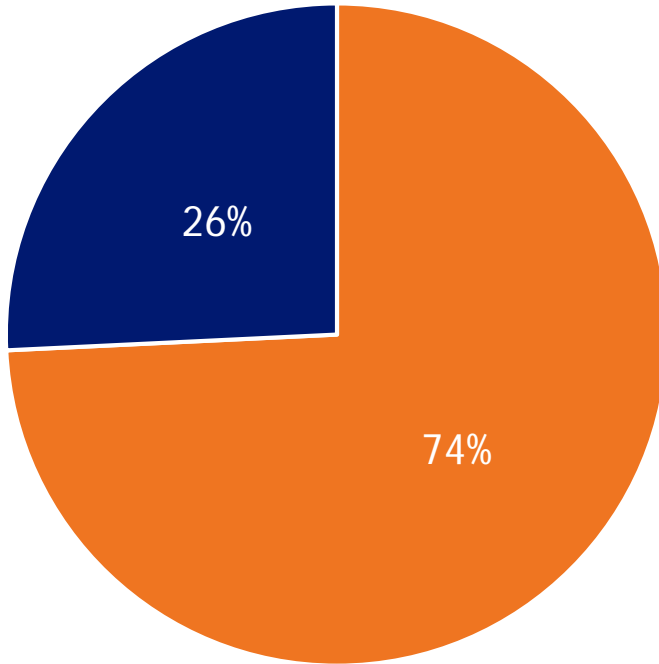


- ★ SB267 Transit Projects
- Urban County
- Rural County
- Bustang Route
- Outrider Route
- Amtrak Route
- Major Capital Projects (Hwy)
- Rural Paving Projects (Hwy)

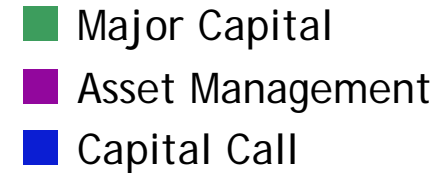
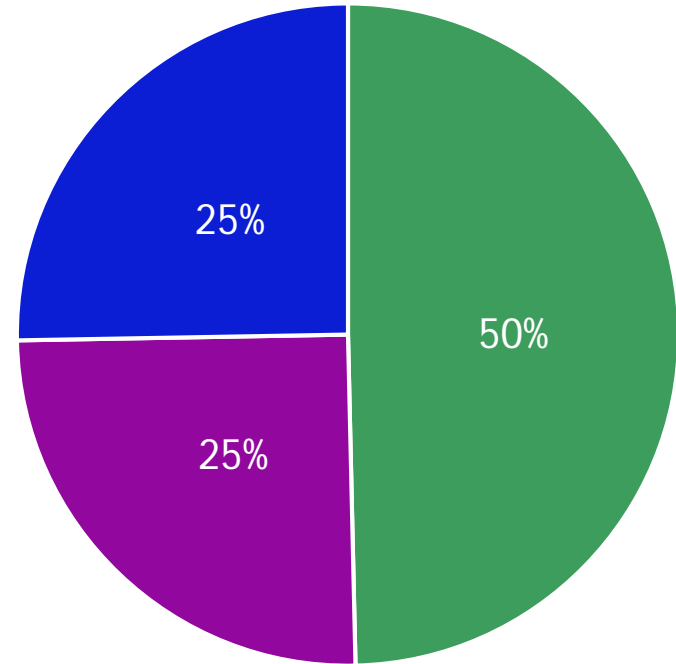


# Senate Bill 267 Total Transit Portfolio\*

### Urban/Rural



### Project Type



\*Current estimate based on known projects and forecasts for capital call.





# Next Steps

---



# Proposed Transit Project List – Region 1

Project	Description	Program Year(s)	Project Type	Region	Est. Cost
Denver Area Arterial Street Pre-BRT and BRT Elements	Contribution for design and construction of (pre-) BRT elements (intersection and stop improvements/bike ped elements) emphasis on 9 corridors: Federal Blvd, North I-25, South Broadway, Park Ave/38 <sup>th</sup> Ave, Speer Blvd/Leetsdale Dr/Parker Rd, Havana, Colorado Blvd, Alameda, and E. Colfax. Other arterial corridors possible. Synch with Highway.	1, 2 & 3	Partner	1	\$26M
Castle Rock and/or Ridgeway Transit Station	Site selection, design and construction of a new transit station near Castle Rock and/or Ridgeway	1 & 4	Partner	1	\$22.5M
Denver Heavy Maintenance Facility	Design and construction of heavy maintenance equipment facility near 72 <sup>nd</sup> St. and Sheridan; shared by Bustang and Region 1's maintenance fleet	1 & 3	CDOT	1	\$7M



## Proposed Transit Project List – Region 1 Cont.

Project	Description	Program Year(s)	Project Type	Region	Est. Cost
Burnham Yard	DTR contribution (10% of bid) towards Burnham Yard (preserves option for realignment of freight and passenger rail lines)	1	CDOT	1	\$5M
Idaho Springs PnR	Design and construction of expanded Park-n-Ride in Idaho Springs	1	Partner	1	\$2M
Bustang Fleet Purchases	To support service at Castle Rock, Ridgeway and Longmont/Firestone	2 & 3	CDOT	1/4	\$5M
Partner/Capital Call Remaining		2, 3 & 4	TBD	1/4	\$17.62M
					<b>\$85.12M</b>



## Proposed Transit Project List – Region 2

Project	Description	Program Year(s)	Project Type	Region	Est. Cost
Bijou St. Maintenance Facility	Design and construction of new 10-bay Bustang facility located at the Region 2 Vehicle Storage Facility in central Colorado Springs	Approved	CDOT	2	\$3M
Colorado Springs Transit Center	Contribution to the construction of a transit center in downtown Colorado Springs (MMT, Bustang also serves)	2	Partner	2	\$8M
Woodmen Rd. Mobility Hub	Expansion and/or relocation of Bustang stop and mobility hub in Colorado Springs	1 & 2	CDOT	2	\$6M
Monument PnR	Design of slip ramps to improve bus service at the existing Monument Park-n-Ride / mobility hub	1	CDOT	2	\$0.5M
Bustang Improvements	Stops and shelter improvements at the Tejon Park-n-Ride / mobility hub	1	CDOT	2	\$0.08M
Partner/Capital Call Remaining		2, 3 & 4	TBD	2	\$0
					<b>\$17.58M</b>

*Previously Approved Project*



# Proposed Transit Project List – Region 2 Cont.

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
North Pueblo Mobility Hub	Land purchase, design and construction of new mobility hub in Pueblo with 100 - 200 parking spaces	1	CDOT	2	\$3.5M
Outrider Improvements	Stops and shelter improvements at Pueblo West	1	CDOT	2	\$0.08M
CRISI Grant Match	CDOT portion of Southwest Chief application for planning study to bring Amtrak to Colorado Springs	2	Partner	2	\$0.05M
Partner/Capital Call Remaining		2, 3 & 4	TBD	2	\$0.98M
					<b>\$4.61M</b>

## Southeast TPR

Project/Location	Description	Program Yr(s)	Project Type	Region	Est. Cost
Outrider Improvements	Stops and shelter improvements at 8 locations: Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler	1	CDOT	2	\$0.60M
Partner/Capital Call Remaining		2, 3 & 4	TBD	2	\$1.49M
					<b>\$2.09M</b>



## Proposed Transit Project List – Region 2 Cont.

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Cripple Creek Admin & Operations	Design of a new administrative/operations facility that will provide a space for the transit division	Approved	Capital Call	2	\$0.12M
Fairplay Mobility Hub	Design and construction of new mobility hub and parking facility to connect Outrider routes (Gunnison-Denver and Fairplay-Breckenridge) along US-285	1	CDOT	2	\$4M
Outrider Improvements	Stops and shelter improvements at 2 locations: Canon City, and Cotopaxi	1	CDOT	2	\$0.16M
Partner/Capital Call Remaining		2, 3 & 4	TBD	2	\$1.02M
					<b>\$5.30M</b>

*Previously Approved Project*



# Proposed Transit Project List – Region 2 Cont.

## SCCOG

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
South Central Storage & Maintenance Facility	Land purchase, design and construction of new bus storage and maintenance facility near Trinidad offices	1 & 2	Partner	2	\$2.63M
CRISI Grant Match	CDOT portion of Track improvements - Trinidad to New Mexico border	2	Partner	2	\$0.3M
Potential Stop Improvements	Stops and shelter improvements at 3 locations: Colorado City Corners, Walsenburg, and Aguilar	1	CDOT	2	\$0.20M
Partner/Capital Call Remaining		2, 3 & 4	TBD	2	\$0
					<b>\$3.13M</b>



## Proposed Transit Project List – Region 3

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
I-70B/US 6 Corridor	Arterial Transit & Bike/Ped Improvements on highest priority segment through Grand Junction	2, 3 & 4	Partner	3	\$1.5M
Outrider Improvements	Stops and shelter improvements at Grand Junction	1	CDOT	3	\$0.08M
Partner/Capital Call Remaining		2, 3 & 4	TBD	3	\$2.30M
					<b>\$3.88M</b>

### Northwest TPR

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Winter Park Maintenance Facility	Design of a new facility that will provide more maintenance space and covered overnight storage areas for vehicles	Approved	Capital Call	3	\$0.2M
Outrider Improvements	Stops and shelter improvements at 4 locations: Fraser, Granby, Kremmling, and Hot Sulfur Springs	1	CDOT	3	\$0.3M
Partner/Capital Call Remaining		2, 3 & 4	TBD	3	\$2.60M
					<b>\$3.10M</b>

*Previously Approved Project*





# Proposed Transit Project List – Region 3 Cont.

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Western Slope Storage & Maintenance Facility	Land purchase, design and construction of new Outrider storage and maintenance facility near Montrose (share w/ All Points, and/or CDOT Region 3)	1 & 2	Partner	3	\$2.7M
Crested Butte Storage Facility	New 5-bay Outrider storage facility in Crested Butte (share w/ Mountain Express)	1 & 2	Partner	3	\$1.5M
Outrider Improvements	Stops and shelter improvements at 3 locations: Montrose, Delta, and Gunnison	1	CDOT	3	\$0.25M
Outrider Improvements	Stops and shelter improvements at 3 locations: Placerville, Ridgway, and Telluride	1	CDOT	5	\$0.25M
Partner/Capital Call Remaining		2, 3 & 4	TBD	3	\$2.91M
					<b>\$7.61M</b>



## Proposed Transit Project List – Region 3 Cont.

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
RFTA Aspen Maintenance Facility	Replacement of existing underground fuel tanks with new, double walled tanks and monitoring systems	Approved	Capital Call	3	\$1M
Summit County Transit Operations Center	Design of larger, upgraded facility necessary to accommodate all Summit Stage buses, support vehicles and offices	Approved	Capital Call	3	\$0.42M
Frisco Transit Center	Design and construction of Phase 2 of the Frisco Transit Center	2	Partner	3	\$4.2M
Partner/Capital Call Remaining		2, 3 & 4	TBD	3	\$6.36M
					<b>\$11.98M</b>

*Previously Approved Project*



# Proposed Transit Project List – Region 4

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Longmont/Firestone /Weld County Mobility Hub	Design of interim configuration at SH 119 and I-25 to expand the existing Park-n-Ride from 116 existing spaces to 414 proposed spaces; Land purchase for ultimate center-median configuration to be constructed as part of North I-25 Segment 4	Approved	CDOT	4	\$3.1M
Longmont/Firestone /Weld County Mobility Hub	Construction of interim configuration at SH 119 and I-25 to expand the existing Park-n-Ride from 116 existing spaces to 414 proposed spaces	1, 2 & 4	Partner	4	\$2.7M
SH119 BRT Elements	Contribution in support of RTD's commitment to provide BRT between Boulder and Longmont	4	Partner	4	\$10M
Bus Stop Improvements	Stop and shelter improvements at Lochbuie	1	CDOT	4	\$0.08M
Fleet Purchases	Bustang and Outrider fleet purchases	2, 3 & 4	CDOT	4	\$2.5M
Partner/Capital Call Remaining	See Region 1				
					<b>\$18.38M</b>

*Previously Approved Project*



# Proposed Transit Project List – Region 4 Cont.

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Centerra-Loveland Transit Station	Center-loading express Bustang station constructed as part of North I-25 Segment 7	Approved	Partner	4	\$6M
Berthoud Transit Station	Design for a center-loading express Bustang station constructed as part of North I-25 Segment 6 (to be fully built at a later date)	Approved	CDOT	4	\$0.7M
Berthoud Transit Station	Minimum construction for a center-loading express Bustang station constructed as part of North I-25 Segment 6 (to be fully built at a later date)	2	Partner	4	\$4.3M
Northern Colorado Maintenance Facility	Design and construction of new Bustang storage and maintenance facility in northern Colorado	1 & 4	CDOT	4	\$3.0M
Harmony Rd. PnR	Design to expand the existing Park-n-Ride at I-25 and Harmony in Fort Collins	1	CDOT	4	\$0.5M
Partner/Capital Call Remaining		2, 3 & 4	TBD	4	\$0
					<b>\$14.5M</b>

*Previously Approved Project*



# Proposed Transit Project List – Region 4 Cont.

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Bus Stop Improvements	Stops and shelter improvements at Sterling	1	CDOT	4	\$0.08M
Partner/Capital Call Remaining		2, 3 & 4	TBD	4	\$3.12M
					<b>\$3.20M</b>

## Upper Front Range TPR

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Bus Stop Improvements	Stops and shelter improvements at 3 locations: Brush, Fort Morgan, and Hudson	1	CDOT	4	\$0.24M
Partner/Capital Call Remaining		2, 3 & 4	TBD	4	\$4.39M
					<b>\$4.63M</b>



# Proposed Transit Project List – Region 5

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Outrider Improvements	Stops and shelter improvements at 5 locations: Durango, Mancos, Cortez, Dolores, and Rico	1	CDOT	5	\$0.40M
Partner/Capital Call Remaining		2, 3 & 4	TBD	5	\$3.48M
					<b>\$3.88M</b>

## San Luis Valley TPR

Project/Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Poncha Springs Welcome Center	Expansion and renovation of existing facility	Approved	Capital Call	5	\$0.5M
Outrider Improvements	Stops and shelter improvements at 3 locations between Alamosa and Buena Vista	1	CDOT	5	\$0.25M
Partner/Capital Call Remaining		2, 3 & 4	TBD	5	\$2.27M
					<b>\$3.02M</b>

*Previously Approved Project*



## Proposed Transit Projects – Locations TBD

### 2020 Capital Call

SB 267 Transit Allocation (Year 2)	\$12.0M
Eligible Design & Construction Applications Received	11
SB 267 Funding Requests Total	\$38.85M
Award Announcement	March/April 2020

Project/ Location	Description	Program Year(s)	Project Type	Region	Est. Cost
Partner/Capital Call Remaining	Available partner project funds and Annual call for capital projects open to local transit agencies	3 & 4	Partner/ Capital Call	TBD	\$36.5M



**COLORADO**  
**Department of Transportation**  
 Division of Transit & Rail

2829 W. Howard Place  
 Denver, CO 80204-2305

TO: Statewide Transportation Advisory Committee  
 FROM: Sophie Shulman, Chief, Office of Innovative Mobility  
 David Krutsinger, Director, Division of Transit and Rail  
 Mike Timlin, Manager Bus Operations Unit  
 DATE: December 6, 2019  
 RE: Outrider Decision Review

---

**Purpose**

The purpose of this memo is to review the prioritization of routes with STAC.

**Action**

No action this month. Input from STAC is requested prior to approval in January 2020.

**Background** The 2014 Intercity & Regional Bus Plan, the 2015 Statewide Transit Plan, and subsequent decisions have affirmed a role by CDOT to implement essential-service connections between rural areas of the state and multiple urbanized areas where medical, transport, shopping, and other services are available. Multiple operators' services have been consolidated under the recognizable "Bustang Outrider" brand, to simplify trip-planning and trip-making for customers. Four routes were re-branded throughout 2018 (operator): Lamar - Pueblo, Alamosa-Salida-Pueblo, Gunnison-Salida-Denver, and Durango-Grand Junction.

In November 2017, Transportation Commission approved the use of up to \$2.5 Million total of FASTER funds for rural-regional bus routes (generally operated by transit agencies) and inter-regional routes (generally Outrider-branded). Four additional routes are expected to be implemented in 2021.

**Details**

A total of 21 routes were identified in 2018, and have progressively been evaluated throughout 2018-19. With funding for only about four routes, transportation planning regions (TPRs) have provided input about their highest priorities. Technical information for ridership, ease of implementation, and equity (social & geographic) was provided to support decision-making. Four routes are recommended for "Phase 3" implementation in 2021: (1) Trinidad - Pueblo, (2) Sterling - Greeley, (3) Telluride - Grand Junction, and (4) Craig - Denver. Four additional routes are proposed for "Phase 4". See attached for more.

**Next Steps**

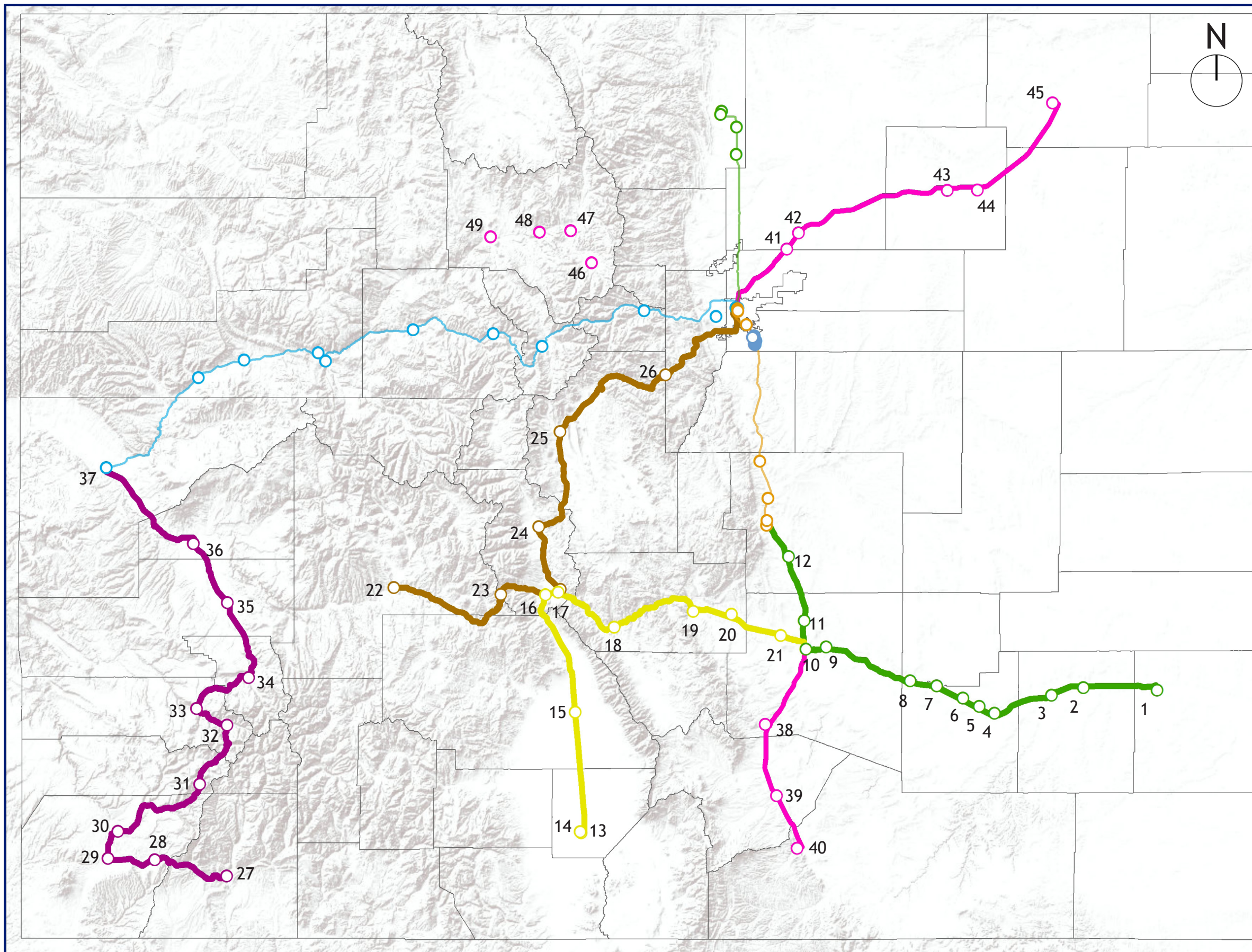
- Present draft results at the December "monthly" call with transit agencies on December 5th
- Present draft recommendations at a Transportation Commission Workshop December 18th
- TRAC final recommendations January 10, 2020
- TC final review & approval, January 15th (workshop) & 16th
- SB 267 Approvals by TC in December are expected to provide the funding to order buses during 2020
- Implement routes January - June 2021

**Attachments**

- Presentation



# Bustang Outrider Proposed Stop Improvements



## Outrider Routes

### Lamar to Colorado Springs

- 1 - Lamar
- 2 - Fort Lyons
- 3 - Las Animas
- 4 - La Junta
- 5 - Swink
- 6 - Rocky Ford
- 7 - Manzanola
- 8 - Fowler
- 9 - Pueblo Memorial Airport
- 10 - Pueblo Transit Center
- 11 - Fountain Park-n-Ride
- 12 - Tejon/Nevada Park-n-Ride

### Alamosa to Pueblo

- 13 - Adams State
- 14 - Alamosa
- 15 - Moffat
- 16 - Poncha Springs
- 17 - Salida
- 18 - Cotopaxi
- 19 - Canon City
- 20 - Penrose
- 21 - Pueblo West

### Gunnison to Denver

- 22 - Econo Lodge
- 23 - Monarch Mountain
- 24 - Buena Vista
- 25 - Fairplay
- 26 - Pine Junction

### Durango to Grand Junction

- 27 - Durango
- 28 - Mancos
- 29 - Cortez
- 30 - Dolores
- 31 - Rico
- 32 - Telluride
- 33 - Placerville
- 34 - Ridgway
- 35 - Montrose
- 36 - Delta
- 37 - Grand Junction

### Proposed Stops

- 38 - Colorado City
- 39 - Walsenburg
- 40 - Aguilar
- 41 - Lochbuie
- 42 - Hudson
- 43 - Fort Morgan
- 44 - Brush
- 45 - Sterling
- 46 - Fraser
- 47 - Granby
- 48 - Hot Sulphur Springs
- 49 - Kremmling



# Bustang Outrider Conditions and Needs

## Existing Conditions

	Stop Type	Parking	ADA Spaces	Parking Capacity(%)	
Lamar to Colorado Springs	1 - Lamar	Signed	55	2	25%
	2 - Fort Lyon	Signed	0	0	N/A
	3 - Las Animas	Signed	0	0	N/A
	4 - La Junta	Signed	0	0	N/A
	5 - Swink	Signed	0	0	N/A
	6 - Rocky Ford	Signed	0	0	N/A
	7 - Manzanola	Signed	0	0	N/A
	8 - Fowler	Signed	0	0	N/A
	9 - Pueblo Memorial Airport	Signed	0	0	0
	10 - Pueblo Transit Center	Transit Center	50	6	25%
	11 - Foundtain Park and Ride	Park-n-Ride	50	4	N/A
	12 - Tejon/Nevada Park and Ride	Park-n-Ride	108	4	75%
Alamosa to Pueblo	13 - Adams State	Signed	0	0	N/A
	14 - Alamosa	Signed	0	0	N/A
	15 - Moffat	Signed	0	0	N/A
	16 - Poncho Springs	Unsigned	0	0	N/A
	17 - Salida	Signed	0	0	N/A
	18 - Cotopaxi	Unsigned	0	0	N/A
	19 - Canon City	Signed	0	0	N/A
	20 - Penrose	Signed	0	0	N/A
	21 - Pueblo West	Park-n-Ride	50	0	25
Gunnison to Denver	22 - Gunnison Econo Lodge	Unsigned	0	0	N/A
	23 - Monarch Mountain Ski Area	Signed	0	0	N/A
	24 - Buena Vista	Unsigned	0	0	N/A
	25 - Fairplay	Unsigned	0	0	N/A
	26 - Pine Junction	Park-n-Ride	50	0	25%
Durango to Grand Junction	27 - Durango	Transit Center	184	6	75%
	28 - Mancos	Unsigned	0	0	N/A
	29 - Cortez	Unsigned	0	0	N/A
	30 - Dolores	Signed	0	0	N/A
	31 - Rico	Unsigned	0	0	N/A
	32 - Telluride	Unsigned	0	0	N/A
	33 - Placerville	Unsigned	0	0	N/A
	34 - Ridgway	Unsigned	0	0	N/A
	35 - Montrose	Unsigned	0	0	N/A
	36 - Delta	Unsigned	0	0	N/A
	37 - Grand Junction	Transit Center	0	0	N/A

## Capital Needs

- Shelters
- Wayfinding
- Security Cameras
- Demand Response
- Accessibility
- Sidewalks

## Future Project Considerations

- Microtransit
- Bike Parking
- Trail Connections
- Electric Vehicle Charging
- Art
- Restrooms



## MEMORANDUM

**TO:** STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
**DATE:** DECEMBER 6, 2019  
**SUBJECT:** FY 2020-21 PROPOSED ANNUAL BUDGET

The Transportation Commission (TC) approved the FY 2020-21 Proposed Annual Budget Allocation Plan on November 21. The TC will be asked to adopt the final budget at the meeting in March 2020 after the plan is updated based on the December 2019 revenue forecast.

### FY 2020-21 Proposed Annual Budget Allocation Plan

The FY 2020-21 Proposed Annual Budget Allocation Plan is available on the Department's website: <https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy-2020-21-budget-allocation-plan>. In addition to the Budget Narrative, the following Appendices to the FY 2020-21 Budget are now available:

- FY 2020-21 Revenue Allocation Plan
- FY 2020-21 Spending Plan
- FY 2020-21 Estimated Construction Budget
- FY 2020-21 CE and Indirect Allocations
- List of Open Projects and Unexpended Project Balances
- List of Planned Projects

The FY 2020-21 Proposed Revenue Allocation Plan (see Attachment A) totals \$1.99 billion (including the Colorado Bridge Enterprise and High Performance Transportation Enterprise) and allocates:

- \$976.4 M to capital construction programs
- \$349.2 M to maintenance and operations programs
- \$226.2 M to suballocated programs
- \$68.9 M to multimodal services
- \$120.9 M to Colorado Bridge Enterprise
- \$16.6 M to High Performance Transportation Enterprise

### Opportunities to Find Efficiencies and Reprioritize the FY 2020-21 Budget

The Governor's FY 2020-21 Budget Request was submitted to the legislature on November 1. The Budget Request reflects strong efforts by state departments to find efficiencies within their budgets, and opportunities to reprioritize and focus on the highest priority and most critical functions. Over the summer, staff reviewed with the TC a series of opportunities to find efficiencies and reprioritize funds, many of which were incorporated into the final Governor's Budget. For CDOT, the Governor's Budget includes more than \$25 million resulting from these efforts:

- In June, the Commission incorporated about \$14 million of this amount in the Draft FY 2020-21 Budget by reallocating more than \$11 million in funds previously pledged to the Connected Vehicle Ecosystem Project to the new Strategic Safety Program and by reallocating nearly \$3 million in funds associated with the TSMO reorganization to core maintenance and operations programs.

- The Proposed FY 2020-21 Budget incorporates two additional changes reviewed with the Commission this summer. The first is a \$2.9 million reduction to the State Planning and Research program (Line 70). This federally required program has historically lagged behind in expenditures, and the Department is utilizing some provisions with FHWA that will allow us to remove state matching funds from the program, bringing the budget more in line with actual anticipated expenditures in FY 2020-21. The second is a reduction of \$1.1 million to the Administration budget (Line 62), described further in the following section. These changes result in increases to the Program Reserve (Line 67), ultimately making these funds available for other Commission priorities.
- Two additional changes are proposed for incorporation into the Final FY 2020-21 Budget. The first is a \$5 million reduction in indirect budgets. Indirect budget is a subcomponent of each of the capital construction programs (i.e. Surface Treatment, Structures, RPP, etc.) Project delivery costs that are not project specific are classified as project indirect costs. Examples of indirect costs include personal services charges for supervisory engineering positions, materials testing, and engineering information technology costs. A target has been set to make a minimum reduction of \$5 million to the FY 21 Indirect Budget, as compared to FY 20. These funds will stay within each of their respective programs (for example, Surface Treatment), but rather than paying for indirect costs, will instead be available for additional direct construction costs (i.e. ROW, Design, and Contractor Payments). The second change proposed for incorporation into the Final FY 2020-21 Budget is a reduction of approximately \$2.0 million from Agency Operations (Line 61) which will result in an additional \$2.0 million that will be added to the Program Reserve in order to fund other Commission priorities.

Attachment B to this memo includes additional detail on these items.

Finally, the Governor's FY 2020-21 Budget Request includes a proposal for an additional \$25 million in transportation funding to CDOT, on top of the \$500 million planned under a third issuance of Senate Bill (SB) 17-267 Certificates of Participation (COPs). If approved by the legislature, this will be incorporated into the Final FY 2020-21 Budget in March, or amended in subsequently.

#### **Changes to the Administration Line**

The final draft of the FY 2020-21 Proposed Annual Budget incorporates the approved Work Plan Decision Items presented in October 2019, plus the following changes to the Administration budget (Line 62):

- Decision Item R-01 Administration Efficiency Savings - The Administration line was reduced by \$1.1 million based on a Decision Item submitted with the Governor's November 1 Budget Request to the legislature (as described above). The request is for a reduction of \$1,124,675 to the Administration line item in the Long Bill, which is appropriated annually by the General Assembly, to capture potential savings associated with reduced base funding for Division, Office and Region Administration budgets.
- Statewide Common Policies - The Administration line was updated to account for additional statewide common policy adjustments that were included in the Governor's November 1 Budget Request. This includes a 2% across the board salary increase that is being requested by the Governor for all state employees.

The final request for the Administration line that was submitted to the legislature on November 1 is \$35,657,005, which is \$2.6 million less than the FY 2019-20 budget (6.9% reduction). Please see Attachment C for more detail on statewide common policy adjustments and a reconciliation of the Administration line.

#### **Changes to the TC Program Reserve Line**

The TC Program Reserve (Line 67) has been updated and increased based on the reductions in other programs described above, and final balancing of revenue sources and program balances. This brings the total amount allocated to the TC Program Reserve Fund for FY 2020-21 to \$36 million.

#### **Potential Additional Changes to the FY 2020-21 Proposed Budget Allocation Plan**

DAF identified the following outstanding items that could result in further changes to the FY 2020-21 Proposed Annual Budget Allocation Plan:

- **Administration (Line 62):** Legislative and Office of State Planning and Budget (OSP) actions during the budget-building cycle may force changes in Administration spending for CDOT. The Administration number will be updated throughout the fall / winter and is likely to increase.
- **TC Contingency Reserve Fund (TCCRF) (Line 66):** The TCCRF has been set at \$15 million, based on an estimation of the amount required to reach a target TCCRF balance of \$24 million at the end of FY 2020-21. This amount may need to be increased as a result of higher than anticipated TCCRF funding needs in the current fiscal year.
- **TC Program Reserve (Line 67):** The current balance of unallocated revenue, \$36.0 million, has been placed in TC Program Reserve. Staff will assess the TCPR balance and discuss needs for retaining within Program Reserve and/or potential options for the allocation of these funds to other budget programs as part of the Late Decision Item process.
- **Late Decision Items:** The TC will have an opportunity to review any potential Late Decision Item requests during the February 2020 Budget Workshop, prior to the March adoption of the Final FY 2020-21 Annual Budget Allocation Plan.

#### **Next Steps**

- Submission of FY 2020-21 Proposed Annual Budget Allocation Plan to the OSPB on or before December 15, 2019.
- In February 2020, the TC will be asked to review and approve any Late Decision Items, and additional changes related to common policy updates, or updated forecasts of revenues.
- In March 2020, the TC will be asked to review and adopt the FY 2020-21 Final Annual Budget Allocation Plan.

#### **Appendices and Attachments**

Attachment A - FY 2020-21 Revenue Allocation Plan  
 Attachment B - Proposed Budget Reductions/Reallocations  
 Attachment C - Common Policy Updates  
 Attachment D - Presentation

## Attachment A: FY 2020-21 Revenue Allocation Plan

Line	Budget Category / Program	Rollforward from FY19-20 *Estimated	FY 2020-21 Proposed Allocation Plan	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY21 Program Budget Available including Changes (Proposed)	Funding Source
<b>1</b>	<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>						
<b>2</b>	<b>Capital Construction</b>		<b>\$976.4 M</b>			<b>\$976.4 M</b>	
<b>3</b>	<b>Asset Management</b>		<b>\$327.3 M</b>			<b>\$327.3 M</b>	
4	Surface Treatment		\$223.2 M			\$223.2 M	FHWA / SH / SB 09-108
5	Structures		\$51.8 M			\$51.8 M	FHWA / SH / SB 09-108
6	System Operations		\$33.5 M			\$33.5 M	FHWA / SH
7	Geohazards Mitigation		\$12.3 M			\$12.3 M	SB 09-108
8	Permanent Water Quality Mitigation		\$6.5 M			\$6.5 M	FHWA / SH
9	Emergency Relief		\$0.0 M			\$0.0 M	FHWA
<b>11</b>	<b>Safety</b>		<b>\$128.3 M</b>			<b>\$128.3 M</b>	
12	Highway Safety Improvement Program		\$32.8 M			\$32.8 M	FHWA / SH
13	Railway-Highway Crossings Program		\$3.6 M			\$3.6 M	FHWA / SH
14	Hot Spots		\$2.2 M			\$2.2 M	FHWA / SH
13	FASTER Safety		\$68.3 M			\$68.3 M	SB 09-108
14	ADA Compliance		\$21.4 M			\$21.4 M	FHWA / SH
<b>15</b>	<b>Mobility</b>		<b>\$520.8 M</b>			<b>\$520.8 M</b>	
16	Regional Priority Program		\$48.4 M			\$48.4 M	FHWA / SH
17	Strategic Projects		\$450.0 M			\$450.0 M	SB 17-267 / SB 19-262
18	National Highway Freight Program		\$22.4 M			\$22.4 M	FHWA / SH
<b>19</b>	<b>Maintenance and Operations</b>		<b>\$349.2 M</b>			<b>\$349.2 M</b>	
<b>20</b>	<b>Asset Management</b>		<b>\$315.3 M</b>			<b>\$315.3 M</b>	
21	Maintenance Program Areas		\$260.7 M			\$260.7 M	
22	Roadway Surface		\$36.1 M			\$36.1 M	SH
23	Roadside Facilities		\$24.1 M			\$24.1 M	SH
24	Roadside Appearance		\$10.6 M			\$10.6 M	SH
25	Structure Maintenance		\$6.1 M			\$6.1 M	SH
26	Tunnel Activities		\$5.9 M			\$5.9 M	SH
27	Snow and Ice Control		\$78.4 M			\$78.4 M	SH
28	Traffic Services		\$64.8 M			\$64.8 M	SH
29	Materials, Equipment, and Buildings		\$17.1 M			\$17.1 M	SH
30	Planning and Scheduling		\$17.6 M			\$17.6 M	SH
31	Toll Corridor General Purpose Lanes		\$2.9 M			\$2.9 M	SH
32	Property		\$18.1 M			\$18.1 M	SH
33	Road Equipment		\$21.6 M			\$21.6 M	SH
34	Maintenance Reserve Fund		\$12.0 M			\$12.0 M	SH
<b>35</b>	<b>Safety</b>		<b>\$11.4 M</b>			<b>\$11.4 M</b>	
36	Strategic Safety Program		\$11.4 M			\$11.4 M	FHWA / SH
<b>37</b>	<b>Mobility</b>		<b>\$22.6 M</b>			<b>\$22.6 M</b>	
38	Real-Time Traffic Operations		\$12.6 M			\$12.6 M	SH
39	ITS Investments		\$10.0 M			\$10.0 M	FHWA / SH
<b>40</b>	<b>Multimodal Services</b>		<b>\$68.9 M</b>			<b>\$68.9 M</b>	
<b>41</b>	<b>Mobility</b>		<b>\$68.9 M</b>			<b>\$68.9 M</b>	
42	Innovative Mobility Programs		\$11.1 M			\$11.1 M	FHWA / SH
43	Strategic Transit and Multimodal Projects		\$50.0 M			\$50.0 M	SB 17-267
44	Rail Commission		\$0.1 M			\$0.1 M	SL
45	Bustang		\$7.7 M			\$7.7 M	SB 09-108 / Fare Rev.
<b>46</b>	<b>Suballocated Programs</b>		<b>\$226.2 M</b>			<b>\$226.2 M</b>	
<b>47</b>	<b>Aeronautics</b>		<b>\$33.3 M</b>			<b>\$33.3 M</b>	
48	Aviation System Programs		\$33.3 M			\$33.3 M	SA
<b>49</b>	<b>Highway</b>		<b>\$125.8 M</b>			<b>\$125.8 M</b>	
50	STP-Metro		\$55.7 M			\$55.7 M	FHWA / LOC
51	Congestion Mitigation and Air Quality		\$50.5 M			\$50.5 M	FHWA / LOC
52	Metropolitan Planning		\$9.2 M			\$9.2 M	FHWA / FTA / LOC
53	Off-System Bridge Program		\$10.5 M			\$10.5 M	FHWA / SH / LOC
<b>54</b>	<b>Transit and Multimodal</b>		<b>\$67.1 M</b>			<b>\$67.1 M</b>	
55	Recreational Trails		\$1.6 M			\$1.6 M	FHWA
56	Safe Routes to School		\$3.1 M			\$3.1 M	FHWA
57	Transportation Alternatives Program		\$12.3 M			\$12.3 M	FHWA / LOC
58	Transit Grant Programs		\$50.1 M			\$50.1 M	FTA / LOC / SB 09-108
59	Multimodal Options Program		\$0.0 M			\$0.0 M	SB 19-125
<b>60</b>	<b>Administration &amp; Agency Operations</b>		<b>\$93.9 M</b>			<b>\$93.9 M</b>	
61	Agency Operations		\$58.3 M			\$58.3 M	FHWA / SH / SA / SB 09-108
62	Administration		\$35.7 M			\$35.7 M	SH
<b>63</b>	<b>Debt Service</b>		<b>\$62.8 M</b>			<b>\$62.8 M</b>	
64	Debt Service		\$62.8 M			\$62.8 M	FHWA / SH
<b>65</b>	<b>Contingency Reserve</b>		<b>\$51.0 M</b>			<b>\$51.0 M</b>	
66	Contingency Fund		\$15.0 M			\$15.0 M	FHWA / SH
67	Reserve Fund		\$36.0 M			\$36.0 M	FHWA / SH
<b>68</b>	<b>Other Programs</b>		<b>\$24.0 M</b>			<b>\$24.0 M</b>	
69	Safety Education		\$11.9 M			\$11.9 M	NHTSA / SSE
70	Planning and Research		\$11.7 M			\$11.7 M	FHWA / SH
71	State Infrastructure Bank		\$0.4 M			\$0.4 M	SIB
<b>72</b>	<b>TOTAL - CDOT</b>		<b>\$1,852.5 M</b>			<b>\$1,852.5 M</b>	

**Key to Acronyms:**

TC = Transportation Commission  
FR = Federal  
SL = State Legislature  
AB = Aeronautics Board  
SH = State Highway

LOC = Local  
SB = Senate Bill  
SA = State Aviation  
SIB = State Infrastructure Bank

\*Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year. The estimated roll forward budget will be incorporated prior to finalizing the FY 2021 budget, and updated after the close of FY 2020.

<b>73 COLORADO BRIDGE ENTERPRISE</b>						
74	<b>Construction</b>		\$100.2 M			\$100.2 M
75	<b>Asset Management</b>		\$100.2 M			\$100.2 M
76	Bridge Enterprise Projects		\$100.2 M			\$100.2 M SB 09-108
77	<b>Maintenance and Operations</b>		\$0.5 M			\$0.5 M
78	<b>Asset Management</b>		\$0.5 M			\$0.5 M
79	Maintenance and Preservation		\$0.5 M			\$0.5 M SB 09-108
80	<b>Administration &amp; Agency Operations</b>		\$2.0 M			\$2.0 M
81	Agency Operations		\$2.0 M			\$2.0 M SB 09-108
82	<b>Debt Service</b>		\$18.2 M			\$18.2 M
83	Debt Service		\$18.2 M			\$18.2 M FHWA / SH
84	<b>TOTAL - BRIDGE ENTERPRISE</b>		\$120.9 M			\$120.9 M

<b>85 HIGH PERFORMANCE TRANSPORTATION ENTERPRISE</b>						
86	<b>Maintenance and Operations</b>		\$11.0 M			\$11.0 M
87	Express Lanes Operations		\$11.0 M			\$11.0 M Tolls / Managed Lanes Revenue
88	<b>Administration &amp; Agency Operations</b>		\$5.6 M			\$5.6 M
89	Agency Operations		\$5.6 M			\$5.6 M Fee for Service
90	<b>Debt Service</b>		\$0.0 M			\$0.0 M
91	Debt Service		\$0.0 M			\$0.0 M Fee for Service
92	<b>TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE</b>		\$16.6 M			\$16.6 M
93	<b>TOTAL - CDOT AND ENTERPRISES</b>		\$1,990.0 M			\$1,990.0 M

**Attachment B – Proposed Budget Reductions / Reallocations**

Source of Funds	Amount	Reallocated to (Category)	Reallocated to (Program)	Amount	Completed
Connected Vehicle Ecosystem Project	\$ 11,361,130	Maintenance and Operations	Strategic Safety	\$ 11,361,130	June 2019
TSM&O Performance Programs and Services	\$ 2,794,488	Maintenance and Operations	Real-Time Traffic Operations	\$ 2,028,488	June 2019
			Maintenance Operations	\$ 700,000	June 2019
			Innovative Mobility Program	\$ 66,000	June 2019
State Planning and Research	\$ 2,929,300	Program Reserve*	Program Reserve*	\$ 2,929,300	Nov 2019
Indirect Budget	\$ 5,000,000	Capital Construction**	Capital Construction Programs**	\$ 5,000,000	Feb 2020
Administration	\$ 1,124,675	Program Reserve*	Program Reserve*	\$ 1,124,675	Nov 2019
Agency Operations	\$ 2,000,000	Program Reserve*	Program Reserve*	\$ 2,000,000	Feb 2020
<b>Total</b>	<b>\$ 25,209,593</b>			<b>\$ 25,209,593</b>	

\*\$4.05 M was reallocated to the Program Reserve in the Proposed FY 2020-21 Budget, based on reductions to the State Planning and Research and Administration budgets. An additional \$2.0 M is anticipated to be reallocated to Program Reserve in February, after some final balancing of Agency Operations programs. Staff anticipates further discussion on the ultimate allocation of these funds in February as part of Late Decision Item process. Options include retaining in Program Reserve, funding additional Maintenance and Operations Decision Items, increasing Asset Management budgets, or directly funding some indirect cost items in order to further reduce indirect costs (see below).

\*\*Indirect budget is a subcomponent of each of the capital construction programs (i.e. Surface Treatment, Structures, RPP, etc.) A target has been set to make a minimum reduction of \$5 million to the FY 21 Indirect Budget, as compared to FY 20. These funds will stay within each of their respective programs (for example, Surface Treatment), but rather than paying for indirect costs, will instead be available for additional direct construction costs (i.e. ROW, Design, and Contractor Payments)



## Attachment C - Common Policy Updates

The Administration line was updated to account for statewide common policy adjustments that were included in the Governor's November 1 Budget Request. The net of all common policy-related adjustments impacting the Administration line item is a reduction of \$1.5 million. After accounting for CDOT's decision item to reduce the line by \$1.1 million, the final request is \$35.7 million.

<b>Administration Line Adjustments</b>	
SB 19-207 FY 2019-20 Long Bill	\$38,281,507
<b>FY 2019-20 Initial Appropriation</b>	<b>\$38,281,507</b>
Payments to OIT Common Policy Adjustment *	(\$361,534)
FY 2020-21 Operating Common Policy Adjustments *	(\$1,525,802)
FY 2020-21 Total Compensation Request	\$198,241
Statewide Indirect Cost Recoveries Common Policy Adjustment *	(\$8,730)
Legal Services Allocation	\$123,173
<b>FY 2020-21 Base Request</b>	<b>\$36,706,855</b>
CDOT Decision Item R-01 Administration Efficiency Savings	(\$1,124,675)
DPA Decision Item - Paid Family Leave	\$51,120
OIT Decision Item - FY21 Budget Request Package	\$23,705
<b>FY 2020-21 Governor's Budget Request - Nov 1</b>	<b>\$35,657,005</b>

\* Payments to OIT, Operating Common Policy Adjustments and Statewide Indirect Cost Recoveries were already included in October 2019 version of the FY 2020-21 Proposed Annual Budget Allocation.

The Payments to the Office of Information Technology (OIT) common policy provides funding for information technology services, such as enterprise data center housing, mainframe utilization, server management and hosting, email services, service desk, enterprise applications, agency line of business applications, Colorado State Network, IT security, support for the statewide secure Digital Trunked Radio System, etc.

Operating common policies include services provided by the Department of Personnel & Administration such as Capitol Complex Leased Space, CORE Operations, Payments to Risk Management and Property Funds, and Workers' Compensation.

Total Compensation common policies include funding for salary increases (this year the request is for a 2% across the board salary increase for all state employees); adjustments to Health, Life and Dental benefits, and all adjustments related to payments to PERA.

Finally, both DPA and OIT submitted decision items that impact executive branch agencies, including CDOT. For more information, please refer to the Governor's FY 2020-21 Budget Request on OSPB's website: <https://www.colorado.gov/governor/office-state-planning-budgeting>.

For the Governor's November 1 request, common policy adjustments resulted in a net decrease of \$1.5 million to the appropriated Administration line, and a corresponding \$1.5 million increase to the informational only Construction, Maintenance and Operations line item so that the full Department request balances to the FY 2020-21 revenue forecast.



**COLORADO**  
Department of Transportation

**FY 2020-2021 Budget Workshop**  
**December 2019**



## **FY 2020-21 Budget**

- Review FY 2020-21 Proposed Annual Budget Allocation Plan, including Appendices
- Review Opportunities to Find Efficiencies and Reprioritize the FY21 Budget
- Review other changes to Administration and Program Reserve
- Review additional potential changes to the FY 2020-21 Annual Budget



# FY 2020-21 Proposed Budget Allocation Plan

<https://www.codot.gov/business/budget/cdot-budget/draft-budget-documents/fy-2020-21-budget-allocation-plan>



Fiscal Year 2020-21

## Proposed Budget Allocation Plan

Governor Jared Polis  
November 15, 2019

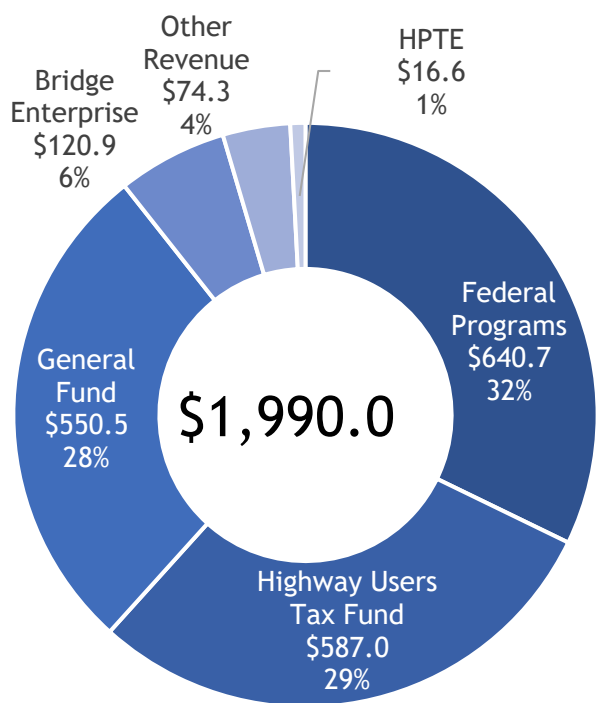
### Appendices to the FY 2020-21 Budget Narrative:

- FY 2020-21 Revenue Allocation Plan
- FY 2020-21 Spending Plan
- FY 2020-21 Estimated Construction Budget
- FY 2020-21 CE and Indirect Allocations
- List of Open Projects
- List of Planned Projects

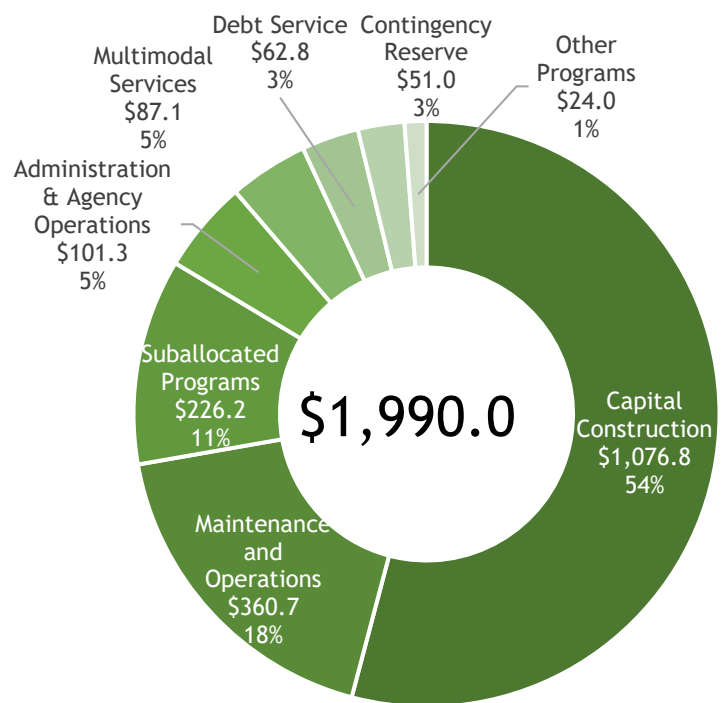


# FY 2020-21 Proposed Budget Allocation

## Sources of Funding



## Uses of Funding





# Efficiencies and Opportunities to Reprioritize Budget

## Over \$25M Redirected to Core Programs

Source of Funds	Amount	Reallocated to (Category)	Reallocated to (Program)	Amount	Completed
Connected Vehicle Ecosystem Project	\$ 11,361,130	Maintenance and Operations	Strategic Safety	\$ 11,361,130	June 2019
TSM&O Performance Programs and Services	\$ 2,794,488	Maintenance and Operations	Real-Time Traffic Operations	\$ 2,028,488	June 2019
			Maintenance Operations	\$ 700,000	June 2019
			Innovative Mobility Program	\$ 66,000	June 2019
State Planning and Research	\$ 2,929,300	Program Reserve*	Program Reserve*	\$ 2,929,300	Nov 2019
Indirect Budget	\$ 5,000,000	Capital Construction**	Capital Construction Programs**	\$ 5,000,000	Feb 2020
Administration	\$ 1,124,675	Program Reserve*	Program Reserve*	\$ 1,124,675	Nov 2019
Agency Operations	\$ 2,000,000	Program Reserve*	Program Reserve*	\$ 2,000,000	Feb 2020
<b>Total</b>	<b>\$ 25,209,593</b>			<b>\$ 25,209,593</b>	

\*\$4.05 M was reallocated to the Program Reserve in the Proposed FY 2020-21 Budget, based on reductions to the State Planning and Research and Administration budgets. An additional \$2.0 M is anticipated to be reallocated to Program Reserve in February, after some final balancing of Agency Operations programs. Staff anticipates further discussion on the ultimate allocation of these funds in February as part of Late Decision Item process. Options include retaining in Program Reserve, funding additional Maintenance and Operations Decision Items, increasing Asset Management budgets, or directly funding some indirect cost items in order to further reduce indirect costs (see below).

\*\*Indirect budget is a subcomponent of each of the capital construction programs (i.e. Surface Treatment, Structures, RPP, etc.) A target has been set to make a minimum reduction of \$5 million to the FY 21 Indirect Budget, as compared to FY 20. These funds will stay within each of their respective programs (for example, Surface Treatment), but rather than paying for indirect costs, will instead be available for additional direct construction costs (i.e. ROW, Design, and Contractor Payments)



# Changes to the Administration Line Item

## Decision Item in Governor's Nov 1 Budget

### Decision Item: R-01 Administration Efficiency Savings

As part of the Governor's November 1 Budget Request, CDOT requested a \$1.1M ongoing reduction in the Administration line.

- Captures savings associated with reduced base funding for Division, Office and Region Administration budgets.
- Represents a 5% reduction to spending on administrative activities that are paid for by the State Highway Fund.

### Savings will be redirected to core construction & maintenance and operations programs:

Amount	Source of Reduction
\$728,000	Reductions to division / office operating budgets
\$231,675	reduced budgets for vacant positions
\$134,438	Refinancing one position to the indirect budget
\$30,562	General vacancy savings
<b>\$1,124,675</b>	<b>Total Amount to be Redirected to Core Programs</b>



- Improving Safety
- Expanding Multimodal Options
- Planning & Execution



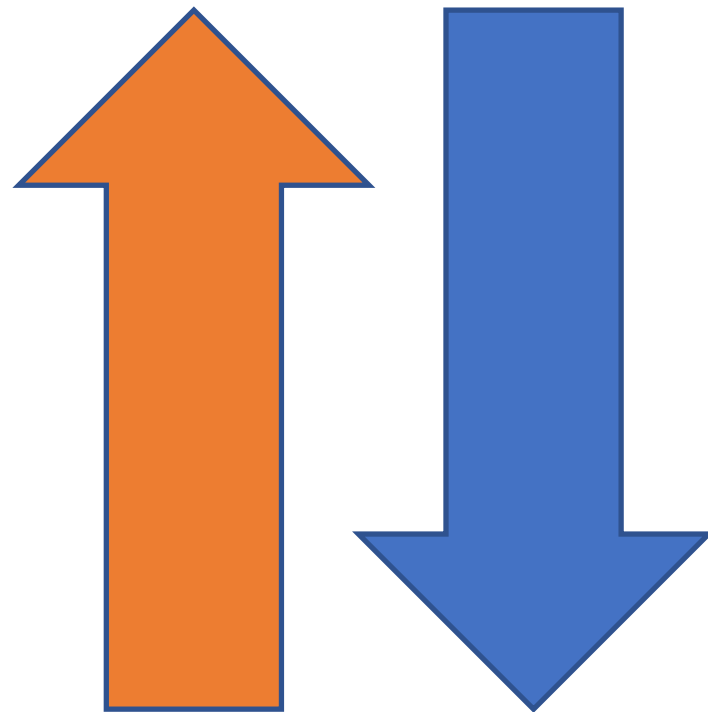
**COLORADO**  
Department of Transportation

# Potential Changes to the FY 2020-21 Proposed Budget

**Administration line** - changes resulting from the legislative budget process

**TC Contingency and Program Reserve lines** - changes based on forecasted balances and other changes to the budget

**Late Decision Items** - additional requests from Divisions and Regions may be presented in February 2020







**COLORADO**  
Department of Transportation

Questions?

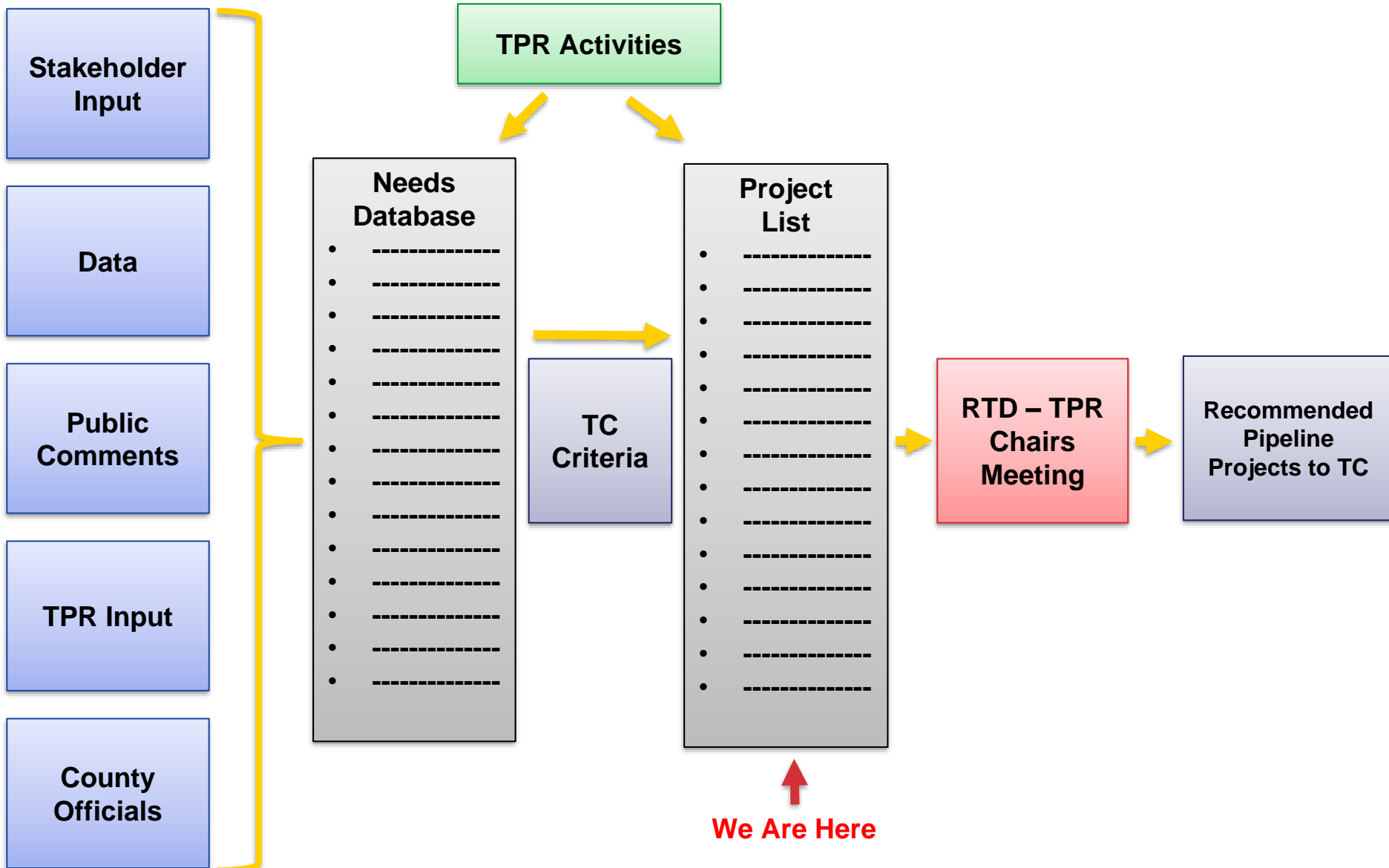


# 10 Year Strategic Pipeline of Projects Update

December 6, 2019



# 10-Year Strategic Pipeline Development





**YOUR**  
**TRANSPORTATION**  
**PLAN**

**CONNECTION. CHOICE.  
COLORADO FOR ALL.**

## **Fiscal Constraint**

*December 6, 2019*



# Questions for Transportation Commission

---

## Question:

**Is \$500M per year, for years 5-10 of the Strategic Pipeline, the appropriate level for fiscal constraint?**



# Questions for Transportation Commission

---

**Answer:**

**Yes, \$500M per for years 5-10.**



# Questions for Transportation Commission

---

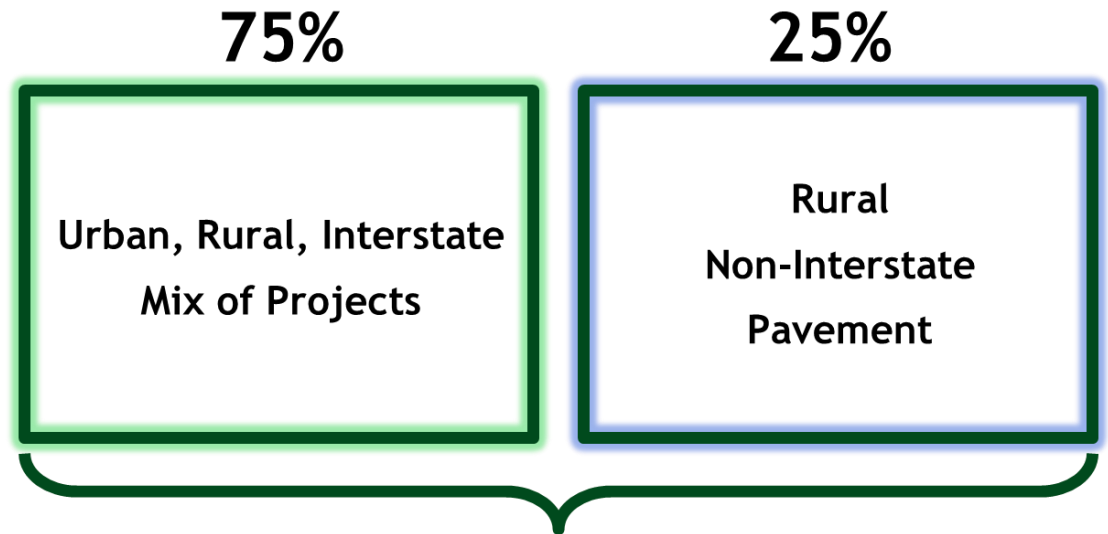
## Question:

Should there be a funding split  
between capital and asset  
management projects?



# Questions for Transportation Commission

Similar to  
the New  
Funding  
Discussion?



*50% of total investment should include elements of Surface Treatment and Bridge*





# Questions for Transportation Commission

---

## Answer:

**Yes, using the model that was developed as part of the new funding discussion.**



# Questions for Transportation Commission

---

## Question:

Should there is a set a side for transit?



# Questions for Transportation Commission

---

**Answer:**

**Yes, 10% should be set a side for transit.**



**YOUR**  
**TRANSPORTATION**  
**PLAN** CONNECTION. CHOICE.  
COLORADO FOR ALL.

# Regional Transportation Plan Outline (DRAFT)

December 6, 2019



# RTP Outline

---

- TPR Overview/Introduction
  - Photos
  - Maps
  - Description of what makes your TPR unique
  - Letter from TPR chair



# RTP Outline

---

- Regional Transportation Snapshot
  - Key data findings (current and forecasted)
    - Population and employment
    - Older adult population
    - Congestion
    - VMT
    - Freight VMT
    - Crash Data
    - Pavement Condition
    - Transit
    - Bicycle and Pedestrian, scenic byways, main streets
    - Airports
  - Economic Vitality - Description of TPR top industries and how transportation supports those industries.



# RTP Outline

---

- TPR Mission Statement and Goals
  - Developed by each TPR during meetings #1 and #2
- Process and Public/Stakeholder Input
  - Plan Development Process
  - What we've heard



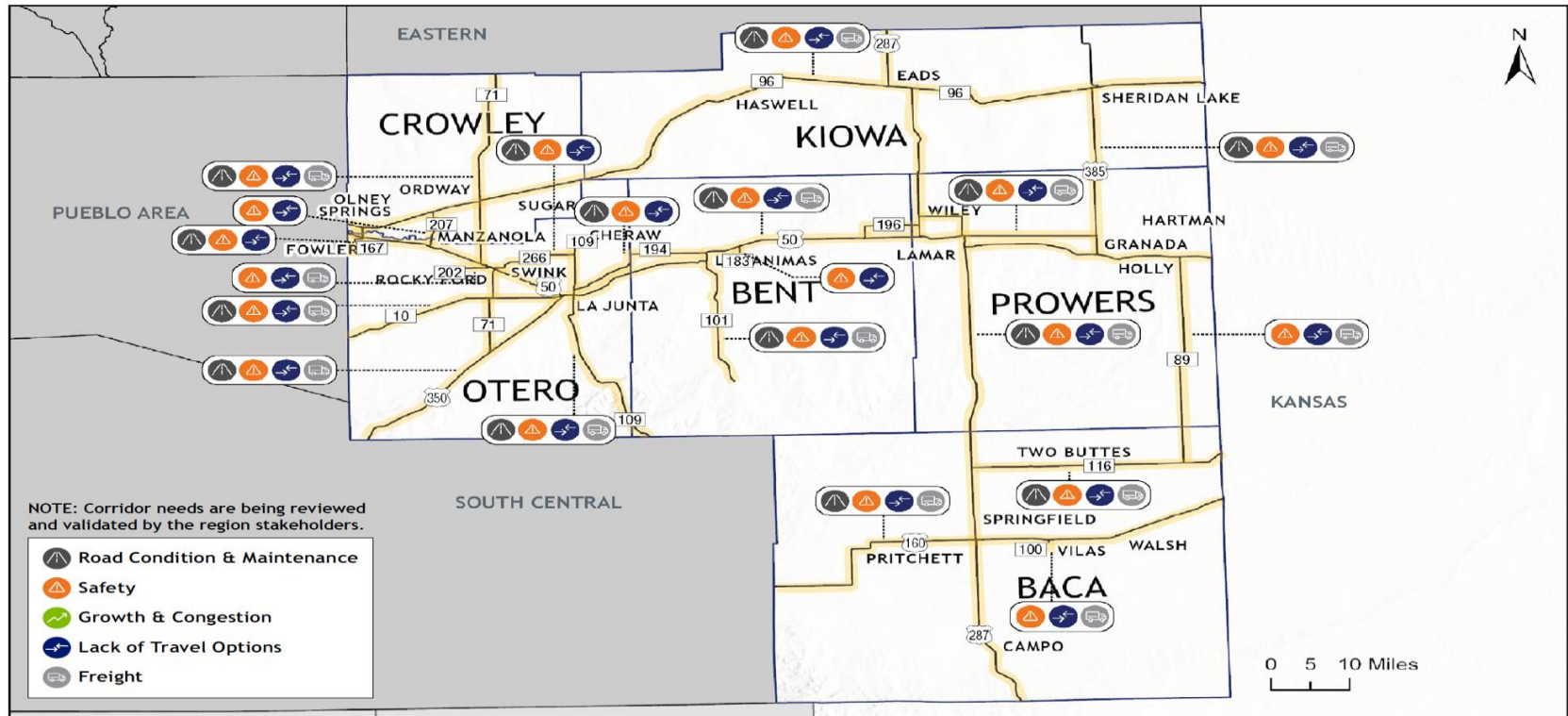
# RTP Outline

## Corridor Needs

### SOUTHEAST NEEDS BY CORRIDOR

We've taken what we heard from county officials, key stakeholders and the public in the Southeast region and compared it with key data findings (e.g., crash patterns, road condition, congestion points) to identify a consensus of state highway and interstate needs. The map below shows those identified needs. The next step in the planning process is to identify the specific projects that will address these corridor needs.

*While an icon represents that a particular need exists somewhere along the corridor, this does not mean this need exists along the whole corridor.*



Source: 2019 Your Transportation Plan MetroQuest Online Survey, County Meetings, Transportation Planning Region Meetings, Stakeholder Meetings, Telephone Town Halls





# RTP Outline

---

- Transportation Topics: Select 2 - 3
  - Public health
  - Freight movement
  - Region/Interregional Transit
  - Tourism
  - Multimodal hubs
  - Innovative mobility
  - Bicycle/Pedestrian/Scenic Byways
  - National Parks/Federal Lands
  - Resiliency
  - Climate Change
  - Sustainability
  - Other?



# RTP Outline

---

- Projects and Priorities
- Implementation Plan
- Appendices



**COLORADO**  
**Department of Transportation**  
 Division of Transportation Development

**DATE:** December 6, 2019  
**TO:** Statewide Transportation Advisory Committee  
**FROM:** Rebecca White, Director, Division of Transportation Development (DTD)  
 Bentley Henderson, Chairman of Intermountain TPR  
**SUBJECT:** Federal Lands Access Program (FLAP) Projects

**Purpose**

Review of projects proposed for submission under the Federal Lands Access Program (FLAP).

**Action**

None. Informational Only.

**Background**

The FLAP is a competitive, discretionary program for states, counties, tribes and local governments. The program provides funds for transportation facilities that provide access to, or are located on or adjacent to Federal lands, with emphasis placed on facilities that improve access to high use recreation sites or Federal economic generators. The Federal lands access transportation facility must be owned or maintained by the state, tribe or local government.

Each State is required to create a committee composed of a representative of the FHWA, a representative of the State DOT, and a representative of the appropriate political subdivisions of the State. This committee, known as the Colorado Programming Decisions Committee, makes programming decisions for FLAP funds. Furthermore, the committee is responsible for soliciting FLAP proposals, developing selection criteria, establishing an evaluation process, and selecting projects.

The committee is required to cooperate with applicable Federal Land Management Agencies within the State prior to any joint discussion or final programming decision. Such agencies include the National Park Service, the US Forest Service, the US Fish and Wildlife Service, the Bureau of Land Management, the US Army Corps of Engineers, the Dept. of Energy, the Dept. of Defense, etc. Eligible projects include engineering, rehabilitation, restoration, construction, reconstruction, transportation planning, and research of Federal lands access transportation facilities.

**Details**

The Colorado Programming Decision Committee (COPDC) comprised of three members. These include:

- Mr. Chris Longley, Planning and Programming Branch Chief, FHWA - CFLHD;
- Mr. Jerad Esquibel, Director of Division of Project Support, Colorado Department of Transportation; and
- Mr. Bentley Henderson, Assistant County Manager, Summit County (or designated representative)

The COPDC met on July 22<sup>nd</sup> and evaluated 22 applications submitted by various agencies across the state. The evaluation process was quite structured with pre-established criteria and ranking measures defined.

- 22 total applications; 4 State, 11 County, 7 City/Town, all 5 CDOT Regions
  - \$133 million total project costs
  - \$101 million in grant funding requested
- 7 projects short listed - (the projects in the spreadsheet are not listed in any particular order)

- \$40.8 million total project costs
- \$13.5 Million from Local/State Funds
- \$27.3 Million from the Federal Lands Access Program

Table 3 further outlines the list of short listed FLAP projects. Project's advertisement for construction are tentatively planned for 2023 and 2024. FHWA-CFLHD will be the lead delivery agency for design, NEPA, and construction. The next call for projects is anticipated to be in 2021 or 2022, assuming Congress and the President continue the FLAP program after the FAST Act expires.

**Table 3**  
**Short Listed FLAP Projects**

Project Name	Applicant	Project Description	Total Project Cost
Mount Evans	CDOT	Highway 5 roadway stabilization in high alpine environment.	\$3,000,000
Mesa Verde	Montezuma County	Crusher fine trail Mancos to Mesa Verde.	\$4,500,000
Red Mt. Pass	CDOT	Parking area improvements / retaining wall construction.	\$4,100,000
Douglas Pass	CDOT	Highway 139 slope stabilization.	\$12,000,000
Lake Nighthorse	City of Durango	Road enhancements, parking lot improvements, and path construction.	\$5,100,000
Brown's Canyon	Chaffee County	Road widening and safety improvements.	\$2,100,000
Horsetooth and Carter Reservoirs	Larimer County	Improvements to roads and parking areas at Horsetooth, parking lot construction and improvements at Carter.	\$10,000,000