



COLORADO
Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

February 22, 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 January Meeting Minutes – Vince Rogalski, STAC Chair**
- 9:10-9:20 **Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair**
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:35 **TPR Reports (Informational Update) – STAC Representatives**
- Brief update from STAC members on activities in their TPRs.
- 9:35-10:00 **Federal and State Legislative Report (Informational Update) – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)**
- Update on recent federal and state legislative activity.
- 10:00-10:15 **STAC Elections (Action Item) – Vince Rogalski, STAC Chair**
- STAC elections for the Vice-Chair position.
- 10:15-10:30 **INFRA Discretionary Grants (Informational Update) – Debra Perkins-Smith, Division of Transportation Development (DTD) and Herman Stockinger, OPGR**
- Update on the recently released INFRA discretionary grant opportunity.
- 10:30-10:40 **Break**
- 10:40-11:00 **Low Emission Vehicle (LEV) Rule and Electric Vehicle Executive Order (Informational Update) – Colorado Department of Public Health and Environment (CDPHE)**
- Update on the LEV Rule and the Governor's Executive Order for electric vehicles.
- 11:00-11:15 **Colorado Resilience Institutionalization Project Outreach Initiative (Informational Update) – Colorado Resiliency Office (CRO)**
- Information on the upcoming outreach efforts of the Colorado Resiliency Office.
- 11:15-11:30 **2045 Statewide Plan Update (Informational / Discussion) – Marissa Gaughan, DTD**
- Update on the upcoming 2045 Statewide Plan activities.
- 11:30-11:55 **Traffic Incident Management (Informational Update) – Ryan Rice, Division of Mobility Operations**
- Overview of the Traffic Incident Management (TIM) program and its benefits to the community.
- 11:55-12:00 **Other Business- Vince Rogalski**
- 12:00 **Adjourn**

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

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

**STAC Meeting Minutes
January 25th, 2019**

Location: CDOT Headquarters Auditorium
Date/Time: January 25th, 2019; 9:00 a.m. – 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (STAC Chair and Gunnison Valley TPR), Heather Sloop (Northwest TPR), Michael Yohn (San Luis Valley TPR), John Liosatos (Pikes Peak Area COG), Andy Pico (Pikes Peak Area COG), Norm Steen (Pikes Peak Area COG), Andy Gunning (Pikes Peak Area COG), Kristie Melendez (North Front Range MPO), Suzette Mallette (North Front Range MPO), Dave Clark (North Front Range MPO), Sean Conway (North Front Range MPO), Peter Baier (Grand Valley MPO), Jim Baldwin (Southeast TPR), Dick Elsner (Central Front Range TPR), Terry Hart (Pueblo Area COG), Gary Beedy (Eastern TPR), Elise Jones (Denver Regional COG), Ron Papsdorf (Denver Regional COG), Roger Partridge (Denver Regional COG), Barbara Kirkmeyer (Upper Front Range TPR), Elizabeth Relford (Upper Front Range TPR), Bentley Henderson (Intermountain TPR).

On the Phone: Amber Blake (Southwest TPR), Keith Baker (San Luis Valley TPR), Walt Boulden (South Central TPR), Stephanie Gonzales (South Central TPR), Doug McDonald (Southern Ute Indian Tribe), Dean Bressler (Grand Valley MPO).

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & November/December STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of November/December STAC Minutes without revisions. 	<i>Minutes approved.</i>
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ The TC is preparing for the 2045 Statewide Transportation Plan (SWP) with revenue projections, including High, Medium, and Low scenarios discussed. ○ Currently they are reviewing resource allocation formulas and so far they have concurred with STAC recommendations on each one. ○ RPP will be discussed at the next meeting. • <u>High Performance Transportation Enterprise</u> 	No action.

	<ul style="list-style-type: none"> ○ HPTE is repaying its original founding loans from CDOT. Most recently they made a payment of \$250,000 and plan to continuing paying these back on a 6-month schedule. 	
<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> ● <u>DRCOG</u>: Approved money for the RAQC to do additional air quality modeling was needed based on our failure to attain the 2008 ozone standard and in preparation for the 2015 standard (which will be even more of a challenge); approved FAST Act Safety Targets, approved new Bridge Enterprise funds for the South I-25 Gap project; adopted first-ever Active Transportation Plan that looks at self-powered mobility and health; CDOT ED Shoshana Lew attended last DRCOG meeting and we appreciate it. ● <u>GVMPO</u>: 29 Road PEL had a good presentation to all the elected boards, public outreach coming in February, 29 Road is a major connection to I-70 and the airport; recent TIF Study completed for new housing, first in 20+ years; starting work on the 2045 Regional Plan; Palisade Plunge Trail construction to begin in the summer thanks in part to a Colorado the Beautiful grant that will cover about ½ of the total cost; thanks to the CDOT-supported Mobility Management position we are conducting interviews and should have someone onboard shortly. ● <u>NFRMPO</u>: I-25 Design Build project between SH 14 to SH 402 is underway thanks to the great collaboration, work between SH 392 and SH 402 is the main focus right now; US 34 PEL final report released earlier this month. ● <u>PACOG</u>: I-25 ILEX is nearly complete, only thing remaining is a bit more paving; US 50 West is also pretty much done, just a little striping left to do based on weather; Green Truss Bridge project finally wrapped up after a long time; some more paving getting ready to go on US 50 east out of the city; joint TPR meeting coming up next week; progressing nicely on study to relocate transit facility, considering some new potential sites; happy to report that the Pueblo - Colorado Springs Bustang line has begun operations and is working nicely. ● <u>PPACG</u>: CDOT conducted a safety study on SH 94 between Schriever AFB and Peterson AFB, we look forward to working with CDOT on the next steps there; hosting a Transportation Technology Forum on Monday, February 4th, bringing in an expert from TTI plus Lisa Streisfeld on a panel as well, please come see that if you're interested; recently discussed ADA compliance at the TPR meeting, also had an election of board officers so Andy Pico and Norm Steen will be continuing in their roles. 	<p>No action.</p>

- Central Front Range: Want to remind folks that other than I-70, US 285, US 24, and US 50 are key mountain corridors that have reached capacity; new Bustang route to Fairplay is much appreciated; I would rather drive through a blizzard in South Park than on I-25 in Denver; thanks to CDOT for their excellent snow plow drivers, what they do is amazing.
- Eastern: Starting to look at projects for the 2045 plan; one I-70 project has received funding through the SB 267 funds, first major rebuild in decades, drove on it last week and the rutting is quite extreme, there are still some major sections on I-70 that we need to keep in mind for full reconstruction, they're reaching their 45-year lifetime and may fail in the near future, these are major corridors that support the Front Range; on other corridors we have need of shoulders and other safety improvements; we reviewed the SH 71 freight diversion study to consider how improvements to that corridor would decrease truck traffic on I-70, so far the numbers appear that they could be substantial and help alleviate congestion while spreading some economic benefits to other parts of the state; Texas and the Ports to Plains corridor are looking at a potential Interstate designation for US 287 and CO should consider how we want to engage with that, it could benefit the state and might result in more federal dollars for improvement.
- Gunnison Valley: We're over 100% of average snow fall right now; no complaints crossing South Park other than low visibility; Region 5 working on a region-wide chain up station improvement effort, there were tire checks occurring on Monarch Pass yesterday, which helps prevent accidents; working on ADA ramps in Delta; a lot of other stuff in design right now; major focus right now is on our FLAP grant, \$18 million for Little Blue Creek Canyon, a narrow road between two cliffs to widen the road, improve safety, etc. but the issue is that it will require full closures, this is a major route between Montrose and Gunnison and will require an hour+ detour over SH 92; looking to start construction in spring of 2020 and people are already getting anxious.
- Intermountain: It's also snowing constantly in the Intermountain TPR, so come up here instead of Steamboat; met with the TPR a few weeks back and had some good discussion; moving towards Exit 203 work that is critical to Summit Co. and I-70 users in general; first meeting on FLAP grant application process last week, applications likely in early March with a deadline of early June, hoping for some regional or TPR/MPO presentations by the Central Federal Lands folks to talk about that, I encourage you to take advantage of those funds if you have a suitable project, they will also come to present at the STAC.

- Northwest: The TPR hasn't met since the last STAC meeting, so there's not a lot to report, it's just snowing really hard - come up and ski.
- San Luis Valley: There are 6 inches of snow on the ground and temperatures 20 below, so it's a tough situation but CDOT is doing a wonderful job of keeping things clear; the SLV radar project is ongoing, the Valley is a bit of a black hole in terms of radar, so that's needed; we have a TPR meeting next week.
- South Central: Nothing much to report other than joint TPR on Monday then full TPR in March.
- Southeast: Bridge surface repairs on SH 167 near Fowler, another major replacement on SH 71 north of Rocky Ford, another near just north of there on SH 266 over Holbrook Canal, another coming soon on SH 10 near Swink; joint TPR meeting coming next Monday, then the regular TPR meeting in March; also working on Regional Coordinating Council for transit and mobility, getting the ball rolling on that.
- Southwest: TPR last met in December; a few projects ongoing in the region, signal project on US 550 / US 160, still moving forward despite snow; passing lanes on US 550 near Towaoc; also hosting a panel discussion and forum on ADA, public transit, better agency coordination, etc. on January 28th in Durango; pleased to support the SUIT application for the US 550 Animas Crossing project, we're hoping that it will compete well.
- Upper Front Range: Approved a CMAQ grant for a roundabout in Estes Park and have also changed up the way we distribute CMAQ to make it most efficient, rotating between Larimer and Weld counties from now on; CDOT also collaborating with us to assist with tackling some of the issues with Buy America waivers that we were facing, CDOT R4 and Weld Co. came together to make those whole; also focused on CR 49 and US 85 as truck traffic shifts between them, creating new safety challenges; SH 52 is a new focus and considering approaching Boulder Co. about a potential PEL collaboration on that corridor; US 85 Incident Management Plan being developed so we had a TIMs training there recently, it was very beneficial and we might consider having another one here at the STAC in the future.
- Southern Ute Indian Tribe: Nothing significant to add to Amber's comments.
- Ute Mountain Ute Indian Tribe: *No report.*
- FHWA: *No report.*

<p>Federal and State Legislative Report / Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>State Update</u> <ul style="list-style-type: none"> ○ On January 17th, Governor Polis issued Executive Order B 2019-002 “Supporting a Transition to Zero Emission Vehicles”, which included 4 directives: <ul style="list-style-type: none"> ▪ State agencies will participate in a working group on transportation electrification. ▪ CDPHE will revise the state’s VW Settlement Beneficiary Mitigation Plan to focus all remaining funds on transportation electrification. ▪ CDPHE will develop a rule for a Colorado Zero Emission Vehicle program. ▪ CDOT will develop a zero emission vehicle and clean transportation plan that aligns departmental policies with electrification goals. ○ Staff are seeking clarification from the Governor’s Office on several points and will share more information with the STAC when available. ○ CDOT staff are tracking a number of potential bills that may impact CDOT, including items related to distracted driving, managed lanes, property acquisition, and funding. <ul style="list-style-type: none"> ▪ Staff will update the STAC on these bills as more information becomes available in future months. • <u>Federal Update</u> <ul style="list-style-type: none"> ○ At the time of the STAC Meeting it was Day 34 of the federal shutdown and there was no end anticipated in the near future. However, later that afternoon a deal was reached to reopen the government. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Gary Beedy</u>: Any consideration of how the Executive Order on moving towards ZEVs would impact gas tax revenues? • <u>Debra Perkins-Smith</u>: Under the last Governor there was a State Electric Vehicles Plan that included a recommendation to consider a RUC or other source of funding that would offset the loss of gas tax revenues, so that investigation will continue. • <u>Suzette Mallette</u>: How does the referred measure identified in SB 1 impact what else is going on now? • <u>Andy Karsian</u>: SB 1 included a referred measure for 2019 in the case that the 2018 ballot propositions didn’t pass. At the time it was suggested that a \$2.3 billion ballot measure be put to the voters, and that if that proposition also failed in 2019 then \$50 million would be transferred from the General Fund to pay for transportation projects. That was in 2018, but now with the new 2019 Legislature a lot of people 	<p>No action.</p>
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	<p>I've spoken to don't like the idea and there's a question of whether it will survive in its current form. Some people are saying that it feels too similar to the measure that failed in 2018, there's not yet a consensus around what a new proposition should look like, and the dollar amount doesn't feel right to many people. There have been other conversations about dropping the original measure but keeping the \$50 million General Fund transfer, possibly coupled with a 2019 "de-Brucing" measure that would allow the state to keep tax revenues instead of having to go to the voters and ask for tax increases.</p> <ul style="list-style-type: none"> • <u>Debra Perkins-Smith</u>: Are there any bills related to seat belts? • <u>Andy Karsian</u>: Unfortunately, no. • <u>Norm Steen</u>: Have there been any discussions with Senator Cook around SB 51, which would increase the existing SB 1 transfer from \$150 million to \$340 million. • <u>Andy Karsian</u>: Right now it's a bit of a placeholder bill for the Republicans that they may return to in future negotiations, but it's not really developing at the moment. 	
<p>INFRA Discretionary Grants / Debra Perkins-Smith (CDOT Division of Transportation Development) and Herman Stockinger (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • INFRA grants are intended to support economic vitality at a national and regional level, attract non-federal sources of investment, and deploy innovative technologies. There are \$902.5 million available nationwide and applications are due March 4th. • CDOT (or any other entity) may submit no more than 3 applications. Required match is 40% but competitive applications will likely have a higher match level. • CDOT staff reviewed potential projects with members of the Freight Advisory Council (FAC), who narrowed the field to 6 options: <ul style="list-style-type: none"> ○ US 85 and 120th Ave. <ul style="list-style-type: none"> ▪ Grade separation and bridge over Union Pacific line. ▪ Potential for Adams Co. to submit with CDOT support. ○ US 287: Passing Lanes from OK State Line to Kit Carson <ul style="list-style-type: none"> ▪ Potential alignment with OK plans to improve their section of US 287. ○ SH 13: Rifle North <ul style="list-style-type: none"> ▪ Safety and mobility improvements, including shoulders, curve straightening, and wildlife mitigation. ▪ Risk and resiliency element given lack of alternate detours in the region. ○ SH 71: Heartland Express <ul style="list-style-type: none"> ▪ Improve pavement and make safety improvements. ▪ Potential for freight platooning or autonomous vehicle deployments. ○ US 160 / SH 151 Wildlife Project <ul style="list-style-type: none"> ▪ Very high rate of collisions. ▪ Potential for Colorado Parks and Wildlife to support with funding. 	<p><i>The STAC voted to recommend CDOT submission of the US 287, SH 13, and Smart Fiber Infrastructure projects as well as support for Adams County's US 85 project submission.</i></p>

- Smart Fiber Infrastructure
 - Build-out of fiber backbone on I-25: Walsenburg to NM State Line, I-76: Sterling to NE State Line, I-70: Grand Junction to UT State Line, and US 160: Wolf Creek Pass to Bayfield.
 - Additional technology deployment of cameras, weather sensors, VMS, an in-motion weigh stations.
- CDOT staff would welcome any input from representatives or a motion from the STAC to recommend specific project submissions to the Transportation Commission.

STAC Discussion

- Bentley Henderson: Is the 3 application limit for the whole state or for each agency?
- Debra Perkins-Smith: Each agency can submit up to 3, so the state as a whole could have more than that.
- Barbara Kirkmeyer: UFR would lean towards US 85, US 287, and Smart Fiber Infrastructure. I don't like the idea of Adams Co. submitting separately because they would be competing with the others.
- Heather Sloop: Our TPR has been discussing this internally – SH 13 is not even in our TPR but it's a big concern because of the 6 deaths that have occurred there. This is also imperative because of the resiliency element.
- Barbara Kirkmeyer: I don't disagree that it's important, I just feel that it may be less competitive.
- Ron Papsdorf: Do you have an analysis of the last INFRA round in terms of awarded projects? Also, if your goal is to match around 50% and you only have \$50 million available to do that, would these all fall into the small project category? If we're at the upper end of the small project pool, that's only \$90 million nationwide. How well can we compete in that narrow field?
- Herman Stockinger: We would love to go for a bigger project but we don't know necessarily which one to go with.
- Gary Beedy: Is US 287 the only one that would be considered rural?
- Herman Stockinger: SH 13 is in Garfield Co., which may still be considered rural by the Federal definition. For the Smart Fiber Infrastructure, we would have to look at the specific locations.
- Barbara Kirkmeyer: I would move to recommend US 287, SH 13, and Smart Fiber Infrastructure with support for Adams Co.'s submission of US 85.
- Heather Sloop: Second.

	<ul style="list-style-type: none"> • <u>Ron Papsdorf</u>: I would suggest looking to some other agencies to pull together enough money to put these into the lower end of the Large Project category, where I think we'll compete better than in the upper end of the Small Project bucket. • <u>Norm Steen</u>: Are letters of support important in this process? Would it be helpful for MPOs around the state, who maybe aren't directly affected by these projects, to express their support nonetheless? • <u>Debra Perkins-Smith</u>: Letters of support are always welcome and we will provide information on how you can submit those to Herman's office, since they submit the applications. • <u>John Liosatos</u>: Did CDOT consider the strategy of submitting fewer than 3 applications? Is a single application from the state more forceful than 3 or more different submissions? • <u>Debra Perkins-Smith</u>: In the past we have sometimes decided to submit a single grant application rather than multiples, and we're still talking through strategy, so we're not closing the door on any possibilities. • <u>Josh Laipply</u>: In the last grant round we were actually awarded for two applications, so it doesn't necessarily hurt you to submit more than one at a time. • <u>Elise Jones</u>: I support all of the projects here and especially I think that the Smart Fiber Infrastructure aligns very nicely with RoadX while the SH 13: Rifle North has a good resiliency element. <p>STAC Action</p> <ul style="list-style-type: none"> • The STAC representatives voted unanimously to recommend CDOT submission of 3 projects and support for a 4th (to be submitted by Adams Co.). <ul style="list-style-type: none"> ○ US 287: Passing Lanes from OK State Line to Kit Carson ○ SH 13: Rifle North Safety and Mobility Improvements ○ Statewide Smart Fiber Infrastructure ○ Support for: Adams County's US 85 and 120th Ave: Bridge / Grade Separation 	
<p>Colorado Aviation System Plan / David Ulane (CDOT Division of Aeronautics)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The Colorado Aviation System Plan (CASP) is currently being developed. <ul style="list-style-type: none"> ○ The last CASP was completed in 2011, then updated in 2015. • The current version is based on FAA guidance and will consider new elements like multimodal connection, air quality, and other emerging issues. <ul style="list-style-type: none"> ○ It does not replace individual airport master plans – rather it is a top-down analysis and a resource for airports to access. ○ The consultant team is from Kimley-Horn. 	<p>No action.</p>

- The CASP development process is performance-based and follows a similar structure to that of the Statewide Transportation Plan and will:
- Develop an inventory, assess needs, and discuss emerging issues.
 - Incorporate federal data on airports considered to be nationally significant.
 - Consider overall funding needs, but not develop a specific list of projects.
 - Ensure consistency with other CDOT plans, including the Statewide Transportation Plan (SWP).
- The CASP team is seeking STAC input in 3 specific areas: regional aviation issues and needs, regional environmental considerations, and intermodal considerations.
 - Planning to host a webinar on February 14th to solicit input.
 - Staff are also happy to meet with STAC members individually if desired.
- The accompanying Colorado Aviation Economic Impact Study (CEIS) will evaluate the economic impacts of on-airport businesses and activities and other spin-off or multiplier impacts (both indirect and induced) of airports throughout Colorado.
 - The CEIS helps to communicate the benefits of airports, both quantitative and qualitative, and validate continued public investment in the airport system.
- For more information, visit: <https://www.coloradoaviationsystem.com/>.

STAC Comments

- Dave Clark: At the Northern Colorado Regional Airport we're in the process of putting together a "virtual air traffic control tower" based on cameras around the airport coupled with a 360-degree screen. It's an interesting new project that could allow for remote air traffic control of any airport that had the necessary camera system installed.
- Dave Ulane: That project is actually being fully funded by CDOT's Division of Aeronautics in partnership with the FAA, and you're right that it's a great project. Currently we're in passive testing mode and aiming to be certified and fully functional by the start of 2020.
- Suzette Mallette: Is technology being incorporated into this as well?
- Pam Keidel-Adams: Yes, it is a consideration that we are including. You mentioned zero emission vehicles earlier in the agenda and there are actually electric aircraft being developed right now that may factor into the equation someday. But a lot of the technology discussion at this point is about the airport facilities themselves, like the one that David just discussed.
- Andy Pico: One issue that's bubbling up right now is encroachment, which I think is likely to affect a lot of airports in the near future. I urge you to include that as a topic to address in your plan.

	<ul style="list-style-type: none"> • <u>Pam Keidel-Adams</u>: We are including the land use surrounding the airports as one of our performance indicators. • <u>Ron Papsdorf</u>: DRCOG is getting ready to update our Regional Transportation Plan and I think it would be great to sit down with you and line these two efforts up. Noise is a big issue that's being raised around Centennial airport right now and we want to consider that type of issue in our plan. • <u>Pam Keidel-Adams</u>: I would be happy to do that. I think that sometimes the information in the Colorado Aviation Economic Impact Study helps to mitigate some of those noise concerns, but I agree that it would be good to discuss. • <u>Norm Steen</u>: Is air freight a consideration in this effort? • <u>Pam Keidel-Adams</u>: Generally, the individual airports consider freight movement as part of their master plans. But we will address the more general issue of intermodal connections to and from airports, which would include freight movements. • <u>Norm Steen</u>: That's good. I spent many years in the freight world and I know that getting in and out of smaller airports can be a challenge. 	
<p>SB 18-001 Multimodal Options Fund / Debra Perkins-Smith (CDOT Division of Transportation Development) and David Krutsinger (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Amber Blake (SW), Heather Sloop (NW), and Elise Jones (DRCOG) were identified at a previous meeting to participate on behalf of STAC in the Multimodal Options Fund committee designated by SB 1 to determine local allocation formulas. All the other participating groups are identifying their representatives and the first meeting will occur soon. <p>STAC Comments</p> <ul style="list-style-type: none"> • <i>No discussion.</i> 	<p>No action.</p>
<p>SB 267 Transit Project Portfolio / David Krutsinger (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • As a reminder, SB 267 is a loan instrument over 4 years and 10% of the funds generated are to be dedicated to transit. • The first tranche of that funding is \$38 million, and \$9.5 million has already been released in a call for projects for rural transit projects. Today we'll focus on the remaining \$28.5 million. • DTR is looking to diversify the use of these funds beyond just Park & Rides, to include items like maintenance facilities for Bustang, and also seeking partnership projects. 	<p>No action.</p>

	<ul style="list-style-type: none"> • Many of these would have been addressed using funds from Proposition #110, but when that measure failed CDOT staff re-assessed SB 267 as a possible funding source. • Staff will return with potential projects for STAC consideration and comment at the March STAC Meeting. <p>STAC Comments</p> <ul style="list-style-type: none"> • <i>No discussion.</i> 	
<p>Bustang Fare Increase / David Krutsinger & Mike Timlin (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Bustang ridership is continuing to increase, necessitating the dispatch of extra buses, particularly on the West line to Grand Junction. • Bustang is facing several cost factors that are impacting its overall budget: <ul style="list-style-type: none"> ○ Diesel fuel costs are up 22% from 2015, from an equivalent of \$.38 per revenue mile to \$.52 per revenue mile. ○ There is also a shortage of CDL drivers, causing other organizations to increase salaries in order to attract and retain talent. CDOT has done the same in order to compete. • Staff are proposing to increase fares by \$1.00 per trip, with senior and disabled fares held harmless. • Would like to hear any comments from the STAC on this proposal. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Kristie Melendez</u>: What is the current cost for a fare? • <u>Mike Timlin</u>: It's \$0.17 per mile, so a one-way ticket from Denver to Fort Collins is currently \$10, and would go to \$11. Denver to Glenwood Springs is currently \$28, and would increase to \$29. • <u>Gary Beedy</u>: The proposal is to increase the fare by \$1 across the board, which doesn't make sense from an economic standpoint considering the distances involved. Why not do a fare increase of \$2 for the long-distance trips instead of \$1 more for everything? • <u>Andy Gunning</u>: I concur with that point. I think it makes more sense to pro-rate by distance. • <u>Mike Timlin</u>: Thank you for that input. 	<p>No action.</p>

<p>Bustang Outrider Phase III / David Krutsinger & Mike Timlin (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • CDOT is considering the next logical expansion of the Bustang Outrider rural transit network. • Staff analyzed 21 potential routes across the state and assessed them based on 4 criteria: <ul style="list-style-type: none"> ○ Implementation Feasibility – based on operational cost, existing service, previous planning efforts, and local support. ○ Social Equity – Percent minority population, % below poverty line, % of households without vehicle access. ○ Geographic Equity – distribution across all areas of the state. ○ Ridership Forecasts – Based on population, employment, disadvantaged populations. <ul style="list-style-type: none"> ▪ Ridership forecast methodology was tested against actual ridership numbers on existing routes and found to be accurate. • Initial results have delineated the 21 routes but no conclusions will be drawn until CDOT completes regional outreach to identify top regional and state priorities. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Bentley Henderson</u>: Are the 4 criteria weighted, or just the components within ridership? • <u>Keith Borsheim (HDR)</u>: Just the factors in the ridership. • <u>Heather Sloop</u>: Are the low scoring routes on this list considered eliminated at this point? And how are you going to talk to our TPRs, by webinar or in-person? • <u>Keith Borsheim</u>: Nothing is eliminated; these are just initial analyses and actual prioritization will occur in conjunction with the public engagement that we're going to do. • <u>Andy Pico</u>: Can you explain the "Low" implementation? Is that good or bad? Why would Greeley to Denver be hard to implement? • <u>Keith Borsheim</u>: Part of that "Low" rating is the fact that those routes may be more appropriate for Bustang than for Outrider, since they're not really rural, essential-services routes. • <u>David Krutsinger</u>: As a reminder, Bustang is focused on commuter trips whereas Outrider is meant to be more for essential services in rural areas. From a customer standpoint we want the brand and experience to be interchangeable, but internally we categorize them differently based on the need, the typical users, schedules, etc. 	<p>No action.</p>
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	<p>So even on routes with a low anticipated ridership we might end up pursuing them because of the lower cost and higher need.</p> <ul style="list-style-type: none"> • <u>Gary Beedy</u>: For the Limon to Denver route, what portion of those are from Strasburg to Denver? In regards to the idea of multiple vans vs one bus, a lot of vans are used for hospital visits, and replacing them with a bus might be less convenient for the users. From an economic standpoint, if you're encouraging people to travel to Denver or Colorado Springs for healthcare you may be inadvertently hurting rural hospital systems that exist in the local community. • <u>Mike Timlin</u>: That's a good point. There are a number of states that are starting to join forces with their Medicaid transportation services to better align those services in a way that doesn't compete and saves limited dollars. We're looking at some pilots on how to do that better and cheaper. • <u>Keith Baker</u>: On page 4 of the memo it mentions a replacement option for the Alamosa - Pueblo service, but on the map it doesn't show up on the grey lines. • <u>Mike Timlin</u>: The grey line on the map indicates the existing Outrider services, not any services. • <u>Bentley Henderson</u>: Is the Grand Junction to Glenwood Springs route intended to augment the existing service between those two cities? • <u>Mike Timlin</u>: That was actually added to the study prior to the Bustang service extension to Grand Junction, which is why it now appears redundant. • <u>Norm Steen</u>: You might also consider accessing some of the veteran information databases to better identify their needs and locations. • <u>Barbara Kirkmeyer</u>: I would say that the Denver - Greeley route is more appropriate for Bustang than Outrider. I would also point out that if it runs along US 85 the we already have stops built at Ft. Lupton and Evans. • <u>Heather Sloop</u>: I would suggest when you come to the TPRs to include the Bustang list alongside this Outrider discussion so that everyone is clear about what we are and aren't discussing. Otherwise people get confused and think certain routes are being left out of the conversation. 	
<p>Southwest Chief & Front Range Rail Commission / David Krutsinger (CDOT</p>	<p>Presentation</p> <ul style="list-style-type: none"> • This commission was funded through the state legislature and is currently in the process of staffing before putting out an RFP for research activities. • Exclusive focus on passenger service, with an 11-member board appointed by the Governor as well as participating agencies such as RTD. 	<p>No action.</p>

Division of Transit & Rail)	<ul style="list-style-type: none"> • The key questions to be answered are what markets need to be served and at what speeds. • Approximately \$25 million in federal dollars available to support this effort, which keeps it out of the FASTER Transit pot. • The national Amtrak 2.0 concept is looking at potential routes that do not currently have passenger service, one of which is the Front Range. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Ron Papsdorf</u>: What's the latest with Amtrak on continuing passenger service on the SW Chief and their idea of having a "bus bridge" element? • <u>David Krutsinger</u>: From a political standpoint the communities along the Southwest Chief got organized and their representatives are going to include language in the next continuing resolution or omnibus bill for \$50 million to repair track along the route. AMTRAK is considering an "Amtrak 2.0" proposal that may recommend an eventual end of the route, but even if they did it would likely continue at least to La Junta given the investment in Positive Train Control to there. • <u>Vince Rogalski</u>: Did Amtrak address Front Range Rail in their 2.0 proposal? • <u>David Krutsinger</u>: Yes, they did. They are currently considering markets across the US where they don't have an existing presence, which includes the Front Range. They are also indicating that a future cost share for operations of 80% federal vs. 20% local may be pursued. • <u>Gary Beedy</u>: Is rail relocation being talked about as part of this study? • <u>David Krutsinger</u>: I would say that's not part of the conversation yet, but maybe further own the line. 	
Other Business / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • In February, the TC will meet from February 20th – 21st (the same week as STAC). • The next STAC meeting will be Friday, February 22nd, 2019 at CDOT HQ (2829 W. Howard Place, Denver, CO 80204). • Please be prepared to nominate and vote on a new STAC Vice Chair at the next meeting. 	No action.

STAC ADJOURNS

The Transportation Commission Workshops were Wednesday, January 16, 2019 and the regular meeting was Thursday, January 17, 2019. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.

Documents are posted at <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 Transportation Commission.

Transportation Commission Workshops

Wednesday, January 16, 2019

1:30 pm to 5:00 pm

Attendance: all 11 Commissioners attended.

Right of Way Workshop (Josh Laipply)

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

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

The eight projects with requests for authorization of property acquisitions that will be part of the consent agenda for January 2019 included:

- Region 1
 - I-70 Central, Project Code 19631
 - US 285/SH 30 Resurfacing Dahlia to Parker, Project Code 20839
 - I-25 Gap from Castle Rock to Monument Hill, Project Code 21102
- Region 2
 - SH 71 Bridge Replacement L-22- JA, Project Code 22289
- Region 3
 - Various Culverts Garfield and Mesa Counties, Project Code 20955
 - SH 9 Summit Blvd, Frisco Roadway Improvements, Project Code 21778
 - Craig Residency, Phase 1 ADA Ramps, Project Code 22768
- Region 5
 - US 550: CR 214 ROW Acquisition, Project Code 16791

Discussion:

- Josh Laipply, CDOT Chief Engineer, led the discussion.
- Commissioner Shannon Gifford asked why the temporary easements for curb cuts on SH 9 had such a high value of \$80 a square foot.
- Josh Laipply, chief engineer, said that is because the easements are in downtown Frisco, where the state is paying for the commercial value.
- Josh Laipply noted that CDOT is trying to streamline the process for temporary rights of ways for curb cuts so that CDOT does not spend so much time and energy on getting the temporary rights of way. The streamlined process that was developed cut a lot of time and bureaucracy from the process.
- Commissioner Bill Thiebaut reminded commissioners that when the acquisitions come up for a vote on the consent calendar on Thursday, he will abstain from voting on the Region 2 project. He will ask for a separate vote on the Region 2 project.

Construction Contracts and Administration (Josh Laipply)

Purpose: Provide background on how the construction contracting and administration of construction works. The three commonly used construction contracts and how changes to the contracts are administered during execution of the work. Josh discussed the current methods of dealing with changes and un-quantifiable work during construction. Input and comments from the TC were solicited to produce a follow up workshop with staff recommendations.

Action: None.

CDOT utilizes three main construction contracts:

- Design Bid Build – The majority of our contracts are delivered via this method and are usually considered relatively low-risk and limited ability for innovations. The Contractor is given complete design plans with a list of items with estimated quantities to bid on. The lowest responsive bid is awarded the project.
- Construction Manager/General Contractor (CMGC) - Typically projects of larger scale, complexity and risk are delivered with this method. Contractors are screened down to the top three based upon experience and on the type of work that needs to be performed, and on their approach to pricing the project. Contractors are given a conceptual level of plans and are interviewed based on their approach to achieve the project goals and how to mitigate risk. The selected Contractor then assists CDOT in the final design of the work by evaluating the means, methods and costs to performing the work.
- Design/Build – Typically projects of larger scale, complexity and risk are delivered with this method. Typically, Contractors are screened down to the top three based upon their particular experience on the type of work that needs to be performed. Then Contractors are given a conceptual level of plans, with performance specifications to design and produce to and are either provided a maximum dollar amount with flexible scope, or a set scope with a low price component that is part of the overall selection score.

The approach to minimizing total project costs are a combination of mitigating risk and achieving the goals associated by selecting the right contract. Then balancing the amount of design and level of quality control that produces a good set of plans for the contract. A perfect set of plans does not exist and an effort to attempt to achieve that can drive up front costs and time delays, that become detrimental to the total project cost. Striking the balance of producing plans that are clear with little ambiguity without mitigating every risk that may materialize in the field is the goal.

CDOT has contractual mechanisms to assume construction risk from the Contractor (so that they do not price it into their bid) and to accommodate unforeseen risks or incorporate project benefits that were not known at the time of contract award. Force account is the tool that is used to pay for known un-knowns. An example would be Railroad Flagging, we know we need it do to work adjacent to the rail, but we don't know for how many days. Change Orders include design errors, CDOT initiated scope changes or site conditions that differ from those used as the basis of design.

Discussion:

Commissioner comments were on the following topics:

- Low Bids – Commissioner Jesus Pulido asked if CDOT always has to award a contract to the low bidder. Kathy Young of the Attorney General's Office answered that Colorado law requires CDOT to take the low bid for the design-bid-build projects, but allows more flexibility for the CMGC and the design/build projects. Josh Laipply said that 95 percent of the projects are design-bid-build.
- Large, Complex Projects - Commissioner Ed Peterson said the larger, more complex projects often require new delivery systems like CMGC, and gives CDOT the advantage of more eyes on a project to address problems as they arise. David Spector of HPTE said different contracting methods like CMGC never transfer the risk from CDOT, they just help CDOT manage the risk better. When asked, Josh Laipply said CDOT has no hard rules about how large a project needs to be before CMGC or design/build are used.

- Change Orders – Several commissioners expressed concerns about change orders, and how frequently contractors use them. Some change orders are due to CDOT-initiated scope changes or site conditions that differ from those used as the basis of design. Commissioner Stephen Hofmeister asked if CDOT could disqualify some from bidding if the record shows they have a history of bidding low and then hiking the price through change orders. Josh Laipply said that a contractor’s history of bidding low and raising the cost through change orders should be more of a weighted factor. Commissioner Ed Peterson said using a prequalification matrix is as much science as art. Josh Laipply said CDOT tries to find the sweet spot between risk and predictability for contractors. Commissioner Hofmeister said fuel costs should never be a reason for a change order; a good contractor has all supplies already lined up before a job begins. Commissioner Kathy Hall said she knows a contractor who contends that CDOT’s project designs don’t work for them.
- Audit Committee – Commissioner Bill Thiebaut recommended that the commissioners study a report that Frank Spinelli of the CDOT Division of Audit produced. That report indicates that from 2014-2017, 18 percent of total project costs were due to change orders. Josh Laipply said Jane Fisher of the Office of Program Management tracks project costs and the reasons for cost increases.
- Other – Commissioner Rocky Scott commented that issues contractors have with CDOT might be elevated to state legislators.

Allocation of Funds for Discretionary Grants and Major Projects (Jeff Sudmeier)

Purpose: To review a proposed allocation of funds to two major projects to leverage federal grants and ensure projects move forward despite uncertainty associated with Senate Bill (SB) 17-267 and SB 18-001 funding.

Action: No action is requested this month. Staff will request approval in February, based on TC direction.

The staff recommendation is to utilize remaining unallocated FY 2019 SB 267 funding in the amount of \$44.2 million, and TC Program Reserve funds in the amount of \$96.8 million to address the current funding needs on the I-25 South Gap project (\$133 million) and the Colorado V2X (\$8 million) project. Additional remaining funding needs on I-25 North, the Colorado V2X project, and other FY 2019 SB 267 projects, can be addressed later this summer or fall, when there is more certainty regarding available funds via SB 1, SB 267, or other funding sources.

Discussion:

- Jeff Sudmeier, CDOT Chief Financial Officer (CFO), presented information regarding previous allocations of funds for discretionary grants and major projects.
- Although this item was for information only, followed by action next month, commissioners seemed to be in general agreement with the proposal.
- In answer to a question from Commissioner Kathy Connell, Jeff Sudmeier said the proposal would not affect funding for other projects because money needed for I-25 North would be backfilled from the TC Reserve Fund.
- Jeff Sudmeier said the reasons for the proposal are to:
 - Make it possible for the DRCOG Board to avoid having to amend its Transportation Improvement Program (TIP) – a lengthy process - by keeping the funding source of SB 267 for South I-25.
 - To be able to get started on construction of the third package on I-25 South this construction season despite uncertainty about Senate Bill 17-267 and SB 18-001 funding.
- Several commissioners said it would be impolitic for the TC to have to stop construction on either I-25 South or I-25 North. Josh Laipply agreed that it would be very political to stop them now, but that the projects were undertaken based on an extensive data-driven process.
- Commissioner Peterson commented that safety alone is a convincing argument for the I-25 South Gap project.
- While supportive of the proposal, Commissioner Kathy Gilliland said she hates depleting the TC Reserve Funds “down to zip”. The TC Reserve Fund has a current balance of \$133.1 million. Backfilling \$88.8 million to I-25 North and the allocation of \$8 million to the Colorado vehicle to infrastructure (V2X)

project would leave a balance of \$36.3 million. According to Jeff's memo, the remaining balance should provide sufficient funds to match outstanding grants.

- Commissioner Steven Hofmeister suggested that if CDOT needs more money for the two I-25 projects, the money could come from the V2X project.
- Commissioner Rocky Scott noted that much depends on the Colorado Legislature staying the course on funding for CDOT.
- Herman Stockinger, Director of the CDOT Office of Policy and Government Relations said it is likely CDOT will get more money from the legislature this legislative term.

Centennial Airport SIB Loan & Construction Update (Jeff Sudmeier)

Purpose: The purpose of this workshop was to provide the TC an update CDOT received in December 2018 to the project at Centennial Airport, which is supported by CDOT's State Infrastructure Bank (SIB) Loan approved for \$8 million by the TC in March of 2018.

Action: None- CDOT's Office of Financial Management and Budget (OFMB) requested that the TC review the memo and attached notification from Centennial Airport, and provide guidance to Department Staff on required loan modifications, if any.

Discussion:

- Commissioners had no comment other than that the request does not affect CDOT.

Colorado Freight Plan (Tim Kirby)

Purpose: The purpose of this workshop was to provide an overview and update on the development of the Colorado Freight Plan (CFP).

Action: Informational only; no action is required.

The CFP is a statewide, multimodal plan addressing Colorado's primary freight modes, including highway, freight rail, and air cargo systems. The CFP emphasizes highway freight mobility to reflect the importance of trucks in moving goods in Colorado and to reflect CDOT's roles and responsibilities for the state highway system. The CFP is a strategic policy plan with goals aligned to the SWP and national freight program.

A required element of the CFP is a Freight Investment Plan (FIP). The FIP documents and outlines CDOT's strategic investment approach to allocate National Highway Freight Program (NHFP) funding. The TC guides this approach through the selection of NHFP projects. The FIP is included as an appendix to the CFP and is a listing of prioritized freight-specific projects anticipated for funding through the NHFP. In September, the Commission approved the NHFP FY 18 project list that will be included in the FIP. The CFP will be amended in future years as projects are selected.

Development of the CFP started in January of 2017 and is anticipated to be completed in March 2019, following FHWA approval.

Discussion:

- Tim Kirby, CDOT Multimodal Branch Manager, overviewed the steps that occurred in developing the CFP.
- As part of compliance with the FAST Act, CDOT developed the State Highway Freight Plan and then the Colorado Freight Plan.
- Commissioners are free to review and comment on the document as a link to the CFP is provided on the memo and in the presentation in the TC packet.
- Two key components of the CFP are the plan document and FIP where projects live in the Plan Appendix. The intent is to update annually the FIP in the appendix vs. amending the plan annually.

- The CFP is also linked to the 2040 Statewide Transportation Plan (SWP).
- The CFP serves as a strategic tool for discretionary grants, as there are instances where more weight is given to projects and improvements included in the CFP, and other candidate projects.
- CDOT staff engaged the Statewide Transportation Advisory Committee (STAC) and Transit and Intermodal (T&I) Committee at every step along the way of CFP development.
- Key sections of the Plan that Tim highlighted included:
 - Engaging stakeholders
 - A diverse group of stakeholders were engaged and survey were conducted with a number of stakeholder groups
 - FHU was the consultant partner
 - Connecting freight to the economy
 - General public doesn't connect freight to economy – Colorado Delivers is the initiative that is a response to this concern. It highlights the importance of freight to the state economy, and provides an opportunity to shares communication materials with partners.
 - Key trading partners with Colorado were overview providing information on inbound and outbound Colorado freight transported by tonnage and value to other states Key states noted for Colorado in terms of inbound and outbound freight movement are Wyoming Utah, Texas, and California.
 - Assessing safety, mobility and asset condition
 - An overview of how Safety was integrated into the CFP as an example was highlighted.
 - Crash data used included truck crash hot pots and high volume truck crash locations
 - Safety is a goal of the CFP, and Safety strategies, performance measures and investments are presented in the CFP.
 - For the Commercial vehicle safety goal area, a strategy is to prioritize identified commercial vehicle safety locations for funding within NHFP project selection.
 - A commercial safety performance measure is the number of commercial vehicles involved incident rate per 1 million truck VMT.
 - An investment action in the CFP is "Commercial vehicle safety is an identified FAC priority investment and safety is a criterion in the NFHP project selection process. CDOT employs the Multiple Objective Decision Analysis (MODA) process and tool for NHFP project selection including the safety criterion".
 - Next Steps include:
 - TC CFP Review period– see link to document in the TC packet memo.
 - TC Comments are due back to staff by end of January 2019.
 - In February 2019 staff will address TC comments and return to review the revisions if needed.
 - FHWA is anticipated to approve the CFP in March 2019.
 - After that key elements of the CFP will be integrated into the 2045 SWP when coordination with partners discusses CFP implementation actions.
 - TC members raised no comments on the CFP as the workshop concluded.

2045 Revenue Projections (Tim Kirby and Jeff Sudmeier)

Purpose: To discuss proposed 2045 Long Range Revenue Projections for the 2045 SWP, which outline estimated revenues by source from FY 2020 to FY 2045.

Action: No action requested. The TC will be asked to adopt a scenario for fiscal constraint in February.

Long-range revenue projections are developed in advance of each SWP, and provide the basis for the subsequent Program Distribution process. The next opportunity to revisit and update revenue projections will be in approximately 4-5 years (2023-2024). Program Distribution is the process by which long-range estimates of revenues are assigned to programs, based on performance objectives and priorities established by the TC with input from planning partners. Together, revenue projections and Program Distribution provide the financial framework for the development of the SWP, Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) Long-Range Regional Transportation Plans (LRTPs), the Transportation Improvement Programs (TIPs), and the Statewide Transportation Improvement Program (STIP). Revenue projections and Program Distribution are adopted by the TC. A work group of the STAC met monthly in 2017 with staff to provide input on the development of the 2045 Long Range Revenue Projections. Staff reviewed the assumptions and draft revenues with the Transportation Commission in November, 2017. The TC supported those assumptions, however, given the potential for changes coming out of the 2018 legislative session, staff did not request TC approval at that time. The 2045 Long-Range Revenue Projections have since been updated based on more current data and to reflect recent changes associated with Senate Bill 18-001, but otherwise retain the same assumptions reviewed previously. Several scenarios were developed and considered.

Options for consideration include:

- Option #1 – Adopt the Medium Revenue Scenario for fiscal constraint
- Option #2 – Adopt the High Scenario for fiscal constraint (Staff Recommendation)
- Option #3 – Adopt the Low Scenario for fiscal constraint
- Option #4 – Consider other revenue scenarios or options

The staff recommendation is to adopt the High scenario for the establishment of fiscal constraint of long range transportation plans, TIPs, and the STIP (the level of constraint in the years of the next TIP and STIP is the same under the High Scenario and the Medium Revenue Scenario, since the additional revenue is not assumed until FY 2026-2027). Given CDOT's recent success with discretionary grant awards, additional funding from the Legislature through SB 228, SB 17-267 and SB 18-001, and public interest in transportation funding resulting in ballot measures 109 and 110 (although defeated) and the upcoming 2019 referred ballot measure, it is reasonable to expect that additional funding could become available in future years.

Discussion:

- Jeff Sudmeier explained that this work is a Joint CDOT Division of Transportation Development (DTD) and CDOT Division of Accounting and Finance (DAF) effort for 2045 SWP.
- The current schedule for the 2045 SWP is to adopt the plan in early 2020.
- Long-range fiscal year (FY) 2020 out to FY 2045 are the years for the SWP revenue projection.
- We use SWP revenue projections to determine how we might spend the revenues and identify the funding gap (comparing revenues to a high level list of projects with cost estimations). This analysis is the fiscal constraint component of the SWP and Regional Transportation Plans (RTPs) that is also reflected in the Metropolitan Planning Organizations (MPOs) Transportation Improvement Program (TIP) and CDOT's State Transportation Improvement Program (STIP). CDOT updates their STIP on annual basis.
- Assumptions for revenue projection presented were developed cooperatively with planning partners.
- In 2017, staff made some projections for revenue. There was lots of uncertainty in these numbers – two events impacted the decision to wait for finalizing the revenue projections – (1) in 2017 see what state legislative session produces, and (2) wait for the November election to see if propositions with more money for CDOT occur.
- Time to get revenue projections finalized is now, as we begin the development of the 2045 SWP.
- Generally the assumptions are the same as work group developed a year ago, but the key changes are the new numbers reflect current laws and current data.
- Jeff presented information on the three revenue scenarios and how assumptions differed between them.

- Jeff explained that the medium scenario is the CDOT baseline scenario, for federal revenues it assumes shoring up of the federal trust fund, being backfilled by the state general fund. Assumes after the passing of the FAST Act revenues stay at same with increase of 0.5% annually.
- For state revenues, CDOT used a revenue model that incorporates multiple factors including fleet makeup and turnover, population growth, fuel efficiency, etc., and includes a forecast HUTF funds assuming current laws and funding levels.
- The high revenue scenario adds assumption starting in 2026 an additional \$300 million annually from an undetermined source. CDOT looked at history of new sources over time and found if one new source happens roughly a conservative estimate would be \$300 million.
- The Low revenue scenario has the same assumptions as medium scenario but assumes after the FAST Act the general fund backfill for federal funds does not occur.
- Dip at front end of revenue projection high, medium, low revenue projections graph reflects the drop off of SB 267 ending in FY 2022, and the tail drop off towards the end of the graph reflects that the current law of a \$50 million general fund transfer would end in 2038.
- The key question for today is - which scenario should we to use for planning purposes? In the past CDOT has only used the medium scenario. This is the first time we are considering using the high scenario for some practical reasons: (1) FHWA is receptive to assuming reasonably anticipated revenue source and is comfortable with using the high revenue scenario, as (2) the high revenue scenario allows for more room in MPO plans to program projects to help with NEPA decision document development for projects.
- Jeff confirmed that the high revenue projection scenario would not be used for budgeting purposes, but only for planning purposes, for the level of fiscal constraints in TIPS and STIPs.
- Staff will bring revenue projections next month to the TC, if the Commission chooses which scenario to work from.
- Commissioner Peterson supported use of the high scenario to assist MPOs in their planning processes.
- Commissioner Zink did not support using the high revenue scenario and noted that the MPOs should modify their planning process instead.
- Jeff explained that CDOT develops statewide revenue projections, and MPOs do have the flexibility not to match statewide projections perfectly, in particular when forming Regional Transportation Authorities (RTAs) and other MPO-specific revenue sources.
- Commissioner Peterson explained that this is a planning document and not a financial one— to be flexible to changes and increases in revenue. Using the high revenue projection scenario will lead to less additional work for MPOs.
- Commissioner Gifford noted using a high revenue scenario would help with getting more projects “shovel ready” to take advantage of extra funds when they are available.
- Commission Stuart also noted that this process does not fund projects but makes more projects eligible for new funding sources.
- Jeff explained that FY 2026 was picked to avoid programming projects in the STIP but allows for programming in the long-range transportation plans.
- Commissioner Gifford asked about a low percentage of light/zero emission vehicles in 2045 being assumed within the forecast.
- Jeff explained that there are ranges of forecasts and that we used a revenue model and the forecast was lower than the number used. This topic was widely discussed with work group. Revenues focus more on current state of things. The twenty percent was based on Colorado Energy Office study that projected 10% of electric vehicles/zero emission by roughly 2030. We then extrapolated to 2045. The order of magnitude consideration resulted in arriving at the 20% projection. We are doing additional work on this now and researching the impact of electric vehicles (EVs) on funding at the federal level.

- Shoshana Lew, CDOT Executive Director, mentioned that federal estimates on this topic of EV penetration are antiquated.
- Commissioner Zink asked “Who uses this and how is it used?” the issue is sending wrong message to using a high revenue scenario.
- Jeff responded that the STAC subcommittee recognized this issue and discussed this and understands that clarification of how dollars are projected and used will be important.
- The baseline (medium scenario) will still be used for messaging current funding gaps.
- Commissioner Gilliland agreed with supporting the use of the high scenario for planning purposes.
- Commissioner Scott noted that the high scenario against what we anticipated is still not a great picture of future funding, if properly explained.
- Shoshana Lew noted that out to 2045 there is a tremendous level of uncertainty, it could be risky using the high revenue scenario.

Statewide Plan Committee (Tim Kirby and Marissa Gaughan)

Committee Members: TC Members: Karen Stuart, Chair; Shannon Gifford, Ed Peterson, Sidny Zink, Rocky Scott, and Steven Hofmeister; and STAC Chair, Vince Rogalski.

Attendees: All 11 TC members, and STAC Chair

Note: Commissioner Gifford informed the Commission and CDOT Staff that she will join SWP Committee.

Agenda

- Approve November 14, 2018 meeting minutes. Minutes were approved unanimously.
- SWP Formula Programs
Purpose: To provide the SWP Committee of Commission with information for discussion on the Statewide Plan (SWP) Formula Programs.
Action: Develop 2045 SWP formula recommendations for the full Transportation Commission (TC) to consider at the February 2019 meeting.
- Commissioner Stuart explained that the formula programs presentation may take time.
- Vince Rogalski, who served on the STAC Subcommittee on Formula Programs, noted that the process working with planning partners via the STAC subcommittee was extensive.
- Tim Kirby explained that formula Programs are programs which are allocated by formula to the Regions and/or MPOs, and for which the state generally has discretion over formula distribution methodologies. They include:
 - Metro Planning Program (Metro-PL)
 - Surface Transportation – Metro (STP-Metro)
 - Transportation Alternative Program (TAP)
 - Congestion Mitigation Air Quality Program (CMAQ)
 - FASTER Safety
 - Regional Priority Program (RPP). Please note in the discussion below that RPP is allocated to CDOT regions. Staff briefed the Transportation Commission on the Program Distribution process at the November SWP Committee meeting.

STAC recommendations for each of the formula programs are summarized in a memo attachment that went in the TC packet. See [Formula Programs Methods - Metro PL, STP-Metro, TAP, CMAQ.pdf](#) for more information.

Discussion:

- Tim explained that he will walk through each program, and review the recommendations. The SWP Committee will make their recommendations and present their recommendations to full TC.

- Tim provided an overview of program distribution, which is a reflection of CDOT's investment strategy for formula programs.
- Metrics commonly used include: population, vehicle miles traveled (VMT), lane miles (LM), and truck VMT.
- Final allocations are part of budgeting process. The following notes document TC SWP Committee comments raised for each program presented and discussed. For more details on the recommendations discussed see the link presented above.
- Metro PL
 - Commissioner Peterson asked about the three percent increase in the minimum dollar base amounts distributed to the smaller MPOs, Grand Valley MPO and Pueblo Area Council of Governments (PACOG). Is this reasonable?
 - Vince Rogalski noted that the group intentionally tried to come up with a conservative increase rate for the smaller MPOs.
 - Commissioner Zink requested clarification as to what was being held constant at three percent.
 - Marissa Gaughan, CDOT Statewide and Regional Planning Manager, responded that the minimum dollar base for Grand Valley MPO at \$330,000 for Grand Valley MPO, and \$350,000 for PACGO will be increased by three percent and then stay the same for four years.
 - Vince Rogalski confirmed that the other MPOs agreed to this increase for the smaller MPOs.
 - TC SWP Commission agreed to move forward with this recommendation for Metro-PL.
- STP-Metro
 - This program mandates a more prescribed method, as it is a federally maintained formula.
 - TC SWP Committee agreed to maintain the recommendation for the STP-Metro formula.
- Transportation Alternatives Program (TAP)
 - The TC has control of formula approval for fifty percent of TAP funds.
 - The formula recommended is based on 45% VMT, 40% LM, and 15% Truck VMT.
 - Vince Rogalski explained that the money is now distributed to the CDOT Engineering Regions, where transportation planning regions (TPRs) compete for these funds.
 - TC SWP Committee agreed with the recommendation presented for the TAP formula.
- CMAQ
 - Marissa Gaughan provided an overview of the CMAQ program. The prior recommended method was presented.
 - This program supports activities with air quality benefits.
 - Marissa explained the concept of non-attainment air quality areas and a map of air quality maintenance areas in Colorado.
 - Commissioner Gilliland asked for clarification regarding how funds are redistributed after air quality attainment areas hit 20-year period and CMAQ funding eligibility expires.
 - Marissa presented pie charts by year to convey how CMAQ funds for CO and PM10 are funneled to a statewide program over time as maintenance areas for CO and PM10 expire for CMAQ funding eligibility. No changes related to Ozone are proposed.
 - Amy Ford talked about statewide program and Advanced Mobility is one example of a statewide program.
 - Vince Rogalski noted that for this program we are talking about small amounts of money. Ozone being held harmless with current funding is reasonable.
 - Commissioner Stuart asked about what happens if areas fall back into non-attainment.
 - Marissa confirmed it is not likely this will happen for CO and PM10.
 - Jeff Sudmeier explained that if it does happen, then funding distribution would need to be revisited.

- TC SWP Committee had no further comments on the CMAQ formula and agreed to move forward with the current recommendation.
- Commissioner Stuart postponed the discussion on RPP and FASTER Safety for the next TC SWP Committee meeting.

Transit and Intermodal Committee (David Krutsinger)

Committee Members are: Ed Peterson, Chair: Kathy Gilliland, Bill Thiebaut, Karen Stuart and Kathy Hall

Committee Members in Attendance: All T&I Committee Commissioners were present.

Agenda

Bustang Fare Increase – Michael Timlin

Purpose: To provide the Transit & Intermodal Committee an overview of the Bustang budget risks precipitated by driver resource issues, fuel price pressures and new the new ITS partnership with the Denver Regional Transportation District. Staff recommends a fare increase in May 2019 based on these risks.

Action: No action is required but comment is welcome.

Factors influencing the increase fare recommendation include:

- Increasingly high load factors and high farebox recovery are causing more and more extra bus operation activity, especially on the West Line.
- Diesel fuel costs continue to rise.
- Wage increases are needed to keep pace with market rates (RTD & others) from \$17.59 per hour to \$19.40.
- Customer Experience enhancements (more real-time information) is affecting fare box recovery.

Due to ease of use and reasons addressed above, staff recommends a straight \$1.00 per trip increase. Senior and disabled fares should remain unchanged to minimize effects to the senior and disabled community.

Discussion:

- Mike Timlin, CDOT Bus Operations Manager, explained the new real time technology enhancements to buses.
- Mike confirmed that the fare increase request is the first request for Bustang service. This fare increase would not apply to Outrider service.
- Commissioner Hall asked if we have obtained any feedback from riders.
- It was explained that first the fare increase, scheduled for May 2019 with the schedule change is obtaining TC approval first and between now and May stakeholder input regarding the fare increase will be solicited.
- Commissioner Peterson requested update on ridership status.
- Mike Timlin responded that the Bustang ridership is increasing. Load factors are between 80% and-90%. We are still running full buses along I-70.
- Commissioner Peterson expressed his support for this program and extended recognition and appreciation to the Division of Transit and Rail (DTR).

Southwest Chief Front Range Rail Update – David Krutsinger

Purpose: The Southwest Chief & Front Range Passenger Rail Commission (“Rail Commission”) is in the process of hiring a Director to provide Rail Commission staff support and manage the next-level study of Front Range passenger rail, and to also release a request-for-proposals (RFP) to select a consultant for that work. This agenda item provided an update on those activities.

Action: For discussion only.

See Table 1 below for a summary of an annual update on project phases.

Table 1: Annual Update on Status

Phase	Schedule	Goals	Status
Phase I: Define the Service Vision	Up to 2.5 Years, \$8.7 M	Hire Executive Director Hire Consultant to Conduct the Service Development Plan	SB 18-001 Funded the Rail Commission with \$2.5 Million, enough to hire the Executive Director and start the Service Development Plan
Phase II: Form the Governing Authority	Years 2.5 to 4, \$0.5 M	Determine Governance, Go to Voters in 2020	Have started considering governance options and funding structures
Phase III: Federal Project Development Process	Years 4 to 6, \$150 M to \$300 M	30% Design Complete Environmental Clearances	TBD based on funding
Phase IV: Final Design & Construction	Years 7 to 15 TBD	Complete Final Design Construct according to available funding	TBD based on funding
Phase V: Open the Service	Year 15	Operate starter to full- build based on available funding.	TBD based on funding & operating plan

2018 activities were outlined in more detail as follows:

- Mar 9 Transportation Investment Generating Economic Recovery (TIGER) IX grant awards announced by USDOT, including \$16.0 million for the Southwest Chief Stabilization Project, with Colfax County NM as the “lead” and Colorado and Kansas as supporting partners. The project replaces 60-year old bolted rail, old turnouts, and replaces crossings.
- May 31 SB 18-001 Signed into Law by Governor Hickenlooper, with \$2.5 million for the Rail Commission
- Jun 13 – Sep 7 US Congressional Delegation inserts appropriation language for \$50 million for “sole use” track by Amtrak on host railroads. Still pending continuing resolution or omnibus transportation bill as of January 2019, related to the government “shutdown”.
- Sep 21 \$0.9 million of \$2.5 million apportioned for immediate use
- Oct 12 Consolidated Rail Infrastructure & Safety Improvement (CRISI) Grant submitted with \$100,000 in Rail Commission matching funds, and other matching funds, for the Southwest Chief track between Dodge City, KS and Las Animas, CO. The project would install positive train control over this stretch of track.
- Nov 1 Rail Commission Project Director position posted
- Nov 30 Rail Commission Project Director application period closes: 29 applications, 6 finalists identified
- Dec 20 \$9.16 million CRISI Grant Awarded by USDOT for Dodge KS to Las Animas CO. This project will install positive train control from Dodge City KS to Las Animas CO.
- Dec 21 Rail Commission Project Director interviews conducted with 6 finalists
- Oct – Dec Consultant Request for Proposal (RFP) under development, for release soon.
- Jan 2 2019 Supplemental Budget Request made to the legislature Joint Budget Committee (JBC) for remaining \$1.6 million of \$2.5 million.

Key Questions of Defining the Service Vision, Governing Authority, and Federal Project Development Process include:

- What would make interregional passenger rail a compelling investment for the entire Front Range?
- What service plan (frequency, days of week, hours of day, fares, speeds) make it compelling?
- Strategic choice: serve downtown Denver/Denver Union Station vs. serve Denver International Airport?

- What is the “right” combination of freight rail, highway, and new right-of-way, to achieve the vision?
- How to balance the benefits vs. costs, and pair that with appropriate funding choices?

Next Steps include:

- Complete Rail Commission Project Director hire in January 2019
- Release the Consultant Request for Proposals (RFP) in January 2019
- January 11th 10:00 AM Southwest Chief and Front Range Passenger Rail Commission meeting
- The new Rail Commission Project Director will request time at future TRAC and T&I Committee meetings to seek advice from those two groups.
- Respond to Amtrak condition to create a “business plan” for Amtrak Southwest Chief service and rail cost sharing across Colorado, Kansas, and New Mexico.

Discussion:

- David Krutsinger, CDOT DTR Director, noted that there is lots of information from past studies to support evaluation of Southwest Chief and Front Range passenger rail.
- Commissioner Stuart expressed support for passenger rail in her areas, Boulder, Broomfield and Adams Counties.
- Commissioner Peterson observed that AMTRAK is now interested in Front Range Rail.
- David Krutsinger confirmed that it appears AMTRAK, with a new executive director from Delta Airlines is interested in adding service to Dallas, Houston, and exploring other markets.
- David Krutsinger is in the process of hiring (negotiating the salary) for the southwest Chief/Front Range Passenger Rail Commission Project Director. This person is anticipated to start soon - the end of January 2019.
- The Southwest Chief/Front Range Rail RFP date is anticipated for February 2019, but first will set this date with the Rail Commission Project Director.
- David Krutsinger noted that a business plan is required by AMTRAK. The biggest concern for AMTRAK is truck in New Mexico have no maintenance contracts paid for to keep them up. This is for New Mexico and AMTRAK to solve. Grants are currently helping New Mexico for \$16 million this year and one for \$9 million last year.
- The question was raised about next steps for the TC.
- David responded that DTR can answer questions, once the Southwest Chief/Front Range Rail Commission Project Director is hired on at DTR.
- Commissioner Peterson requested a meeting be scheduled with the Southwest Chief /Front Range Rail Commission Project Director.
- Josh Laippy asked about SB 1 funds being available for this effort.
- David noted staff is working on bus service coordination with the passenger rail concept.

Local commitment & SB 267 / non-rural – David Krutsinger

Purpose: To provide additional information for selecting strategic transit projects using FY1819 SB 267 transit funds. Staff seeks input from the T&I Committee to help establish the list of priority projects, with expectation that partial approval will be sought in March, and the remainder of the funds approved in May.

Action: Informational, policy discussion requested.

Eligible Projects

In November 2017, DTR presented the TC with an approach to manage and administer all transit funds collectively as a program. DTR recommended that recurring, sustainable funds, such as FTA Section 5311 and FASTER, should be used for ongoing operational support of local, regional, and interregional transit services while other one-time funding sources, such as SB 228 and SB 267, should be used for capital purchases. SB 267 funds are further limited because the Certificates of Participation (COPs) associated with the legislation have a 20-year payback period whereas most buses and small capital items have an expected useful life of no more than 10 to 15 years. Based on this, DTR recommends SB 267 funds be used for transit infrastructure projects such as facilities, park and rides, and other assets that typically have a 40- or 50-year useful life.

Project Selection Criteria

- Project Readiness
- Strategic Nature
- Planning Support
- Statewide Transit Plan Goal Areas Alignment
- Supports Statewide System

Determine the Appropriate Mix, “Program,” or “Portfolio” of Projects

Several different options may be considered to establish the preferred list of projects. For example, CDOT may choose a set of projects consisting entirely of CDOT Park-n-Rides. Another option might be that the mix of projects is some combination of CDOT Park-n-Rides with other CDOT transit capital projects (i.e. transit centers, maintenance facilities, operational street or highway ramp improvements). A third option might be that the list is some mix of CDOT projects and local agency partner projects in which CDOT has some stake. Examples of Partner Agency Projects include: RFTA Maintenance Facility, Colorado Springs Downtown Transit Center, Rifle park-and-ride, Thornton Slip-Ramp Rebuild and the Pueblo Rail Station. The table below is illustrative of the types of projects and groupings that could be considered and selected by CDOT. Please note that these projects, while planned, have not yet been programmed. Staff would like to gauge the T & I Committee’s support for the options.

Should the legislative and financial environment suggest that three additional years of SB 267 will be funded, CDOT DTR staff would evolve the year-by-year selection process into more of a “Portfolio Management” process. Portfolio management would look at individual projects (i.e. a single park-and-ride, or a single maintenance facility, etc.), in the context of all projects proposed for that project type (i.e. all park-and-rides, all maintenance facilities, etc.).

Next Steps are that DTR will present an update on development of a single year project list for FY2018-19 funds at the March T&I meeting. At that meeting, DTR staff are likely to ask for approval to fund \$5.8 million to Kendall park-and-ride, based on the opportunity to combine its construction with North I-25 segments 7 & 8, while all other project selections would be requested for approval at the May meeting.

Discussion:

- Commissioner Gilliland asked about the need for additional funds for Kendall park-n-ride. The developer and communities already provided dollars (over 55 million) to finish this. It would not be good to ask the developer and/or communities for more money.
- David noted that the project cost has increased and there is need for additional funding, but CDOT would not approach the developer for these funds, and will work out another way.
- Shoshana Lew asked about the fees for parking charged at Park-n-Rides.
- David responded that no fees are charged; however, overnight parking is restricted at the Harmony Park-n-ride east of Fort Collins.
- Commissioner Peterson summarized the benefits of Bustang.
- Commissioner Gilliland asked if we are still restricted for implementing parking fees.
- David confirmed the need still exists to change state statute to charge fees at park-n-rides.
- Shoshana Lew asked about data being collected for park-n-rides to obtain statistics regarding who is using them (who is parking there).
- David responded that we track which park-n-rides are approaching capacity. We monitor the ones we own more closely and work with the entities we lease space from.
- Commissioner Thiebaut asked about having examples from partner agencies on how to spend funds would be good to have. The current portfolio is all CDOT projects. Need to see other entities represented on the list.
- David responded that Colorado Springs is ready to build a new transit center. A similar situation exists in Pueblo. RAFTA bus storage partnership is occurring with CDOT. With the evaluation criteria listed, we can bring back other projects to evaluate. The \$2.5 million in SB 228 is reserved for a Pueblo park-n-ride.
- Commissioner Stuart asked if a stop at SH 119 is still in progress and if it will open this year.

- David responded that the stop at SH 119 will not open this year.
- Commissioner Hall highlighted the importance of partnerships, and the need for more of them to help ridership and keep single occupancy vehicles off I-70 with more park-n-rides.
- Commissioner Gilliland noted that there may be too much funds coming out of SB 267 or other funds in out years.
- David explained that we are now only making decisions on dollars allocated for this year.
- It was explained that SB 1 has received \$71 million this year and anticipates \$22.5 million next year.
- The future years will be decided within an evolving process.
- Commissioner Peterson noted that what he heard from comments raised today is that the all CDOT list of projects is now off the table. Staff is to come back with another list with other entity projects included to address comments from today.

SB 1 Multimodal Options Fund Committee– David Krutsinger & Deb Perkins Smith

Purpose: Provide advice to T&I and TRAC representatives regarding further development of the Multimodal Options Fund, including allocations by Transportation Planning Region, matching requirements, and reporting requirements.

Action: For discussion only.

Committee Membership

After consultation with TRAC (the Transportation Commission approved (12/13) the following: 1) A committee structure to be used to meet the consultation requirements; 2) the committee be named the Multimodal Options Fund Committee; and 3) the committee size be nine members and include the following representatives:

1. STAC (Urban) – Required
2. STAC (Rural) - Required
3. TRAC - Required
4. CASTA (Transit Advocacy and Rural Public Transit) - Required
5. Bicycle Colorado (Bicycle Advocacy) - Required
6. WalkDenver (Walking Advocacy) - Required
7. Colorado Commission on Aging (Aging in Place)
8. Safe Routes to School Committee Representative (Safe Routes to School)
9. Colorado Advisory Council for People with Disabilities (Enhanced mobility for Persons with Disabilities)

In May 2018, considering only transit projects, a STAC and TRAC committee agreed on the following weighted scoring system (Table 1) resulting in a draft allocation outcome (Table 2).

Table 1: Allocation Criteria and Weighting of the Criteria

<u>Criteria</u>	<u>Description</u>
30% - General Population	Estimated population based on 2010 Census
10% - Employment	Estimated number of jobs
20% - Disadvantaged Populations	Estimated population that are either senior (over 65), disabled, and/or low-income
10% - Zero-vehicle Households	Number of households with no access to a personal vehicle
15% - Transit Revenue Miles	Total Revenue Miles reported to National Transit Database (NTD)
15% - Transit Unlinked Trips	Total Unlinked Trips reported to NTD

Table 2: Draft TPR Allocation

TPR ID	TPR Name	Total Pop 2016	Total Jobs 2016	Disadvantaged Populations 2016	Zero-vehicle Households 2016	Revenue Miles 2016	Unlinked Trips 2016	Planning Alloc%
1	Pikes Peak Area	12.1%	10.0%	11.8%	9.9%	4.40%	2.62%	9.0%
2	Greater Denver Area	57.5%	64.3%	52.9%	62.5%	69.64%	80.45%	63.0%
3	North Front Range	8.8%	8.0%	9.2%	7.3%	4.68%	3.88%	7.3%
4	Pueblo Area	3.0%	2.3%	4.4%	4.8%	1.19%	0.72%	2.8%
5	Grand Valley	2.8%	2.6%	3.6%	2.8%	1.06%	0.62%	2.3%
6	Eastern	1.6%	1.0%	1.7%	1.5%	0.08%	0.03%	1.1%
7	Southeast	0.9%	0.6%	1.3%	1.0%	0.13%	0.03%	0.7%
8	San Luis Valley	1.2%	0.9%	1.9%	1.6%	0.08%	0.01%	1.0%
9	Gunnison Valley	1.9%	1.4%	2.6%	1.9%	5.01%	2.68%	2.6%
10	Southwest	1.8%	1.6%	2.1%	0.9%	1.24%	0.41%	1.4%
11	Intermountain	3.1%	3.5%	2.5%	1.7%	7.85%	6.39%	4.1%
12	Northwest	1.1%	1.1%	1.0%	0.8%	1.19%	1.29%	1.1%
13	Upper Front Range	1.9%	1.4%	2.1%	1.4%	1.03%	0.10%	1.5%
14	Central Front Range	2.0%	1.0%	2.3%	1.3%	2.29%	0.77%	1.8%
15	South Central	0.4%	0.3%	0.6%	0.7%	0.16%	0.02%	0.7%
	Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	Weighting	30.0%	10.0%	20.0%	10.0%	15.0%	15.0%	

Matching Dollars

The SB 18-001 legislation stipulates that projects generally are required to be matched dollar-for-dollar: \$100 from the Fund, to be matched by \$100 from other sources. The legislation allows the TC to reduce or exempt the match requirement due to size or other special circumstances. A \$200 project is 50% SB 1 fund money (\$100), and 50% money from another source (\$100), which this memo will refer to as a 50/50 match. The discussion, on this point, has a few options worth discussing:

- Require all projects to have a 50/50 match, without exception
- Waive the matching requirement entirely 100% Fund / 0% other on the basis that the funds are ultimately for local purposes.
- Exempt some projects from the 50/50 match
- Exempt by size of project, on the basis that tracking the matching funds for very small projects is a burden more costly to administer, than worthwhile to obtain the match.
- Exempt by type of project: such as ADA sidewalk curb ramps (safety) do not require a match, but other projects do.
- Exempt for reasons of need / poverty / inability / size of agency on the basis that some areas of the state are economically disadvantaged, and might not be able to implement projects if a match is required.
- Use a sliding scale to alleviate some of the matching burden, but not take the match requirement to 0%. Again, this could be based on size or type of project, location within the state, or size/ability of agency to match.

Reporting Requirement

SB 18-001 requires that CDOT report to the legislature annually, how the funds are being used. The reporting requirement appears to have several dimensions: (1) to which regions of the state are the funds awarded, (2) within each region which projects were awarded funds, and (3) what is the status of the projects: not-started, started but not complete, or completed.

Next Steps include:

1. Convene the Multimodal Options Fund Committee (MMOC)
2. Ask that TRAC representatives of the MMOC report back to the TRAC on the outcomes of the meetings held before the March TRAC meeting.

Discussion:

- There will be \$94 million to pass through to locals.
- David solicited comments from the TC on any problems with the concept presented here?
- Vince Rogalski noted that the STAC and TRAC boiled things down to workable program and plan.
- Commissioner Peterson supported the approach and deemed it reasonable. The approach considers both data and equity issues. The recommended approach took a lot of effort to develop, and Commissioner Peterson proposed moving forward.
- Commissioner Thiebaut noted and confirmed that there was no template to work off of and this approach is a new creation.
- David Krutsinger noted that DTR plans to move forward with this as a start, as Commissioner Thiebaut has questions about the matching funds issue to resolve.
- Vince Rogalski mentioned that the work on the process to distribute 5311 program funds was used as a foundation for discussion.
- TC T&I Committee agreed to move forward with the proposed recommendation.

Consolidated Capital Call for Projects Update**Purpose:**

1. Convene the Multimodal Options Fund Committee (MMOC)
2. Ask that TRAC representatives of the MMOC report back to the TRAC on the outcomes of the meetings held before the March TRAC meeting.

Action: For Information Only

As of December 14th, 2018, CDOT received a total of 80 applications from 45 different organizations. The organizations requested 119 replacement vehicles, 48 alternative fuel vehicles, seven expansion buses, and a variety of facility and equipment items. The requests totaled over \$68 million. The minimum amount available is \$32 million, though that amount could go higher if more Settlement (Alternative Fuel) funding is used this year. It's not simply a matter of having twice the amount requested than is available, because there are a variety of funding sources, eligibility types and eligible applicants to consider.

Here is a summary of the requests based on funding categories:

• Replacement Vehicles	\$15,708,214
• Settlement funds for alt fuel vehicles	\$27,326,987
• Expansion vehicles	\$ 2,634,823
• Other capital: Facilities and Equipment	\$19,479,807
• "Base" vehicles for Settlement/alt fuel program	\$ 2,461,896
• Requests for FASTER as local match for FTA grant	\$ 780,316

• Grand Total Requested	\$68,392,043

Next Steps include:

1. Complete the evaluation of projects during January 2019
2. Provide preliminary notice of awards to individual recipients, complete the project-level "risk assessment", and confirm the terms of the awards in February 2019.
3. Publish a finalized award table in March 2019.
4. Complete contracting process in April – August 2019, noting that for FASTER projects the funding is not available until July 1, 2019.

Discussion:

- On-call projects indicated Interest in Volkswagen (VW) settlement
- Giving more time for smaller entities to apply was a concern. David was happy to report that results of call for projects was high, along with high interest in electric vehicles (EV) and Alt Fuels program funding.
- DTR will see how other call for project programs fare before moving forward.

Transportation Commission Regular Meeting Thursday, January 17, 2019, 9:30 am – 11:30 am

Public Comments - None

Call to Order, Roll Call: All 11 Commissioners attended.

Comments of Individual Commissioners

- Commissioners welcomed in the New Year and the new CDOT Executive Director, Shoshana Lew.
- Commissioner Zink talked about the love-hate relationship with snow in her area.
- Commissioner Gilliland attended a legislative breakfast. Speaker of House noted tolling would be more a part of transportation in the future and cast this in a positive light. Last year CDOT team had outstanding accomplishments including: Grand Avenue Bridge project was a huge success with 1,000s of people crossing the bridge, we started I-70 Central, C-470, I-25 Gap and I-25 North. Several grants have been awarded to CDOT and I-25 at Cimarron project has been completed. DTR's bus operations program (Bustang) is successful. Very pleased with all of this. CDOT is still confronted with additional challenges with funding with initiatives not passing. We must continue to make the best use of existing funds. Commissioner Gilliland ended by expressing support for the technology initiatives occurring at CDOT.
- Commissioner Pulido mentioned this is his second TC meeting as he was sworn in last month. Thanked CDOT staff for being helpful and engaging. This made him feel welcome. Attended the Aurora Chamber of Commerce meeting. The key takeaways from the meeting from the community and business representatives is that there is a high level of alignment of support for recognizing transportation funding needs, there is interest in mobility choices, Bustang, and the last mile. General consensus exists regarding that we can't build our way out of congestion. Would be interested to know how the new marijuana laws impact transportation safety. The C-470 project practiced an innovation – the use of conveyor belts to haul concrete. Commissioner Pulido closed with a safety note – we can't lose sight of 50 people lost per month in Colorado, and we cannot lose our focus on safety.
- Commissioner Scott mentioned that there are projects worth talking about and the progress is being made, e.g. I-25 in Colorado Springs. Recognized Karen Rowe and team in Region 2. A hidden jewel in Colorado is the Schriever Air Force Base, in El Paso County. In the middle of plains when snow storms occur, roads to this facility are a safety concern. Starting on process to address safety issues and is being done very quietly. Transportation safety is a means to an end - to get people to work safely. Recognized progress on the I-25 Gap project. Thanked Karen Rowe and her team for this work and the resulting safety improvements.
- Commissioner Stuart feels a heavy responsibility, as the majority of newly elected Colorado political leaders are from Stuart's district – Boulder, Broomfield and Adams Counties.
- Commissioner Connell took a five hours of travel time for a normally 2.5 hour trip to get here yesterday. Status on travel times on I-70 have been reported and we have improvements so far. Recognized CDOT staff for the accomplishments for this obtained to date with limited funds.
- Commissioner Hall commented that recently on I-70 at the Mesa County border there were serious crashes. Region 3 did a great job in response to address crashes at a curve with a fence. Commissioner Hall also coordinated with newly elected legislators in her district.
- Commissioner Hofmeister noted he has little to report, they have a TPR meeting on Monday.
- Commissioner Peterson noted that the new County Commissioner in Jefferson County is very pro education and children. Commissioner Peterson expressed continued interest and support of the Safe Routes to School (SRTS) program at CDOT. Want to support SRTS in terms for safety and mobility issues. Thanked CDOT staff for their work.
- Commissioner Thiebaut noted the launch of the Outrider bus service in December between Pueblo and Colorado Springs. Recognized Karen Rowe and team for pulling together 10 Counties in his district to accomplish this. Since 2013, a number of projects and programs have been accomplished. Citizens

appreciate it too. Lastly, traveling here noticed variable message sign of 12 deaths already this year. Safety is a key concern for us.

- Commissioner Gifford noted the reaching of a legal settlement related to the Central 70 project, which was a huge accomplishment, and allows CDOT to move forward with this important project.

Executive Director's Report (Shoshana Lew)

- Executive Director Lew expressed excitement to see the collaboration and work of CDOT staff. Issues identified today we will work through together.
- All essential topics have been covered previously by others here, so won't go over again now, and we will work on them.

Chief Engineer's Report (Josh Laipply)

- Welcome to Executive Director Lew.
- Attended first Transportation Research Board (TRB) convention this week filling in for other staff person.
- Gave two presentations, CDOT received a US 34 Flood Recovery award. Josh gave a presentation on the project. The award was for public communication regarding a full closure of US 34. Since then, this project has been bestowed a national award that is coming soon.
- Attended the Smart Hearing at state Legislature and Executive Director Lewis and Commissioner Gifford were there. Josh presented on lead and lag metrics and accomplishments. Hearing went well and demonstrated to the state legislature that CDOT is a data-driven organization.

High Performance Transportation Enterprise (HPTE) Report (David Spector)

- David wished everyone a Happy New Year, and welcomed Executive Director Lew.
- HPTE has a contract with CDOT that is reviewed regularly and a review is in progress now.
- HPTE Board this month had one action item – to pay a portion of its outstanding debt to CDOT. Yesterday \$250,000 was paid to CDOT. The remaining debt now is for FY 2013 and FY 2014.
- HPTE provides a statewide report to legislature every year. Yesterday HPTE staff shared an annual report that is on the CDOT website and has the SB 1 report as an appendix on Express Toll Lanes. It is a great reference report. David recognized his team in HPTE for their good work.
 - C-470 tolling devices are up and running and full integration is on schedule.
 - HPTE is working with E-470 and saving money via joining in procurement with them. HPTE is benefiting from economies of scale.
 - In terms of Public Private Partnerships (P3), HPTE continues daily operations with Plenary on US 36 and the work on Central 70; we are also maintaining and continuing development of good partnerships, such as those with CDOT Regions 1 and 4, Plenary, City and County of Denver, etc.
- HPTE's contracted Transportation Demand Management (TDM) provider presented to the HPTE Board yesterday.
- Working with project teams on innovative financing for C470, I-25, etc.
- Express Lanes Master Plan is underway. Two stakeholder workshops were held recently and the project is going well. We are now in the data collection phase.
- A public and educational outreach campaign regarding express toll lanes called *when it matters most* is in progress.

FHWA Colorado Division Administrator's Report (John Cater, Division Administrator)

- FHWA is not impacted by the government shutdown as the FAST Act, a multi-year bill funds FHWA. We are operating in a mode of business as usual.
- Bad news is the direction of transportation funding nationally. Need to know the position on funding with Congress. We will hear more by September 2020.

- Appreciated the comments from TC focused on safety. We have lots to do to address safety concerns and reduce crashes. One area not focused on are the local roads. Half of fatalities are on the local roads. We need to work together with locals on solutions to improve safety.
- FHWA administrator has been selected, who previously worked at NHTSA. FHWA is in the process of getting congressional approval now.
- Commissioner Connell recommended sharing the local crash information with the TC so the TC can get the word out and assist with prompting coordination with local entities.

STAC Report (STAC Chair, Vince Rogalski)

- Nothing to report this month, as last STAC meeting on December 2, 2018 was reported to the TC on December 13, 2018.

Act on Consent Agenda – Passed unanimously on January 17, 2019.

- Resolution to Approve the Regular Meeting Minutes of December 13, 2018 and the Special Meeting Minutes of December 20, 2018 (Herman Stockinger)
- Resolution to Approve ROW Acquisition Authorization Requests (Josh Laipply)
- Resolution to Approve Region 3 SH 82 Easement Disposal (Mike Goolsby)

Discuss and Act on Resolution to Transfer Assets from CDOT to the Bridge Enterprise (Josh Laipply) – Passed unanimously on January 17, 2019

Discuss and Act on 7th Budget Supplement of FY 2019 (Jeff Sudmeier) – Passed unanimously on January 17, 2019

- Transfer - \$11.3 million from Highway Safety Improvement Program (HSIP) to the Connected Vehicle Eco System project, as CDOT was directed by FHWA to allocate 2.5% of National Highway Performance Program and Surface Transportation Block Grant Program funds to the HSIP Program.

Recognitions:

- **Renee Railsback**, who leads the Colorado Local Technical Assistance Program for FHWA, was recognized by Josh Laipply for her tremendous and impressive work, and being the recipient of two prestigious awards:
 - 2018 American Association of State Highway Transportation Officials (AASHTO) State Transportation Innovation Council (STIC) Excellence Award
 - 2018 American Public Works Association (APWA) Colorado Public Works Leader of the Year
- **Aaron Fischer** was the recipient of the CDOT Hero Award by Region 1 Transportation Director, Paul Jesaitis
 - Paul noted that CDOT maintenance work is the backbone of all CDOT does, and we don't hear about them enough.
 - Neal Retzer of Eisenhower-Johnson Memorial Tunnel (EJMT) maintenance nominated Aaron for this award for Aaron's work responding to an incident where a child's ventilator battery went out in a passenger vehicle in the vicinity of the tunnel, and the child needed emergency medical attention. Aaron first got a replacement battery installed to provide power to the ventilator to work until an air ambulance could arrive. Neal noted just two weeks later, another incident with a Loveland skier required coordination of an emergency air ambulance that Aaron coordinated.
- Commissioner Hall told a story of how she was impressed by the help she received from CDOT EJMT staff when she experienced a flat tire in the tunnel during a snow storm.



TO: Statewide Transportation Advisory Committee (STAC)
 FROM: Debra Perkins-Smith, Director, Division of Transportation Development
 DATE: February 21, 2019
 RE: Colorado's Low Emission Vehicle (LEV) and Proposed Zero Emission Vehicle (ZEV) Regulations

Purpose

The purpose of this memo is to provide the STAC with updated information on the Low Emission Vehicle Regulation passed in 2018, and a Zero Emission Vehicle Regulation to be proposed in 2019.

Action

Informational memo, no action requested.

Background

On June 19, 2018, Colorado Governor John Hickenlooper signed [Executive Order B 2018 006](#), Maintaining Progress on Clean Vehicles. The executive order explains that the federal government has announced its intention to roll back vehicle greenhouse gas (GHG) standards for model years 2022-2025. Rolling back these standards would negatively impact Colorado's ability to meet its GHG reduction goals.

EO B 2018 006 directed the Colorado Air Quality Control Commission (AQCC) to consider a proposed rule adopting a California Low Emission Vehicle (LEV) Standard. The AQCC passed [Regulation 20 - Colorado Low Emission Automobile Regulation \(CLEAR\)](#) on November 16, 2018.

Regulation 20 applies to all 2022 and subsequent model year motor vehicles that are Passenger Cars and Light-Duty Trucks, and Medium-Duty Vehicles offered for sale or lease in Colorado. It also applies to all sales or installation of Aftermarket Catalytic Converters for any model year vehicle. All vehicles and parts in these classes must be certified to California Code of Regulations Title 13 (selected sections) for both "LEV III Criteria Emissions" and "GHG Emissions."

More information on LEV is available at [Colorado.gov/cdphe/Low Emission Vehicle Standard](http://Colorado.gov/cdphe/Low_Emission_Vehicle_Standard).

Neither this executive order nor Regulation 20 directed CDPHE to propose a Zero Emission Vehicle (ZEV) program, or to mandate the sale of electric vehicles. There was extensive public comment, however, in support of Zero Emission Vehicles at the AQCC meeting on August 16, 2018. The AQCC requested that a proposed rule be presented for its consideration and a future public rulemaking hearing. If adopted, such a Proposed Rule would lead to an increasing percentage of all light-and-medium-duty motor vehicles sold in Colorado being Zero Emission Vehicles.



The federal government is also likely to re-classify the Denver Metro and North Front Range areas of Colorado from Moderate to *Serious* Non-Attainment for ozone at some point in 2019.

On January 17, 2019, Colorado Governor Jared Polis signed [Executive Order B 2019 002, Supporting a Transition to Zero Emission Vehicles](#), which includes the following directives:

- **CDPHE shall develop a rule to establish a ZEV program, and propose it to the AQCC by May 2019, for possible adoption by October 30, 2019.**
- CDPHE shall also revise its [Beneficiary Mitigation Plan](#) to allocate funds remaining from the Volkswagen settlement to the electrification of buses, trucks, and other vehicles.
- A new Transportation Electrification Workgroup will draw representatives from CDPHE, [CDOT](#), the [Colorado Energy Office](#), and several other state agencies.
- CDOT shall develop a Zero Emission Vehicle and Clean Transportation Plan to support widespread ZEV adoption.

This presentation by CDPHE to STAC will only focus on the **ZEV program** directive (in bold above).

Details

The CDPHE Air Pollution Control Division (APCD) is exploring approaches to a proposed rule that would lead to an increasing percentage of zero emission vehicles in Colorado. APCD continues to provide a forum for those with an economic or professional stake in Colorado's motor vehicle fleet mix, particularly those who would be affected by an increase in zero emission vehicle sales.

APCD has already held several stakeholder meetings to seek distinct and quantitative fiscal, economic, and other impacts of a ZEV mandate taking effect in Colorado. There will be additional stakeholder meetings before APCD presents a Proposed Rule to the AQCC.

Those who cannot attend meetings in person can provide written feedback [here](#).

Next Steps

[The Colorado Air Quality Control Commission \(AQCC\)](#) anticipates that it will consider a Request for Hearing at its monthly meeting on May 10, 2019 of the Zero Emission Vehicle mandate for Colorado, and will also accept public comment before deciding whether or not to schedule a Rulemaking Hearing to consider a Proposed Rule. Should the commission grant a Request for Hearing and set the matter for a Rulemaking Hearing, interested persons may petition the commission to become a party to the rulemaking. **Please Note: comments received prior to the official notice of rulemaking will be considered as "general public comment" and will not be included in the hearing record. In order to be included in the record, comments must be submitted during the noticed public comment period following the Request for Hearing.**

More information on ZEV is available at Colorado.gov/cdphe/zero-emission-vehicle-mandate-proposal and Colorado.gov/cdphe/aqcc





TO: Transportation Commission
 FROM: Debra Perkins-Smith, Director of CDOT Division of Transportation Development
 Lizzie Kemp, CDOT Resiliency Program Manager
 DATE: February 20th, 2019
 RE: Colorado Resiliency Office Initiatives and Statewide Outreach

Purpose

To inform STAC members of an important outreach effort initiated by the Colorado Resiliency Office (CRO) that will be coming to your local communities soon.

Action

Information only.

Background

The Colorado Resiliency Working Group (CRWG) was established in 2014 by then Governor Hickenlooper in the aftermath of the 2013 flood and wildfire events to be the steering committee and implementing body for the State's resiliency efforts. Led by the Colorado Resiliency and Recovery Office (CRRO), the CRWG published the Colorado Resiliency Framework in 2015 - a report signed by Governor Hickenlooper that set the stage for building multi-disciplinary resiliency throughout the State. In 2017 the CRRO was moved under the Department of Local Affairs (DOLA), and with the passing of HB 18-1394 was formally established as the Colorado Resiliency Office (CRO). CDOT has been an active participant in the CRWG/CRO since inception.

Details

"Resiliency" in Colorado as defined in the Resiliency Framework, and codified 2018 in State law via HB18-1394 is: "The ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges—including human-caused and natural disasters—and to maintain quality of life, healthy growth, durable systems, economic vitality, and conservation of resources for present and future generations."

Next Steps

CRO has begun a statewide outreach effort to educate and engage local and regional leaders across disciplines in the Office's work and initiatives underway to improve Colorado's resiliency statewide. The effort is called the Resilient Colorado Communities Program. The outreach program began last week in La Plata County and will reach all 8 DOLA regions by July 2019. The health of our transportation network is a key element of building a resilient Colorado. We encourage STAC members to engage in this outreach campaign.

For more information, contact Rob Pressly, CRO, Resiliency Program Manager at 720.437.1253 or Lizzie Kemp, CDOT, Resiliency Program Manager 303.757.9629.

Attachments

- CRO PowerPoint Presentation



COLORADO RESILIENCY OFFICE OVERVIEW

February 22, 2019



COLORADO
Department of Local Affairs

Wildfires and floods cause more than \$5 billion in damages, more than 3,000 homes destroyed, and tragically, 17 lives lost.

2012-2013

Colorado hosts the State's first Resiliency Summit and the Colorado Resiliency Working Group is formed

2014

Governor Hickenlooper signs the Colorado Resiliency Framework, establish a roadmap for building resiliency in Colorado

2015

Local Resiliency Frameworks developed for fire and flood-impacted communities along the Front Range

2015-2016

Web-based resiliency resource center launched online at www.coresiliency.com

2017

Colorado Disaster Emergency Act is updated to create the Colorado Resiliency Office under the Department of Local Affairs and mandate creation of a resiliency and community recovery program

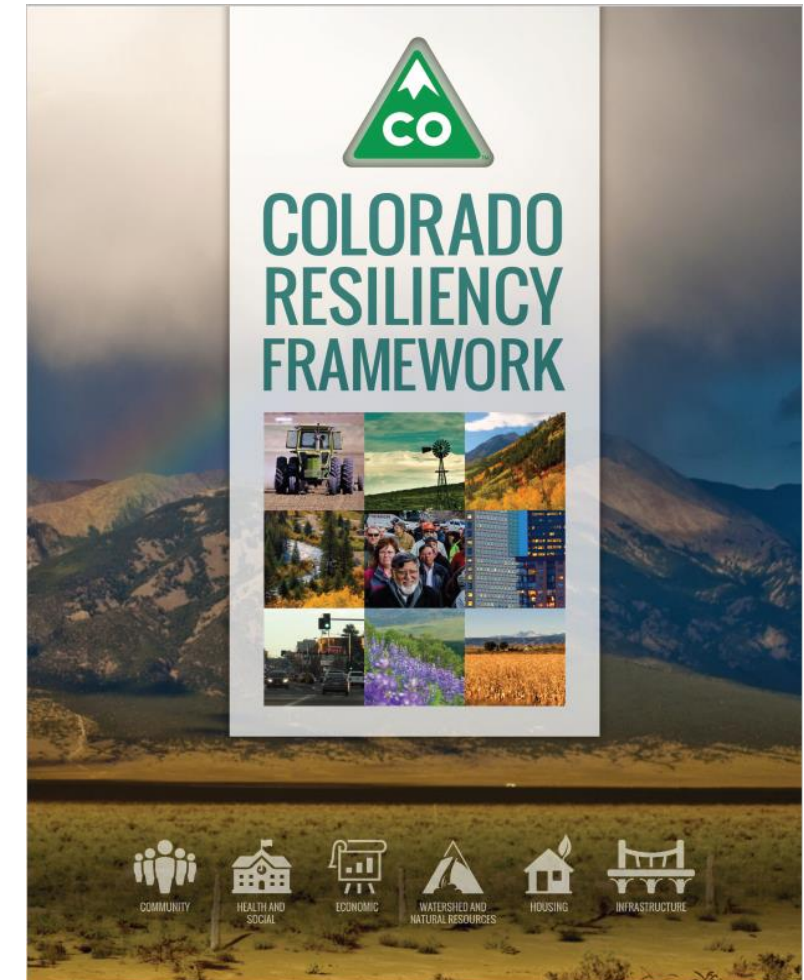
2018

Colorado's Resiliency Story

CRO's ROLE

Designated State lead for resilience.

- Resiliency and community recovery program
- Long-term recovery
- State and local technical assistance
- State investments and grants programs
- Metrics and targets
- Policy advocacy on federal resilience efforts



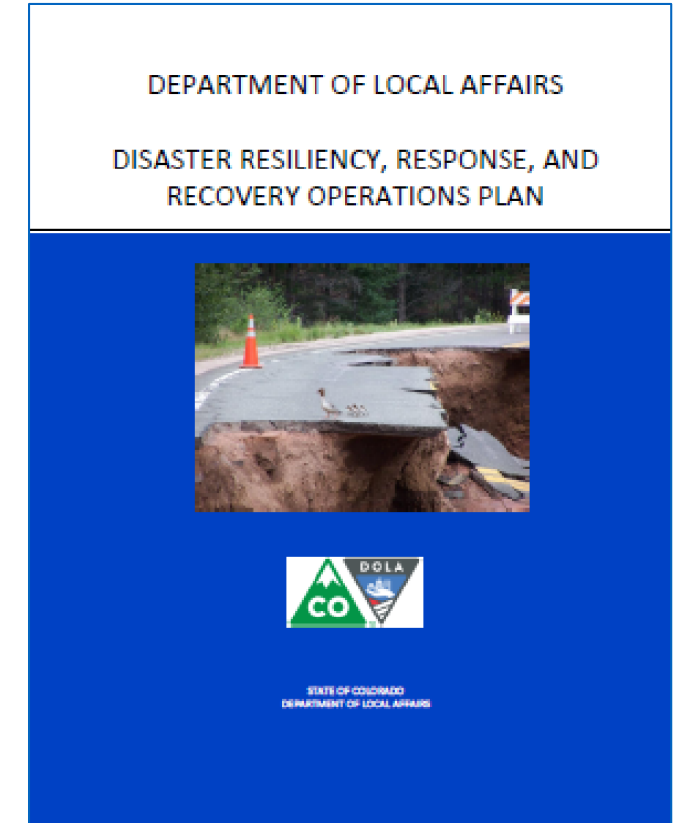
DISASTER RESILIENCY & RECOVERY

State/Federal Coordination

- Long-Term Recovery Working Group
- Colorado Resiliency Working Group

Local Technical Assistance & Collaboration

- Tools, Training, & TA
- CO Recovery & Resiliency Collaborative (CRRC)



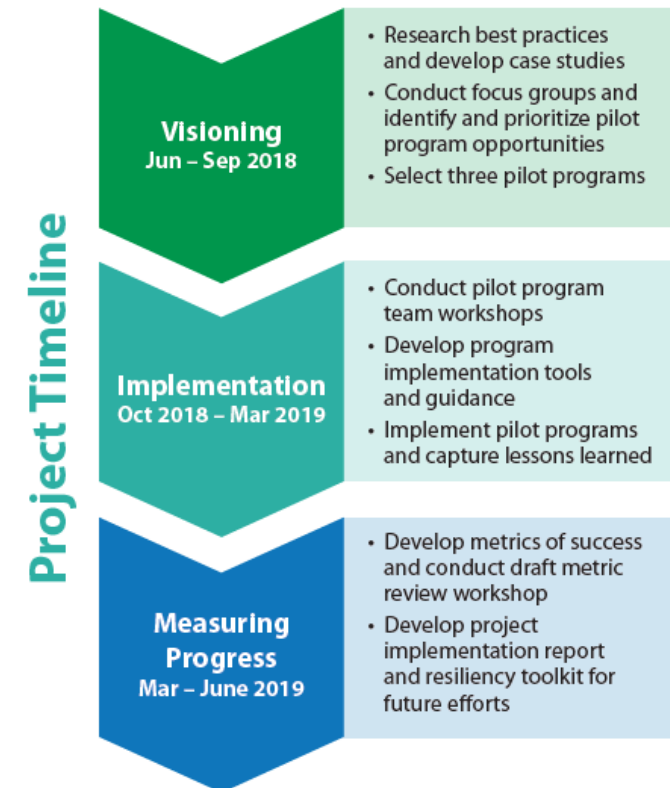
CO RESILIENCY INSTITUTIONALIZATION PROJECT

Year-long project that will build resiliency into State investments and operations. Key outcomes include:

- Establishing a **common understanding of resiliency** within the context of department-specific missions
- **Implementing pilot programs** for resilience building and supporting department staff in advancing initiatives
- **Establishing tools and metrics** for performance measurement to allow for ongoing implementation and future replication

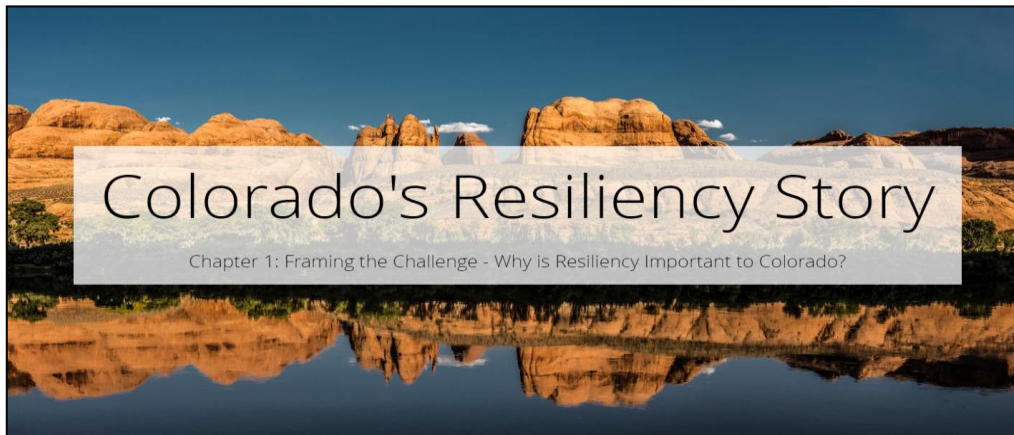


Colorado Resiliency Institutionalization Project





COResiliency Resource Center
www.coresiliency.com



Colorado Resiliency Story Map
www.coresiliency.com/storymap

DRAFT RESILIENT COLORADO COMMUNITIES PROGRAM

**Long-term recovery
2.0: reflective,
system-oriented,
action**

Peer-to-peer network

Incorporation of
resilience in planning

Annual summit

Community projects

**Build partnerships/
integration**

Resilient Colorado
Communities workshops

Peer-to-peer network

Module pipeline
(hazards, 4R, etc.)

Annual summit

**Enable communities
to confront
uncertainty and
position for the
future**

Resilient Colorado
Communities workshops

Toolkits for planning,
vulnerability analysis, etc.

Challenge grants

Cross-state futures
committee

COMMUNITY ENGAGEMENT & TECHNICAL ASSISTANCE

Survey

**Roundtable
conversations**

**Existing peer-to-
peer network
engagements**

**One-on-one
conversations**

**Pilot Resilient
Colorado
Communities
workshops**

**Potential
summit?**



COLORADO

Department of Local Affairs

Colorado Resiliency Office

Thank You!

**Anne Miller, Rob Pressly, Kate Busse,
Marilyn Gally**



2829 West Howard Place
Denver, CO 80204

MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE
FROM: RYAN RICE, CDOT DIRECTOR OF MOBILITY OPERATIONS
KYLE LESTER, CDOT DIRECTOR OF HIGHWAY MAINTENANCE
CC: LT. COL. MARK SAVAGE, DEPUTY CHIEF, COLORADO STATE PATROL
DATE: FEBRUARY 22, 2019
SUBJECT: TRAFFIC INCIDENT MANAGEMENT (TIM) PROGRAM UPDATE

PURPOSE

This memorandum and the attachments provide an update of TIM in Colorado and Staff's vision for the future state of the TIM practice in Colorado.

BACKGROUND

Colorado's first responders are highly-trained professionals. Yet, our emergency incident response procedures, and the way we perform our respective public service/safety work on the roadside, must evolve to protect our safety and that of the motoring public. Everybody's coordinated, cooperative actions count to quickly and safely restore traffic flow. *Together*, we can minimize everyone's exposure through communication and synchronization of roadway incident management.

Led by the Colorado State Patrol, the Governor's Task Force on Responder Safety was created in 2017 to encourage Colorado responders to *pivot* from individual agency response techniques (fire, enforcement, EMS, tow/recovery, utility, maintenance, and others), to training and working closely under "One Scene, One Culture". When responders act as one unified team to fulfill their own areas of responsibility, they can skillfully clear the scene and get everyone off the road safely. Roadside culture change is not for responders alone--motorists and pedestrians also play a vital role. Drivers should know their roles and responsibilities as they navigate traffic events to minimize risk to themselves and others as they pass by/through scenes. One outcome of the Governor's Task Force on First Responder Safety was the formation of a formal Standing Committee on First Responder Safety under the Department of Public Safety. Committee members include representation from CDOT, CSP, the fire service, local law enforcement, Communication Centers, FHWA, NHTSA, towing industry, and DRCOG. The Committee acknowledges that changing culture is not a small undertaking, but accepts the challenge to engage responders to: 1) train together in Traffic Incident Management (TIM); 2) master quick clearance techniques; and, 3) educate the public on where to be and what to do when approaching a roadside event. Today, Staff will present an overview of the TIM Program progress and future actions for your information.

ACTION

Staff is requesting that STAC provide local leadership and support for the TIM Program. In particular, we are requesting active participation by agencies in corridor and area Standing Program Management Teams (SPMTs); support of staff efforts to establish an inventory of current local TIM related policies, practices, and procedures; and participation in multi-disciplinary TIM training activities.

NEXT STEPS

Staff will continue TIM Program development, conduct TIM inventory activities, and report to STAC periodically.

ATTACHMENTS

N/A





\$3,500 Special

for eligible customers in select states.
Proof of eligibility required.

Eligible customers can receive:

\$3,500 rebate³ off MSRP

+ up to **\$7,500** potential Federal tax incentive⁴

Up to \$11,000 in Total Savings!

Additional state incentives may also be available!⁴

Nissan LEAF[®]
World's Best-Selling Electric Car¹
100% Electric



Fleet Certification
Code: **G56400**

Simply Amazing Nissan LEAF

More Range at an affordable price!

Up to 150 mile range⁵ at a MSRP starting at \$29,990

Nissan Intelligent Mobility

Available ProPILOT Assist can make highway driving less stressful⁷

Allows you to pace with the car in front of you, maintaining a set distance, while helping keep you centered in your lane. Even through slight curves. Can come to a stop automatically, and resume, without driver intervention.

e-Pedal Mode, a more natural way to manage traffic.⁶

Accelerate or brake in traffic, using a single pedal, easing traffic congestion. Come to a complete stop and hold, even on steep hills, without the brake pedal.

Advanced Safety Features

Standard Automatic Emergency Braking⁸

It can apply the brakes automatically to help you avoid frontal collision, or if unavoidable, help reduce the severity.

Join us in making a difference.

As part of our effort to accelerate electric vehicle transportation alternatives throughout the United States, Nissan North America, Inc. is offering eligible employees and customers of **Colorado Springs** a special opportunity to purchase the 100% electric, Nissan LEAF^{®9}. With each qualified purchase, eligible customers can receive a \$3,500 Fleetail Rebate off MSRP³, plus a potential Federal tax incentive of up to \$7,500.⁴ State incentives may also be available!⁴

How to get this great incentive:

Simply bring a copy of this flyer, both the front and back pages, along with your monthly electric bill or proof of employment to your participating Nissan dealership. This limited time offer expires April 1, 2019 and cannot be combined with other Nissan special incentives. Residency restrictions apply.³

See your local participating Nissan Dealer for complete details: NissanUSA.com/nissandealeters

1 Based on cumulative sales data from Dec 2010 - July 2018.

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2 2019 LEAF starts at \$29,990. S trim shown. Price is Manufacturer's Suggested Retail Price excluding destination charge, tax, title, license and options. Dealer sets actual price.

3 **ELIGIBILITY REQUIREMENTS AND OTHER RESTRICTIONS APPLY. PROOF OF ELIGIBILITY REQUIRED.** The \$3,500 Nissan Fleetail Rebate off MSRP is available to current employees and customers of **Colorado Springs** who reside in one of the following states: Alabama, Alaska, Arizona, Arkansas, California, Colorado, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming. Must present to the participating Nissan dealer the following proofs of eligibility: (1) proof of current employment at RMP or a copy of your current utility bill from RMP and (2) a copy of both sides of this flyer. Available on purchase from new dealer stock. This incentive cannot be combined with any other Nissan special incentives. See dealer for details. Ends 4/1/2019.

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5 MY19 EPA range of 150 miles. Actual range may vary based on driving conditions. Use for comparison only.

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Ends 4/1/2019



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Rebate³

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Up to \$11,000 in Total Savings!

Additional state incentives may also be available!⁴

Nissan LEAF[®]
World's Best-Selling Electric Car¹
100% Electric



Fleet Certification
Code: **B65178**

Simply Amazing Nissan LEAF

More Range at an affordable price!

Up to 150 mile range⁵ at a MSRP starting at \$29,990

Nissan Intelligent Mobility

Available ProPILOT Assist can make highway driving less stressful⁷

Allows you to pace with the car in front of you, maintaining a set distance, while helping keep you centered in your lane. Even through slight curves. Can come to a stop automatically, and resume, without driver intervention.

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Ends 4/1/2019



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100% Electric

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Up to \$11,000 in Total Savings!

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Fleet Certification
Code: **B74296**

Simply Amazing Nissan LEAF

More Range at an affordable price!

Up to 150 mile range⁵ at a MSRP starting at \$29,990

Nissan Intelligent Mobility

Available ProPILOT Assist can make highway driving less stressful⁷

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Ends 4/1/2019



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Up to \$11,000 in Total Savings!

Additional state incentives may also be available!⁴



Fleet Certification
Code: **B64279**

Simply Amazing Nissan LEAF

More Range at an affordable price!

Up to 150 mile range⁵ at a MSRP starting at \$29,990

Nissan Intelligent Mobility

Available ProPILOT Assist can make highway driving less stressful⁷

Allows you to pace with the car in front of you, maintaining a set distance, while helping keep you centered in your lane. Even through slight curves. Can come to a stop automatically, and resume, without driver intervention.

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4 The incentives referenced are for informational purposes only. This information does not constitute tax or legal advice. All persons considering use of available incentives and additional perks should consult with their own tax or legal professional to determine eligibility, specific amount of incentives available, if any, and further details. The incentives and additional perks are not within Nissan's control and are subject to change without notice. Interested parties should confirm the accuracy of the information before relying on it to make a purchase. Residency restrictions may apply.

5 MY19 EPA range of 150 miles. Actual range may vary based on driving conditions. Use for comparison only.

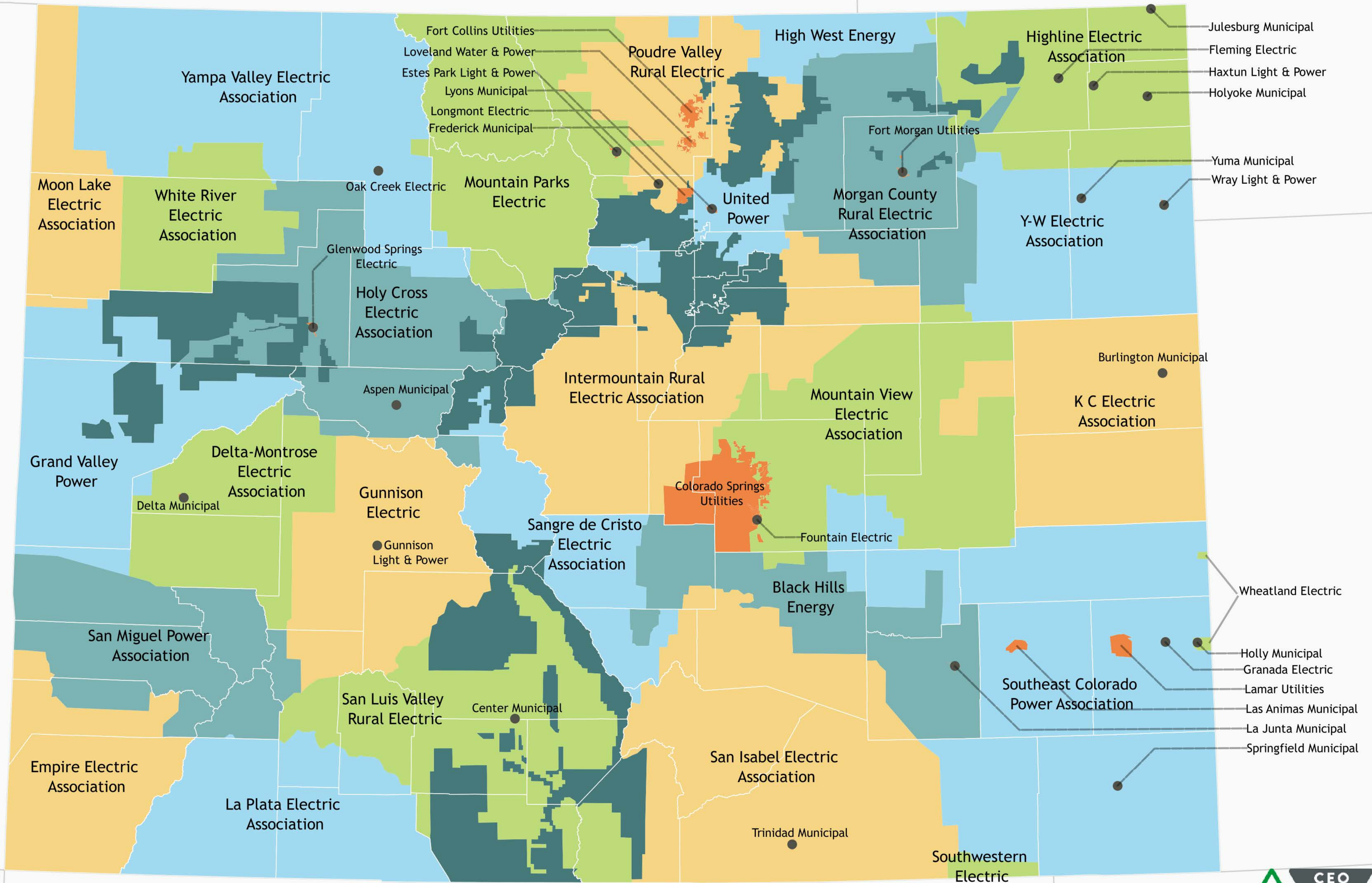
6 e-Pedal: Monitor traffic conditions and use conventional brake as needed to prevent collisions. See Owner's Manual for safety information.

7 ProPILOT Assist cannot prevent collisions. Always monitor traffic conditions and keep both hands on the steering wheel. See Owner's Manual for safety information.

8 Automatic Emergency Braking cannot prevent all collisions and may not provide warning or braking in all conditions. Driver should monitor traffic conditions and brake as needed to prevent collisions. See Owner's Manual for safety information.

9 MY18 or MY19 eligible for the Fleetail offer, purchase must be from dealer stock.

Ends 4/1/2019



Xcel Energy

