



COLORADO

Department of
Transportation

Statewide Transportation Advisory Committee (STAC)

June 21, 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 April 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.
- 9:20-9:45 **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:45-10:10 **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.
- 10:10-10:30 **STAC Schedule Calendar Year 2020 (Discussion Item)** – Vince Rogalski, STAC Chair
- Review of the proposed STAC schedule for calendar year 2020.
- 10:30-10:45 **Break**
- 10:45-11:10 **Planning Re-set Update (Informational Update / Discussion Item)** – Marissa Gaughan, Division of Transportation Development (DTD)
- Update on the Status of the Planning Re-set.
- 11:10-11:30 **Multimodal Options Fund (MMOF) (Informational Update / Discussion Item)** – Rebecca White, (DTD) and David Krutsinger, Division of Transit and Rail (DTR)
- Update on the status of the MMOF.
- 11:30-11:55 **Front Range Passenger Rail Update (Discussion Item)** – Randy Grauberger, Southwest Chief & Front Range Passenger Rail Commission
- Overview and update on the status of Front Range Passenger Rail.
- 11:55-12:00 **Other Business**- Vince Rogalski
- 12:00 **Adjourn**

STAC Conference Call Information: 1-224-252-4990 PIN: 991 703#

Web Conference: meet.google.com/zhr-mtbn-bfb

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

**Statewide Transportation Advisory Committee (STAC)
Meeting Minutes
May 17th, 2019**

Location: CDOT Headquarters Auditorium
Date/Time: May 17th, 2019; 9:00 a.m. – 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

STAC Representatives In Person: Vince Rogalski (STAC Chair and Gunnison Valley Transportation Planning Region [TPR]), Michael Yohn (San Luis Valley TPR), Norm Steen (Pikes Peak Area Council of Governments [COG]), Elise Jones (Denver Regional COG), Kristie Melendez (North Front Range TPR), Barbara Kirkmeyer (Upper Front Range TPR), Bentley Henderson (Intermountain TPR), Trent Bushner (Eastern TPR) and Gary Beedy (Eastern TPR), Walt Boulden (South Central TPR), Terry Hart (Pueblo Area COG), John Adams (Pueblo Area COG), Dana Brosig (Grand Valley Metropolitan Planning Organization [MPO]), and Dean Bressler (Grand Valley MPO).

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & April STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of April STAC Minutes without revisions. 	<i>Minutes Approved.</i>
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation:</p> <ul style="list-style-type: none"> • <u>Transportation Commission (TC)</u> <ul style="list-style-type: none"> ○ We don't have the report from yesterday's meeting yet, but we have last month's report. We have a budget. The budget will be presented to us with a different format. There are a lot of things to look at in the budget. Consolidation is one aspect. There will be a column from last fiscal year, so it will be important for us to take a look at it. The Governor has requested various departments to look at scenario's for 5% less expenditures and others for a 2-3% increase. Transportation is a little different because funds come from different sources and not just from the state, so it can be difficult, but we are trying to put something together and also do a monthly budget report. ○ We talked about some formula programs last month. They did approve three formula programs. Metro Planning, Surface Transportation Metro, and 	No action taken.

	<p>Transportation Alternatives Program (TAP). The TC, as of yesterday, approved those three.</p> <p>STAC Comments:</p> <ul style="list-style-type: none"> • No comments. 	
<p>TPR Reports / STAC Representatives</p>	<p>Presentation:</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: (Elise Jones) We approved adding amendments to sub-regional forms. We approved edits to 2040 Regional Transportation Plan (RTP). Proposed projects for 2020 - 2023 Transportation Improvement Program (TIP) have been identified. The final TIP approval is planned for August. People are happy with the new TIP process. We adopted a new public engagement plan. • <u>GVMPO</u>: (Dean Bressler) Our local partners formed a selection committee and they elected Dana Brosig as the new director of GVMPO and STAC Representative. Dana is an engineer and planner like me. At the April 22, 2019 meeting we adopted the 2020 - 2023 TIP. The Road 29/I-70 Interchange Planning and Environmental Linkage (PEL) study is ongoing. There have been some hiccups in terms of determining if we have the right purpose and need. We might need to widen the lens. Maybe not just focusing on the interchange. We are working through PEL coordinator, FHWA, and locals. (Dana Brosig) We are also working on the 2045 Regional Transportation Plan (RTP) Request for Proposal (RFP) and will be have that out next week. • <u>NFRMPO</u>: (Kristie Melendez) Thanks to Rebecca White for a good presentation at our May meeting. There are four items to report. The fiscal year 2020 -2023 TIP will be adopted at the June council meeting. We've received a 5304 grant with local match from Larimer County for a program that will include a one call and one click transit program. This is very exciting because of the growing senior community. In terms of development of 2045 RTP, it is anticipated that adoption will occur in September of 2019. Finally, Transfort was awarded \$1.25 million of the VW settlement funds for five buses and equipment. • <u>PACOG</u>: (Terry Hart) Regarding our transportation hub, we've been going through a site selection process and negotiating the purchase of site. For the I-25 at Ilex project, we are getting into the surface treatment. On US 50 east of Pueblo we are working on prep work for surface treatment. Our TIP is coming back for approval at 	<p>No action taken.</p>

the June meeting and we are working on an expansion of our convention center. The grand opening happened this past week. We would be happy to have you come visit.

- PPACG: (Norm Steen) Recently we had a lot of input from the airport. We appreciate Rebecca White for her visit. We had a discussion about bylaws, and there was much interest expressed by PPACG constituency. People want to become part of discussion and so there were some bylaw changes to allow for expanded membership. Finally, we are working close with CDOT on Better Utilizing Investments to Leverage Development (BUILD) grant for the military base. Thanks to CDOT for their work on this.
- Eastern: (Gary Beedy) There is not a lot new that is happening. The resurfacing project has started on SH 86 for \$6 million from I-70 to Kiowa. For the Cheyenne Wells “S” curve project, they are trying to work it out. It will be an improvement for freight for at a 90 degree turn to widen for truck movement.
- Gunnison Valley: (Vince Rogalski) We are working on cleanup from avalanches this winter. Red Mountain Pass got cleaned up, but I’ve been told it all just was dumped down into the valley, and the valley is completely filled with snow.
- Intermountain: (Bentley Henderson) The Intermountain TPR is also between meetings. There is a lot of activity. A lot from the transit side of things. The Town of Breckenridge is looking at a grant for electric buses and hoping to get power units in place. Summit Stage is working on getting the energy needed to run the buses. Roaring Fork Transit Agency (RFTA) is working on a Park-N-Ride on Brush Creek Pass. Just a reminder that the Federal Lands Access Program (FLAP) grant deadline is June 5, 2019.
- Northwest: (Heather Sloop): We are meeting next week and are working on a projects list for the local regional area. Routt County is beginning a conversation about a potential Regional Transit Authority (RTA) in its infancy now. Bringing it to the TPR, and realizing the financial constraints with CDOT and looking at how to do some problem solving.
- San Luis Valley: (Michael Yohn). SLV TPR is doing maintenance on potholes from winter and resurfacing of SH 112 is ongoing. Up north I don’t know because I don’t come that way. Everything is good and it is summer.
- South Central: (Walt Boulden) There isn’t much going on for South Central either, just maintenance. The SH 12 PEL bike study is underway. We are installing charging stations to our new location in Walsenburg for an electric van.
- Southeast: *No update.*
- Southwest: *No Update.*

	<ul style="list-style-type: none"> • <u>Upper Front Range</u>: (Elizabeth Redford): We have not had a meeting since we last met for STAC, so we have nothing new to report. • <u>Southern Ute Indian Tribe</u>: <i>No update.</i> • <u>Ute Mountain Ute Indian Tribe</u>: <i>No update.</i> • <u>John Cater for FHWA</u>: Federal Land Access Program (FLAP) grant deadline is a couple weeks away. BUILD (previously TIGER) grant applications are due in early July. The pot is \$900 million, so there is lots of competition. One other item to mention, we have been working with CDOT to streamline projects. We are working on an application process where CDOT will assume most of that responsibility and so to get there we mapped out the entire process, to ensure we are all on the same page. Now we are in the midst of conducting a pilot test of the process. Hopefully, after several months and some spot checks it will be ready. We will hope to see that it will make life easier for us all. <p>STAC Comments:</p> <ul style="list-style-type: none"> • <u>Trent Bushner</u>: (Eastern TPR) Just a few things that Gary didn't mention – we are excited for the Project Priority Programming Process (4P) meetings next month. We are really excited to get the “S” curve put in in Sterling. This has been a problem for a while it has been on the books for a while. It will be a wonderful project on SH 14. There will be a few bridge replacements as well. • <u>Vince Rogalski</u>: Commissioner Kathy Hall - Do you have any comments? • <u>Commissioner Kathy Hall</u>: No. I'm just glad to be here to listen. 	
<p>Whole System. Whole Safety. / Johnny Olson (CDOT Deputy Executive Director)</p>	<p>Presentation:</p> <ul style="list-style-type: none"> • How many people have already heard of the <i>Whole System. Whole Safety.</i> Program? We are in the process of building the framework. • We at CDOT are partnering with Colorado State Patrol (CSP), freight industry, contractors, and the consultant industry. • We have a number of safety programs within CDOT. Bike/Pedestrian, Traffic, Behavioral Education – such as the announcements that Sam Cole releases - every project really. When you put it all together, we probably have 15 different people within CDOT working on safety. Executive Director Shoshana Lew noticed there were a lot of programs, but they don't tie together. • We decided we need to tie it all together. • Zero deaths is still our vision. 	<p>No action taken.</p>

- Every press release needs to tie to safety. We do 100 to 150 every summer. Every project has a safety component, but we don't always tell people. Why don't we say what type of safety we are improving, and how we do that? There are three types of safety improvements– Behavior-based, Operational/organizational, and Built. (Johnny drew circles on a board to demonstrate the relationship between the various safety programs.) You have behavior circle (which deals with things like wear your seatbelt, don't text, etc.) This isn't tied to safety though. If you think about the safety circle (putting up a guardrail). We have to put up the guardrail because of the behavior, so the overlap between these three circles is where this program focuses. Then we have operational and organizational and we put that in here. Well this middle and synergy is *Whole System. Whole Safety.*
- How many people know that the edge on asphalt is a safety edge? Why do we build this? To deal with behaviors of not paying attention. We are spending money on the highway because of behavior issues, and we need to start talking about this spending. This spending is due to our behavior that is far from what it should be.
- My favorite superhero is Forest Gump because in the world of safety it's important to be as literal as possible. If our safety behavior was as consistent and literal as Forest Gump's we would have the safest roads because we would take all instructions literally. Every time I reach for my phone I say "stupid is a stupid does". That's our new mantra. If I stop grabbing my phone while driving, or if I give my car keys up when I'm drinking, we wouldn't have to spend money on this.
- When it comes to operational and organizational changes, we need to get better at clearing roads after crashes occur, because of all the potential secondary crashes that can happen. We have to get better.
- We want to go from 3,000 down to 2,000 crashes, but establishing this framework takes time.
- Every week there will be a new program, with over 10 items potentially identified for each one. Employee safety will help roadway safety.
- If speed limits are set correctly, we reduce crashes.
- Organizationally we are working on program for employee safety.
- This is about producing a system that people understand.
- We are going to focus on getting out to middle-schoolers because it's easier to influence these behaviors before they get their driver's license than changing adult behaviors that are already formed.

- We are going to focus on training for mountain driving. Executive Director Shoshana Lew commented to me that it is surprising that when she had to get a driver's license in Colorado after she moved here, there was no training for how to drive in the mountains, how to put chains on your tires, or know about what heavy snow looks like. This fits into the behavioral and educational system.
- Building this program is difficult, so we will have to work together to make sure that everything from now on starts from a *Whole System. Whole Safety.* perspective. Every project from now on should start with safety in mind and each meeting should start with a safety moment.

STAC Comments:

- Kristie Melendez: In relation to safety and crashes, is there a statewide study or reporting that looks into the causes of the crashes?
- Johnny Olson: Yes. We get that information, but it is usually one year behind. Josh is going to be working with the Colorado Department of Revenue (DOR). We have data, but we are working on data for 2018 and 2019. Accident reports go in and get reported to us later, but we want it to be in real time. We do want it to determine how to spend Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) Safety program funds. We need to know: What are we going to focus on reducing? We do that on a yearly basis, but starting a real time process will get us more responsive. It will help us with real time operations too.
- Vince Rogalski: I want to recognize Shoshana Lew, who has just entered the room.
- Executive Director Shoshana Lew: There's no need for me to talk now because we are about to roll out the Statewide Transportation Plan. It's an exciting day for all of us and the other thing to mention is that I want to express my appreciation regarding how much we have worked through this year with the rough winter and how nice it is to see it getting warmer.
- Rebecca White: Johnny mentioned how we should start each meeting on safety. How can we engage STAC on this? We have to evaluate how this fits into the planning process. We do a lot from the operational aspect, and it comes from the planning process. We know that safety is the top priority. What can we do on the planning side to promote the importance of this?
- Johnny Olson: One thing we don't know is near misses. We don't get that data. Communities can tell us about near misses, which could eventually turn into something regarding this information being documented during this planning process. It's also important to keep working with CDOT Regions to make sure you

	<p>are looking at what is better for the community, and to identify what is most critical. Is it an intersection? Is it off the road? Do we need rumble strips? Do we need to do those things that are easy or does it need to be a curve correction. Work with engineers and the Regions to drive safety into the planning process.</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: I think the biggest problem I see is people passing at bad times. • <u>Johnny Olson</u>: Just say to them “Stupid is as stupid does.” • <u>Ron Papsdorf</u>: Crash data has been something nagging us as well, so we want to be involved in getting real time data. The lag in data frustrates our process as well. • <u>Executive Director Shoshana Lew</u>: We couldn’t agree more, so we think there is a solution. Jill Ryan at CDPHE has been leading the conversation to figure out what tools we have to get this information more quickly. Douglas County is doing a lot with real time information. We are talking about what we can do to get this capability. 	
<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"> ○ So you all know what happened over the legislative session. Most importantly its over and secondly we got some funding this session. SB 18-001 was for \$150 million from last year’s bill, and it will be split up into \$105 million that goes to CDOT, and \$22.5 million to local governments for multimodal programs. ○ The legislature modified the ballot proposal portion of SB1 by deferring it for a year via SB 19-263 and adding a \$50 million to help pay for Certificates of Payment (COPs). CDOT received \$150 million and \$50 million, and pushed the ballot measure one year to protect SB 267 funds. If they hadn’t have pushed the ballot measure to the following year they would have had to wait to release the funds to pay for COPs until after the ballot measure was decided, so by pushing the measure a year back we protect these funds for this year. ○ So to summarize, the ballot measure deferral now added money to pay for long-term debt, so we got \$50 million in bonds and \$50 million to protect the SB 267 measure funds. ○ SB 267 funding will be dispersed this year at the 75% urban / 25% rural split. \$100 million will be dispersed from the General Fund though the Highway Users Tax Fund (HUTF) formula. ○ Other bills: <ul style="list-style-type: none"> ▪ Efficiency measures went through. This one helps TC approve right of way acquisition more efficiently. ▪ There were some safety issues. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ▪ Governor is going to sign the chain law bill along the I-70 corridor today. ▪ There is another bill (SB19-1265) to prevent vehicles from passing plows by making this a traffic offense when they are in echelon formation <ul style="list-style-type: none"> • <u>Federal Update:</u> <ul style="list-style-type: none"> ○ No Federal Legislation update was presented <p>STAC Comments:</p> <ul style="list-style-type: none"> • <u>Gary Beedy:</u> Do you have a summary of the funding bills? • <u>Andy Karsian:</u> Yes. I'll send that out. • <u>Norm Steen:</u> Does the plow law apply to all snow plows – including county and city? • <u>Andy Karsian:</u> All snow plows in echelon formation. They can still pass a single plow with a heightened amount of caution. • <u>Karen Rowe:</u> Do Taxpayer Bill of Rights (TABOR) limits apply to that \$100 million that is coming through SB1? If so I can't use it because it will raise my TABOR limit. • <u>Andy Karsian:</u> I looked through it and I think the TABOR limit does apply. I think we are still in conversations to see if there is anything to help with that. We can maybe allow swaps with federal funds that don't have the tabor limit. This is coming up as a vote on the November ballot. • <u>Ron Papsdorf:</u> I just want to say thanks to Andy for working with us and all of the COGs and advocating for transportation. • <u>Andy Karsian:</u> Thanks to the MPOs for their great work. • <u>Vince Rogalski:</u> Any other questions before we take a break? Join us outside out front. • <u>Rebecca White:</u> We have all these people coming here for the kick-off event for the 2045 Statewide Plan, with the Lt. Governor, Commissioners Peterson, Stuart, and Hall will be here. Also Executive Director Lew, Jill Corbin from the Colorado Tourism Office, Greg Fulton of Colorado Motor Carriers, Vince Rogalski, and Anne Rajewski from the Colorado Association of Transit Agencies (CASTA) are here. It's going to be a quick event. The Lt. Governor has to leave shortly for the mountains, but we will have the media here. 	
<p>Your Transportation Plan Website / Marissa Gaughan (Statewide Transportation Plan Manager)</p>	<p>Presentation:</p> <ul style="list-style-type: none"> • Tim has stepped out, but I want to take this opportunity to call your attention to the new "Your Transportation Plan" website. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • The website contains a link to a survey tool. Please take some time to take the survey and encourage others to do so as well. There is also a link to a video that explains our goals. • Marissa played the video for the group. <p>STAC Comments:</p> <ul style="list-style-type: none"> • <u>Trent Bushner</u>: We have good information. How do people find this webpage and how do we get the message out? • <u>Vince Rogalski</u>: I have been mentioning it in speaking engagements, and then the other is promoting it in our planning regions. There will be some people that don't care, but others that do. Once we have an outward facing website we will have a link. Can we get a link to this website? • <u>Dean Bressler</u>: I would request putting a link to the GVMPO Long-Range Plan (LRP) on the YourTransportationPlan.com and vice-versa on the Grand Valley MPO website. • <u>Marissa Gaughan</u>: Yes. We have plans for sharing links with MPOs and vice-versa for their Long Range Plans. • <u>Vince Rogalski</u>: So what did you think about the outside kickoff? Do you think we are providing the right information? • <u>Jeff Sudemier</u>: There was appropriate transportation noise in the background. 	
<p>Upcoming Multimodal Efforts / David Krutsinger, (CDOT Division of Transit and Rail)</p>	<p>Presentation:</p> <ul style="list-style-type: none"> • Our upcoming multimodal efforts are covered in the memo that Randy prepared for all of you. He was going to present this, but he is on vacation. <ul style="list-style-type: none"> ○ The Front Range Rail plan is expected to release a request for proposal (RFP) next week. All MPOs and COGs that are part of this region are part of the Front Range Rail commission and have been involved in this process. The selection process will start next week and we should have a consultant on board by the beginning of August, so this is an aggressive schedule. The legislature gave money to the Front Range Rail Commission for these efforts and CDOT is matching this in-kind with staff, which has provided modeling. ○ You've heard about the statewide travel model. CDOT has developed a model that can be used to answer a number of planning questions. In the past a consultant has come in and built a new model from scratch, but now we have the model built with MPO input and we have that resource so it can help with answering a number of questions within the rail study. The modeling will focus 	<p>No action taken.</p>

	<p>on rail ridership questions, and will help us along with the Statewide Transportation Plan, and understand how far we can go with Bustang.</p> <ul style="list-style-type: none"> ○ I hope this gives you a framework for where we are going. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • <u>Terry Hart</u>: One thing that would help us would be multimodal activities and efforts to get folks off the highway. It would be good if that was included in the safety message. The Whole System Whole Safety campaign was looking at several things, but didn't mention the rail. I think we need to get the message across because ultimately it will go to the ballot. So the earlier we get the message out and as often the better. • <u>Rebecca White</u>: We agree, and we are trying to get the message out. 	
<p>Program Distribution Update / Tim Kirby (Division of Transportation Development)</p>	<p>Presentation:</p> <ul style="list-style-type: none"> • I wanted to give an update on the program distribution that we discussed last month. Since then we had a conversation with Transportation Commission (TC). <ul style="list-style-type: none"> ○ Three of six formula programs were moved through commission and approved yesterday. ○ Program distribution is a final step that started with revenue projections ○ STAC subcommittee recommended to STAC and STAC approved these late last year. ○ STAC subcommittee made recommendation for all six programs and STAC moved all six to TC. ○ As a new administration came in, we put all of this on pause. ○ Once these steps are complete we can move it into the CDOT budget and approve the final document including Program Distribution. All this information is then is also used for MPO planning. ○ Approved distribution for Metro Planning (Metro PL) Surface Transportation Metro (STP-Metro), and Transportation Alternatives Program (TAP) ○ For Metro Planning the \$8.6 Million will be given to the MPOs to address federal requirements. The TC did adopt the STAC recommendations with a promise to revisit this in a few years. ○ STP-Metro: \$55 million will be distributed based on a formula based on population so DRCOG, NFR MPO, and PPACG are getting this money. ○ TAP: \$12.5 million will be distributed based on a complex formula after it is split into two equal pots one for urban and one for rural regions. Allocation methodology follows the historic methodology of 45% vehicle miles traveled (VMT), 40% lane miles, and 15% Truck VMT. Another possibility considered 	<p>No action taken.</p>

	<p>was to give 50% to Transportation Management Areas (TMAs) and the other to non-TMA's, but TC decided to retain the previous formula.</p> <ul style="list-style-type: none"> • The TC approved three distribution programs yesterday. All three formulas that were approved adhered to the STAC recommendations. • Remaining programs (FASTER Safety, Congestion Mitigation/Air Quality (CMAQ) and Regional Priority Program [RPP]) will be deferred until after the Statewide Planning process and we have a better idea of statewide needs. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • <u>Suzette Mallette</u>: Going back to TAP funds, is the 50% that CDOT is allocating available? • <u>Tim Kirby</u>: We are wanting to start a combined call for projects, and are still discussing how this will be distributed with Statewide Planning Team. A decision hasn't been made from that group yet. 	
<p>Build Discretionary Grant Program / Rebecca White (Division of Transportation Development) and Herman Stockinger (Office of Policy & Government Relations)</p>	<p>Presentation:</p> <ul style="list-style-type: none"> • Rebecca White initiated this discussion. We have three proposals that CDOT will be seeking BUILD grant money for. The proposals are due July 15, 2019. <ul style="list-style-type: none"> ○ Karen Rowe, CDOT Region 2 Transportation Director, provided an overview of the Military Access Mobility and Safety Improvements: This project will focus on 2 different areas. From south Academy Road to the south end of Fort Carson, from Gate 19. This will be four miles closer to Pueblo. Pavement is having a hard time. We've had two fatalities. This project will provide safer connections. Bridge enterprise said we can replace these bridges too, and widen south Academy Road. This will add access to Fort Carson, improve safety on SH 94 out to Schriever. The ask is for \$25 million. This is an expensive project, and we have most of the funding, but we need a little extra for the interstate construction. Construction Manager/General Contractor (CM/CG) contracting is what we are anticipating. ○ Rebecca White picked up the conversation regarding the Statewide Passing Lane and the Statewide Cable Barrier programs. ○ Statewide Passing Lanes: This program will add strategic passing lanes at various locations that have been on our list for a while. Kenosha Pass and Red Hill Pass will both be included. ○ Statewide Cable Barriers: This proposal will seek funding to reduce head on collisions through cable barrier installation at strategic points. This will be an interesting approach. Bundling is a new approach to help us address rural needs. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ Each application will ask for the maximum grant amount of \$25 million. Director Lew wants us to ask for the full amount, because it will most likely be reduced. We are looking for feedback from you as we start applications. None of the BUILD applications require additional funding from the Transportation Commission. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • <u>Gary Beedy</u>: What are the improvements on SH 94? • <u>Karen Rowe</u>: Between mileposts 0 and 7. Looking at it as you go up people are having problems merging at the top of the hill. Access improvements and passing lanes going westbound are needed. • <u>Rebecca White</u>: Relevant to planning process as well. Military community/veterans are key community stakeholders. We are having discussion about the Colorado Springs area where approximately 100,000 people rely on veteran medical services. A consistent theme is access to veteran medical services and hospitals. • <u>Elise Jones</u>: What's the process for figuring out where money will be used for the second and third application. • <u>Rebecca White</u>: We are looking at crash data and where passing lanes and cable barriers will be effective. For example, Mike McVaugh, CDOT Region 5 Transportation Director, said that cable barriers don't work in southwestern Colorado. So cable barriers are limited to places that don't get so much snow. • <u>Dean Bressler</u>: Any additional grants being submitted from the Regions? Can region folks comment briefly? • <u>Rebecca White</u>: Good Question. • <u>Johnny Olson</u>: Those three projects are the only three for CDOT. There won't be any other CDOT projects seeking BUILD grants. If DRCOG or North Front Range want to submit other applications that's fine. • <u>Dean Bressler</u>: Can I coordinate with Mark Rogers and across Region 3 to see what else is needed, and coordinate the application so we aren't competing? • <u>Mark Rogers</u>: I'm not sure I know of any projects. I believe we were going to do one on part of US 40 that has been designed by Kremmling as part of a passing lane project, but I don't know of anything from the TPR that is being put forward. 	
<p>Timing of STAC Meetings / Vince Rogalski (STAC Chair) and Norm Steen (STAC Vice-Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: Quite a while ago we talked about whether the last Friday is appropriate for STAC meeting times. How do others feel? Is the current structure and timing ok? Some things still get to STAC before TC. Do we want to see them before TC so we can get input? Comments? 	<p>No action taken.</p>

STAC Discussion

- Norm Steen: The purpose of STAC is to advise CDOT staff and TC, and sometimes it is so close to TC that we don't have the minutes. Many times they ask about STAC thoughts, and there isn't even enough time to fulfill our statutory duty. Moving STAC later so there are 7-8 days between TC and STAC would be helpful. Perhaps we could move it from the 4th week to the 2nd week of each month. All of us are busy. All of us have these conflicts. I want to talk about whether we can advise and give staff enough time to make it meaningful and provide more distance between TC and STAC meetings. In June again we have a tight turn around. TC meetings the 19th and 20th and STAC is June 21st. So we can't perform our statutory duty.
- Tim Kirby: To clarify, there are months like these that are crazy because of Memorial Day, but we yield to your decision making authority. The proximity to TC meetings is not ideal.
- Norm Steen: Are TC meetings fixed? Set a year out?
- Barbara Kirkmeyer: I agree that if TC is meeting we will be meeting two weeks prior ideally. We should set our calendar and be done with it. There will be changes, and I know there are long drives, so maybe you should weigh in. Dana and Dean what do you think?
- Dean Bressler: We flew so it was not so bad, and we can be flexible.
- Heather Sloop: I do not see a problem with it. When it changes so quickly and we do not have time to see the change and make other arrangements is where we have issues with travel.
- Tim Kirby: We have had major issues with Google Calendar. It isn't always updating the changes, so as backup we post the dates and changes to the website.
- Heather Sloop: I just go to the minutes to see the changes.
- Norm Steen: The 2020 monthly calendar we can discuss, but we cannot change for next month. Maybe the rest of 2019 is ok, but we might want to look at changing this for 2020.
- Tim Kirby: we can send out a proposed calendar, you, people can look, and if we like it we will do calendar invites.
- Norm Steen: So the proposed 2020 schedule will be in draft form for next month.
- Tim Kirby: We produce a document that is similar to what we hear. Is the direction that you need to meet a week in advance of TC? Where do you want the meetings ideally?

	<ul style="list-style-type: none"> • <u>Norm Steen</u>: I think we need two-week separation between meetings. • <u>Rebecca White</u>: Two weeks prior to TC would be ideal. 	
<p>STAC Statewide Plan Working Group / Rebecca White (Division of Transportation Development)</p>	<p>Presentation:</p> <ul style="list-style-type: none"> • Rebecca White raised discussion on an administrative item. We had talked about forming an advisory group “prep team meetings” with Commissioner Kirkmeyer. I also think this would be helpful in light of all 64 county meetings that we will be doing. I think it would be a good idea if we have a conference call each month. I don’t mean to add an extra unnecessary meeting but I think it would be good to bounce ideas off of one another. There is a sign-up sheet going around if you are interested in the prep team. I also want input for the best outreach events for this summer. We would have a booth and we would love to get help from you in deciding which events we should attend. I want to hear from you about the best places to go to reach members of the public in your region: I’m thinking events are only needed in the next three to five months. <p>STAC Discussion:</p> <ul style="list-style-type: none"> • <u>Heather Sloop</u>: Art in the Park starts at 9:00 am and it’s a better venue than the Balloon Rodeo. • <u>Karen Schneiders</u>: CDOT should consider the Scottish Festival in Estes Park as a venue for Region 4. • <u>Suzanne Mallette</u>: I would like some materials to share and announce the planning process. • <u>Rebecca White</u>: Post cards would be another option. • <u>John Liosatos</u>: We have several plans for outreach already. If you want to send someone down we can piggy-back outreach efforts. • <u>Ron Papsdorf</u>: We are doing outreach within DRCOG. Since there is overlap with the 2050 plan we want to make sure we are coordinating around it and not confusing the public about the different planning efforts. We also need to coordinate on the key messaging. • <u>Rebecca White</u>: I couldn’t agree more. • <u>Vince Rogalski</u>: Any other comments? • <u>Rebecca White</u>: Thanks for coming to the kick-off event. It was really nice. We had NPR, KOA, Channels 4, 7 and 9, and the Denver Post. I think that is as much media as anyone can ask for. 	<p>No action taken.</p>

<p>Other Business / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> • <u>Trent Bushner</u>: Are they taping today's event? • <u>Rebecca White</u>: A video recording of the event out front will be placed on the CDOT website. 	<p>No action taken.</p>
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STAC ADJOURNS

DRAFT

The Transportation Commission Workshops were Wednesday, May 15, 2019 and the regular meeting was Thursday, May 16, 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, May 15, 2019

1:00 pm – 5:00 pm

Attendance: All 10 Commissioners – Gifford, Thiebaut, Zink, Hofmeister, Hall, Gilliland, Stuart, Connell, Scott, and Peterson

Right of Way Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss eight right-of-way (ROW) acquisition projects (negotiations), four settlement affirmations & authorization requests, and one condemnation authorization request.

Action: Prepare to act on agreed upon proposed acquisitions, and settlements, and condemnation authorizations at the regular Transportation Commission (TC) meeting.

The eight projects with requests for authorization of property acquisitions that will be part of the consent agenda for at the regular TC meeting for May 2019 included:

- Region 1
 - SH 88 Arapahoe and Revere Signals, Project Code: 22637
 - I-25 Gap Project – Phase 4, Project Code: 21102
 - I-70 Central, Project Code: 19631
- Region 3
 - US 50 Blue Canyon-Windy Point, Project Code: 21723
- Region 4
 - I 25 North: SH 402 – SH 14, Project Code: 21506
 - US 34 Republican River Bridges, Project Code: 20865
 - I-76 and SH 52 Hudson Interchange, Project Code: 21432
 - I-25 Express Lanes SH 7 to SH 1, Project Code: 22831
- No comments on right-of-way acquisition requests were raised from the public or the Commission.

The four projects with requests for settlement affirmation & authorization that will be part of the consent agenda at the TC Regular Meeting for May 2019 included:

- Region 2
 - SH 167 overlay through Fowler, Project Code: 20754
 - Critical Culverts SH 101 and SH 109, Project Code: 21787
 - US 50-C overlay (4th to Baxter), Project Code: 20751
 - SH 71 Bridge Replacement L-22-JA; Project Code: 22289
- No comments on right-of-way settlement affirmation and authorization were raised from the public or the Commission.

The one project with a request for condemnation authorization that will be an action item at the TC Regular Meeting for May 2019 was:

- Region 1
 - I-70 Central, Project Code: 19631

Discussion:

- Josh Laipply, CDOT Chief Engineer, noted that the reason this property has gone to a condemnation request is that there has been no agreement on costs proposed to property owners. CDOT has not seen a certified appraisal on the property in question from the property owner.
- CDOT did take action to raise their offer to \$25,000 for this very small piece of property to keep the project moving.
- Kathy Young, from the Attorney General’s Office, noted that the property owner is a real estate broker and that the property owner’s issue is their discomfort with signing the CDOT forms.
- Commissioner Hofmeister commented that the size of the property in question could fit in a small area of the HQ auditorium, and expressed concerns that CDOT may be paying too much.
- Commissioner Scott and Josh Laipply both concurred that there is more to this issue, in terms of CDOT’s time and costs to invest in this acquisition to keep the project moving.
- Josh Laipply mentioned that a person was anticipated to be present today to comment on this property and that they may be present at tomorrow’s regular meeting.
- Modifications to the Policy Directive regarding TC approval of right-of-way acquisitions, settlements and condemnations are coming that will potentially require TC approval only for condemnation authorizations. CDOT staff plans to come back in June for TC action via resolution that would become effective July 1, 2019.

Budget Workshop (Jeff Sudmeier)

FY 2020-21 Budget Topics

Purpose: To present to the Transportation Commission (TC) several items relevant to the development of the FY 2020-21 Annual Budget, including proposed changes in the budget process and timeline, budget scenarios based on guidance from the Governor’s Office, and a new format for the One-Sheet Budget.

Action: No action required. Staff requests TC input on the budget process and timeline, approach to budget scenario development, and new budget format.

Process and Timeline

Approach to Budget Scenario Development

On March 5, Governor Polis distributed a memo to his cabinet on Budget Guidance for FY 2020-21 outlining his budget goals for that fiscal year, including:

- Identifying ongoing “base” spending that is unnecessary or no longer meeting the state’s commitment to Coloradans
- Reassessing and updating old assumptions about program costs
- Realigning unproductive appropriations to advance current priorities

In order to accomplish these goals, the governor has directed each department to submit two scenarios to the Office of State Planning and Budgeting (OSP) by July 1: One showing a reduction of 5% (\$89 million) from the FY 2019-20 baseline and one showing an increase of 2% (\$36 million). The FY 2019- 2020 baseline for CDOT was based on the FY 2019-2020 Budget, excluding Bridge Enterprise, HPTE, and one-time general fund transfers

provided under Senate Bill (SB) 18-001 and SB 19-262. The objective of this scenario development is not to force a reduction in budget, but rather to support the goals described above by taking a fresh, critical look at budget allocations.

The Division of Accounting and Finance (DAF) is conducting an in-depth analysis to identify opportunities to reduce allocations within the budget, as well opportunities associated with an increase in funding. In examining opportunities to reduce allocations within the budget, DAF is accelerating the timeline for the Division/Region/Office level work plan budget process and performing an in-depth assessment of budget programs that includes:

- Identifying opportunities to reduce non-mission critical expenditures
- Reviewing under-utilized or under-performing programs
- Reviewing unspent funds for more efficient allocation
- Identifying opportunities to use Toll Credits in place of state match in programs such as HSIP, Rail-Highway Crossings, National Highway Freight Programs, SPR, etc.
- Consolidating, simplifying or redirecting program budgets based on strategic priorities

DAF will also identify scenarios associated with a 2% increase in base levels of funding, for example, increases to underfunded asset programs, or expansions to transit services. Staff will review scenarios with the TC in June, prior to the July 1 deadline to submit to OSPB. These scenarios will then be used to inform development of the draft FY 2020-2021 budget this summer and fall.

New Budget Format

The new format incorporates some additional elements, including roll forward, prior budgeted amounts, and estimated expenditures. It also removes some elements in the interest of streamlining and simplifying. For example, information on funding sources and decision making authority will be removed and incorporated into secondary reports included in the full Budget Allocation Plan.

Budget programs are organized into the following core categories:

- Capital Construction
- Maintenance and Operations
- Multimodal Services
- Sub-allocated Programs
- Administration and Agency Operations
- Debt Service
- Contingency Reserve
- Other Programs

These core categories represent the four primary types of activities delivered by the Department – construction, maintenance and operations, multimodal services, and sub-allocated programs, and four categories of support activities. The four delivery categories are further subdivided between Asset Management, Safety, and Mobility (or in the case of Sub-allocated Programs, by mode).

Budget Timeline

DAF is proposing to accelerate the budget process for FY 2020-21. The new timeline associated with the accelerated process entails completing the first draft of the FY 2020-21 Budget in June. The accelerated process will also allow the TC to approve the Budget Allocation Plan in October, syncing this process with the submission of the Legislative Budget on November 1.

This workshop overviewed a proposal surrounding a Budget Allocation Plan and Amendments to the FY 2019-2020 Budget.

See: <https://www.codot.gov/about/transportation-commission/meeting-agenda.html>

For more details.

Quarterly Budget Report

Purpose: To provide the Commission with a quarterly report providing a comprehensive and current view of the CDOT budget for FY 2018-2019.

Action: No action requested.

The Fiscal Year 2018-2019 3rd Quarter Report (July 2018 – March 2019) is available at:

<https://www.codot.gov/business/budget/cdot-budget/current-budget-documents/fy-2018-19-quarterly-budgetreport/view>

Discussion:

- Commissioner Thiebaut asked about if this review of CDOT expenses includes appropriated funds to CDOT.
- Jeff Sudmeier, CDOT Chief Financial Officer, responded, yes. CDOT does have less flexibility to reduce funds than other agencies for varying funding sources, but will look at reductions across the board.
- Commissioner Thiebaut noted that he interprets this harmonizing with new Statewide Planning process and multimodal systems to see where our priorities are. At the Prowers County Meeting, county representatives noted that they have had the same transportation priorities for 20 years, but these priorities have yet to be funded.
- Jeff Sudmeier explained that the submitted baseline budget to go to the Governor is the budget less enterprises and SB 1 funds. The process is to identify where CDOT can reduce expenditures by 5% (\$89million) and where place 2% (\$36 million)?
- This process is a good exercise to prepare for when reduced revenues occur. We examine cut backs we don't want to do, but would provide opportunities to cut spending to allow flexibility. Identify the none mission critical expenditures, and consider how to fund under-performing programs. There has been much coordination with the Office of State Budget (OSB) and CDOT. This is an informative exercise with utility. The plan is to ask TC for feedback next month, confirm our approach, and to adopt for a July 1 deadline.
- Attachment A is proposed timeline for FY 2021 budget that is in your packet. We hope to bring budget scenarios to the TC in June. Also a draft FY 2021 budget is being drafted a bit earlier than usual, with September discussion item, and an October approval by the TC. Also will bring the FY 2020 budget to be effective in July 2019.
- Commissioner Hofmeister asked about the concept presented previously to eliminate the term budget and start using the term allocation.
- Jeff explained that via statute, CDOT is required to develop a budget. So term budget is still needed. However, staff is moving towards providing the TC with a more complete picture of finances that includes allocations.
- Core objectives in mind for new format were described.
- Proposed format explained today was for the purpose of gathering for TC input on core functions and support functions.
- A new one-page budget format is provided that simplifies items by consolidating some smaller programs to reduce complexity and breaking out others where it seems appropriate. Gray highlighted categories are Core and Support functions and blue categories are sub-allocations. For example, Intelligent Transportation System (ITS) Maintenance and Traffic Signals were combined and CDOT local programs and transit & multimodal under sub-allocated programs are now distinct.
- Commissioner Zink asked about if the RTDs are considered under administration.
- Jeff Sudmeier explained that administration is defined by statute. Most Executive Management Team (EMT) members including RTDs are identified as administrative costs.
- Columns on the one-page budget have also changed– some were removed, and are reported in sub-allocation reports.

- Roll-forward reporting between fiscal years was described and were noted as estimates. More regular amendments to the budget may occur.
- Commissioner Zink asked if the monthly budget supplements are reported in this new format.
- Jeff responded that generally any item that changes the budget is reported to the TC as the TC approves all budget changes.
- FY 2021 initially was considered the first year for developing into this new format, but we may also do for FY 2020.
- Commissioner Gilliland asked if the TC would see this format monthly, or only for big amendments.
- Jeff Sudmeier noted that an updated look of quarterly budget report will also reflect this change in format. We will probably bring to TC monthly a report that highlights project level expenditures and other changes
- In terms of project level status reporting, Josh Laipply will oversee those reports.
- From the budget perspective that is the CFO's domain, and this will be reported monthly; it will be up to the TC to decide how often to check-in to project status compared to budget expenditure expectations.
- Jeff Sudmeier explained that he plans on doing some threshold reporting to highlight deviation from anticipated expenditures.
- Commissioner Scott asked if it would be possible to add links to line items to go deeper into details.
- Jeff Sudmeier noted that the budget allocation reports will be revamped and will be very detailed. Jeff also mentioned that if we phase in providing links for each line item, start at a higher level, this could eventually be accomplished.
- Commissioners Scott and Stuart both agreed that seeing the report monthly would be good to get familiar with it.
- Commissioner Gifford commented that she thinks quarterly reports to TC would be preferable.
- Jeff Sudmeier anticipates activity changes every month so he will bring reports to TC every month – but the level of TC action requested may vary. Staff can post the report too for TC members to access.
- Commission Hall asked about what is an amendment vs. a supplement.
- Jeff Sudmeier explained that supplements don't change the budget amount – project level changes to add budget is a supplement, and amendments are bigger changes that impact the budget.
- Commissioner Gilliland wants to see what changes look like next month before the TC comments on the new format.
- Jeff welcomes TC feedback on the new format any time and to discuss this more next month.
- Commissioner Scott expressed that he believes we are going in the right direction.

Small Business and Diversity Update Workshop (Josh Laipply, Greg Diehl)

Purpose: This workshop intends to discuss the preliminary financial estimates and operational benefits of creating a campus that can accommodate, CDOT's Maintenance Training Academy (MTA), ITS Maintenance Work Unit and CDOT's Workforce Development Program, RISE.

Action: CDOT is requesting guidance from the Commission regarding construction of this joint use campus before seeking funding approval for the project in June, 2019.

Details: CDOT owns a 28-acre property in Adams County near 1-76 & Pecos that could house a permanent workforce training facility that would support the long-term needs of CDOT's internal and external workforce development programs as well as the needs of the ITS Maintenance Unit. This joint campus would allow CDOT to leverage classroom and training space for multiple purposes and add to the value of CDOT's internal training curriculum by allowing trainees to learn at an operational maintenance site which supports the CDOT Whole System Whole Safety initiative. The property is in an industrial area and is easily accessible via transit to residents of Denver's most historically underserved communities.

Additionally, this campus would allow for CDOT to complete activities like guardrail installation training that cannot be conducted using CDOT's existing facilities. Proper guardrail training is imperative to ensuring public

safety and has been the subject of past litigation against CDOT. Conducting this sort of training limits CDOT's financial exposure and adds to the safety of the traveling public.

The approximate cost of development for a suitable structure is \$9.5 million, based on initial estimates. We anticipate that this project would breakeven in year ten and would represent over \$4 million in savings over a 20-year period. If CDOT does not build this campus, it will need to lease space for a Workforce Development Center and operate out of multiple sites with limited MTA training capacity. Additionally, CDOT will need to invest in a standalone ITS or Engineering facility to resolve the Colorado State Patrol (CSP) co-location issue in Golden.

Discussion:

- Build new facility for Workforce Development Training.
- Erica Downey with RISE program gave a presentation on the new joint facility proposed.
 - Erica went over the need for a joint facility to serve multiple needs – Workforce Development, Maintenance Training Academy, and ITS Maintenance Work Unit. Several locations were considered and the site with the least cost that met the criteria was at I-76 and Pecos.
 - Commissioner Thiebaut asked about a similar facility for Pueblo.
 - Erica responded that lessons learned for this model could be replicated in other areas of the state to address similar needs elsewhere.
 - Commissioner Hofmeister expressed major concerns with such an investment in the metro area, when rural needs are not addressed. Thought the workforce development facility was temporary.
 - Johnny Olson, CDOT Deputy Executive Director, noted \$9.5 million to save lives with this important training facility is a small amount to pay. This training is important and needed. The loss of the CDOT employee in Gypsum is to be avoided.
 - Josh Laipply noted that he agreed with the concept the project would need to benefit CDOT beyond the workforce development program for 70 Central.
 - Commissioner Hofmeister, commented that land value is the issue, and strongly recommended placing this facility in a rural area of the state.
 - Josh Laipply commented that this is the first project of its type, with future opportunities for smaller rural facilities. In addition, CDOT does not want to take dollars away from maintenance, but use TC contingency funds instead.
 - Commissioner Connell noted that the TC needs to understand in more detail where money comes from and how it is spent. We still see pavement condition issues in rural areas.
 - Josh Laipply explained that CDOT did a cost benefit analysis on this project and looked at different options for funding, including financing and paying interest.
 - Per Commissioner Connell, we need better communication prior to making decisions regarding what programs are preserved for expenditures.
 - Johnny Olson commented that - I don't want to take money from rural roads, we want to add.
 - Locations of projects also take hotel costs into consideration, with less funding being made available for CDOT staff for in-state travel.
 - Commissioner Gilliland would like to get this model in Denver established, then we have a model to consider for the future. In terms of workforce development, we didn't have skilled labor that is needed to construct projects. Lots of dangers and risks, and need heavy equipment and CDL drivers. This is an opportunity to do something about the skilled labor shortage. Having fields and tracks to practice on is important, vs classroom work. There are real and valid reasons for this.
 - Josh Laipply explained that the hope is to have TC approval in June, but we may need further discussion.
 - More discussion occurred regarding the site selection process and the benefits associated with the proposed site.
 - Josh Laipply mentioned that a funding partnership with Adams County is necessary to move forward with the proposed location.
 - Commissioner Hofmeister asked about the distinction between the Traffic Incident Management facility in Douglas County and this proposed facility.

- Josh Laipply and Kyle Lester, Division of Maintenance and Operations Director, jointly explained that the distinction is that the Douglas County facility is primarily a track with limited out buildings to provide space for vehicles during emergency responder training, to enhance response times and coordination between CDOT, and local emergency responders and towing companies; whereas, the training proposed in Adams County would be employee training to operate CDOT maintenance vehicles/trucks.

Statewide Planning Committee (Rebecca White)

- **Attendees** Introductions: Committee Members – Commissioners: Karen Stuart, Ed Peterson, Sidny Zink, Rocky Scott, Steven Hofmeister, and STAC Chair, Vince Rogalski
- A Planning Process Status Update was provided by Rebecca White

County Meetings

Staff has begun the process of meeting with the counties as part of the Project Priority Programming Process (4P), and has met with seven counties to date. These counties are: Crowley, Gunnison, Kiowa, Mesa, Montrose, Otero, and Prowers. The reaction to the new planning approach at the county meetings has been positive and productive.

Launch Event

CDOT is planning a launch event to kick-off the Statewide Transportation Plan. The main objectives of the launch event are to:

- Hold a press conference to generate broadcast, online and print media coverage around the state.
- Premiere a Statewide Plan video that highlights CDOT’s accomplishments over the last few years, the transportation challenges still facing Colorado and introduces the new public engagement tool on CDOT’s website. The video will follow the theme of “walk in my shoes.” In addition to being hosted on CDOT’s website, the video will also be included with the media kit that will be provided to the media immediately following the event.
- Demonstrate the new public engagement survey tool and encourage the public to take the survey.

Public Engagement

One key aspect of effectively engaging the public in the Statewide Plan is having a strong, recognizable brand. The brand for this plan is: “Your Transportation Plan” with the tagline “Connections. Choice. Colorado for All.” CDOT is designing a new webpage hosted on the CDOT website with the web address YourTransportationPlan.com. This dedicated webpage will be the central platform for all public engagement and serve as the launching point for interactive surveys. CDOT will be utilizing an interactive survey tool will allow the public to:

- Identify their top transportation trends and issues
- Map their transportation concerns
- Rate goals and strategies for improving our transportation system
- Link them with other areas of interest on the CDOT website for more information and updates

Discussion:

- Commissioners Hall commented that for one of the first county meetings in her area, Gunnison, that the County Commissioners were surprised on the county focus when county transportation is intertwined. The County started with identifying projects outside of their county.
- Vince Rogalski, STAC Chair, noted that the right questions were asked by the County Commissioners in Gunnison Valley. TPR meetings are happening also that will start the broader conversation.
- Commissioner Thiebaut noted that the Southeast TPR Commissioners wonder how different the planning process is, they state their priorities for several years, and then none of them are funded. The feeling is data is shared, shelved and regurgitated.
- Commissioner Gilliland suggested that for the new planning piece with County Commissioners, that a description of the broader focus and the expectation to include more stakeholders to county meetings (not just county commissioners) needs to be communicated.

- Rebecca White explained that she is developing a letter to address Commissioner Gilliland comments.
- A Web Survey tool is getting ready for Friday also. CDOT Staff is getting excited to roll this out. This tool will help CDOT identify stakeholder sense of priorities and top strategies.
- Commissioner Scott stressed the importance to get cities involved too.
- Rebecca explained that public works and city managers are getting invited too. The biggest change is transit being included.
- Rebecca is going to the Colorado Municipal League (CML) Conference this year in an effort to target city officials, and will send a letter describing the planning process and how to engage via the CML email distribution list.
- Mike McVaugh, Region 5 Transportation Director explained that they have long list of cities and other stakeholders – each agency in each county are invited. Mike re-emphasized the TPR meetings planned as part of the process. The Statewide Travel Model data will help discussions tremendously.
- Commissioner Hofmeister reiterated his concerns with focusing on planning instead of funding projects to improve rural transportation systems, and the need to follow through with rural priorities. The vote on the \$250 million going to the I-25 North project was cited as a key example of major money flowing to the urban areas.
- Commissioner Connell noted that in Northwest Colorado stakeholders thought making a list of priorities was enough to make things happen. Planning to attend a four hour meeting next Thursday, where our TPR will work on getting projects shovel ready. Rural areas need to get folks involved more to accomplish projects. The RAMP program was audited, but RAMP was the biggest of unique ideas to handle cash to get projects completed. We need to do more of shovel readying, and I-25 and I-70 are important too. However, rural roads are a safety concern with condition. We can't forgot the rural areas, and thank you to CDOT STAC and staff for their hard work and support.

Statewide Travel Model – Erik Sabina

Details

CDOT's statewide travel model is now operational, and tested against real world data to ensure accuracy (for example, comparing its estimates of roadway volume against CDOT traffic counts.) We have simulated a number of scenarios depicting the years 2010, 2015, 2030 and 2045. We are preparing the model for use on several key projects, including the Statewide Transportation Plan and the Front Range Rail corridor study. A few highlights of its results:

- Total vehicle miles (cars/trucks) driven in the state was 131 million in 2015, and is projected to be 178 million in 2030 and 211 million in 2045 (this growth driven heavily by growth of population and jobs in the state.)
- The 2030 and 2045 scenarios are no-build. Build scenarios could show somewhat higher VMT.
- North I-25 travel time highlights:
 - An I-25 travel time analysis was done for the 2011 North I-25 EIS that showed AM peak hour travel time from
 - Wellington (north of Fort Collins) to 20th Street @ I-25 in downtown Denver **for the year 2004 at 66 minutes;**
 - The travel model estimates that in **2015** (prior to any managed lane development) **that the same trip took 86 minutes;**
 - Our model estimates that in **2030**, with no improvements beyond the 2015 network (a "no build" analysis), **the same trip would take 141 minutes;**
 - In **2045**, a "no build" analysis estimates **this trip would take 196 minutes.**
- Note that CDOT has already built more than what is included in this no-build analysis, particularly the managed lane between US-36 and 120th Avenue, and has more highway improvements programmed. We are creating a 2030 "Build" scenario, which will show these effects.

Discussion:

- Erik Sabina, CDOT Information Management Branch Manager noted that this new statewide travel model at CDOT is one of the most detailed state travel models.

- Households and jobs are depicted and mapped at individual addresses, mechanics of system, revenue on transit and managed lanes, travel times. Try to determine how people make transportation trip/tour decisions.
- Information came from survey in 2010 for Front Range Area. A 2020 Survey for the whole state is planned.
- The travel model computes a travel diary for each person.
- Many planning scenarios have been run within the model.
- Will continue to improve and enhance this model as it is new. Can do Transit demand, toll effects, non-motorized demand (bike and pedestrians).
- Working with MPOs on their models too, and CDOT is assuming their model information for their MPO areas.
- Commissioner Gilliland asked if the model could estimate the amount of truck traffic off of I-25 to SH 71 if SH 71 had improvements to accommodate trucks.
- Erik answered yes. Commissioner Gilliland can tell team to check-in with Erik.
- Erik noted that all requests for model runs can go to him.
- Commissioner Stuart noted the issue for local governments is what actually happens vs. what is projected to happen. The model is only as good as data that is installed. Eventually the desire would be to get models to do runs in real time.
- Erik Sabina commented that it is a continuous process to play catch-up, e.g., including electric scooters into the mode types.

Risk and Planning Process— Rebecca White and William Johnson

Under direction of Director Lew, staff have brought a number of risk and resiliency efforts together into one illustrative process that will be integrated in the Transportation Asset Management (TAM) program and asset management plan. The process includes:

1. Criticality analysis

- Adopted from the I-70 Corridor Risk & Resilience Pilot, the criticality score reflects Average Annual Daily Traffic, roadway classification, freight, tourism, a Social Vulnerability Index, and system redundancy.
- Used as an input within CDOT's asset model—the Asset Investment Management System—to provide information used in project selection and prioritization.

2. Database of damaged assets

- Extend the analysis of damaged assets to all CDOT TAM asset classes for all mainline highways.
- Staff performed a historical analysis of damaged assets that included Emergency Response events and other, more frequent, risk events.

3. Risk Register

- Developed to be scalable from the agency level to the project or asset level. The register included in the asset management plan will include enterprise and programmatic risks that affect all asset classes.
- Provides a tool to document and store information on risk events, risk likelihood, direct consequences, and vulnerability.
- Supports the vulnerability assessment calculation developed from the I-70 Corridor Risk & Resilience Pilot, where Risk (score) = Consequences X Vulnerability X Threat.

4. Framework for analyzing reasonable alternative strategies to address specific risks

- The process supports the development of reasonable alternative strategies to manage risks and provides information that can be used to invest in lowering CDOT risks.
- The risk register is used to analyze the change in vulnerability from different approaches to replacing damaged assets, and provides a framework for staff to compare benefit/cost of those strategies.

The TAMP will also include information to achieve minimum FHWA requirements besides risk and resilience, which include:

1. Summary listing of NHS pavement and bridge assets, including a description of asset condition

2. Asset management measures and state DOT targets for asset condition—as adopted by the TC in April 2018
3. Performance gap analysis
4. Life-cycle planning
5. Risk analysis, including summaries of evaluations of assets damaged more than once in emergency events
6. Financial plan
7. Investment strategies

Discussion:

- Commissioner Connell noted that we need this damage data for assets in rural areas.
- William Johnson responded that we do infrastructure condition assessment every year continuously.
- The TAMP requires us to do a Risk Register for each asset.
- Concept is to develop reasonable alternative strategies to harden facilities. TAMP plan is due in June to submit to FHWA.

Formula Programs and Program Distribution– Rebecca White and Tim Kirby

Staff proposes that the Commission move forward with recommendations for Metro Planning Program (Metro-PL), Surface Transportation – Metro (STP-Metro), and Transportation Alternative Program (TAP) as agreed to by the Statewide Plan

Committee at its February 2019 meeting:

- Metro Planning (Metro–PL):
 - Statewide Plan Committee Recommendation: Use current formula and apply growth rate to minimum floor Metropolitan Planning Organizations (MPOs) of 3% and hold constant; Revisit during the next round of Program Distribution.
 - Proposed Formula: Distribution based on population of MPO with a minimum dollar base of \$340K to Grand Valley MPO and \$360K to PACOG.
- Surface Transportation Metro (STP-Metro):
 - Statewide Plan Committee Recommendation: Maintain current STP Metro formula.
 - Proposed Formula: Funds to be sub-allocated to MPOs that are Transportation Management Areas (TMAs) on the basis of population of the TMA Urbanized Areas (UZAs).
- Transportation Alternative Program (TAP):
 - Statewide Plan Committee Recommendation: Maintain current TAP formula.
 - Proposed Formula:
 - For the 50% of funding can be spent anywhere in state us a distribution formula of 45% vehicle miles traveled (congestion), 40% lane miles (extent of the system), and 15% truck vehicle miles traveled (economic vitality).
 - For the 50% of funding allocated based on population, 50% of funding allocated based on population to be spent in TMAs based on UZA population and 50% of funding allocated to non-TMA areas of CDOT regions based on population.

Next Steps

- Adoption of the remaining Statewide Plan Formula Programs at the conclusion of the planning process.

Discussion:

- Commissioner Connell commented that in many instances larger communities get too much money and we should revisit historic calculations. Just give this some thought.
- Commissioner Stuart explained that the distribution based on population is federally mandated for programs and CDOT does not decide.
- For the Transportation Alternative Program the discretionary 50% of funds used a historic Regional Priority Program (RPP) formula.

- Commissioner Scott asked if the formulas reflect CDOT's Investment strategy.
- Program Distribution is calculated for all CDOT Programs.
- TC has discretion for a few of the programs.
- Commissioner Stuart reminded Committee members and Commission members that the TC already agreed to these.
- Rebecca White explained we are asking for an approval of these three programs only, and that were these three were already approved by TC at previous workshop.
- Use input from the current planning process occurring this summer for the remaining, RPP, CMAQ, and FASTER Safety program in developing proposed distribution formulas.
- The three program formulas approved now, will be effective July 1, 2019.

CDOT Contingency Liability Associated with the Enterprises (Jeff Sudmeier and Nick Farber)

Purpose: The purpose of this workshop is to respond to a TC request for a contingent liability analysis as it relates to the High Performance Transportation Enterprise (HPTE) and Bridge Enterprise (BE), jointly referred to as the Enterprises.

Action: No TC action is being requested and the purpose of this item is informational only.

Discussion:

- This workshop is in response to a TC request to more fully understand liability for CDOT backstop to Enterprise debt.
- A presentation highlighting CDOT, HPTE and BE debt service was discussed.
- The key question to understand is what makes a CDOT backstop contingent liability for HPTE a true liability for CDOT.
 - BE gets its money from vehicle registration. If vehicle registrations were to decrease significantly, they potentially could cause CDOT liability
 - Overall, HPTE possesses more risk for a CDOT liability than the BE revenues do
 - If an economic decline occurs where less revenue goes to HPTE than CDOT would have a true liability.
 - HPTE has benefited from CDOT signing for lower interest loans.
 - HPTE has evaluated their debt services and trends with revenues and believes it can withstand a 10% decline in revenue can still cover itself out to 2026, without needing a backstop loan from CDOT.
- Kathy Young explained that a loan from CDOT to HPTE is not a TABOR violation. Same is true for BE. Nick Farber, Interim HPTE Director, noted that a backstop for US 36, HPTE needed CDOT backstop and other deals started, to obtain better loan interest rates.
- As the toll express network grows, under HPTE in state statute, HPTE is allowed to expend surface transportation integrated with project. It is anticipated no further backstop requirements are needed. HPTE will get network credits, and eventually all financing will be under HPTE alone by 2026.

Transit and Intermodal (T&I) Committee (David Krutsinger)

Committee Attendees: All were present.

- Introductions / Overview / T & I Minutes approval (March 2019) – Minutes were approved.
- SB 267 / Overview of Two Proposed Projects - Sharon Terranova, Division of Transit and Rail (DTR) Planning Manager described the components of these two projects
 - **Troy Hill Bus Storage Facility** that will have 10 (7 for existing buses and 3 for the future) bus bays, be climate controlled, and be a facility for Bustang buses joined with the CDOT Region 2 vehicle storage facility. The design for this project has been funded, DTR is looking for construction funding working with Region 2. This project will also include providing a light maintenance facility

- where buses can be washed in their bays. Hail damage from being left out in the element and security issues, e.g. a battery theft, will no longer be concerns with this indoor facility having protection from the weather and being secured. Other benefits include the capability to service toilets on site (reducing service costs) and a decrease in non-revenue service, with buses being closer into their service area routes. Funding request for this project is \$3 million.
- **I-25/SH 56 Berthoud Transit Station** – This project replaces the existing carpool lot, as was recommended by The North I-25 Environmental Impact Statement (EIS), would increase mobility throughout the Front Range Corridor, would allow I-25 North segment 6 to begin construction in spring 2020. Funding request for this project is \$0.7 million.
 - Commissioner Hall asked if there would be an underground tunnel for this project.
 - The design that is anticipated plans to use SH 56, and will not need a tunnel or elevator.
 - Commissioner Peterson supported this effort and noted it is important to piggy-back and leverage funds as these projects do.
 - Commissioner Stuart likes this idea a lot with the stop located in the center of the roadway, as along– I-25 between 84th and 88th – currently buses must cross over multiple lanes to get from left HOV lane to Park-n-rides on the right side of the roadway.
 - Commissioner Thiebaut motioned to approve these two proposals go to TC for approval tomorrow. The Committee passed this motion to move forward.
- **SB 228 Transfer of \$2.5 million for Bus Replacement Fund**
 - DTR staff is requesting a delay for proposed fare increase, and include fare increases later in the Bustang expansion program instead.
 - Requesting \$2.5 million for fleet replacement costs for two years.
 - Commissioner Thiebaut asked about projects identified for year two SB 267 projects – Pueblo Park-n-Ride. What other projects?
 - David Krutsinger, DTR Director, will bring a project list by end of this year after planning process is complete and input from stakeholders is considered.
 - Commissioner Gilliland supports this funding.
 - The T&I Committee agreed to move the request to the full TC to approve a \$2.5 million fleet preservation fund for Bustang.
 - **T&I Informational Items were presented by David Krutsinger**
 - **SB 18-001 Multi Modal Options Fund (MMOF)**
 - Ann Rajewski of CASTA is here to answer questions of MMOF Committee recommendations, as she is a committee member. The Committee convened three times.
 - MMOF Committee recommendations included:
 - 5% off the top (or \$4 Million of \$80.12) for administration, reporting, environmental/design reviews. To be adjusted later based on actual project selection.
 - 81% of remaining \$76.12 to the five urban areas (MPOs), 19% to the ten rural planning regions (TPRs)
 - Two sub-allocation formulas, one urban, and the other rural, to each of the fifteen areas of the state, with particular population and employment factors relevant to urban and rural areas.
 - Match “relief” or reduction to be decided at the fifteen regions (TPRs) of the state. CDOT provided data to support that decision-making.
 - General expectation that minimum transit project size of \$25,000, and minimum capital project size of \$150,000 would be observed for project selections, with reasonable bundling of smaller projects encouraged to reach these minimums
 - Commissioner Hall noted that transit is important in rural areas; people are aging and getting folks to medical services is important; Bustang service- people are using this.

- Need transit resources in outlying areas. Urban areas think rural areas don't need transit, but we do.
 - Access for veterans to health care, such as Veteran Administration (VA) facilities and other resources in context of transit is an important consideration.
 - Commissioner Thiebaut requested more information on match relief recommendations. Asked to explain it a bit more. David explained data was given to TPRs to determine match relief based on population and economic risk factors. TPRs then decide match relief for a project.
 - Commissioner Peterson noted that this puts the onus on locals submitting projects. He supports this concept.
 - Commissioner Thiebaut wanted to know if a community has recourse if they are denied funding, or if they have an appeal process.
 - David Krutsinger noted that CDOT has an existing appeal process that TPRs could use.
 - Rebecca White explained that the next steps are a staff recommendation going to the TC next month, and will ask the TC to move forward from there.
- Bustang Expansion Concept
 - DTR is starting to explore options, and developed a rough preliminary list of potential projects and "back of the envelope" project cost estimates
 - These projects still need funding sources identified for them
 - Commissioner Hall asked about the need for a Cheyenne to Fort Collins service. Johnny Olson explained that many veterans go to the VA facilities in Cheyenne.
 - Commissioner Scott asked about establishing criteria for these projects and when will DTR come back to TC with more details.
 - David Krutsinger commented that DTR will come back over the summer and is doing a similar exercise for Outrider service too.
 - Commissioner Peterson feels that this list is almost too premature to present
 - Commissioner Gilliland – partnerships with ski areas – for Snow Bus – need to define partnerships as benefactors – see if they can contribute funds to implement these.
 - Bustang and its success makes this more attractive to potential partners.
 - Commissioner Connell mentioned that communities like Steamboat Springs usually raise taxes to get funding for community transit projects.
- Bustang Quarterly Report – overall, Bustang is doing very well
 - Fare box recovery is very high at 64%
 - Ridership is up over 30%
- Outrider Quarterly report indicated that all is holding steady. We tripled ridership with Colorado Springs connection established to Lamar.
- Commissioner Peterson noted that the workforce development program is linked to this with need for skilled drivers.
- Transit Grants Quarterly Report & RFP Update – remains strong – program doing well
- Rail Commission updated reported that the Request for Proposal (RFP) with a blended team approach to retain a consultant to develop a rail service plan and a NEPA document will be released soon with a Notice to Proceed expected in August 2019.

Transportation Commission Regular Meeting

Thursday, May 16, 2019, 9:30 am – 11:30 am

Audience Participation

- **Harry Camp**, representing property owners along SH 149 south of Lake City, asked the TC to delay action on a pilot project on off-highway vehicle use of a state highway until after a municipal election in July that will have a ballot issue the issue. (See the notes near the bottom of this document.)

Call to Order, Roll Call:

All were present.

Comments of Individual Commissioners

- Commissioner Kathy Hall – Thanked CDOT workers for their work on avalanches over the winter, and Regional Transportation Director Mike Goolsby of Region 5 and his staff for their cooperation with locals. She attended the ribbon-cutting at the Visitor Center in Fruita for installation of a Welcome to Colorado sign. The event was a cooperative effort of CDOT, CDOT’s Scenic Byways program, and the Office of Tourism, part of the Office of Economic Development and International Trade. Dinosaur Diamond, a 512-mile byway route in Colorado and Utah, will be mentioned in a CBS Sunday Morning program this coming Sunday.
- Commissioner Sydney Zink – She attended a ground-breaking for construction of passing lanes between Cortez and Towaoc on US 160 that is a cooperative effort with the Ute Mountain Ute tribal government and CDOT. During the groundbreaking, a number of freight trucks drove by, perfectly illustrating the need for passing lanes. She also attended a San Luis Valley Transportation Planning Region (TPR) meeting, and said those TPR meetings are drawing more attendance.
- Commissioner Kathy Gilliland - She visited I-70 Central for the first time since the official kick-off, and said people would be amazed at what’s happening there. Much of the work is behind the scenes, such as working with the local community, but you can see some of the work underneath the viaduct and near the Stock Show. She attended a meeting on SH 71, which is being proposed as an alternative route for truckers wishing to avoid I-25 and continue north on the Ports to Plains combination of routes.
- Commissioner Karen Stuart – She’s looking forward to participating in the kick-off of the statewide planning process. DRCOG at its annual awards ceremony recognized Don Hunt and Mike Lewis, the previous CDOT executive directors, for their contributions to transportation in the state. She sat on a panel for the Citizens Planning Academy, which DRCOG, CDOT, and Regional Transportation District have absorbed from another organization. The topic was multimodal transportation. Discussions also have been taking place about legislation that would permit metropolitan planning organizations (MPOs) to form regional transportation authorities, as more rural areas of the state can do today. The MPOs could use a sales tax to fund projects. The TC should keep an eye on that proposed legislation. She asked what happens to the rest of the state if Front Range MPOs form their own RTAs.
- Commissioner Kathy Connell – She’s looking forward to the Northwest TPR meeting.
- Commissioner Steven Hofmeister – No comment.
- Commissioner Ed Peterson – CDOT is working with Lakewood on improving an intersection leading to Bear Creek Lake State Park to make the park more accessible. The hard-working CDOT staff, after a hard winter, need a well-deserved breather. Let’s hope Colorado has no serious rock falls and or wildfires this summer.
- Commissioner Rocky Scott – No comment.
- Commissioner Bill Thiebaut – Commented that the homeless man who ran to the aid of those involved in the horrible crash on I-70 near the Denver West exit should be commended. We need to remember how transportation has life or death consequences.
- Commissioner Shannon Gifford – She has been very active with the new planning process, and is looking forward to the official kick-off tomorrow of the new planning process.

Executive Director’s Report (Shoshana Lew)

- Absent – attending a meeting in Washington, D.C.

Chief Engineer’s Report (Josh Laipply)

- On May 7, a national organization recognized quite a few projects as outstanding. Following up on the Public Recognition Week, he said it was amazing how quickly CDOT staff were able to get traffic moving again on I-70 after the horrible accident involving trucks and vehicles. From inspecting the highway and ramps for structural damage, repairing the damage, to opening the interstate to traffic took a mere 6 hours and 15 minutes.

High Performance Transportation Enterprise (HPT) Director’s Report (Nick Farber)

- HPTC canceled its board meeting because many of the staff members were presenting at a meeting on public-private partnerships (3P) in Denver that the U.S. Department of Commerce organized. The 3P meeting attracted an international audience. In addition, he and staff member Piper Darlington will meet with the Denver Broncos staff about improvements to the Federal-Colfax intersection.
- Much of what is happening with the Central 70 project is not visible. Central 70 has a local hire program, and local workers have already put in 100,000 hours of work. Over 20 percent of the work force for the project is local. On-the-job training also is taking place for 60 approved apprentices; those workers have already put in 13,000 hours.

FHWA Report (John Cater)

- FHWA and CDOT took a hard look at its processes to find ways to be more efficient. The result is that FHWA will defer to CDOT for a majority of oversight for projects, and take a smaller role in the project approval process.

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

- The MPOs are concerned that CDOT has not released its formula fund distribution, and recommended that CDOT act on the three formulas prescribed by federal law: Transportation Alternatives, Surface Transportation – Metro, and Metro Planning.
- Legislators have decided to postpone the ballot issue to 2020 rather than this year.
- Some STAC members questioned why CDOT headquarters is directing Central 70 rather than Region 1.
- CDOT is still searching for a new Regional Transportation Director for Region 4.
- The planning reset will focus on transportation needs and priorities rather than funding shortfalls. The STAC discussed the most appropriate data to launch those discussions. Some STAC members sought clarification about how the 5th through the 10th year of the pipeline of projects will be fiscally constrained. The money local governments bring to the table historically changes project prioritization.
- On the Web survey tool, STAC members want CDOT to clarify which issues are state level and which are local level.
- The county meetings have been going very well. In his county, Gunnison, the focus was on safety issues on US 285 outside the county.
- The STAC decided that it did not need to take formal action on accepting recommendations on the Multimodal Options Fund since STAC has three representatives on the committee recommending distribution formulas.

Act on Consent Agenda – Passed on May 16, 2019. Commissioner Thiebaut abstained from voting on four matters that he asked to have separated from the consent agenda because they are in his District 10, and he believes he has a conflict of interest.

- a) Resolution to Approve the Regular Meeting Minutes of April 18, 2019 (Herman Stockinger)
- b) Resolution to Approve FY 20 Maintenance Request (Kyle Lester)
- c) Resolution to Approve STIP Policy Amendment (Jeff Sudmeier)
- d) Resolution to Approve 267 Projects (David Krutsinger)
- e) Resolution to Approve 228 Project (David Krutsinger)
- f) Resolution to Approve ROW Acquisition and Settlement Authorization Requests (Josh Laipply)

Discuss and Act on ROW Condemnation Requests (Josh Laipply) –Passed unanimously on May 16, 2019

- Central 70 condemnation, 45th and Steele, ramp on I-70. Steven Mann, brother of the property owner, said his brother wants to work with the state. He said his brother has these concerns about the condemnation: what is meant by 350 square feet “more or less”; why past offers from CDOT were not included in the current offer; and the lack of appraisals to determine the current property values. Property values are higher because they’re along I-70.
- Commissioner Gifford said a vote by the TC to condemn does not mean that CDOT will undertake condemnation.

Discuss and Act on 11th Budget Supplement of FY 2019 (Jeff Sudmeier –Passed on May 16, 2019, with nine yeses and one no

The three budgetary supplement items were:

- Region 1 - \$14.572 million for surface treatment and Regional Priority Program for I-70 Westbound Peak Period to allow Region 1 to award the project to the lowest bidder.
- Region 4 - \$2 million for a transfer from HQ to Region for an Advanced Transportation and Congestion Mitigation Deployment Technologies grant for the Wolf Creek West Fiber project. Region 5 must contribute half in matching funds.
- HPTTE - \$5.3 million in Transportation Commission Program Reserve to bring the assets for the US 36 initial work to minimum standard of maintenance per an agreement with Plenary Roads of Denver. CDOT wasn’t able to finish due to budgetary constraints.

Discuss and Act on Program Distribution Allocation Methodologies - materials in SWP –Passed unanimously on May 16, 2019.

Discussion:

- No discussion about the proposal to act on these three formula programs: Metro Planning, Surface Transportation Metro, and Transportation Alternative Program.

Discuss and Act on Resolution to Amend TC RES 08 07 17 – OHV use/pilot Program (Mike Goolsby) – Agreed on May 16, 2019 to defer action until the August Transportation Commission.

- The off-highway vehicle pilot program will be on the ballot in the municipal July election.
- Commissioner Zink said she thought Hinsdale County and Lake City supported the pilot program, but said it would be wise to await the outcome of the ballot issue.
- Commissioner Connell agreed that tabling the issue until August would be the best course.

Discuss and Act on Status of North I-25 \$250 million (Josh Laipply) –Passed resolution on May 16, 2019, with eight yeses and two nos.

Dave Clark of the Loveland City Council and Anne Hutchinson of the Business Alliance both supported the allocation of funds for North I-25.

- Commissioner Thiebaut said he revised the resolution to get things moving, and his suggested changes were reviewed at an open breakfast meeting that morning.
- His changes (not in the TC packet) provides some protection to rural areas if a similar type of project is approved for an urban area in the future. The resolution seeks up to \$250-\$310 million for a permanent alignment for Segments 7 and 8.
- Commissioner Stuart thanked Thiebaut for his mark-up of the resolution, but said she intends to vote against it because the resolution provides for a significant increase. She said the same argument that it’s better to spend money to avoid spending more in the future could be applied to other projects too.
- Commissioner Hofmeister said he would also vote no, and he urged all representatives of rural areas to do the same. He said he doesn’t understand why the rural areas need to take a backseat to urban projects. It’s not fair to rural areas to have rural projects continually pushed back, and cited in particular the reliever route for Lamar.

- Commissioner Gilliland said the North I-25 project arose out of the planning process. It has been under discussion since the late 1990s.
- Commissioner Scott said that when dealing with the scarcity of funds, he looks for projects that have the greatest return on investment. Spending the money now could save \$100 million later.
- Although she represents a rural area, Commissioner Connell said she supported the revised resolution because it provides protections for rural projects in the future. She said she receives about four notifications a day about incidents on I-25, and said the project should make that stretch of highway safer.
- Commissioner Peterson said all parts of Colorado benefit or suffer from TC actions. This is no small investment. He will support it because of its multimodal transportation aspects along Front Range, and finishes a vital project.
- Commissioner Hall said she will support the revised resolution, and recognizes that it's a lot of money going to that part of the state. As a rural commissioner, she said it is hard for her to see money not going to rural areas. She added that she hopes the TC will support work on improving the safety of West I-70.
- Commissioner Thiebaut predicted that requests for more money for I-25 will not stop. More and more money will be needed.

Recognitions:

Public Relations Society of America Colorado Gold Pick Awards • Colorado Contractors Association Awards to follow BE meeting

Other Matters:

Appointment of Nominating Committee for Transportation Commission Chair, Vice-Chair and Secretary for FY '20 (Chairwoman Gifford)

- Commissioner Gifford reported that she has appointed Commissioners Zink, Hofmeister, and Hall to the Nominating Committee to appoint a chair, vice chair, and secretary for FY 2020.

MEMORANDUM

TO: INTERESTED PERSONS
FROM: RYAN LONG, LEGISLATIVE ANALYST, OFMB
DATE: MAY 10, 2019
SUBJECT: GENERAL FUND TRANSFERS TO TRANSPORTATION

This memorandum provides a summary recent transportation funding legislation. Table 1 below provides a summary of General Fund transfers to CDOT.

Table 1
 General Fund Transfers to CDOT

Legislation	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
SB 17-267				
Lease-Purchase Agreements	380,000,000	500,000,000	500,000,000	500,000,000
SB 18-001				
General Fund Transfers to SHF	346,500,000	105,000,000	-	-
Multimodal Transportation Options Fund (MTOF)	74,250,000	22,500,000	-	-
SB 19-262				
General Fund Transfers to SHF	-	60,000,000	-	-
SB 19-263*				
General Fund transfers for SB 17-267 Debt Repayment	-	50,000,000	50,000,000	50,000,000
HB 19-1258				
General Fund Transfers to CDOT	-	-	-	-
General Fund Transfer to CDOT	726,500,000	715,000,000	550,000,000	550,000,000
General Fund Transfer to MTOF	74,250,000	22,500,000	-	-

*SB 19-263 refers a ballot measure asking voters to approve a \$1.8 billion TRANs issuance. This table does not include this revenue. See the SB 19-263 section for more information.

SB 17-267 – Sustainability of Rural Colorado

This bill directs the State Treasurer to execute lease-purchase agreements on existing state facilities. These agreements function as sales of state property to private investors, and they require investors to immediately lease the buildings back to the state. Leases are renewed annually for up to 20 years, after which the state resumes ownership of the buildings. The total value of buildings selected is expected to equal \$500 million in each of the four years they are executed (FY 2018-19 through FY 2021-22), for a total of \$2.0 billion.

For FY 2018-19, the first \$120 million in proceeds went to controlled maintenance and capital construction projects. The remaining proceeds were credited to the State Highway Fund. All of the proceeds from the second, third, and fourth years will be credited to the SHF. At least 25 percent of the proceeds credited to the SHF must be used for projects in rural counties.

Under this bill, total lease payments are limited to \$150 million annually over 20 years, or \$3.0 billion total. Of this debt payment, \$100 million comes from the General Fund and \$50 million from the State Highway Fund. Table 2 below outlines the debt payments for FY 2018-19 through FY 2021-22.

Table 2
SB 17-267 Lease-Purchase Agreement Repayment

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
SB 17-267 COP Repayent	37,500,000	75,000,000	112,500,000	150,000,000
<i>First (General Fund)</i>	<i>9,000,000</i>	<i>9,000,000</i>	<i>9,000,000</i>	<i>9,000,000</i>
<i>Second (State Highway Fund)</i>	<i>28,500,000</i>	<i>50,000,000</i>	<i>50,000,000</i>	<i>50,000,000</i>
<i>Third (General Fund)</i>	<i>0</i>	<i>16,000,000</i>	<i>53,500,000</i>	<i>91,000,000</i>
GF Expenditures	9,000,000	25,000,000	62,500,000	100,000,000
SHF Expenditures	28,500,000	50,000,000	50,000,000	50,000,000

SB 18-001 – Transportation Infrastructure Funding

This bill committed General Fund transfers to transportation for FY 2018-19 and FY 2019-20.

For **FY 2018-19**, SB 18-001 transferred \$495.0 million as follows:

- \$346.5 million to the SHF;
- \$47.25 million to counties and cities; and
- \$74.25 to the newly created Multimodal Transportation Options Fund (MTOF).

For **FY 2019-20**, SB 18-001 transferred \$150.0 million as follows:

- \$105.0 million to the SHF;
- \$22.5 million to counties and cities; and
- \$22.5 million to the MTOF.

Of the amount transferred to the MTOF in FY 2018-19, \$2.5 million was set aside for the Southwest Chief and Front Range Rail Commission (SW Chief Commission). The remaining MTOF funding must be expended for multimodal transportation projects, with 85 percent expended for local multimodal projects and 15 percent expended for state multimodal projects.

In addition to the transfers outlined above, this bill included additional provisions based on the outcomes of two 2018 ballot initiatives, Propositions 109 and 110. With the defeat of both measures, SB 18-001 directed the General Assembly to refer a ballot measure in 2019 asking voters to approve a \$2.34 billion TRANs issuance. SB 19-263 repealed this ballot measure and replaced it with a similar measure for the November 2020 election. A more detailed description of the new ballot measure can be found in the SB 19-263 section below.

SB 19-125 – CDOT Supplemental Appropriations

SB 18-001 was passed after the passage of the Long Bill (state budget bill), and there was no opportunity for CDOT to seek an appropriation from the legislature for the \$71.75 million in funds transferred to the MTOF for FY 2018-19.

CDOT received a supplemental appropriation to use the MTOF funding in SB 19-125. This appropriation is available to the department through the end of FY 2022-23.

The FY 2019-20 portion of MTOF funding was appropriated in the Long Bill for FY 2019-20, and this funding is available to the department through the end of FY 2023-24.

SB 19-262 – General Fund Transfer to the Highway Users Tax Fund

For FY 2019-20, this bill transfers \$100 million from the General Fund to the Highway Users Tax Fund and allocates this funding based on the HUTF's second stream formula:

- 60 percent to the SHF;
- 22 percent to counties; and
- 18 percent to municipalities

SB 19-263 – Delay Referral of TRANs Ballot Issue to 2020

This bill makes annual transfers of \$50 million from the General Fund to the SHF until FY 2039-40 to assist with CDOT’s portion SB 17-267 lease-purchase agreement debt payments.

This bill also repeals the 2019 ballot measure that would have been referred pursuant to SB 18-001 and creates a similar ballot measure for the November 2020 election.

If approved by voters, this ballot measure will:

- Require the sale of \$1.837 billion in TRANs, with a maximum repayment cost of \$2.560 billion over 20 years;
- Require an additional \$42.5 million be transferred annually to the SHF to assist with TRANs debt service; and
- Repeal the last two years of SB 17-267 lease-purchase agreements (a total of \$1.0 billion).

Under this bill, the second year of SB 17-267 lease purchase agreements will be issued. The third and fourth years of these agreements will only be issued if the ballot measure fails.

The fiscal impacts of each scenario are outlined, below. Table 3 shows the fiscal impact to CDOT if the ballot measure passes.

Table 3
Passage of the SB 19-263 Ballot Measure

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Total State Revenue				
SB 18-001 TRANs Revenue	-	612,333,333	612,333,333	612,333,333
SB 17-267 COP Revenue	500,000,000	(500,000,000)	(500,000,000)	-
Total	500,000,000	112,333,333	112,333,333	612,333,333
Repayment Expenditures				
General Fund	60,500,000	60,500,000	60,500,000	60,500,000
State Highway Fund	14,500,000	57,166,667	99,833,333	142,500,000
Total	75,000,000	117,666,667	160,333,333	203,000,000
General Fund Transfers to SHF for repayment	50,000,000	92,500,000	92,500,000	92,500,000
GF Expenditures with Transfer	110,500,000	153,000,000	153,000,000	153,000,000
SHF Expenditures with Transfer	(35,500,000)	(35,333,333)	7,333,333	50,000,000

Ballot Measure Passes

This section outlines the fiscal impacts to the department if the 2020 ballot measure passes.

CDOT Revenue

CDOT revenue will increase by approximately \$837 million over the next three fiscal years.

If the ballot measure passes, CDOT revenue will increase by \$1.8 billion from the issuance of TRANs. Additionally, CDOT revenue will decrease by \$1.0 billion from the repeal of the last two years of SB 17-267 lease-purchase agreements. This will result in a net increase of approximately \$0.8 billion to CDOT over the next three fiscal years.

Debt Service

The debt service that CDOT is responsible for will increase to \$142.5 million annually. After an annual General Fund transfer for \$92.5 million to help defray debt payment costs, total CDOT debt service will be \$50 million annually for 20 years.

Lease-Purchase Agreements – Only two out of the four years of SB 17-267 lease-purchase agreements will be issued (with a maximum repayment of \$75 million a year). Pursuant to SB19-263, the SHF will pay \$14.5 million annually and the General Fund will pay \$60.5 million annually for debt repayment on the two years of lease-purchase agreements issued.

TRANs Bonds – The maximum repayment cost of the TRANs issuance is \$2.56 billion, or approximately \$128.0 million per year for 20 years from the SHF.

General Fund Transfers - CDOT will receive a General Fund transfer of \$92.5 million to assist with debt payments from the SB 17-267 lease-purchase agreements and the TRANs issuance. This will result in total annual debt payments from the SHF of \$50 million.

Ballot Measure Fails

This section outlines the fiscal impacts to the department if the 2020 ballot measure fails.

CDOT Revenue

If the ballot measure fails, the last two years of SB 17-267 lease-purchase agreements will be issued. Each issuance will be \$500 million, resulting in a \$1.0 billion increase of revenue to CDOT.

Debt Service

The maximum allowable debt service for the issuance of all four years of SB 17-267 lease-purchase agreements is \$150 million a year for 20 years. If all four years are issued, the General Fund will be

responsible for \$100 million of this repayment, and the SHF will be responsible for \$50 million of this debt payment.

General Fund Transfers – Pursuant to SB 19-263, the General Fund will transfer \$50 million annually to CDOT to assist with debt service. This will effectively cover CDOT’s entire portion of the lease-purchase agreement debt service, and overall expenditures to the department will not increase for debt service.

HB 19-1257 and HB 19-1258 – Allocate Voter Approved Revenue for Education and Transportation

HB 19-1257 submits a referendum to the voters for the November 2019 election authorizing the state to retain and spend revenue collected in excess of the current Referendum C cap, which would otherwise be refunded to taxpayers. Any funding retained in excess of the Referendum C cap must be allocated in equal shares to public schools, higher education, and transportation.

HB 19-1258 allocates the funding that will be retained by the state if the referendum submitted by HB 19-1257 is approved by the voters. Any funding for transportation will be transferred to the Highway Users Tax Fund (HUTF) as second stream revenue: 60 percent will go to the SHF, 22 percent will go to counties, and 18 percent will go to municipalities.

Any funding increase to CDOT is uncertain, and will depend on whether or not state revenue exceeds the TABOR cap.

DRAFT 2020

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• TC Agenda Requests

- TC Mailing Items Due &
- STAC Packet is Due

• STAC Meeting

- TC Workshop/Meeting

00 Holiday

2020 Holidays and Observances

- Jan 1 New Year's Day
- Jan 20 MLK Day
- Feb 14 Valentine's Day
- Feb 17 Presidents' Day
- April 12 Easter Sunday
- May 10 Mother's Day
- May 25 Memorial Day
- Jun 21 Father's Day
- July 4 Independence Day
- Sep 7 Labor Day
- Oct 12 Columbus Day
- Oct 31 Halloween
- Nov 11 Veterans Day
- Nov 26 Thanksgiving Day
- Dec 7 Pearl Harbor Rem. Day
- Dec 25 Christmas Day
- Dec 31 New Year's Eve



YOUR
TRANSPORTATION
PLAN CONNECTION. CHOICE.
COLORADO FOR ALL.

Statewide Transportation Advisory Committee

June 21, 2019



Agenda

- Where we are
- TPR Meeting #1 Objectives
- Partnership with MPOs
- Public Outreach
- What we've heard so far
- Next Steps



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WHERE WE ARE



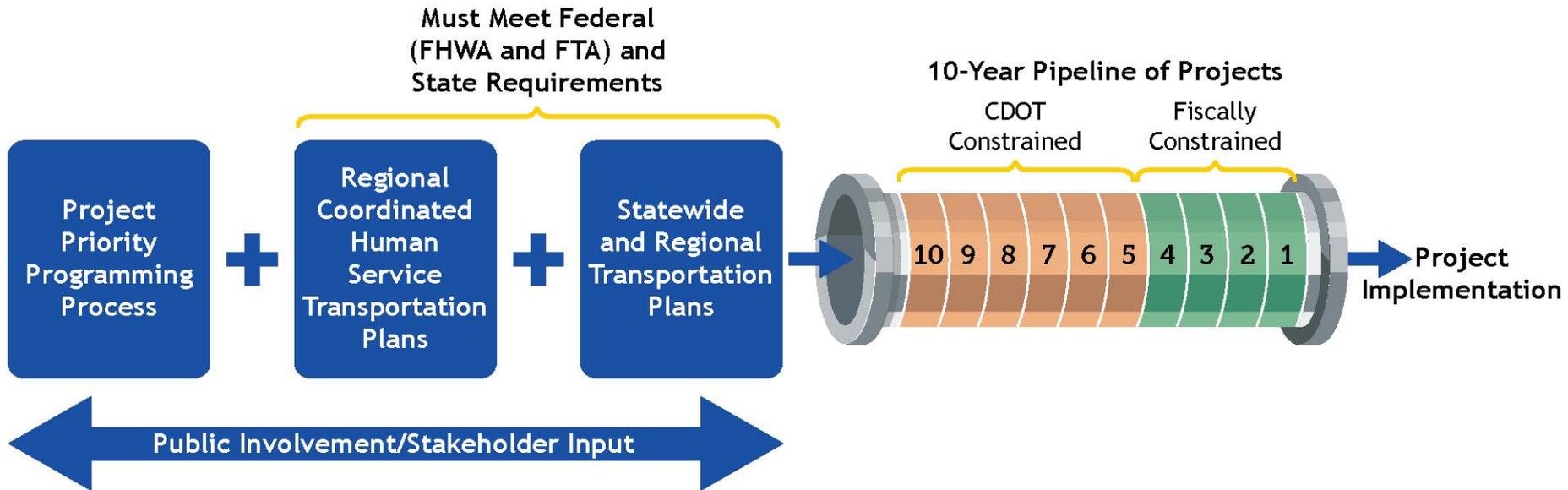
Resetting the Planning Process

THE GOAL

Bring planning efforts together in order to develop a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.



Approach





Where have we been?

- 25 Counties to date
- TPR Meeting #1 for Upper Front Range, Southwest, and Gunnison Valley
- Remaining Counties and Rural TPRs will be visited soon.



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TPR MEETING #1 OBJECTIVES



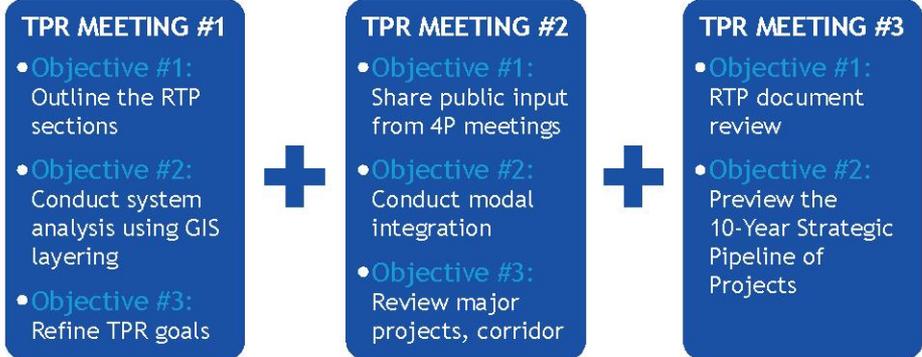
TPR Meeting #1 Objectives

- Objective #1:
Outline RTP Sections
- Objective #2:
Conduct System Analysis using GIS Layering
- Objective #3:
Refine TPR Goals



Approach

Project Priority Programming Process
(4P Meetings)/Public Input

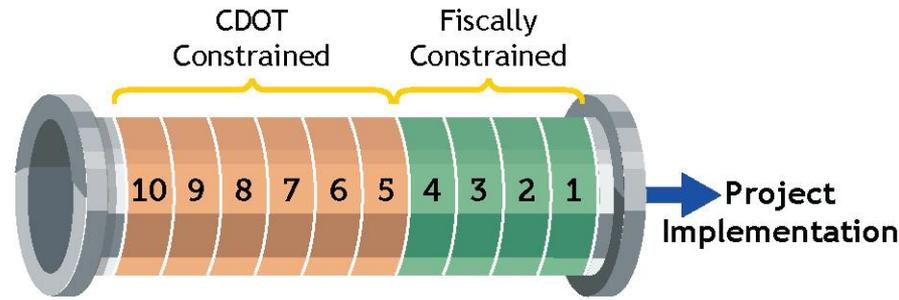


Modal Plan Integration



2045 REGIONAL TRANSPORTATION PLAN

10-Year Pipeline of Projects



Public Involvement/Stakeholder Input



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**PARTNERSHIP
WITH MPOS**



Working Together

- CDOT recognizes and respects the MPO's responsibility to develop a Regional Transportation Plan and a Coordinated Transit Plan.
- CDOT and the MPOs are working together to complement each other's processes.
- For example, working closely together to ensure that the County Meetings are mutually beneficial, and partnering on public events.



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PUBLIC OUTREACH



Public Events

Where we've been:

June 6

- Fort Lupton Rec. Center Pop-Up Event

June 8

- Summerfest on the Rio - Alamosa

June 13

- Montrose Library Pop-Up Event

June 15

- Kremmling Days



Public Events

What's Next:

June
24-27

- Pop-Ups following CFR, SE & SC TPR meetings

June
29

- Santa Fe Trail Days Trinidad

July 3

- Greeley Stampede

July 4

- Brush Rodeo

July 13

- Denver Black Arts Festival

Please visit YourTransportationPlan.com for a full list of upcoming events



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WHAT WE'VE HEARD SO FAR



YourTransportationPlan.com

You are here: [Home](#) / [Programs](#) / [Colorado Transportation Matters](#) / Your Transportation Plan

Your Transportation Plan



Le invitamos a visitarnos a partir del 31 de mayo para ver esta encuesta en español.

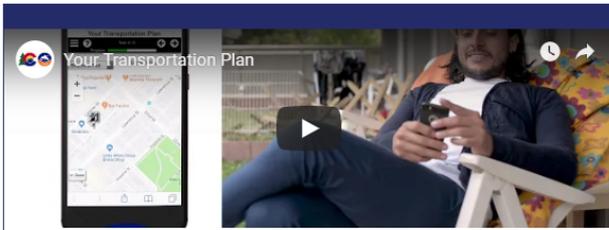
SHARE YOUR THOUGHTS WITH US

Help us identify the problems you care about.

[Take a quick survey](#)



This summer we're taking a fresh look at our investment priorities and asking people across Colorado what matters to their lives and what transportation can do to get them there. CDOT is bringing planning efforts together to create "Your Transportation Plan" that identifies a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input. [Click here to learn more.](#)



LEARN MORE ABOUT TRANSPORTATION

How planning helps CDOT prioritize our resources and plan for the future.

[Learn More](#)

WE'RE COMING TO YOU

Local meetings, outreach events, and opportunities to hear from you.

[Learn more](#)

WHAT YOU TOLD US LAST TIME

CDOT 2040 Transportation Plan.

[Learn More](#)

FAQs

Answers to key questions and where to get more information.

[Learn More](#)



Survey

Your Transportation Plan

? Progress

Introduction

WELCOME

Welcome!

The Colorado Department of Transportation (CDOT) is prioritizing how to address our transportation needs over the coming decade and would like your input.

Begin

You can help shape transportation in Colorado by answering a few short questions and sharing your thoughts on some important issues. The survey will take 5 to 10 minutes to complete.



- 2 PRIORITY RANKING
- 3 STRATEGY RATING
- 4 MAP MARKERS
- 5 WRAP UP



Survey

- 3,039 survey participants as of June 14.
- Priority Rankings
 1. Growth and Congestion
 2. Road Condition and Safety
 3. Lack of Travel Options
 4. Air Pollution



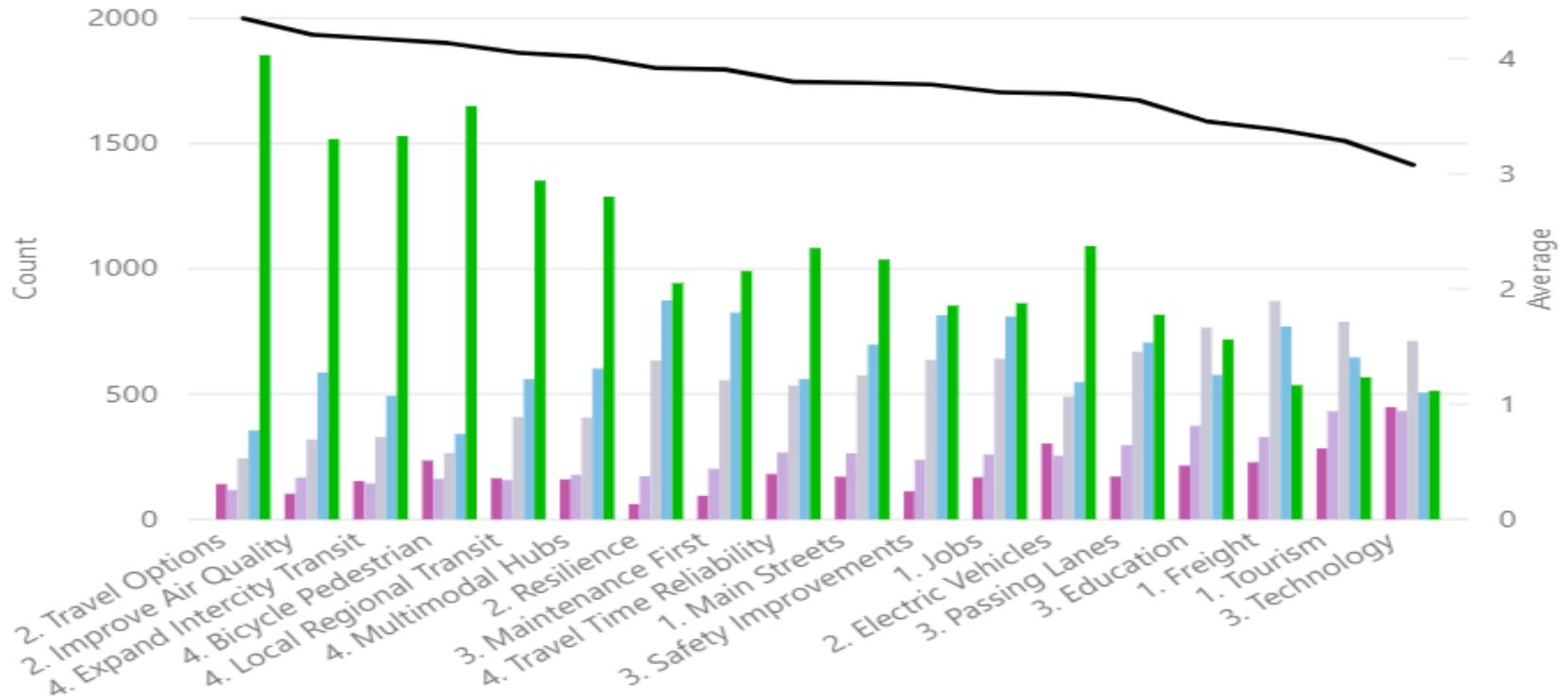
Survey - Strategy Ratings

DISTRIBUTIONS

Rating distributions and averages by panel.

Panels: Economic Vitality Environmental Safety Travel Options All Panels

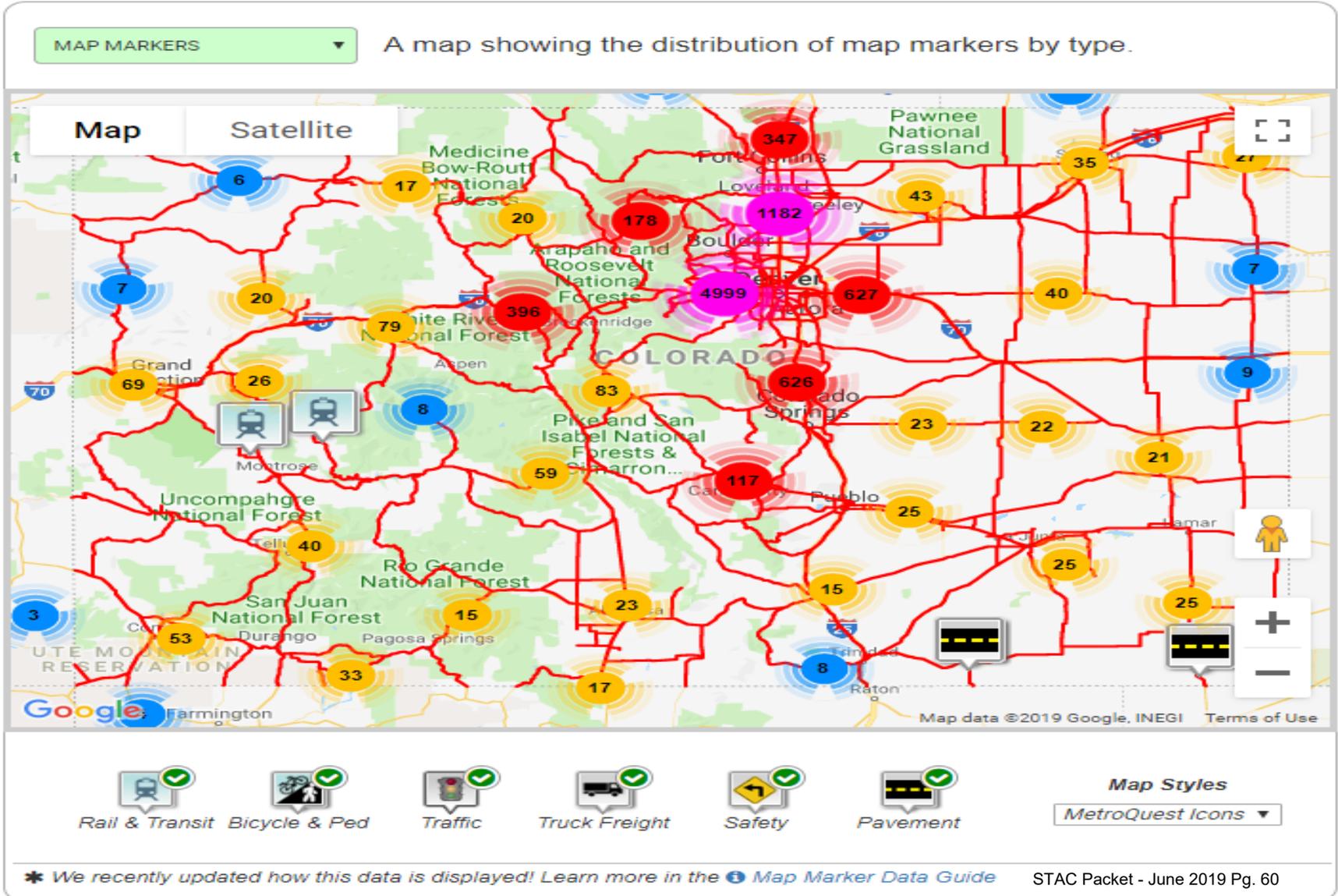
Ratings: 1 2 3 4 5 Average



* For star rating, the rating is the number of stars. For thumb rating, 1 is up, 2 is down.



Survey – Map Markers





Survey – Map Markers

MAP MARKERS ▾ A map showing the distribution of map markers by type.

Map Satellite

Date: 2019-05-17
Lat: 37.683492494904726
Lng: -104.6767520332013

Comment: Ensure bridges and other structurally deficient infrastructure doesn't result in a tragedy.

Map data ©2019 Google Terms of Use

Rail & Transit Bicycle & Ped Traffic Truck Freight Safety Pavement Map Styles MetroQuest Icons ▾

* We recently updated how this data is displayed! Learn more in the [Map Marker Data Guide](#)

STAC Packet - June 2019 Pg. 61



COLORADO
Department of Transportation

NEXT STEPS



Next Steps

- Finish county meetings and TPR meeting #1
- Public Outreach over the summer
- Report back to STAC in the fall with results from outreach



DATE: June 21, 2019
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Randy Grauberger, Project Director, Southwest Chief & Front Range Passenger Rail Commission
SUBJECT: Update from the Southwest Chief & Front Range Passenger Rail Commission

Purpose

This memo provides an update on the activities of the Southwest Chief & Front Range Passenger Rail Commission (“Passenger Rail Commission”) since the last update on January 27, 2019.

Action

For Discussion Only.

Background

On December 1, 2017, the Rail Commission outlined a conceptual 15 year vision for implementing at least major segments of a Front Range Passenger Rail System, and including connection of the Amtrak Southwest Chief service from La Junta through Pueblo and Walsenburg. Table 1, below, revisits the major phases of that vision. The vision also included support for shorter-term, starter-rail or extensions of existing passenger rail lines prior to full build-out.

Table 1: Key Steps to Implementing Front Range Passenger Rail

Phase	Schedule	Goals	Status
Phase I: Define the Service Vision	Up to 2.5 Years, \$8.7 M	Hire Project Director Hire Consultant to Conduct the Passenger Rail Service Development Plan (SDP)	SB 18-001 Funded the Rail Commission with \$2.5 Million, enough to hire the Project Director, match federal grants, and start the Rail Passenger Service Development Plan (SDP)
Phase II: Form the Governing Authority	Years 2.5 to 4, \$0.5 M	Determine Governance, Go to Voters in 2020	Governance options and funding structures are elements of the SDP
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 Cost 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

Details

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

- What would make Front Range 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, serve Denver International Airport, or both?
- 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?

Detailed Activities in 1st 2 Qtrs. 2019

- Jan 2019 - Supplemental Budget Request made to the legislature (JBC) for remaining \$1.6 M of \$2.5 M.
- Feb 7 - Supplemental Budget request approved
- Feb 19 - Commission Project Director hired
- March - Blended Team approach to RFP suggested by CDOT Executive Director Lew; discussed with Division of Transportation Development.
- March 8, April 12 May 10, June 14 - Commission meetings in Denver, Colorado Springs, Denver and Fort Collins;
- May - Begin effort to apply for 2019 Build Grant for multi-state Southwest Chief infrastructure improvements
- May 23 - Request for Proposals (RFP) released.
- June 13 - Deadline for submission of Consultant Team proposals

Next Steps

- July 2 - Interview shortlisted Consultants
- July 15 - Deadline for 2019 Build Grants
- Monthly Southwest Chief & Front Range Passenger Rail Commission meetings: July 12 in Denver, August 9 in Pueblo
- Early August - Hire Consultant to work with Blended Team of CDOT staff to initiate the development of a Passenger Rail Service Development Plan (SDP) and NEPA document
- Continue updates to Commission website
- Update the conceptual 15 Year Vision developed in December of 2017 (see Table 1)
- Continue to make Commission related presentations throughout the Front Range
- Work on “Long Term SW Chief Financial Plan” with Amtrak, BNSF Railway, Kansas and New Mexico DOTs and local communities to ensure continued service of SW Chief in southeast Colorado
- Participate with Federal Railroad Administration (FRA), Amtrak, BNSF, neighboring states and communities in completing work related to recent TIGER and CRISI grant awards.

Attachment

- PowerPoint



SW Chief and Front Range Passenger Rail Commission

Presentation to STAC Meeting
June 21, 2019



**SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION**

**SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION**





**SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION**

Southwest Chief and Front Range Passenger Rail Commission

- Legislature's Senate Bill 17 – 153 created the Commission (effective July 1, 2017). It replaced the previous Southwest Chief Commission which had existed since 2014
- Housed under CDOT; similar to HPTE and Bridge Enterprise in terms of independence reporting to a Board/Commission other than the Transportation Commission
- 11 voting Commissioners
 - Five appointed by the Governor: two Class I railroad representatives (BNSF and UP), two advocates for passenger rail, one resident of Huerfano, Las Animas, Otero, Prowers or Pueblo counties that advocates for passenger rail.
 - One each from the four Front Range MPOs and one from South Central Council of Governments
 - One from RTD
- 3 non-voting members
 - CDOT
 - Amtrak
 - Cheyenne, Wyoming

Commission's Purposes

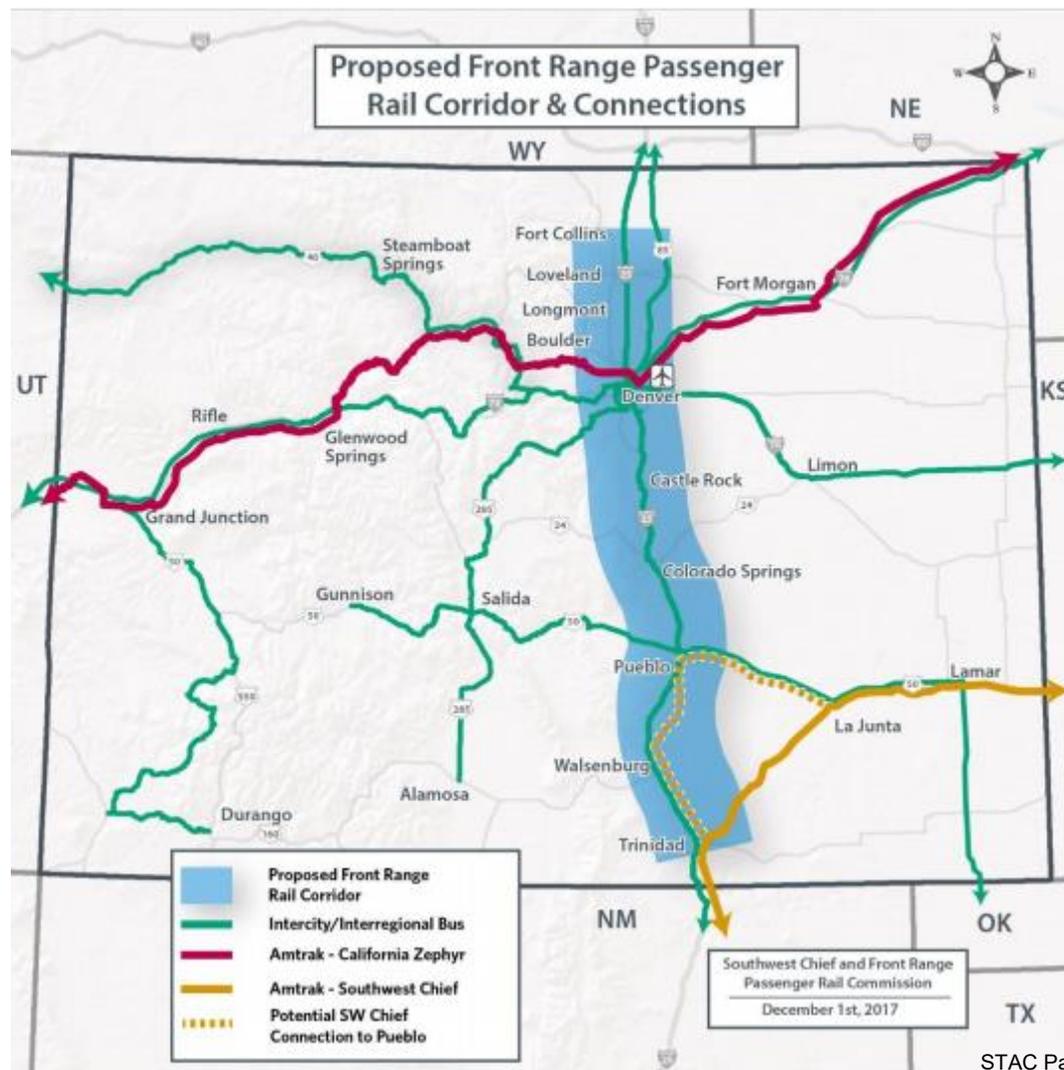


- Work to preserve Amtrak's Southwest Chief service across southeast Colorado
- Work with neighboring states of Kansas and New Mexico to upgrade rails, ties, signal systems and other rail infrastructure on BNSF's Amtrak Southwest Chief route across the three states
- Pursue possible Amtrak Southwest Chief service extension into Pueblo and possibly Colorado Springs from La Junta
- Consider re-routing the Southwest Chief service between La Junta and Trinidad by way of Pueblo and Walsenburg to better serve southern Colorado
- Facilitate the development of Front Range Passenger Rail service



SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION

Proposed Front Range Passenger Rail Corridor, Amtrak, and Intercity/Interregional Bus Routes





Why the Renewed Interest in Passenger Rail?

- Highway congestion is getting worse; travel time is increasing and is less predictable
- State's population grew by 2.2 million from 1990 – 2016
- Fort Collins to Pueblo Front Range Corridor has 83.5 % of state's 5.6 million population; Corridor will gain 84% of state's additional 3 million residents by 2050.
- Population 65 and over to increase by 61% between 2010 and 2020 and an additional 39% between 2020 and 2030
- Front Range may be losing ability to be economically competitive with other major US population bases; most having existing or planned Passenger Rail Service to provide mobility options for residents and other travelers
- Younger population groups prefer reliable "Transit" over owning a car and associated costs



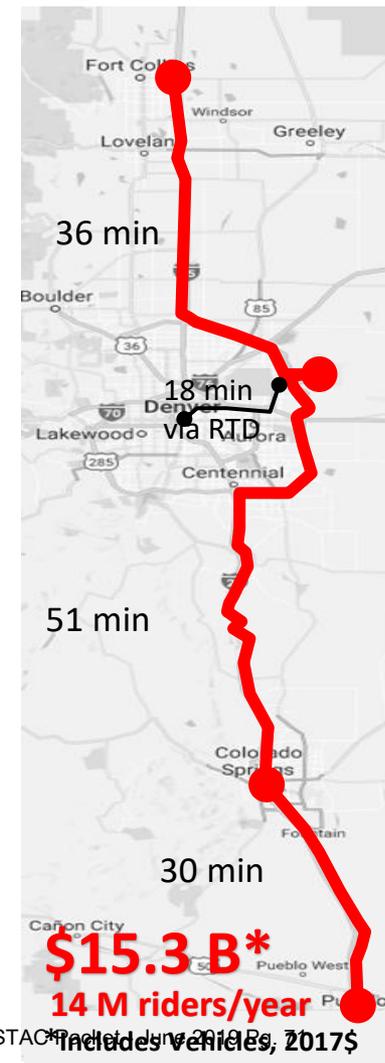
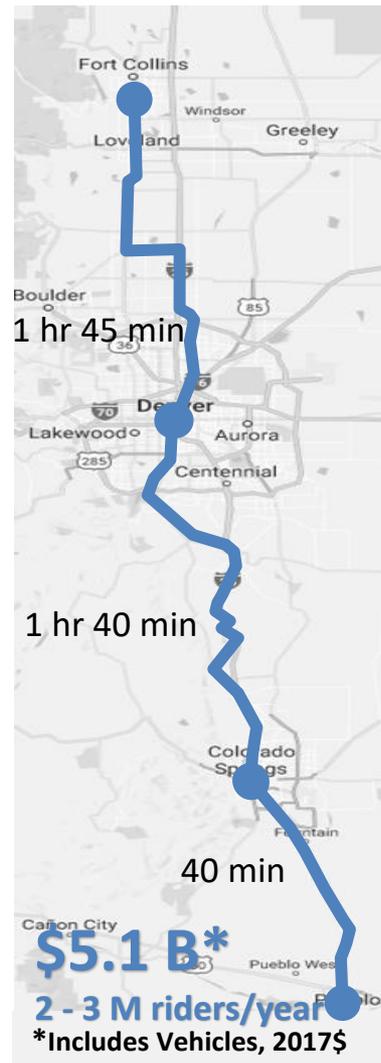
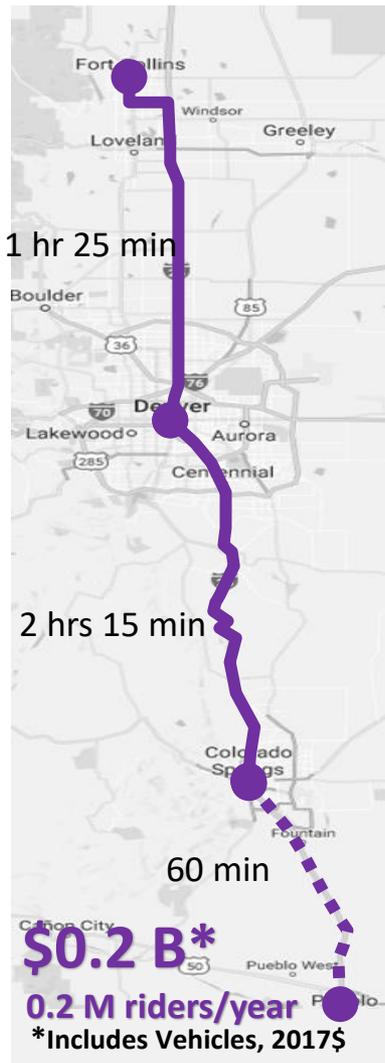
**SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION**

FRONT RANGE:

BUS TRANSIT & STUDIED RAIL OPTIONS

Bustang (w/ future Park & Rides) Commuter Rail + RTD

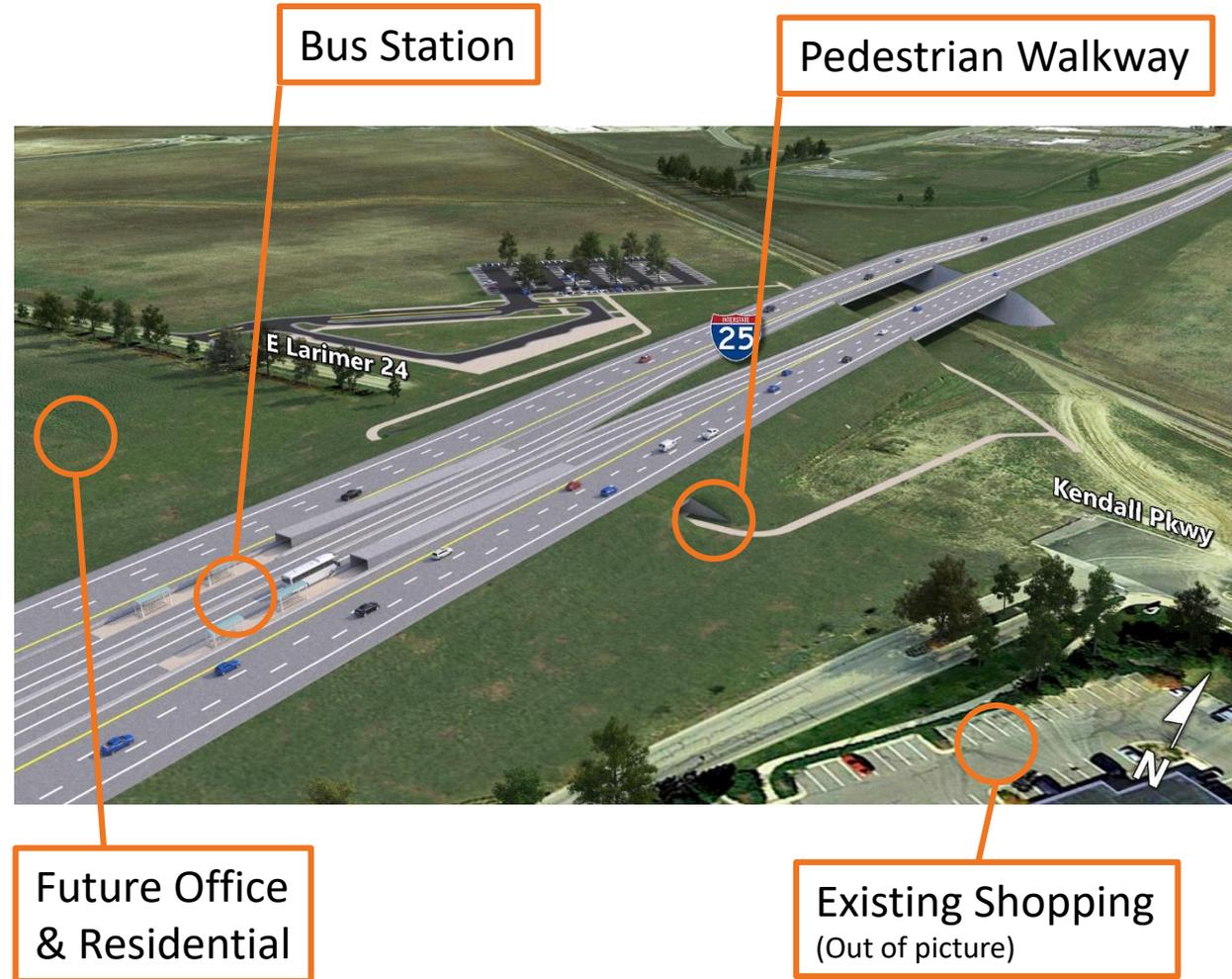
High Speed Rail ICS



STAG, updated June 2019 Pg. 7



HIGHWAY MOBILITY HUB CONCEPT ON I-25 N/O US 34 (EAST OF LOVELAND)



Mobility Hubs along the Front Range serve as precursor investments for eventual Front Range Passenger Rail stops



2018 Accomplishments

Funding

- March –\$16.0 million TIGER IX grant received to replace 60-year old bolted rail, turnouts and at-grade crossing surfaces on the BNSF’s trackage in KS, CO, and NM utilized by Amtrak’s Southwest Chief connecting Chicago and Los Angeles by way of southeast Colorado. Also, some funding for signal system upgrades to New Mexico’s Rail Runner Commuter service.
- May 31 – Senate Bill 18-001 is signed by Governor with \$2.5 million for Passenger Rail Commission. (studies, staffing and federal grant match)
- December – Received \$9.16 million CRISI Grant to install Positive Train Control (PTC) on 179 miles of BNSF track between Dodge City, KS and Las Animas, CO as required by Amtrak for continued operations.

2018 Accomplishments (Cont.)



Staffing Timeline

- November 1, 2018 – Project Director position posted
- December 22 – Interviews held; Project Director on board February 19th
- Support position job announcement in May; 19 qualified individuals submitted applications; selection expected in June



Next Steps: Planning and Environmental

ELEMENTS REQUIRED IN RAIL PASSENGER SERVICE DEVELOPMENT PLAN

- Purpose and Need for Front Range Passenger Rail Service
- Corridor options/potential feasible alignments, including possible connections to RTD's Passenger Rail Corridors
- Potential speeds/technology
 - Ridership forecasting based on speed/technology
- Levels of service (number of trains per day)
- Stations/Mobility Hubs/transit connections
- High level cost estimates for Pre-construction, Construction, Equipment, Operating, etc.
- Benefit - Cost Analysis
- Potential Service operator (Amtrak, BNSF Railway, Herzog, etc.)
- Governance (Special District, Regional Transportation Authority [RTA], etc.)



Current Commission Activities

Reviewing Consultant Team Proposals; Hire Consultant for Rail Passenger Service Development Plan and environmental work in early August

Update Commission's Dec. 2017 Charter

Communications Sub-Committee Created

- Created Passenger Rail Commission logo
- Updating Commission's Website
- Develop other communication tools to drive Commission outreach (tri-fold Brochure, etc.)

Work with Amtrak, neighboring states of Kansas and New Mexico on long-range Southwest Chief "Business Plan"

Work with Amtrak, BNSF and neighboring States and communities in applying for "2019 BUILD Grant" to continue upgrades to BNSF's track on the Southwest Chief route.

Hold monthly Commission meetings (2nd Friday of each month); every other meeting is at a Front Range location outside of the Denver metro area



PRINCIPLES FOR RAIL MOBILITY BUILDOUT

- Preserve rights-of-way in corridors where future passenger rail may be located (existing railroads, highways, etc.)
- To justify new Front Range Passenger Rail, the selected outcome should have:
 - Competitive peak hour travel times with other modes, including Bustang in a managed lane; and/or
 - Volume of riders large enough that a stream of buses carrying 50 passengers isn't enough capacity (i.e. a bus every 3.75 minutes – similar to Flatiron Flyer service on US 36); and/or
 - Conditions which prevent expansion of bus service in a managed lane from being an effective solution; i.e. excessive grades and/or regular accidents.



PRINCIPLES FOR RAIL MOBILITY BUILDOUT (cont'd)

- Provide choices/options to driving and related parking availability/cost
- Phasing (Starter Rail) may be a less expensive way to initiate service
- Connectivity to transit (Mobility Hubs) is critical to success
- Highway congestion relief and economic development are key reasons for building rail
 - The willingness to accept dense development at stations will determine the market for private investment and Public Private Partnerships (P3s)
- The faster the technology, the straighter the alignment needs to be, and the more environmental / community impacts there will be
- Ensure future connections to Regional or National High Speed Rail networks are not precluded

CDOT ABILITY TO LEVERAGE & PLAN



- CDOT Offer of In-Kind Staff Resources to Passenger Rail Commission
 - Technical environmental experts who know I-25 North, I-25 South, and other corridor locations
 - Travel Demand Modeling staff
 - Office of Communications support
 - Traffic Experts who have highway/rail/bus connection experience
 - T-REX Project on Denver Southeast I-25 Corridor
 - North I-25 Kendall / Centerra-Loveland Station
- CDOT can Pursue External Funding as an “Eligible Applicant”
 - TIGER 7, TIGER 9, CRISI grant examples for Southwest Chief
 - TIGER 8 example for North I-25
 - BUILD and other grants, i.e. US 550, Southwest Chief
 - Prior and current investments by CDOT could leverage future corridor level funding

Questions?



SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION

SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION



Randy Grauberger, Project Director
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