Statewide Transportation Advisory Committee (STAC)
September 27, 2019
9:00 AM – 11:00 PM
CDOT HQ Auditorium
2829 W. Howard Place
Denver, CO
Agenda

9:00-9:05   <u>**Welcome and Introductions**</u> – Vince Rogalski, STAC Chair

9:05-9:10   <u>**Approval of August Meeting Minutes**</u> – Vince Rogalski, STAC Chair

9:10-9:30   <u>**CDOT Update on Current Events (Informational Update)**</u> – Herman Stockinger, CDOT Deputy Director
- Update on recent activities within the department.

9:30-9:40   <u>**Transportation Commission Report (Informational Update)**</u> – Norm Steen, STAC Vice-Chair
- Summary report of the most recent Transportation Commission meeting.

9:40-9:55   <u>**TPR Representative and Federal Partners Reports (Informational Update)**</u>
- Brief update from STAC members on activities in their TPRs and representatives from federal agencies.

9:55-10:10   <u>**Emerging Mobility (Informational Update)**</u> – Sophie Shulman, Chief of Innovative Mobility
- Update on CDOT's Emerging Mobility efforts.

10:10-10:30   <u>**Statewide and Regional Transportation Plan Update (Informational Update / Discussion Item)**</u> – Rebecca White, Division of Transportation Development (DTD)
- Update on the status of planning process.

10:30-10:55   <u>**CDOT Budget Update (Informational Update)**</u> – Jeffrey Sudmeier, CDOT Chief Financial Officer
- Update changes to CDOT's budget layout and structure.

10:55-11:00   <u>**Other Business**</u>- Vince Rogalski

11:00   <u>**Adjourn**</u>

11:00-12:00   <u>**Farewell to CDOT Chief Engineer**</u>

STAC Web Conference: 601-516-5611 PIN: 488 559#
STAC Website: http://www.coloradodot.info/programs/statewide-planning/stac.html

STAC Meeting Minutes
August 23rd, 2019

Location: CDOT Headquarters Auditorium
Date/Time: August 23, 2019; 9:00 a.m. – 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (STAC Chair and Gunnison Valley TPR), Norm Steen (Pikes Peak Area COG), Dick Elsner (Central Front Range TPR), Elise Jones (Denver Regional COG), Jacob Riger (Denver Regional COG) Roger Partridge (Denver Regional COG), Suzette Mallette (North Front Range MPO), Dave Clark (North Front Range MPO), Barbara Kirkmeyer (Upper Front Range TPR), Elizabeth Relford (Upper Front Range TPR), Kristie Melendez (North Front Range TPR), Bentley Henderson (Intermountain TPR), Rebecca White (CDOT Division of Transportation Development), Herman Stockinger (CDOT Deputy Directory/Office of Policy & Government Relations), Jeff Sudmeier (CDOT Chief Financial Officer), Tim Kirby (CDOT Division of Transportation Development), Josh Laipply (CDOT Chief Engineer), Shoshana Lew (CDOT Executive Director), Andy Gunning (Pikes Peak Area COG), Heather Sloop (Northwest TPR), Aaron Bustow (FHWA), Bill Haas (FHWA), Dana Brosig (Grand Valley MPO), Peter Baier (Grand Valley MPO) John Adams (Pueblo Area COG), Jim Baldwin (Southeast TPR), John Cater (FHWA), Turner Smith (Central Front Range TPR), Trent Bushner (Eastern TPR), Gary Beedy (Eastern TPR/District 11 Transportation Commissioner), Rebekah Karasko (North Front Range MPO), John Liosatos (Pikes Peak Area COG), Karen Rowe (CDOT, Region 2), Heather Paddock (CDOT, Region 4)

On the Phone: Amber Blake (Southwest TPR), Dean Bressler (Grand Valley MPO), Terry Hart (Pueblo Area COG)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes / Vince Rogalski (STAC Chair)	• Review and approval of August STAC Minutes without revisions.	Minutes approved
CDOT Update on Current Events / Herman Stockinger (CDOT Deputy Director)	**Presentation** **Executive Director Lew Preliminary Remarks:** • We have hired Sally Chafee as the new Chief of Staff to the Office of the Executive Director. She is filling the role that Herman had before becoming Deputy Director. • Just an update from our conversation last time regarding CMAQ. In the interim, we have had conversations with the MPOs about their process and we came up with a good plan	No action.

to do a review while they spend down their funds over the next few years. In my view, it won't be too disruptive to how anyone is spending the funds. They won't be needing the funds for another year, and we have a clear path from an allocation perspective. We have a good group to talk about how we use these funds. Suzette, thank you for having us, and showing us how you execute your process, and thank you to DRCOG as well for hosting the meeting

- Second, to circle back on the discussion from our last meeting, we talked about turning our focus to paving/repaving and asset conditions. There is a report that came out yesterday highlighting the fact that Colorado's standing in pavement condition has fallen in the national rankings. While it is a disappointing stat, I think it gives us additional backing for the conversation we were having last time about remaining focused on the state of good repair and thinking about how to use the next couple of years to repair our metrics in that respect. This may potentially lead us to accelerate those types of projects. We are going to talk today about the exercise we are going through right now with some scenario planning and pathways for funds, to give a high level idea of outcomes based on different funding levels and timeframes to understand how long it will take us to get to a good status. We had a lot of conversation about how to dig out of the hole we are in, and how many years it would take us to get back to good pavement condition at different funding levels. What does it take to get our metrics back up? As bad as it is to hear that statistic, it at least matches what we have been hearing through the planning process. So, the anecdotal evidence we've been hearing is spot on based on this report.

Presentation: CDOT Update and Current Events:

- Outreach: Last month we promised pictures from the county fair. This is Commissioner Beedy and Director Lew at the Lincoln County Fair.
- Funding Allocations: We are getting ready for a few Transportation Commission (TC) funding decisions in the next couple of months. Based on feedback from you all, we really want to act on the new dollars as quickly as we can post the first round of the planning effort, but we recognize that to do the complete Long Range Plan right, it might take longer, so we have disconnected those discussions. From the highway CDOT

standpoint, we have about $615 million available for allocation. $450 million of that won't happen until January when the Treasury issues COPs, but we know we have $615 million coming over the next several years. We also have redistribution that may increase that a little bit. We can assume the following funding levels over the next three years:

- o FY 20 $615 M,
- o FY 21 450 M,
- o FY 22 $450 M,

There may be more, but this is just what we know we can expect for these years. The question for you all, and the question for the Transportation Commission is do we want to allocate for year 3 and 4 as well before the funds have been issued? There are pros and cons to doing that. What happens if we have made funding commitments ahead of time? It might increase the chances that those funds get issued. What makes the most sense? Do we allocate just the $615 million that is known, or do we add on what is anticipated for year 3 and 4 that we should also be getting through SB 267. There could be $1.4 billion with November being the target for allocating the funds. Any sense of what we should do? Should we allocate only the $615 that is known for the next 2 years or allocate for year 3 and 4 as well?

- Prior Commitments: Next, we need to talk to TC about "prior commitments" and how those prior decisions should be handled. We have a SB-267 list with $122 million worth of projects remaining on it. Some of those have already received federal grants, but not on all of those projects, so we need to talk to TC about what they want to do with those. They have recently committed to $310 million for I-25 North and Director Lew has also talked about the rural roads investment program. That will be at least $100 million, possibly more, which we'd like to make ongoing, but we will do some scenario planning based on different funding levels and timeframes to see the impact of $100 or $200 million, but how do they want to handle the overall context of $615 million all the way up to possibly $1.4 billion that they will have available?
- What else should we be considering? We have long-standing investment needs that if we are going to tackle will come out of Asset Management or Maintenance Level of Service.

- o The Vail rest area needs an estimated $10 million of investment. I don't know where that comes from if it doesn't come from a special pot of money.
- o The Eisenhower Tunnel lighting is needed,
- o Maintenance equipment is always behind. Executive Director Lew has been traveling a lot to maintenance sheds, and what we are hearing is that plows don't have covers. How much more efficient can we be in winter? Is that a special consideration, and how many other special considerations does the TC want to consider?
- One of the reasons we haven't had these conversations yet is because of the planning process we are going through, and the planning process may impact how this money gets spent. The rural paving program for example is a direct result of what we are hearing out there. And then, TC is going to have some priorities and we will need to do scenario planning around that.
- Lastly, Director Lew talked about the paving report from the Reason Foundation. The report has some flaws, but it is pretty fair and consistent across all the states and concluded that we are 36th in the nation in highway performance and cost-effectiveness.

STAC Comments
- Suzette Mallette: Is this $615 million money that we know we have, and the following years depicted on the slide of $450 million and $450 million are maybes?
- Vince Rogalski: You might want to also mention the time constraints on the SB 267 money.
- Jeff Sudmeier: Basically, because this funding is issued through tax exempt debt it is subject to an IRS requirement to spend 85% of the funds within 3 years. One of the pros of planning for the later years is to set this up and get ahead of that requirement. The requirement is based on the time the bill was issued, so 85% of $450 million needs to be spent within 3 years of January 2020 when the COP of SB 267 will be issued.
- John Liosatos: My opinion is that if you get a pig and give it a name then it's a pet, and if you don't then it's bacon. If you put a face to this money and projects, I think it's more likely to come through, because it's more difficult to take away money if it's already associated with a project. So, I think it behooves us to move forward because we know

| | what to do if it is taken away, and have figured out how to navigate that situation, but it increases our chances for funding.

• Herman Stockinger: I think there's truth to that, but remember with SB 228 the legislature was thinking of taking those funds, but we had already committed those funds to I-25, and so we ended up getting the exact amount we needed for that, not coincidently. These are important decisions, so I want as much feedback for staff as we prepare.

• Suzette Mallette: I agree with John that identifying funds going somewhere makes sense. We still have a lot of needs like I-25 in the north, and I'm sure there are some near Colorado Springs. With 3 years to spend, it makes sense to apply them to bigger projects.

• Turner Smith: This topic is often not popular, but funding for truck stops should be something that to consider as part of this. It's often the base of our state.

• Vince Rogalski: In our area truck parking is a big issue. Especially, when it's storming outside and they have to chain-up, and besides that they have a limited number of hours that they can drive at one time, and have to find parking when their time is up. That's a good point

• Rebecca White: Just to add to that, we are fortunate that there is a National Highway Freight Program that gives us $15 million a year, and we are coming to STAC next month with a list of projects for that dedicated funding. Chain-up stations are high on that list. In the planning process lack of truck parking is coming up a ton.

• Trent Bushner: I just recently travelled I-70 to KS. One thing I hadn't noticed until now is that KS has great truck parking, and they have interactive signs telling you about parking availability that is updated in real time, and there were at least a few that we passed that were full. I think we should have more of that in CO.

• Tim Kirby: Great point! As part of the potential project list for the National Highway Freight Program (NHFP) we did identify $1.2 million for a pilot of exactly what you are talking about. Through two truck parking workshops on the east and west ends of the state. We heard a lot about that, and we are responding to what we heard. | |

	- Elise Jones: Recognizing that there's a refresh of the planning process, regionally we also all have our plans and priorities, and I respectfully request going to them, and funding the top priorities from them. - Elizabeth Relford: It would be helpful too if we could see what is on that other list that you referred to. You want to hear from us about where this money should be going, but we don't know what all is on the other list. If we knew what was on the other list we might have a different recommendation. - Rebecca White: We wanted to bring it to this meeting, but we couldn't get it ready in time. It's one of the only dedicated funding pots that we have. It won't take off much from the list but we are absolutely happy to share that. - Norm Steen: Is the Reason Foundation report based on our data or are they collecting their data at the federal level. Who are they relying on for the source? Most of the reports depend on federal data. - Shoshana Lew: I haven't had a chance to really dig in yet, but typically they are using a federal source of data for these types of reports. - John Cater: HPMS and some others. There are national standards and a framework for the data to ensure that it is pretty consistent across states, so I wouldn't quibble about the data. - Shoshana Lew: Yes, on structural bridge deficiency and roughness index especially I know that it is one of the better established data sets to back up what John said.	
Transportation Commission Update/ Vince Rogalski, STAC Chair	**Presentation** - In your packet there is a report on the last TC meeting. A couple of things to point out; we talked about the Whole System Whole Safety workshop. TC is looking at what to do to improve safety and so there is a whole big area there. It also talks about numbers and crashes and fatalities across the state, and how we can reduce those. There are a lot of comments from TC on that. The TC agenda has changed a little bit and they have 3 different topics. Safety, infrastructure and mobility, and budget and finance is the third one. It's important to look at those comments. The budget format is changing, but	No action

	the numbers aren't necessarily changing. It's the format of how we see the budget. Making it simpler to understand and giving us the information that we need. • Statewide Plan Timeline: TC had a long discussion and there are several pages of comments on the Statewide Plan. We have had the first round of TPR meetings and the second is coming up, and we are supposed to have #3, and the timing of all of that was set up to have a draft to TC by December. TC was really concerned about the pace, and thought the timeline was too aggressive. They suggested that we back-off a bit for a few months so that we have a better understanding of what is going on. • A couple of other points that I made: the long range plan isn't new and we understand some essential steps that have to take place. How they take place can be different. This year's plan that we are working on is providing each TPR/MPO information that they have gathered at the meeting. The information that we put out to members for TPRs to make decisions is the best that I've seen, and I've been involved since the early 90's. I think we have an opportunity to get a really good plan and a 10 year STIP type of a plan this time. There is no lack of projects that we need to prioritize for the upcoming plan, so I think we have an opportunity to make a big improvement in what we put forth in this plan. **STAC Comments** • N/A		
TPR & Federal Partner Reports	**Presentation** • <u>DRCOG</u>: At the last meeting we finally adopted our 2020-2023 TIP and heard from RTD on their regional bus traffic plan. We've been focused on outreach for the 2050 Metro Vision Regional Transportation Plan, and have partnered with CDOT, we've been at different events and festivals across the region. We are doing a video soon and survey soon for our Vision 0 plan outreach too and getting positive feedback • <u>GVMPO</u>: We are in the midst of public involvement efforts for the 2045 RTP. We partnered with CDOT at the Palisade Peach Festival last weekend. We have an MPO Board meeting on Monday. Hopefully, we will get the Legal Counsil filled and IGA approved for next year. We are also updating our program.	No action.	

- **NFRMPO**: For I-25 segment 6, from SH-402 to SH-56, we have a groundbreaking coming up on September 12th at the SH-56 interchange. A BUILD grant for $20 million was awarded for that project in the 2018 cycle. Larimer County is considering a Fall 2020 penny tax ballot measure to fund road, transit transportation and multimodal projects. 2/3rds would go to transportation and 1/3rd to facilities with $10 million off the top dedicated to I-25. NFR Planning Council will adopt their RTP on September 5th. July 31, 2019 Windsor hosted a multimodal meeting that was very well attended. Thanks to Director White and to Director Lew for attending. It was a well attended discussion
- **PACOG**: A few things to report; the State Fair starts today. That's where Commissioner Hart is, and is meeting there with legislators. SWCFR Rail Commission met in Pueblo 2 weeks ago, and had the largest attendance yet, and a good portion came from south of Pueblo showing lots of interest for passenger rail going south of Pueblo. Tuesday we had a county meeting and it was very well presented and got lots of good input. We have created a subcommittee for agencies to submit their ideas and priority projects that we are interested in to region 2. Tomorrow CDOT is doing an outreach program at the State Fair from 10am-6pm. Lastly, the I-25 Illex project is complete except for a problem with a joint on the bridge and they have a subcontractor to fix it.
- **PPACG**: A couple of things; people are working to get on our citizen advisory committee (CAC). A segment of El Paso County thought they were underrepresented on the CAC, so we are doing a lot to figure out what to do. We are trying to include a group called NEPCO on CAC. This involvement speaks well to the transportation discussion and illustrates how people want to be a part of it. This is part of the discussion we are having with CDOT regarding the Statewide Plan. One major function of PPACG is for a joint study between the military and civilian communities. We have been working for a number of years with how the two communities interface. Now we are working on the implementation phase. At the last board meeting we included CDOT in the discussion about CO-94. Last month, the ozone levels went down to 68ppb. They were at the cusp of 70ppb. Finally, we awarded a contract for the Long Range Transit Plan. HDR was awarded the contract for transit planning and coordinating with the regional coordinating council. So that is underway.
- **Central Front Range**: In Canon City Lincoln School the SRTS project is underway. We haven't received permits for the gateway monuments on US-50 yet and are looking for those because the contractor has been selected. US-285 South to Fairplay is in the final stages. Next week we will have a detour because we are removing barriers and that's good news.

| | Rework is still needed on Red Hill Pass. There is a problem with the merge lane having just a tiny sign after a blind curve, so they need to fix that. | |
| | • Eastern: Commissioner Beedy remarks: I'm settling into the TC role, and glad I have the background knowledge of funding and the planning process from my time on STAC, and acknowledge that it makes it easier to make decisions on highway allocations for US 36 the first week on the job. Eastern TPR updates include the I-70 reconstruction. They are having trouble getting enough water from the wells for the cement needed, so they are having to truck water in, and that illustrates some of the extra challenges that rural areas face. Rural areas have limited supplies and a lot of logistics that have to come together to get a project finished in the rural areas. SH-86 is about complete with resurfacing west of Castle Rock. Update (Trent Bushner): We are excited and sad at same time to lose Gary, but understand that we are gaining an asset on TC. We were pleased when he put his name in the hat. Our meeting is coming up in September and we'll be filling that position. We did all of the outreach in our county and it was cool to see Gary and Shoshana at the County Fair. I just want to Thank CDOT for using their equipment for those efforts. It was really fun to talk to people about CDOT and it was cool to see people paid attention. There were a lot of people that took the survey that wanted to be really in depth, and that was a lot of work. Logan, Philips, Lincoln, Yuma, Sedgwick all had outreach events, so I think the Eastern TPR is well represented. The Sterling S curve is finally getting completed as we speak. I'm really excited. That's been a long time coming.

• Gunnison Valley: The peaks still have snow, so it's still melting. The reservoir is really full and up to its limit, so they are trying to keep it from overflowing, Cottonwood Pass is open, however, no trucks or trailers are supposed to go, but I think they have trouble reading signs because you see them. Because the Blue Greek Canyon has been delayed a year, so CDOT did some repair and resurfacing to head off the snow. We can expect snow anywhere from 2-3 weeks out from today, and so winter is coming, and I saw leaves starting to change already with how cold it gets at night. I've seen indications from some municipalities interested in highways that go through town because it's often the Main Street for their town. How can they improve commercial activity on Main Street when it is a State Highway? In Gunnison they are doing bump-outs because it's difficult to cross US-50 because it's so wide, so they're trying to do some stuff to mitigate that issue. They completed work on the eastern part of town, and now trying to do this on the west side. | |

Just north of Delta they had settling on the foundation of the road, and so you get dips, so CDOT is working to get that prepared. TPR meeting #2 is going to be October 11th. We are trying to get people to do their homework for the second meeting, so they are prepared with the needs of their communities. I think the information we are getting from CDOT is really good. It's some of the best information I've seen out there. So, people should be well equipped to make decisions when we get to the project setting stage of the process.

- Intermountain: We haven't had a TPR meeting since the last STAC meeting, but I'd like to thank Rebecca, Michael and Director Lew for attending the last county meeting in Summit County. There were a lot of comments made at that meeting. System maintenance and pavement maintenance were primary drivers, and understanding the needs of the system in areas where expansion is a challenge. And we have to deal with the cards we are dealt. System maintenance is key for us to enhance travel for the local public and for those coming to visit. Additionally, a comment was made about how the roads are a first impression to the resort areas, and we need to make every effort to maintain them

- Northwest: We met last on August 15th, and it was pretty much to hash-out for our internal project priority list. We got many updates, and a lot of construction. One ask from the TPR, especially with CDOT's push to invest in paving in the rural areas, is to address the 500 ft. patch overlay process. There is an understanding that the 500 foot requirement is there, but there was an ask for CDOT to increase that limit and to have bigger projects because it's creating a rough patchwork of pavement, and we think it would be a greater use of resources if it were longer sections and this is a definite need in our area.

- San Luis Valley: Chip ceiling and restriping on several highways is underway. The east side of Cottonwood Pass is complete and the pass is open as of August 12th. Work on the west side continues. A ribbon cutting is scheduled for September 19, 2019. We have had all county meetings, and had our first RTP session at the last TPR meeting. The second will be on October 8th. Future 50 plan is underway. Region 5 and Community Builders are facilitating that process.

- South Central: *No update*

- Southeast: We have major bridge construction in our area. They are building on SH 71 over the Arkansas River. They are working on a bottle neck on a bridge just north of an irrigation ditch. We have a lot of maintenance, mowing weeds, so CDOT is out a lot. They had their town hall on 8/15 with good participation. The next TPR is September 25th, and they are going to blast email reminders to increase survey participation for that

- Southwest: *No update*

- Upper Front Range: We don't have a meeting until September 5th, and we will be making a conformity determination at that meeting. We are working on a PEL for SH- 52 to SH 79
- Southern Ute Indian Tribe: *No update.*
- Ute Mountain Ute Indian Tribe: *No update*
- FHWA: FHWA does the Environmental National Excellence award every other year. CDOT got 2 of those. One was for the Environmental Document Program for the I-70/Central 70 project wildlife study. The other was for Lincoln Lookout in Golden near Lincoln Street and SH 6 near the campus of School of Mines. Those are tough to come by, and you got 2 in CO so that speaks well to your efforts and the high quality of work here. The other thing is the Senate Environmental Public Works Committee did pass unanimously a reauthorization bill 13 months before MAP 21 expiration. So we have a ways to go in terms of funding, but it's a good start. We have national budget targets for the next 2 fiscal years, so hopefully we won't have piecemeal continuing resolutions to deal with

STAC Comments

- Herman Stockinger: Just to follow up on Heather's comment, we have statutory limits that if we spend more than $150,000 it needs to be contracted out, and folks have raised the issue that it be changed legislatively to increase that limit.
- Shoshana Lew: This comes up in a lot of rural conversations, and the sense we are getting is that it makes more of a difference in rural areas because of the material cost disparity.
- Vince Rogalski: I've heard that a lot as well. If CDOT had their own plant we could tackle it, but the limitation is set by law, so the question is can it be increased to be more efficient?
- Peter Baier: I understand that Jared Polis signed a bill on wildlife, and I know there hasn't been a lot in the works for that. In rural areas we want to make sure we are in the discussion on identifying where those corridors are. There are 3 different state agencies taking the lead on that, so that could be confusing
- Vince Rogalski: We had a presentation form Colorado Parks and Wildlife several STAC meetings ago. There was a figure presented that the average cost of repair for hitting a deer was $2000, and much more for larger animals, and that's besides the injury to people. Wildlife interactions with vehicles is really important
- Rebecca White: It might be a good idea to have Tony Cady who is our representative on the Wildlife Study come to STAC and give an update to that work and to speak to the executive order.

Federal and State Legislative Report / Herman Stockinger, Office of Policy & Government Relations)	**Presentation** • The only thing to mention is September 16th is the date for the Transportation Legislative Review Committee (TLRC) meeting, and they've asked us to give updates on US-36 repairs, chain law enforcement, SB 239 and a planning process update. There are also a couple budget things that we'll present in a couple weeks at TLRC. We talked last time about the federal bill, and that is still an unfunded bill. **STAC Comments** • Bentley Henderson: Along the lines of what Heather mentioned on the contractor issue and the $150,000 limit, is there any plan or discussion to amend that? • Herman Stockinger: We don't have it on the legislative agenda. The challenge is that when we ask the legislature to allow us to do more it is probably more effective coming from outside entities, and we can look at better understanding how we can contract out more in Denver and less in the rural areas where it is a bigger challenge. • Norm Steen: I understand the ATIA (America Transportation Infrastructure Act of 2019) bill passed in committee. But the fiscal load of that was passed onto the HTF. Was there any lobbying or any discussion about funding the HTF? • Shoshana Lew: From what I know, they have no plan on funding HTF. Sorry to be a debbie downer. One thing I would flag with the bill is that there are a lot of new proposed programs, and so there is a little bit of an earmarking program that may help with that load, but the authorities are maintained and the baseline is staying about the same. So that's one observation I had. The other one, is that there isn't a lot more to raid in the Federal Reserve, and there still isn't a serious conversation right now for how to address that. • Tom Peterson (Asphalt Association): I'm here to comment on rural paving. I think CDOT has done well at interacting with industry to understand the best practices, and to understand where to construct by contract. And then the problem is funding, and	No action.

	contracting, and a one size fits all approach. Those are all issues that CDOT struggles with, so working with industry and working on funding levels can move that forward.	

Federal Planning Coordination/ Elijah Henley, FHWA Federal Lands & Erica Cole, National Parks Service	**Presentation**
	• Federal Lands Highway Division: We have 3 offices: one in Sterling VA, one in Lakewood, and one in Vancouver, WA. So, we cover a lot of area and it's a big challenge to connect with all these states and locals, but that's our goal. We want to function as a DOT for the land management agencies.
	• Our key programs:
	    o Federal Lands Access Program (FLAP): Improves transportation owned or maintained by nonfederal agencies. I just got the short list for this round of FLAP grants. We had 20 project applications, and shortlisted 7 projects.
	    o FLTP: pays for improvements to transportation facilities on or owned by a federal agency. This is the sister program to FLAP
	    o FLPP: Implements transportation planning for Federal lands and Tribal transportation facilities. This is a 5% set aside, the total is about $550 million, so about $23-$30 million is dedicated to all things planning, asset management, management systems development, and GIS. The question is how do we use the $25 million to maximize where we invest that $550 million?
	    o Tribal Transportaion Program (TPP): Provides safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.
	• Role as FLH Planners: Our role includes coming to meetings like this to represent Federal Lands Management Agencies' (FLMAs) interests and priorities and to build relationships. We represent the FLMAs. We have 6 agencies that we work with including the U.S. Forest Service, U.S. Fish and Wildlife Service, the U.S Army Corps of Engineers, the Fed-Aid Division, State DOTs & local transportation agencies. Where we have common partners we want to better coordinate the outreach for those 6 agencies.
		No action.

- We have an S&O function similar to what Bill (Haas) does to make sure all requirements are being met. We function like a DOT for land management and provide all services that CDOT would provide. We also develop our own TIP where we have to be fiscally constrained. We are also charged with a performance management system. We are trying to do our best to try to meet the same requirements that you do.
- Translating FLMA needs and priorities in Statewide and metro contexts: Here in the Federal Lands Program each agency gets a piece of that and then on the Federal Aid side DOTs, MPOs/TPRs get some of that. What we are interested in understanding is the area that overlaps between Federal Lands and Federal Aid where we can work together. We know what is going on in each boundary and have figured out what we will pay for within those boundaries, but when we get into projects that overlap across boundaries it gets more complex. So, we need to look for opportunities to improve coordination.
- Linkages between Fed Lands and Fed Aid- the transition from managing plans to managing information: We were trying to set up a consolidated long range plan for each state. Then, we realized that we have 50 states and this will be too much to manage, so we've decided to just do one national plan, leaving a gap between the high level plans and how this relates to the partners in the region. Can we develop a Statewide Plan profile that better defines and feeds into these plans to move from managing plans to managing consolidated information that will show where there is consistency with a state or local long range plan and a more tangible correlation in terms of those needs to plug-in more to the corresponding state and local needs?
- Data and Performance Management: On the data side, we need to find a way to pull together all the data sets. We are looking at all data sets and looking at ways to share that data at a state and local level. One thing we developed over the last couple of years is an ARC GIS tool to send out an editable map to areas where there isn't a well-defined need, and that's a tool that we can deploy statewide. We are hoping to test the tool here in Colorado. Once we have the data, the question is how do we share that information? And, how does it overlap between the data from Federal Partners, states and locals?
- Opportunities:

- o Work with states and locals to plug-in FLTP profiles and data catalogs or long range plans,
- o Identify projects of mutual interest –with federal partners and planning areas. How complete is the list? Can we better define those needs and projects? And, ideally can we do that where there are common needs? Can we jointly fund projects on TIPs and STIPs?
- o Improve safety condition on rural roads- access and connectivity.
- o Innovative P3s to alleviate chronic overcrowding and congestion.
- Goals of Planning Pilot in Colorado: It would be good to come to CO and do outreach to:
  - o Improve communication and coordination among federal, state, and local agencies for integrated planning and data sharing. I know that you all reach out to federal offices and we want to build upon that and enhance that communication.
  - o Develop an FLTP transportation data catalog that CDOT and locals can include in LRTP.
  - o Advance project development for collaborative fund programs through FLAP, EDA, USDA, Rural Development, etc. There are challenges with federal funds, but these are some opportunities that we want to flesh out more.
- Strategy: Collaborate with CDOT and the TPRs around Federal Lands, and how do we strategically partner? So we are honing in on the following 4 TPRs that have federal lands: (Not to say that we won't interact with other TPRs. Our intent is to engage with you all, but we will start with those four and build upon what is developed there. We will also document where there can be more cooperation)
  - o Grand Valley,
  - o Gunnison Valley,
  - o San Luis Valley,
  - o Upper Front Range-
- We plan to offer an all-day workshop. Now we are looking to see if there is an opportunity to piggy-back on other workshops in the region that already bring together the stakeholders that we want to engage.
- IMR LRTP (Erica Cole): We are updating our LRTP, and trying to better understand visitor use and travel patterns, so we are looking at doing a Regional Transportation

Usage Analysis. The RFP just closed for this project. We had several firms submit applications, and I'm reviewing those now. The goal is to collect, document and analyze data to understand visitor use. This will inform performance measures for future planning efforts. We want to document inter and intra park visitation, and identify what are the critical travel corridors, and how are people visiting other lands in the state aside from National Parks so we can better leverage connections and gateway communities. This may lead to a congestion study and analysis as well. Please reach out to me if you have any questions.

STAC Comments

- Barbara Kirkmeyer: I didn't see this in your list, but what about National Grasslands, and what is your connection with the Department of Defense in managing all of those missile silos.
- Elijah Henley: They are administered by the U.S Forest Service and they are one of our partners. You bring up a great example of one of those areas where we want to document opportunities for cooperation and find partnerships. Improvements to missile silos are eligible for grants, but they don't receive a special allocation like those other areas, but they are eligible if they have needs. We just wrapped up our call for FLAP projects. We do those every 2 years. But, depending on the need we do coordinate with DOD if there are needs we help deliver for them. Needs for Scenic Byways get addressed through TAP, and now that's a separate pot of money that isn't managed by us.
- Heather Sloop: Are you looking for information from us for this data analysis? Are you reaching out to us, or should we reach out to you?
- Erica Cole: I forgot to talk about the data. We are looking at streetlight data, and at crowd harvesting data. I'll be looking at National Parks data, but will also be reaching out to communities near National Parks and we will see what they see in their data. I want to see if there are other state parks or national forests that people are visiting in the same trip as National Parks to see if there are opportunities for collaboration. If you are interested in participating, you are more than welcome to reach out to us.

- Elise Jones: I was particularly interested to see that one of the opportunities slides included a bullet on congestion. Two things in this regard; RMNP is a great place to pilot a program to reduce congestion, and not all of it is in the Upper Front Range TPR. Some is in Boulder, and it is important to look at a more regional approach to deal with overcrowding including state parks and national forests. Last, I checked there was no funding for things like shuttles to RMNP through these programs. Am I wrong about that?

- Elijah Henley: That's a good observation. Federal Highways does provide funding for capital improvement, and technically transit operations are eligible, but they tend not to compete well. Right now RMNP compensates for that by charging a transit fee. So, there are other funding sources for transit, but certainly that is a challenge area. How can we partner in that area? And that's where I think a P3 may be helpful because I think people are willing to pay for a service if they think it will lead to a better experience. I've had preliminary conversations with RTD to run service from Lyons.

- Erica Cole: Bustang is going to start the route to Estes Park on Monday.

- Elise Jones: But the question remains of what to do in places that are within other jurisdictions like the Forest Service where they can't collect fees, and they are also dealing with overcrowding. So, I think we need to partner to find solutions for this and maybe need to lobby to change how this is done.

- Elijah Henley: I would love to follow up with that.

- David Krutsinger: The Bustang to Estes Park route starts tomorrow.

- Barbara Kirkmeyer: What are they using for the route?

- David Krutsinger: They are using US-36

- Barbara Kirkmeyer: We put CMAQ funds to that, so you need to recognize that.

- Elijah Henley: Yes, a number of years ago we worked on getting a satellite lot put in and that was through CMAQ

- Tim Kirby: Some observations from what I heard, especially from Barb. I think STAC can help you form a holistic stakeholder group. Building on that idea and bullet number 2, one thing we know about programs like FLAP is that there is an alignment of communities within a TPR that share those interests, and if you're going to workshop types of events it would be nice to have the holistic range of stakeholders there where

	they can influence each other. That way, when you go into grant cycles like FLAP you don't get any surprises, and the TPRs have a good understanding of what projects will be successful.	

Statewide and Regional Transportation Plan Update / Rebecca White, CDOT Division of Transportation Development & Tim Kirby (CDOT Multimodal Planning Branch)	**Presentation** Good morning! We wanted to give an update on where we are in this process you all are living through with us.
	
	• Herman mentioned that we're on a parallel track with SB-267, and that list will continue on while we still have more time to complete the Statewide Plan. So, we are anticipating more time to create the 10 year list. Which is good, and we'll talk about how that will build in another meeting, but we'll give you a proposed timeline and look at how this will allow for more input and for us to digest it. First, I'll have Tim present the schedule.
	• Status update: Public outreach is nearly complete:
	    o 63 county meetings are complete, and the 64th is next week for Las Animas County.
	    o Each TPR has had 1 meeting, and then we've joined MPOs and COGs at their meetings. Now we're moving into the hard work of consolidating and digesting the input.
	    o We have had 7,492 survey responses.
	    o We had 2 telephone town halls this week.
	    o We have 2 outreach events left ending with Labor Day.
	• What we've heard: At a high level, we've heard congestion, safety, road condition and growth are the biggest priorities and concerns.
	• Lack of travel options is also a big concern in rural areas, and seems to be tied to access to healthcare, getting veterans to VA hospitals, and an aging population. That largely seems to be the theme when we hear about lack of travel options in rural areas. Questions?
	
	STAC Discussion
		No action.

- Turner Smith: Director White I'm looking at this graph and I don't see anyone commenting on moving goods. And, I don't accept that there aren't people that are concerned with moving goods. There needs to be a different way to reach out to those that have concerns about freight.
- Rebecca White: I should have clarified. "Moving goods" absolutely did come up, but I'm just calling out the top 3 concerns that came up. We heard a lot about freight. The Southeast TPR does have it as one of their top 3 priorities. So, it's definitely coming up. The other thing to add is that this is a broad brush, there will be an interim report that will go into more depth summarizing the results and will break this down into more detail at a local level. We are working right now to dig in deeper to the comments. This is just the beginning of what we are seeing.

Presentation (Continued)
- Tim Kirby: Before I dive into the timeline, there are a couple caveats to mention. This is a draft and can still change, and it isn't a one size fits all timeline, and the process belongs to you. We didn't want to come to you empty handed. We want to give you something to react to, so this is just a starting point for the conversation. Given that it is just our first shot, we want your feedback on how it can be modified.
- On the bottom left hand portion of the timeline, you will see where we are now with August. That's what we've been doing so far, and we are now collating that information into a project database that first identifies needs and then what a project could look like to address those needs. And, you'll see milestone #1 come out in a couple of weeks and it's going to summarize what we've heard with all that hard work. As we move into September and October, you'll start to see variations on what happened in the past.
- We broke what was going to be one very long meeting into 2 meetings. Meeting #2A will just focus on corridor structure. So, we will review results of the homework, and give TPRs a chance to amend what we gleaned from that assessment. We intend to leave this meeting with a very good understanding of exactly what the priorities are on a corridor by corridor basis.

- In meeting #2B we will then look at those priorities, and try to apply projects to address those needs. The goal will be for the TPR Chair to leave knowing what the priorities of membership are. Then, they will be prepared to bring that to a meeting with the RTDs to develop the 10 year STIP. We are trying to be true to a grass roots approach, and want to identify the unique needs of the TPR, and acknowledge the autonomy of the TPR to communicate those priorities to the RTD.

STAC Comments

- Jacob Riger: I have 2 questions. First, I'd like clarification given the conversation about the $615 million and that bucket schedule vs. elongating this timeline. When you talk about prioritization, are you talking about both of those or just the Statewide plan? Also this timeline looks good for TPRs, but it would be nice to acknowledge how it'll work in MPOs. I know you said verbally that it isn't a one size fits all approach, but it would be nice for that to be illustrated on this.
- Tim Kirby: To your first question, SB 267 funding is on a separate track from the project prioritization process that you see on this chart, and so yes, those are two separate efforts. To the 2nd point, there are a couple of things going on here, but you are correct, and I neglected to caveat this as a more rural focused process. Two things, We recognize the MPO responsibility and autonomy in developing your own process and staying true to that process, and we do think there is a conversation to synch up the priorities for year 5-10. I think we'll get to that at the MPO meeting, and really it was just for a matter of efficiency that I left it out here, but I hear you, and we can amend this chart so that it is reflected more clearly.
- Jacob Riger: What does project prioritization mean in this context given the other conversation about SB-267? This chart only refers to the Statewide Plan, so what do you mean by project prioritization that's different from the $615 million that will come through the timeline for SB-267?
- Tim Kirby: So when we talk about project prioritization we know that year 5-10 needs some constraint, and it will be the process of taking the litany of needs identified so far that need to be narrowed down, so there will be some prioritization exercise to get that into a budget.

- Jacob Riger: Again, I think if you just amend the chart to reflect that, especially given the other conversation around SB-267.
- Bentley Henderson: In the context of meeting 2A to identify corridor needs, so the survey will be used to identify a corridor and the corridor needs? Will that just be for background information and then the needs and desires will be refined by the TPR? How does that survey fit into the meeting context?
- Tim Kirby: Great question. We wanted to get baseline data collection, but we don't want that to be the only conversation. We want to take that, and lay it out for the entire TPR to see, to allow them to have a conversation and come to some consensus on that on a corridor by corridor basis
- Norm Steen: I'm seeing the needs articulated statewide pretty robustly, but I think the underlying themes that the Director outlined of "how we are going to pay for this?" still need to be addressed. We've told you our needs. What is your sense of what the public grasps about the extent to which taxpayers need to step up to tackle these needs? It isn't in the survey, so where does that come in?
- Rebecca White: As you recall, we set out with the principle to not focus so much on the mortgage, but that's the next conversation we need to have. And, the next question is what level of gap we show through this process/
- Norm Steen: Where does that conversation happen? At the county level, the MPO level?
- Barbara Kirkmeyer: This is the planning process, and this process is just a planning tool? The how we pay for it is in the STIP and development plan.
- Norm Steen: It was our hope that we put this idea in the heads of the public through this process that we have needs, and can't pay for them. There has to be a funding stream for all these projects.
- John Liosatos: One of the challenges has always been that when we say that we have $10 million in needs, and $6 million in the plan that doesn't resonate with the public. What resonates with the public is naming the pig (project) that can't be delivered because of a shortfall. Starting with the dollars leads to a discussion where you are saying "we have X amount, so give us your projects up to that amount" and then we are just capturing the highest priorities, and not documenting all the other very important

needs. So, now we are getting a longer list that captures all of the needs, so that in the next step we can say specifically what people aren't going to get because of the lack of money. So, this is going to give us more information for a conversation with the public making the needs more tangible to them.

- Rebecca White: If we have done our job well we will have a compelling story for that conversation.
- Barbara Kirkmeyer: I want clarification. Once the TPR prioritizes their projects I want to know where that list of projects fits in with the Statewide Plan, the list for SB-267 dollars, and the development program? I was clear on that until this presentation.
- Tim Kirby: If you break down the 10 year pipeline into two segments or two tracks of years 1 to 4 and years 5 to10, then SB-267 funds will fill in the first track (years 1 to 4 of the STIP), and of all of the other projects identified and displayed in your plan, a subsection of those, with some level of constraint for your TPR, will fall into years 5 to 10 of the pipeline. And then the question becomes what happens to everything else. We don't want to lose sight of those. And those projects will still be memorialized in the RTP.
- Barbara Kirkmeyer: No, I know how they get in our plan. I want to know how they get in the Statewide Plan? I understand how it used to work with the STIP, and the 10 year development plan. Is that STIP process changing?
- Tim Kirby: That process is the same.
- Barbara Kirby: And how does that relate to this process. How do they get into the Statewide Plan?
- Tim Kirby: There are two different concepts to distinguish between. For the Statewide Plan we roll up your plan into our plan. For the STIP it's a slightly different conversation between the TPR Chair and the RTD for what projects from the region perspective will fit in. Does that answer your question?
- Barbara Kirkmeyer: So TPR projects are prioritized, and then are pushed into the STIP? Who prioritizes year 1 through 4?
- Jeff Sudmeier: Let me try to clarify. In years 1 to 4 of the STIP generally you have projects that are funded. And, most of those are already identified as FASTER, RPP, asset management projects, etc. Over the next 3 months or so, we will be working with

	you and the TC to overlay SB-267 and SB-1 that we all identified. So that list will be informed by what has been identified through this process.	
	• Barbara Kirkmeyer: So the SB-267 and SB-1 funds are essentially advanced in the process?	
	• Jeff Sudmeier: Essentially, yes. We will identify those projects over the next few months. What Tim was talking about is, moving forward from there, we are trying to build out a list to 10 years beyond the current STIP, and so everything else is going to come together into those out years of the STIP. There is some idea of constraint in that the idea of a pipeline contains a planning level constraint. The process comes into how do we organize those projects across the state? How do we get those projects and get them constrained at some level to a potential funding stream? Then how do we capture everything else that is out there? It's still important and it will be documented and reside in the regional transportation plan.	
	• Barbara Kirkmeyer: So, is the criteria changing from the system before? Because that's how we got to year 5-10.	
	• Tim Kirby: You mean is the defined criteria for the 10 year Development program changing? What do you mean by that?	
	• Barbara Kirkmeyer: There were criteria listed last time that determined how a project got into the pipeline.	
	• Tim Kirby: We've not had that conversation yet. I think we can take a look at that	
	• Barbara Kirkmeyer: You already have them.	
	• Tim Kirby: That was several years ago. Let me be careful with my words. For this process for identification of projects for years 5-10, we haven't had that conversation yet about criteria for this process.	
	• Barbara Kirkmeyer: So you are changing the development plan?	
	• Tim Kirby: Yes, that list will be narrowed to fit into this process. We have that Development Program and now that can be part of this conversation by moving some of those projects into year 5-10 of the pipeline.	
	• Jeff Sudmeier: The year 1-4 funds that we have available are through SB-1 and SB-267, and when you get beyond that it's essentially where we are planning for future revenue that we don't have yet, but the intent is to set up some reasonable level of constraint	

to determine what the priorities are going to be. We know it's going to be less than $9 billion.

- Barbara Kirkmeyer: So we are anticipating that it'll be similar to the process we had for ballot measure # 109. If you are going to change the Development Plan there will be issues.

- Rebecca White: But we also have gone through this process, and did all these surveys. In some areas the projects may not change from what we had in the Development Plan, but in others there will be changes based on this process. So, we are just going through that process.

- Barbara Kirkmeyer: I understand, but I want to know how you are going to narrow it down. I understand that the first 4 years is the TIP and STIP. Then before there was a list of definitions for how you get into the Development Program. My first question is if that is going to change?

- Rebecca White: Let me ask the group that. Do you want that criteria? Does this group like the idea of having that criteria?

- Barbara Kirkmeyer: Oh well, we are all going to do that for our RTP. I'm talking about the SWP criteria. Are you changing that?

- Heather Paddock: We are going to be getting control totals for years 5-10. So, for our region we will sit down and prioritize based on the control totals, but at the statewide level a process will come into play if the projects are above the control total, and determining which projects get advanced.

- Jeff Sudmeier: With regard to the Development Plan, we had more attributes than criteria, which is what I think you are thinking of. The Development Plan listed a number of attributes that projects may or may not possess that were used more for sorting and organizing than as criteria. The 10 year list was unconstrained, so they didn't have to have those attributes to get into the program. And, we have had some reasons to put constraint into this process. Over the years, there were different funding measures that came up that required different lists and we would try to use the Development Plan to build those lists. I would not say that we had a single set of criteria that resulted in prioritization.

- Barbara Kirkmeyer: I think you should maybe go back and look at what was done for the 10 year Development Program. We are tired of being asked for different lists, and that's when you got into creating a 10 year Development Plan. Everytime something new came up it would be pulled from that. There was criteria and definitions that were used to go from 20 years to 10 years.
- Heather Sloop: Do we want fiscal constraint on the Statewide Plan? From my perspective we don't. We all have our lists, so why are we constraining this in the Statewide Plan? We should show the world of hurt we are experiencing through this process.
- Tim Kirby: That's what we are doing. All the projects will live in your RTP plans, and then we are rolling that into the SWP. That's what we are trying to achieve.
- Heather Sloop: Aren't we doing that?
- Barbara Kirkmeyer: For my TPR we want to know the criteria, so that we have a better shot of getting into it, and we need to know what those are in time for November.
- Tim Kirby: Yes, we have heard you.
- Herman Stockinger: I think perhaps this conversation demonstrates the reason we said we should move forward with SB-267, and that we take more time to do the Long Range Plan. We haven't had the conversation with TC yet on how to pick projects. So, we need the extra time to have that conversation with TC and you. It's fair to use those criteria as one scenario to bring to TC as a way to create the list, and then we can ask them if it's the same criteria they want to use. One thing is that we need a list that is somewhat constrained so that we can move forward when a new funding source requiring a list comes. We are 2/3rd's of the way there. by having a 10year strategic pipeline you can do that...
- John Liosatos: I've gotten more confused through this conversation. My understanding was that there was not just 1 list, but 15 separate TPRs that had their lists. So depending on where that funding was coming from the project might get chosen based on that funding criteria. Is that true?
- Jeff Sudmeier: The intent of the original 10 year development plan was to consolidate multiple lists into one master list, but then as the years went on different requirements came up with different funding streams, so we used it to create new lists.

- John Liosatos: So if you had TPRs coming with different numbers of projects did they all just go in the list regardless, or did they all have to narrow them down so that they were submitting a certain number or to a certain budget?
- Barbara Kirkmeyer: They had eligibility requirements
- Herman Stockinger: Each region had some constraints, so if we got 110 projects in one TPR that didn't mean they all went onto the Development Plan.
- John Liosatos: Everyone had a different target list and it was sort of what we did with 110. Looking at different funding sources and distribution formulas, so we could say, "you get x amount in region 2, and x amount in region 1 and give us projects to that target," and everyone had a different target.
- Norm Steen: Jeff was the Development list guy. I'm wondering if the project database has qualitative data for a project.
- Jeff Sudmeier: That's what I kind of described as the data attributes, but they weren't necessarily used as criteria for getting into it.
- Norm Steen: I'm trying to help push the conversation to that slide.
- Tim Kirby: The project database is a summation. So this is the final product of that process of going from need to project. What you see here is a summation of that, but we will trace all of it back to the original comments and data.
- Norm Steen: At the MPOs we score projects based on 13 criteria and we have enough robustness in our database to give a qualitative score too.
- Rebecca White: We don't lack for information. And I want to use the last 3 months as much as we can-- and I know you have been through this a lot of times—but we got a lot of great feedback and I want to bring the input from the public to you all.
- Barbara Kirkmeyer: But I want to know how they will be selected.
- Herman Stockinger: I would say in answering that, one of the things we did is to look to what we did before. One thing we did with the ballot measure 110 list was we chose those projects for various reasons, and then after they were selected we went about justifying those projects. In an ideal world what should happen is, let's say that you only have $1 million to spend, and you're looking at multiple projects in the same TPR, if you are choosing between them we should have some type of data point that will inform

why we choose one over the other instead of doing it on the back end. That should be part of the selection criteria.

- John Liosatos: I couldn't agree more.
- Barbara Kirkmeyer: 3 questions; so instead of a 10 year development plan, it is a 10 year STIP? Essentially this will be a capital development plan? Will we be funding to projects or funding to regions?
- Rebecca White: It will be a project based STIP
- Barbara Kirkmeyer: If something comes up in the survey but not in the TPR discussion, and isn't supported by the TPR will it still end up in the plan?
- Rebecca White: No, there are some crazy things coming through the survey and we are filtering those out. The other thing is that the Development Plan and STIP are different things, so this will have a different name.
- Jacob Riger: Listening to this, I'm getting more confused. From my recollection of the 10 year Development Program days there was a funding target, and they were built out by region and then rolled up, but I just heard you say it would be funded by project. But how will that work when we will be leading this process in consultation as an MPO area? How will you reconcile with an MPO based process if you aren't creating a funding target by region?
- Rebecca White: I was saying that the list itself will be based on projects by corridor.
- Heather Sloop: Please clarify because that means we will get no funding.
- Rebecca White: It will still be set by regional targets. And, that's what we need to figure out.
- Jacob Riger: Are we giving you a list of projects based on a regional target?
- Rebecca white: That's what I am anticipating right now, but this still needs to be considered by TC.
- Barbara Kirkmeyer: Would that be for the TPR as well? Wherever the line falls it falls
- Rebecca white: Yes.
- Bentley Henderson: What about if there are projects that weren't generated by the TPR or MPO? There are areas of statewide concern that don't fall into those regions. An example would be Floyd Hill. Intermountain TPR didn't identify that project as a region priority, but it still has major statewide significance.

	• Rebecca White: That's where I see us doing our job, and we track those and take them to you all. We have a lot of work to do this fall.	
Whole System Whole Safety (Joshua Laipply, CDOT Chief Engineer)	**Presentation** • I think in the past we put together a Statewide Plan and there were meetings with other state agencies and highway patrol as part of the process of meeting the federal requirements. Sometimes we questioned whether it actually is something that gives us traction. • One thing we are working on is to wrap all the processes into this one plan. We are trying to include the Safety Plan, and one piece of that is Whole System Whole Safety, and we are trying to import it into the Statewide Plan. • In the next steps, Charles Meyers and his group will work at the director level with other state agencies to understand at a high level what we can see in terms of safety needs and concerns. This group will then meet with Rebecca and get more detailed questions, and take that to local law enforcement. And that's when we will get more detail. • We will then take that to the local law enforcement. We want to capture it all to make better use of it. Because in the past we haven't really used it all that well. What solutions are the most impactful? That's part of Whole System Whole Safety. It's educating the public. • We have some safety folks here if you want to walk through this in more detail. It's the same statewide safety plan that we have been doing, meeting FHWA requirements, but just trying to insert it into this larger planning process. So, you have specific safety discussion at these Statewide Plan meetings. **STAC Comments:** • Elizabeth Relford: I'd say the issue we have consistently had is having current data especially with crash records. How do we do this before that gets fixed? • Josh Laipply: I want that feedback because that will help us get the message to the state and Executive level where that can eventually change. It's challenging for us to get it all together because each agency submits it differently and then it all goes to the	No action

Department of Revenue. That would be a great comment to come out of this process, and it would help to memorialize that and say, "the best thing you can do to improve safety would be to get better data," and then there would be actionable things we can work on, And then maybe we can fund at a state level a program for local law enforcement to get that data electronically. The funds don't exist at the local level to do that. So at the state level if it is determined that it is important, then hopefully we can get it to the local level.

- Vince Rogalski: Some of what you see is the 5 year average, but when you look from year to year it can change a lot. What can you do today?

- Josh Laipply: Part of the challenge, especially with fatalities is that there are investigations and sometimes those numbers need to be scrubbed, and there are a lot of reporting requirements for those. There is a pretty large thorough report that can't be generated in real time from those investigations, but ticketing could be reported in real time if we had that infrastructure. It's going to take funding from multiple state agencies to come together for the common goal of assisting law enforcement to get better, more consistent data.

- Barbara Kirkmeyer: They have the data capability already.

- Josh Laipply: The problem is that the various entities that we aggregate data from don't all use the same data system or have the same technology for collecting and reporting data. Some of the reports we get are still in paper, and sometimes it is delayed. We will provide you with tools, but it will have to be a collaborative effort to understand the best platform. Douglass County has a phenomenal system and great data, and I'd like to be more like them.

- Kristie Melendez: I have 2 questions; what if the data shows that the real problem is more the condition of the road than it is the user? If it is found that it is road condition vs. the end user that is the source of a safety issue are you going to amend this education plan? What are you going to do about the poor road conditions that cause safety issues? And second, what are you going to do about performance measures for safety and how do you know if it is working?

- Josh Laipply: to the first question, in my view that's the definition of negligence. If it's the roadway we have to respond to it.

- David Swenka: We have heard the comments that data needs to be more recent. And we are using 2018 data now. We use 5 year averages. Definitely you don't want to use shorter timeframes because that creates bias. We have over 6 months of 2019, and another 6 months of data won't really make a difference, and from that data we set targets and strategies. We identify what the safety issues are, and then we set a goal, and that's how we use this data. We don't want to only use real time data because there are data integrity issues with that. We have great efforts to clean up data to make it useful for analysis. The take away is that we are using relatively recent data--better than we have in the past.
- Josh Laipply: to answer the question about how we know if the program is working, with all FASTERnvestments we do a cost benefit analysis. For example, if our data shows the run off the road incidents are elevated in a spot, and we have cost benefit numbers for a particular intervention, then we go back to see if it had the impact we were expecting. The other piece is that it's changing. The behaviors and types of fatalities are changing, and not really quickly, but it used to be passing lanes that were a big cause, but now we are seeing spikes in fatalities around distracted driving that we weren't dealing with then that are now causing more pedestrian fatalities.
- David Swenka: For our highway safety improvement program we do a safety evaluation of a project, but it happens 6-7 years after a project is completed, because you need a 5 year sample size for good analysis to occur. And that's a regular part of what we do.
- Josh Laipply: I want to circle it back a bit because I think the analysis that we do is very good, and we spend a lot of time on that, and they are really refined, and I agree that the quality of data is where we can actually make a difference. And, we need to make sure that when the milepost got written down incorrectly we can identify and fix those errors in the data. That would free up a lot of energy for us to do more with safety.
- Turner Smith: So if you look at the data and you see a number of people killed between mile marker X and mile marker Y in this period of time do you also look at the number of cars and if the total number is changing from the year before?
- David Swenka: Yes, we do look at that and factor it in. And we compare each highway against itself instead of comparing them to each other. Volume creates different

	expectations for each highway, and yes we use that for determining what is high and low in terms of crashes for a highway. • Josh Laipply: The crash data helps more from an investment level than fatality data. Fatality data tends to be more random. • Turner Smith: I thought it took fatalities to get you to act. • David Swenka: Well the more serious the crash, economically the greater return you get on a correction, and if it is a costly fix, so there is that element to it, but really we look at all data. • Jacob Riger: I want to second Elizabeth's comment on timeliness of data. I'm not pointing fingers, but it is a barrier, and now with the performance measures that are required it is especially important that we have good data. • Roger Partridge: I just want to acknowledge the difficulty you have before you in solving this issue. Many times the crash occurs, and it is a struggle just to figure out the jurisdiction you need to contact to obtain the data, so considering all those barriers and difficulties, I think you do a great job.	
Other Business / Vince Rogalski (STAC Chair)	• The next STAC meeting will be Friday, September 27, 2019 at CDOT HQ (2829 W. Howard Place, Denver, CO 80204. • Rebecca White: We will talk about the emerging mobility study at the next STAC meeting, but Lisa Streisfeld is the manager of that work and she can answer any questions. We will send out information on MMOF through a memo. Also, we will look for volunteers for the SRTS committee. • Tim Kirby: The committee rotates so there will be some returning members and there are vacancies as well. • Rebecca White: I also have a staffing announcement. Mike King was promoted to the Emerging Mobility Office.	No action.

STAC ADJOURNS

The Transportation Commission (TC) Workshops were Wednesday, September 18, 2019 and the regular meeting was Thursday, September 19, 2019 at the Colorado Department of Transportation (CDOT) Headquarters at 2829 W. Howard Place, Denver, CO 80204.

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

Transportation Commission Workshops
Wednesday, September 18, 2019
1:00 pm – 6:00 pm

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

Right of Way Workshop (Josh Laipply)
Purpose: The purpose of the workshop was to discuss one condemnation authorization request for the Region 4 I-25 North: SH 402 to SH 14 project.

Action: Prepare to act upon condemnation authorization request at the regular Transportation Commission (TC) meeting.
- Region 4
  - I-25 North: SH 402 to SH 14, Project Code: 21506

Discussion:
- Josh Laipply, CDOT Chief Engineer, noted that this month is the third month of the new process to only bring condemnation authorizations to TC workshops. Other right-of-way acquisition and settlement authorization requests with details are included in the TC packet, but are approved as part of the TC consent agenda.
- A total of nine parcels with different ownership are involved in the project. One owner is deceased, and another is not in agreement for settlement.
- The process to move forward with condemnation proceedings may motivate the owner to agree to settlements. CDOT has already settled with other property owners on this project.
- The detailed information regarding properties that is provided in the TC packet include: the portion of highway involved, property required, property address, size of acquisition, purpose of parcels, map of boundaries, evaluation of property, times and dates of CDOT's communication with property owners, etc.
- Commissioner Thiebaut solicited comments from the TC members regarding the condemnation authorization request, and none were raised.
- Commissioner Thiebaut asked if anyone from the public was present to comment on this condemnation authorization request and no members of the public came forward to comment.

Whole System. Whole Safety Workshop

Purpose: The Colorado TC has made transportation safety a top priority for Colorado, and as such, has made safety a standing item at its monthly workshop. In August, the Commission requested more information from CDOT staff on the causality of crashes. This discussion item will give the Commission an overview of the common causalities of crashes in Colorado, how CDOT and other agencies analyze those causal factors, and how the analysis is used to plan and deliver programs and projects to address these causal factors of crashes.

Action: Information Only.

Background: A strategic, prioritized approach is necessary to focus agency efforts on where resources can be most effective in reducing the loss and impact to human life, and consideration can be given to increasing resources toward doing so. Further, agencies and a variety of other stakeholders have varying contributions, responsibilities, and influences on transportation safety – and are all necessary as a network of professionals to improve safety. The coordinated process to strategically use resources most effectively is known as the Strategic Transportation Safety Plan (STSP). This plan process is used nationally by every state to gather stakeholders, get executive vision and direction, assess transportation safety, determine most effective actions, and implement and monitor those strategies.

Colorado's current strategic safety plan was adopted in 2015, and is currently in the process of being updated. A multi-agency steering committee will be meeting on September 20th to decide on vision and direction of the plan, and to guide the process to update the STSP. Later in September and October, dozens of safety stakeholders around the state with multiple agencies and transportation safety groups will meet to assess Colorado transportation safety and form teams to develop plans to improve safety over the next three to five years. This will then be implemented into deliverable, actionable plans for specific focus areas, making up the overall Strategic Transportation Plan for Colorado, anticipated in early 2020. At the same time, DRCOG, Denver, Boulder, Fort Collins have or are developing region or city-specific transportation safety vision zero plans. The STSP process is coordinating closely with these partners to capitalize on their efforts and align our work.

Zero Deaths (Charles Meyer):
- Primary Causalities for Traffic Deaths, Injuries, and Property Damage (Josh Laipply, Charles Meyer)

Discussion
- Charles Meyer, CDOT Traffic Safety Manager, explained the purpose of the workshop was to delve deeper into, at the request of the TC members, why crashes are happening, how determine solutions, and what action the TC members can take to proactively enhance safety and reduce crashses.
- Charles described how data is collected including documents gathered from law enforcement entities both local and state, and the Department of Revenue (DOR), who obtains and files the initial crash data. CDOT gets the DOR data, reviews it and reorganizes it for CDOT use.
- Driver actions and errors are the biggest causes for crashes.
- Josh Laipply noted that the subject of old crash data came up at a Statewide Transportation Advisory Committee (STAC) meeting regarding why it takes so long to get crash data. The reason behind the delay is that a variety of crash documentation forms are used to record crashes, some by hand in hard copy format and electronic. In addition, all crash data is not on the same platform at this time. Partners in gathering data include the Colorado Department of Health and Environment (CDPHE), Colorado State Patrol (CSP), and the DOR, etc.
- CDOT evaluates a given corridor's influence, .e.g., the types and level of traffic, rural or urban character/attributes, etc.
- Causalities are consistent year to year mostly. The hope to identify changes in trends and respond to those on an annual or frequent basis.
- Ninety percent of crashes are driver caused. Examples of driver error include: drving under the influence (DUI) of drugs or alchohol, speeding, and/or pedestrian violations.
- Contributing factors are also considered – if the crash included behavior such as: DUI, aggressive or inexperienced driving, fatigue/asleep, etc.
- Commissioner Bracke asked about how causes of crashes with motorized vehicles and conflicts with non-motorized travel are recorded. Crash data records are collected similarly for non-motorized/pedestrian vehicle crashes, when they involve a motorized vehicle.
- Commissoner Stuart asked if as we change to electric skooters and other new modes are these other modes added to the crash report form. Charles responded yes. New fields are being added –

autonomous/driver assisted automated features. Skooters are not added yet, but are in the process Officers can also add other modes in a blank line of the form to get that type of information documented.

- Commissioner Stuart asked about the number of crashes statewide caused by wildlife. Charles Meyer noted it is a small percentage of crashes especially for serious injury and fatality crashes. Charles Meyer will look up those numbers and will report back to the TC on this.
- Commissioner Beedy asked if any weather related crash causes are tracked to help identify areas to improve roadway maintenance.
- Charles responded yes. Also if there are multiple influencers, that can result in multiple mitigations to consider.
- Speeding as a cause for crashes increased between 2017 and 2018 according to the pie chart data.
- Charles mentioned that officiers also look at flooding, driver action, and note them in forms as a contributing factor when it is observed.
- Commissioner Scott asked about how to know when a speed limit set along a roadway is too high – where the driver may not be totally at fault.
- Charles Meyer explained that crash pattern curves are analyzed to determine where and when CDOT should invest in mitigation approaches, including consideraton of speed limits.
- Commissioner Stanton asked about capturing road rage statistics.
- Charles responded that aggressive driving is tracked on crash form; so this info is captured. Officers can note it under other contributing factors. Aside from tracking human errors, where they occur is analyzed to determine if the infrastructure was an influencer, e.g., intersection configuration, areas where cars run off the road, median design, etc.
- Another consideration is to determine if CDOT or law enforcement can address key issues identified.
  - o CDOT Evaluates – Statewide and Regional trends monthly
  - o Regional crash tree diagrams are generated
  - o Regional corridor analysis is conducted
  - o Leve of Service Safety (LOSS)/crash pattern anlaysis and mapping occurs for corridors
- After all of this anaysis, CDOT then determines mitigation options. Mitigation strategies include: Education/Communication, Planning, Enforcement, Engineering, etc. After good design, good operations practices and maintenance is provided, and the result is crashes are still occurring at these locations, then CDOT digs deeper to assess the situation further.
- Identification and engagement of outside entities related to safety efforts (
  - o Charles provided an overview of the types and range of stakeholders for the STSP that is underway at CDOT. Steering Committee meets here at CDOT HQ on September 20th and other workshops are being held at CDOT Regions.
  - o Commissioner Thiebuat asked about workshops and if all this rolls up into the 2020 STSP?
  - o Charles explained yes. The current plan being developed identifies key strategic actions, vs. a long list of actions from the last STSP that are not easy to implement and track.
  - o Commissioner Thiebaut mented a factoid that for every $2 million spent on a safety improvement on a corridor it saves a life. Commissioners want to know what they can do to influence safety, e.g., seat belt law was mentioned previously as one action CDOT staff noted as being important. TC has purse strings to pull to help and would like and need to know the specific things the Commission can do, on top of regular safety focus of investments.
  - o Executive Director Lew explained that the strategy is to integrate the STSP and other plans into the 2045 Statewide Plan, and also make sure all projects are safety projects in some capcity.
  - o Commissioner Stanton suggested spending on roadway striping and that we should escalate safety spending, focusing also on more aggressive signing related to moving two lanes over when a crash happenes, and consider developing a CDOT curteous driving campaign.
  - o Charles noted that it is very important to get initial guidance from the TC on level of aggressiveness that is desired for safety strategies and the prioritization of them.

3

- o Commissioner Scott observed that through the Gap project 60-70 mph or higher speeds are witnessed. There is the issue of ticketing. We need to discuss tradeoffs between all different avenues/solutions possible before making any decisions.
- o Rebecca White mentioned that Policy Directive (PD) 14 currently has safety performance measures and targets and a staff level conversation on what to recommend to TC is an option.
- o Jeff Sudmeier noted that all CDOT programs have safety elements, in addition, we have approximately $140 million targeted to safety through the FASTER Safety program. In April TC created a new strategic safety program intended to allow for quickly deploying a safety maintenance program.

Infrastructure and Mobility Systems Workshop

Program Management Office (PMO) Overview (Josh Laipply and Jane Fisher)

Purpose: The purpose of this workshop is to provide an overview of dashboards for major projects and their application in identification of items that may warrant management attention.

Action: Information Only.

Background: The PMO is responsible for analyzing interconnected projects or programs designed to achieve CDOT's larger objectives related to asset management, safety, and mobility. This effort includes consolidation of project data from across the state to provide the best analytics and forecasting possible in support of data-driven decision-making by CDOT's Executive Management Team.

The PMO is currently managing numerous initiatives in support of CDOT project delivery with the more significant ones including:
- OnTrack (standardized project management information system scheduled to launch in mid-2020)
- Preconstruction and construction project management guidance, tools, training, and website (preconstruction content has launched and construction content is in development)
- Asset/fund management process improvement (focused on consistency in the management of key asset programs by delienating clear roles and responsibilties, processes and business rules, and terminology and reporting requirements)
- Microsoft Power BI (business intelligence) dashboards (visual easy to read reports that instantly aggregate and organize key program and project management data and metrics) The PMO has worked closely with region stakeholders to develop and launch a number of Microsoft PowerBI dashboards. The primary benefits include: direct access to consolidated data in an easily accessible and understandable manner; project and program management support by tracking progress and helping identify issues; facilating quick response to questions from leadership or stakeholders and abiltiy to establish realistic expections regarding project timelines and associated expenditures.
- Dashboard development efforts have focused on the entire CDOT project portfolio and also major projects currently in construction throughout the state (i.e I-25 Segment 7&8, I-25 South Gap, US550/160, etc.). In both cases, dashboards provide data regarding scope, schedule, and budget status. In the case of major projects, dashboards also provide additional information regarding identified risks and associated mitigation strategies.

Discussion:
- Josh Laipply described how the cash flow-based expenditure program works, and compared to the previous approach to wait to spend funds until all funding is available. The Responsible Acceleration of Maintenance and Partnerships (RAMP) program spent down cash. We needed a system to roll up programs Statewide. We have the SAP system for managing finances, but it is not an optimal platform for project management, its strength is financial reporting.
- We now have a Business Intelligence platform over SAP to pull reports out.

4

- Dashboards are up and running per Jane Fisher, Director of the Program Management Office. Two buckets –regular type project in one budget and those that are larger, unique in some way or controversial are in another budget. Those at risk are highlighted in red.
- Dashboards that display forecasts on what is planned for spending vs actual spending is this new tool. A map is also provided on the dashboard. Projects are indicated as awarded or not awarded and by size – 10 million or more is large. Special projects get a higher level of monitoring. CDOT PMO keeps a list for all projects and major projects. There is a Major Projects Dash board. Budget and expenditures for projects are included. Dashboards include information tracking construction end dates and how far along on the project schedule to meet expectations. Regions provide information regarding the level of project risk – related to budget and schedule, and this is reported monthly by the CDOT Engineering Regions. Meetings occur monthly to discuss progress and the Chief Engineer attends these meetings. The intent is to identify risks early to reduce the potential for future problems.
- Commissioner Thiebaut advised CDOT staff to meet with the TC monthly on major or high profile projects regarding the dash board – not small or projects going well (not every project)– want to see what is red and why. This will help the TC be proactive vs. reactive.
- Commissioner Vasquez would like to see data in a format for Interstates vs. state highways.
- Josh Laipply explained for example that railroad projects often are not on schedule. An attempt to assist with keeping them on schedule is to have submittals to railroads that all look the same. For TC we need to make distinctions between policy-based changes vs. day-to-day project work that might result in project delay by taking up too much staff time to generate reports.
- Commissioner Scott thinks the work should focus on policy solutions – give TC what they NEED to know to keep focus balanced. Not delve too deeply into projects, and asked if PDs highlight TC's role in policy oversight.
- Commissioner Adams expressed that he thinks this is excellent work, but is more interested in above a certain threshold to get reports on projects and is interested projects showing red. Keep that focus – and the orange projects approaching red.
- Commissioner Zink supports updates for projects – identify systemic issues or something like a significant break in a project.
- Herman Stockinger suggested a one-page document to summarize the dashboard monthly to report on key projects and those that are red. At least start there for now.
- Commissioner Vasquez asked to see projects on a map in the monthly report for context.
- Jeff Sudmeier, CDOT Chief Financial Officer, noted that some projects indicated as red are not updated with full budget planned and budgeted yet so they may be in better shape for some instances.
- Executive Director Lew explained that the dashboards are snapshots in time; these will help to make sure contingency amounts for projects are good; data points gathered will eventually merge to determine if we are we getting the right information to keep on budget and schedule more. There is a competitive edge to this type of reporting, it encourages a level of healthy competition.
- Commissioner Scott supported this type of reporting for other areas in CDOT with dashboards. Having absolute numbers and trends are generally good approaches to tracking programs.
- Jeff Sudmeier commented that there is lots of additional dashboard work, and we want to hear from you, the TC, regarding any additional dashboard reports you would like to see.
- Mike McVaugh, Region 5 Transportation Director, mentioned that the project team gives updates to TC – to explain red, greens and yellows and this information is coming back from teams, the color can be subjective so color choice is not always data driven.
- Commissioner Vasquez suggested determining attribute data, and creating rules for reporting to make it objective as possible.
- Mike McVaugh noted that the balance and intelligencia shared is good information. For example, someone who feels their project needs more attention may rate their project as more red or orange to get what they need in order for their project to progress.
- Executive Director Lew stressed the benefits of internal reporting, to identify problems early on in the process – so we encourage not "sugar coating" reporting.

5

- Commissioner Adams noted that the idea is to challenge teams to keep things moving and applauded the approach of a strong independent PMO to monitor things. This takes time and a good team to make this happen.
- Commissioner Scott noted that sharing information is the intent and is important.
- Commissioner Thiebaut expressed his thanks to Jane and Josh, and commented that we will continue to work with the PMO.

Request Approval for I-25/SH 119 Property Acquisition and Interim Configuration Design Funds (David Krutsinger)

Action: The Division of Transit and Rail (DTR) is requesting TC approval of $2.5 million of SB 267 funds for the purchase of the parcel adjacent to CDOT's existing carpool lot at the interchange of I-25 and SH 119, as well as approval of $400,000 to complete the design for the interim configuration of the new Bustang transit station at the interchange.

Discussion:
- David Krutsinger, CDOT DTR Director, explained that eventually we will fund a mobility hub as a separate TC action after design is completed. David also thanked Ann Rajewski of CASTA for her guidance during the process to develop this concept.
- Sharon Terranova, DTR Planning Manager, described what items the current request will fund.
- Sharon explained that DTR is working on many SB 267 projects for transit.
- Highlights of the project requiring the requested funds were presented.
  - There is an existing carpool parking lot with116 regular parking spaces and five American with Disabilities Act (ADA) spaces.
  - No transit service is currently provided at this site.
  - The hope is to expand Bustang service to this area, along SH 119 with bust rapid transit (BRT) to service Longmont.
  - Future intent is to support Front Range Passenger Rail and enhance local transit connections.
  - Current plans will expand this lot to the north and add 114 spaces.
  - The ultimate design planned is a center median station configuration.
  - The site would grow to 540 parking spaces with expanded transit service.
  - The total project cost $20 million; the cost of right-of-way acquisition south of carpool lot is $2.5 million and DTR is ready to act; this request will fund a protective purchase, as it preserves the option for eventually supporting the construction of a mobility hub. If intended plans do not come into play, CDOT could sell off the property at some point in the future.
  - The 2011 Final Environmental Impact Statement (FEIS) for North I-25 had this facility as part of the Preferred Alternative.
  - There is need to develop the project with partners after future funding is identified.
  - Commissioner Stuart stressed that we need to involve RTD in the design. Hopes to see this as an L-Express stop, and asked: How can we make something like this happen at I-25 and SH 7? Sees Bustang Buses on I-25 would like to see Bustang stops at I-25 and 120th and I-25 and SH 7 interchange.
  - Commissioner Bracke explained that this is important timing on SH 119. Boulder County is supporting this concept. The list of partners presented and proposed is good. Asked if this is new Bustang service or tacking on to existing service.
  - David Krutsinger responded that adding a stop to existing service is the concept. In terms of travel time savings, we may need new service to accommodate ridership needs. Approximately 30% of traffic on SH 119 is coming from Laramie County. It would be helpful to get ahead with this project.
  - Commissioner Scott mentioned that the HPTE Board discussed co-location of ancillary functions. The extent to co-locate functions is important to consider. Consider adjacent uses for future plans.

6

Funding, Finance & Budget Workshop

Review of Colorado Proposition CC, Retain Revenue for Transportation and Education Taxpayer Bill of Rights (TABOR) Measure (Herman Stockinger)

Background: During the 2019 legislative session, the General Assembly passed House Bill (HB) 19-1257 (Becker, McCluskie/Court, Priola) that referred a ballot measure to the voters for the November 2019 ballot. The measure will ask Coloradans if they wish to "de-Bruce" the state, allowing the state to keep all revenue collected, including that above the TABIOR cap, beginning in the 2019-20 state budget year. Currently, due to the TABOR Amendment, a revenue cap is computed each year and adjusted to account for inflation and state population growth. If the cap is reached, current law provides that the revenue above the cap be returned to Colorado taxpayers.

Proposition CC Summary: If Proposition CC is approved by voters, all revenue the state keeps over the existing revenue limit will be split equally, and a third each will be allocated to:
- Public schools;
- Higher education; and
- Roads, bridges, and transit.

Proposition CC is a result of the passage of HB 19-1257, sponsored by Speaker of the House KC Becker (D) and Representative Julie McCluskie (D) and Senators Lois Court (D) and Kevin Priola (R).
- Proponents of the measure believe Proposition CC allows the state to keep the money it already collects in order to provide funding for K-12 education, higher education, and transportation. Proponents believe the measure is a way to provide revenue for these investments immediately and into the future without raising taxes.
- Opponents believe permanently eliminating refunds is a tax increase for taxpayers and an erosion of taxpayer protections that currently exist under TABOR. They also oppose that it allows the state to permanently keep an unspecified amount of money rather than a set number of years. Although the measure directs the dollars to be used for K-12, higher education, and transportation, opponents take exception with the fact that a future General Assembly could change where the money is allocated without asking voters to approve.
- Fiscal Impact: For fiscal year 2020-21, the Office of State Planning and Budgeting's June forecast is estimating state revenue subject to TABOR will exceed the cap by $623 million. According to the ballot measure, the Highway Users Tax Fund (HUTF) would get a third of this funding, approximately $207.6 million. This funding is distributed as a second stream revenue, resulting in CDOT receiving 60% of this total, about $124.6 million. Funding collected in FY 2020-21 would be distributed in FY 2021-22. Of the amount transferred to CDOT, 85 percent would be used for highways and 15 percent for transit.

Discussion:
- Commissioner Gifford expressed concern that the Referendum CC money may be spent elsewhere so CDOT can't plan on it being available for transportation.
- Commissioner Hall agreed with Commissioner Gifford and expressed concerns also with the lack of a timeline being outlined in the Referendum.

Burnham Yard Intra-Agency Agreement (Josh Laipply and Nick Farber)

Purpose: The purpose of this workshop is to describe the Intra-Agency Agreement (IAA) between the CDOT and the High-Performance Transportation Enterprise (HPTE) regarding the HPTE's work towards the purchase of the Union Pacific Railroad's (UPRR) Burnham Yard property.

Action: The HPTE Board and TC are asked to adopt a resolution that supports the staff recommendation to approve the IAA.

Overview of the IAA: IAAs between CDOT and HPTE document the substantive terms of how CDOT and HPTE work together and allocate rights and responsibilities on shared projects. This IAA says that for the consideration of HPTE's contracts, as well as HPTE's experience in procuring and administering pre-procurement and procurement phase projects for potential surface transportation projects, CDOT will pay HPTE $368,655.50.

- Project involves moving the railyard and improving the section of highway in vicinity of the property.
- The property in question is a 61-acre parcel of land beginning near 13th Avenue at its northernmost point to roughly 4th Avenue at its southernmost point in the City and County of Denver that was placed on sale in July 2019.
  - o Buyout as fee simple is what CDOT proposed. UPRR wants CDOT/HPTE to have a developer as a partner for this agreement.
  - o Project would move the Consolidated Main Line off I-25 into the railyard.
  - o A shortlist team of developers and a Request for Proposal (RFP) and how to partner with CDOT and HPTE is being developed for early October.
  - o Commissioner Thiebaut asked about where the funding would come from and raised concerns regarding potential violations of state statute to acquire this unique property.
  - o Kathy Young, representative from the Attorney General's Office, explained CDOT has TABOR-exempt authority to acquire the property. However, there is concern regarding the loan from CDOT to HPTE of $50 million, there is potential for HPTE to lose their enterprise status. The entire parcel is for sale and remnant parcels could be created and disposed of.
  - o Commissioner Gifford commented that CDOT is not qualified to do purchase this property on their own, and that is why a developer partner is needed to lessen CDOT's involvement in the real estate speculation aspect of this purchase.
  - o Commissioner Thiebaut reiterated being cautious about the legal ramifications to CDOT in participation of this type of partnership.
  - o Commissioner Vasquez asked if the purchase could be reframed as a Public Private Partnership (P3).
  - o Nick Farber, HPTE Director, explained that we are not at the appropriate point in the process to consider a P3.
  - o Executive Director Lew noted that Commissioner Gifford's thoughts are in alignment with CDOT's and HTPE's. We need to act quickly for this unique opportunity. We need to be proactive regarding what we would want the site to look like and with a developer partner, we would be able to do this. We don't want to constrain ourselves with a P3 at this time.
  - o Commissioner Gifford commented that the Central Platte Valley (CPV) line and development at Denver Union station is an example of success of a partnership of this kind. CDOT participated but did not redevelop the neighborhood.
  - o No other comments or concerns were raised by the TC members.

FY '20 Budget Workshop - FY 2018-19 Roll Forward Budget and Cost Center Roll Forward Requests (Jeff Sudmeier)

FY 2018-19 Roll Forwards
Purpose: This workshop provides an opportunity for the TC to review and approve the FY 2018-19 cost center roll forward requests and the FY 2019-20 budget amendment according to Policy Directive (PD) 703.0.

Action: The TC is being asked to approve three cost center roll forwards for the Division of Maintenance and Operations (DMO), totaling $5.3 million, and a Budget Amendment reallocating most of the remaining year-end balances in Intelligent Transportation System (ITS) Asset Management and Agency Operations. Approved FY 2018-19 cost center roll forward requests will be rolled into FY 2019-20 cost center balances.

Background: Executive Management approved Roll Forwards. According to PD 703.0, roll forward requests that are less than $1.0 million can be approved by Executive Management. Cost center roll forward requests that have been approved by Executive Management total $3.8 million.

8

- Automatic Roll Forwards - According to statutory, regulatory, or Departmental guidelines, a number of cost centers roll forward automatically each fiscal year. The total estimated amount of these automatic roll forwards into FY 2019-20 is $120.5 million. Additionally, per PD 703.0, all budget pools roll forward automatically.
- In addition to the cost center roll forward requests, there are several requests to reallocate remaining cost center balances to other programs. Of a remaining balance of $13.5 million, proposed budget amendments would reallocate $12.6 of this amount. The remainder, $900,000, will be deposited in the TC Program Reserve Fund.

FY 2020 Budget Amendment
- As noted previously, after approval of cost center roll forward requests, approximately $13.5 million remains available for reallocation. Individual budget amendment requests to reallocate some of the remaining cost center balances are summarized below. These amendments are further reflected in the Proposed TC Amendments column of the FY 2019-20 Annual Budget The TC will be asked to approve the following items as part of the third budget amendment to the FY 2019-2020 Annual Budget (see temporary resolution #10).
- Budget Amendments include:
  - *ITS Asset Management* The ITS Asset Management program has a large remaining balance of approximately $9.9 million, after approval of cost center roll forward requests. As part of the recent merger of maintenance and operations functions, the ITS program is undergoing a review and reprioritization of its work plan. As a result, the remaining roll forward balance in the ITS Asset Management Program is not needed for the planned FY 2020 program.
  - *Maintenance Level of Service (MLOS)* $500,000 reallocated from MLOS to Road Equipment for purchase of additional snowplow and attenuator traffic control truck.
  - *Agency Operations*
    - $2.0 million reallocated from Agency Operations to Property in order to initiate efforts to deploy covers/shelters for maintenance vehicles, particularly snowplows in order to extend asset life cycles by protecting from the elements. Funds will provide for the deployment of 10-15 open-air type truck port covers in calendar year 2020.
    - $205,000 reallocated from Agency Operations to Property for the completion of remaining work for the Permanent Water Quality Training Facility relocated from the former Headquarters building to the Region 1 KOA Campus.
  - In addition to the amendments described above reallocating some of the remaining cost center balances, the third budget amendment includes one additional item.
    - HPTE Fee for Service – Increase of $368,656 to the HPTE Fee for Service in order to provide funding to support HPTE's work towards the purchase of the UPRR Burnham Yard property, with a corresponding decrease to the TC Program Reserve. This is the subject of the IAA between CDOT and HPTE currently pending TC and HPTE Board approval.

Discussion:
- Jeff Sudmeier noted that the roll forward budget is higher this year than last year.
- Commissioner Gifford raised a question about the ITS funds for this regarding the Intelligent Transportation system (ITS) – roadway devices and software (Variable Message Signs, cameras, ramp meters, traffic signals, etc., which are one aspect of maintenance.
- Kyle Lester, CDOT Division of Maintenance and Operations explained that the maintenance of the ITS program is lagging in terms of device replacement. CDOT was anticipating spending dollars on the Panasonic Agreement (an investment in roadside devices that would provide connected vehicle communication technology with the roadway), but these pilots were placed on hold and did not go to ad, so that funding is now available to use elsewhere. ITS capital projects are generally smaller scale projects added on to larger projects. Now CDOT wants to use the Panasonic dollars this year to catch up on ITS maintenance activities.

9

- Commissioner Adams supported the concept of smaller pilots to test technology and then get more investment later after more confidence that the result will be a success.
- Executive Director Lew commented that pilots occurring now are mostly along the Gap Project area, with ramp metering technology. Shifting to fiber will be the backbone of integrated technology, and we are focused on a "dig once" philosophy for our projects to integrate fiber. The desire is to establish IT infrastructure to support Co-Trips and Emergency Management Services that is fully functional now and in the future (extending useful life) and not just a short-term band aide.
- Jeff Sudmeier noted that the ask of TC is to approve three roll-forward requests outlined in Resolution 8.

FY '21 Budget Workshop (Jeff Sudmeier)

Proposed New Budget Process and Format
- Jeff Sudmeier solicited TC input on proposed changes outlined in TC packet
- Staff will bring full draft of process and format next month
- Plan is to request TC approval in November 2019

Discussion:
- No substantial comments received from the TC members on the proposed changes for the budget process or reporting formats.

FY 2020-21 Budget Decision Items
- **Maintenance Program Areas - $2.3 million** - As part of CDOT's agreement with Plenary on US 36, CDOT makes monthly payments for maintenance performed by Plenary on the General Purpose lanes on the US 36 corridor. Over the last few years, this amount has been taken "off the top" of the Maintenance Level of Service (MLOS) programs and included in the budget under "Toll Corridor General Purpose Lanes."
- **Toll Corridor General Purpose Lanes - $600,000** – More recent projections of payments due to Plenary in FY 2021 indicate a need to increase funding from the $2.3 million originally planned to $2.9 million. If approved, this will result in an increase of $600,000 to the Toll Corridor General Purpose Lanes budget
- **Landscape Warranty and Erosion Control - $900,000** - The practice of including construction landscape warranty and erosion control in project budgets has resulted in limited success in addressing landscape establishment and erosion control after roadway construction work has achieved final acceptance. This has resulted in significant delays in closing construction projects. A new approach has been proposed which includes closing projects shortly after roadway construction work has been accepted and having any needed landscape warranty work performed by others (CDOT maintenance staff or specialty landscape construction contractor) at an estimated annual cost of $900,000. If approved, this will result in an increase of $900,000 to the Agency Operations

Discussion:
- Commissioner Thiebaut noted items are small amounts recommended a process for the TC to approve larger changes.
- Jeff Sudmeier explained that a change level of approval actions discussion is coming up in a future with PD 703.0 workshop.
- Commissioner Zink cautioned to balance the level of approval and consider a process in terms of audit review of TC decisions.
- Commissioner Scott noted that for the budget there could be different thresholds for decisions, and asked for specific examples from other State DOTs.

Office of Innovative Mobility Budget (Sophie Shulman)

Purpose: To review a proposal to allocate funds within the Office of Innovative Mobility (formerly RoadX) to specific program areas.

10

Action: No action this month. Staff requests input on approach to framing programs and funding emerging mobility projects and will return in October with any necessary approval actions.

Background:
- *Mobility Services:* Enhance transportation options in order to reduce congestion and single occupancy ridership wherever possible, including new emerging mobility technologies (rideshare, cars hare, etc.) and traditional transportation demand management (TDM) strategies. Explore new options for aging Americans, people with disabilities, veterans, rural citizens, and other underserved populations. (FY19 roll forward: $12 million; FY20: $3.7 million; FY21: $3.9 million)
- *Mobility Technology:* Serve as strategic policy leader on connected and autonomous vehicles in Colorado, including data collection, usage, and future policy and investment recommendations. Explore ways to enhance existing mobility options through new technologies. (FY19 roll forward: $.5 million; FY20: $2.7 million; FY21: $2.2 million)
- *Electrification*: Support Governor Polis' goal of 940,000 zero-emission vehicles in the State of Colorado through electrifying state and local fleets, enhancing awareness of the benefits of electrification, and increasing infrastructure availability throughout the State. (FY19 roll forward: $1.1 million; FY20: $4.12 million FY21: $5 million)

Budget Summary

Program Area	Proposed roll forward of unexpended funds from RoadX (FY19)	Proposed Budget (FY20)	Proposed Budget (FY21)
Mobility Services	$12,000,000	$3,700,000	$3,900,000
Mobility Technology	$500,000	$2,700,000	$2,200,000
Electrification & Energy	$1,100,000	$4,120,000	$5,000,000
Total	$13,600,000	$10,520,000	$11,100,000

Roles and Responsibilities of Office, CDOT Staff and TC: A presentation on roles and responsibilities occurred with information based on proposals outlined in the TC packet. The role of the TC proposed is
- The Commission will monitor the performance and success of the Program for FY20 and FY21.
- Policy Directive (PD) 703.0 previously required individual approval of RoadX projects as part of monthly budget supplements. The Office of Innovative Mobility is proposing that in lieu of individual budget supplement requests, the Commission consider approval of the program areas and budgets described herein via resolution in October. If the Commission approves this spending plan, projects will move forward according to the plan without Commission approval. The Office of Innovative Mobility will report on progress, and bring any requests to modify the spending plan to the Commission for approval.
- The Infrastructure & Mobility Systems Committee will meet on a regular basis to monitor the performance of the Program. This includes:
    - Any recommendations for substantial modification, addition or deletion of programs
    - Evaluate reports based on the metrics above
    - Recommend the Innovative Mobility Program budget annually to the Commission, including the review any additional expenditures
    - Provide status updates at least annually to the Commission

Discussion:
- Commissioner Stanton requested to add "safety and security" to the goal of the Mobility Technology Program area.
- Commissioner Bracke noted the need to call out transit when discussing electric vehicles (EVs).
- Commissioner Stanton asked about how we will ensure the electric power needed to support EVs is available and asked if we are working with electric power companies. Sophie Shulman responded that CDOT is working closely with the Colorado Energy Office (CEO) on pilots at this time.

11

- Commissioner Adams commented that we need to be sure there is enough money to keep EV infrastructure going. Sophie Shulman responded that there is still a need to identify a long-term fix to address this issue and CDOT is open to consider all proposed options.
- Sophie Shulman and Jeff Sudmeier listed the other funding sources for EVs available now, which included: CEO EV-related grants, VW settlement funds, Congestion Mitigation Air Quality (CMAQ) Program funds, and CDOT funds that will help fill in gaps where it is appropriate to do so.
- Commissioner Scott and Commissioner Gifford both expressed concerns regarding how little is understood regarding investments in mobility and technology now compared to what was understood previously.
- Commissioner Zink and Hall added that it appears we are jumping ahead with EVs without proper level of evaluation to understand what it will take to implement them and more specifically how money will be spent.
- Commissioner Stanton and Bracke both support promoting EVs, but the program needs to be a statewide effort that includes rural areas, and requested more details on each strategy.
- Commissioner Vasquez is supportive of promoting EV and green technology but requested more detail in terms of what went into the numbers and how we pay for maintaining the supporting infrastructure for EVs.
- Commissioner Adams commented that it may be easier for commercial vehicles to transition to EVs than it would for an average resident.
- Commissioner Vasquez noted that another area for transition from fossil fuel vehicles to EVs would be school buses.
- Commissioner Beedy noted that for dollars from the General Fund, it is not CDOT's role to fund EV charging stations unless it is for our own fleet. This investment raises questions about adding Compressed Natural Gas (CNG) vehicles to the mix. We don't have enough money to maintain our existing system. Peak demand charges from industry are an issue with EV technology. There is a concern regarding using funds from existing underfunded CDOT programs to support EV technology.
- Jeff Sudmeier added that CDOT staff is looking for TC input on Policy Directive 703.0 in terms of what level of approvals for financial decisions that require TC approval.
- Commissioner Stanton mentioned that EV is not the end all solution if power is generated from a facility that uses fossil fuels to produce electricity.
- Commissioner Thiebaut ended the workshop noting that the TC will wait until next month to discuss this item further, and suggested a subcommittee be formed to review and discuss it further in between the monthly TC meetings. Commissioner Scott might be the appropriate TC member to lead this effort, as the Chair of the Mobility Committee.

Begin Discussion of Available Funds for Programming (Rebecca White, Shoshana Lew, Jeff Sudmeier)

Purpose: to summarize and inform the TC on funds for programming made available from the Colorado General Assembly through Senate Bill 17 – 267, Senate Bill 18 – 001, and Senate Bill 19 –262.

Action: None. Information only and initial input on a proposed programming process.

Background: Starting in 2017, the Colorado General Assembly passed a several pieces of legislation (Senate Bill 17 – 267, Senate Bill 18 – 001, and Senate Bill 19 -262) that increased funding for transportation infrastructure. In July and October, 2018 the TC approved projects for funding with proceeds from Senate Bill 18 – 001 and Senate Bill 17 – 267 respectively. Given the upcoming distribution of the next tranche of SB267 funding, staff is seeking input and guidance on how to approach the programming of available funds.

Staff seeks the TC's guidance on how to approach the programming of these funds. Staff has several key questions:

1. What funding level should staff assume?

12

2.   How should previous decision items be incorporated?

3.   How does the Commission want to prioritize investment in major capital projects vs. asset management (surface treatment) projects?

What Funding Level Should Staff Assume?

The funding legislation in the aforementioned bills carries the potential for multi-year funding through the issuance of Certificates of Participations (COPs) and General Fund Transfers. Moreover, the General Assembly recently passed an additional General Fund transfer in the form of Senate Bill 19 -262. The net result is $665 million in funds available for programming in FY 20 with 10% dedicated to transit. However, the potential also exists for an additional $500 million in both FY 21 and FY 22. If those transfers were to be made, $1.665 billion would be available for programming.

How should previous decision items be incorporated?

The Transportation Commission previously identified a number of projects for funding through SB 17-267 and SB 18-001. Staff seeks direction on whether these projects remain a priority for the TC.

How does the Commission want to prioritize investment in major capital projects vs. asset management (surface treatment) projects?

Staff received a list of guiding principles from the TC that was used to formulate a series of scenarios to assist in identifying the Transportation Commission's investment philosophy in balancing the needs of capital/mobility projects and asset management projects. These include:

- *Scenario 1 – High Asset Management:* This scenario would place $355 million per year (for 3 years) in surface treatment funds ($1.065 billion), with $110 million per year (for 3 years) invested in rural paving ($330 million). $150 million per year (for 3 years) would be invested in major capital projects ($450million). The transit/multimodal portion would emphasize lane striping, sidewalks, shelter/stop improvements to accommodate pedestrians, bicycles and transit associated with rural paving. There would be fewer mobility hubs associated with major capital projects.
- *Scenario 2 – High Major Capital Projects:* This scenario would place $110 million per year (for three years) in rural paving ($330 million) and $395 million per year (for three years) in major capital projects ($1.185 billion). The transit/multimodal portion would emphasize mobility hubs associated with major capital projects and see reduced investment in lane striping, sidewalks and shelter/stop improvements for pedestrians, bicycles & transit associated with rural paving.
- *Scenario 3 – Funding Mix:* This scenario would place $272 million per year (for three years) in surface treatment funds ($816 million), with $110 million per year (for three years) in rural paving ($330 million). $233 million per year (for three years) would be invested in major mobility projects ($700 million). The transit/multimodal portion would blend of lane striping, sidewalks, and shelter/stop improvements to accommodate pedestrians, bicycles, and transit; with a moderate number of mobility hubs.
- In addition, potential criteria, including guiding principles were presented, and the TC was asked to comment on those proposed in the table below.

13

Proposed Guiding Principles and Criteria

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

Discussion

- Executive Director Lew commented that this process is being kept separate from the statewide planning process to get the distribution of dollars underway. The cadence of this is to get projects underway for the next construction season. Asset Management is a spending priority vs. investment for the future of the system. The idea is to buy down road repair issues, and we have heard from our customers that we have a problem in this area. We also have seen an alignment regarding this with the various data we have on file. This is in response to conversation held last month with the TC on this subject. The longer-term corridor-wide investments will reside in the 10-year project queue.
- Jeff Sudmeier provided the dollars being discussed which include SB 17-267 4 years of Certificates of Payment (COPs) for $500 million annually, SB 18-001 General Fund Transfer of $60 million, and SB 19-262 with an extra $79 million. For FY2019-20, we will have $615 million for highways, $50 million for transit and $50 million of debt service.
- The STAC input on this is to program the highest dollar amount – if you "name the pig", the idea is that the result will be a higher probability to prompt the legislation to keep the funding available longer with projects programmed for the funding.
- Commissioner Hall initially suggested Scenario 1 level funding to be certain dollars are available for spending.
- Commissioner Gifford recommended going with the high funding scenario out to FY 2021-22.
- Herman Stockinger summarized the discussion after a bit of back and forth conversation, that the TC is recommending the programming of the high funding scenario of $1.665 billion out to FY 2021-22. Letters of support for listed proposed projects are flowing into CDOT. Please see the list of proposed projects provided in the TC Packet.
- Commissioners Theibaut and Bracke both expressed support for phasing project funding.

14

- Commissioner Stuart asked about the status of the two-year project list for SB 267. Herman Stockinger noted that we are $120 million short of funding all the two-year list of projects for SB 267.
- CDOT will vet this list with planning partners in case they support a deviation from this initial project list.
- Executive Director Lew mentioned that CDOT will not recommend before talking with the MPOs and TPRs first – a decision will not be made in a vacuum.
- Commissioner Bracke supported honoring the past process and to keep I-25 North going by phasing projects.
- Commissioner Thiebaut identified the need to keep the rural component of SB 267 in mind.
- Commissioner Scott asked if stretching out founds maintains our advantage.
- Josh Laipply explained that the list of projects for the next five years are selected with some ready to go and others requiring NEPA clearance. Approval will allow CDOT to hit construction next spring – will not get everything done, but we will see a peak of projects occurring in the second and third out years. From the RAMP we learned to better track projects. Larger spending will not occur this summer, but the summer after that. We will need to balance staff needs also.
- Rebecca noted that recently CDOT was rated 47th in the nation for pavement condition, that CDOT monitors 12 assets that are not all funded.
- Josh Laipply noted that state matches made available often lead to more federal grant awards.
- Rebecca White explained that she will bring back a project list next month for approval and that input from the TC on what is needed for the TC to approve a list next month would be important to have now.
- Commissioner Beedy stressed that maintaining our system is our number one priority. There is a need to fund chip seal work within a year after overlays to extend the life of this work. When this is not done on top of overlays within a year they deteriorate more quickly. Heavy harvest trucks that are over 100,000 lbs. then travel over these rough roads. The Asset Management Need curves in the presentation show how often we lose the battle to keep pavement in good condition. Recommend the scenario for $300 million annually on surface treatment for a total of $900 million invested in pavement improvements for three years.
- Executive Director Lew expressed the difficult situation CDOT is in to keep pavement in good condition across the state. Deferred maintenance does lead to a crisis point, and to decide how to avoid a pavement condition crisis while funding mobility projects with more ancillary benefits is a challenge for CDOT. Need a way to talk more about this with our customers and convey the issue in a manner that is fully understood.

Statewide Plan Committee

Attendees: All 11 Transportation Commissioners were present.
- Committee Members include: Commissioners Stuart (Chair), Gifford, Zink, Stanton, Bracke, and STAC Vice-Chair Norm Steen.

Proposed Framework for Project Selection into 10-year Pipeline (see table above for proposed guiding principles and criteria)

- In the interest of time, Rebecca White, CDOT Division of Transportation Development Director, skipped over the status the stakeholder engagement for the statewide plan and focused on the key information needed from the TC for this month.
- A STAC request was to provide a framework/process for choosing projects for the ten-year pipeline of projects. They want to know the "Rules of the Game" for this process.
- Key questions that require TC input include:
  - What type of process is desired – formal or informal?
  - Should criteria be weighted or be considered equally?
  - How should projects be selected for inclusion in the 10-year pipeline?
  - What type of prioritization should occur after projects are selected to be in the 10-year pipeline?

15

- A proposal on key guidelines and criteria was shared with the TC members. Rebecca stressed the need for TC input on this proposal in order to present this to STAC next week.
- Commissioner Bracke thanked Rebecca White for bringing this information to the TC. She has received a lot of questions from colleagues across the state regarding this. In terms of a formal or informal process, either would work.
- Commissioner Stanton recommended to simplify the criteria to make is easier for users.
- A discussion on whether or not to prioritize criteria occurred, but most TC members liked the idea of criteria being treated equally.
- Commissioners agreed something that is easy to communicate and implement was an important consideration.
- Commissioner Gifford commented that the criteria are not mutually exclusive. With every other criteria being equal, regional priority could fall to the bottom of the list.
- Commissioner Stuart agreed with Commissioner Gifford and noted that it is not a unilateral checklist. Rural and urban criteria will be different. Idea that if more than two factors are covered then the project has a higher priority. Another idea is to send out the project list first and then determine criteria after you have the list. Defining the $9 billion project list was a huge effort.
- Commissioner Bracke preferred a framework approach vs. scoring projects. Sent out the list to TPRs in advance. The less complicated the process is the better, but provide materials in advance.
- Commissioner Stuart noted we do need a way to prioritize the list and it is very complicated for folks to weigh in.
- Commissioner Zink recommended to bold key words for the proposed criteria outlined. The Guiding Principles are vague, build by factors instead.
- Commissioner Stanton agreed with Commissioner Zink. Consider a round table approach vs. something too down into the weeds. Then each region can adjust accordingly. Concept is if your project covers all the criteria it is a definite priority project.
- Commissioner Scott likes the idea of having systematic guidelines and, would like to understand what other states have done by comparison.
- Rebecca White responded that the feedback heard today is to reduce the exhibit, we are googling other states, and this is all good feedback.
- Commissioner Stanton requested a quality assurance from the Regions.
- Commissioner Bracke noted that the process works for her, as when comparing to the other list, regional priorities where glanced and list is consistent with what regions have proposed.
- Commissioner Scott suggested bench marking and weighting. CDOT is at the forefront with Multi Objective Decision Analysis (MODA) tool, Show how MODA plays out with each criteria having equal weight.
- Commissioner Stuart noted that the analysis may reaffirm each area is different and all criteria not fitting into projects is unlikely.
- Norm Steen, STAC Vice Chair, noted that to keep in mind MODA is an advisory tool only and does not render final decisions, a final discussion with stakeholders is still required..

Mobility Committee

Attendees: All Transportation Commissioners were present.
- Mobility Committee Members include: : Commissioners Scott (Chair), Hall, Stanton, Bracke, Beedy, and Vasquez

Discussion:
- Commissioner Scott facilitated the meeting and noted that the following were discussed at the last committee meeting.
  o Committee Purpose and Charter
  o Possibility thinking
  o Quality of Life relates to Mobility

16

- o Sources of Mobility Capacity
  - o Guiding Principles
  - o Benchmarking Results
- Commissioner Stanton provided an overview of research on the City of Calgary, Canada with a 1.5 million population.
  - o City refused to construct more parking garages and widen streets to address traffic congestion
  - o Resulted in high parking costs
  - o However Calgary has the sixth lowest cost per mile of travel in North America
  - o Calgary was the first city to get all electricity via wind, this ensures the EVs are decreasing pollution, we too need to look at macro holistic approaches in Colorado
- Commissioner Scott observed that in Colorado there is a land use and transportation disconnect, where Calgary has jointly planned land use and transportation.
- Commissioner Vasquez provided an overview of research conducted as follows:
  - o National Renewable Energy Lab was a resource.
    - ▪ Looked into bringing in someone to speak on Alternative Mobility from NREL, in Mexico City they are analyzing the psychological impacts of adoption of innovative mobility, and an NREL representative has agreed to come talk to us about this.
  - o Researched benchmarking in Vancouver
  - o Vancouver has the highest increase rate of public transit;
    - ▪ Data indicates that approximately 66% of trips in Vancouver are by walking, cycling and/or transit.
    - ▪ Land use density is high; Colorado needs to consider public benefits to projects such as parks, public health, etc.
    - ▪ In terms of economic benefits of transportation, an economic base that depends on transportation are visitors and tourism, along with outdoor recreation providers.
  - o An Engineering News-Record (ENR) representative was also contacted as a potential speaker.
- Commissioner Scott suggested opening up all Mobility Committee speaking events to CDOT staff.
- Commissioner Vasquez reached out to Sophie Shulman to find out how the TC could be of most value to the CDOT Office if Innovative Mobility.
- Commissioner Bracke asserted that we need to learn how to educate ourselves on how to advance our mobility, and understand the options on how to deliver something of value.
- Commissioner Scott explained that the Mobility Committee is still in the process of thinking possibilities now, and will later strategize on actions to take in the present to positively influence mobility the future.

Transportation Commission Regular Meeting
Thursday, September 18, 2019, 9:30 am – 11:00 am

Call to Order, Roll Call:
All 11 Commissioners were present.

Audience Participation

Craig Cannon of Zone Crew commented that innovation and safety if not taken seriously are just buzzwords. The Federal Highway Administration allows for experimentation, but employees don't take the actions they could due fears related to potentially losing their jobs. Craig identified himself as an innovator, but he feels he is treated as a contractor. Craig developed a new street crossing sign, and there are bootleg videos to prove that the sign works. Craig contends that his new sign could potentially replace 12 existing signs. Twelve signs currently result in sign clutter and driver confusion. The issue is personal safety vs. safety for the general public.
-

17

Tom Peterson, P.E. Executive Director of the Colorado Asphalt Pavement Association, introduced himself to the Commission. Training and education we do differently. A grant from TC in 1996 for $465,000 was used to meet requirements for technician certification to ensure quality highway projects. This program was very successful. In terms of industry capacity, if CDOT ramped up its paving program, Tom noted that industry can handle this uptick in work. Three items to consider, equipment, asphalt and personnel. The Colorado Asphalt Pavement Association would partner with CDOT, to smooth the peaks and valleys for implementation and maximize the construction season and the asphalt productivity. We project there are nine million tons of asphalt in Colorado, so there is ample capacity. A comment on asset management and asphalt, the old method of Remaining Serve Life (RSL) and investing in rural pavement increases improvements and supports the proper treatment for the lifecycle of our product. If investment in pavement is made it is a win win for Colorado. Tom thanked the TC member for their time and for listening, and welcomed the new Commissioners. Tom also recognized Josh Laipply, for his work at CDOT, and noted that Josh will be missed.

Commissioner Thiebaut added that correspondence and letters of support from NFR MPO, North I-25 Business Alliance, Mayor of Windsor, County Commissioners, and others have been received in terms of how we allocate certain funds. However, there are no decisions made yet. The TC is learning and discussing various options. In a public meeting at some point in the future, stakeholders will be made aware of the TC's decision. We appreciate all the input we have been receiving to date.

Comments of Individual Commissioners
- Shannon Gifford, District 1, Announced that a critical member of the CDOT Team is leaving, Josh Laipply, Chief Engineer. We all wish him well. Josh will be the point of contact with CDOT for City and County of Denver projects. These will be smaller projects in Denver. Josh is just switching sides. We are disappointed for CDOT, but very happy for Denver.
- Donald Stanton, District 2 As a new TC member, went on a Listening tour and spoke with mayors and city managers in District 2. One mayor noted speeds of 109 mph in an urban setting are happening, with lots of speeding issues in the Arvada area, close to where Commissioner Stanton lives. A 77-year old bicyclist was killed recently in the last month. Spoke with CDOT maintenance workers and found out a lot of drivers are behaving badly, and not obeying lights, and work zone cones are being clipped often. Congestion and frustration builds as we get more population, and this is affecting roadway safety.
- Eula Adams District 3, Attended Arapahoe and Douglas County meetings with county commissioners to be engaged with local issues and get up to speed. Attending the DRCOG meetings also. It has been an active and engaged period over the last month. Looking forward to being involved more with stakeholders.
- Karen Stuart, District 4, Attended a telephone town halls last month for Arapahoe, Boulder and Adams Counties. We heard about congestion, safety, and need for transit. There is a misunderstanding of what CDOT and the Regional Transportation District (RTD) do. There is a symbiotic relationship between the two and CDOT works closely with RTD. Congestion mitigation is big problem, but we can't just build more roads, but include mobility options like transit, as bicycle and pedestrian travel is just not safe on some of our corridors. Attended a Rail-Volution conference in Vancouver. Vancouver is very proud of saying they placed a $7 billion investment in transit. Learned that transit needs to extend into the suburbs. If not, it becomes so internally congested in the urban core. Transit provides opportunities to mitigate congestion. Proud CDOT is collaborating with transit partners.
- Kathleen Bracke, District 5, This has been an exciting month, with celebrating groundbreaking of I-25 North Segment 6 in Berthoud and the project's momentum. Thank you for letters from NFR MPO. Counties, I-25 Coalition and town of Windsor. This project is important to northern Colorado, the rest of the state, and neighboring states. Excited about progress being made. District 5 is getting support. Attended Upper Front Range (UFR) and North Front Range (NFR) Metropolitan Planning Organization meetings recently related to the Statewide Plan. TC workshop yesterday identified draft guiding principles and criteria for project selection that is important. Special shout out Region 4 to reopen SH 119 in Boulder County so quickly after the rockfall event.

18

- Barbara Vasquez, District 6, Appreciate and am enjoying the opportunity to be more engaged with folks in District 6. It is good to participate in the public involvement activities and to understand the transportation issues. Recognized Region 3 staff for their work with stakeholders.
- Kathy Hall, District 7, Missed last month, appreciated TC and CDOT staff support during a family emergency, son is doing well, after receiving a serious diagnosis. Attended a ribbon- cutting ceremony for Hwy 141 where they reused asphalt. It was a fun event.
- Sidny Zink, District 8, At the end of August, Governor Polis and his entourage came down to District 8 to officially memorialize the memorial rock and it was a festive occasion with property owners and CDOT team members. We got to brag on how CDOT quickly got the road reopened and in good condition in a relatively remote location, SH 145, down towards Rico and Telluride.
- Robert "Rocky" Scott, District 9, Vice Chair, Recognized Josh Laipply for his work and good discussions and debates on transportation issues. By necessity, the TC addresses transportation problems of day, but also needs to look to the future. The major TC challenge is funding and investment decisions. There are forces at work to change environment that make providing safe and efficient transportation more difficult, especially with the increasing population. The TC has created a Mobility Committee to step back and do some possibility thinking with a lens on a 30-40-year perspective, and is conducting some benchmarking. Take a look at what other entities are doing around the globe and open our minds to possibilities vs. focusing on the obstacles. Also evaluating alternative mobility options, such as transit, as mentioned by Commissioner Stuart. A very interesting statistic uncovered is that the city of Vancouver has a very high use of bicycle, pedestrian and travel, with two-thirds of trips falling within these three modes, as they have flexibility with land use codes. The desire of the Mobility Committee is to determine some strategic investments that can happen now with a significant influence on the future. This will help fulfill the mandate for the work of the Commission.
- Gary Beedy, District 11, I-70 reconstruction and asphalt project in District 11 is going well on westbound lane that is anticipated to finish November, with similar eastbound lane work to start next year. Closure occurred before Labor Day weekend to prepare for increased traffic. Other projects include the "S" Curve in Sterling and Cheyenne Wells that are progressing.
- Bill Thiebaut, TC Chair and District 10, Thanked the citizens for attending the meeting today, and for their comments. The TC members had a nice dinner last evening with the RTD Board. A Variable Message Sign (VMS) posted that 413 fatalities this year. This is a very sad number. Really three things for the TC to focus on this year – safety, infrastructure and mobility, and funding, finance and budget. These three are areas that state statute permits the TC members to address. The TC as a body are concerned with policy-level decisions. Need to hear from staff on policy implications about what is happening at CDOT. This means keeping the TC informed at a high level. Recognized and will miss Josh Laipply. Josh's departure will create a void. Appreciate the cooperation of staff.

Deputy Executive Director's Report (Shoshana Lew)

- It was a busy but productive month. As summer wraps up, we are seeing the production and progress made on important projects such as the Gap, I-25 North and 70 Central. Seeing support of I-25 North. We are also making progress on smaller projects across the state, such as repaving projects in rural areas. Getting lots of support from stakeholders and public. Progress is being made on wildlife corridors also, a program supported by Governor Polis. Now we will be getting the system ready for the winter season. We conducted a tabletop exercise run by maintenance last week that looked to preparing for winter. The gap between seasons now is days and no longer months. With planning process, wrapping up conversations we have been having over the summer. Thank you to Rebecca White and team for their planning outreach work conducted in every county of the state to get needs and concerns gathered from the public. Saw the beginning of how this will all play out yesterday at TC workshops. Seeing the process moving from TC guidance and planning to execution is exciting.
- Recognize the loss of Josh Laipply, but glad he will still be close by at Denver. Working quickly, with Josh's guidance, to start the recruitment for his replacement. There will be a big gap to fill after Josh leaves.

19

Chief Engineer's Report (Josh Laipply)

- Attended a lot of ribbon cuttings.
- The US 36 team is working triple shifts to reopen up soon, by October.
- C-470 project has more resources are working on this and work is progressing.
- Presented to the Transportation Legislative Review Committee (TLRC) on conditions of roads and bridges and how funds are being spent now and in near future to make a difference in Colorado.
- SH 119 rockfall event resulted in a phenomenal reopening time.
- After this meeting we will open a time capsule.
- My Final words to TC as Chief Engineer are that this is a legacy agency and the TC helps create the legacy. We had really good discussions regarding how to invest recent funds, and this will part of the legacy you leave behind. Don't underestimate the importance of this decision, and keep the peace during these difficult discussions.

Josh Laipply received a standing ovation from the audience, honoring all his contributions to CDOT and his service as Chief Engineer.

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

- HPTE had a busy month, and participated in an Investor forum with Jeff, RTD, E-470, Denver International Airport (DEN) and Coors Field regarding projects.
- Met with the I-70 Coalition regarding the Express Lane Master Plan.
- Attended the ground breaking I-25 North Segment 6.
- HPTE Board of Directors – Don Morastica, who served 8 years on the Board and is stepping down, Don helped with FASTER legislation adoption back in 2009. Recognized Don for his contributions to HPTE.
- Recognized Megan Castle, who left HPTE in July. Megan was instrumental in getting the word out about HPTE and tolling in Colorado.
- Reviewed findings of a parking study for DTR, the study determined that HPTE can charge for parking at park-n-Rides, but does not have authority to enforce the fees. Working with the CDOT Office of Policy and Government Relations to determine how to move forward.
- Recognized Josh Laipply for Josh's contributions to CDOT as an outstanding leader.

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

- Traffic Incident Management Systems (TIMS) saves lives, reduces congestion, and saves money. CDOT, CSP and Colorado emergency responders are working together to quickly clear crash sites. TIMS is a great tool and one of the most effective tools available.
- Emergency responders are at risk for every minute a roadway is blocked. The secondary crash risk increases by incrementally per minute after a crash; therefore, four minutes of a road block increases the risk by a substantial amount.
- The old race track/TIMS training center in Douglas County is open to multiple organizations. This site provides a place for training on how to respond and work together to clear the roadblock more quickly after crashes.
- Last week representatives from CSP, CDOT, emergency response teams from Nevada did a session to learn from each other how they conduct TIMS training. It was a great learning experience and exchange of information between Nevada and Colorado.
- A Governor's Task Force that includes CSP and CDOT, as lead agencies, and emergency response teams all are players in the TIMS effort that is making a difference, and this task force aims to continuously improve this program.
- National recognition and attendance to witness an accelerated bridge construction event for 70 Central recently occurred. Colorado is one of national leaders in terms of deploying this construction method.
- John is very sorry to see Josh Laipply leave CDOT.

Statewide Transportation Advisory Committee (STAC) Report (STAC Vice Chair, Norm Steen)

20

- STAC was established by state Law CRS 43-1-1104 with two directives advise CDOT Staff and the Transportation Commission. STAC takes these duties very seriously.
- Membership of STAC includes representation from the 15 TPRs – 10 rural and five Urban (MPOs), STAC members are primarily elected officials from all 64 counties. STAC members interface daily with their constituencies across the state.
- At the last STAC meeting the question of funding allocation was raised. The question is whether to assign dollars to projects for the near term (assuming a smaller pot of funds) or assign dollars now to a larger anticipated pot of funds for a few out years. The STAC proposed assign all potential dollars now.
  - STAC understands the name the pig concept – if you name the pig, it becomes a pet and is likely to live longer –in the same vein, if you program a project and name it, it has more chances to be funded.
- Each month the 15 TPRs report out to transportation issues, events and projects happening in their area. If needs and issues are raised and reported, there is an expectation there will be a response.
- STAC members are grateful to CDOT for listening, taking notes and responding to comments. This establishes expectation. The STAC recognizes the hard work of CDOT Staff to record needs and issues of the STAC.
- STAC receives legislative updates monthly. The American Transportation Infrastructure ACT (ATIA) of 2019 passed the Senate Transportation Committee, next is the Senate Finance Committee. There is a need to advocate at the federal level for more funding. State funding is also needed as HUTF runs out of funding next year.
- A presentation was given by the Federal Land Management Division regarding the Federal Land Access Program (FLAP), Federal Land Transportation Plan (FLTP), which has its own TIP, and the Federal Land Planning Program (FLPP). Teller County, Norm's county, is roughly half Federal Land, it is good and important to coordinate more with our federal partners to ensure Colorado is getting all the federal dollars to fund transportation they can.
- *Whole System. Whole Safety.* was discussed, and how a project moves from master list to TIP/STIP encourages CDOT to have project selection and prioritization criteria that is easy to communicate to their constituency.
- Commissioner Scott expressed his gratitude to Norm Steen for his work on the STAC.

Act on Consent Agenda – **Passed unanimously on September 19, 2019**
Act on Consent Agenda
a) Temporary Resolution #1: to Approve the Regular Meeting Minutes of August 15, 2019 (Herman Stockinger)
b) Temporary Resolution #2: to Approve SB 267 Hwy 119 / I-25 Property Acquisition Approval (David Krutsinger)
c) Temporary Resolution #3: to Approve HPTE, CDOT and FHWA Express Lane Memoranda of Understanding (MOU's) (Nick Farber)
d) Temporary Resolution #4, to Approve Additions to FY 20 Maintenance Project List (Kyle Lester)

Commissioner Thiebaut express his thanks to CDOT staff and Herman's team for work developing the TC agenda.

Discuss and Act on Temporary Resolution #5, ROW Condemnation Authorization Requests (Josh Laipply) – Passed Unanimously on September 19, 2019.

Discuss and Act on Temporary Resolution #6, State Infrastructure Bank (SIB) loan application - Co Springs Municipal Airport (Jeff Sudmeier) – Passed Unanimously on September 19, 2019.

- Commissioner Hall asked about the current five loans, and when they would be repaid. David Ulane, Aeronautics Division Director, explained a plan is in place to pay all five off within a 10-year timeframe. Two in the last two years were paid off. After loans are paid off approximately $1.5 million of SIB dollars will remain to spend elsewhere.

21

- Commissioner Stanton noted his support for the USFS project of $2.5 million as this project will help with forest fires in the Colorado Springs area.

Discuss and Act on Temporary Resolution #7, CDOT-HTPE Burnham Yard Intra-Agency Agreement (Nick Farber & Josh Laipply) - Passed Unanimously on September 19, 2019.

- Commissioner Scott expressed his strong support for this action.
- Commissioner Stuart appreciated the robust conversation that occurred during the workshop.

Discuss and Act on Temporary Resolution #8, Approval of FY 2019 Roll Forwards (Jeff Sudmeier) – Passed Unanimously on September 19, 2019.

Discuss and Act on Temporary Resolution #9, 3rd Budget Supplement of FY 2020 (Jeff Sudmeier) – Passed Unanimously on September 19, 2019. Two items.

Discuss and Act on Temporary Resolution #10, 3rd Budget Amendment of FY 2020 (Jeff Sudmeier) – Passed Unanimously on September 19, 2019 with noted correction (minor typo) addressed.

Recognitions
- Recognition of the Division of Aeronautics for receiving the Airport Consultants Council (ACC) Agency Best Practices award.
    - David Ulane accepted the award for his team of eight in Aeronautics. This is an innovative program and the Aeronautics Division was the first non-federal recipient of this award. David's team of eight includes:
        - Scott Storie
        - Todd Green
        - Shahn Sederberg
        - Kip McClain
        - Kaitlyn Westendorf
        - Bruce Shuck
        - Tonya Hill
        - Patrick Heaton

    - David Ulane also mentioned that the National Association of state Aviation Officials awarded Aeronautics Division team member, Shahn Sederberg, recognizing Shahn for his videography work. Sean has been at CDOT for 18 years.
    - Commissioner Hall mentioned that she attend the joint meeting with the TC and the Aeronautics Board. The meeting was enlightening, and she hopes this meeting becomes an annual tradition. David Ulane assured her it will.
    - Commissioner Stuart recommended that an aeronautics presentation given by David Ulane to the North Area Transportation Alliance be presented to other groups around Colorado.

Deputy Director's Update

September 27, 2019

New Funding Approach

What funding levels should we assume?

FY20 $615M

FY21 $450M

FY22 $450M
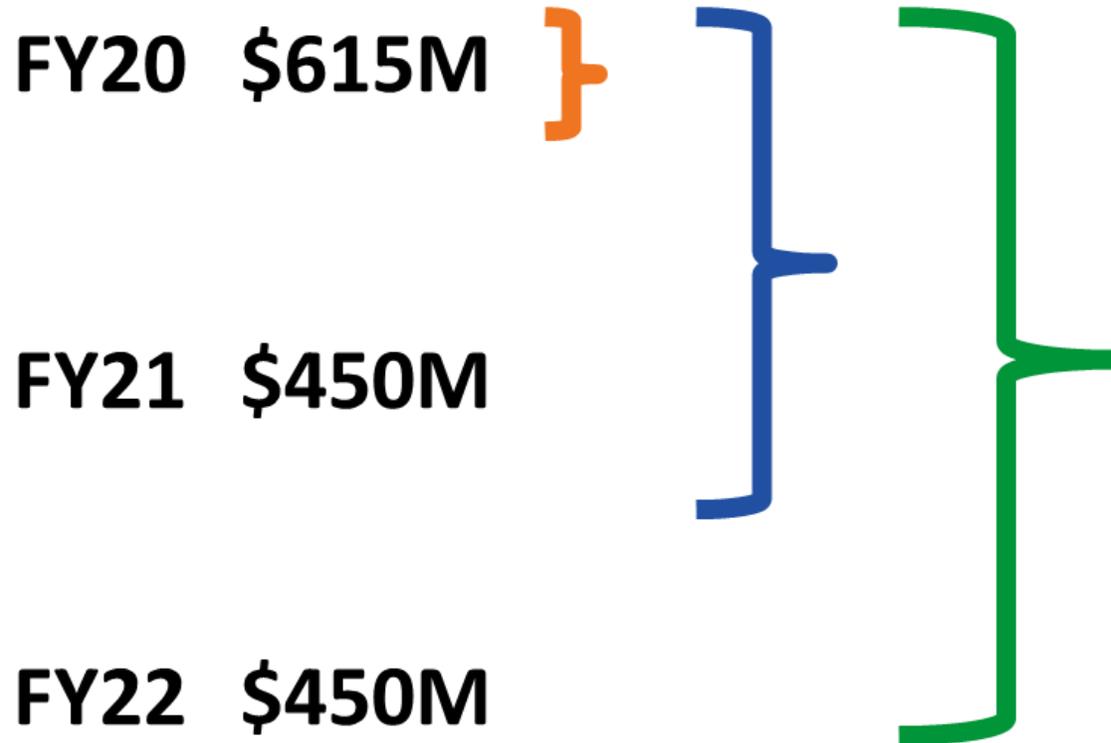
ANSWER: Identify projects for all three years of known and potential funding.

Commission Topics- Legis Funding

How Should Prior Decisions/Commitments Be Handled?

- $122M for remaining previously identified projects (SB 267 list)

  ANSWER: Yes, continue with previously identified projects assuming TPR/MPO buy in.

- Up to $310M for I-25 North

  ANSWER: Yes, continue with I-25 North funding.

- $100M+ (est): Rural Roads Investment (and is this one time or ongoing)?

  ANSWER: Yes, invest 25% of available funding towards rural non-interstate pavement (roughly $112M per year).

Proposed New Funding Approach

75%

25%

Urban**/Rural** +/- Interstate

mix of projects

Rural

Non-Interstate

Pavement

DRAFT

50% of total investment should include elements of Asset Management

I-25 South Gap: Monument to Castle Rock
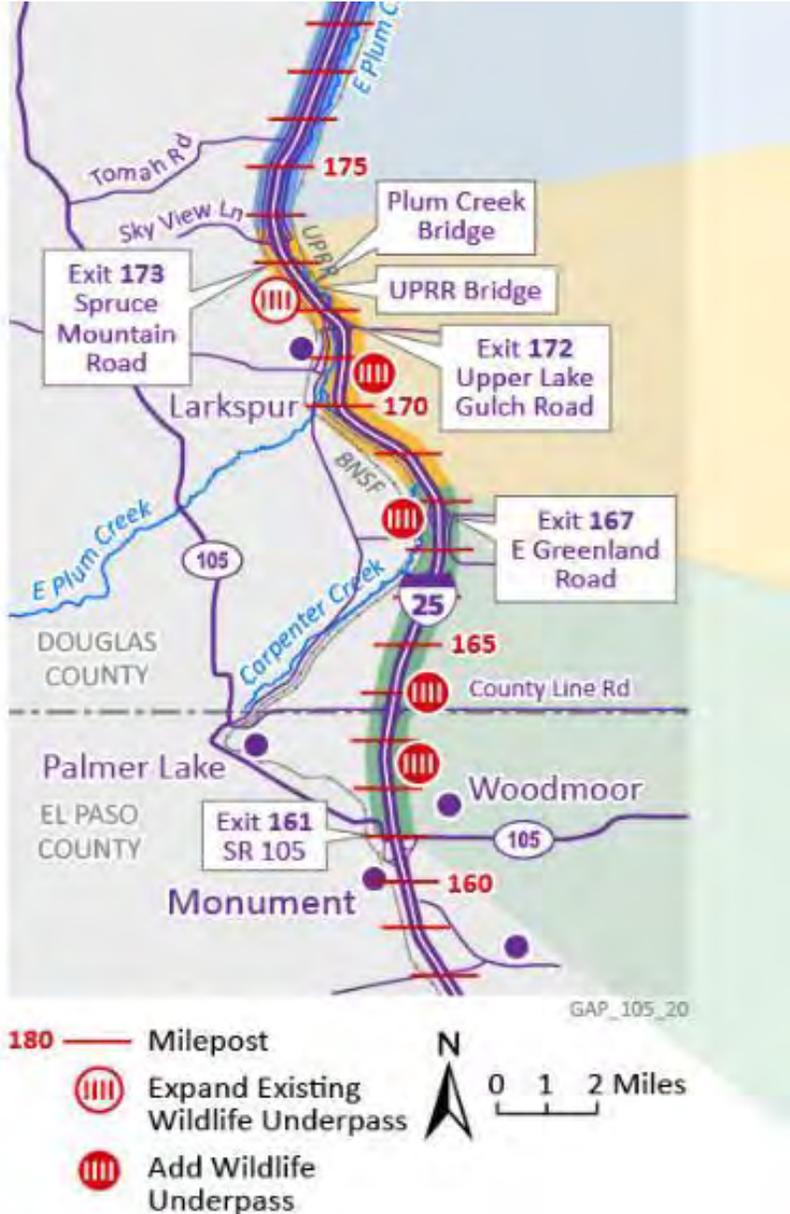
- General improvement - 18 miles of widening and overlay

- Funding ~ $374M:

INFRA	$ 65.0	M
SB267	$ 149.5	M
SB1	$ 92.0	M
Freight	$ 10.5	M
BE	$ ~8.0	M
Faster Safety	$ 11.2	M
Resurfacing	$ 2.8	M
CO Parks & Wildlife	$ 0.05	M
Local Agencies	$ 35.0	M

Guiding Principles

- Safety

- Asset Management / Preservation Benefits

- Mobility

- Financial Leverage, Financial innovation, and Partnerships

- Statewide Equity

- Economic Impacts

- Integrated System Impacts and Benefits

- Short term projects vs. Accommodating Long-Term Projects trends

- How does the system look in 30 years and how does this project fit in?

- Programs and projects leveraging new technology development

- Regional flexibility / related smaller scale projects

- Impact of Asset Management decision on asset life and function

- Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?

Potential Criteria

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

Outreach Update and Process Overview

Statewide Transportation Advisory Committee

September 27, 2019

Outreach Update

Your Transportation Plan Executive Summary

Travel across Colorado is changing. Our population is growing, traffic is getting worse and we need to take care of the transportation system we have while also planning for future needs. With this in mind, CDOT is developing Your Transportation Plan, a fresh look at Colorado's transportation investment priorities. Over the course of five months, we gathered the public's feedback through online surveys, community fairs and festivals, telephone town hall conversations, social media channels, and public meetings.

Thousands of people weighed in, and now we will take this input and create a plan that will help CDOT create a transportation system that provides connection, choice and a Colorado for all.

WHERE WE'VE BEEN

35 Community Events

64 County & Tribal Meetings

10 Transportation Planning Region Meetings

15 Stakeholder Meetings

WHO WE'VE REACHED

9,079 Survey Responses

17,305 Online Map Comments

15,000+ Website Pageviews

16,201 Telephone Town Hall (TTH) Participants

1.2 MILL.+ Views on Social Media

3,500+ People Talked to at Community Events

WHAT WE'VE HEARD | Statewide

Highest Priority Transportation Trends & Issues
See reverse for priorities listed by region.

Growth & Congestion

Road Condition & Safety

Lack of Travel Options

Source: 2019 Your Transportation Plan MetroQuest Online Survey

WHAT'S NEXT?

The public input phase might be over, but the lines of communication are still open between CDOT and Coloradans as Your Transportation Plan takes shape. We encourage the public to stay involved by following along with updates at:

YourTransportationPlan.com

YOUR TRANSPORTATION PLAN CONNECTION. CHOICE. COLORADO FOR ALL.

Strategic Initiatives Timeline

Senate Bill 267 - Senate Bill 262 – Senate Bill 1

September
- TC overview of funding sources
- Outline scenarios for TC discussion
- Regions develop major capital project recommendations

October
- Review proposed new funding project list with TC
- Review modeling and project benefits with TC

November
- TC approval of new funding project list

December
- TC adoption of new funding project list

September
- Regions complete the Project Database
- TPRs review and finalize corridor needs (Meeting 2a)

October
- TPRs review and prioritize project recommendations (Meeting 2b)

November
- TPRs review and prioritize project recommendations (Meeting 2b)

December
- TPR Chairs and MPO Representatives prioritize projects with RTDs at the Region level

January
- TPR Chairs and MPO Representatives prioritize projects with RTDs at the Region level

February
- Review the 10-Year Strategic Pipeline of Projects with TC

March
- TC approval of 10-Year Strategic Pipeline of Projects

- Statewide Plan Committee Meeting
- Statewide Plan Committee Meeting
- Statewide Plan Committee Meeting
- Statewide Plan Committee Meeting
- Statewide Plan Committee Meeting
- Statewide Plan Committee Meeting

10 Year Strategic Pipeline of Projects

Statewide Plan Committee

10-Year Strategic Pipeline of Development Process
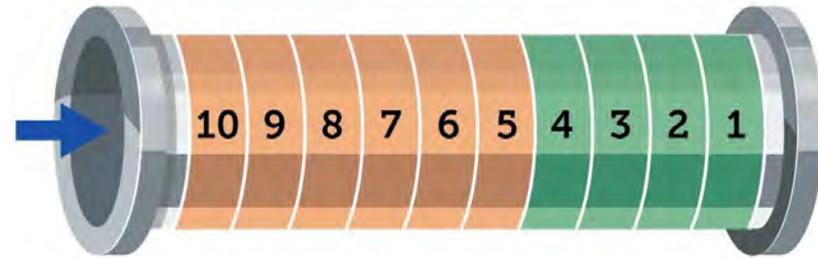
S.B. 19-239: Address Impacts Of Transportation Changes

Concerning means of addressing the **impacts of technological and business model changes related to commercial vehicles**, and, in connection therewith, requiring the department of transportation to convene and consult with a stakeholder group to examine impacts of new transportation technologies and business models, identify means of addressing impacts, and report findings and make recommendations to the general assembly.

- Elected Officials
- Stakeholder Working Group Members
- Colorado Department of Transportation
- Colorado Energy Office
- Facilitator
- Colorado State University
- Interested Parties
- Members of the Public

What problems are we trying to address?

Traffic Congestion

- Increase number of passengers per vehicle
- Decrease number of cars on the road
- Manage demand

Air Quality and Climate Change

- Reduce emissions
- Change ICE to EV
- Fund and construct EV charging infrastructure

COLORADO Department of Transportation

COLORADO Energy Office

Emerging Commercial Transportation Providers
Covered Under Senate Bill 19-239

TRANSPORTATION NETWORK COMPANY	• A motor vehicle that is used to provide passenger transportation services purchased through a transportation network company, as defined in section 40-10.1-602 (3) • Examples: Uber, Lyft, Hop Skip Drive
PEER CAR SHARE	• A peer-to-peer car sharing company • Examples: Turo, Getaround, Maven, Drift
CAR CLUBS: NON-PEER CAR SHARE	• A car sharing company that does not use a peer-to-peer business model • Examples: Streetcar, ZipCar, Car2Go, eGo, UHaul Car Share, We-Cart by Enterprise Rental Car, Connect by Hertz
TAXI	• A company that provides taxicab service as defined in Section 40-10.1-101 (19) • Examples: Freedom Cabs, Super Shuttle, Curb, Metro Taxi, I am Yellow Cab, Green Taxi Cooperative
CAR RENTAL	• A motor vehicle that is rented out by a rental car company • Examples: Enterprise, Avis, Hertz, Budget, and others
RESIDENTIAL DELIVERY	• A motor vehicle that is used for residential delivery of goods (under 14,000 lbs. weight vehicle) • Examples: Uber Eats, Door Dash, UPS, Fed Ex, restaurant food delivery, package delivery, grocery home deliveries

Project Schedule

Stakeholder Working Group Meeting # 1

June 28, 2019

Stakeholder Working Group Meeting #2

August 19, 2019

Stakeholder Working Group Meeting #3

September 26, 2019

Stakeholder Working Group Meeting #4

October 24, 2019

Recommendations and Report Due

November 1, 2019

Smart Legislative Hearing

January 15, 2020

Budget Update
August 2019

COLORADO
Department of Transportation

Updated Budget Process

New look, new approach

Adjust timeline to align with completion of planning process, and development of 10-year pipeline of projects

Align with CDOT priorities and core business functions

Establish better framework for balancing competing needs

Make the budget more understandable to the public and stakeholders

Integrate multiple different budget processes and information

New Budget Categories

Updated budget structure, organized around four core functions and four support functions.

Core Functions
- Construction
- Maintenance and Operations
  - Asset Management
  - Safety
  - Mobility
- Multimodal Services
- Suballocated Programs
  - Highways
  - Transit and Multimodal
  - Aeronautics

Support Functions
- Administration and Agency Operations
- Debt Service
- Contingency Reserve
- Other Programs
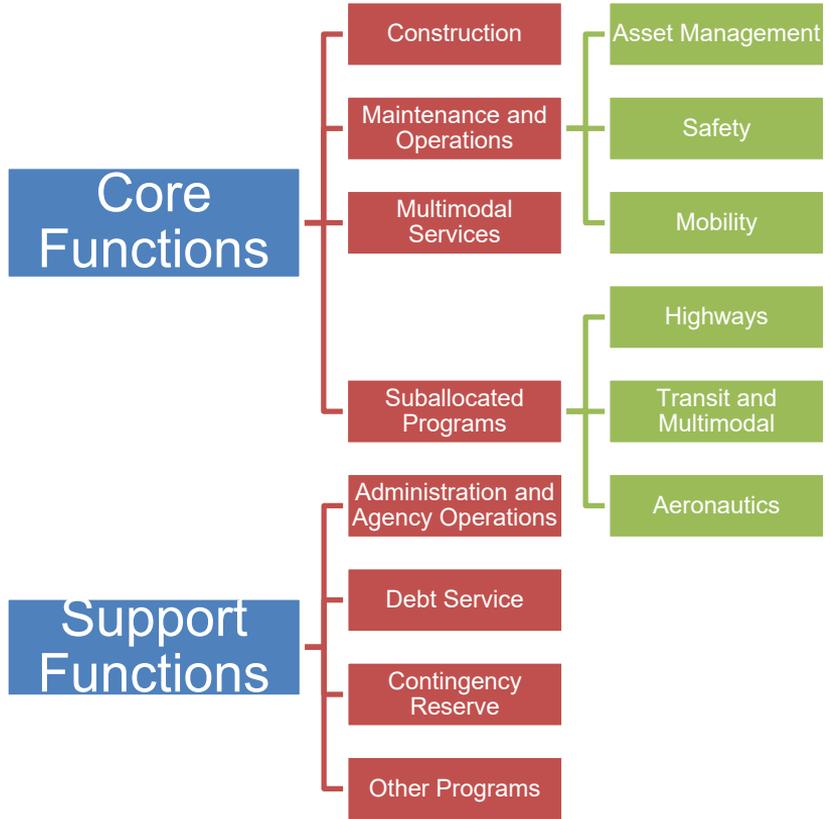
Comparison of Old and New Budget Categories

Legacy Budget Categories

- Contingency/Debt Service 5%
- Deliver 5%
- Maximize 7%
- Maintain 36%
- Pass-through 15%
- Expand 32%
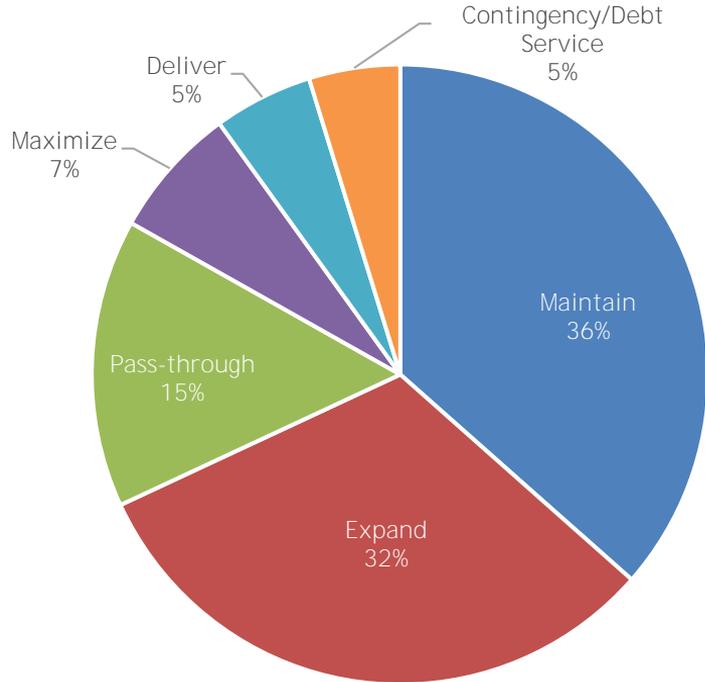
Updated Budget Categories

- Debt Service 3%
- Special Programs 1%
- Contingency Reserve 1%
- Multimodal Services 4%
- Administration & Agency Operations 5%
- Suballocated Programs 12%
- Capital Construction 57%
- Maintenance and Operations 17%
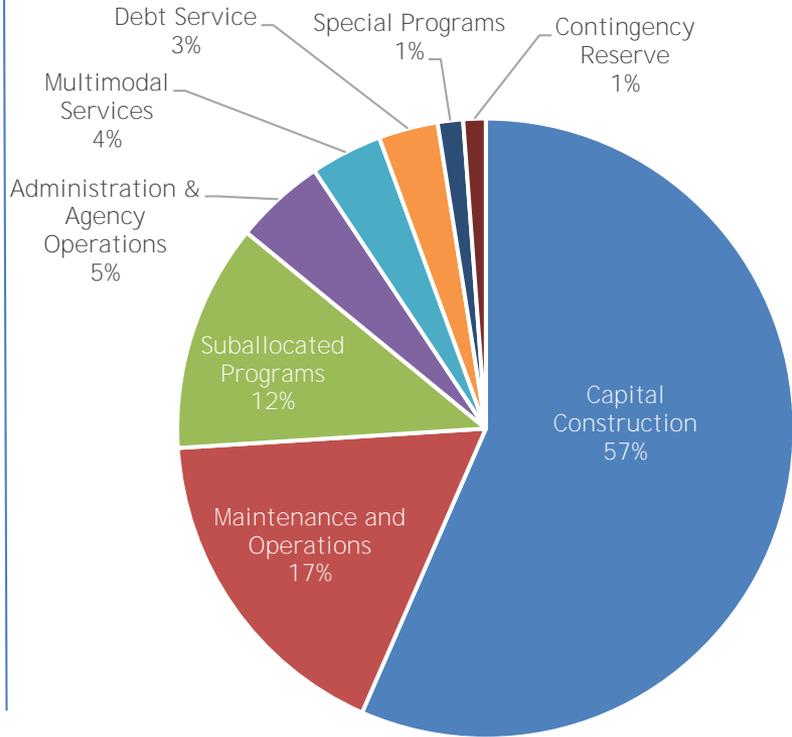
Comparison of Old and New "One Sheet"

Updated Budget Allocation Plan ("One-Sheet" Budget)

New Monthly Budget to Actuals Report

New monthly budget to actuals report

FY 2018-2019 Quarterly Budget Report as of 06-30-2019

https://www.codot.gov/business/budget/cdot-budget/current-budget-documents/monthly-budget-report

Budget Scenario Planning

New budget scenario planning

Department of Transportation

FY 2020-21 Prioritization

November 1, 2019

Jared Polis
Governor

Shoshana Lew
Executive Director

Department Targets, as agreed upon with OSPB			
FY 21 Total Funds Base	$1,782,808,673	FY 21 General Fund Base	$0
-5% Target - Total Funds	-$89,140,434	-5% Target - General Fund	$0
+2% Target - Total Funds	$35,656,173	+2% Target - General Fund	$0

Scenario 1. -5% Scenario Prioritzation (Operating, and may include Capital)							
Prioritzed List of Incremental Funding Increases for FY 2020-21							
R# / D#/ CC#	Title	FTE	TF	GF	CF	RF	FF
D1	Utilize Toll Credits to Reduce State Match				-$12,279,918		
D2	Construction Engineering Efficiencies				-$7,870,000		
D3	Reduce Salary Budgets Based on Vacancy Savings				-$8,048,289		
D4	Reductions Related to Department Operations				-$2,794,488		
D5	Reduce Administration and Agency Operations Funding				-$3,283,627		
D6	Reduce Transportation Contingency Funding				-$22,800,802		
D7	Reduce Funding ot Special Purpose Construction Programs				-$32,063,310		
	Total	0.0	$0	$0	-$89,140,434	$0	$0

Scenario 2. +2% Scenario Prioritzation (Operating, and may include Capital)							
Prioritzed List of Incremental Funding Increases for FY 2020-21							
R# / D#/ CC#	Title	FTE	TF	GF	CF	RF	FF
R1	Funding CDOT's Strategic Priorities				$35,656,173		
	Total	0.0	$0	$0	$35,656,173	$0	$0

Improved Budget Allocation Plan Document

Revamped Budget
Allocation Plan
document

- Revenue Allocation Plan
- Spending Plan
- Revenue Overview
- Program Summaries
- Breakdown of Construction Budget
- Planned and Open Projects

Colorado Department of Transportation
Shoshana M. Lew, Executive Director
2829 West Howard Place, Denver, Colorado 80204
(303) 757-9011 • https://www.codot.gov/

Accounting & Finance:(303) 757-9063 • Government Relations:(303) 757-9772 • Communications:(303) 757-9362

Colorado Department of Transportation

Final Budget Allocation Plan
for
Fiscal Year 2019-20

Governor Jared Polis

March 21, 2019

Planned Updates to Budget Process

Development of new "Spending Plan" to compliment Allocation Plan and provide more comprehensive view of multi-year capital budget and expenditures

Budget Allocation Plan

Comprehensive annual budget including allocation and spending plans and supplemental reports

Revenue Allocation Plan

How one year of new revenue is allocated to programs

Spending Plan

What will actually spend in each program during the fiscal year using new revenue and cash balances
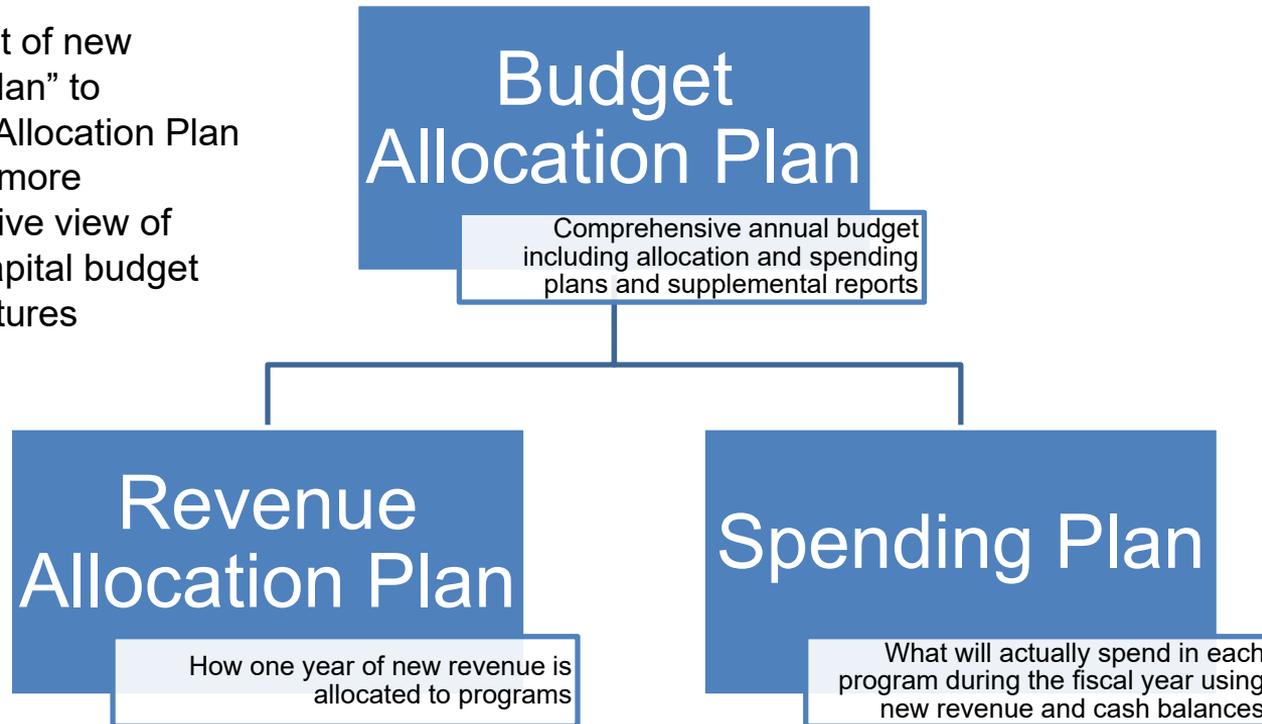
Budget Process Overview

```
Revenue Projections
/ Actual Revenues          ──────▶   Budget Allocation Plan

Rollforward Budget                          │        │
                                            ▼        ▼
                                       Cost        Budget
                                      Centers       Pools
                                         │            │
                                         ▼            ▼
                                    Expenditures   Project Budgets   ──────▶  Expenditures
                                    (budget spends  (budget spends
                                     in one year)   over many years)
```

Cost Center and Pool Balances at YE ──────▶ Rollforward Budget
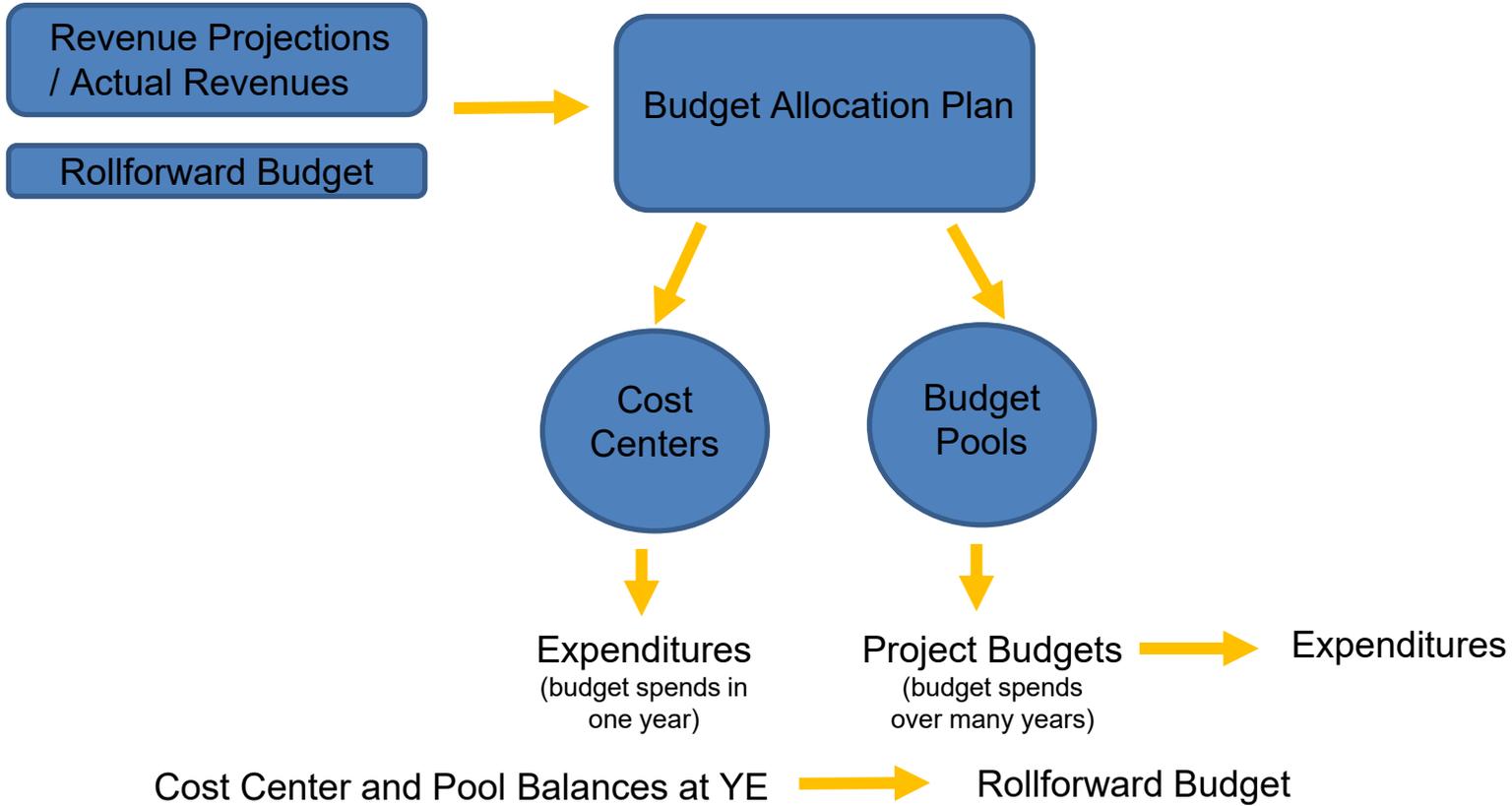
Annual Budgets and Expenditures over Multiple Years

Illustrative Flow of Budget and Expenditures
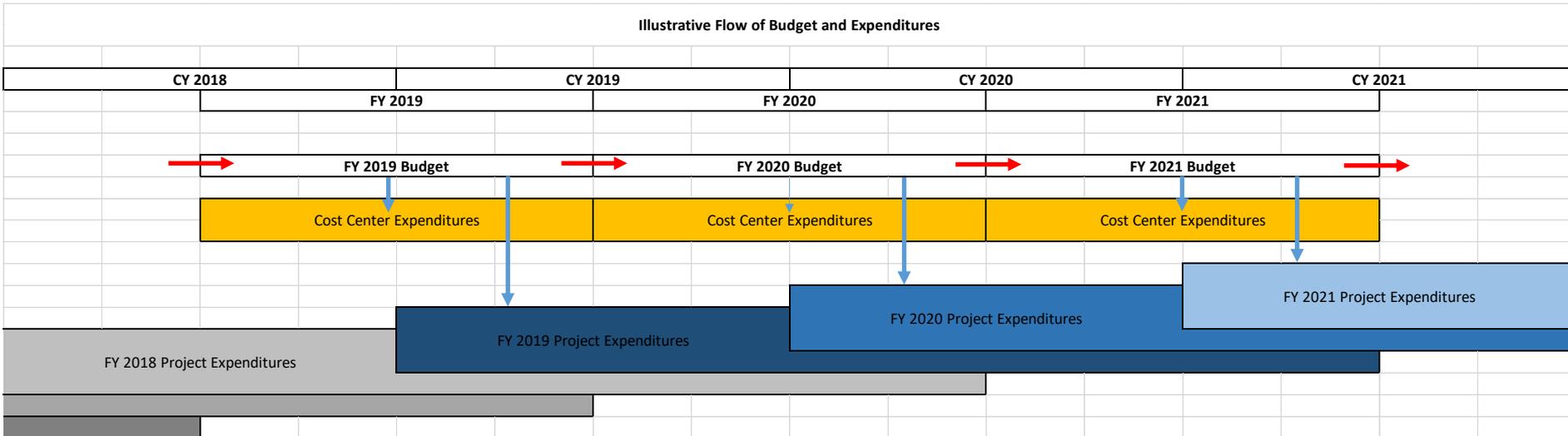
- Within the construction program one year of budget spends over multiple fiscal years
- The bulk of expenditures lag about one fiscal year behind the year the dollars were budgeted

Draft FY 2020-2021 Annual Budget

- $2.0 Billion, including Bridge Enterprise and HPTE
- Includes $500 M in FY 2020-21 SB 17-267 COPs

Other Programs
1%
$26.9M

Debt Service
4%
$81.0M

Contingency Reserve
1%
$15.0M

Multimodal Services
4%
$68.8M

Administration &
Agency Operations
5%
$104.6M

Suballocated
Programs
12%
$226.1M

Capital Construction
55%
$1,068.8M

Maintenance and
Operations
19%
$365.8M
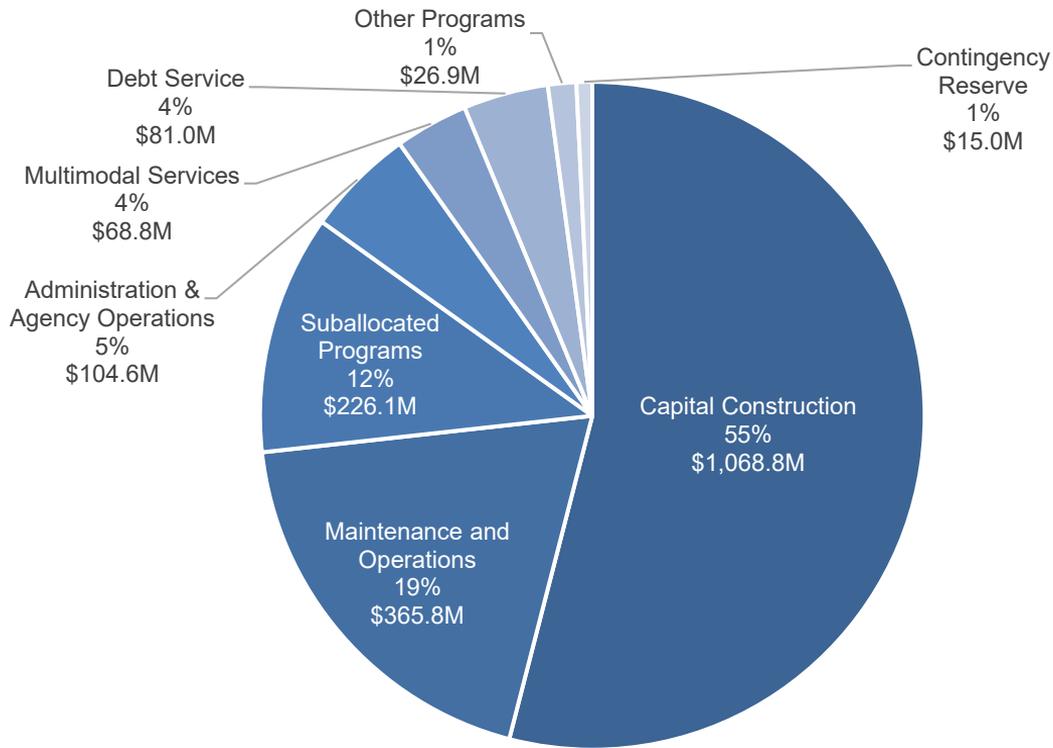
Next Steps

September 2019
- Review Decision Items

October 2019
- Review Decision Items
- Review Final Draft FY 20-21 Annual Budget

} STAC

November 2019
- Approve Final Draft FY 20-21 Annual Budget

December 2019
- Submit Final Draft FY 20-21 Annual Budget to Office of State Planning and Budget (OSPB)

January/February 2020
- Review Late Decision Items

} STAC

March 2020
- Approve Final FY 20-21 Annual Budget
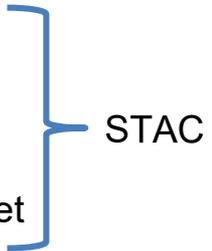
FY 2020-21 COLORADO DEPARTMENT OF TRANSPORTATION DRAFT ANNUAL BUDGET - August 2019

| Line	Budget Category / Program	FY 2019-20 Budget	Rollforward	FY 2020-21 Proposed Budget	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total Budget Available Proposed
1	COLORADO DEPARTMENT OF TRANSPORTATION							
2	Capital Construction	$ 1,091,095,418		$ 968,431,822				$ 968,431,822
3	Asset Management	$ 324,102,823		$ 319,272,823				$ 319,272,823
4	Surface Treatment	$ 222,000,000		$ 223,200,000				$ 223,200,000
5	Structures	$ 56,630,000		$ 51,800,000				$ 51,800,000
6	System Operations	$ 29,272,823		$ 25,472,823				$ 25,472,823
7	Geohazards Mitigation	$ 9,700,000		$ 12,300,000				$ 12,300,000
8	Permanent Water Quality Mitigation	$ 6,500,000		$ 6,500,000				$ 6,500,000
9	Emergency Relief	$ -		$ -				$ -
11	Safety	$ 140,515,503		$ 128,348,521				$ 128,348,521
12	Highway Safety Improvement Program	$ 43,981,545		$ 32,837,125				$ 32,837,125
13	Railway-Highway Crossings Program	$ 3,466,684		$ 3,614,122				$ 3,614,122
14	Hot Spots	$ 2,167,154		$ 2,167,154				$ 2,167,154
13	FASTER Safety	$ 68,500,120		$ 68,330,120				$ 68,330,120
14	ADA Compliance	$ 22,400,000		$ 21,400,000				$ 21,400,000
15	Mobility	$ 626,477,092		$ 520,810,478				$ 520,810,478
16	Regional Priority Program	$ 48,375,000		$ 48,375,000				$ 48,375,000
17	Strategic Projects	$ 555,000,000		$ 450,000,000				$ 450,000,000
18	National Highway Freight Program	$ 23,102,092		$ 22,435,478				$ 22,435,478
19	Maintenance and Operations	$ 343,952,287		$ 354,341,774				$ 354,341,774
20	Asset Management	$ 323,399,999		$ 320,399,999				$ 320,399,999
21	Maintenance Program Areas	$ 265,699,999		$ 260,699,999				$ 260,699,999
22	Roadway Surface	$ 36,511,573		$ 35,824,490				$ 35,824,490
23	Roadside Facilities	$ 24,351,835		$ 23,893,577				$ 23,893,577
24	Roadside Appearance	$ 10,679,373		$ 10,478,406				$ 10,478,406
25	Structure Maintenance	$ 6,147,090		$ 6,031,413				$ 6,031,413
26	Tunnel Activities	$ 5,981,845		$ 5,869,277				$ 5,869,277
27	Snow and Ice Control	$ 79,247,670		$ 77,756,370				$ 77,756,370
28	Traffic Services	$ 65,428,853		$ 64,197,599				$ 64,197,599
29	Materials, Equipment, and Buildings	$ 17,298,982		$ 16,973,446				$ 16,973,446
30	Planning and Scheduling	$ 17,737,382		$ 17,403,596				$ 17,403,596
31	Toll Corridor General Purpose Lanes	$ 2,315,396		$ 2,271,824				$ 2,271,824
32	Property	$ 17,600,000		$ 18,100,000				$ 18,100,000
33	Road Equipment	$ 22,100,000		$ 21,600,000				$ 21,600,000
34	ITS - Maintenance and Operations	$ 8,000,000		$ 8,000,000				$ 8,000,000
35	Maintenance Reserve Fund	$ 10,000,000		$ 12,000,000				$ 12,000,000
36	Safety	$ -		$ 11,361,000				$ 11,361,000
37	Strategic Safety Program			$ 11,361,000				$ 11,361,000
38	Mobility	$ 20,552,288		$ 22,580,775				$ 22,580,775
39	Real-Time Traffic Operations	$ 10,552,288		$ 12,580,775				$ 12,580,775
40	ITS Investments	$ 10,000,000		$ 10,000,000				$ 10,000,000
41	Multimodal Services	$ 75,966,012		$ 68,796,525				$ 68,796,525
42	Mobility	$ 75,966,012		$ 68,796,525				$ 68,796,525
43	Innovative Mobility Programs	$ 14,891,012		$ 11,096,525				$ 11,096,525
44	Strategic Transit	$ 53,375,000		$ 50,000,000				$ 50,000,000
45	Rail Commission			$ -				$ -
46	Bustang	$ 7,700,000		$ 7,700,000				$ 7,700,000
47	Suballocated Programs	$ 240,205,652		$ 226,184,919				$ 226,184,919
48	Aeronautics	$ 33,250,000		$ 33,284,795				$ 33,284,795
49	Aviation System Programs	$ 33,250,000		$ 33,284,795				$ 33,284,795
50	Highway	$ 123,554,706		$ 125,823,348				$ 125,823,348
51	STP-Metro	$ 55,380,182		$ 55,672,907				$ 55,672,907
52	Congestion Mitigation and Air Quality	$ 50,196,268		$ 50,452,303				$ 50,452,303
53	Metropolitan Planning	$ 8,568,424		$ 9,216,529				$ 9,216,529
54	Off-System Bridge Program	$ 9,409,832		$ 10,481,608				$ 10,481,608
55	Transit and Multimodal	$ 83,400,946		$ 67,076,776				$ 67,076,776
56	Recreational Trails	$ 1,591,652		$ 1,591,652				$ 1,591,652
57	Safe Routes to School	$ 3,125,000		$ 3,125,000				$ 3,125,000
58	Transportation Alternatives Program	$ 12,293,294		$ 12,267,071				$ 12,267,071
59	Transit Grant Programs	$ 47,266,000		$ 50,093,053				$ 50,093,053
60	Multimodal Options Program	$ 19,125,000		$ -				$ -
61	Administration & Agency Operations	$ 95,636,700		$ 97,167,907				$ 97,167,907
61	Agency Operations	$ 57,355,193		$ 58,886,400				$ 58,886,400
62	Administration	$ 38,281,507		$ 38,281,507				$ 38,281,507
63	Debt Service	$ 62,776,457		$ 62,776,457				$ 62,776,457
64	Debt Service	$ 62,776,457		$ 62,776,457				$ 62,776,457
65	Contingency Reserve	$ 23,800,802		$ 15,000,000				$ 15,000,000
66	Contingency Fund	$ 15,000,000		$ 15,000,000				$ 15,000,000
67	Reserve Fund	$ 8,800,802		$ -				$ -
68	Other Programs	$ 26,862,101		$ 26,945,220				$ 26,945,220
69	Safety Education	$ 11,888,720		$ 11,898,720				$ 11,898,720
70	Planning and Research	$ 14,573,381		$ 14,646,500				$ 14,646,500
71	State Infrastructure Bank	$ 400,000		$ 400,000				$ 400,000
72	TOTAL - CDOT	$ 1,960,295,429		$ 1,819,644,623				$ 1,819,644,623

Revenue	$ 1,847,386,401
Difference	$ 27,741,778
HPTE Fee for Service Adjustment	$ (5,600,000)
Net Surplus	$ 22,141,778

Line	Budget Category / Program	FY 2019-20 Budget	Rollforward	FY 2020-21 Proposed Budget	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total Budget Available Proposed
73	COLORADO BRIDGE ENTERPRISE							
74	Construction	$ 96,877,700		$ 100,387,862				$ 100,387,862
75	Asset Management	$ 96,877,700		$ 100,387,862				$ 100,387,862
76	Bridge Enterprise Projects	$ 96,877,700		$ 100,387,862				$ 100,387,862
77	Maintenance and Operations	$ 450,000		$ 450,000				$ 450,000
78	Asset Management	$ 450,000		$ 450,000				$ 450,000
79	Maintenance and Preservation	$ 450,000		$ 450,000				$ 450,000
80	Administration & Agency Operations	$ 1,838,300		$ 1,838,300				$ 1,838,300
81	Agency Operations	$ 1,838,300		$ 1,838,300				$ 1,838,300
82	Debt Service	$ 18,234,000		$ 18,234,000				$ 18,234,000
83	Debt Service	$ 18,234,000		$ 18,234,000				$ 18,234,000
84	TOTAL - BRIDGE ENTERPRISE	$ 117,400,000		$ 120,910,162				$ 120,910,162

	$ 120,910,162
	$ -

Line	Budget Category / Program	FY 2019-20 Budget	Rollforward	FY 2020-21 Proposed Budget	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total Budget Available Proposed
85	HIGH PERFORMANCE TRANSPORTATION ENTERPRISE							
86	Maintenance and Operations	$ 10,967,648		$ 10,967,648				$ 10,967,648
87	Express Lanes Operations	$ 10,967,648		$ 10,967,648				$ 10,967,648
88	Administration & Agency Operations	$ 5,632,300		$ 5,632,300				$ 5,632,300
89	Agency Operations	$ 5,632,300		$ 5,632,300				$ 5,632,300
90	Debt Service	$ -		$ -				$ -
91	Debt Service	$ -		$ -				$ -
92	TOTAL - HIGH PERFORMANCE TRANSPORTATION ENTERPRISE	$ 16,599,948		$ 16,599,948				$ 16,599,948
93	TOTAL - CDOT AND ENTERPRISES	$ 2,094,295,377		$ 1,957,154,733				$ 1,957,154,733

	$ 16,599,948
	$ -
HPTE Fee for Service Adjustment	$ 5,600,000
Total CDOT and Enterprise Revenue:	$ 1,984,896,511
Net Difference:	$ 22,141,778