


**COLORADO**

Department of Transportation

## Statewide Transportation Advisory Committee (STAC)

February 14, 2020

9:00 AM – 12:00 PM

**CDOT HQ Auditorium**
**2829 W. Howard Place**
**Denver, CO**

### Agenda

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|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9:00-9:05   | <b><u>Welcome and Introductions</u></b> – Vince Rogalski, STAC Chair                                                                                                |
| 9:05-9:10   | <b><u>Approval of January Meeting Minutes</u></b> – Vince Rogalski, STAC Chair                                                                                      |
| 9:10-9:25   | <b><u>CDOT Update on Current Events (Informational Update)</u></b> – Herman Stockinger, CDOT Deputy Director                                                        |
|             | <ul style="list-style-type: none"> <li>• Update on recent activities within the department.</li> </ul>                                                              |
| 9:25-9:35   | <b><u>Transportation Commission Report (Informational Update)</u></b> – Vince Rogalski, STAC Chair                                                                  |
|             | <ul style="list-style-type: none"> <li>• Summary report of the most recent Transportation Commission meeting.</li> </ul>                                            |
| 9:35-9:55   | <b><u>TPR Representative and Federal Partners Reports (Informational Update)</u></b>                                                                                |
|             | <ul style="list-style-type: none"> <li>• Brief update from STAC members on activities in their TPRs and representatives from federal agencies.</li> </ul>           |
| 9:55-10:10  | <b><u>Federal and State Legislative Report (Informational Update)</u></b> – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR) |
|             | <ul style="list-style-type: none"> <li>• Update on recent federal and state legislative activity.</li> </ul>                                                        |
| 10:10-10:25 | <b><u>PD-14 (Informational Update)</u></b>                                                                                                                          |
|             | <ul style="list-style-type: none"> <li>• Overview of PD-14 Asset Management measures</li> </ul>                                                                     |
| 10:25-10:40 | <b><u>Break</u></b>                                                                                                                                                 |
| 10:40-11:00 | <b><u>Statewide CMAQ Program (Discussion Item / Action Item)</u></b> – Rebecca White, DTD and Sophie Shulman, Office of Innovative Mobility                         |
|             | <ul style="list-style-type: none"> <li>• Review of CMAQ formula recommendation and purposed changes to the statewide CMAQ program.</li> </ul>                       |
| 11:00-11:30 | <b><u>Statewide Plan Update (Informational Update / Discussion Item)</u></b> – Rebecca White, DTD                                                                   |
|             | <ul style="list-style-type: none"> <li>• Update on the status of the 10-Year Strategic Pipeline of Projects.</li> </ul>                                             |
| 11:30-11:45 | <b><u>Strategic Safety and Urban Arterial Initiative (Informational Update)</u></b> – Rebecca White, DTD and San Lee, Division of Maintenance and Operations (DMO)  |
|             | <ul style="list-style-type: none"> <li>• Overview and potential expansion of the Strategic Safety and Urban Arterial Initiative.</li> </ul>                         |
| 11:45-11:55 | <b><u>STAC Bylaws (Informational Update)</u></b> – Rebecca White, Division of Transportation Development (DTD)                                                      |
|             | <ul style="list-style-type: none"> <li>• Discuss the formation of a STAC subcommittee to review and update the STAC Bylaws.</li> </ul>                              |
| 11:55-12:00 | <b><u>Other Business-</u></b> Vince Rogalski                                                                                                                        |
| 12:00       | <b><u>Adjourn</u></b>                                                                                                                                               |

STAC Web Conference: 1-406-948-2157 PIN - 351 461#

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

**STAC Meeting Minutes**  
**January 10<sup>th</sup>, 2020**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** January 10, 2020, 2019; 9:00 a.m. – 11:30 a.m.

**Chairman:** Vince Rogalski, STAC Chair

**Attendance:**

In Person: Vince Rogalski (STAC Chair and Gunnison Valley TPR), Dick Elsner (Central Front Range TPR), Elise Jones (Denver Regional COG), Ron Papsdorf (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), Chris Richardson (Eastern 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), Shoshana Lew (CDOT Executive Director), John Liosatos (Pikes Peak Area COG), Heather Sloop (Northwest TPR), Peter Baier (Grand Valley MPO), John Cater (FHWA), Turner Smith (Central Front Range TPR), Rebekah Karasko (North Front Range MPO), Walt Boulden (South Central TPR), Michael Yohn (San Luis Valley TPR), Walt Boulden (South Central TPR), Terry Hart (Pueblo Area COG), Holly Williams (Pikes Peak Area COG), Norm Steen (Pikes Peak Area COG), Kris Manguso (Northwest TPR), Keith Baker (San Luis Valley, TPR), Jim Baldwin (Southeast TPR), Trent Bushner (Eastern TPR)

On the Phone: Phillip Johnson (Southwest TPR), Stephanie Gonzales (Southeast TPR), Dana Brosig (Grand Valley MPO), Myron Baker (Ute Mountain Ute Tribe)

<b>Agenda Item / Presenter (Affiliation)</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions & STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> <li>• Motion to approve the December STAC meeting minutes.</li> </ul>	Minutes approved
CDOT Update on Current Events / Herman Stockinger (CDOT Deputy Director)	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>• A few things to share about TC. Because 4 commissioners were not present TC decided to push the RPP and FASTER discussion to next month. They felt it was too important of a discussion to have with so many absent. CMAQ will get pushed to February.</li> </ul>	No action.

	<ul style="list-style-type: none"> <li>• Transit projects from SB 267 were approved. TC decided that any vehicle with a 10-year life will be eligible for purchasing with these funds.</li> <li>• STAC is now the week before TC. We haven't had a conversation about how do we make this different? Do we review commission agendas? The TC packet is out and available so do we send an addendum to commissioners based on what happens here? Any ideas?</li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>• Vince Rogalski: Also be aware that I get together with Rebecca, Norm and Tim to set agenda for this meeting, so if there are items that you want brought before STAC you need to let us know. Anything you want to talk about next time.</li> <li>• Norm Steen: other thing is that we advise the TC as well as CDOT staff, so in moving this our discussion was that commission should feel comfortable posing questions. So last month they said they want feedback more broadly, could ask. And then they could communicate that with thoughtfulness. Statutorily we are engaged in the conversation. So I had thought this would be by request.</li> <li>• Heather Sloop: I know they will talk about RPP this week, so I want to keep saying that my hope is that I hope we get information not at the last moment to vote and decide on it and that we have time to stew over it and have more time to read the minutes. I really hope with the new format we can be more unified and gain a depth of understanding. And that it will be more than just off the cuff. I hope we can have longer to consider items. That's my biggest hope is that this moves us out of the shotgun approach to voting. One thing that we do with commission is that we will bring things for conversation one month and vote on it the next. So maybe this will give us more opportunity for that</li> <li>• Elizabeth Relford: I'd like to see a standard STAC recommendation on the agenda. Especially if it is different from Staff recommendation</li> </ul>	
<p>Transportation Commission Update/ Norm Steen, STAC Vice-Chair</p>	<p><b>Presentation</b> Very thorough minutes are in your packet for review. A couple items to highlight:</p>	No action

	<ul style="list-style-type: none"> <li>• Discussed wildlife and how that interacts with highways, Energy and renewable energy, infrastructure and mobility systems, and David Krutsinger gave us an update on Bustang and Outrider.</li> <li>• Herman mentioned the fact that 267 transit projects were approved last month and now what they are going to do for this month is an expansion of Bustang and Outrider.</li> <li>• One of the most important things is that each Commissioner was asked to comment on an issue that they think TC needs to work on, so there is some real valuable comments in what they said. We have a real impact, so we need to be thoughtful in what we bring to TC and what we support.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• Suzette Mallette: I understand that the TC is going to be streaming their meetings? Is that correct?</li> <li>• Herman Stockinger: Yes starting next week we will be starting that.</li> <li>• Suzette Mallette: I appreciate that</li> <li>• Heather Sloop: with respect to the wildlife discussion. The Commissioner Vasquez asked about the Federal Bill and there was the set aside? When can we know if this ever passed? I will let Eric help answer that question. If there's a bill we are tracking It's Eric's responsibility.</li> <li>• Shoshana Lew: anything in a federal package will be part of the authorization</li> <li>• Rebecca White: It's on a slow path.</li> <li>• Heather Sloop: Please continue to track that because it is very important for our area. My other question is regarding the notes that they took for STAC. I would hope that you can convey this message next week-that we, because it's been more than just me, have all been asking when this RPP formula would happen, for this new funding. I would like that to be reiterated from you as our STAC representative. I think it's more than one little sentence that there is concern.</li> <li>• Vince Rogalksi: Some of the commissioners have talked about RPP and talked about increase from \$50 mil to \$100 million a year, and allow the regions to begin a more in depth use of the money. Because right now the \$50M doesn't allow the regions to do stuff. The other thing that was talked about is the fact that RPP should not be used as a standard formula, and there should be another</li> </ul>	
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	<p>formula for distributing new funds, and that they should be developing a distribution. What should the formula be to distribute funds around state and not just RPP.</p> <ul style="list-style-type: none"> <li>• Heather Sloop: Right, and I would like the message being that STAC voted on this 2 years ago and there were 3 dissenting votes, not a slim majority.</li> <li>• Andy Pico: Just on an administrative note, with regard to the minutes of TC it would be nice if you highlighted the subjects. I missed any comments on energy here, and would have possibly had more comments.</li> </ul>	
TPR & Federal Partner Reports	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <u>DRCOG</u>: I feel a little inadequate we have only one alternate, Roger Partridge and at our last meeting we had Bill Thiebaut and that was well received talking about partnerships and we took action to approve a \$500,000 MMOF grant to Clear Creek County for a portion of the Peak to Pine Trail, and DRCOG will be the designated recipient for FTA 5310, and we approved our safety targets.</li> <li>• <u>GVMPO</u>: The LRTP for 2045 is out for final comment from the public. The MMOF selection committee has been put together. We continue to work on exit 37 off of I 70 intersection, so we are working on the signal. I had a request from Powderhorn to reevaluate the entrance to their area. That is a tricky area. To echo what Heather said, I heard good things at the Glenwood meeting and we are pushing for statewide significant projects. We are both an MPO and TPR and we have Dana Brosig as our STAC Representative, and I'm the alternate. The TC Chair is Dave Karsney.</li> <li>• <u>NFRMPO</u>: I'm the new chair of the North Front Range MPO, and we need to finalize who the STAC representative is and it will most likely be me. Our MMOF call opened December 6<sup>th</sup> and closes on January 31<sup>st</sup>, and the scoring committee will meet February 10<sup>th</sup>. in January the Planning Council discussed a set aside for the NFR mobility program for a one call one click center. The Council decided to set aside \$125,000 of MMOF for a transit feasibility study of what transit might look like in the North Front Range</li> <li>• <u>PPACG</u>: good morning and happy New Year. We approved the 2045 Plan at the last meeting of Wednesday of this week. It was a 3 year process. We had a lot of discussion about transit as a component to that, and we had a minor adjustment. We had a TIP amendments and that was approved unanimously. Rocky Scott, the Transportation Commissioner, has resigned. Last day was in December. Irv Halter</li> </ul>	No action.

	<p>has been appointed by the Governor. He's very sharp and very engaged, but we are now trying to help him get oriented to the Pikes Peak region, but I did have the pleasure of introducing Mr. Scott to Mr. Halter, so the conversation has started. Another change I stepped down as Chairman, the new Chair is Colorado Springs City Council member Jill Gaebler. And on that note we have 8 alternates because we value those minutes that come when you are an alternate, so we care. I also want to introduce Holly Williams, El Paso County Commissioner is coming in as second alternate. Finally, 2 years ago we began a legislative steering committee for the COG and it's now active as session starts and when appropriate we will let people here know.</p> <ul style="list-style-type: none"> <li>• <u>PACOG</u>: A couple notes before my hibernation report, if you have had to participate this on the phone you know that it's really hard. So, I encourage everyone to speak into the microphone, and it helps a lot and it's so aggravating to participate by phone. I'm the representative from PACOG and we have one staff alternate and one elected alternate is the Dennis Flores is our elected, and John Adams is the staff alternate. There is not a lot of activity because of the holidays. On our LRTP, we are working with the contractor and that will be in place soon, we met on 1/6 to discuss the 5-10 year pipeline project lists, and came out with recommendations to the COG, and will get that back into stream once approved. We have a smaller project on SH 96 through town that required a lot of drainage work, so it took a lot of time, but it's pretty well completed and that's the conclusion of the report.</li> <li>• <u>Central Front Range</u>: If you drive through Park County make sure you have a coat. 2 weeks ago we had a day that was 48 degree below. Not a lot to report in our area. And Turner Smith is our alternate, and Adam Lancaster is also an alternate.</li> <li>• <u>Eastern</u>: We meet on Monday, but our Region 4 meeting was really productive. One question that was posed that I thought was a really good was that Heather asked each of us to think about what in our opinion is a road that is greatest significance statewide, and what it means. And that is something that I hadn't thought of a lot but we need to be thinking of that and keep it in mind because we represent the state not just our neck of the woods. On Monday we will be talking about two highways, US 385 and SH 71 and those are of statewide significance, but because we are the largest TPR in the state, we have Co-chairs to represent the two different parts of the state. Chris Richardson and I are co-chairs. Having said that, I'll turn it over to him. We don't have alternates yet, so we need to do that.</li> </ul>	
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	<ul style="list-style-type: none"> <li>○ Chris Richardson: This is my second meeting. In terms of casting votes, we will arm wrestle over that. We are looking at the statewide significance piece of the plan and really focusing on how things connect and obviously it's important, and how does it all come together for a statewide system. Interconnections are critically important for industry and the rest of the region. Most of our projects move the economy forward. It's a pleasure to be here.</li> <li>• <u>Gunnison Valley</u>: We had our Chair meetings both in Region 5 and 3, and since my TPR is split I went to both of those. And we talked about those regions it's the entire western half of the state. Both meetings went really well. We're all working to cooperate to do the best that we can for our regions. I encourage everyone to do the same thing and leave personal agendas aside. In Region 3 we talked about the significant projects for the state and we want everyone else to start thinking of that as well, namely, Vail Pass. I encourage others to think about that state priority as well. Central 70 is a state priority and that's underway. Vail pass is way too much for Region 3 to deal with alone. In Gunnison Valley we have our projects for MMOF funding and haven't approved them yet, but there's exactly enough for all of the money. So that's going to be good to really evaluate those. The thing of it is that one of the things is that shoulders is a big deal. Region 5 decided to set aside 10% of new money for shoulders. Paving money isn't for shoulders and other money has to go to shoulders, and so how do we improve safety and the one thing that can have the biggest impact on safety is shoulders on more highways and unfortunately, it's an expensive thing. In Gunnison Valley we've had temperatures of 40 below and you really can't tell the difference once you are below 0. Ski areas are doing well, and Vail bought Crested Butte last year, and so we'll see how that impacts things.</li> <li>• <u>Intermountain</u>: We had our Region 3 priorities meeting earlier this week. It started off slow, but we did have a great level of collaboration and were able to think regionally, and with regard to Intermountain TPR. I'm char, our Co-Chair is Tom Jankovsky, Garfield County Commissioner, and Ben Gerdes is our TPR Contact. Unlike Northwest TPR our staff won't change. Projects in region. We have an interesting geographic challenge. Summit County we have lots of snow, but Garfield County there is less so they can still do some projects and maintenance, but the eastern part is focused on snow removal, and they are doing a great job. We have a meeting coming up in a week where we look at MMOF projects and establish a process for moving them forward.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>Northwest</u>: It's still snowing. We had our joint Region 3 Chair meeting on Tuesday, and nobody got the flu from me. The biggest take away is that we play well together in Region 3. And we have allocated a good chunk to Vail Pass corridor and we all voted on that, and it is the next big project after Floyd Hill. And Vail Pass should be the 2<sup>nd</sup> project for state priority after Floyd hill. We are putting our money where our mouth is, and so I hope everyone else will do the same. We don't have our next meeting until February. Our leadership hasn't changed. I'm Chair, Kris Manguso is Vice-chair, and Jeff Rector is the Alternate. Other than that stay well and wash your hands.</li> <li>• <u>San Luis Valley</u>: Everything in our area is in hibernation and no action. CDOT shops are actually behind my office, and I do see two new pieces of equipment which is promising and nice to see. The northern side is quiet too.</li> <li>• <u>Southeast</u>: There's some construction going on at the bridge on SH 71 over the Arkansas River and the work on the bottleneck just north of the bridge completed, and the bridge on SH 10 is completed so 3 bridges done and that's very nice. There's discussion of a detour for a passing lane on SH 50. Stephanie Gonzalez is the Chair and I'm the STAC Representative. We are applying for funding for bus shelters. And our next meeting is February 26th</li> <li>• <u>Southwest</u>: I was just elected Chair. We had our meeting with the RTD on January 6th for the 10 year pipeline. We are accepting MMOF applications through January 20<sup>th</sup> and this is my first meeting and looking forward to representing the Southwest TPR. I adamantly agree with the comments about participating by phone.</li> <li>• <u>South Central</u>: It has been nice in Trinidad, so anyone that wants a break from the weather can come visit. We had our Region 2 meeting on Monday and talked about priorities and we won't have another TPR meetings until February 3<sup>rd</sup>, and we'll be looking at multimodal projects then. In terms of projects, the bridge work has been progressing. Our SH 12 study is progressing and above of schedule. Next week we will do a second round of public input for the PEL study. Our alternates haven't changed. Luis Lopez, Las Animas County Commissioner is the STAC alternate, I'm the STAC representative. Anthony Mattie is the TPR Chair, and Ray Garcia is the vice-chair. We just ran our numbers for transit program and hit 61% mark on alternate fuels.</li> <li>• <u>Upper Front Range</u>: There are no staff changes at this time and we have 2 alternates. We haven't had a meeting since the last meeting in December and our meeting is in March and state highway 52 PEL is moving forward. Upper front range working on transit list for 267 dollars. I don't know if people are aware of SH 5</li> </ul>	
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	<p>closing for December due to a train derailment. But collaboration with CDOT went well for the detour to 149 including hazmat for a route that isn't designated HAZMAT and I think everyone supports it, but we don't have a study to do that. It would be great if CDOT could do that. Working on HSIP applications and received project list for plan and we have those all prioritized and we will be going over that with our TPR at the next meeting.</p> <ul style="list-style-type: none"> <li>• <u>Southern Ute Indian Tribe</u>: <i>No update.</i></li> <li>• <u>Ute Mountain Ute Indian Tribe</u>: <i>No update</i></li> <li>• <u>FHWA</u>: The biggest news is that we got the STIP approved a couple weeks ago and it has the seal of approval and we are operating under it now. The other big news federally is at the end of 2020, we got our DOT Appropriations Act. One thing to note about that is that the bill grants were approved for \$1B nationally and it goes to the Office of the Secretary for all types of things including waterways, but most of it goes to federal highways. The overall funding level was \$46.4B, and that was what was in the FAST Act, a little more than last year, and consistent with what we were projecting. This is the last year of the FAST Act. Another thing to note is that there's a new formula based bridge program. Last year it was based on the bridge deck condition. If you had 5% of the bridge deck that was bad you were eligible, but Colorado's bridge decks were all good, so we didn't get any. Now they changed the formula so we should be able to get some money from that. Another item, nationally significant lands received money through Federal Lands and Region 5 competed well and got funded, \$71M came through. For INFRA they laid out some criteria. INFRA notice has to go out within 180 days after, so no later than June 20, so we should see something soon.</li> </ul>	
<p>Federal and State Legislative Report (Informational Update)/ Herman Stockinger and Andy Karsian, CDOT Office of Policy and Government Relations</p>	<p><b>Presentation</b></p> <p><u>Federal</u>: .</p> <ul style="list-style-type: none"> <li>• Budget: The budget went through in December. There was more for Amtrak and more for BUILD, and bridge maintenance is getting more than it did previously. Transit got less, mostly for discretionary grants. Not a lot of major impact for Colorado but an increase by 2% means that we can seek more reimbursement for our projects using FY 2020 funds, which is good in the long run.</li> <li>• The Federal EV tax credit of \$7,500 goes away in 2020, and there won't be a credit for the purchase of electric vehicles.</li> </ul>	<p>No action.</p>

- The Democrats also made a deal for Space Force, not directly transportation related, but it is something the state is interested in and pushing for a lot. If it becomes the 6<sup>th</sup> branch of the military it could mean that Colorado would be the permanent home and it would be great for state.
- Reauthorization appears to not be a high priority right now with impeachment and the election. You have trade and prescription drugs, and transportation looks like a tier 4 priority. Heather, we can talk about your wildlife question at break. I don't have a lot of information.
- One other item is the NEPA rule that president is trying to change would impact climate change and it would remove cumulative and indirect impacts from consideration in the NEPA process and it would remove impacts analysis for NEPA process and will probably end up in court and so the immediate impacts aren't yet apparent.
- One other thing on the INFRA grants, we hear you on Vail Pass.

STAC Comments:

- Andy Pico: What do you mean by removing the impacts from the NEPA process?
- Eric Richardson: From what I understand you have to look at the impact of a project to overall regional air pollution levels. The proposal is to remove that from the NEPA process.
- Trent Bushner: I heard you say that the EV credits go away for 2020. Is there a resolution to roll those forward?
- Eric Richardson: No, it died on January 1. So it's over now.
- Trent Bushner: No chatter about reinstating it?
- Eric Richardson: Not in the near term.
- Trent Bushner: Was there any incentive for larger equipment? One thing I worry about is for the industries with bigger vehicles. We are very concerned about landfills and what we do with the waste. There's a lot of this I worry about. EV is something to pay attention to, but I don't know how it will be sustained without that credit.
- Heather Sloop: If we aren't getting EV can we use that money for our regions?
- Ron Papsdorf: It was out of the general fund not transportation dollars.

Presentation Continued:

State: The legislature just started this week. Everything went well.

	<ul style="list-style-type: none"> <li>• Governor Polis gave the State of the State yesterday and spoke to transportation issues, and the funding issues, and complemented us on our planning efforts, and touching all counties. And said that the general fund transfers can't be the sole source of funding because of the reasons we know about. And discussed allowing CDOT and local governments to work together for regional projects. There were no specific policy recommendations as to specific transportation districts and partnerships and tax revenues for specific projects. And then he specified that rural regions need to be part of the conversation. Other leaders briefly mentioned transportation but as legislative issues change we are still part of the conversation. It's not something we read about a lot.</li> <li>• We have under 150 bills introduced. We are following lots of issues. A couple that are interesting: <ul style="list-style-type: none"> <li>○ SB 44 which would reinstitute the SB 1 formula with 1% going to HUTF. For CDOT we estimate that would mean 2019 \$3.3B, so 10 % would then be about \$ 335M and breaking that down it would mean about \$200M for the state, \$75M for counties, and \$61M a year for cities, and of course sales tax can fluctuate a bit, but if we take that into account it would be about \$225M. So that's SB 1 scenario. It has 2 republicans and no democrats sponsoring it, so politically it has a hurdle, but as we've seen republicans always come out quickly with some bills to coalesce conversations. It won't get a big following, but will get the conversation started.</li> <li>○ There will be a variety of funding scenarios like we've talked about in the past, and it will be less of a ballot initiative conversation and it will be more of a fee scenario. Emerging mobility fees, and how to provide some fee equity so that they are paying in, and then of course there will be a larger conversation about the gas tax/fee, and that's the last big fee that needs to be discussed.</li> <li>○ With the gas tax conversation it is a question of whether it should go to ballot or alter existing language that if nothing happens it will go to the ballot and as it currently stands it's a bonding question for \$1.8B and it isn't popular because of the associated debt payments so maybe there's an opportunity to talk about bringing a gas tax to voters.</li> <li>○ Also, since voters haven't approved prior ballot measures maybe under their legislative powers they raise the gas fee and then deal with consequences later which will probably be a lawsuit. Too early to tell</li> </ul> </li> </ul>	
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	<p>how the conversation will go. So that's a broad summary of the funding scenarios that we will look at.</p> <ul style="list-style-type: none"> <li>○ There's also a bill looking at bicycle safety about yielding, there's one about DUI safety, innovative mobility</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• Norm Steen: I thought the smart hearing was next week. Was that rescheduled?</li> <li>• Andy Karsian: No, we did that yesterday.</li> <li>• Norm Steen: There was a series of stakeholder transportation leaders around the state. Shoshana was there. He and legislature acknowledged that there is no longer an additional fund, so we need to work out an internal solution legislatively, I think there are at least 5 bills for fee structure. So moving from new money through funding to fees. How would you assess where the fees go?</li> <li>• Andy Karsian: That's the million dollar question. Per statute ridesharing fees were meant to help with better air quality and so I'm assuming that would go to EV infrastructure but everything else is up in the air still.</li> <li>• Trent Bushner: one thing we have issues with is. RTD having trouble keeping drivers and we have same problem at county level because of marijuana law. How do we figure about a better way to make sure we aren't losing so many CDL drivers. I'm not a huge fan of it, but if my guys aren't impaired they shouldn't be losing their license.</li> <li>• Andy Karsian: I haven't heard any conversations about relaxing those rules for CDL's,</li> <li>• Turner Smith: I was a CDL driver for 40 years. I know from my training that marijuana can stay in system for 30 days and sometimes up to 60 days. Under our contract, they had to get down below a certain threshold and test clean at that threshold and then if they were caught again they were out of the union. If they want the job and stay away from it or don't. My son is a CDL driver. They don't have to have it.</li> </ul>	
<p>Statewide CMAQ Program (Discussion Item/Action Item) Rebecca White</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The CMAQ program gets about \$50M annually, and we are required to spend the money in air quality non-attainment or maintenance areas.</li> </ul>	<p>No action</p>



<p>Division of Transportation Development and Sophie Shulman, Office of Innovative Mobility</p>	<ul style="list-style-type: none"> <li>• Under the 2040 distribution we had a one-time \$30M that went to alternative fuels program, but it was a one-time thing, so no new funding will be coming for this program.</li> <li>• The rest of the funding, 80%, went to ozone non-attainment and maintenance areas and so most of it is going to places with the most severe air quality problems. 15 % to carbon monoxide maintenance areas and 5% to PM-10 maintenance communities. Of those areas, we distributed ozone and carbon monoxid pots based on 75% pop/25% VMT.</li> <li>• The PM-10 is divided into urban and rural pots. DRCOG is the only urban area that received that money and received half, and the other half goes to the rural areas including Aspen, Canon City, Pagosa Springs, Steamboat Springs and Telluride.</li> <li>• This map shows the current areas and this will be changing. Our PM-10 areas are ending their maintenance periods in 2020, so they will no longer be eligible for federal funding. This chart shows the exact dates that those periods end.</li> <li>• Final Recommendations from the STAC subcommittee: Keep the current funding methodology for ozone and carbon monoxide while still eligible, don't reduce funding for ozone non-attainment was the main message. We have a serious problem in CO so those areas should be held harmless. That means the funds directed for those will go to ozone pots.</li> <li>• The last thing was that when maintenance eligibility expires, that those move into a statewide program and we looked at some options for that and what makes the most sense. This shows the break down. These pie charts show progression of those funds by color. DRCOG has 3 pots of funds.</li> <li>• By 2021 Pikes Peak is no longer eligible for the funds, so they shift to the statewide pot. So by 2024 you see a gradual build-up of the statewide program funds.</li> <li>• What is the statewide fund for? So, you saw the chart showing that the total in 2024 is \$2.4M, so we are talking about a relatively small portion of the pot, and previously that was discussed for ITS projects or connected vehicle projects serving the entire state.</li> <li>• Just to set this up I want to address the questions surrounding the federal EV tax credit. So, every manufacturer has eligibility for the first 200,000 vehicles sold.</li> </ul>	
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	<p>So, Tesla has hit that cap, but it's still available for other manufacturers. GM is about to hit that cap, but it is still available for many other manufacturers.</p> <ul style="list-style-type: none"> <li>• Going back to this topic; so many of you have probably heard that electrification is a major priority for Governor Polis and Director Lew. This 940,000 light duty EV was a goal set by Governor Hickenlooper, but Governor Polis's first executive order set up a couple things to help us meet that goal.</li> <li>• With that we've set a number of things in place. A highlight is that we adopted a zero emission vehicle standard in August, which requires manufacturers to offer more options for Colorado drivers, such as more zero emissions AWD vehicles, and that's a critical piece to hitting this goal. This builds on some of the goals set by previous governors, and at the same time we see billions and billions of investment in the private sector, so we will see those changes coming.</li> <li>• Executive Director Lew created the Office of Innovative Mobility which I lead to address our air quality goals through multimodal options, but also through electrification as ways of helping us hit the air quality goals and we see these as complimentary efforts that need to work together to help us meet the challenge of growing emissions in the transportation sector.</li> <li>• Mike King: So as Sophie indicated, air quality is a major concern of the Governor and Executive Director, and this infographic shows the statewide breakdown of emissions as of 2015 in terms of GHG emissions. Electric power was the biggest piece and transportation was a close second, but what is interesting is the trend. You can see the electricity generation sector has been increasing and increasing, but the emissions dipped down even lower than transportation in 2016. So that would mean that transportation is now the biggest contributor of GHG emissions, and also one of the best way to slow the growth in emissions through electrification along with multimodal options and the like.</li> <li>• This table shows the percentage of Xcel's energy mix, so you can see that in 2005 there was a small percentage of renewables, but that grew by a lot by 2017, and with that you can see a decrease in the reliance on coal, and by 2022 renewables are set to become 50% of the total share. So, this is one example of a utility that has been successful in integrating renewables. And, we are seeing that across the country, Xcel is not an outlier in this regard. What this means is</li> </ul>	
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	<p>that as we electrify our vehicle fleet the electricity itself is getting cleaner, so there is a multiplier effect.</p> <ul style="list-style-type: none"> <li>• As I've indicated there are benefits to electrifying the transportation system. There are different ways of measuring the efficiency of EV.</li> <li>• The Department of Energies Alternative Data Center did a study and found that on an annual basis the emissions of an electric vehicle is generally about 50% of a new internal combustion (ICE) engine. So today, a new EV is cleaner than ICE vehicles already regardless of what utility you are using.</li> <li>• These graphics are specific to Xcel from a study done by the City and County of Denver comparing the pollutants between a new EV and a new ICE vehicle. They found that in 2018 EV had a 71% reduction in NOx, 93% reduction in VOC, and 34% reduction in GHG emissions, and that again increases as the electric grid becomes cleaner. So, by 2026 those reductions are projected to grow from 71% to 83% and from 98% to 99%, and then 59% difference for GHG. Currently an electric vehicle is cleaner and it will become cleaner over its lifetime.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• Andy Pico: Is this over the entire lifecycle of a car?</li> <li>• Mike King: This is lifecycle, so it includes emissions from electricity, construction of the vehicle and recycling of it at the end, although I have to verify that.</li> <li>• Norm Steen: This is per vehicle? So the key connection here is the total. But as this becomes wide spread it can have a huge impact, but the question is how do we influence the growth?</li> <li>• Mike King: Yes. Our targets for the number of electric vehicles of 940,000 does account for the fact that the overall fleet is growing.</li> <li>• Norm Steen: We would like it to grow, but how do we influence that? Because the tax credit went away.</li> <li>• Mike King: It has gone away for Tesla and GM, but will still apply to others. Our state credit will ratchet down</li> <li>• Sophie Shulman: We are seeing cost parity coming very quickly. And we will see that tipping point over the next couple years. And it phases out by 2022.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Mike King: The intention is to reduce the credit as the cost of vehicle goes down.</li> <li>• Norm Steen: So someone has done an elasticity study?</li> <li>• Sophie Shulman: Yes, and the typical price will go down and so it will reach parity in the next couple of years.</li> <li>• Turner Smith: Just so we are all talking apples to apples here. They aren't contributing to the cost of keeping roads up unless there is a road use charge. Has that come into this?</li> <li>• Mike King: There is currently a \$50 registration fee and \$30 goes to road maintenance. So they do pay in, but whether it's at the same rate as an ICE is something we are looking at, but it is true that they are contributing to the system at some level.</li> <li>• Sophie Shulman: It's important to note that as we'll go to a much larger percentage of total cars we need to fix that problem and those conversations are already starting at the legislature.</li> <li>• Holly Williams: that was my comment as we push towards this we need to do a similar push towards road usage charge fees so it doesn't hit all at once.</li> <li>• Andy Pico: To go back to electrification, you've got a reduction in greenhouse gas emissions and trying to take that into account abut with that you also have an increase. And I don't know if you've taken that into account and what the market penetration is. A good reason that coal has reduced is because of low cost of gas and fracking. But a study just showed that they hit the wall of going further. And the cost now to go to 0 carbon is multitrillions and that's \$6M per customer. One of the comments I saw in workshop from TC was about getting the National Energy Resource Lab into the discussion, and I think I'd endorse that because they really talk about the real costs and I real stress for utility commissions so I think talking about this equation and talking about real engineers. The current formula won't work much more.</li> <li>• Elise Jones: I see several studies to the contrary to that, Saying that we can achieve deep clean energy transformation and meet our carbon targets with a savings to consumers and I'm happy to forward those studies. Once you get passed 80%, I do think it iwill get harder at the last 20 % but we are nowhere near there and xcel is pretty competent and they are looking at that.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Andy Pico: I'm quoting xcel and you got real studies and from the people having to generate this power. Yes, by all means send me the study. As this impacts transportation. You need to look at what it would take to charge these things. This is fantasy to go 100% renewable.</li> <li>• Turner Smith: Going back to What Trent said earlier. These batteries are dangerous. In the freight industry they would be labeled hazardous material. There needs to come a time and a day when the sellers of EV need to have agreement with purchaser that they will take responsibility for making sure that the vehicle is recycled or disposed of safely. Because it is a very serious piece of gear . They are very powerful and putting 40,000 onto the road the chances of the fires that these can cause and having our first responders exposed. Rather than having these buried in someone's pasture you should look at keeping control</li> <li>• Mike King: Enrel is doing a lot of research of battery recycling.</li> <li>• Barbara Kirkmeyer: With regard to the off the top idea of the statewide program. First, I'm not supportive of taking off the top of CMAQ for the statewide program. You had the VW settlement money for this, and that's great, go do it, but with regard to CMAQ funds they should stay in the communities that need them the most. Down below, is that an example of how it would be allocated in 2024 going forward? It's my understanding for small PM-10 communities that they are basically using the funds for doing street sweeping and maintenance, and I think it needs to continue and so that we don't go back into having a problem and we all know that the air quality issue is coming from outside of our region, and I think looking at for Pikes Peak region I wouldn't take their money from them. Maybe PPACG should look at an EV program in their counties. I'd like to hear more about how they could use those funds in areas with issues of air quality. We know that Chatfield, NREL and Fort Collins west are our biggest problems in the Front Range. From a CMAQ perspective, we should be looking for benefits in the areas that will impact the air quality of the entire front range. I think they should do some programs in those areas. As far as EV is concerned, you already have \$75M for that, so go spend it. I'm just saying CMAQ shouldn't come off the top for a program that's already very well funded at \$75M. Assuming the state will clear everything up and come help us, I'd like to hear</li> </ul>	
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	<p>what some of these small communities can do to stay in compliance in those areas and ensuring that Pikes Peak doesn't go into non-attainment. I'd rather we'd do maintenance things there. Because I think frankly that would do a lot to help me out even in Weld County.</p> <ul style="list-style-type: none"> <li>• Rebecca White: Under CMAQ you have 2 options, you can spend it in nonattainment areas or toward the statewide program. And for statewide dollars there is a narrow set of things that the money can go to. So we don't have the choice for how we spend CMAQ dollars in areas that are in attainment.</li> <li>• Barbara Kirkmeyer: So you are trying to figure out how to do that? Ok fine, if we have to find a loophole fine, but I want to see how it goes to these counties.</li> <li>• Sophie Shulman: We will get to that, and we are trying to see how to spend it in those areas. That's the feedback we are looking for today.</li> <li>• Barbara Kirkmeyer: What were you doing to work with those areas that are in non-attainment, and to make sure they stay in compliance? Those counties are right on the fringe of nonattainment, and how do we make sure that they stay in compliance. No offense, but Yuma doesn't need it.</li> <li>• Jeff Sudmeier: Just to clarify, we have reached a point where we are no longer eligible for the non-attainment money in those PM-10 areas, and so that has to be used for a statewide program. This point is important, if you are looking at what to do with the statewide program, there's a limited range of activities that are permitted. You can't do the same things you can do in a non-attainment area. It's a much more limited set of options for using the funds. You can't use the funds for street sweeping.</li> <li>• Barbara Kirkmeyer: You could do alternative fuels in those counties that are getting close.</li> </ul> <p>Presentation Continued:</p> <ul style="list-style-type: none"> <li>• This map indicates the current spending of various statewide programs and shows where the settlement and the EV funds have gone. There is a lot of investment already in the Front Range. This is the recent Colorado Energy Office program. These are locations of fast charging along the highway awarded in 2018 from the VW settlement and the statewide CMAQ dollars. And these station will all be open by the end of 2020. It covers all of the corridors in</li> </ul>	
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	<p>the state. The gaps you see are not omissions, but that's where the private sector is investing.</p> <ul style="list-style-type: none"> <li>• The reason more investment is needed is because all forecasts that we have available, including the tools available from the National Energy Lab indicate that to achieve even half of the statewide goal we need an additional 5,900 level 2 chargers, and an additional 247 fast chargers to meet the anticipated demand, and that's just half.</li> <li>• If you look at current funding levels, if this weren't to change, it would only meet half of what is needed. So while we have made investments we need a lot more. This is a drop in the bucket. I'll also point out some of the new vehicles including a pick-up truck. The type of vehicles that are becoming available is becoming more diverse.</li> <li>• Funding: This is the existing statewide funding for electrification. There is reference to \$30M from the previous CMAQ statewide pool and the Colorado EV fund, \$15m was for alt fuels, and \$15 for vehicles. Of that, there is \$3.9M left and there's a lot of success with that program, but it was halted prematurely.</li> <li>• We funded 8 CNG public stations with \$4.5M and the remaining towards 33 DC fast charging stations, and there is still \$1.7M left from the original \$15M.</li> <li>• Then we see the VW settlement and down to \$6M remaining on that.</li> <li>• Then there is the Colorado EV fund coming from the registration fees, which generates \$400-600k per year and the only ongoing fund,</li> <li>• With the VW settlement, we have \$30M for converting the transit fleet, and have \$16M left for conversion. While we have had funding in the past, we have \$28M remaining and we think there's additional resources that need to be invested for a successful transition.</li> <li>• I'll just reiterate, this is a small amount of money and it's a drop in the bucket, I think it is going to start at just about a couple hundred thousand in the first year and slowly working up to the \$2.4M by 2024 to address the serious air quality problem. Just to remind folks, this was before my time, the previous folks at CDOT had approval for use of the CMAQ program for connected vehicle programs throughout the state and we are looking to reallocate that to address</li> </ul>	
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	<p>the serious air quality problem. We want to hear from you and we have heard Kirkmeyer and will absolutely look at being mindful of those comments.</p> <p><u>STAC Comments</u></p> <ul style="list-style-type: none"> <li>• Bentley Henderson: Those 2 settlements are distributed through grants, and the others are through formula for CMAQ?</li> <li>• Mike King: All are available statewide. In addition, DRCOG might choose to apply there's locally.</li> <li>• Turner Smith: How did you decide where to drop the charge points? On the western slope from Colorado Springs, there's this huge area where there are no charge points. Did you do it by number of registered electric vehicles or how do you do it?</li> <li>• Sophie Shulman: The intent is to provide connectivity across the state. There are private companies filling in the gaps. So some gaps are covered but not by state funded program. It is by no means enough charging. There's a much greater need. We will need more charging.</li> <li>• Turner Smith: Are these free?</li> <li>• Mike King: a lot of workplace charint is free as a benefit to employees. The highway sites do charge market rate for the electricity.</li> <li>• Barbara Kirkmeyer: I don't think it's a small amount. It's 2 times the amount and we are a nonattainment area. And there are some gaps. The northeast part of the state isn't covered, and why isn't there anything in Grand Junction and Colorado Springs.</li> <li>• Mike King: They are covered by privately owned charging stations. On I-76 there is a private company working on one there.</li> <li>• Sophie Shulman: We want to hear from you about where we need more of these. We would love to work with you to build more.</li> <li>• Barbara Kirkmeyer: There's nothing in Eastern and we need them there. Those are areas close to non-attainment</li> <li>• Sophie Shulman: We can provide a map with all of them.</li> <li>• Elise Jones; I want to voice support for what you are suggesting. It's great to see this and I think we do need a map of all of them. I can attest personally to the</li> </ul>	
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	<p>demand for that. It's not tons of money but I think it's going to spark more investment.</p> <ul style="list-style-type: none"> <li>• Barbara Kirkmeyer: We need more information about the gaps. And there's one private one great, but no others. I think we need to see the full picture.</li> <li>• Sophie Shulman: We can provide that. These aren't our proposals these are what's already planned.</li> <li>• Barbara Kirkmeyer: I want to know where you will be using the additional funds.</li> <li>• Dick Elsner: Private enterprise needs to be involved. There is one in Fairplay and what the state needs to do is focus on areas where there is no local demand to warrant private investment, but people traveling through will need them. So I like this idea and plan. As EV is more popular private industry should do that so state needs to focus on the gaps.</li> <li>• Sophie Shulman: That's the direction we see this going. If rural parts are the most expensive parts of the state. We want to make sure that investment is happening. And there's connectivity for everyone.</li> <li>• Suzette Mallette: I want to verify what we ask to approve.</li> <li>• Mike King: The request is that the portion from CMAQ coming off of the PM-10 be put into a statewide program and applied to electrification projects as opposed to what was previously discussed.</li> <li>• Andy Pico: What will it be used for?</li> <li>• Mike King: Some potential uses can be for existing programs, to continue transit support, and the third area is to address issues that arise in multifamily settings that are more difficult because of the landlord, tenant, and developer all having different incentives.</li> <li>• Andy Pico: So to support charging?</li> <li>• Barbara Kirkmeyer: Can you demonstrate what the air quality benefit is statewide?</li> <li>• Mike King: Yes, and with all CMAQ programs you have to demonstrate that, and it would be under the same scrutiny.</li> <li>• Barbara Kirkmeyer: We need to see that before we vote on it. But there is a formula that you have to go through, and we need to see that to compare it.</li> </ul>	
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<p>PD-14 Scorecard (Informational Update)/ Rebecca White, Division of Transportation Development</p>	<p><b>Presentation:</b> This is one of the more bureaucratic sounding programs we have, but it is an important one for us. To Heather's point, this is usually something we want to spend a few months with Commission on. PD-14 sets measures by which we can determine if we are successful and what we can invest in to be successful. This is one of our oldest, and so I think we will streamline it a bit. What we wanted to bring to STAC today is to get you to think about these because they need a rewrite considering that we now have national performance measures. We also have a new commission with new guiding principles that need to be taken into account, and we also have important goals that we set as a department. Tracking fatalities, and there's no amount that's ok but how do we see progress there? So the point here today is to T this up for you guys, and we are seeking permission to redraft the objectives, and next time I'll bring to you what staff's thinking is on this. And I'm thinking this will take 2-3 months. Here is the report card for 2018. Where you see x we aren't meeting our targets, and where you see check marks we are meeting our targets. Manjari is here to answer any questions on here. We do have to redraft these, but there are a lot of areas where we are not meeting the targets. Please feel free to send me feedback and thoughts in an email.</p> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>• Suzette Mallette: I know there's language that goes along with PD-14. Would you send that out?</li> <li>• Rebecca White: Absolutely. It also talks about planning, and also aspirational objectives. Do we want to keep what we measure to what we know we can fund? Do we want to build on things that we know we want to build but can't do? Those that have the highest return per dollar. We hadn't thought of that specifically. Should we collapse some categories. We have really...</li> <li>• Norm Steen: Can you talk about prioritizing the objectives themselves? Those that have the highest return per dollar, because you can't fund anything.</li> <li>• Rebecca White: That's a really good point. We haven't thought of that specifically. We have asked TC to come up with some categories. There are four categories, and we really coalesced as a department around safety, asset management and mobility, so we would like the Commission to focus on those, and then look at where we can get the most bang for our buck.</li> </ul>	<p>No action</p>
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	<ul style="list-style-type: none"> <li>• Turner Smith: Last year when we were talking about Central 70, I remember talk of how working on that project alone was going to raise the quality of our bridges because of the sheer size of the project</li> <li>• Manjari Bhat: Currently the measures in the scorecard are showing that we are meeting bridge deck, but that is going to go down to 4 category. simultaneously happening, so 2018 will show a poor measure, but because viaduct is being completed it will go right back up to a satisfactory level.</li> <li>• Holly Williams. Do we track funding sources? Is that different?</li> <li>• Rebecca White: There's a lot to that question. If you look at the report card you will see one column where there is dedicated funding to reach those measures. We have some dedicated sources that have to be spent on specific things, so we align the measure with where we have dedicated funding.</li> </ul>	
Central 70 Project Update/ Keith Stefanik and Molly Bly, Central 70	<p><b>Presentation:</b></p> <ul style="list-style-type: none"> <li>• The I-70 corridor has a lot of traffic congestion. We were up to 10 hours a day of congestion. This corridor serves a lot of the residential area and serves statewide transportation. This is home to 1,200 businesses along the corridor, and we see about 200,000 trips a day on it. By 2035 we expect that growth to continue and congestion to be 35% higher.</li> <li>• There's a lot of aging infrastructure. The viaduct is aging and the poster child for the Bridge Enterprise program. the bridge needs to go down and is on track to get it down by next year, and that's one of the highlights of this project, we're replacing infrastructure.</li> <li>• The goal is to add one express lane in each direction. From Washington to Chambers Rd.</li> <li>• There are three main components of the project. There's a restriping segment from I-25 to Brighton Blvd. In the next section we will completely reconstruct it and there will be a lowered section and the cross streets will be reconnected. You'll see Columbine, Clayton Fillmore going across.</li> <li>• From Colorado to Quebec there will be a complete reconstruction. Then you get to Quebec Street out to Chambers Rd is a widening project, and the EIS cleared this entire project and with the current funding we can only do a portion of the project.</li> </ul>	No action.

	<ul style="list-style-type: none"> <li>• The green segment is only a widening from Quebec St. to Chambers Rd. The big goal is to remove the 55 year old viaduct, and then to construct a 4 acre park in the lowered section on top of the interstate.</li> <li>• This slide gives you a current view. Currently facing the mountains you can see the Purina factory and on the right side you can see a future rendering. You can see the viaduct is removed, the interstate lowered, and the park.</li> <li>• Today this is proceeding as a private public partnership. We are 99% complete today with the design, 25% through construction, so the overall project completion percentage is 36% on the design build contract.</li> <li>• CDOT has spent \$350M to date. Our contract partners have spent \$300M to date and reimbursed some of that through the TIFIA loans that they took out through the US DOT.</li> <li>• The graphic shows the timeframe starting from 2003 with the EIS. FEIS in January 2016 and ultimately beginning construction in August 2018</li> <li>• We update project fact sheets on a monthly basis as well as community mitigations fact sheets.</li> <li>• In 2019 we had 1.2M man hours on the project. There are 750 pieces of construction equipment on site, 3 lanes of traffic open on a daily basis, 97 public meetings, 950 hours of community outreach, 537 public comments, and 0 valid noise complaints. Very rarely do we have lane closures. So a lot of people don't see the impacts. Because we are on a raised section, we have fewer impacts on the public.</li> <li>• The Western Stock show kicks off today and we did a lot of work to make sure we have a limited impact.</li> <li>• Drone footage: This is flying east of Purina on the right and Union Pacific is coming up on the right. This is the critical path of the project. This is the most expensive bridge that we have. You can see the Union Pacific goes underneath today, and in the future I-70 will go beneath the railroad. These 3 tracks we need to keep in operation during construction, which is a challenge. You can start seeing some of the major work going to the lower section. This first bridge is at Columbine Street, and then you have the Clayton Street Bridge. There are temporary sound walls to reduce noise to residential areas. We are down to the roadway grade and it can separate westbound and eastbound traffic.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Lots of construction and progress, but it isn't visible from the viaduct. There's also a lot of phasing going on to keep ramps in service and traffic moving thorough. There's a lot of bridge work going on. All but 2 out of 19 are under construction. So lots of progress.</li> <li>• The next full closure of I 70 will be in March or April. We will have to close the interstate for a weekend for bridge work. When we close the interstate, we will do as much work as we possibly can get done along that stretch. We have 4 total closures for the project. We have 2 down and 2 to go.</li> <li>• Project schedule history: We are substantially complete on the east end. When we sent out the RFP we had an end date of November 2022, and they came in with substantial completion of March 2022, but we had an issue with Union Pacific from the start. However, we are currently under contract and on schedule to hit substantial completion date by November 2022. We have issues still with Union Pacific, but we are still currently on schedule and still transparent with the public.</li> <li>• We have a lot of commitments to the community. Here is a list of the mitigations we had to go through to address the impacts to the community. The fact sheet that I'll pass out gives a lot more information.</li> <li>• Workforce development: We have to develop our workforce, and have to get local residents to work on the project. We have frequent hiring fairs. We identify local hires by zip codes. This just gives you an idea where those workers are coming from along that corridor.</li> <li>• The tools on the right hand side are commuter focused, and community focused tools are listed on the left. The concerns are totally different for the 2 different groups, so we need as much information out as we can.</li> </ul> <p><b>STAC Comments:</b></p> <ul style="list-style-type: none"> <li>• Trent Bushner: Have you improved signage?</li> <li>• Keith Stefanik: We did have to remove a lot of signs.</li> <li>• Trent Bushner: I mean detour signs. When you get further east on the frontage roads, you have a real barricade to figure out how to get back on the highway.</li> <li>• Keith Stefanik: We have closed Stapleton Blvd. We have improved the signage, and it's definitely improved through there.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Dave Clark: how much is private and public?</li> <li>• Keith Stefanik: The total is \$1.2B, and we have a portion of CMAQ and Bridge Enterprise funds. To figure out the percentage I would have to sit down and work it out. I'll follow up with you on that.</li> <li>• Turner Smith: are you confident no more funds will be needed?</li> <li>• Keith Stefanik: right now we are within budget.</li> </ul>	
Other Business/Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> <li>• Vince Rogalski: Other comments? Just a reminder that our next meeting is February 14, 2020</li> <li>• Adjourn</li> </ul>	

### STAC ADJOURNS

**The Transportation Commission (TC) Workshops were Wednesday, January 15, 2020 and the regular meeting was Thursday, January 16, 2020 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, January 15, 2020**

**1:00 pm – 5:00 pm**

**Attendance:** Commissioners: Bill Thiebaut, Irv Halter, Barbara Vasquez, Kathleen Bracke, Karen Stuart, Donald Stanton, Gary Beedy, Eula Adams, Sidny Zink, and Shannon Gifford were present. Commissioner Kathy Hall was excused.

### **Introduction of new District 9 Commissioner, Irv Halter (Bill Thiebaut)**

#### **Discussion:**

- Introduced Irv Halter of Colorado Springs. Irv Halter was pleased that the Governor appointed him to the Transportation Commission. Commissioner Halter was briefed by his predecessor, Commissioner Rocky Scott, who resigned. Commissioner Halter was the Director of DOLA. Looking forward to serving on the Commission.
- Commissioners introduced themselves along with CDOT Executive Staff at the table, and welcomed Commissioner Halter.

### **Infrastructure & Mobility Systems Workshop:**

**On time, On Budget: Dashboard of Major Projects & Notification of Developments/Variances (Jane Fisher)**

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

**Action:** Information only.

#### **Background:**

As discussed at the September TC workshop regarding development of dashboards for major projects and notification of variances/developments, the agreed upon path forward was to provide screenshots of Microsoft PowerBI dashboards that have been developed and launched for calendar year (CY) 2020 Active Construction Projects and Major Projects on a monthly basis.

#### **Discussion:**

- Jane Fisher, CDOT Program Management Office Director, presented the dashboards tracking CDOT projects and their expenditures and schedules.
  - Steps are color coded in red, yellow, and green in terms of status. Categories are tracked by schedule and budget. Resources, quality, scope, risks and issues for projects are monitored.
  - Schedules are displayed graphically, and projects are mapped on the dashboard.
  - Commissioner Thiebaut complimented Jane Fisher, and the CDOT Chief Financial Officer, Jeff Sudmeier, for their work on this dashboard.

## **Smart Mobility: Innovative Mobility Implementation Tools FY 20-21 Budget Proposals (Sophie Shulman)**

**Purpose:** The purpose of this workshop is to provide further detail on possible implementation tools to achieve the goals of the Office of Innovative Mobility, as well as a progress report on approved items.

**Action:** Based on TC feedback, staff will prepare a resolution for approval in January, or provide additional information as requested and move items for approval in a future month.

### **Background:**

In April 2019, as a part of Governor Polis's focus on expanding multimodal transportation options for Colorado travelers, CDOT Executive Director, Shoshana Lew, created the Office of Innovative Mobility. The Office incorporates the Division of Transit and Rail, integrating its functions with other means of expanding mobility options, including through ridesharing, electrification, and emerging technologies. The Office of Innovative Mobility builds on the original intent of the RoadX program to integrate technology solutions to make our transportation systems safer and more efficient. This effort is focused on combining traditional and innovative tools to reduce congestion on the road, and pollution in the air, with clear metrics tied to this overarching goal.

The January Budget Supplement currently includes the remaining programs and projects proposed for funding through the Innovative Mobility Program in fiscal year (FY 20: \$1.2 million for the future of mobility, \$3.2 million for new mobility options, and \$4.3 million for vehicle efficiency). Based on this month's workshop, the FY20 Budget Supplement will be updated for approval by Commissioners on items identified as ready for a January vote. Items can still be modified after the overall budget is approved, based on Commission discretion.

### **Discussion:**

- Sophie Shulman, CDOT Division of Innovative Mobility Director, explained that staff is presenting a menu of options for the TC to consider. The budget proposed can be scaled up or down for the proposed items.
- A draft resolution is in the TC packet to be revised as TC comments today direct.
- There will be regular updates to the TC on this program.
- The future of autonomous vehicles and data on this has been gathered; however, this issue is uncertain and the plan is to collect information from other states and countries to get information on trends and best practices, with a proposed budget of \$0.2 million.
- For the automated attenuator vehicle at CDOT, staff is proposing to spend \$1 million to test the use of this vehicle.
  - Commissioner Bracke thanked staff for their work on this proposal. As part of the program, we need to convey that autonomous vehicle (AV) innovation is being researched in an effort to help enhance safety. Refer to CDOT's mission to demonstrate why this work is important and necessary.
  - Commissioner Adams's main concern is congestion, and how to connect the dots between where we are now, and when AVs will be more prevalent. Explain why this is a good thing to spend dollars on now.
  - Sophie Shulman wants her Division to have a strategy for this, and needs a strategic approach. We can see with buses and attenuators, an added benefit of platooning technology would help with congestion. The link to the future not necessarily clear yet. Sophie agreed to the concept and the importance of conveying the why and benefits for this expenditure.
- CDOT needs to understand how they can use current/new technology to increase transportation options (aside from a single occupancy vehicle) and provide these options equitably. This is in association with an effort to mitigate climate and air quality impacts.
  - Commissioner Gifford asked about why the train on the graphic of alternative modes performs so poorly in terms CO2 emitted per passenger. Sophie Shulman responded that the information is from Canada and that the train is a diesel fuel AMTRAK train. However, train technology is improving. Graphic does not cover an electric train and is not a perfect graphic, but the main message is access to modal options.



- Ride-share transportation network companies (TNC) apps (e.g., Uber and Lyft) – regarding these, we need to learn how to influence more efficient trips for these types of transportation.
  - Commissioner Stanton recommended including taxis- the private sector in this analysis and assessment, and that shuttle-size buses are more efficient than larger ones.
  - Commissioner Adams asked about available options to fund this and asked about grants.
  - Sophie Shulman responded by working with local agencies, but also there is need to model impacts first to determine how to effectively address congestion.
  - Commissioner Zink commented that TNCs increase congestion.
  - Commissioner Stuart noted that ride-hailing apps also encourage shorter trips that may use transit for a portion of the trip, with TNC use for the last mile. This is not an easy fix, but benefits are possible.
    - Travel training is something to help with promoting the benefits, where travelers learn more about options and where transit is provided to expand use of multiple modes per trip. We must lead by example.
  - Commissioner Bracke concurred with Commissioner Stuart. We need to see whom CDOT can collaborate with on TNC efficiencies. Partnerships were encouraged.
- Sophie Shulman expanded on innovative mobility:
  - Near-term technology has an opportunity to be tested through grants that pilot/test technology before its full implementation.
  - Data evaluation is critical.
  - Mobility marketing is using tools to entice the new generation to use other modes of travel.
  - Mobility hub integration is one solution to addressing traffic congestion.
  - Safety for new mobility modes –transit, bike, pedestrian, scooter, etc. – identify the best practices for promoting use of these modes.
  - Commissioner Bracke suggested instead of using the term “alternative modes” – alternative transportation is a better term.
- The mobility data integration budget proposed is \$0.6 million and includes:
  - Transit data collection and analysis.
  - How to streamline payments for trips that use multiple modes for one trip.
    - One click – one call – make access to alternative transportation modes convenient.
  - Commissioner Adams asked if we are we working with WAZE or other already existing apps.
    - Sophie Shulman responded that we are integrated with google maps
    - We are working with the same vendor for payment as RTD.
  - Commissioner Vasquez mentioned training for folks new to using transit and other modes of transportation, especially aging populations in the rural areas (senior centers and senior organizations). Sophie Shulman responded that she is working with the Strategic Action Planning Group on Aging (SAPGA) on these types of issues. One Click – One Call centers are being piloted now, where one can go to a website or use the telephone for multiple modes for one trip.
  - Commissioner Stuart noted that regarding the single payment app, CDOT is performing better than RTD. Bustang tickets can be purchased online and be sent to another rider. RTD’s app is not as easy for sharing passenger tickets. We need to make sure other agencies are as sophisticated as we are. RTD is moving slower on this.
  - Commissioner Adams commented that he had lunch with Commissioner Claudia Folska from RTD, and she is focused on and interested in working with more vulnerable communities, and people with disabilities. CDOT needs to make sure these constituents are included.
  - Commissioner Stanton pointed out that tribal people are the most economically disadvantaged in the state. Any literature CDOT develops on transit and other modes needs to include the Tribal Nations.
  - CDOT Executive Director Lew concurred that this is an important consideration to monitor and track issues with Native American Tribes. One click one call concept has been supported by Larimer and Weld Counties and this is relevant to points raised related to people with limited access to driving. Want to track this technology.
- Sophie Shulman noted she would be having lunch tomorrow with the Colorado Air Quality Control Commission, to discuss climate and air quality goals laid out by the Legislature in the past session. She

has talked with the Statewide Transportation Advisory Committee (STAC) at the last session regarding the Congestion Mitigation Air Quality (CMAQ) funds and formula. The conversation has not concluded will be taken up again in February. Recommended the TC come back to this in February.

- Clean transportation planning with support of the VW Settlement dollars, there is ongoing planning for electrification and hydrogen buses, and CDOT would like to help support that effort more with \$ 0.5 million.
  - Regional collaboration is important.
  - Study of energy needs for electric vehicle (EV) penetration needs to occur.
  - There is a need for \$60 million of direct current (DC) fast charging stations (those that take 15-20 minutes vs. four to six hours) for EVs to refuel.
  - Switching out buses to electric could cost \$1.5 billion.
  - Colorado needs 24/7 additional DC facilities to support EVs.
  - Charging infrastructure for EVs.
    - Need to address and fill in EV charging gaps.
    - Commercial vehicles with high vehicle miles of travel (VMT), e.g., TNCs at airports are an example.
    - Equity must be a consideration in any solution – make sure everyone benefits.
  - Commissioner Zink commented that if CDOT was to go into business of electrification stations, we should charge folks to use power.
  - Sophie Shulman noted that Charge Point, an EV station partner, would charge standard electric rates.
  - Sophie Shulman explained that the network of DC Charge stations have or will fill in where there are gaps in the system across Colorado.
  - Commissioner Vasquez asked about the issue with peak charging times of day and the required power to fill electric usage needs.
  - Sophie Shulman responded that the utility companies are getting involved. Xcel Energy is making ready a program to help with this.
  - In terms of CDOT's Fleet Electrification, CDOT's light duty fleet is being considered for a conversion to EVs. Also looking at Bustang buses where it makes sense. Maintenance equipment is also a consideration. The CDOT electrification proposed budget is \$0.8 million.
  - Commissioner Vasquez noted that cooling EV batteries is important due to sealed lithium ions, noted by National Renewable Energy Lab (NREL) and the Department of Energy (DOE).
  - Commissioner Zink asked if any polling or analysis has been conducted regarding the level of ridership that would be impacted, if EV buses need to stop to refuel.
  - Sophie Shulman reassured the TC that CDOT would not risk loss of ridership on Bustang for an EV conversion.
- Support consumer adoption of EVs may include:
  - Consumer outreach and dealer education is critical. May work on with the Denver Auto Show.
  - Consider how to get folks excited about EVs.
- Commissioner Adams asked about what could be used to measure criteria for these expenditures to hold ourselves accountable.
  - Sophie Shulman has metrics to share at upcoming agenda item, the Mobility Committee.
  - Rebecca White, CDOT Division of Transportation Development (DTD), Director pointed out that the Policy Directive (PD) 14, Statewide Transportation Planning, discussion later on today's agenda, with its performance targets and measures, also relates to this.

## **Funding, Finance & Budget Workshop:**

### **CDOT Executive Director Shoshana Lew on State Legislature and Audit for Sustainable Funding**

- The State Legislature is looking at the future of transportation funding.
- A sustainable source of revenue is needed.

- DRCOG is seriously considering regional transportation authorities to obtain transportation funding; however, this must be done in a way not to exclude rural areas of the state. Failures with past ballot initiatives are also a concern.
- CDOT needs to discuss needs for sustainable transportation funding.
- CDOT has made progress in response to the State Audit
- Changes to the budget reporting recently implemented are steps in the right direction. The new reports and dashboards report on major construction projects with more details for the Legislature. Updates to the TC is our public response to legislative concerns. CDOT is taking steps to be more transparent. CDOT is receiving positive feedback on their response to the State audit findings.

***Streamline Budget:***

**FY 20 Budget Workshop/Supplements/Amendments (Jeff Sudmeier)**

**Sixth Amendment to the FY 19-20 Annual Budget**

**Purpose:** To review the sixth amendment to the FY 2019-20 Annual Budget in accordance with Policy Directive (PD) 703.0.

**Action:** The Division of Accounting and Finance (DAF) is requesting TC review and approval of the sixth amendment to the FY 2019-20 Annual Budget. The sixth amendment includes one item requiring TC approval, described below resulting in the reallocation of funds to Snow and Ice Control.

Snow and Ice Control \$7.2 million from Maintenance Reserve Fund to Snow and Ice Control : The Division of Maintenance and Operations (DMO) is requesting \$7,193,100 from the Maintenance Contingency Reserve Fund to cover a projected budget deficit associated with winter operations. CDOT Division of Maintenance and Operations (DMO) is currently forecasting a total deficit through the end of the winter season of \$14.2 million, and is requesting allocation of 50% of that deficit (\$7,193,100) in January 2020.

**Discussion:**

- 6<sup>th</sup> Budget amendment one item this month – more dollars for snow and ice removal
- Another change is related to wildfire response expenses.
- Commissioner Zink questioned numbers in DMO table of contingency request.
  - Considered budget left in a given year when making request for extra funding. Some columns were missing in calculations. Annualized are from October to May. Executive Director Shoshana Lew agreed another column would make the numbers clearer.
- Jeff Sudmeier proposed modification to the new project list and referred to the history that is outlined in a memo in the TC packet. Last February staff came to TC with a funding gap on the I-25 GAP project. Needed to fully fund the project – took SB267 I-25 Segments 5 and 6 and TC backfilled with TC Contingency Reserve Funds (CRF) of \$88.8 million. Last month Region 4 requested we-swap \$88 million segments 5 and 6 for Segments 7 and 8, due to Segments 5 and 6 getting a BUILD grant. Then give SB 267 funds back to Segments 5 and 6. Also, Segments 7 and 8 got \$6.97 million more. Total \$99.77 million – did swaps to address state and federal funding requirements for two groups of I-25 projects. Ends with Segments 5 and 6 getting \$6.7 million more and funding for Segments 7 and 8 remain the same.
- Commissioner Bracke thanked Jeff Sudmeier for his work on this modification
- Kyle Lester, CDOT Division of Maintenance and Operations Director, observed that the column missing is overhead rates in the snow removal costs table.

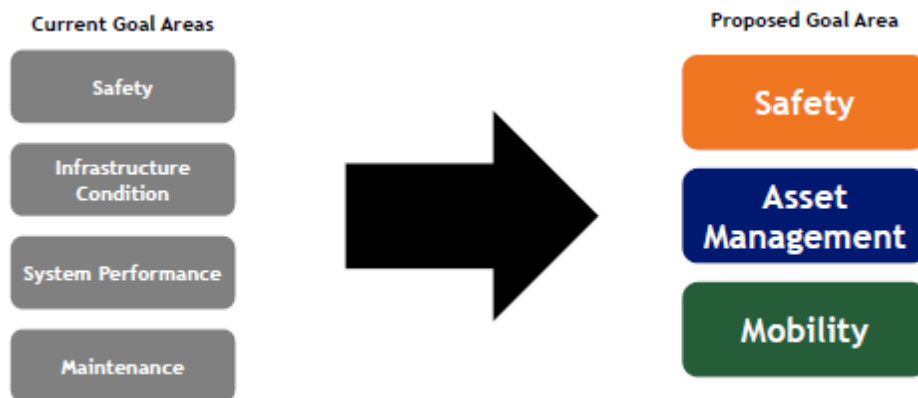
**Other Workshop Items: *Statutes, Rules, Policy Directives (PDs) and Audits: PD 14 Workshop (Rebecca White)***

**Purpose:** This workshop is intended to provide a brief history of Policy Directive (PD) 14.0 “Policy Guiding Statewide Plan Development,” how its purpose and intent has evolved over the years, and lay out a framework for revising the policy directive with current Department goals and priorities.

**Action:** CDOT staff will provide an overview and framework for the TC to discuss. This workshop discussion will allow the Commission to comment on new proposed goal areas for the PD and give Staff direction on potential objectives that will be presented for Commission review at a future TC workshop.

**Details:** Staff has developed a framework to review Policy Directive 14 annually, which will incorporate goals from the Department's Wildly Important Goals (WIGs), the TC Principles, the Governor's "Bold Four" goals, and objectives required under the Fixing America's Surface Transportation (FAST) Act of 2015. This framework creates a cadence of review of the objectives in the policy directive to allow for continuous improvement of the main goals of the department, inform funding decisions and projects, and measure the success of those initiatives.

In reviewing current, established CDOT goals, staff has provided a proposed consolidation of the goal areas (to three – safety, asset management, and mobility from four - in the policy directive. These goal areas align with the Department's Statewide Plan and 10-year Pipeline of Projects, the Department's annual budget, and the Department's WIGs.



#### Discussion:

- Rebecca White explained that the TC Packet includes a PD 14 document and a report card.
- Annually, usually in the fall, DTD reports to the TC on performance measures in the report card.
- 70 Central structure – the viaduct is the worst structure in Colorado and is now rated poor, but will be torn down, so it is not included in data on the report card.
- How we set measures and what we data we use to measure is what we are requesting input on from the TC.
- CDOT DTD staff recommends a change to PD 14 and changing the report card as well.
- PD 14 is a key component of how investment decisions are made, from setting goals to measuring performance and influencing where funding goes.
- The TC was asked when and how frequently they would want to see results regarding performance targets and measures and how frequently revisions to PD 14 should occur.
- Proposed to PD 14 goal areas are displayed in the graphic above.
- Commissioner Stanton asked where system performance be included. Rebecca White responded that it would be included under Mobility.
- Commissioner Adams noted that system condition (Asset Management) is also a form of system performance.
- Commissioner Zink observed that Mobility is very broad term. Often mobility is aligned with transit.
- Commissioner Thiebaut noted that Mobility is also considered the modern approach. It is the modern way to transport yourself.
- Jeff Sudmeier, explained that system performance measures generally have been focused around movement – Planning Time Index (PTI), etc. Used term historically for how system is performing (not its condition). Both mobility and/or system performance challenging terms to convey.

- Commissioner Vasquez asked where sustainability would fit into these three areas. Would like to see sustainability conspicuously included.
  - Rebecca White responded that mobility is intended to include reliability and sustainability in reframing goal categories.
- Commissioner Bracke thanked Rebecca White for the explanation, and for teeing this up. Likes the idea of distilling down to three goal areas with sub topics.
  - How we define these terms will be important.
  - How we use this information; liked the cycle concept of results, decisions, monitor and so forth.
  - Will need to tie back to the TC guiding principles.
  - During a North Front Range Metropolitan Planning Organization (NFR MPO) meeting, regarding the TC Guiding Principles, the question of equity came up. Not sure where it did fit in – equitable and affordable transportation.
  - A human-centric approach to transportation vs. a vehicle centric approach is desired. Need to determine how to do this also.
- Commissioner Zink commented that the current asset objectives are very vague, and that mobility is anything that isn't safety or asset management. Agreed with what had been said. Commissioner Zink also cautioned to make sure people outside of this circle could easily understand the information in PD 14.
- Commissioner Stuart stressed that equity should be a part of all three goal areas.
- Commissioner Vasquez was impressed with the wildlife discussion last month at the workshops. Need to fit wildlife into human-centric approach pertaining to sustainability.
- What documents use for guidelines for redrafting PD 14: staff recommends/suggested:
  - TC Guiding Principles.
  - CDOT Wildly Important Goals.
  - National Performance Measures.
- Commissioner Bracke observed that this is a great place to start. New state climate targets have been set. Include air quality goals.
- Commissioner Stanton noted that the Guiding Principles are not unchangeable. Whatever is easiest for the Department to do for reporting purposes is what should be done. Recommended to work backwards towards the principles, as they could be modified.
  - Rebecca White commented that they do align well with other documents.
- Commissioner Adams stressed the importance of aligning principles with other planning partners. We want to minimize the effort. Make sure they align with others also.
  - CDOT Executive Director Shoshana Lew explained that federal measures and targets compared to CDOT's are too flexible; however, some align well with federal requirements. Economic vitality does not fit into formula but does apply with discretionary grants. For mobility, the federal focus is on safety. Regional priority is something CDOT cares about but it is not emphasized in the federal requirements.
- Commissioner Adams – minimize and streamline work to comply and align across the board easily with state and federal regulations. These proposed changes to PD 14 should align and be the least amount of effort for complying with all relevant requirements.
- Commissioner Bracke suggested CDOT staff do a cross check against CDOT's and other regional planning partners' goals, strategies and requirements.
- PD 14 Changes for Asset Management
  - Refer to Wildly Important Goals (WIGs). –
- Rebecca White explained that staff will bring back recommendations in three consecutive months, including this month. Next will be draft objectives.
- For next month, the TC was asked to think about aspirational targets. Staff will-bring two versions to TC next month – aspirational and realistic objectives.
- Rebecca White asked the TC members if they would want a TC internal tracking document with annual report out.

- Commissioner Stanton cautioned against too much information that could be misinterpreted could be problematic if shared too early. This is the first time for much technology, and whatever is made public we all need to be able to explain it to STAC and other professionals.
- Commissioner Adams agreed with Commissioner Stanton, and to check with the Attorney General's Office on level of information required for transparency. Need to be sure public-facing dashboard is appropriate information.
- Commissioner Bracke stressed the importance of showing our work, and to set ambitious targets. Better to error on side of transparency. Provide an annual or bi-annual report on progress at appropriate increments of time. Show how we roll up information and be clear.
- Commissioner Zink suggested the TC give some thought to the time requirement for this type of tracking. We need to spend time and effort in the right place.
- Commissioner Stuart commented that aspirational goals are part of the transparency. Put language in noting targets as aspirational. Sometimes an aspirational goal can be realized, as innovations, funding and partnerships change. Note and keep in aspirational target as part of public dashboard.
- Commissioner Bracke asked about how the TC would present information out to stakeholders before the adoption of a new PD14.
- Commissioner Beedy asked if staff was considering moving back to more asset life or staying with drivability life. Asked if we are going to continue to look at volume of traffic related to condition treatment eligibility. Rural areas are low volumes with heavy truck use.
- Steve Harelson, CDOT Chief Engineer, noted that there are lots of ways to adjust the pavement model – let it work and see how it plays out. In a few years, if we find a need for adjustments then we will.
- Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair, stressed the importance of PD 14 related to moving ahead in the future.

## **SWP Committee**

**Statewide Transportation Plan (SWP) Committee Members include:** Commissioners Stuart (Chair), Gifford, Zink, Stanton, Bracke, and the STAC Chair, Vince Rogalski.

**Attendees:** Commissioners Thiebuat, Vasquez, Stanton, Zink, Gifford, Stuart, Bracke, Beedy, and Adams were present.

### **SWP Update (Rebecca White)**

- Ten-year Pipeline of Projects is currently under development and staff anticipates bringing the TC a draft in February or March 2020.
- 2045 Regional Transportation Plans (RTPs) for 10 rural areas are anticipated to be ready for review the first week of April 2020; Metropolitan Planning Organizations (MPOs) for the five urban areas of the state do their own plans.
- The 2045 SWP will be released for public comment in May, staff will share plan for review in April and the TC is anticipated to adopt the 2045 SWP in June 2020.

### **Program Distribution: (Tim Kirby)**

A subcommittee of the Statewide Transportation Advisory Committee (STAC) met monthly from April to August 2018 to develop recommendations for allocation methodologies for Statewide Plan Formula Programs. The subcommittee presented their recommendations to the full STAC body for discussion at the September and October 2018 meetings in order to provide a recommendation to Commission. STAC's input are summarized below for the final three formula programs under consideration.

### **Regional Priority Program (RPP):**

- **Program Goal:** Flexible funding for regional priority projects
- **Program Funding:** ~\$50 million Annually

- **STAC Discussion Highlights:** Hard to identify appropriate formula inputs when the goal is program flexibility; Explore a new RPP formula; Subcommittee liked VMT, Population, Lane Miles and Truck VMT as formula inputs; STAC split on what the percentage for each formula input should be; Concern about fair share; Concern for broader implication of RPP formula usage as a surrogate for fair distribution of new funding statewide.
- **STAC Recommendation:** Support option B – 25% VMT, 20 % population, 40% Lane Miles, and 15% Truck VMT (Option B passed with 12 in favor and 3 against).
- **Staff Recommendation:** Discuss with the TC.

#### RPP Formula Discussion:

- Commissioner Stuart pointed out the old formula on page 93 in the TC packet, and asked why we didn't keep the previous formula.
- Tim Kirby, CDOT Multimodal Planning Branch Manager, explained the historic and current RPP formulas.
  - Commissioner Stuart noted that this program is not a lot of money or a big difference between formulas.
  - Vince Rogalski explained that the historic formula looked at the usage of the road. Newer formula is focused on congestion. Need to understand what are trying to do with the money. There is an issue with using RPP elsewhere for other formulas. We may need to consider another formula besides RPP as a foundation.
  - Commissioner Bracke appreciated Vince's description of the situation. Asked if the STAC has given a recent conversation since August 2018.
  - Vince noted that the STAC would like to see a review of history and how we got here today.
  - Commissioner Gifford noted that there is concern about RPP being used for other formulas, and that RPP is used for other formulas. RPP funds in the past have been higher than \$50 million. The RPP formula is a difficult discussion because giving money to one group takes away from another. Keeping a statewide perspective with this funding source is also difficult.
  - Commissioner Thiebaut supported keeping current formula
    - RPP was \$10 million, and is now \$50 million.
    - Formula was driven by urban vs. rural. Consider myself a representative of rural Colorado.
    - This current formula is the right balance for a rural/urban mix.
    - Went to all 10 counties and they understood this rationale. A standoff could result in a worse situation for rural areas.
  - Commissioner Zink mentioned that 50% on population favors urban areas. Didn't agree with Commissioner Thiebaut. The urban areas have other funding opportunities and this is for flexibility. Rural areas need more because they have less funding sources.
  - Vince Rogalski explained that funding went to Regions and money was flexibly spent. Was supposed to fund Strategic Project fund, but that never came about.
  - Commissioner Beedy covered history in 2014 that changed to the current formula. STAC did not agree but the TC decided on another formula. Region 4 rotates these funds to each Metropolitan Planning Organization (MPO) and rural Transportation Planning Regions (TPRs) to do something meaningful with the limited funds every four years. Suggested moving back to a compromise.
  - Commissioner Vasquez noted the small amounts of dollars being discussed. They are not huge, but minor shifts, and are not big dollar differences between formulas.
  - Commissioner Zink explained that \$200,000 makes a bigger difference in a rural area like Region 5.
  - Commissioner Stuart observed that wear and tear on roads is an issue.
  - Commissioner Bracke recommended more time to discuss this. Would be hard making decision today – need more information to make an informed decision. Provide an opportunity to get more input from those who were involved.
  - Rebecca White noted that the STAC does not have a huge appetite to discuss this again. It was a difficult exercise and membership has not shifted significantly since the recommendation was made. Vince Rogalski agreed with Rebecca.

- Executive Director Shoshana Lew explained that SB 267 leveraged both options A and B – no one complained too much about that approach. There is some time-sensitivity with the 10-year pipeline of projects under development. If this discussion taken back to STAC, it would not be very likely the results would change. One perspective is focused on road miles and another on population, both are valid.
- Commissioner Adams asked if used elsewhere and if there was any flexibility to revise the formulas annually.
- Rebecca White explained that knowing one formula favored urban, and one formula favored rural, that there is no easy fix for this for statewide distribution of funds.
- Commissioner Adams noted the variability between formulas is minimal.
- Commissioner Stuart asked how long has the current formula been in place, and what the variation for distributions would be moving forward. Population growth is extreme in the Denver Metro area, and that is why population was a focus approved by the TC.
- It was noted that using a population, it addresses extraordinary congestion in Front Range. The current formula has been in place for 5 years, since 2014.
- Steve Harelson mentioned that SB 1 was set up to work on strategic corridors, with each Region getting their fair share. Idea was to do a lot of projects that benefit the entire state, e.g., I-70 also. SB 1 fell away and we lost some of that sentiment. We may need to take that in consideration. We all hang together or we hang separately.
- Vince Rogalski explained that a few years back, the TC didn't want to hear about the seventh pot. The Central 70 project is the last of those projects.
- Commissioner Zink supported what the STAC recommended and suggested giving the STAC credit for their decision. If Option B was the most reasonable to them that is it. Expressed reluctance to disagree with STAC.
- Commissioner Beedy, regarding the STAC decision of Option B, some wanted to go back to the historic formula, quite a few, but they compromised by agreeing to Option B.
- Commissioner Stuart supported the concept of choosing one of these and then agree not to use formula for other new funds.
- Herman Stockinger, CDOT Deputy Executive Director, explained the reason it is a compelling formula, is that it is for the most flexible funding source and attempts to address geographic equity. It is as close to an equity formula we have and that is why it is used for other formulas.
- Commissioner Thiebaut asked about the staff request from the TC on this. Bring all last three for a vote in February 2020? Also wondered what is driving the schedule.
- Jeff Sudmeier explained that normally every 4-5 years we revisit formulas and readopt them. It provides funding forecasts for MPOs and TPRs that they use in their Long-Range Plans.
- Tim Kirby noted that the MPOs need this information now for their long-range plans.
- Rebecca White reiterated that three formulas are left to approve that are RPP, FASTER Safety, and CMAQ.
- Commissioner Stuart recommended the group, give this more thought, and go over FASTER Safety now.

#### **FASTER Safety:**

- **Program Goal:** To reduce total highway crashes and the severity of highway crashes (fatality and injury)
- **Program Funding:** ~ \$67.5 million Annually
- **STAC Discussion Highlights:** None
- **STAC Recommendation:** N/A
- **Staff Recommendation:** Follow PD 1504.1
- **Notes:** The distribution formula for FASTER Safety regional allocation has been revised by staff. Staff shared these changes, and STAC agreed, at the September 2018 meeting. The existing formula is based on total crash data weighted according to National Safety Council estimates of average economic cost per death, injury, and other crash. Per PD 1504.1, FASTER Safety Mitigation staff is tasked with analyzing crash data every four years for the purposes of reviewing and renewing funding distribution percentages. Staff conducted this review in 2018 and updated the FASTER Safety distribution percentages used to set regional planning budgets.



### **FASTER Safety Formula Discussion**

- Vince Rogalski explained that this is a statewide program for safety.
- Commissioner Thiebaut expressed concerns over the program being reactive vs. proactive with crash data and solutions.
  - Charles Meyer, CDOT Traffic Safety Manager, noted that statewide crash data is not just CDOT Roads.
  - This share is only for Statewide FASTER revenues that covers crashes on city and county roads and state highways.
  - Commissioner Beedy observed that there are much more urban crashes than rural ones and this is a concern for rural areas.
  - Charles Meyer explained that the formula is similar to the Highway safety Improvement Program (HSIP) Federal Aid dollars, 60% can go to off-system roadways.
  - Commissioner Bracke asked if it covers safety improvements for all modes of Transportation.
  - Charles Meyer responded that more highway related crashes are recorded, but if another mode is captured by law enforcements then yes it is on the record and in the database.
  - Tim Kirby mentioned that there are certain things data can't tell us, for example, near misses; however, our conversations with locals does cover this. This is our current focus on pre-emptive considerations.
  - Commissioner Stuart asked if a consensus is obtained for this formula.
  - Commissioner Beedy preferred to see numbers for the state highway system.
  - Commissioner Thiebaut noted we need to move them forward – RPP and FASTER Safety. He recommended to bring the draft resolutions to the regular TC meeting to vote on. Commissioners can bring other resolutions forward also.
  - TC agreed to have staff bring resolutions as planned to TC in February for RPP and FASTER Safety.

### **Mobility Systems Committee**

**Mobility Committee Members include:** Commissioners Stanton (Chair) Hall, Bracke, Beedy, and Vasquez

**Attendees:** Commissioner Stanton (chair), Bracke, Beedy, Vasquez, Adams, Thiebaut, Gifford and Zink.

- Sophie Shulman provided an overview of the CDOT Office of Innovative Mobility (OIM) funding requests.
- There was a request for OIM metrics of OIM programs and provided a template and standards for regional and local use. Need to determine how to measure success and use the right metrics.
- Successful interoperability with local and neighboring jurisdictions is important.
  - CDOT IMO plans to have measurable safety and congestion improvements due to pilot deployments.
  - This concept provides an opportunity for collection and evaluation of usable data to inform future investment decisions.
- OIM is developing a “living” strategy developed for future regulatory needs.
- Commissioner Bracke was pleased with developing measurable safety improvements due to pilot deployments.
- Commissioner Adams warned against too much expectation, and that we need to manage them, and get a notion of where we want to go. Use a band or range vs. specific targets. Don't set yourself up for a failure.
- Several measures were presented for OIM metrics and Sophie Shulman asked the TC for comments.
- Commissioner Bracke suggested a measure that considers the link between TNCs and Transit.
- Regarding efficiency of vehicles and their proposed measures:
  - Commissioner Stuart commented on a measure related to EV adopted by Agencies. Not sure this is an accurate measurement, as desire to adopt an EV fleet may exist, but be too costly.
  - Commissioner Vasquez asked about what happens to replaced vehicles and if they are trashed.

- Sophie Shulman responded that CDOT has no plans to get rid of vehicles at this time.
- Commissioner Stuart reminisced that as part of RAQC's replacement of electric lawn mowers, they had to trash the old ones or reuse them elsewhere.
- Commissioner Beedy expressed having concerns with trashing expensive items. Reuse replaces even older stuff, so reuse is not all bad.
  - Regarding State fleets, we need numbers on money anticipated for the state fleet. Raised a concern with marketing electric vehicle companies. On heavier duty state fleet vehicles, CDOT needs to be careful of conversion due to fueling time constraints. We are not there yet for fueling.
- Commissioner Bracke asked about VMT tracking for the air quality differential. Need to understand what happens if we don't do these things, and we need to measure this somehow. Need to know what the social, environmental, and economic costs are. Tracking and monitoring needs to consider multiple perspectives (benefits) when evaluating results.
- Sophie Shulman explained that this is a small portion of what CDOT does. Many different agencies are working on this.
- Steve Harelson in terms of scrapping of vehicles at CDOT, usually vehicles are really used up before they are replaced and they are mostly auctioned off.
- Commissioner Vasquez asked of the Colorado Energy Office (CEO) is overseeing all of these different efforts to promote EVs and impacts of EVs. Sophie Shulman responded yes.
- Commissioner Stanton asked if CDOT could get credit for electrifying stations, Charging America stations, along corridors. Sophie responded, as a state we can take credit.
- Commissioner Stanton asked about energy grids. Regarding Xcel Energy and Tristate and their contribution to this effort, is there a way for CDOT to get credit for this. Sophie Shulman responded yes. The Legislature passed bill encouraging utilities to go to renewable and cleaner energy sources. Utilities are having success with the help of state intervention, and are interested in this type of transition.
- Commissioner Adams suggested that this may be an opportunity to promote private equity and venture capital to create funds for private investment and entrepreneurship. Any incentives?
- Sophie Shulman responded, yes, Vision Ridge in Boulder invested in EV GO, one of the larger charging companies, and Shell purchased Green Lots, an EV charging company, as well. However, DC Fast Charging is not profitable enterprise at this time due to the current utility rate structures.
- CDOT staff needs to demonstrate this is viable, and a long-term collaboration and partnership for CDOT.
- Metrics for this program require further discussion, and the plan is to discuss funding again in February 2020.
- Commissioner Thiebaut noted that Resolution 5 has four items, and asked Sophie Shulman if she agreed to strike vehicle efficiency item and bring it back in February. Sophie Shulman concurred. No other TC comments regarding the resolution were raised.

## **Transportation Commission Regular Meeting**

### **Thursday, January 16, 2020, 9:30 am – 11:00 am**

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

Ten of the 11 commissioners were present: Commissioners Bill Thiebaut, Sidney Zink, Eula Adams, Irv Halter, Shannon Gifford, Gary Beedy, Kathleen Bracke, Barbara Vasquez, Donald Stanton, and Karen Stuart. Commissioner Kathy Hall was excused.

#### **Public Hearing on the STIP/Audience Participation (Subject Limit: 10 minutes; Time Limit: 3 minutes)**

- Craig Cannon with Zone Crew. Happy New Year. 2020 year of perfect vision. Hope to use that vision. Vision can decrease over time. Thank you.

#### **Swearing in of Commissioner Irv Halter for District 9**

- Irv Halter was sworn in as the new Commissioner for District 9 (replacing Commissioner Rocky Scott) by Herman Stockinger, CDOT Deputy Executive Director and TC Secretary.

### **Comments of Individual Commissioners**

- Commissioner Vasquez – The NASA assessment of climate change engenders different reactions. The last 10 years have been the hottest on record. Avalanches and other events are noted. The TC is intended to address these short- and long-term issues.
  - What segment of the population looking at climate change? - The U.S. military is one. Reinsurance is pricing based on impacts. Black Rock firm warning financial situation is affecting and impacting businesses. Will share the references mentioned with the TC. Regardless of your position on climate change, Commissioner Vasquez urged people to take a look at this information.
- Commissioner Zink attended a TPR meeting. The Chairs of TPRs in CDOT Region 5 met and had good conversation regarding prioritizing projects. They worked together. It was a good meeting. No contention, as TPR Chairs are reasonable people. Gave credit to staff of Region 5 for leading the meeting well. Matt Muraro and Tony Cady were recognized. Welcomed Commissioner Halter to the TC.
- Commissioner Stuart welcomed Commissioner Halter, who has an incredible resume (head of DOLA and a military background). Attended the Gallery of Legislative Session where Governor Polis gave State of State Address. The Governor highlighted transportation and stressed the need to work together. Made me proud to be a Coloradan. Paul Jesaitis and Adams County Commissioner O'Dorisio were recognized for their work in addressing the issue of illegal camping along CDOT right-of-way (ROW). It takes a lot of time and effort.
- Commissioner Stanton welcomed Commissioner Halter. Commissioner Stanton is on the Statewide Safety Plan Executive Management Team (EMT) and attends meetings on this. They are working to reduce crashes. Many CDOT EMT leaders participated. This demonstrates that CDOT is making safety and this plan a priority.
- Commissioner Gifford welcomed Commissioner Halter, and announced a sad goodbye to Kyle Lester. Kyle is going to DEN (Denver International Airport). Commissioner Gifford traveled last month and became a transit-dependent pedestrian. This holiday was spent in Cairo and Paris. Cairo was very dusty. Weather reports noted dust. We could catch a metro if we didn't want to walk. Fares were under 19 cents per person and metro vehicles were jam-packed. It was impressive to be able to get around this large city, larger than NYC in terms of population, very inexpensively. While in Paris, they were more careful with transit trips. Paris is very dependent on transit. It is very hard to get around without cars in Denver. Denver has a long way to go.
- Commissioner Halter noted a thank you to Governor Polis for appointing him to the Commission. His predecessor, Rocky Scott, did a great job in catching him up to the workings of the TC. Heard great things about TC. Working with DOLA was great. Incredible challenges are facing Colorado. As a state demographer, Commissioner Halter knows what was forecasted and coming. Worked in Western Slope with CDOT. Appreciates Executive Director Lew and her team's work. Constraints fiscally are very difficult. Why work at DOLA? Why become a member of the TC? Public service matters. Government should solve some problems, and be appreciated for what it does. Deeply appreciates the work of CDOT's team.
- Commissioner Bracke wished everyone a Happy New Year. It is a new decade. Welcomed Commissioner Halter. Has attending meetings around the region and working on input to the 10-year project pipeline. Recognized Heather Paddock, CDOT Region 4 Transportation Director, for Heather's work with the Joint TPR Chair meeting. Very constructive conversations occurred with more to come.
- Commissioner Beedy welcomed Commissioner Halter. Funding is a challenge for transportation. Transportation Planning Region (TPR) meeting that included a discussion on SH 71 and US 385 related to a freight study to alleviate congested traffic patterns in Front Range. The concept is to use these corridors in place of I-25. Also moving projects into 10-year project pipeline. Worked with Region 4 and TPRs to determine how to move funds within Region 4, and work to improve rural highways. Additional funding sources are needed.

- Commissioner Adams issued a good morning and welcomed Commissioner Halter. His priorities are safety, and he has an interest in climate change, but accountability is very important. CDOT needs to figure out how to do more with less, and make sure they are accountable. Commissioner Adams is also focused on the diversity of stakeholders and the businesses CDOT works with. Met with Tom Brook, of the Denver South Economic Development Partnership, and they discussed working together on common goals. Spent time with Representative James Coleman. Representative Coleman's district covers Aurora. Attended the State of the State address. Appreciated Governor Polis' comments regarding transportation. Claudia Folksa, of the Regional Transportation District (RTD), is very interested in transportation for special needs populations.
- Commissioner Thiebaut welcomed Commissioner Halter. Commissioner Thiebaut explained that as a TC member, he serves 10 counties in southeastern Colorado. He is excited to work with Commissioner Halter and Region 2 staff. Shocked to hear Kyle Lester leaving. Recognized Kyle for his work at CDOT. Legislative Session has started. TC members need to keep up to date regarding the Legislation's work. Governor Polis has interest in transportation and will be monitoring it closely. Commended Governor for his support of transportation. It matters what CDOT staff does. TC has a role set in statute - the role of guidance and oversight of CDOT, but the real work is done by CDOT staff. Was recently in a traffic jam due to a crash and saw Colorado State Patrol (CSP) helping folks change tires, etc., along with CDOT staff. We work as a team to make sure transportation system is the best it can be. This makes Colorado a great place to live.

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

- Happy New Year!
- Welcomed Commissioner Irv Halter to the TC and looking forward to collaboration with him.
- Experiencing a bittersweet goodbye to Kyle Lester; lots of off-hour work was done together. Grateful he will help find a successor. There is great group of folks to select from. Hope to minimize a gap in the transition. Mike Goolsby, Region 3 Transportation Director, has agreed to help with the transition also.
- Continued work on 10-year pipeline of projects, and the work is going well. This is making a difference. Over past several weeks had testified to legislature related to the State Audit. It went very well and CDOT received positive feedback regarding our response and accountability.

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

- A CDOT employee, who was in a crosswalk and was struck by motorist running a red light, is in serious condition. Please send thoughts and prayers his way.
- Two-D hydraulics analysis with Heather Paddock, regarding modeling water flow and speed under bridges, determined that some bridges could be shorter, and the armoring of piers and abutments could be improved. Brian Varrella, also of Region 4, did some analysis work to evaluate hydraulics for bridges, and the results reduced costs by roughly 20% to 30%. Plan is to spread this concept statewide, and we hope for lots of benefits. Looking at this for the next 50 bridges. The associated analysis is fairly inexpensive, and this is an exciting engineering development.
- Attended AASHTO tunneling committee meeting event, and a Transportation Research Board (TRB) committee too, a special treat was hearing from PIARC – World Road Association (European version of AASHTO). Discussed the impact of alternative-fuel vehicles in tunnels, and their impact on response to emergencies in tunnels. Lots of work is occurring in Europe and the U.S. DOE is also working on evaluating this. As a result, in the next 2 to 3 years there will be lots of academic research available on this topic. There is a rail tunnel in Europe under Webber Pass is that 20 miles long. Boring technology has improved in the last 10 years. We need to keep aware of this.
- Colorado School of Mines received from FHWA \$7.5 million for a five-year grant from the U.S. Department of Transportation to establish a University Transportation Center (UTC), focused on improving the durability and lifespan of underground transportation. If University comes up with \$100,000 the FHWA will match that and fund graduate school students to study tunnels. Three years ago, CDOT Region 1 provided \$100,000 to the program, and sponsored two graduate students. Both students presented at the AASHTO event. One graduate studied Clear Creek tunnel and did a 3D model of existing of existing conditions, and the other student is conducting an evaluation of a 3<sup>rd</sup> boring

options to enhance safety and reduce costs. School of Mines is the world's leading tunneling university and we are taking advantage of this. Hope to see the report this summer.

- For the US 550/160 Connection project, the Lawrence Construction Company was hired for a design/build. Lawrence Construction has done innovative earthwork and additional work for the original price.

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

- State Statute requires that every January 15 HPTE publish an annual report, and it was recently released online.
  - The plan highlights last year's accomplishments and noted that HPTE has been around for 10 years.
  - Printed copies are required by the state statute and we will have copies at the next TC meeting.
  - The next HPTE Board meeting will be held at E-470 Public Authority offices next month to tour their facilities and participate in a Board retreat.
- The HPTE Board approved an Interagency Agreement (IAG) contract with CDOT for the Floyd Hill Gap.
- Introduced toll rates on C 470 and I-25 North Segment 3 from 120<sup>th</sup> to just south of E-470. In addition, a toll increase will be 6.5% on Segment 2, US 36 to 120<sup>th</sup> to offset increase in CPI and HPTE costs. In the next two months the public outreach will occur and tolls are anticipated to start in April for I-25 Segment 2. C-470 will be a bit later, as it will start in late spring or early summer.

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

- Colorado received an Accelerated Innovation Deployment (AID) grant for snowplow technology, that is connected vehicle technology and signal pre-emption for snow plows. A demonstration costing \$800,000 is coming soon for a couple significant arterial routes.
- Infrastructure for Rebuilding America (INFRA) grants, of which Colorado has had much past success, were announced for \$906 million with a submission deadline on February 25<sup>th</sup>. Criteria includes economic vitality, leveraging funding, addressing freight and rural area challenges.
- Six hundred fatalities occurred on Colorado roadways last year (2019), the number went down – a decline. The Strategic Highway Safety Plan (SHSP) draft is anticipated to be released in February 2020. It is a CDOT led plan, but lots of agencies across the state participated, local, state, and federal. We will take the plan recommendations seriously, will use the plan to make a difference, and will need to find the funding to implement this important plan.
- Commissioner Stanton asked about trends for serious injuries. John Cater responded it is tracking similar to fatalities, from what is known at this time, but conclusive data for 2019 is not yet available. It takes a bit longer to report these types of crashes.
- Commissioner Bracke stressed this is a serious issue, as 10 people already have died this year. She thanked CDOT staff for their work on the SHSP and made a plea for ambitious safety targets. Set target at zero.

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

- We have reorganized the schedule for STAC meetings. First on new schedule was held last week.
- Regarding SB 267 funding, STAC wishes to ensure how to advise the TC effectively.
- The TC can also pose questions directly to STAC. Consensus issues need to be brought sooner to STAC. Looking forward to being better TC advisors with the new schedule.
- Historic decisions on Regional Priority Programming (RPP) formula were reviewed and the STAC wants to remind the TC that STAC recommendation only had three dissenting votes out of a potential 15. This item was covered yesterday at the TC workshops. There is the potential for developing a new RPP formula also.
- Legislative Session report covered the expiration of EV tax credits. A fee structure for EVs was discussed.
- Congestion Mitigation Air Quality (CMAQ) funding formula was a long discussion, with the implication to shift funding focus. Had an EV charging facility discussion that resulted in no final decision or recommendation. Will discuss further at next STAC.

- An update PD 14 was discussed with different objectives considered. PD 14 identifies trade-offs with its performance targets and measures that could influence investment decisions.
- STAC received an update on the Central 70 Project.
- Looking forward to the new STAC meeting schedule.

**Act on Consent Agenda – Passed unanimously on January 16, 2020.**

1. Temporary Resolution #1: to Approve the Regular Meeting Minutes of December 19, 2019 (Herman Stockinger)
  2. Temporary Resolution #2: Bustang Outrider Expansion Approval (David Krutsinger)
  3. Temporary Resolution #3: “Match Relief” for Multimodal Option Fund Projects in the North Front Range MPO Region (David Krutsinger)
  4. Temporary Resolution #4: Assignment of Easement No. E-213 (Mike Goolsby)
- Commissioner Gifford commented on notes – Executive Director Lew noted as Deputy – needs correction. In addition, Proposition CC was supported by the TC in September not December.

**Note:** Temporary Resolution #5 was stricken.

**Discuss and Act on Revised Temporary Resolution #6, 6<sup>th</sup> Budget Amendment of FY 2020 (Jeff Sudmeier) – Passed on 16, 2020.**

- Draw \$7.2 million to snow and ice control from Maintenance Reserve.

**Discuss and Act on Temporary Resolution #7, CDOT/HPTE Floyd Hill Revenue Gap Study Inter-Agency Agreement (Nick Farber) – Passed Unanimously on January 16, 2020.**

Subcommittee gathered to discuss HPTe revenue gap, HPTe released a Request for Proposal (RFP) for a Floyd Hill HPTe revenue gap. Request is to move budget from Region 1 to HPTe for this study.

**Discuss and Act on Temporary Resolution #8, Modifications to New Funding Project List (Jeff Sudmeier) – Passed Unanimously on January 16, 2020.**

- Project allocations modification were approved in 2019, for I-25 North Segments 7, and 8 to I-25 Segments 5 and 6, with no reduction in total funding for Segments 7 and 8. Changes composition of funding.

**Discuss and ACT on Temporary Resolution #9, Permanent Rules for Chain Law (Herman Stockinger) – Passed Unanimously on January 16, 2020, subject to proposed modifications.**

- Handout presented for pages 140 and 141 in packet. Section 3.04 was modified exactly as in 3.04 in packet, except it added yellow highlighted language in handout distributed. Section 3.05 is the same as in the packet, and Section 3.06 was removed/stricken.

**Discuss and ACT on Committee Appointments (Bill Thiebaut)**

- Commissioner Stanton become Chair for TC Committees where Commissioner Rocky Scott was previously Chair.

**Recognitions: Executive Director’s Region and Division Cups, 2019 Department Accomplishments (Shoshana Lew)**

Executive Director Lew expanded on all the good work of the five CDOT Regions and recognized all Region staff for their significant contributions to CDOT’s accomplishments in 2019.

## Region Cup

- Region 1 and was recognized for:
  - New Wrong Way Detection Technology
  - Completed 4,262 miles of six inch striping
  - I-70 Truck Fire
  - US 36 Rebuild
  - 75 Active Construction Projects
- Region 2 was recognized for:
  - 61 miles of Wrong Way Detection on I-25
  - Joint Operations Center Completed First Full Year of Operations
  - Received more than \$39 million in Federal Grants
  - Reduction in Fatalities
  - US 285 Passing Lanes Project
- Region 3 was recognized for:
  - Maintenance Internship Training Initiatives
  - Affordable Housing for Employees
  - Rockfalls, Avalanches and Floods
  - CDOT Employee of the Year – Ken Schneider
  - Asphalt Recycling Award
- Region 4 was recognized for:
  - Flipped an Interchange in Less Than 201 Days
  - Completed Permanent Flood Repair
  - Handled 37% of the State's ROW Warrants
  - 11,000 miles of Snow Plowing, 2,500 hours in training
  - 4,200 Fence Inspections, Removed 5,600 cubic yards of trash/debris
- Region 5 was recognized for:
  - Awarded US 550/US 160 Projects – Region's first Design Build Project
  - SH 145 Rock Slide Emergency Construction
  - Avalanche Mitigation System Installed on Monarch Pass
  - Successful Community Partnerships Helped Fund Projects
  - US 285 Passing Lanes Project

The recipient of the Division Cup was Region 1. Paul Jesaitis, Region 1 Transportation Director, accepted the award.

## Division Cup

The CDOT Divisions were also recognized for all their efforts and hard work and accomplishments in 2019. The Divisions include:

- |                                   |                             |
|-----------------------------------|-----------------------------|
| • Aeronautics                     | • HPTE                      |
| • Policy and Government Relations | Central 70                  |
| • Project Support                 | • Safety & Risk Management  |
| • Transportation Development      | • Innovative Mobility       |
| • Maintenance and Operations      | • Program Management Office |
| • Process Improvement             | • Accounting & Finance      |

The Recipients of the Division Cup was a tie. Division of Accounting and Finance (DAF) and DTD were joint winners of the Division Cup.

- Rebecca White of DTD and Bethany Nicholas of DAF jointly accepted the Division Cup award.

## Excellence in Innovation

Kyle Lester described the circumstances surrounding the Excellence in Innovation award.

- The CDOT team was challenged by the CDOT Executive Director, Shoshana Lew, to reduce out of state travel expenditures and put savings towards another area of the Department.
- Executive Director Lew decided to conduct a safety challenge to innovatively increase safety across the Department.
- Two purchases identified for the saved funds included the purchase of a traffic control attenuator truck, and another Plow Truck.
  - Hope to get the new plow truck in the next month. The attenuator is anticipated to be operational by summer. Gary Vansuch's team of Process Improvement guided CDOT through the process.
  - Gary Vansuch announced the awards:
    - For Innovations, the Plow Challenge winner related to an earlier collision warning system. This system will increase safety and efficiency. Jeff Ercul, from Region 2 was presented the award for the collision warning system.
    - Employee Safety Challenge winner was the Pneumatic Salt Grind delivery service. This new service avoids environmental impacts and employee exposure to this deicer. Vance Kelso, of Region 5 in Ridgway, was presented with the award. He recognized the winning delivery service concept was Chris Bennett's idea.
  - Gary Vansuch raised a thank you to all of the proposers.





**COLORADO**

Department of Transportation

# Policy Directive 14 Briefing

## Proposed Objectives for Asset Management & Safety





# Asset Management Goal Area

## Proposed Bridge Objectives

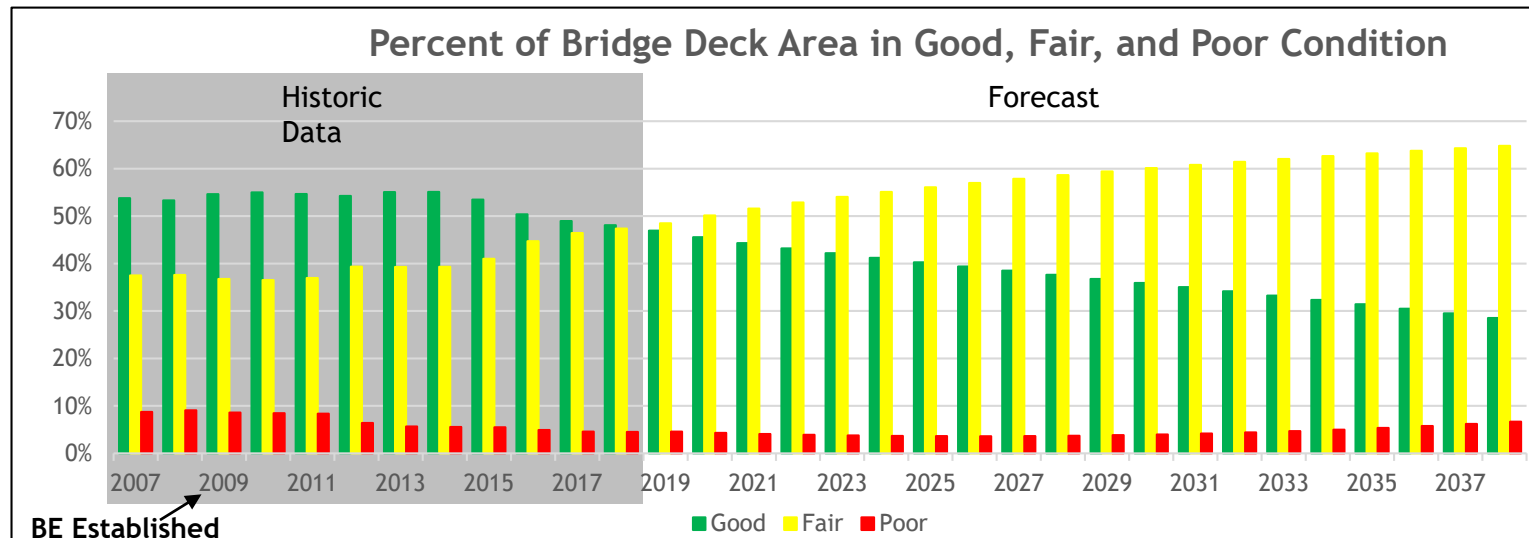
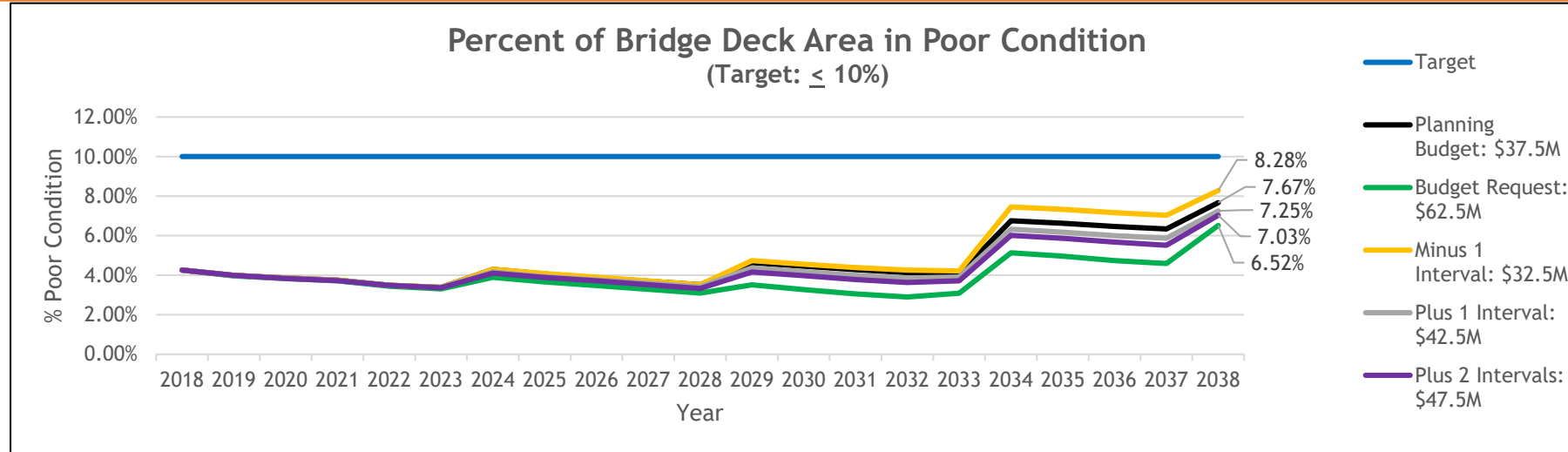
**ASSET MANAGEMENT** - Maintain a high-quality transportation network by working to maintain a state of good repair for all assets and a highly traversable road network.

OBJECTIVE	FISCALLY CONSTRAINED TARGET	ASPIRATIONAL TARGET	2018 RESULTS	2018 TARGET MET?
<b>MODIFIED:</b> Maintain the percent of NHS total bridge deck area that rated poor at or below 10%	10%	5%	4.43%	✓
<b>NEW:</b> Maintain the percent of state-owned bridge deck area that rated good at or above 40%	40%	45%	47.29%	N/A
<b>MODIFIED:</b> Maintain the percent of NHS total bridge deck area that rated poor at or below 10%	10%	5%	3.81%	✓
Meet bridge objectives in the Risk-Based Asset Management Plan.	N/A	N/A	N/A	N/A



# Asset Management Goal Area

## Proposed Bridge Objectives





# Asset Management Goal Area

## Proposed Bridge Risk Objectives

**ASSET MANAGEMENT** - Maintain a high-quality transportation network by working to maintain a state of good repair for all assets and a highly traversable road network.

OBJECTIVE	FISCALLY CONSTRAINED TARGET	ASPIRATIONAL TARGET	2018 RESULTS	2018 TARGET MET?
Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges	26% or less	15% or less	33.00%	✗
Percentage of CDOT - owned bridge deck area that is unsealed or otherwise unprotected	35% or less	20% or less	39.61%	✗
Percentage of CDOT - owned bridges over waterways that are scour critical	5.0%	1.0%	6.16%	✗
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet - 6 inches	1.0%	0.0%	2.15%	✗
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet - 6 inches	18.0%	12.0%	20.58%	✗
Percentage of CDOT - owned bridges posted for load	0.1%	0.0%	0.43%	✗
Percentage of CDOT - owned bridges with a load restriction	0.9%	0.0%	2.20%	✗



# Asset Management Goal Area

## Proposed Pavement Objectives

**ASSET MANAGEMENT** - Maintain a high-quality transportation network by working to maintain a state of good repair for all assets and a highly traversable road network.

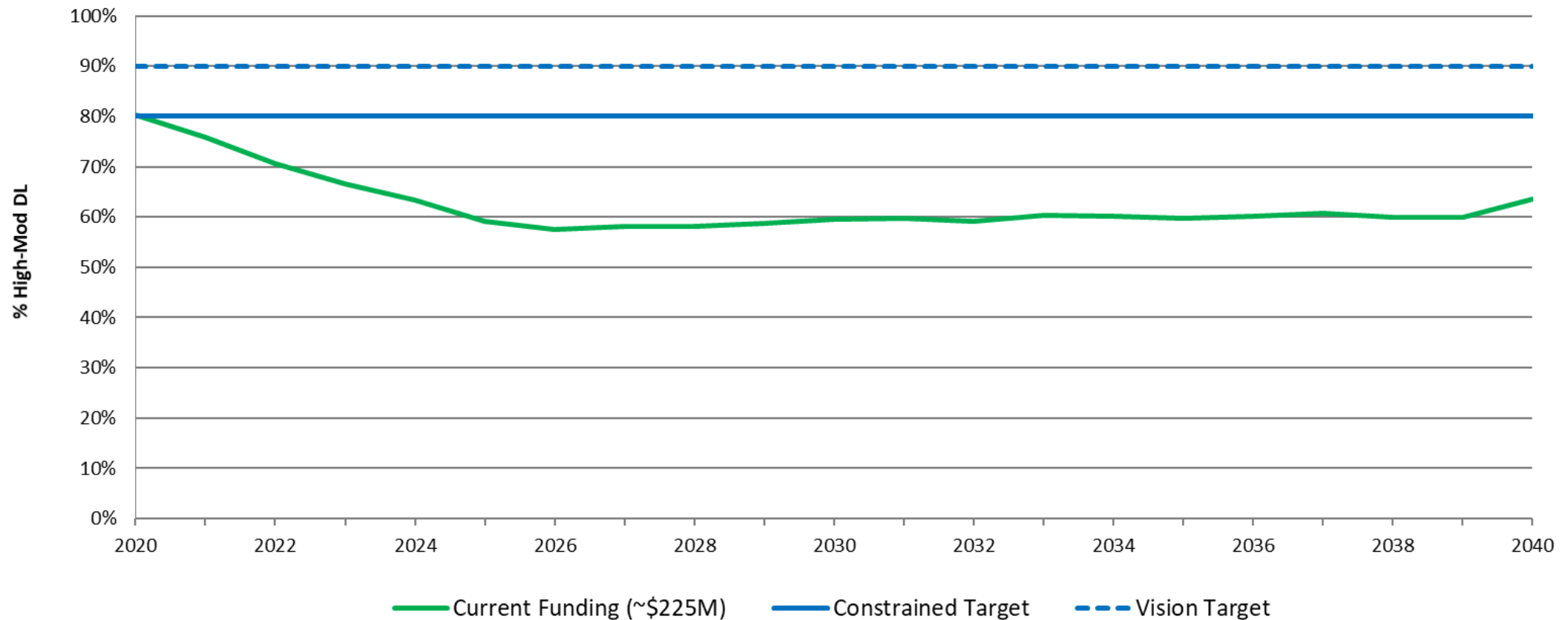
OBJECTIVE	FISCALLY CONSTRAINED TARGET	ASPIRATIONAL TARGET	2018 RESULTS	2018 TARGET MET?
Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	80%	90%	89.4%	✓
Achieve 80% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	80%	90%	84.2%	✓
Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.	80%	90%	80.1%	✓



# Asset Management Goal Area

## Proposed Pavement Objectives

### Percent of Pavement with High/Moderate Drivability Life, 2020-40





# Safety Goal Area

## Current Goal & Objectives

**SAFETY** - Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.

Highway Safety								
PM#	Policy Directive 14 Objectives	Desired Trend	Results	Target	Target Met?	10-Year Trend (2009-2018)	FY2018 Budget	Dedicated Funding Sources
#338	Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025.	↓	632 ▼16	428	✗		\$124.9 million	<ul style="list-style-type: none"><li>- FASTER Safety - Projects</li><li>- Highway Safety Improvement Program (HSIP)</li><li>- Safety Education</li><li>- Railway-Highway Crossings</li><li>- Hot Spots</li></ul>
#329	Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025.	↓	1.17 ▼0.04	0.93	✗			
#355	Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025.	↓	3,195 ▲165	2,750	✗			
#354	Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025.	↓	5.92 ▲0.24	5.86	✗			
#751	Reduce economic impact of crashes annually by one percent over the previous calendar year.	↓	\$5.89B ▲\$0.26B	\$5.57B	✗			
Bike & Pedestrian Safety								
PM#	Policy Directive 14 Objectives	Desired Trend	Results	Target	Target Met?	10-Year Trend (2009-2018)	FY2018 Budget	Dedicated Funding Sources
#652	Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.	↓	112 ▲4	59	✗		N/A	N/A
#653	Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025.	↓	420 ▼21	403	✗			



# Safety Goal Area

## Proposed Goal & Objectives

**SAFETY** - The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

### OBJECTIVE

**NEW** - Improve the safety of Colorado's Transportation System by reducing the vehicle crash rate.

**MODIFIED** - Reduce the rate of traffic fatalities per 100 million vehicle miles traveled.

**MODIFIED** - Reduce the rate of traffic related serious injuries per 100 million vehicle miles traveled.

**MODIFIED** - Reduce the number of fatalities and serious injuries involving vulnerable users (bicyclists and pedestrians).

*Safety goal area, objectives, and targets will align with Colorado Strategic Transportation Safety Plan (STSP).*

### FEEDBACK AREAS:

- Are there additional areas the Commission would like to set objectives around?
- Is there an interest in tracking performance in rural and urban areas separately?





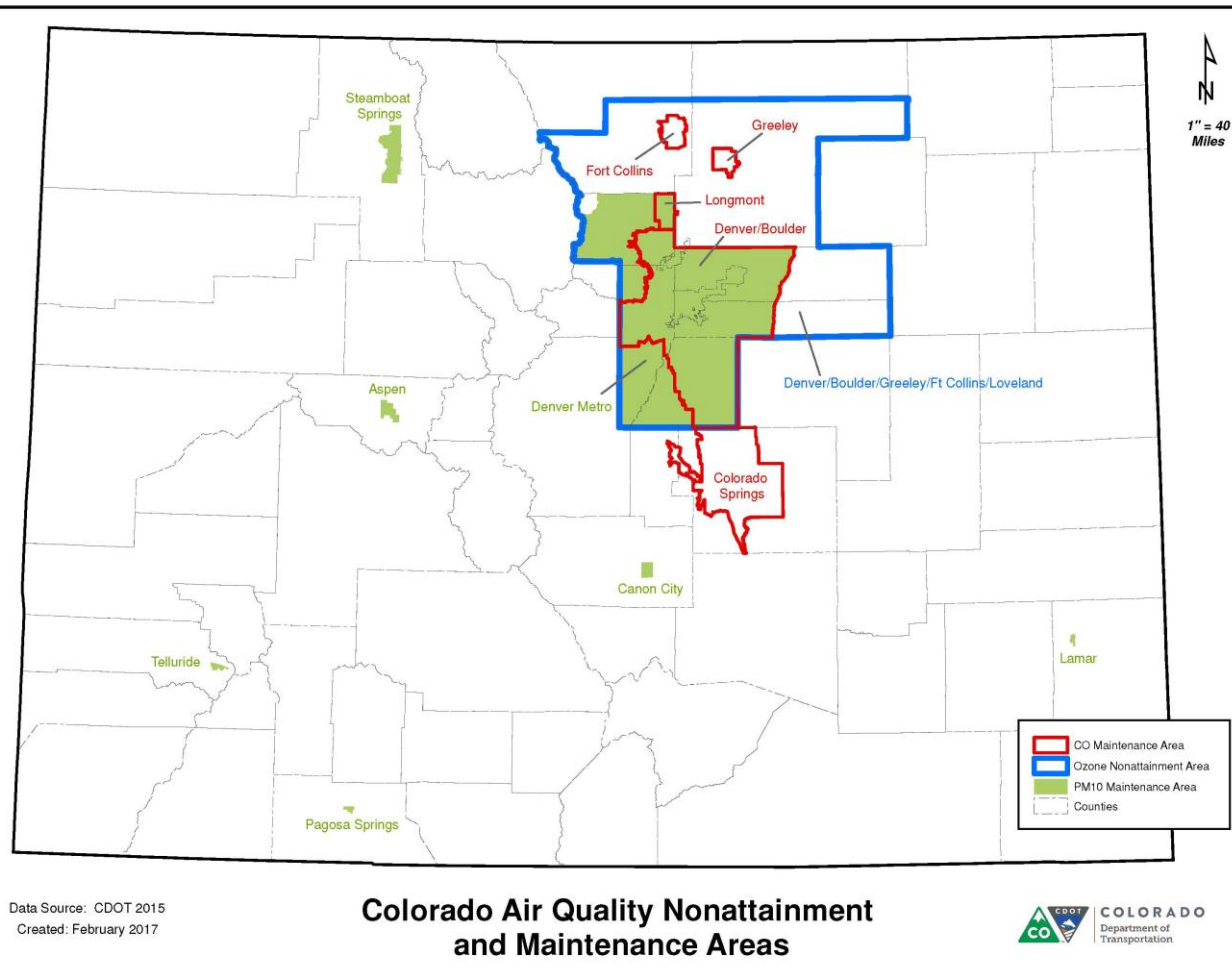
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# CMAQ Funding for Statewide Electrification Programs



# CMAQ Program Eligibility



	Pollutant		
	Ozone	CO	PM-10
DRCOG	Non-Attainment	Maintenance Denver-Boulder: 1/14/22 Longmont: 10/10/20	Maintenance 10/16/22
NFRMPO	Non-Attainment	Maintenance Greeley: 5/10/19 Fort Collins: 9/22/23	-
PPACG	-	Maintenance 10/25/2019	-
UFR TPR	Non-Attainment	-	-
Canon City	-	-	Maintenance 9/9/20
Telluride	-	-	Maintenance 8/14/21
Steamboat	-	-	Maintenance 11/24/24
Pagosa	-	-	Maintenance 8/14/21
Aspen	-	-	Maintenance 11/18/23

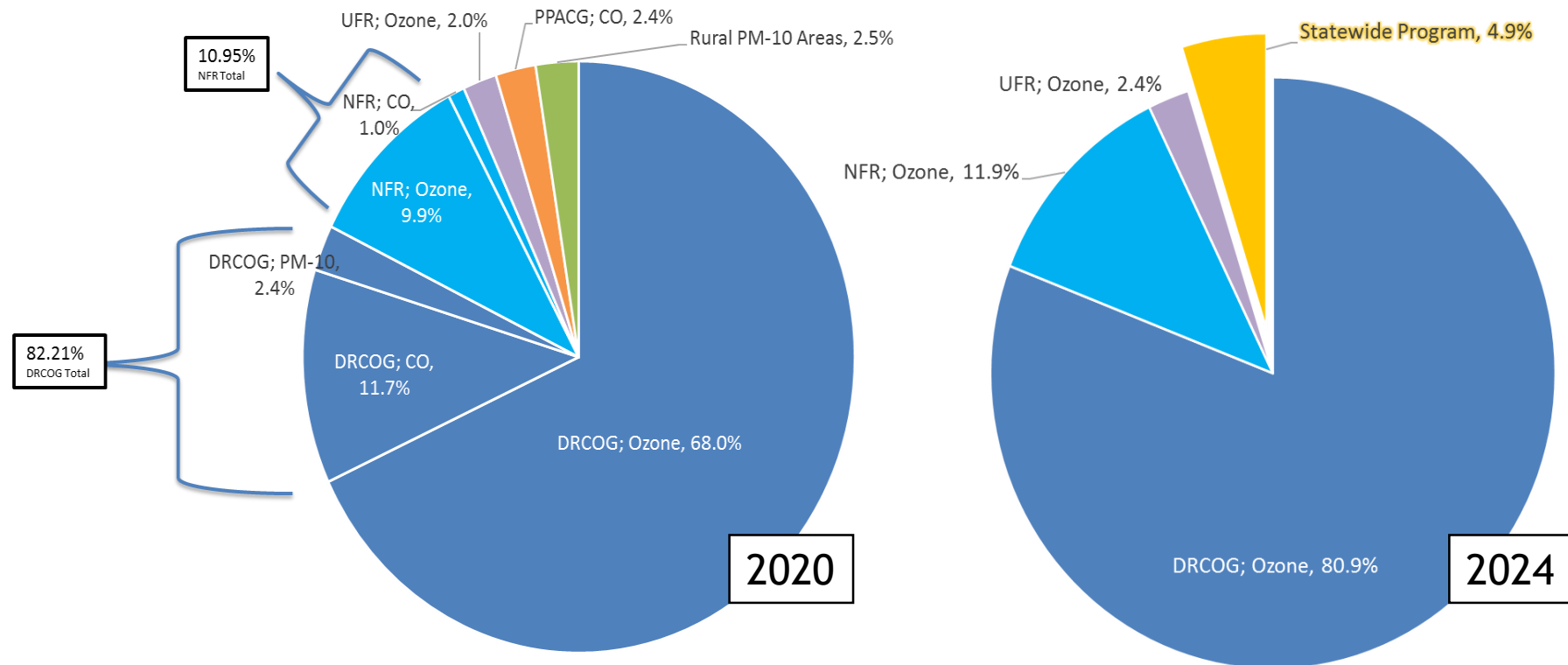


# MPO Subcommittee CMAQ Recommendations

- Keep current funding methodology for Ozone and CO (75% Population / 25% VMT)
- Current minimum (200k) allocation to PM 10 areas is good
- Don't reduce funding in non-attainment areas
- Looked at multiple options for statewide program
  - ❖ Alt Fuels Program ending, supported by Volkswagen settlement funds
- When eligibility for maintenance expires for PPACG CO and Rural PM-10 areas, move funds to statewide program
- After ending maintenance periods, DRCOG CO and PM-10 and NFR CO funds would be redirected to ozone pot (hold harmless)
- Non-attainment areas would be held harmless; CO and PM-10 areas would be held harmless until the very end of their 20-year maintenance period.



# Progression of CMAQ Allocations FY 2020 vs FY 2024



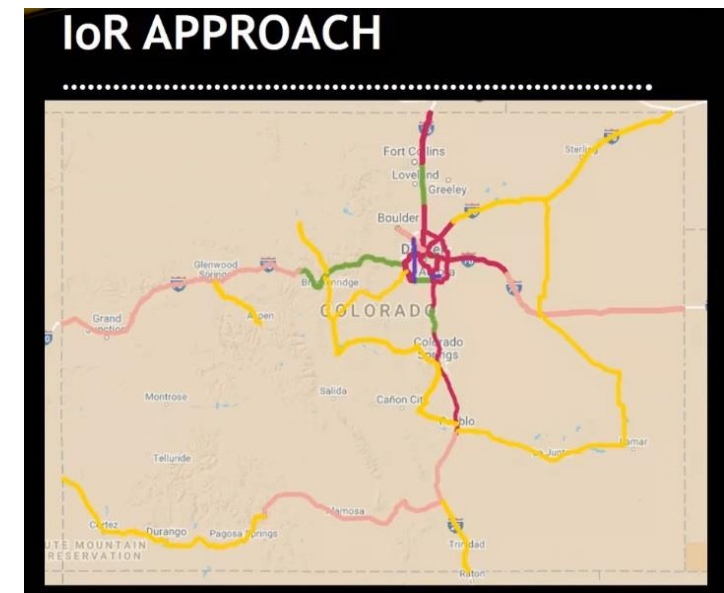
Year	Percent	Dollar Amount
FY 2020	0%	\$ 0
FY 2021	2.9%	\$ 1,479,000
FY 2022	3.9%	\$ 1,989,000
FY 2023	3.9%	\$ 1,989,000
FY 2024	5.0%	\$ 2,486,103
<b>TOTAL</b>	<b>--</b>	<b>\$ 7,943,103</b>





# Previous STAC Recommendation

- In September 2018, CDOT staff presented to the STAC on this proposed CMAQ distribution (including a statewide set-aside).
- At the time, the intention was to dedicate the statewide fund to advanced mobility projects outside of the ozone non-attainment area, with a particular focus on projects in existing PM 10 and CO areas.
- The STAC voted to recommend to the TC that they adopt the staff recommended CMAQ distribution.
- Today's proposal would redirect the statewide funding set-aside from an advanced mobility focus to a vehicle electrification focus, while the rest would remain unchanged.

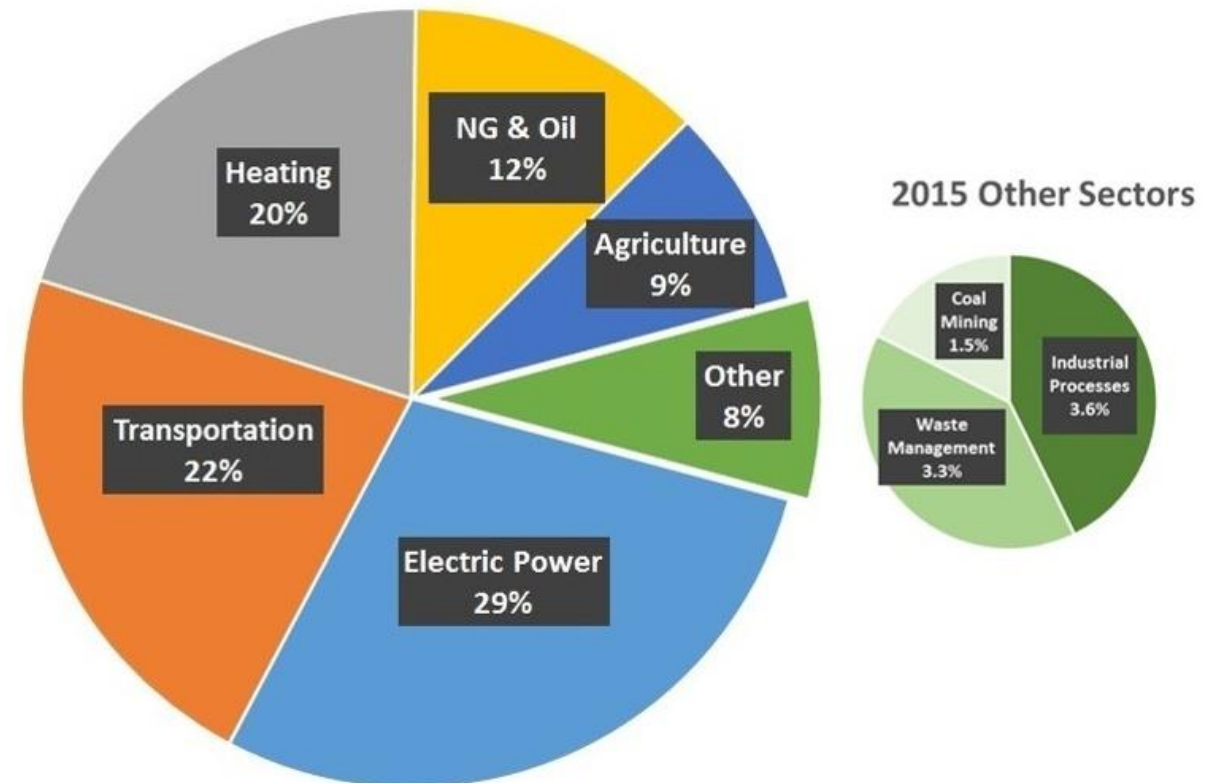




# Colorado GHG Emissions By Sector: 2015

**Car and truck emissions impose annual damages of \$1.5 billion in public health effects, agricultural losses, flood risk and energy system costs\***

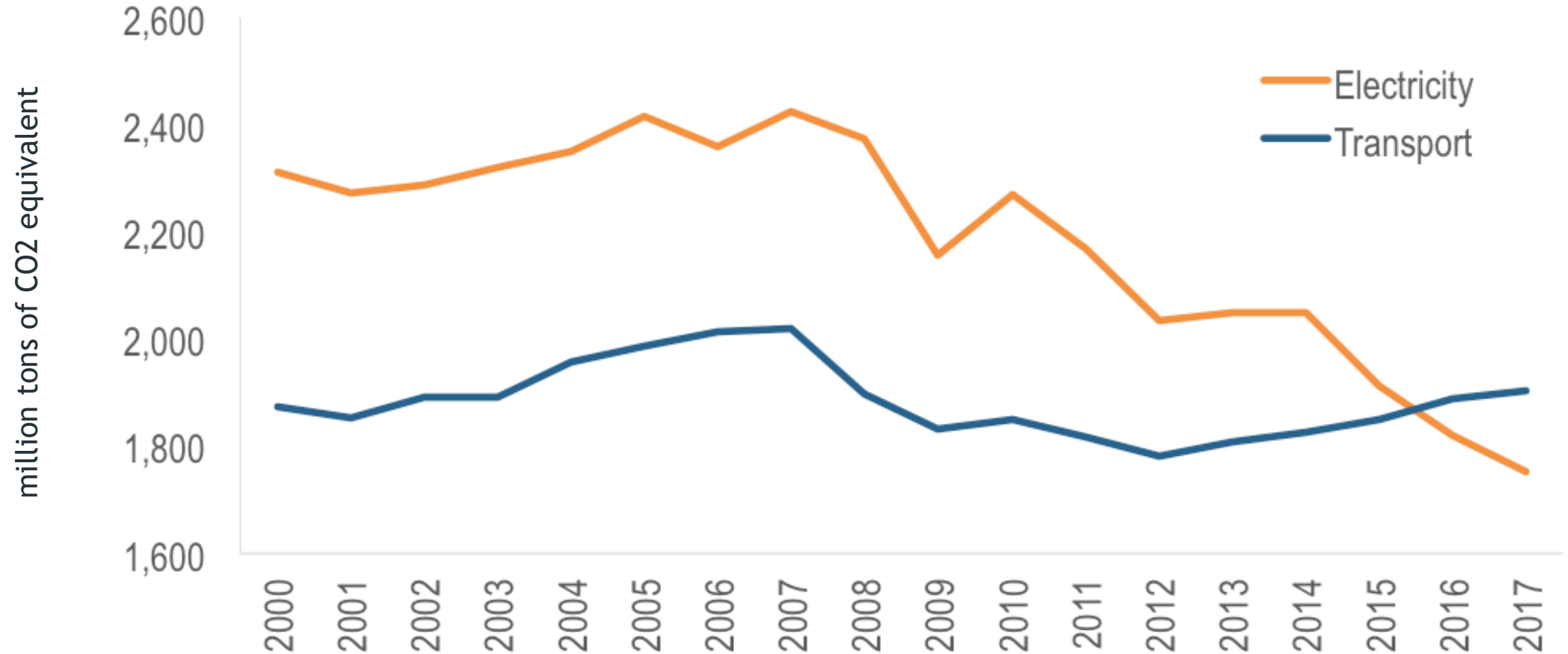
2015 GHG by Sector - 127 MMT CO<sub>2</sub>e



\*Based on S.B. 19-236 social cost of carbon of \$46/ton

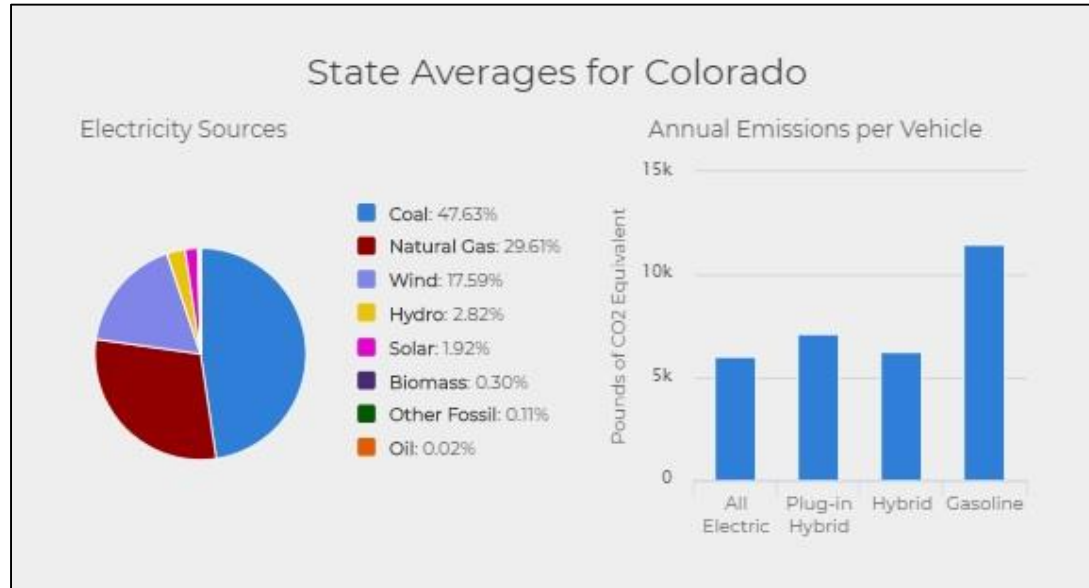


# Transportation Emissions: Growing Share of the Problem





# Emissions Benefits of Electrification



**Table 1. 2018 Lifecycle Emissions Profile, mg/mile**

Pollutant	New Gasoline Car	New Electric Vehicle	% Reduction
NOx	108	31	71%
VOC	135	2	99%
GHG	323,060	213,270	34%

**Table 2. 2026 Projected Lifecycle Emissions Profile, mg/mile**

Pollutant	New Gasoline Car	New Electric Vehicle	% Reduction
NOx	69	11	83%
VOC	95	1	98%
GHG	256,420	106,240	59%

- The Alternative Fuels Data Center calculates that EVs in Colorado produce approximately ½ the annual emissions as gasoline vehicles (pounds of CO2 Equivalent).
- A 2017 study by the City and County of Denver calculated the lifecycle emissions of a new EV versus a new gasoline vehicle and found:
  - 71% reduction in NOx
  - 99% reduction in VOC
  - 34% reduction in GHG
- Unlike conventional vehicles, EVs become greener as the grid decarbonizes.

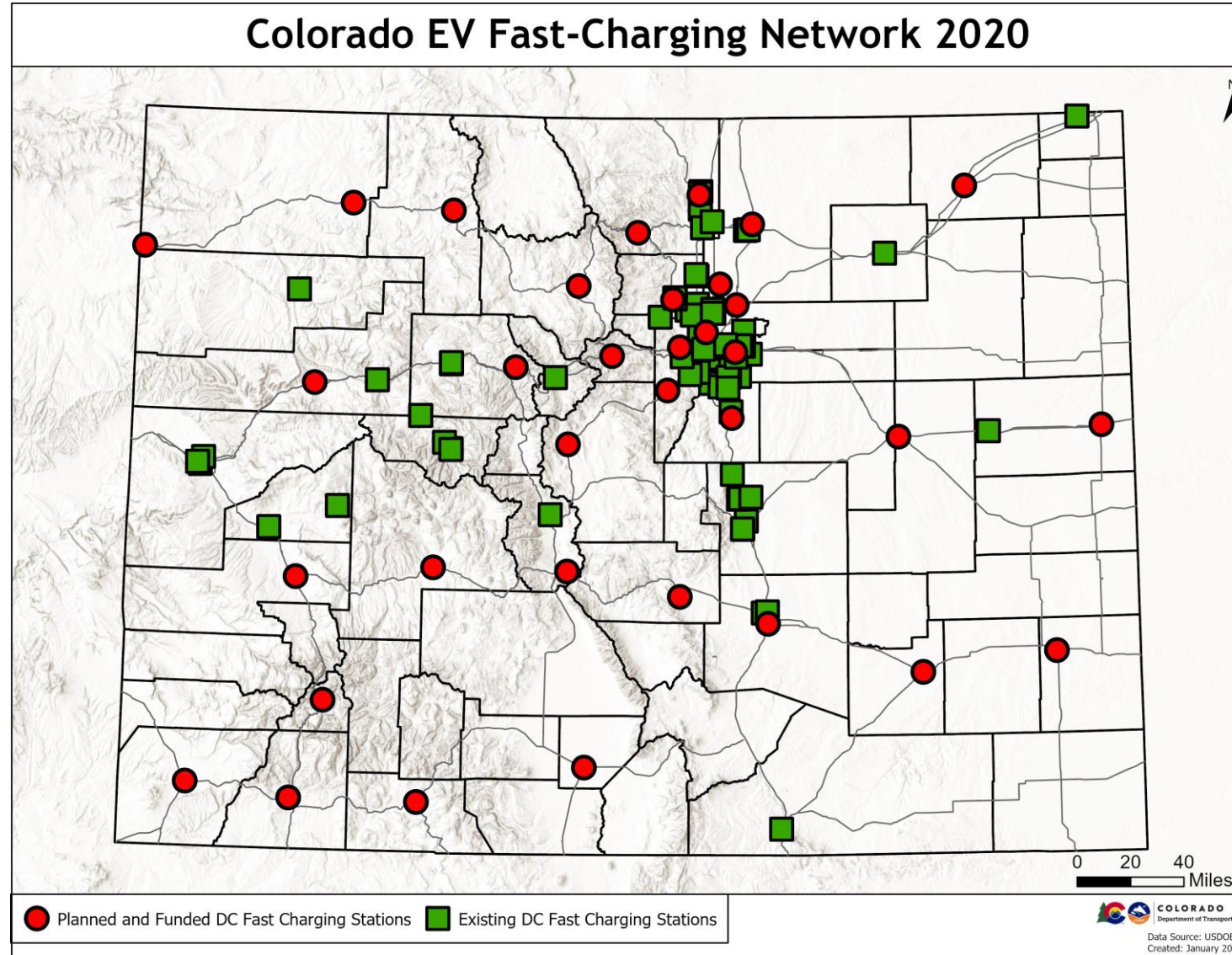




# DC Fast-Charging Infrastructure

## CMAQ Project Types with Statewide Eligibility:

- EV Charging / Alternative Fueling Infrastructure
- Intelligent Transportation Systems



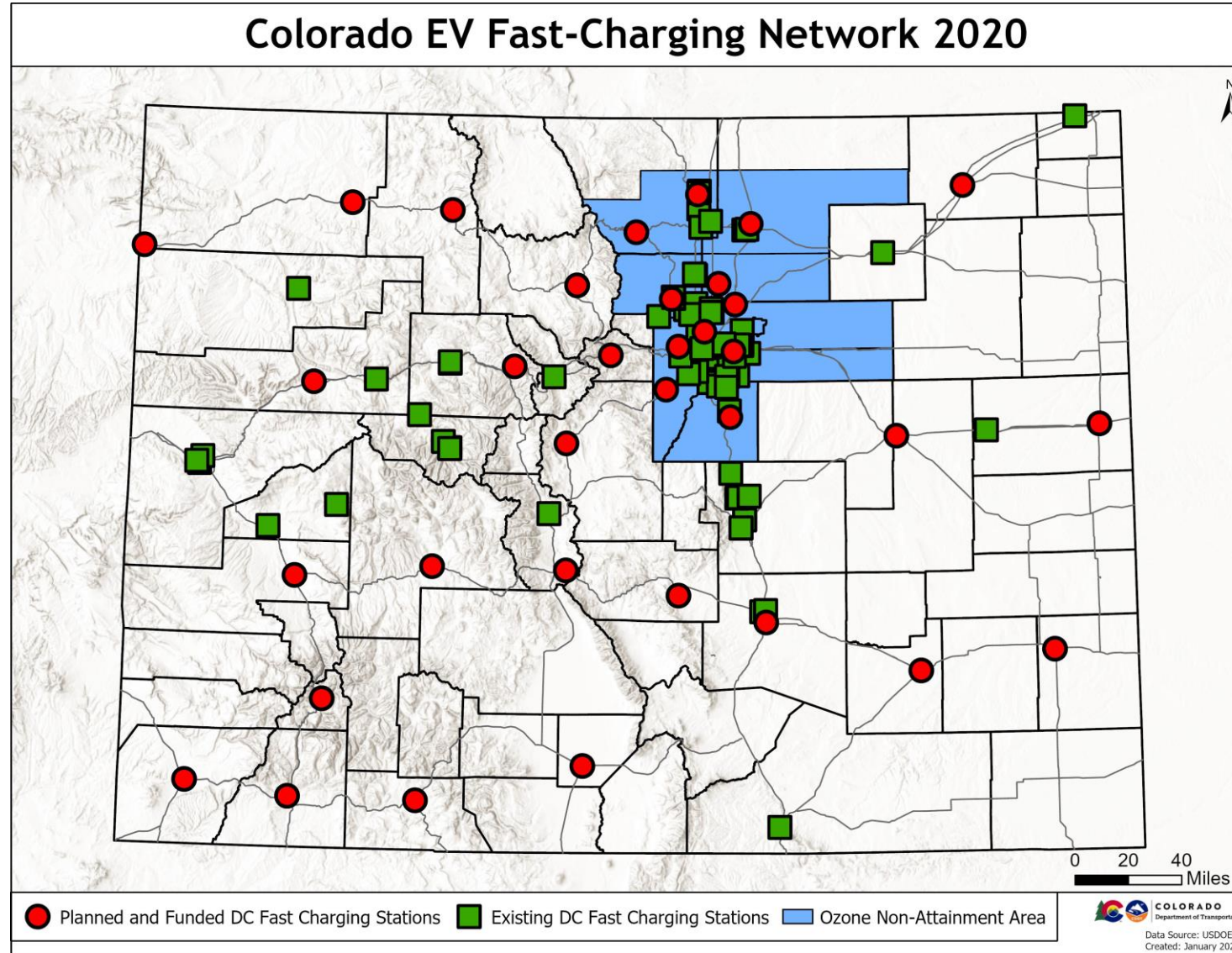


# DC Fast-Charging Infrastructure

Colorado EV Fast-Charging Network 2020

CMAQ Project Types with Statewide Eligibility:

- EV Charging / Alternative Fueling Infrastructure
- Intelligent Transportation Systems



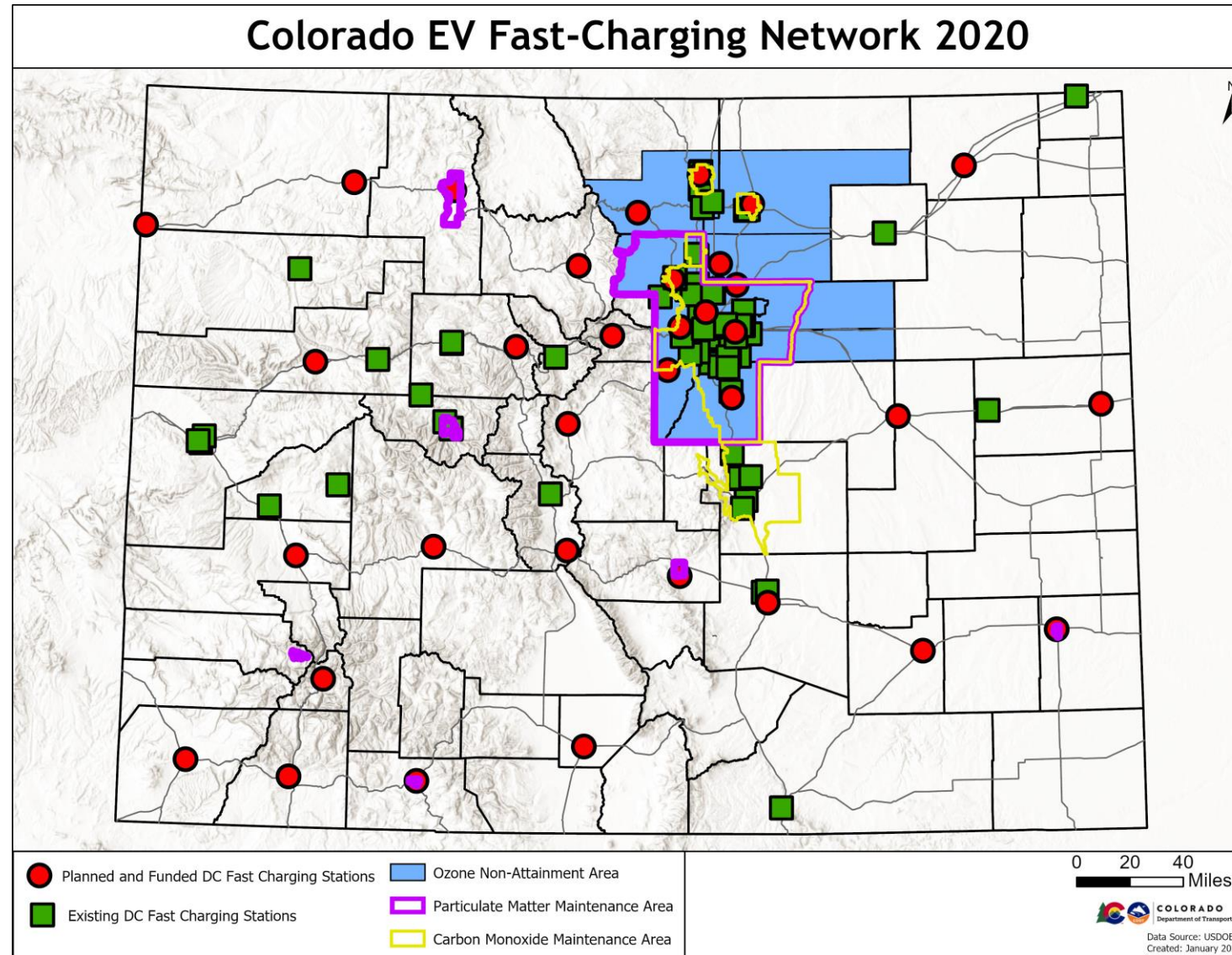




# DC Fast-Charging Infrastructure

## CMAQ Project Types with Statewide Eligibility:

- EV Charging / Alternative Fueling Infrastructure
- Intelligent Transportation Systems





# Estimated Emissions Benefits

Tons Emission Reduction for Operation of Charging Stations													
Five year benefits for station operation							Ten Year Benefits for station operation						
	NOx	VOC	PM 10	PM 2.5	CO	GHGs		NOx	VOC	PM 10	PM 2.5	CO	GHGs
Average use case for 160 DCFC	1.88988	2.04737	0.23623	0.15749	42.5223	4504.21171	Average use case for 160 DCFC	3.77976	4.09474	0.47247	0.31498	85.0446	9008.42342
High use case for 160 DCFC	3.79602	4.11235	0.4745	0.31633	85.4103	9047.16933	High use case for 160 DCFC	7.59203	8.2247	0.949	0.63267	170.821	18094.3387

Daily Emissions Benefits Kg Per Day						
	NOx	VOC	PM 10	PM 2.5	CO	GHGs
Average use case for 160 DCFC	0.93923	1.0175	0.1174	0.07827	21.1327	2238.502755
High use case for 160 DCFC	1.88654	2.04376	0.23582	0.15721	42.4472	4496.261447

Tons Per a Year of Annual Emissions Reduction for Electric Vehicle On Road Benefits													
2025 on Road EV Vehicles Emissions Benefits							2030 on Road EV Vehicles Emissions Benefits						
	NOx	VOC	PM 10	PM 2.5	CO	GHGs		NOx	VOC	PM 10	PM 2.5	CO	GHGs
ZEV+ Scenario 295,223 EVs in CO	468.696	507.754	58.587	39.058	10545.7	1001544.84	ZEV+ Scenario 838,997 EVs in CO	1331.99	1442.99	166.499	110.999	29969.8	2846299.63
High Scenario 363,692 EVs in CO	577.397	625.514	72.1747	48.1165	12991.4	1233826.11	High Scenario 1,037,586 EVs in CO	1647.27	1784.54	205.909	137.273	37063.6	3520013.36





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# Questions & Discussion





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# 10-Year Strategic Pipeline of Projects



# Background / Overview

- Develop project lists covering all the out years of the Strategic Pipeline of Projects (years 5-10)
- Use a fiscally constrained target of an additional \$500M per year (above the base program) for the six out years of the pipeline (years 5-10)
- 10 percent to Transit
  - 10 percent of the 10 percent to Transit dedicated to Statewide Bustang expansion
- Same parameters as SB267 projects (first four years of pipeline)
- Lists developed with planning partners using these inputs (public input, TC guiding principles, funding parameters)





# TC Guiding Principles and Criteria

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



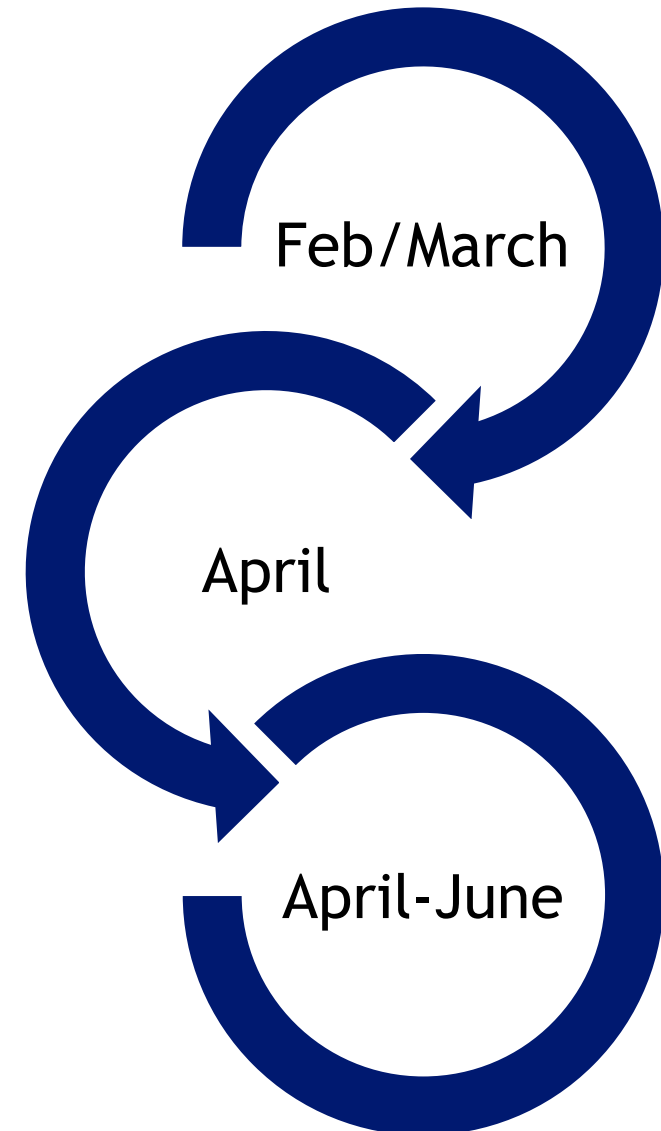


# Integration with Statewide Plan

- 10 Year Strategic Pipeline of Projects is one component of overall planning document
  - Includes elements required by state/federal statutes
  - Includes 10 rural Transportation Planning Region plans
    - ❖ Includes all the projects that were identified in planning process, but not included in the 10-Year Strategic Pipeline of Projects



# Integration with Statewide Plan



## Project Pipeline

Draft complete -February  
Commission Review--March

## Regional Transportation Plans

10 separate RTPs in development now  
All complete by first week of April

## Statewide Plan

Commission Review of Draft--April  
Public Review -- May  
Final Adoption--June

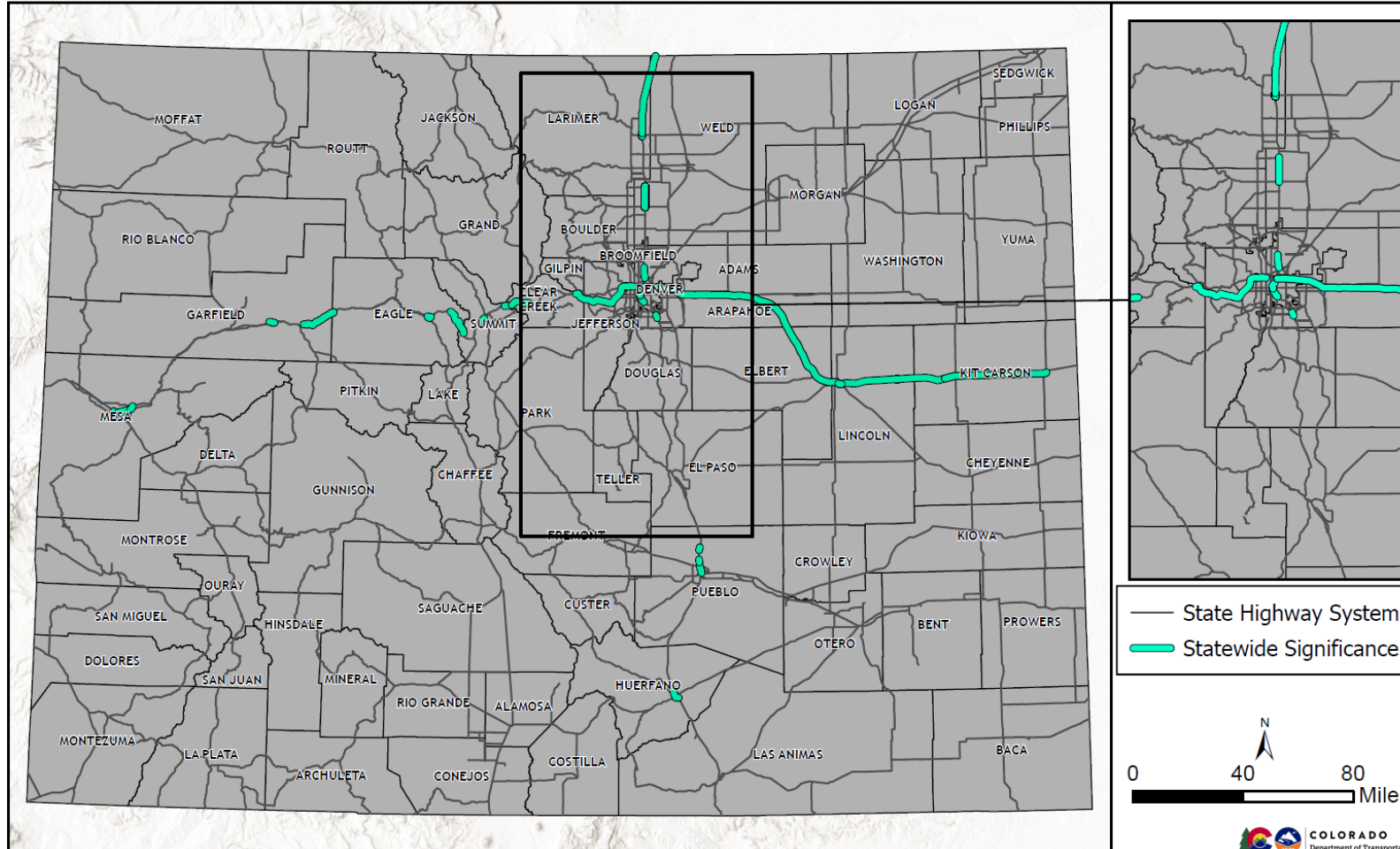


# **CONCEPT FOR DESCRIBING PROJECTS IN THE PLAN**



# Statewide Significance

## Projects of Statewide Significance



### Statistics

- Includes 30 projects considered to be of statewide significance
- Projects include intersection improvements, interstate capacity expansion, interstate reconstruction, and bridge replacements

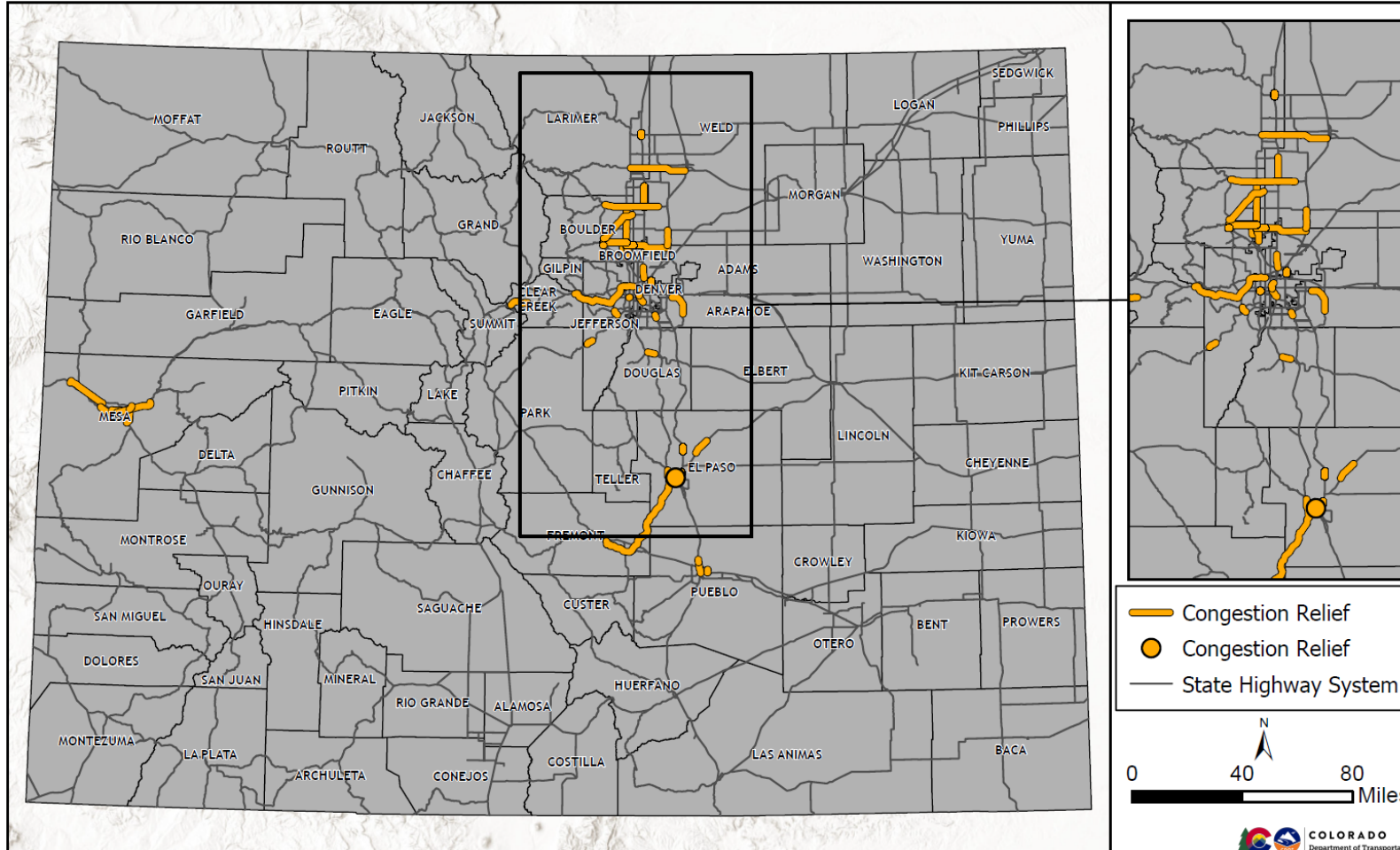
### Story

- Improves mobility on I-70 and I-25 corridors
- Enhances safety on heavily traveled corridors
- Reduces congestion



# Congestion Relief

## Congestion Relief Projects



## Statistics

- Includes 58 projects that will improve congestion in urban areas statewide.
- Projects include urban transit facilities, urban transit service expansion, intersection improvements, and highway capacity expansion

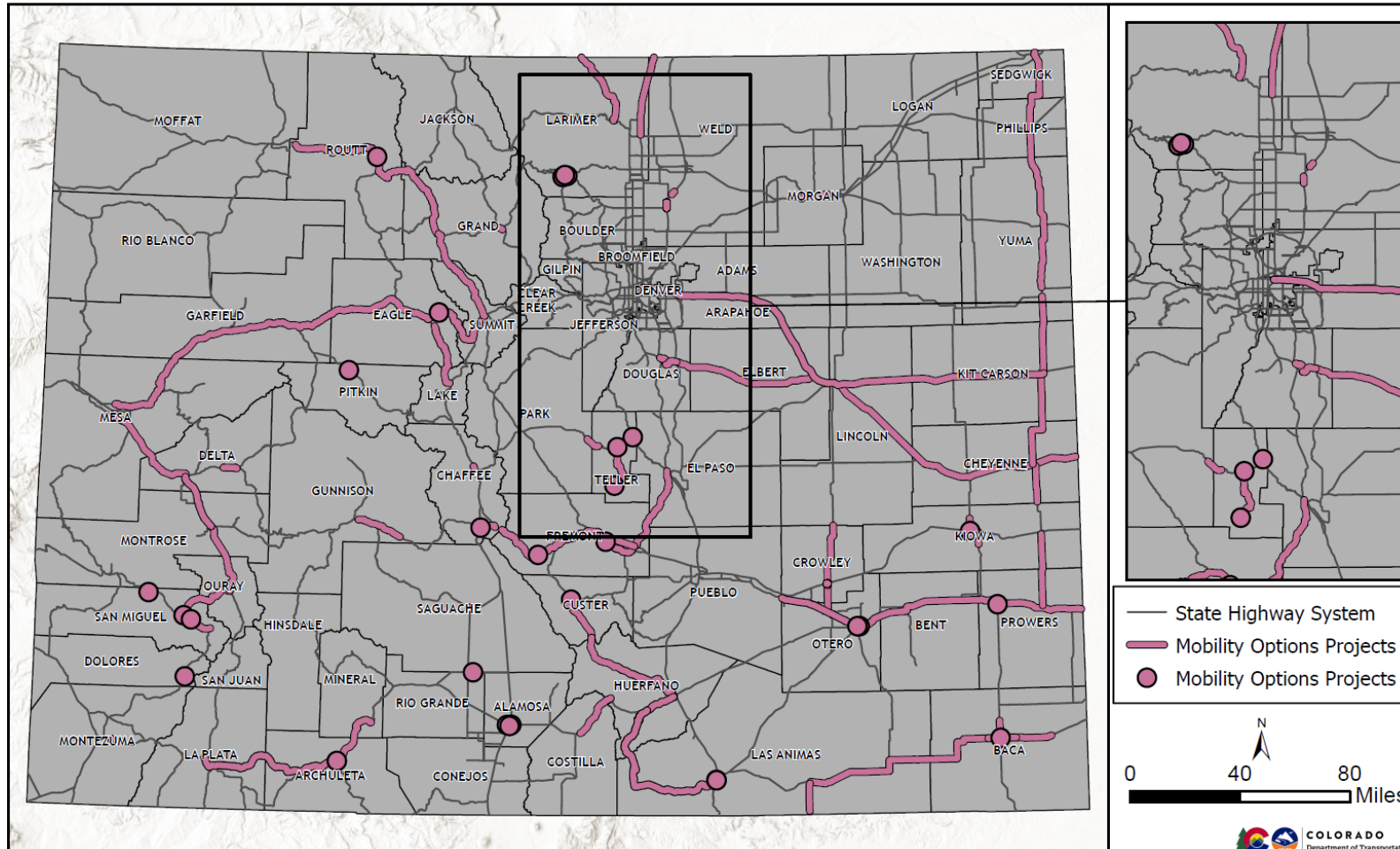
## Story

- Provides congestion relief through a mixture of urban transit expansion and highway capacity increases.



# Mobility Options

## Mobility Options Projects



## Statistics

- 96 projects that increase or expand access to modal options and increase the efficiency of the system
- Includes mobility projects such as passing lanes, rural transit operating, rural transit capital projects, and transit facilities

## Story

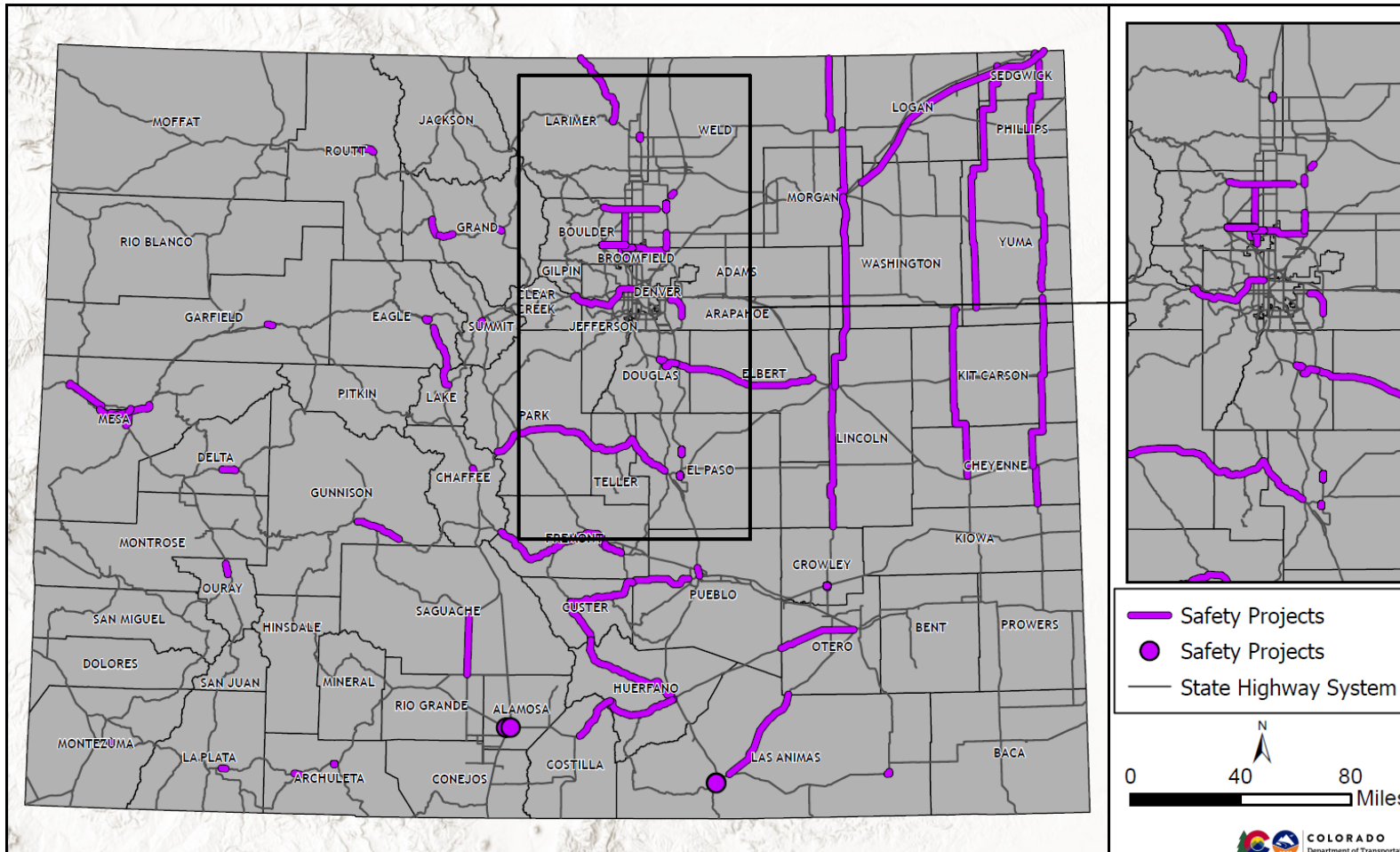
- Increasing mobility for residents in rural areas of the state
- Helps to ensure vulnerable populations will have access to essential services





# Safety

## Safety Projects



## Statistics

- 75 projects that address critical safety needs
- Includes safety projects such as shoulder widening, truck parking, turning lanes, passing lanes, and interaction improvements

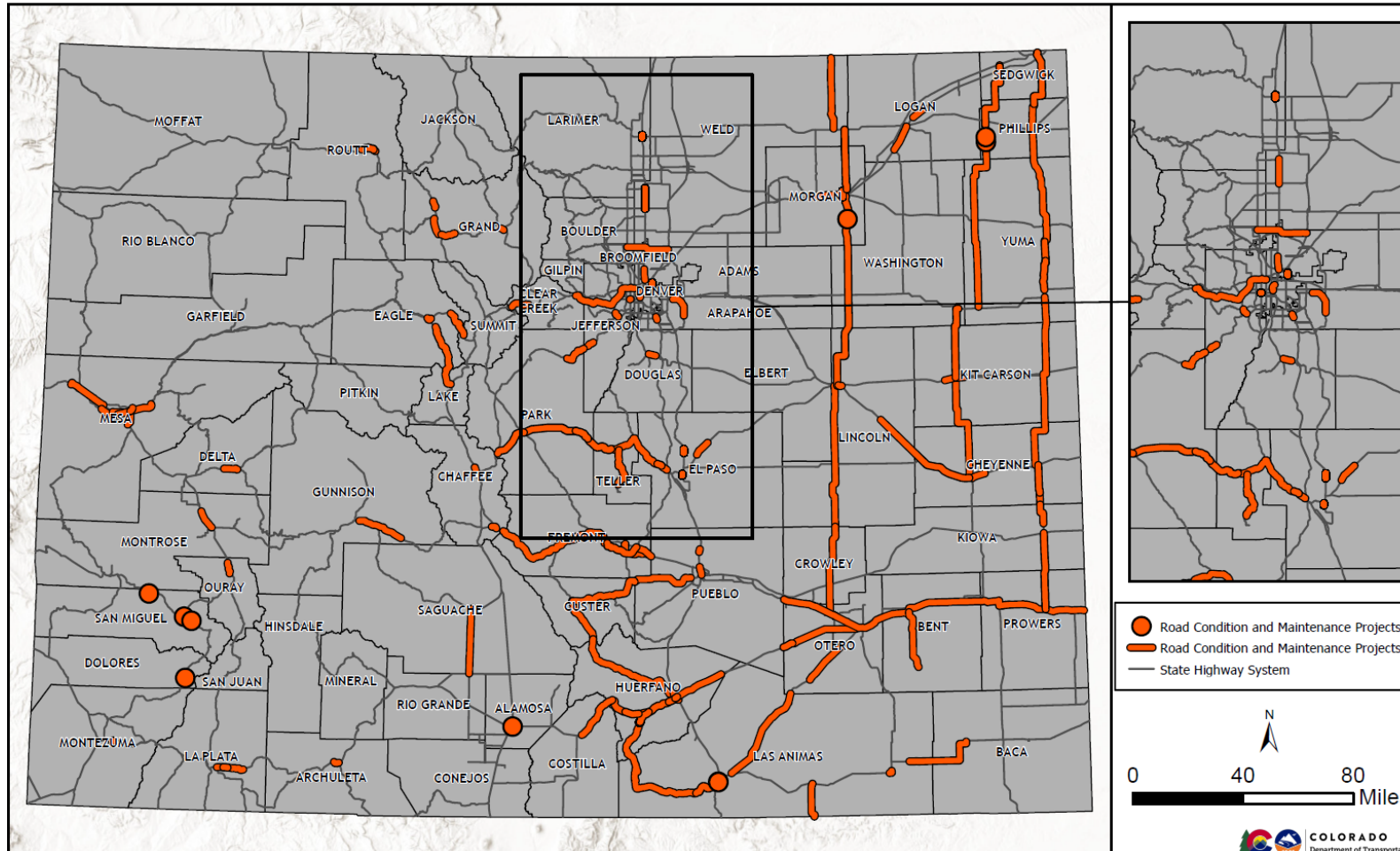
## Story

- Safety as a highest priority
- Targeting locations high risk crash locations



# Road Condition and Maintenance

## Road Condition and Maintenance Projects



## Statistics

- Includes 37 bridge projects
- Includes 105 pavement projects
- Includes other asset investments such as culverts, tunnels, ITS, goehazards, walls, traffic signals, and rest areas

## Story

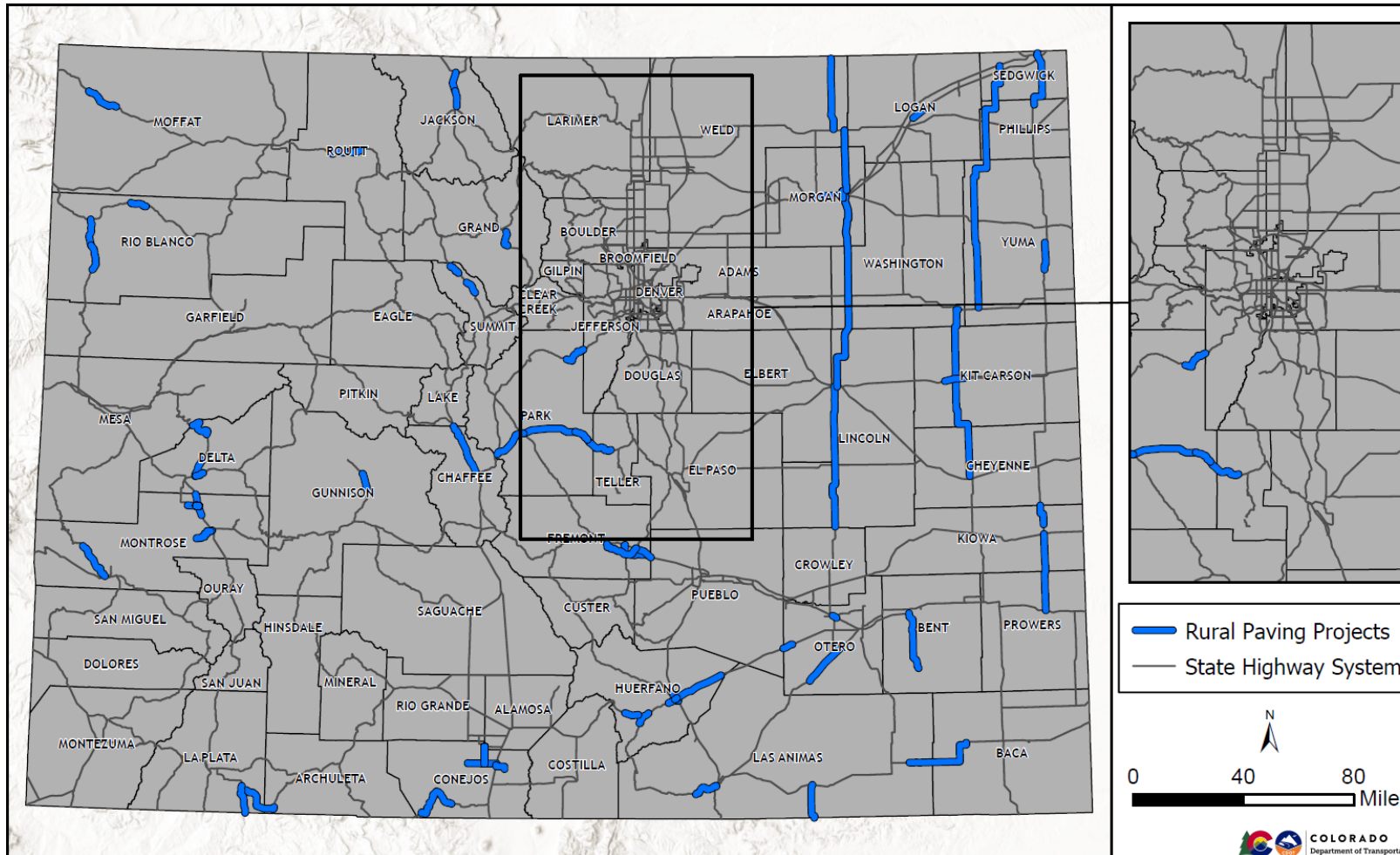
- Critical investments in quality of our assets
- Enhances the preservation of the transportation system
- Partially addresses backlog of needed asset improvements





# Rural Paving

## Rural Paving Projects



### Statistics

- The Rural Roads Funding Program has 64 projects dedicated to improving pavement conditions in rural areas.

### Story

- The Rural Roads Funding Program will make investments in 700+ miles of rural pavement projects that otherwise would not have been improved.



# PROJECTS OVERVIEW



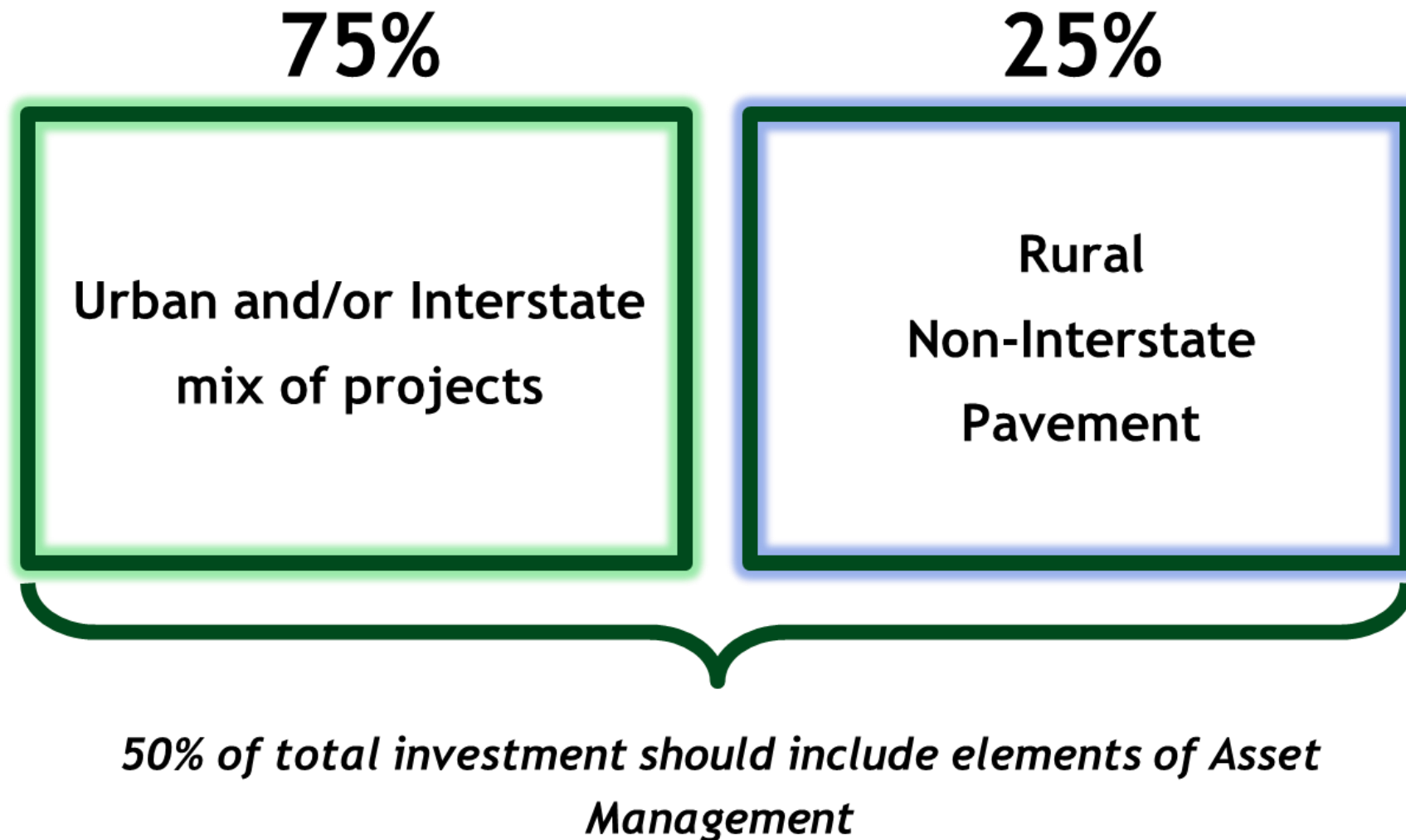
# Projects Overview

## Planning Totals (all values in Millions)

Region	Years 5-10	Total Transit (10% Set Aside)	Transit (10% of 10% Transit Set Aside for Statewide Bustang Expansion)	Final Transit Allocation	50% of Total Investment in Asset		Annual Capital
					Rural Paving (25% after Transit Set Aside)	Capital (75% after Transit Set Aside)	
Region 1	\$1,089.0	\$167.1	\$16.71	\$150.40		\$921.9	\$153.6
Region 2	\$585.0	\$48.3	\$4.83	\$43.50	\$134.2	\$402.5	\$67.1
Region 3	\$492.0	\$34.4	\$3.44	\$30.99	\$114.4	\$343.2	\$57.2
Region 4	\$732.0	\$54.3	\$5.43	\$48.90	\$169.4	\$508.2	\$84.7
Region 5	\$261.0	\$11.7	\$1.17	\$10.52	\$62.3	\$187.0	\$31.2
<b>Total</b>	<b>\$3,159.0</b>	<b>\$315.9</b>	<b>\$31.59</b>	<b>\$284.31</b>	<b>\$480.3</b>	<b>\$2,362.8</b>	<b>\$393.8</b>



# Background / Overview





# Region 1 - Summary

Region 1 - Targets vs. Actuals						
Region	Years 5-10	Total Transit (10% Set Aside)	Transit (10% of 10% Transit Set Aside for Statewide Bustang Expansion)	Final Transit Allocation	Rural Paving (25% after Transit Set Aside)	Capital (75% after Transit Set Aside)
Region 1 - Targets	\$1,089,010,000	\$167,100,000	\$16,710,000	\$150,400,000	N/A	\$921,900,000
Region 1 - Actual	\$1,088,710,000	\$167,100,000	\$16,710,000	\$145,000,000	N/A	\$927,000,000

Highlighted Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
1	US 285 to Pine Junction/Bailey	US 285 Richmond to Shaffers Crossing Widening and Kings Valley Interchange	DRCOG	\$ 60,000,000
1	I-25 North: 84th - 104th Early Action	I-25 North 84th - 104th: Early Action Activities, including Center-loading Median Station	DRCOG	\$ 70,000,000
1	SH 7 Priority Intersection Improvements	SH 7: Priority Intersection Improvements	DRCOG	\$ 15,000,000
1	Urban Arterial unfunded list/ DRCOG Vision Zero High Injury Network priorities	Urban Arterial unfunded list/ DRCOG Vision Zero High Injury Network priorities	DRCOG	\$ 10,000,000
1	Bottleneck Reduction	Bottleneck reduction (25 locations; total est 30-50 million)	DRCOG	\$ 25,000,000



# Region 2 - Summary

Region 2 - Targets vs. Actuals						
Region	Years 5-10	Total Transit (10% Set Aside)	Transit (10% of 10% Transit Set Aside for Statewide Bustang Expansion)	Final Transit Allocation	Rural Paving (25% after Transit Set Aside)	Capital (75% after Transit Set Aside)
Region 2 - Targets	\$585,000,000	\$48,300,000	\$4,830,000	\$43,470,000	\$134,175,000	\$402,525,000
Region 2 - Actual	\$585,127,882	\$48,300,001	\$4,830,000	\$41,420,000	\$134,227,882	\$404,650,000

Highlighted Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
2	US 50 Passing Lanes East of Salida	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection on US 50 east of Salida.	CF	\$ 8,500,000
2	US 160 Freight and Safety Improvements	Increase truck park, improve existing pull-offs, and install passing lanes at selected locations between La Veta Pass and Walsenburg	SC	\$ 18,000,000
2	Realign US50B as a part of US287 Relieve Route project	Realign US50B as a part of US287 Relieve Route project	SE	\$ 34,200,000
2	Passing lanes on US 385	Passing lanes on US 385 between Granada and Sheridan lake	SE	\$ 5,000,000
2	SH 21 and Airport Rd DDI Interchange construction	SH 21 and Airport Rd DDI Interchange construction	PPACG	\$ 45,000,000
2	I-25 Improvements (Phase of NPF -13th Street to US 50 B)	I-25 Improvements (Phase of NPF -13th Street to US 50 B)	PACOG	\$ 28,000,000



# Region 3 - Summary

Region 3 - Targets vs. Actuals						
Region	Years 5-10	Total Transit (10% Set Aside)	Transit (10% of 10% Transit Set Aside for Statewide Bustang Expansion)	Final Transit Allocation	Rural Paving (25% after Transit Set Aside)	Capital (75% after Transit Set Aside)
Region 3 - Targets	\$492,000,000	\$34,400,000	\$3,440,000	\$30,960,000	\$114,400,000	\$343,200,000
Region 3 - Actual	\$492,496,242	\$34,400,000	\$3,440,000	\$31,387,732	\$114,268,510	\$343,400,000

Highlighted Lights				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
3	SH 92: Safety Improvements	This project will reconstruct and widen the existing roadway to meet current design standards. It will also improve safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and completing intersection improvements at three county roads to, at a minimum, add left turn lanes.	GV	\$ 25,000,000
3	I-70 West: Exit 203 Interchange Improvements	This project will improve the capacity of the interchange by improving the westbound ramp and I-70 bridge. It will also improve the eastbound ramps and adjacent intersection that affects the operation of this interchange.	IM	\$ 30,000,000
3	I-70 West Vail Pass Auxiliary Lanes, NHPP 0701-240	Addition of a climbing lane in the uphill (East Bound) direction and addition of a deceleration lane in the downhill (West Bound) direction of I-70 West Vail Pass, enhanced Chain Stations, enhanced Truck Parking, ITS improvements, enhanced runaway truck ramps, Operational Improvements	IM	\$ 50,000,000
3	I-70 Exit 105	Upgrade of current 4-way stop at the intersection of I-70 Spur/US 6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	IM	\$ 15,000,000
3	US 40 East of Kremling Shoulder Improvements	Reconstruction and additional paved shoulder widening and passing lanes East of Kremmling.	NW	\$ 20,500,000
3	US 40 West. of Kremling Shoulder Improvements	Reconstruction and additional paved shoulder widening and passing lanes West of Kremmling.	NW	\$ 21,000,000
3	Hwy 34 and Hwy 40 Roundabout	Construction of a Roundabout at the intersection of US 40 and US 34	NW	\$ 5,000,000
3	US 40 Passing Lanes W. of Kremling	Widening of roadway and addition of passing lanes where possible.	NW	\$ 8,700,000
3	US 40 Passing Lanes Craig to Stmbt	Widening of roadway and addition of passing lanes where possible.	NW	\$ 8,000,000



# Region 4 - Summary

## Region 4 - Targets vs. Actuals

Region	Years 5-10	Total Transit (10% Set Aside)	Transit (10% of 10% Transit Set Aside for Statewide Bustang Expansion)	Final Transit Allocation	Rural Paving (25% after Transit Set Aside)	Capital (75% after Transit Set Aside)
Region 4	\$732,000,000	\$54,300,000	\$5,430,000	\$48,870,000	\$169,425,000	\$508,275,000
Region 4 - Actual	\$732,030,000	\$54,300,001	\$5,430,000	\$48,900,000	\$237,780,000	\$439,920,000

## Highlighted Projects

Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
4	US385: Cheyenne CL to Neb	Implement Study Priorities - operations, passing lanes, safety	Eastern	\$ 35,280,000
4	SH119 BRT / Managed Lanes	Construct Operational, intersection, transit and safety improvements	DRCOG	\$ 20,000,000
4	SH119 BRT / Managed Lanes	Construct transit related operational, and safety improvements	DRCOG	\$ 4,880,000
4	North I25 Segment 5 - Express Lanes	Express lanes, replace substandard structures and interchanges, transit hubs, bike/ped improvements relies heavily on partnerships to connect regions, states and nations safely.	DRCOG, NFR, UFR	\$ 196,400,000
4	I76: Fort Morgan to Brush Ph 4	Interstate reconstruction	UFR	\$ 45,000,000
4	I70 Sibert to Stratton	Interstate reconstruction- part of \$200 M package	Eastern	\$ 28,720,000





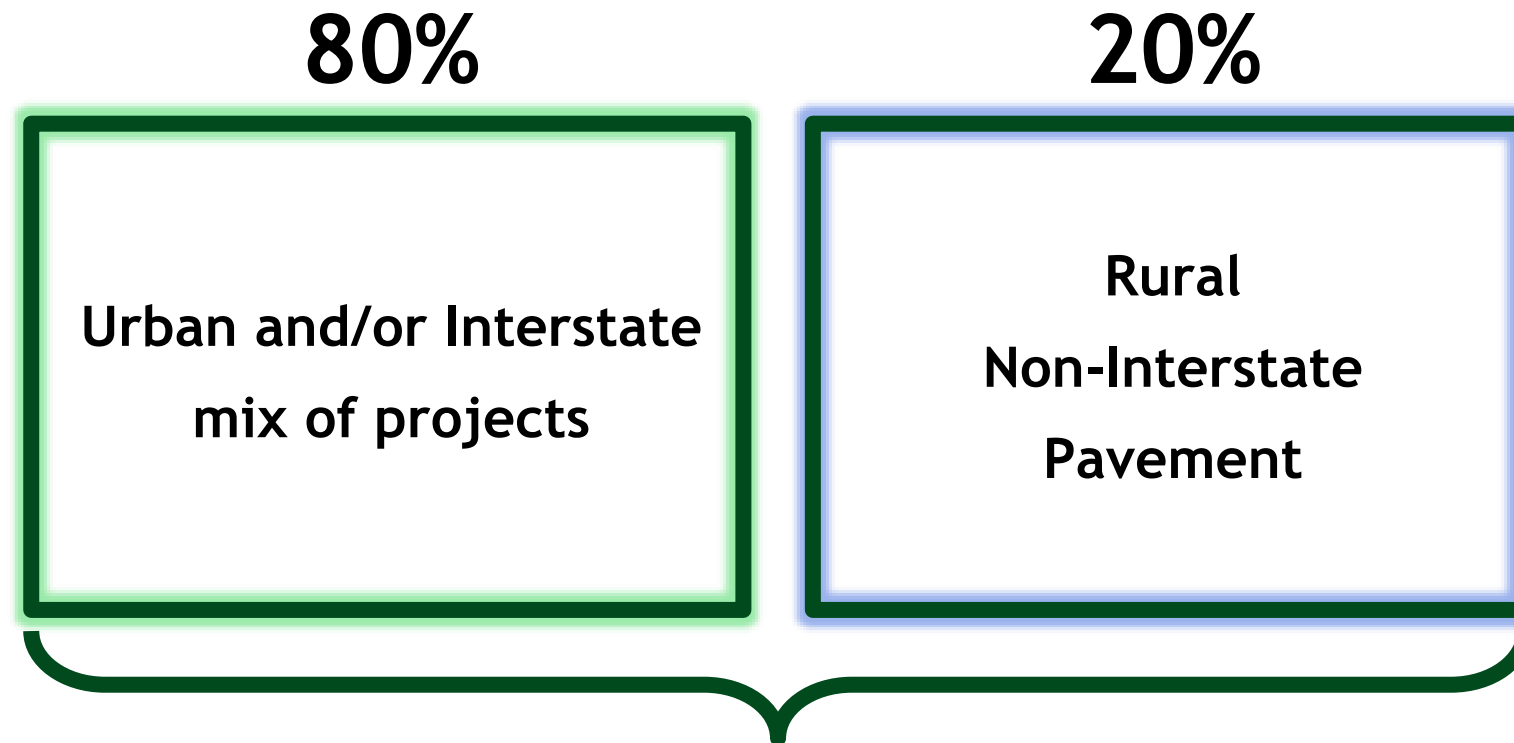
# Region 5 - Summary

Region 5 - Targets vs. Actuals						
Region	Years 5-10	Total Transit (10% Set Aside)	Transit (10% of 10% Transit Set Aside for Statewide Bustang Expansion)	Final Transit Allocation	Rural Paving (25% after Transit Set Aside)	Capital (75% after Transit Set Aside)
Region 5 - Targets	\$261,000,000	\$11,700,000	\$1,170,000	\$10,530,000	\$62,325,000	\$186,975,000
Region 5 - Actual	\$265,149,999	\$11,700,000	\$1,170,000	\$10,520,000	\$62,299,999	\$191,160,000

Highlighted Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
5	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache. (scalable)	SLV	\$ 33,680,000
5	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek. An animal underpass will be constructed, as well as deer fencing and animal escape ramps.	GV	\$ 30,570,000
5	US 160: Elmore's East	This project will complete the improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation. #20980	SW	\$ 34,530,000
5	US 160/Main Street Pagosa Reconstruction and Multi-Modal Improvements	This project will reconstruct the surface of US 160 and provide multimodal improvements along the highway corridor in Pagosa Springs (San Juan River Bridge/1st Street to McCabe); road diet from 3rd Street to 10th Street	SW	\$ 13,670,000
5	US 160 / Pike Avenue, Alamosa County	Region's Top Intersection Safety Priority	SLV	\$ 3,000,000



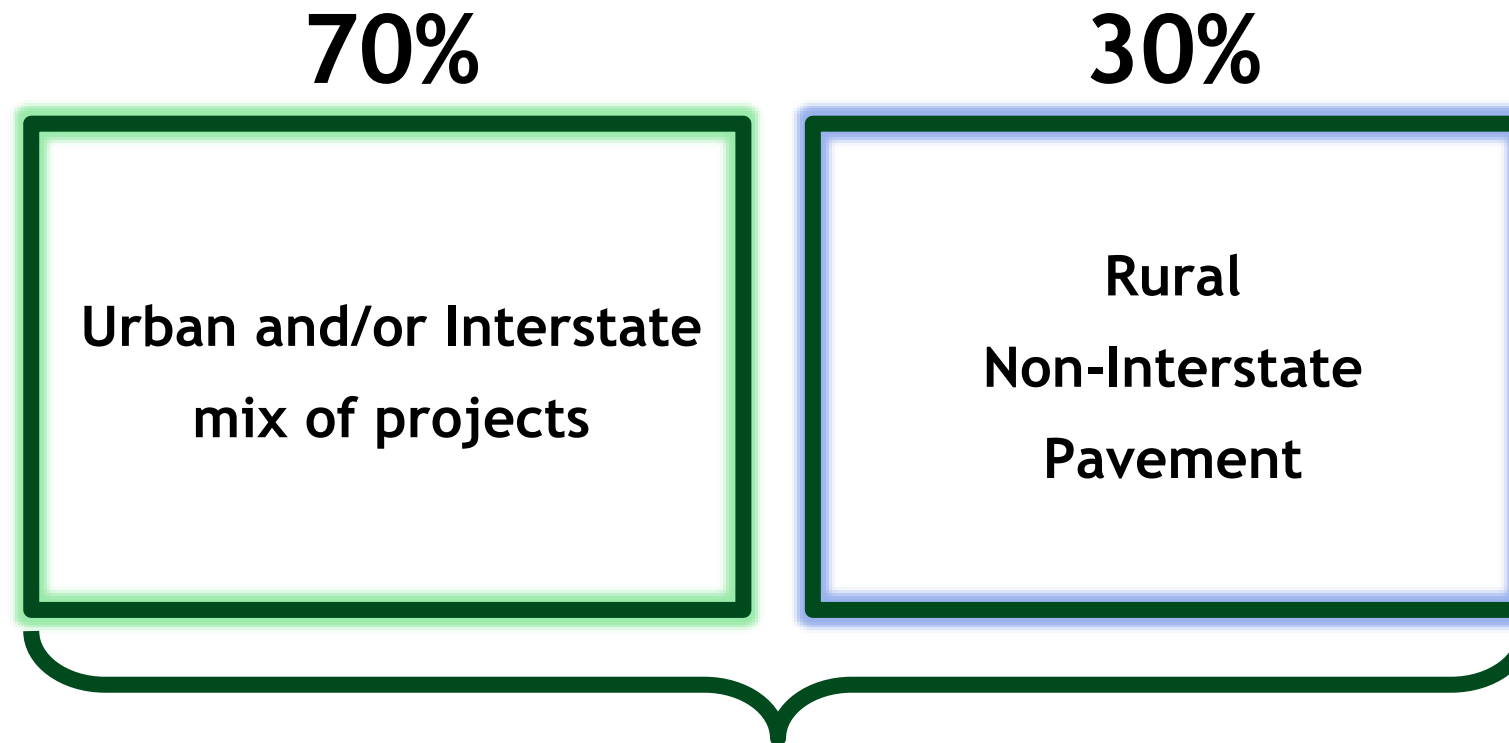
# STATEWIDE



*49% of total investment should includes elements of Asset Management*



# REGIONS 2-5



*52% of total investment should includes elements of Asset Management*



# Outstanding Questions

- Projects that do not make the “planning total” fiscal constraint, where will those projects live and be represented?
- What is the plan to represent the need on our interstates?
- What is the refresh or recycle time of the pipeline of projects? How to project move through the pipeline?
- What will be the use of this list?
  - Legislators, voters, website, etc.?



# Status and Next Steps

- February: TC input and refinement
- March-May: Continued refinement based on input from stakeholders and public
- June: Adopt 2045 Statewide Plan

## Region I

### Major Capital Projects

Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
1	Speer and 23rd Construction	I-25: Speer and 23rd Construction - Bridge replacements plus CD/braids to fix most serious weave (1 braid only)	DRCOG	\$ 25,000,000
1	Valley Highway Phases 3 and 4 (Burnham)	I-25: Valley Highway Phases 3 and 4 (Burnham) - Acquisition of ROW, movement of RR, NO changes to mainline I-25	DRCOG	\$ 245,000,000
1	Floyd Hill WB	I-70 Floyd Hill WB Improvements	DRCOG	\$ 100,000,000
1	US 6 & Wadsworth	US6 / Wadsworth Interchange Reconstruction	DRCOG	\$ 70,000,000
1	C-470: Wadsworth to I-70 Phase I	C-470: US-285/Morrison/Quincy Interchange Improvements	DRCOG	\$ 56,000,000
1	I-70 & Kipling ROW	I-70 / Kipling Interchange Reconstruction (ROW Only)	DRCOG	\$ 30,000,000
1	US 285 to Pine Junction/Bailey	US 285 Richmond to Shaffers Crossing Widening and Kings Valley Interchange	DRCOG	\$ 60,000,000
1	I-70 Bakerville to EJMT Climbing Lane	I-70: Bakerville to EJMT, Addition of new Climbing Lane	DRCOG	\$ 25,000,000
1	EJMT Prioritized Maintenance	EJMT Prioritized Maintenance	DRCOG	\$ 50,000,000
1	I-25 North: 84th - 104th Early Action	I-25 North 84th - 104th: Early Action Activities, including Center-loading Median Station	DRCOG	\$ 70,000,000
1	Vasquez Early Action Items	Completion of Vasquez early action items: supplement to DRCOG funds for Design and ROW	DRCOG	\$ 10,000,000
1	SH 7 Priority Intersection Improvements	SH 7: Priority Intersection Improvements	DRCOG	\$ 15,000,000
1	SH7/I-25 Interchange Design/ROW	SH7/I-25 Interchange Design/ROW	DRCOG	\$ 10,000,000
1	US 85: Sedalia to Meadows	US 85: Sedalia to Meadows, Widening & Reconstruction	DRCOG	\$ 37,000,000
1	I-25 & Belleview Phase I	I-25 & Belleview Early Action Interchange Improvements	DRCOG	\$ 22,000,000
1	SH 30 Improvements: Quincy to Airport Rd	SH 30 Improvements: Quincy to Airport Rd	DRCOG	\$ 25,000,000
1	Urban Arterial unfunded list/ DRCOG Vision Zero High Injury Network priorities	Urban Arterial unfunded list/ DRCOG Vision Zero High Injury Network priorities	DRCOG	\$ 10,000,000
1	Bottleneck Reduction	Bottleneck reduction (25 locations; total est 30-50 million)	DRCOG	\$ 25,000,000
1	Regionwide Signal Cabinet Upgrades	Region-wide signal cabinet upgrades	DRCOG	\$ 5,000,000
1	Regionwide Signal Upgrades	Region-wide signal upgrades	DRCOG	\$ 12,000,000
1	Escape Ramp Improvements Along I-70	Escape Ramp Improvements Along I-70	DRCOG	\$ 5,000,000
1	Noise Wall Maintenance	Noise Wall Maintenance	DRCOG	\$ 10,000,000
1	Grade Separating Trail Improvements/Crossings	Grade Separating Trail Improvements/Crossings	DRCOG	\$ 10,000,000
<b>Total</b>				<b>\$ 927,000,000</b>

### Transit Projects

Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
I	Region I Arterial Transit		DRCOG	\$ 70,000,000
I	DTC Mobility Hub		DRCOG	\$ 10,000,000
I	Morrison / Dinosaur Parking Lot Mobility Hub		DRCOG	\$ 20,000,000
I	SH 7 Priority Intersection Improvements		DRCOG	\$ 5,000,000
I	I-25 North 84th - 104th: Early Action		DRCOG	\$ 40,000,000
<b>Total</b>				<b>\$ 145,000,000</b>

*\* Projects not in prioritized order*

<b>Region I</b>
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<b>Highlighted Projects</b>				
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Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
1	US 285 to Pine Junction/Bailey	US 285 Richmond to Shaffers Crossing Widening and Kings Valley Interchange	DRCOG	\$ 60,000,000
1	I-25 North: 84th - 104th Early Action	I-25 North 84th - 104th: Early Action Activities, including Center-loading Median Station	DRCOG	\$ 70,000,000
1	SH 7 Priority Intersection Improvements	SH 7: Priority Intersection Improvements	DRCOG	\$ 15,000,000
1	Urban Arterial unfunded list/ DRCOG Vision Zero High Injury Network priorities	Urban Arterial unfunded list/ DRCOG Vision Zero High Injury Network priorities	DRCOG	\$ 10,000,000
1	Bottleneck Reduction	Bottleneck reduction (25 locations; total est 30-50 million)	DRCOG	\$ 25,000,000

*\* Projects not in prioritized order*



## Region 2

Major Capital Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
2	US 50 Passing Lanes East of Salida	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection on US 50 east of Salida.	CF	\$ 8,500,000
2	SH 67 Passing Lanes	Passing Lanes and Slow Vehicle Pull-offs	CF	\$ 10,500,000
2	SH 69 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-42)	SC	\$ 6,200,000
2	Bike/Pedestrian: Southern Mountain Loop Trail	This trail project will complete the Southern Mountain Loop of the Colorado Front Range Trail. This portion of the Southern Mountain Loop will run approximately 85 miles with segments that are both on the road and segments that are separated from the road, providing a bicycle and pedestrian trail connecting Interstate 25 in Walsenburg with Interstate 25 in Trinidad.	SC	\$ 10,000,000
2	SH 115 Widening and Passing Lanes, Shoulder and Intersection Improvements between Cañon City and Florence	Addition of passing lanes, shoulders, and improved bicycle and pedestrian safety per PEL (MP 0-8)	CF	\$ 10,500,000
2	ADA ramps & Sidewalk Improvements in La Veta and Trinidad	Upgrade ADA Ramps to meet current standard, and improve sidewalk at selected locations (La Veta, Trinidad)	SC	\$ 1,000,000
2	I25C & US160 Intersection Improvements	roundabout or other mitigation to address intersection operation & drainage issues (The intersection of I25C and US160)	SC	\$ 4,000,000
2	US 160 Freight and Safety Improvements	Increase truck park, improve existing pull-offs, and install passing lanes at selected locations between La Veta Pass and Walsenburg	SC	\$ 18,000,000
2	Proposed US350 shoulder widening	Widen shoulders on both sides along the corridor at selected areas (selected areas between MP0.0 to MP73)	SC	\$ 5,500,000
2	More US50B Passing Lanes	Install a few more passing lanes before significant funding is available for the 4 lane project	SE	\$ 15,000,000
2	Realign US50B as a part of US287 Relieve Route project	Realign US50B as a part of US287 Relieve Route project	SE	\$ 34,200,000
2	Intersection Improvements at CO 96/CO 71 & CO96/CO71/CR G	Add turning lanes at these two intersection	SE	\$ 800,000
2	Proposed SH 10 Shoulder Widening project	Widen SH 10 at select areas (SH 10 from county line to La Junta)	SE	\$ 10,000,000
2	CO 160 Curve Alignment	Soften Curve on CO 160 near MP 412.8	SE	\$ 1,000,000
2	Passing lanes on US 385	Passing lanes on US 385 between Granada and Sheridan lake	SE	\$ 5,000,000
2	SH 71 Passing Lanes	Passing Lanes on SH 71 between Rocky Ford and Lincoln County Line	SE	\$ 4,000,000
2	US 24 Shoulder Widening	Widen US 24 at selected location (US 24 MP 143 to 304)	CF	\$ 10,000,000
2	SH 96 Shoulder Widening	Widen SH 96 at select locations, estimated ~25% of corridor (MP 0 to 59)	CF	\$ 10,500,000
2	SH 21 and Airport Rd DDI Interchange construction	SH 21 and Airport Rd DDI Interchange construction	PPACG	\$ 45,000,000
2	US 24 East Widening from Garrett Rd to Stapleton Rd	US 24 East Widening from Garrett Rd to Stapleton Rd	PPACG	\$ 50,000,000
2	US 24 West (Pedestrian Crossing over Ridge Road)	US 24 West (Pedestrian Crossing over Ridge Road)	PPACG	\$ 16,000,000
2	SH 21 and Dublin Blvd (Construct a grade separated Interchange)	SH 21 and Dublin Blvd (Construct a grade separated Interchange)	PPACG	\$ 45,000,000
2	Corridor Studies (SH 94, SH 83, SH 115, and US 24 between Manitou and Divide)	Corridor Studies (SH 94, SH 83, SH 115, and US 24 between Manitou and Divide)	PPACG	\$ 4,000,000
2	High-Capacity Corridor Improvements (NEPA/Design/Engineering)	High-Capacity Corridor Improvements (NEPA/Design/Engineering)	PPACG	\$ 850,000
2	BNSF Corridor Purchase (For multimodal corridor, non-motorized transportation, or BRT)	BNSF Corridor Purchase (For multimodal corridor, non-motorized transportation, or BRT)	PPACG	\$ 1,100,000
2	SH 96A West of Pueblo (shoulder widening, bridge rail replacement, bike lane and other safety improvements)	SH 96A West of Pueblo (shoulder widening, bridge rail replacement, bike lane and other safety improvements)	PACOG	\$ 11,500,000
2	I-25 Improvements (Phase of NPF -13th Street to US 50 B)	I-25 Improvements (Phase of NPF -13th Street to US 50 B)	PACOG	\$ 28,000,000
2	SH 47 (four lane extension to US 50 B)	SH 47 (four lane extension to US 50 B)	PACOG	\$ 8,000,000
2	I-25 Exit 108 (Replace Single Box Culvert Crossing Under I-25)	I-25 Exit 108 (Replace Single Box Culvert Crossing Under I-25)	PACOG	\$ 11,000,000
2	US 50C Drainage Improvements (drainage improvements at 36th lane)	US 50C Drainage Improvements (drainage improvements at 36th lane)	PACOG	\$ 5,500,000
2	SH 45 North Extension Study	SH 45 North Extension Study	PACOG	\$ 1,000,000
2	Dillion Drive E. of I-25 Frontage Road (Construct a new 2-lane facility in addition to constructing a Round-about at Exit 104)	Dillion Drive E. of I-25 Frontage Road (Construct a new 2-lane facility in addition to constructing a Round-about at Exit 104)	PACOG	\$ 3,000,000
2	SH 69 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 42-59)	CF	\$ 10,000,000
Totals				\$ 404,650,000

\* Projects not in prioritized order

## Region 2

Transit Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
2	Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, Woodland Park)	Provide Transfer Facilities For Regional Services in Cripple Creek, Canon City, and Woodland Park	CF	\$ 390,000
2	Expanded Regional Transit Service between Walsenburg-La Veta-Gardener-Cuchara	New Vans (3) to expand Walsenburg Service to La Veta, Gardener, and Cuchara w/ operating expenses	SC	\$ 1,400,000
2	Kim Transit Garage	Garage and offices for expanded transit services by SCCOG to Kim, Branson and Baca County . This will hold 2 vans	SC	\$ 500,000
2	Expanded Regional Transit Service between Kim-Branson-Baca County	New Vans (2) to expand Transit Service to Kim, Branson, and Baca County w/ operating expenses	SC	\$ 600,000
2	Expanded Regional Kiowa County Transit Service	purchase 15 passenger bus; operate service 7 days/week - requires operating and capital	SE	\$ 400,000
2	Baca County Bus Facility	Metal storage facility; heated; 2-4 vehicles	SE	\$ 400,000
2	New Regional Transit Service between Campo and Lamar; Expanded Baca County Demand Response Services	Provide transit service along US 287 from Campo to Lamar. 2 days per week, approximately 310 annual hours; requires one add'l 15 passenger bus; 7 days/week	SE	\$ 500,000
2	New Regional Fixed-Route Transit Service in Teller County (including Lake George, Florissant, Evergreen Station, and others)	Establish twice daily fixed services throughout Teller County serving Lake George, Florissant, Evergreen Station, others; requires one cutaway vehicle; 3 days/week; twice daily	CF	\$ 600,000
2	New Golden Shuttle Fixed-Route Service in Fremont County (Cotopaxi and outlying areas)	Expand service to include weekend and evening service. Estimated 4,400 hrs./yr. Annual depreciated cost of one-half time body-on-chassis bus	CF	\$ 1,330,000
2	Expanded Local Fixed-Route Service between Florence-Penrose- Cañon City	Expand Fixed Services in Fremont County serving Florence, Penrose and towns west along US50. Requires one cutaway vehicle	CF	\$ 760,000
2	Cripple Creek Administration & Operations Facility	Bus/admin facility with 9 bays; 60x180ft; training and admin offices; wash bay	CF	\$ 2,050,000
2	Westcliffe Vehicle Housing	Metal building to house vehicles	CF	\$ 460,000
2	New Inter-regional Transit Service between Cañon City-Florence-Colorado Springs	Connecting Canon City and Florence with Colorado Springs. 5-7 days per week, 8 hours per day, estimated 2,080-2,912 annual hours; one van	CF, PP	\$ 840,000
2	Expanded Regional Transit Service between Trinidad and SH 12 Communities	New Vans (6) to expand Trinidad Transit service on Highway 12 to Segundo, Weston, Stonewall Gap, and Monument Lake w/operating expenses	SC	\$ 2,000,000
2	Kiowa County Bus Storage Facility	Metal storage facility; heated; 2-4 vehicles	SE	\$ 200,000
2	La Junta Multimodal Transit Center	New facility build, Santa Fe & San Juan & 1st St., La Junta; including Park-n-Ride facility	SE	\$ 4,000,000
2	La Junta to Fowler Fixed-Route Service	Fixed route service, 2 R/T routes/day; Purchase of one 15-passenger bus	SE	\$ 600,000
2	City of La Junta Bus Barn Rehabilitation	Rehabilitate existing facility, 5th St & Gardner, La Junta; increase size; electrical rehab; adding restrooms	SE	\$ 200,000
2	Expand Deviated Fixed Route Services in La Junta	Expanded service hours throughout the day; requires one add'l 15-passenger bus	SE	\$ 400,000
2	Expand Crowley County Transit Service in Crowley County and Sugar City	Expand Crowley County transit service including in Sugar City (US 96). 4 additional hours daily, estimated annual hours 1,040 in both Crowley County and Sugar City	SE	\$ 400,000
2	Mobility Management and Expansion of UAACOG	Expand marketing, outreach and coordination of UAACOG	CF	\$ 100,000
2	Prowers Area Transit Bus Barn Expansion	Add a transit office on the east side of the existing bus storage barn	SE	\$ 150,000
2	Need-Based Transit Sidewalks and Bus Stop Improvements (Bus stop improvements made in response to customer need and request.)	Need-Based Transit Sidewalks and Bus Stop Improvements (Bus stop improvements made in response to customer need and request.)	PPACG	\$ 2,800,000
2	Academy Boulevard/Hancock Expressway Transfer Center (Multimodal improvements such as: new transit transfer center, roadway reconfigurations, installing a full-movement traffic signal that will aid transit operations and traffic circulation, and curb, gutter, sidewalk, trail, and median improvements)	Academy Boulevard/Hancock Expressway Transfer Center (Multimodal improvements such as: new transit transfer center, roadway reconfigurations, installing a full-movement traffic signal that will aid transit operations and traffic circulation, and curb, gutter, sidewalk, trail, and median improvements)	PPACG	\$ 3,000,000
2	Fixed-Route Service Increase - Stage I (Weekday headway improvements, full weekday evening and Saturday service, etc.)	Fixed-Route Service Increase - Stage I (Weekday headway improvements, full weekday evening and Saturday service, etc.)	PPACG	\$ 7,800,000
2	Systematic Bus Stop Access Improvements (Systematic Bus Stop Access Improvements - Routes 1, 6, 7, 8, 9, 12, 16)	Systematic Bus Stop Access Improvements (Systematic Bus Stop Access Improvements - Routes 1, 6, 7, 8, 9, 12, 16)	PPACG	\$ 1,400,000
2	Bus Stop Amenity Program (Ddd benches, shelters and bike lock- ers at bus stops that don't currently have them, enhancing the customers riding experience and other improvements).	Bus Stop Amenity Program (Ddd benches, shelters and bike lock- ers at bus stops that don't currently have them, enhancing the customers riding experience and other improvements).	PPACG	\$ 1,000,000
2	Fixed Route Bus/Vehicle Replacement	Fixed Route Bus/Vehicle Replacement	PACOG	\$ 7,240,000
Totals				\$ 41,520,000

\* Projects not in prioritized order

## Region 2

Rural Paving Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
2	RRST US50A -MP 289.8-296.2	RRST US50A -MP 289.8-296.2	Central Front Range	\$ 9,141,638.00
2	RRST 115A - MP- 0-14.1	RRST 115A - MP- 0-14.1	Central Front Range	\$ 8,007,033.00
2	RRST 285 - MP 220-228.8	RRST 285 - MP 220-228.8	Central Front Range	\$ 6,846,183.00
2	RRST 24A - MP 225.6-239	RRST 24A - MP 225.6-239	Central Front Range	\$ 7,142,667.00
2	RRST 24A - MP 239-258.6	RRST 24A - MP 239-258.6	Central Front Range	\$ 9,826,977.00
2	RRST 24A - MP 258.6-264.4	RRST 24A - MP 258.6-264.4	Central Front Range	\$ 3,290,655.00
2	RRST 24A - MP 264.4-275.1	RRST 24A - MP 264.4-275.1	Central Front Range	\$ 5,132,505.00
2	RRST 67B - MP 11.5-15.7	RRST 67B - MP 11.5-15.7	Central Front Range	\$ 1,998,208.00
2	RRST 120A - MP 0-7.2	RRST 120A - MP 0-7.2	Central Front Range	\$ 2,897,390.00
2	RRST I-25C - MP 0-4	RRST I-25C - MP 0-4	South Central	\$ 2,830,272.00
2	RRST US 160 -MP302.7-305.4	RRST US 160 -MP302.7-305.4	South Central	\$ 1,920,976.00
2	RRST SH 10 - MP 0-18	RRST SH 10 - MP 0-18	South Central	\$ 7,846,616.00
2	RRST SH 12 - MP 0-5.7	RRST SH 12 - MP 0-5.7	South Central	\$ 2,812,237.00
2	RRST SH 12 - MP 60.6-70.8	RRST SH 12 - MP 60.6-70.8	South Central	\$ 6,264,039.00
2	RRST US 160 -MP 285.4-290.4	RRST US 160 -MP 285.4-290.4	South Central	\$ 3,542,838.00
2	RRST US 160 - MP 305.5-306.4	RRST US 160 - MP 305.5-306.4	South Central	\$ 638,925.00
2	RRST SH 389 - MP 0-12.8	RRST SH 389 - MP 0-12.8	South Central	\$ 5,281,127.00
2	RRST 10A - MP 43-46.5	RRST 10A - MP 43-46.5	Southeast	\$ 1,560,275.00
2	RRST 101A - MP 0-21.4	RRST 101A - MP 0-21.4	Southeast	\$ 9,825,475.00
2	RRST 160C - MP 423.3-450.6	RRST 160C - MP 423.3-450.6	Southeast	\$ 11,720,963.00
2	RRST 350A - MP 46.7-63.3	RRST 350A - MP 46.7-63.3	Southeast	\$ 7,547,988.00
2	RRST 385 - MP 127.7-135.4	RRST 385 - MP 127.7-135.4	Southeast	\$ 4,961,624.00
2	RRST 385A - MP 95-122.9	RRST 385A - MP 95-122.9	Southeast	\$ 13,191,271.00
Totals				\$ 134,227,882

\* Projects not in prioritized order

## Region 2

Highlighted Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
2	US 50 Passing Lanes East of Salida	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection on US 50 east of Salida.	CF	\$ 8,500,000
2	US 160 Freight and Safety Improvements	Increase truck park, improve existing pull-offs, and install passing lanes at selected locations between La Veta Pass and Walsenburg	SC	\$ 18,000,000
2	Realign US50B as a part of US287 Relieve Route project	Realign US50B as a part of US287 Relieve Route project	SE	\$ 34,200,000
2	Passing lanes on US 385	Passing lanes on US 385 between Granada and Sheridan lake	SE	\$ 5,000,000
2	SH 21 and Airport Rd DDI Interchange construction	SH 21 and Airport Rd DDI Interchange construction	PPACG	\$ 45,000,000
2	I-25 Improvements (Phase of NPF - I3th Street to US 50 B)	I-25 Improvements (Phase of NPF - I3th Street to US 50 B)	PACOG	\$ 28,000,000

*\* Projects not in prioritized order*

### Region 3

Major Capital Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
3	SH 92: Safety Improvements	This project will reconstruct and widen the existing roadway to meet current design standards. It will also improve safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and completing intersection improvements at three county roads to, at a minimum, add left turn lanes.	GV	\$ 25,000,000
3	I-70: Glenwood Canyon Critical Asset Repair	Address critical safety need by removing old deficient rail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign.	IM	\$ 11,000,000
3	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	IM	\$ 14,000,000
3	I-70 West: Exit 203 Interchange Improvements	This project will improve the capacity of the interchange by improving the westbound ramp and I-70 bridge. It will also improve the eastbound ramps and adjacent intersection that affects the operation of this interchange.	IM	\$ 30,000,000
3	I-70 West Vail Pass Auxiliary Lanes, NHPP 0701-240	Addition of a climbing lane in the uphill (East Bound) direction and addition of a deceleration lane in the downhill (West Bound) direction of I-70 West Vail Pass, enhanced Chain Stations, enhanced Truck Parking, ITS improvements, enhanced runaway truck ramps, Operational Improvements	IM	\$ 50,000,000
3	I-70 Exit 105	Upgrade of current 4-way stop at the intersection of I-70 Spur/US 6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	IM	\$ 15,000,000
3	SH 24 Minturn to Leadville Safety Improvements	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements.	IM	\$ 9,600,000
3	US 40 East of Kremling Shoulder Improvements	Reconstruction and additional paved shoulder widening and passing lanes East of Kremmling.	NW	\$ 20,500,000
3	US 40 West. of Kremling Shoulder Improvements	Reconstruction and additional paved shoulder widening and passing lanes West of Kremmling.	NW	\$ 21,000,000
3	SH 50 North of Montrose	Major Asset management and repairs to mainline US 50	GV	\$ 15,000,000
3	US 50 East of Gunnison Safety	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements.	GV	\$ 15,000,000
3	GVTPR Shoulder Impv	Shoulder Improvements on rural highways throughout the Gunnison Valley TPR	GV	\$ 13,600,000
3	Hwy 34 and Hwy 40 Roundabout	Construction of a Roundabout at the intersection of US 40 and US 34	NW	\$ 5,000,000
3	US 40 Passing Lanes W. of Kremling	Widening of roadway and addition of passing lanes where possible.	NW	\$ 8,700,000
3	US 40 Passing Lanes Craig to Strmbt	Widening of roadway and addition of passing lanes where possible.	NW	\$ 8,000,000
3	Downhill Drive / US40 Intersection		NW	\$ 6,500,000
3	I-70B First to 15th	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	GJ	\$ 18,000,000
3	I-70B 32Rd to I-70	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements.	GJ	\$ 5,000,000
3	I-70B East of Main	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements.	GJ	\$ 14,000,000
3	US 6 Mesa County	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	GJ	\$ 13,000,000
3	SH 340 Redlands	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	GJ	\$ 9,000,000
3	SH 141B Mesa County	Upgrade to roadway template and additional lanes from D Rd. to B 1/2 RD for safety and congestion reduction.	GJ	\$ 15,000,000
3	Mesa County Shoulder Improvements	Shoulder Improvements on rural highways throughout Mesa County	GJ	\$ 1,500,000
<b>Total</b>				\$ 343,400,000

*\* Projects not in prioritized order*

### Region 3

Transit Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
3	Bus replacement	Transit	GVMPO	\$ 2,000,000
3	Transit System Enhancements (ie transit- related infrastructure, ITS)	Transit	GVMPO	\$ 1,247,732
3	Maintenance Facility (potential to partner with CDOT for Bustang Maintenance Facility)	Transit	GVMPO	\$ 1,500,000
3	CNG Storage/Production	Transit	GVMPO	\$ 540,000
3	New Regional Transit Service between Montrose and Telluride	Transit	GVTPR	\$ 1,200,000
3	New Regional Transit Service between Montrose and Delta	Transit	GVTPR	\$ 200,000
3	New Inter-regional Service between Montrose and Grand Junction	Transit	GVTPR	\$ 200,000
3	New Hinsdale County Demand Response Human Services Transportation	Transit	GVTPR	\$ 150,000
3	Vail Intermodal Site	Transit	IMTPR	\$ 15,000,000
3	Snowmass Transit Center (\$11)	Transit	IMTPR	\$ 4,000,000
3	Bustang Outrider Program Frisco/GJ through NWTPR	Transit	NWTPR	\$ 400,000
3	Expand Steamboat Springs Transit Fleet - 4 hybrid buses	Transit	NWTPR	\$ 2,400,000
3	Steamboat Gondola Transportation Center redesign and build - Phase I	Transit	NWTPR	\$ 2,300,000
3	BRT Routes and Remote lots - Planning Study	Transit	NWTPR	\$ 250,000
<b>Total</b>				\$ 31,387,732

*\* Projects not in prioritized order*

### Region 3

Rural Paving Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
3	US 40 East of Hayden Ph 1	Rural Road Resurfacing	NWTPR	\$ 5,715,940
3	SH 9 South of Green Mtn Reservoir	Rural Road Resurfacing	IMTPR	\$ 7,647,290
3	SH 65 to Eckert	Rural Road Resurfacing	GVTPR	\$ 5,671,000
3	US 40 East of Hayden Ph 2	Rural Road Resurfacing	NWTPR	\$ 4,863,150
3	SH 9 Green Mtn Reservoir Ph 1	Rural Road Resurfacing	IMTPR	\$ 7,179,700
3	SH 135 South of Crested Butte	Rural Road Resurfacing	GVTPR	\$ 6,819,110
3	SH 318 (Far) West of Maybell	Rural Road Resurfacing	NWTPR	\$ 6,741,000
3	SH 9 Green Mtn Reservoir Ph 2	Rural Road Resurfacing	IMTPR	\$ 5,745,900
3	SH 65 Grand Mesa	Rural Road Resurfacing	GVTPR	\$ 6,634,000
3	SH 139 Douglas Creek	Rural Road Resurfacing	NWTPR	\$ 6,783,800
3	US 40 Tabernash West	Rural Road Resurfacing	NWTPR	\$ 7,147,600
3	US 50 Delta South	Rural Road Resurfacing	GVTPR	\$ 5,168,100
3	SH 139 South of Rangely	Rural Road Resurfacing	NWTPR	\$ 7,099,450
3	SH 125 Walden North	Rural Road Resurfacing	NWTPR	\$ 5,549,020
3	US 50 Olathe South	Rural Road Resurfacing	GVTPR	\$ 4,066,000
3	SH 92 Austin	Rural Road Resurfacing	GVTPR	\$ 2,407,500
3	SH 64 East of Rangely	Rural Road Resurfacing	NWTPR	\$ 4,504,700
3	SH 125 Cowdrey	Rural Road Resurfacing	NWTPR	\$ 6,420,000
3	SH 90B Montrose	Rural Road Resurfacing	GVTPR	\$ 3,638,000
3	SH 90B Montrose	Rural Road Resurfacing	GVTPR	\$ 775,750
3	US 50 Olathe Business Loop	Rural Road Resurfacing	GVTPR	\$ 1,123,500
3	SH 348 Olathe	Rural Road Resurfacing	GVTPR	\$ 802,500
3	SH 348 West of Olathe	Rural Road Resurfacing	GVTPR	\$ 1,765,500
<b>Total</b>				\$ 114,268,510

*\* Projects not in prioritized order*



### Region 3

Highlighted Lights				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
3	SH 92: Safety Improvements	This project will reconstruct and widen the existing roadway to meet current design standards. It will also improve safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and completing intersection improvements at three county roads to, at a minimum, add left turn lanes.	GV	\$ 25,000,000
3	I-70 West: Exit 203 Interchange Improvements	This project will improve the capacity of the interchange by improving the westbound ramp and I-70 bridge. It will also improve the eastbound ramps and adjacent intersection that affects the operation of this interchange.	IM	\$ 30,000,000
3	I-70 West Vail Pass Auxiliary Lanes, NHPP 0701-240	Addition of a climbing lane in the uphill (East Bound) direction and addition of a deceleration lane in the downhill (West Bound) direction of I-70 West Vail Pass, enhanced Chain Stations, enhanced Truck Parking, ITS improvements, enhanced runaway truck ramps, Operational Improvements	IM	\$ 50,000,000
3	I-70 Exit 105	Upgrade of current 4-way stop at the intersection of I-70 Spur/US 6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	IM	\$ 15,000,000
3	US 40 East of Kremling Shoulder Improvements	Reconstruction and additional paved shoulder widening and passing lanes East of Kremmling.	NW	\$ 20,500,000
3	US 40 West. of Kremling Shoulder Improvements	Reconstruction and additional paved shoulder widening and passing lanes West of Kremmling.	NW	\$ 21,000,000
3	Hwy 34 and Hwy 40 Roundabout	Construction of a Roundabout at the intersection of US 40 and US 34	NW	\$ 5,000,000
3	US 40 Passing Lanes W. of Kremling	Widening of roadway and addition of passing lanes where possible.	NW	\$ 8,700,000
3	US 40 Passing Lanes Craig to Stmbt	Widening of roadway and addition of passing lanes where possible.	NW	\$ 8,000,000

*\* Projects not in prioritized order*

## Region 4

Major Capital Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
4	US40/US287	Passing Lanes on international freight route to improve safety	Eastern	\$ 2,000,000
4	US85 Frontage Rd	Plattville and Gilcrest	UFR	\$ 10,000,000
4	US287 Ted's Place to WY	Construction Operational, intersection and safety improvements	UFR	\$ 20,000,000
4	I70: Arriba Rest Area	Expand Rest Area parking	Eastern	\$ 2,000,000
4	SH86: I25 to I70	Pavement, safety, and operations	Eastern	\$ 2,000,000
4	US385: Cheyenne CL to Neb	Implement Study Priorities - operations, passing lanes, safety	Eastern	\$ 35,280,000
4	SH7 Boulder to Brighton	Construct Operational, intersection, transit and safety improvements to connect communities for work, school and play	DRCOG	\$ 9,000,000
4	US36/28th St & SH93/Broadway	Construct operational improvements impacts mobility and transit	DRCOG	\$ 10,120,000
4	SH42 Safety & Intersections	Construction Operational, intersection and safety improvements	DRCOG	\$ 14,000,000
4	SH66: Corridor Improvements	Construction Operational, intersection and safety improvements	DRCOG	\$ 10,000,000
4	US85 Corridor Improvements	Construction Operational, intersection and safety improvements	DRCOG	\$ 6,100,000
4	SH119 BRT / Managed Lanes	Construct Operational, intersection, transit and safety improvements	DRCOG	\$ 20,000,000
4	US287: US36 to SH66	Construct Operational, intersection, transit and safety improvements	DRCOG	\$ 25,000,000
4	North I25 Segment 5 - Express Lanes	Express lanes, replace substandard structures and interchanges, transit hubs, bike/ped improvements relies heavily on partnerships to connect regions, states and nations safely.	DRCOG, NFR, UFR	\$ 196,400,000
4	I25 Interchange at SH14	Interchange reconstruction improves safety at heavily used freight route	NFR	\$ 30,500,000
4	I76: Morgan County Line to Neb	Pavement, safety, and operations	Eastern	\$ 26,480,000
4	I70 Bridges near Limon	Bridge BMPs G-22-BL G-22-BC G-22-BD G-22-BE G-22-BN G-22-BF G-22-BG G-22-BH G-22-BU G-22-BT	Eastern	\$ 4,280,000
4	I76 - Atwood	Bridge BMPs B-23-BA B-23-BB B-24-AI B-24-AD B-24-AU B-24-AV B-24-AX B-24-AW B-24-AZ B-24-AY B-24-AT B-24-AS	Eastern	\$ 270,000
4	US40 Wild Horse	Bridge BMPs	Eastern	\$ 820,000
4	287 / 40/ 94	Bridge BMPs	Eastern	\$ 1,680,000
4	Sandy Creek Bridge	Bridge Replacement B-26-F	Eastern	\$ 5,420,000
4	SH59 Bridges	Bridge BMPs- A-25-AU B-26-D	Eastern	\$ 1,290,000
4	Six Mile Creek	Timber Replacement B-26-E	Eastern	\$ 380,000
4	SH59: Siebert to Cope	Bridge Surface Treatment G-25-F G-25-C G-25-G G-25-H	Eastern	\$ 1,180,000
4	US385: Burlington	Bridge BMPs	Eastern	\$ 170,000
4	US385: Idalia North	Bridge BMPs	Eastern	\$ 10,000
4	SH71: Limon Structures	Bridge BMPs G-22-BB E-22-J E-22-A C-22-AR	Eastern	\$ 620,000
4	Big Beaver Creek	Bridge structure	UFR	\$ 4,780,000
4	SH71- Stoneham	Bridge BMPs	UFR	\$ 140,000
Total				\$ 439,920,000

*\* Projects not in prioritized order*

## Region 4

Transit Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
4	Essential Bus service Limon to Denver -2 days a week	Capital Ops	Eastern	\$ 1,080,000
4	Essential Bus service Burlington to Denver - 3 days a week	Capital Ops	Eastern	\$ 2,420,000
4	Local Fixed Route Service - Fort Morgan	Capital Ops	UFR	\$ 1,550,000
4	North I25 Transit- Fort Collins to Cheyenne	Capital Ops	UFR	\$ 1,550,000
4	Trolley Barn - Estes Park	Capital	UFR	\$ 320,000
4	Trolley Electric Charging Station - Estes Park	Capital	UFR	\$ 10,000
4	Estes Park Transit Stops Installation	Capital	UFR	\$ 150,000
4	Public Restrooms at Manford P & R in Estes Park to attract transit riders	Capital	UFR	\$ 400,000
4	Design Visitors' Center / Transit Center Parking Lot	Capital	UFR	\$ 1,040,000
4	SH7 Boulder to Brighton	Construct transit related operational, and safety improvements	DRCOG	\$ 6,300,000
4	US36/28th St & SH93/Broadway	Construct transit related operational, and safety improvements	DRCOG	\$ 5,000,000
4	SH119 BRT / Managed Lanes	Construct transit related operational, and safety improvements	DRCOG	\$ 4,880,000
4	US287: US36 to SH66	Construct transit related operational, and safety improvements	DRCOG	\$ 5,000,000
4	Loveland to Greeley Service	New Transit Capital and Operations	NFR	\$ 13,200,000
4	Front Range Mobility Hubs R4	Capital Ops	DRCOG/NFR	\$ 6,000,000
4	Bustang (off the top)	Capital Ops	DRCOG/NFR	\$ 5,400,000
<b>Total</b>				\$ 54,300,000

*\* Projects not in prioritized order*

<b>Region 4</b>
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<b>Rural Paving Projects</b>
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Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
4	SH71 Limon to Nebraska	Construction Operational, intersection and safety improvements	Eastern / UFR	\$ 60,380,000
4	I76: Fort Morgan to Brush Ph 4	Interstate reconstruction	UFR	\$ 45,000,000
4	SH59 Safety Improvements & Assets	Shoulders & Safety Study / Implementation	Eastern	\$ 29,260,000
4	I76: Sterling East Part 2 Slabs and Diamond Grind	Slab replacements and diamond grind	Eastern	\$ 8,250,000
4	I70 Sibert to Stratton	Interstate reconstruction- part of \$200 M package	Eastern	\$ 28,720,000
4	US385: Sand Creek to Near CR 29	Major Pavement Rehabilitation	Eastern	\$ 14,690,000
4	US385: South of Cheyenne Wells	Minor or Major Pavement Rehab	Eastern	\$ 12,320,000
4	US385: Julesburg South	Minor Pavement Rehabilitation	Eastern	\$ 11,550,000
4	SH71- SH14 South	Major Pavement Rehabilitation	UFR	\$ 24,130,000
4	SH71- Brush North	Minor Pavement Rehabilitation	UFR	\$ 3,480,000
<b>Total</b>				<b>\$237,780,000</b>

*\* Projects not in prioritized order*

## Region 4

Highlighted Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
4	US385: Cheyenne CL to Neb	Implement Study Priorities - operations, passing lanes, safety	Eastern	\$ 35,280,000
4	SH119 BRT / Managed Lanes	Construct Operational, intersection, transit and safety improvements	DRCOG	\$ 20,000,000
4	SH119 BRT / Managed Lanes	Construct transit related operational, and safety improvements	DRCOG	\$ 4,880,000
4	North I25 Segment 5 - Express Lanes	Express lanes, replace substandard structures and interchanges, transit hubs, bike/ped improvements relies heavily on partnerships to connect regions, states and nations safely.	DRCOG, NFR, UFR	\$ 196,400,000
4	I76: Fort Morgan to Brush Ph 4	Interstate reconstruction	UFR	\$ 45,000,000
4	I70 Sibert to Stratton	Interstate reconstruction- part of \$200 M package	Eastern	\$ 28,720,000

*\* Projects not in prioritized order*

## Region 5

Major Capital Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
5	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache. (scalable)	SLV	\$ 33,680,000
5	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek. An animal underpass will be constructed, as well as deer fencing and animal escape ramps.	GV	\$ 30,570,000
5	US 160 Intelligent Transportation Systems (ITS) Infrastructure (La Plata, Archuleta, and Mineral counties)	Installation of fiber-optics and ITS devices between Durango and Wolf Creek Tunnel. #22107=\$12M, Ad: 4/20.	SW	\$ 3,560,000
5	US 160: Trinchera Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing. Region's Top Corridor Safety Project. (scalable)	SLV	\$ 15,950,000
5	US 160: Elmore's East	This project will complete the improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation. #20980	SW	\$ 34,530,000
5	US 160/Main Street Pagosa Reconstruction and Multi-Modal Improvements	This project will reconstruct the surface of US 160 and provide multimodal improvements along the highway corridor in Pagosa Springs (San Juan River Bridge/1st Street to McCabe); road diet from 3rd Street to 10th Street	SW	\$ 13,670,000
5	Multi-modal project. Sawpit/Placerville, Norwood, Rico.	ADA, curb and gutter, crosswalks, RRFB's, restriping.	GV	\$ 5,000,000
5	US 160 Rio Grande River Bridge to SH 17 Improvements	Hwy and multi-modal improvements.	SLV	\$ 8,800,000
5	SH 112 Pedestrian Crossing in Center	Pedestrian Crossing on SH 112 to access public schools.	SLV	\$ 750,000
5	US 160 / Pike Avenue, Alamosa County	Region's Top Intersection Safety Priority	SLV	\$ 3,000,000
5	US 285 Town of Saguache Multi-modal Improvements	Construct Multi-Modal, Streetscaping, and Wayfinding Improvements in the Town of Saguache	SLV	\$ 750,000
5	US 50 and SH 291 Intersection and Ped Improvements	Phased Improvements between MP 221-223.	SLV	\$ 2,500,000
5	US160 and CR 30.1 Intersection at Phil's World	US 160 and Road 30.1 in Montezuma County; consider turn pockets, deceleration and acceleration lanes	SW	\$ 1,500,000
5	US160 Wildlife Mitigation	Wildlife fencing and underpass, brush removal, sight distance improvements between Cortez and Durango (near CR 30.1)	SW	\$ 2,880,000
5	US 160/ CR225 Intersection Improvements	Roundabout and Safety Improvements. #23001	SW	\$ 5,000,000
5	US160 /Piedra Road	WB Lane Drop at 8th Street. Safety priority.	SW	\$ 300,000
5	US 24 Buena Vista Intersection Improvements	US24 & Steele-\$4M; US24 DePaul-Baylor- \$4M	SLV	\$ 8,000,000
5	R5 Shoulder Projects	Region will hire independent consultant to identify the best location for limited shouldering funds. <b>10% off the top for shoulders</b>	SW, SLV, GV	\$ 18,720,000
5	US 50/285 improvements in Poncha Springs	Construct multi-modal, street scaping, and wayfinding improvements in Poncha Springs	SLV	\$ 2,000,000
<b>Total</b>				\$ 191,160,000

*\* Projects not in prioritized order*

## Region 5

### Transit Projects

Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
5	New Regional Transit Service between Montrose and Telluride	New Montrose-Telluride general public fixed-route service via US 550, CO 62, and CO 145; 2 full size buses, 7 days/week, 4 trips/day; Potential stops include Montrose, Colona, Ridgway, Placerville and Telluride. <b>Partner with R3 for funding.</b>	GV	\$ 2,120,000
5	Alamosa Transit Center	Establish centrally located transit center for expanded local, regional and intercity services in the Valley; incl Admin office space, bus storage, restrooms, ticketing and 50-space Parking facility	SLV	\$ 2,800,000
5	Pagosa Springs Transportation Center	Build a Transportation Center in Pagosa Springs	SW	\$ 1,350,000
5	Pagosa Springs to Durango (Proposed Outrider Service)	Outrider bus service between Pagosa Springs and Durango. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	SW	\$ 2,690,000
5	One-Stop Shop for Transportation for San Luis Valley (One-Call/One-Click - call center/website/app)	Planning for and implementation of a one-stop shop for transportation (e.g., call center, website, app) and creation of a call center. Includes \$250,000 for planning study and \$75K/year for staffing.	SLV	\$ 1,000,000
5	Northeast San Luis Valley Transit Service	Fixed route/demand response hybrid service to Villa Grove, KV, Moffat (Crestone), Hooper, Mosca, Alamosa - Assumes weekday service and two new vehicles at \$80k each.	SLV	\$ 560,000
<b>Total</b>				<b>\$ 10,520,000</b>

*\* Projects not in prioritized order*



<b>Region 5</b>
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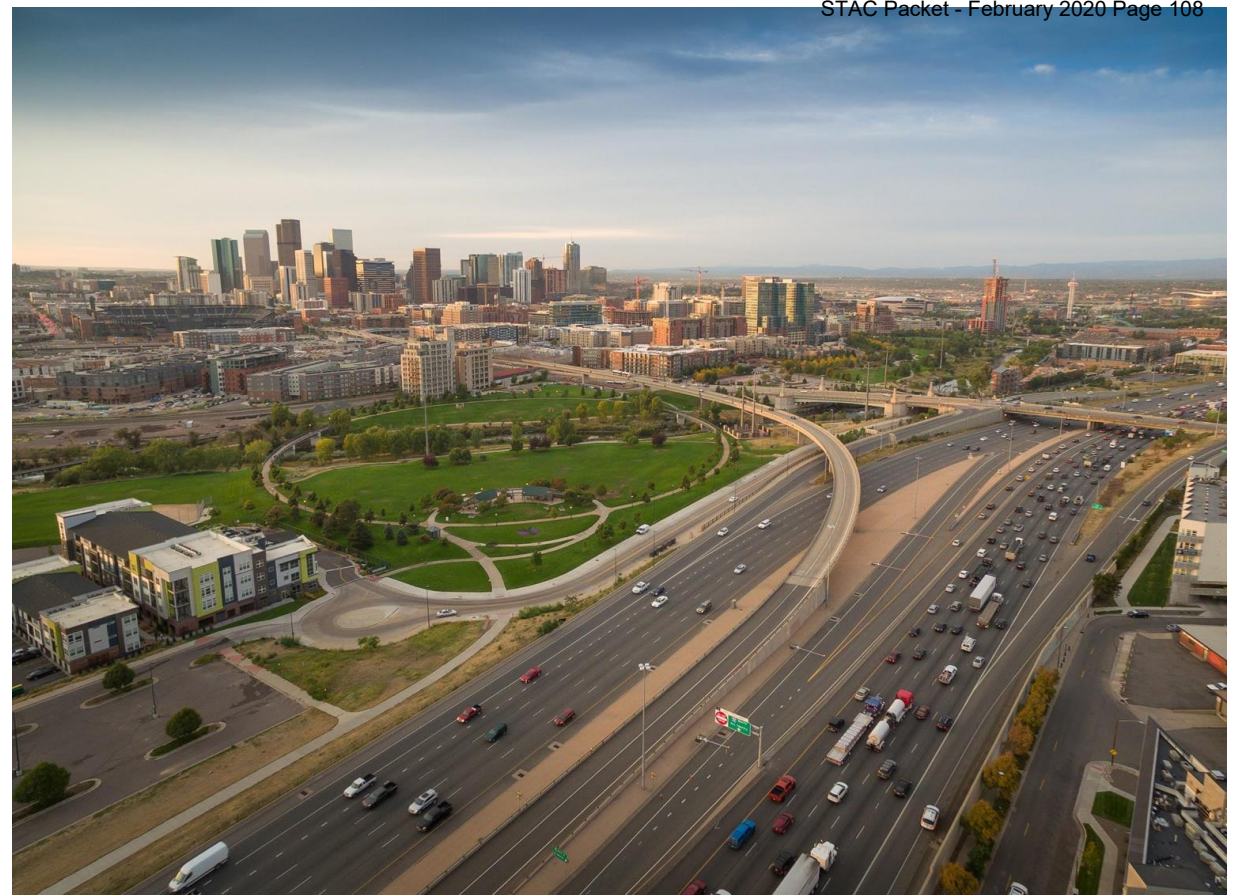
Rural Paving Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline Total
5	SH 136 La Jara East	Leveling and overlay	SLV TPR	\$ 2,000,000
5	US 24 Buena Vista to R3	Leveling and overlay	SLV TPR	\$ 10,383,333
5	SH 172 New Mexico to Ignacio	Leveling and overlay	SW TPR	\$ 10,383,333
5	SH 141 Naturita North and SH 97 (DEVOLUTION)	Leveling and overlay	GV TPR	\$ 10,383,333
5	SH 17 West of Antonito	Leveling and overlay	SLV TPR	\$ 10,383,333
5	SH 151 Ignacio to Arboles	Leveling and overlay	SW TPR	\$ 10,383,333
5	SH 15 La Jara West	Leveling and overlay	SLV TPR	\$ 6,000,000
5	SH 371 Entire Length	Leveling and overlay	SLV TPR	\$ 2,383,333
<b>Total</b>				<b>\$ 62,299,999</b>

*\* Projects not in prioritized order*

## Region 5

Highlighted Projects				
Region	Project Name	Project Description	TPR / MPO	Years 5-10 Pipeline
5	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache. (scalable)	SLV	\$ 33,680,000
5	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek. An animal underpass will be constructed, as well as deer fencing and animal escape ramps.	GV	\$ 30,570,000
5	US 160: Elmore's East	This project will complete the improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation. #20980	SW	\$ 34,530,000
5	US 160/Main Street Pagosa Reconstruction and Multi-Modal Improvements	This project will reconstruct the surface of US 160 and provide multimodal improvements along the highway corridor in Pagosa Springs (San Juan River Bridge/1st Street to McCabe); road diet from 3rd Street to 10th Street	SW	\$ 13,670,000
5	US 160 / Pike Avenue, Alamosa County	Region's Top Intersection Safety Priority	SLV	\$ 3,000,000

*\* Projects not in prioritized order*



**COLORADO**

Department of Transportation

# Statewide Strategic Safety Program

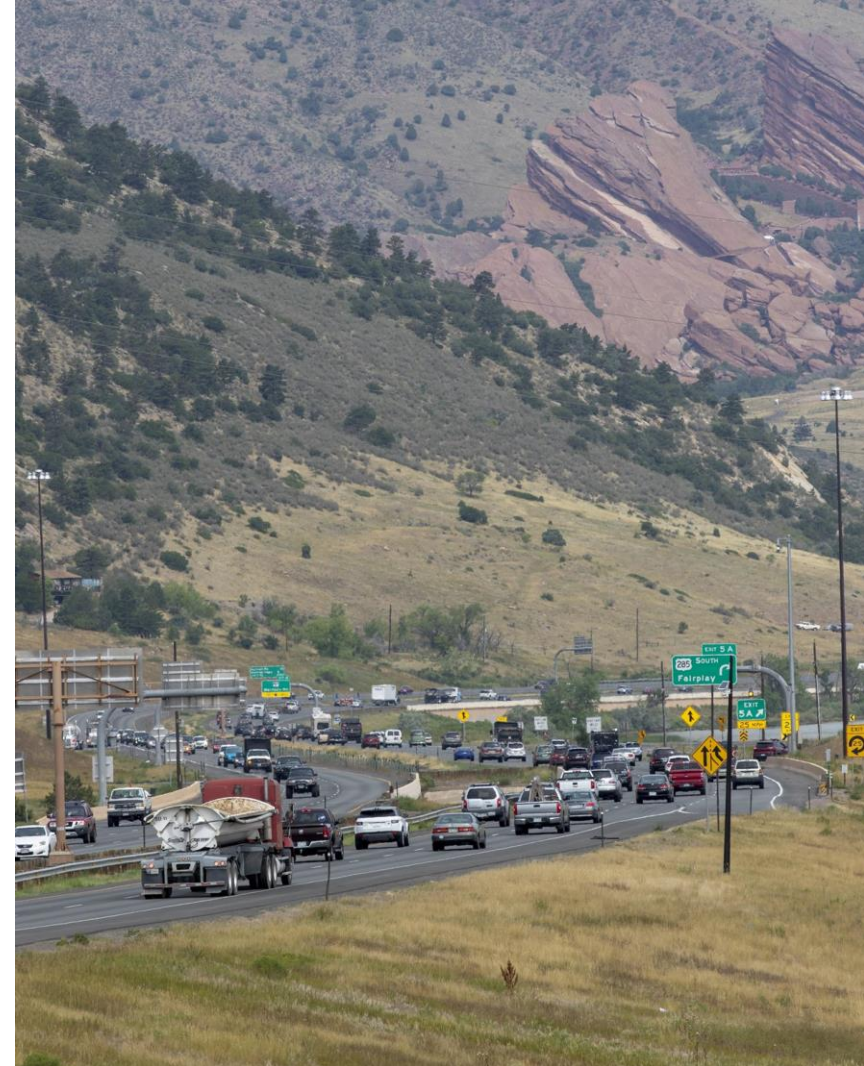




# Agenda

## Strategic Safety Program

1. Overview
2. Current State
  - Accomplishments
1. Budget
2. Future Focus
  - Growing program
  - Employee Safety
  - Urban Arterials



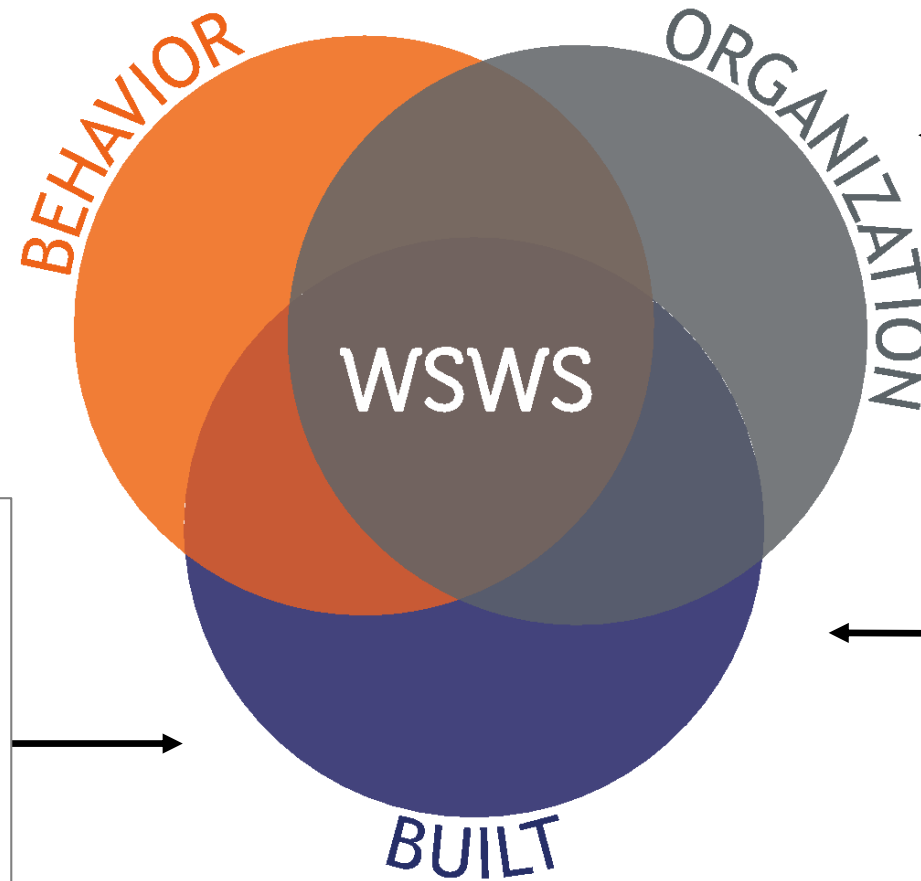


# Whole System Whole Safety

Safety awareness campaigns  
Support traffic safety grantees  
Partner with law enforcement

## Strategic Safety Program Initiatives

- 6" striping
- Rumble strips
- MASH Compliance (Safer Vehicle Impact GR)
- Variable Speed Limits
- Cable Rail



## Proposed Initiatives

- Employee Safety

## Proposed Initiatives

- Integrate Urban Arterials & Rural Safety Program



# Overview

## Strategic Safety Program

- Established in March 2019
- Budget: \$11.3M/year
- Built Environment Safety Goals
  - Preventing Lane Departures
  - Reducing Crashes
  - Preparing Colorado for Connected Autonomous Vehicles
  - Travel Time Reliability







## Approved Strategic Initiatives

- 6" striping
- Rumble strips
- MASH Compliance
- Variable Speed Limits
- Cable Rail



# MASH Overview

- A Higher Standard of Testing
  - weight
  - speed
  - angle
- A higher Height of Rail
- Increased Safety
  - Reduces Severity
  - Reduces Fataals
- Mandated by FHWA, January 2016

Vehicle Class	NCHRP 350	MASH
Small car 	Weight: 1,809 lb	Weight: 2,420 lb
Pickup Truck 	Weight: 4,409 lb	Weight: 5,000 lb
Single Unit Truck 	Weight: 17,636 lb	Weight: 22,000 lb
Tractor Trailer 	Weight: 79,366 lb	Weight: 79,300 lb







# Accomplishments

## Approved Strategic Initiatives

### 6" Striping

- Implemented 20% statewide

### Rumble Strips

- Reviewed/Implemented 100 Miles of targeted improvements

### MASH Compliance

- Upgraded 111 MASH Guardrails
- Established Statewide contract for implementation and readiness

### Variable Speed Limits

- Glenwood Canyon

### Cable Rail

- 16,000 lf



Preventing Lane Departures  
and Reducing Crashes

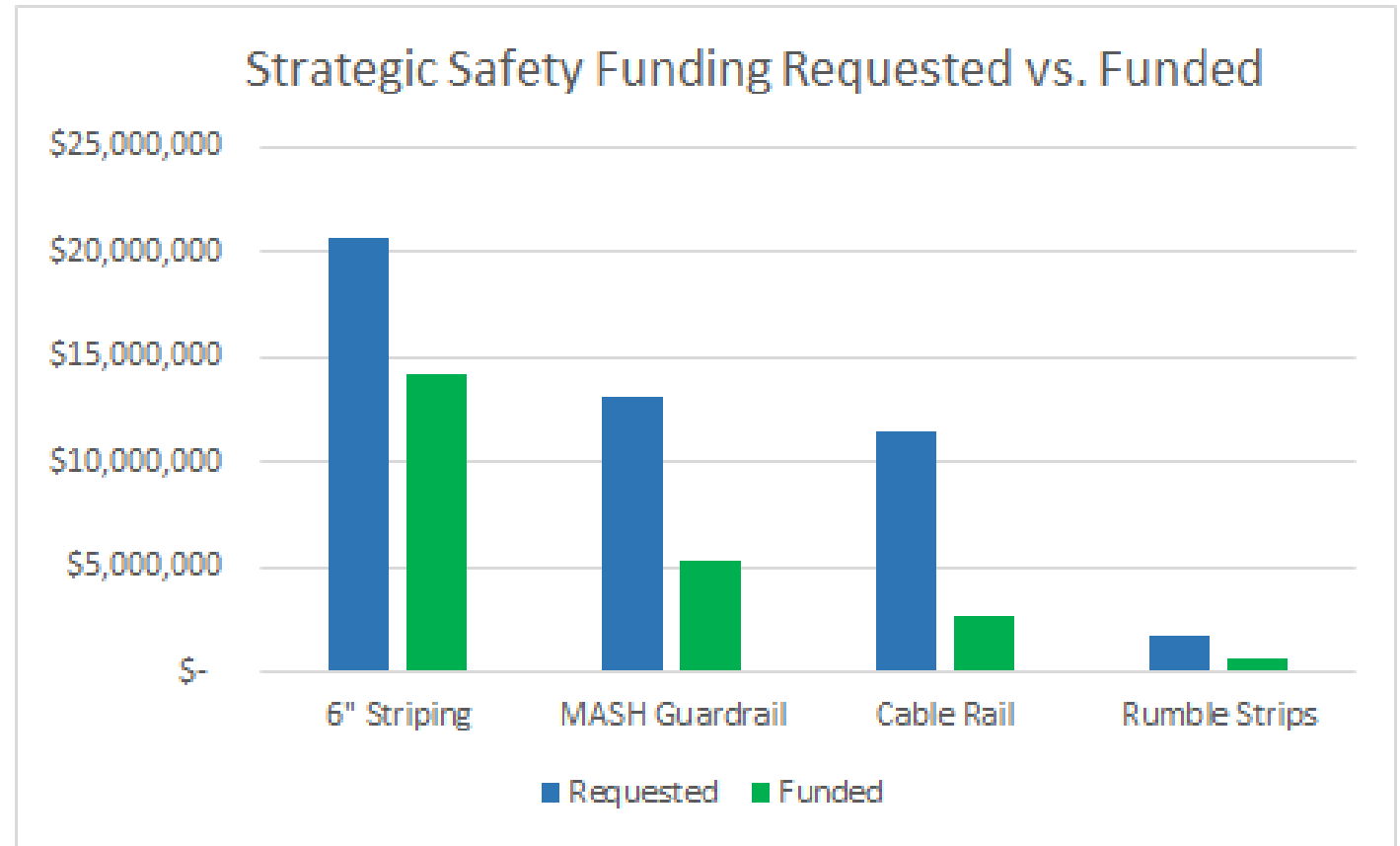
Reducing Crashes, Fatalities  
and Severity of Crashes



# Budget Performance to Date

## Summary of existing efforts

- Budgeted \$11.3M/year
- Requests from Regions: \$47M
- Funded: \$22.6M (2 Years)
- Not Funded: \$24.4M



## Planning for Growth

- Continue Existing Program
- Employee Safety
- Integrate Urban Arterials and Rural Safety Program





# Employee Safety



## Benefits:

- Reduce impact of collisions and crashes for our workers and assist other first responders
- Redirect wayward vehicles
- Protecting first responders

## Employee Safety Need

- 100 additional Truck Mounted Attenuators (\$20M)
  - Currently have 115 Truck Mounted Attenuators for 215 patrols
- 13 additional mobile barriers (\$7M)
  - Currently have 3 mobile barriers

**\$27M One-Time Total Budget Need**





# Strategic Safety Program Budget Needs

Strategic Goal	Initiatives	Total Need	Constrained Need	Constrained Goal
<b>Preventing Lane Departure and Crashes</b>	<ul style="list-style-type: none"> <li>- 6" Striping</li> <li>- Rumble Strips</li> <li>- MASH Compliance</li> <li>- Variable Speed Limits</li> <li>- Cable Rail</li> </ul>	\$24.4 Million (Region Requests)	\$10 Million	<ul style="list-style-type: none"> <li>- 6" Striping - 40% Statewide</li> <li>- 500 Targeted MASH End Treatments</li> <li>- 200 Miles Targeted Rumble Strips</li> </ul>
<b>Employee Safety</b>	<ul style="list-style-type: none"> <li>- Truck Mounted Attenuators</li> <li>- Mobile Barriers</li> </ul>	\$27 Million	\$10 Million	<ul style="list-style-type: none"> <li>- Truck Mounted Attenuators (Transition fleet to add 40-50 Attenuators)</li> <li>- Add 2 Mobile Barriers</li> </ul>



# Integrating Urban Arterials and Rural Safety Program Goals

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Focus of current strategic safety program is primarily on highways/interstates

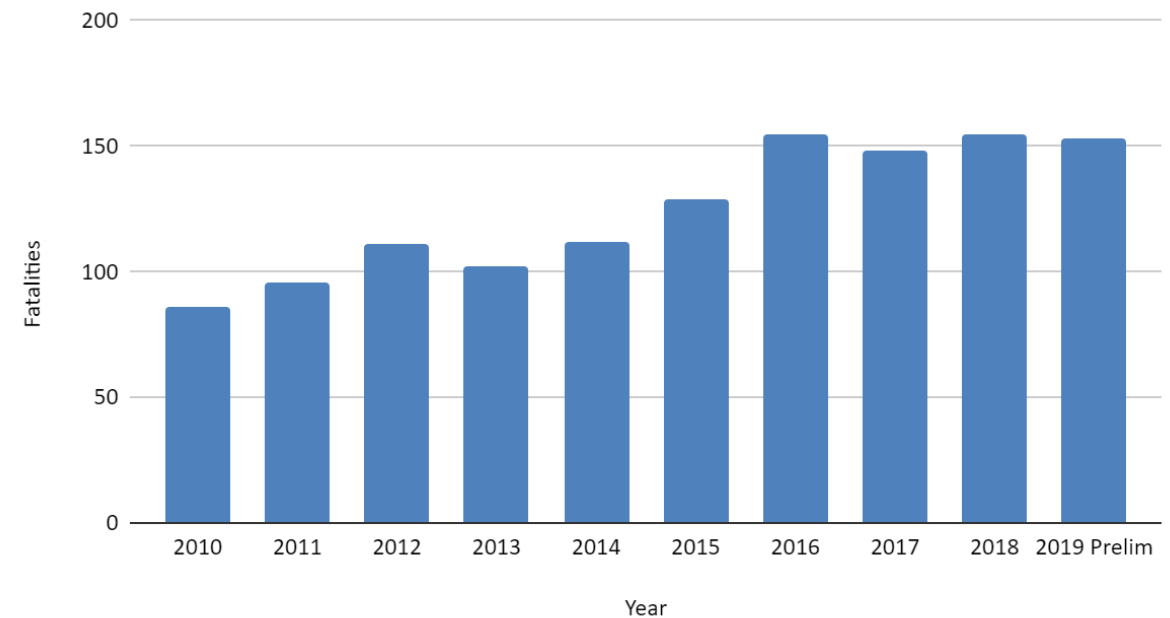
- Provides necessary focus on rural areas and higher speed facilities

Fatality and injury rates along urban arterials has been steadily growing as well

- Fatalities have increased by 78% since 2010

CDOT is proposing to further expand the strategic safety program by capturing both of these important focus areas

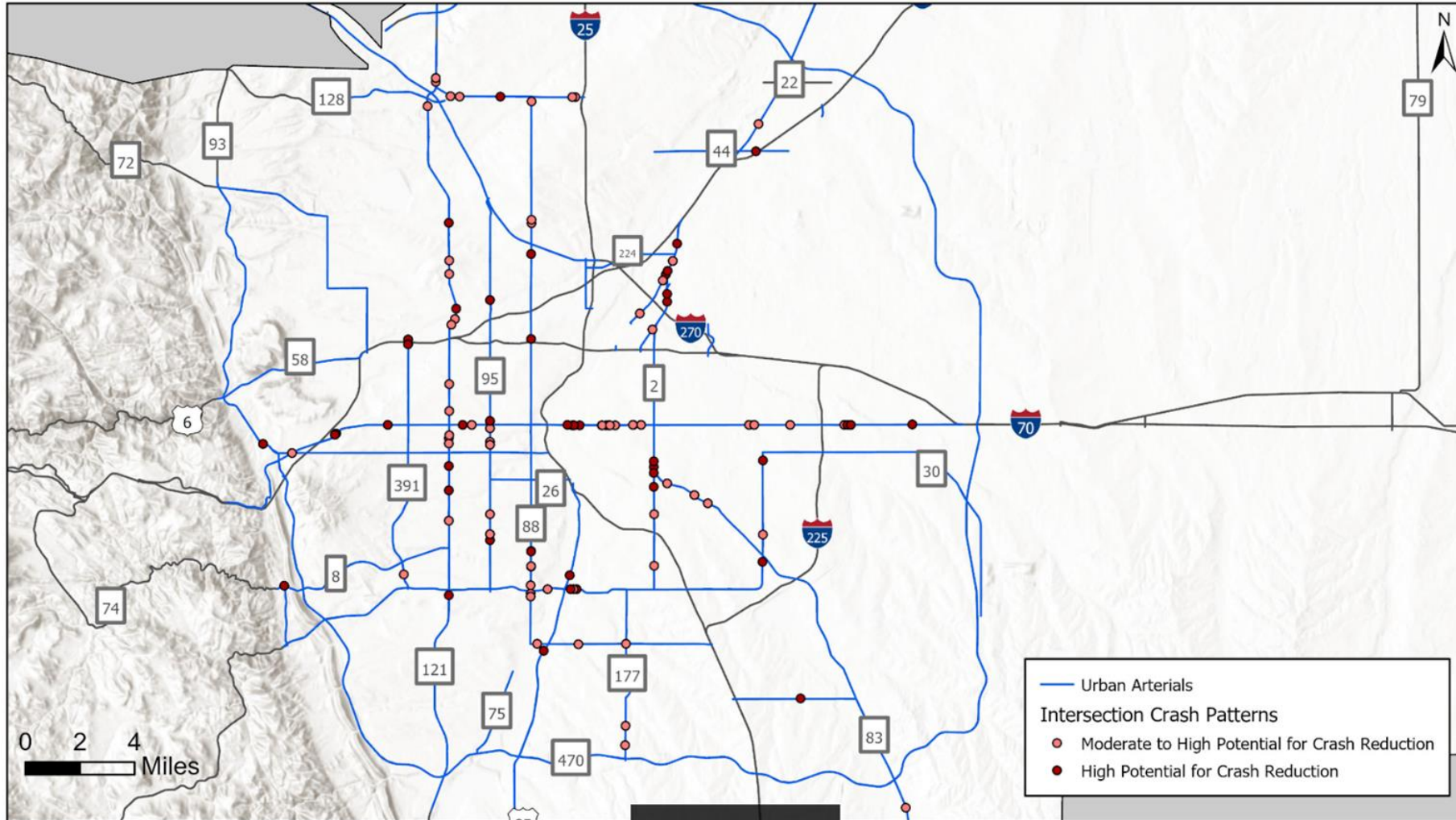
Urban Principal Arterial Fatalities







# R1 Locations with High Potential for Crash Reduction





# Goal of Urban Arterials Safety Program

- *Reduce bicycle and pedestrian injuries and fatalities on urban arterials.*
- *Improve multimodalism and mobility on urban arterials.*
- *Rapid deployment of quick-win projects at high-injury locations.*
- *Complement local "Vision Zero" programs to improve bike/ped safety, and to improve the safety of traffic and transit inter-mixing in "enhanced bus" to "BRT" corridors*





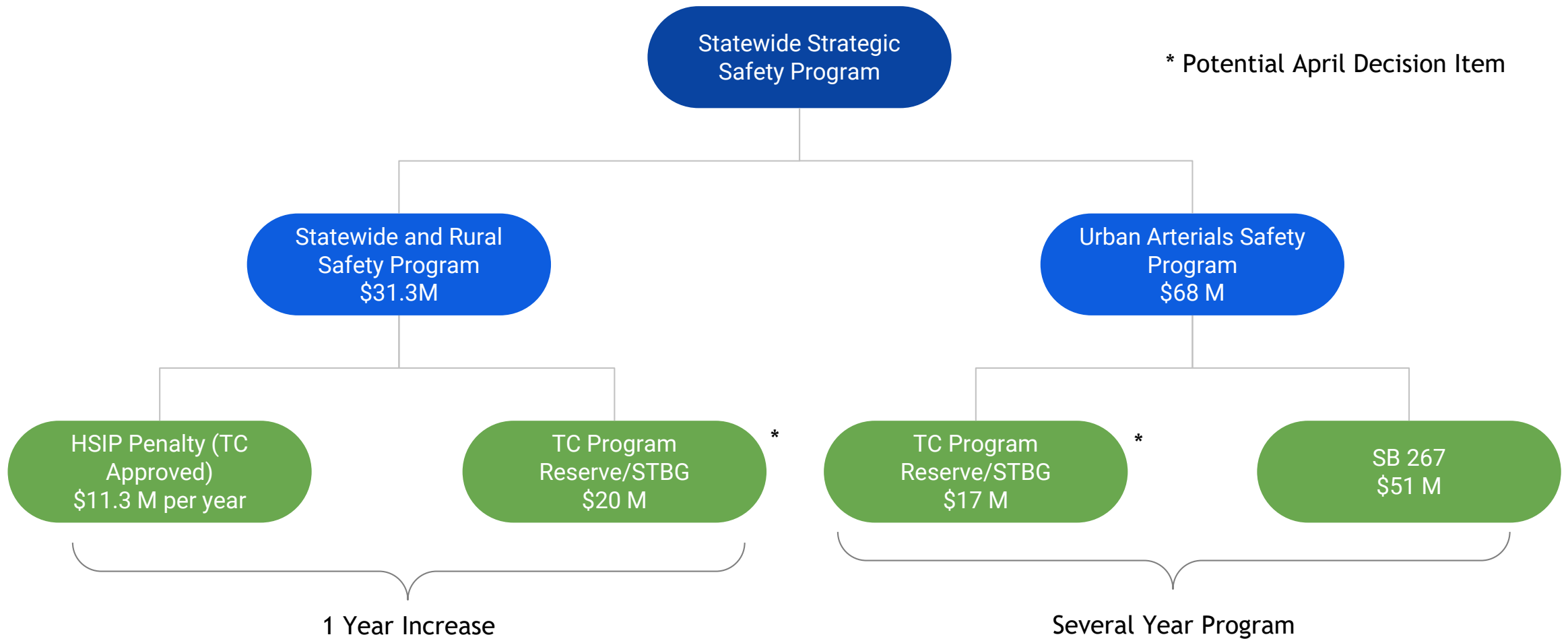


# Urban Arterials: Project Identification

- CDOT/R1 would work with our partners on a competitive project selection process
- Focus on high injury/high crash locations. Additional criteria could include:
  - environmental justice communities
  - readiness
  - transit/bus stops (high traffic/high ridership locations)
  - quick deployment
  - intersections with high frequency bike/ped movements
  - bike paths where connections are missing or gaps exist
- Applications reviewed by a multi-agency/NPO panel



# Funding Scenario





# Questions

## **BYLAWS OF THE STATEWIDE TRANSPORTATION ADVISORY COMMITTEE**

### **ARTICLE I – Name**

The name of this committee shall be the Statewide Transportation Advisory Committee (STAC)

### **ARTICLE II – Object**

The object of the Statewide Transportation Advisory Committee is to provide advice to the Colorado Department of Transportation (CDOT) on the needs of the transportation system in Colorado and to review and comment on all regional and statewide transportation plans submitted by the transportation planning regions and/or the Colorado Department of Transportation. The activities of the committee shall not be construed to constrain or replace the Project Priority Programming Process (4P), formerly known as the county hearing process.

### **ARTICLE III – Members**

**Section 1.** Each Transportation Planning Region (TPR) shall select a representative to the STAC pursuant to §43-1-1104 C. R. S. (1991).

**Section 2.** Each Transportation Planning Region shall select an alternate to provide representation, in the case of the absence of the STAC representative.

**Section 3.** The Ute Mountain Ute and Southern Ute Indian Tribes may each appoint a non-voting member to the STAC.

**Section 4.** The TPR must notify the Director of the Division of Transportation Development (DTD) in writing the name, title, mailing address, telephone number, FAX number and electronic mail address (if available) of any change in STAC representation within 30 days.

### **ARTICLE IV – Officers**

**Section 1.** The Offices of the STAC shall consist of a chairperson and a Vice-Chairperson.

**Section 2.** The Chairperson shall preside at all meetings of the STAC. The Chairperson shall be a member of the STAC and shall hold office until successor is elected.

**Section 3.** The Vice-Chairperson shall, in the case of the absence or disability of the Chairperson, perform the duties of the Chairperson. The Vice-Chairperson shall be a member of the STAC. The term of office as the Vice-Chairperson shall be until a successor is elected. In the absence of both the Chairperson and the Vice-Chairperson selection by those present shall preside.

**Section 4.** The officers shall perform the duties described in the parliamentary authority (e.g. Roberts Rules of Order) and these bylaws.

**Section 5.** The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place.

**Section 6.** Elections shall be held at the first STAC meeting of the state's fiscal year.

**Section 7.** In the event the Chairperson should resign from the STAC, the Vice-Chairperson shall assume the position until the end of the term.

**Section 8.** In the event the Vice-Chairperson also resigns, a special election will take place at the next scheduled STAC meeting.

**Section 9.** No person shall hold office if he/she is not a member, and no member shall hold more than one office at one time.

## **ARTICLE V – Meetings**

**Section 1.** A regular meeting of the STAC shall be held at least quarterly.

**Section 2.** A notice will be sent to each STAC member by the DTD for regular meetings at least two weeks in advance.

**Section 3.** All meetings of the STAC shall be open to the public.

**Section 4.** The majority of the membership shall constitute a quorum. A majority vote of the members present shall be required to carry any motion.

## **ARTICLE VII – Records**

The records of the STAC shall be public records and shall be open for public inspection. Minutes shall be made in all STAC meetings and shall be approved by the STAC. After approval by the STAC, minutes shall be made a part of the STAC record.

## **ARTICLE VIII – Amendment**

These bylaws may be amended at any regular or special meeting of the STAC by a two-thirds vote of the membership, provided that previous notice of the amendment was given to all members at least two weeks in advance.